

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

NOTICE IS HEREBY GIVEN that on **Wednesday, September 30, 2020** commencing **no earlier than 10:30 a.m., via GoToWebinar**, the **Governing Board** of the Tahoe Regional Planning Agency will conduct its regular meeting. Pursuant to the State of California's Executive Order No. N-29-20 and the State of Nevada's Declaration of Emergency Directive 006, the TRPA meeting will not be physically open to the public and all Governing Board Members will be participating remotely via GoToWebinar. Please go to www.trpa.org for more information on how to participate. TRPA sincerely appreciates the patience and understanding of everyone concerned as we make accommodations to conduct business using best practices to protect public health. The agenda is attached hereto and made part of this notice. **(Note: The Legal Committee meeting will run on a separate meeting link, concurrent with the Operations and Governance Committee meeting)**

NOTICE IS FURTHER GIVEN that on **Wednesday, September 30, 2020** commencing at **8:30 a.m., via Zoom**, the **TRPA Legal Committee** will meet. The agenda will be as follows: **1)** Approval of Agenda; **2)** Appeal of Approval of Tree Removal Permit, 1360 Ski Run Blvd, South Lake Tahoe, CA, APN 025-580-007, TRPA File No. TREE2020-1260, Appeal File No. ADMIN2020-0005; **(Page 599) 3)** Resolution of Enforcement Action: Beach Club Development LLC; Direct Discharge to the Waters of Lake Tahoe and Failure to Maintain Temporary BMPs, 300 Eugene Drive, Stateline, NV, APN 1318-22-002-001 **(Page 157) 4)** Appeal of Approval of a Single Family Rebuild Permit, 470 Gonowabie Road, Washoe County, NV, APN 123-131-05, TRPA File No. ERSP2019-1453 and of Approval of a Single Family Dwelling Permit, TRPA File No. ERSP2019-1471, Appeal File No. ADMIN2020-0003 and of Approval of Single Family Dwelling Permit, 480 Gonowabie Road, Washoe County, NV, APN 123-131-06 &, TRPA File No. ERSP2019-1471, Appeal File No. ADMIN2020-0004 **(Page 545) 5)** Closed Session with Counsel to Discuss Existing and Potential Litigation; **6)** Potential Direction Regarding Agenda Item No. 5; **7)** Committee Member Comments; Chair – Bruce, Vice Chair – Novasel, Berkbigler, Rice, Yeates; **8)** Public Interest Comments

NOTICE IS FURTHER GIVEN that on **Wednesday, September 30, 2020**, commencing **8:30 a.m., via GoToWebinar**, the **TRPA Operations & Governance Committee** will meet. The agenda will be as follows: **1)** Approval of Agenda; **2)** Recommend approval of August Financials; **(Page 1) 3)** Recommend approval for State of Good Repair Project Lists for TART and TTD; **(Page 25) 4)** Resolution to act as a Co-Sponsor for a Homekey grant from the State of California on behalf of the Tahoe Coalition for the Homeless, in partnership with the City of South Lake Tahoe; **(Page 147) 5)** Recommend approval for Allocation of Local Transportation Funds of \$75,000 to TRPA for Administration and Planning of the Transportation Development Act Program; **(Page 31) 6)** Recommend approval of Release of City of South Lake Tahoe Operations and Maintenance Funds (\$20,000) for Stormwater Treatment Facilities Operations and Maintenance; **(Page 37) 7)** Upcoming Topics; **8)** Committee Member Comments; Chair – Aldean, Vice Chair – Gustafson, Beyer, Cashman, Cegavske, Hicks; **9)** Public Interest Comments

NOTICE IS FURTHER GIVEN that on **Wednesday, September 30, 2020**, commencing at **9:30 a.m., via GoToWebinar**, the **TRPA Regional Plan Implementation Committee** will meet. The agenda will be as follows: **1)** Approval of Agenda; **2)** Approval of Minutes; **3)** Discussion and possible recommendation on the Draft Tourist Core Area Plan amendments in the City of South Lake Tahoe: Amend the TCAP Tourist Center Gateway Zoning District/Town Center to add approximately 18 acres, or 49 parcels, currently located within the Bijou-Al Tahoe Community Plan and Town Center; **(Page 605) 4)** Discussion and Possible Recommendation of Proposed Amendments for TRPA Code of Ordinances Chapter 61, Section 61.3. Vegetation Protection and Management; **(Page 927) 5)** Committee Member Comments; Chair – Yeates, Vice Chair – Bruce, Aldean, Laine, Lawrence, Gustafson; **6)** Public Interest Comments

September 23, 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

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|---------------------------------------|----------------------------|
| TAHOE REGIONAL PLANNING AGENCY | |
| GOVERNING BOARD | |
| Via GoToWebinar | September 30, 2020 |
| | No earlier than 10:30 a.m. |

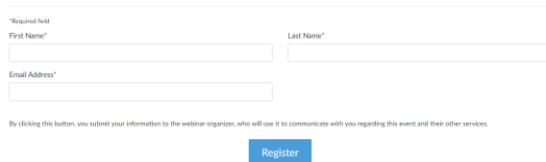
All items on this agenda are action items unless otherwise noted. Items on the agenda, unless designated for a specific time, may not necessarily be considered in the order in which they appear and may, for good cause, be continued until a later date.

Members of the public may email written public comments to the Clerk to the Board, mambler@trpa.org. Comments for each agenda item should be submitted prior to the close of that agenda item. All public comments should be as brief and concise as possible so that all who wish to participate 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 group representatives as well as for the total time allotted to oral public comment for a specific agenda item). No extra time for participants will be permitted by the ceding of time to others. Written comments of any length are always welcome. 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 1 hour. In such an instance, comments will then be read into the record from the online web comment form; repetitive comments may be summarized. All written comments will be included as part of the public record.

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.

Public Participation in the Webinar:

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 - The computer app can be downloaded here:
<https://support.goto.com/meeting/help/download-now-g2m010002>.
 - The tablet or smartphone app can be found in the app store on your device.
2. Find the link to the meeting at <https://www.trpa.org/document/meetings-notice/>. Clicking on the GoToWebinar link will open the GoToWebinar app automatically and prompt you to register for the meeting. Please register with your first and last name so that you may be identifiable in the event you would like to make public comment.



A registration form with the following fields: "First Name" (required), "Last Name", and "Email Address". Below the fields is a small disclaimer: "By clicking this button, you submit your information to the webinar organizer, who will use it to communicate with you regarding this event and their other services." A blue "Register" button is located at the bottom right of the form.

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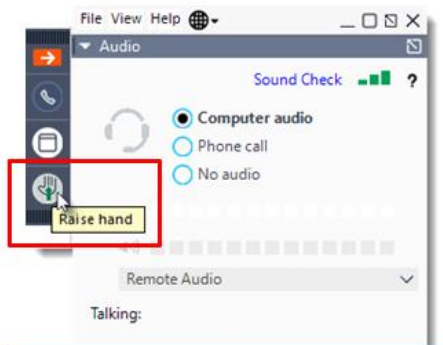
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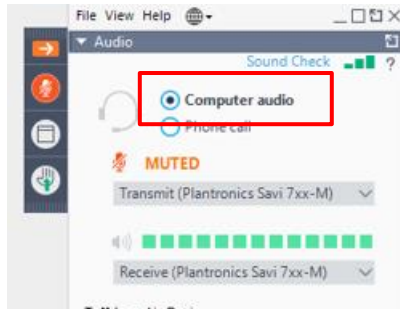
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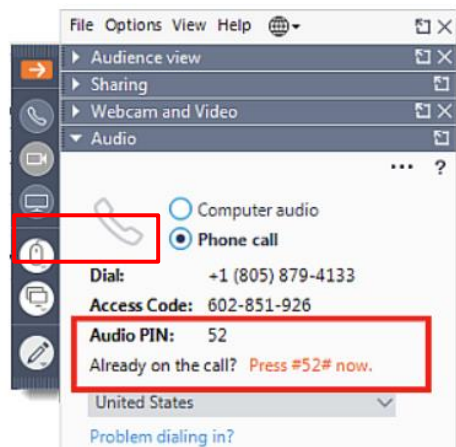
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AGENDA

- I. CALL TO ORDER AND DETERMINATION OF QUORUM
- II. PLEDGE OF ALLEGIANCE
- III. APPROVAL OF AGENDA
- IV. APPROVAL OF MINUTES
- V. TRPA CONSENT CALENDAR (see Consent Calendar agenda below for specific items)
- VI. PLANNING MATTERS
 - A. Climate Resiliency Initiative Briefing **Informational Only** Page 165
 - B. State Route 89 Recreation Corridor Management Plan **Approval** Page 167
- VII. PUBLIC HEARINGS
 - A. Proposed Amendments for TRPA Code of Ordinances Chapter 61, Section 61.3. Vegetation Protection and Management **Approval** Page 479
 - B. 2045 Linking Tahoe: Draft Regional Transportation Plan **Discussion and Public Comment** Page 539

Adjourn as the TRPA and reconvene as the TMPO
- VIII. TAHOE METROPOLITAN PLANNING ORGANIZATION PUBLIC HEARING
 - A. 2045 Linking Tahoe: Draft Regional Transportation Plan (This item will be heard together with TRPA Item No. VII.B.) **Discussion and Public Comment** Page 539

Adjourn as the TPMO and reconvene as the TRPA
- IX. APPEALS
 - A. Appeal of Approval of a Single Family Rebuild Permit, 470 Gonowabie Road, Washoe County, NV, APN 123-131-05, TRPA File #s ERSP2019-1453 and of Approval of a Single Family Dwelling Permit, TRPA File No. ERSP2019-1471, Appeal File No. ADMIN2020-0003 and of Approval of Single Family Dwelling Permit, 480 Gonowabie Road, Washoe County, NV, APN 123-131-06 &, TRPA File No. ERSP2019-1471, Appeal File No. ADMIN2020-0004 **Action** Page 545
 - B. Appeal of Approval of Tree Removal Permit, 1360 Ski Run Blvd, South Lake Tahoe, CA, APN 025-580-007, TRPA File # TREE2020-1260, Appeal File # ADMIN2020-0005 **Action** Page 599

- 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**
- 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 INTEREST COMMENTS

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.

XIV. ADJOURNMENT

TRPA CONSENT CALENDAR

| <u>Item</u> | <u>Action Requested</u> | |
|---|-------------------------|-----------------------|
| 1. August Financials | Approval | <u>Page 1</u> |
| 2. State of Good Repair Project Lists for TART and TTD | Approval | <u>Page 25</u> |
| 3. Allocation of Local Transportation Funds of \$75,000 to TRPA for Administration and Planning of the Transportation Development Act Program | Approval | <u>Page 31</u> |
| 4. Recommend approval of Release of City of South Lake Tahoe Operations and Maintenance Funds (\$20,000) for Stormwater Treatment Facilities Operations and Maintenance | Approval | <u>Page 37</u> |
| 5. Bussey/Hughes/Thompson New Multiple-Parcel Pier 3105, 3115, & 3125 West Lake Blvd., Placer County, APNs 085-280-042, | Approval | <u>Page 43</u> |

- 043, & -044, TRPA File Number ERSP2020-0125
- | | | | |
|----|---|-----------------|------------------------|
| 6. | Molsby/Willey/Kohlmann New Multiple-Parcel Pier 1050, 1048, & 1040 Skyland Drive/Douglas County APNs 1318-03-110-018, -019, & -020 TRPA File Number ERSP2020-0124 | Approval | <u>Page 97</u> |
| 7. | Resolution to act as Co-Sponsor for a Homekey grant from the State of California on behalf of the Tahoe Coalition for the Homeless, in partnership with the City of South Lake Tahoe | Approval | <u>Page 147</u> |
| 8. | Resolution of Enforcement Action: Beach Club Development; Direct Discharge to the Waters of Lake Tahoe and Failure to Maintain Temporary BMPs, 300 Eugene Drive, Stateline, NV, APN 1318-22-002-001 | Approval | <u>Page 157</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 Berkbigler, Washoe County Commissioner; Cindy Gustafson, Placer County Supervisor Representative; Vacant, 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

GoToWebinar

August 26, 2020

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Yeates called the meeting to order at 12:16 p.m.

Members present: Mr. Beyer, Ms. Berkgigler, Mr. Bruce, Mr. Cashman, Ms. Faustinos, Ms. Gustafson, Mr. Hicks, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Rice, Mr. Yeates, Mr. Plemel for Ms. Aldean

Members absent: Mrs. Cegavske

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

Mr. Yeates deemed the agenda approved as posted.

IV. APPROVAL OF MINUTES

Ms. Gustafson moved approval of the July 22, 2020 minutes as presented.

Mr. Plemel abstained.

Motion carried.

V. TRPA CONSENT CALENDAR

1. July Financials
2. Nevada Division of State Land's Request for Disbursement of Excess Coverage Mitigation Funds (\$1,403,020.97) and Delegation to the Executive Director to release Excess Coverage Mitigation under Certain Circumstances
3. Release of El Dorado County Mitigation Funds for Environmental Improvement Projects
4. Resolution of Enforcement Action: Calpac Properties, Inc.; Unauthorized Tree Removal, 350 Granite Road, Placer County, CA, Assessor's Parcel Number 116-030-060 and 370 Granite Road, Placer County, CA, Assessor's Parcel Number 116-030-059
5. Hekmat/Quiet Waters/Whitehead New Multiple-Parcel Pier 885, 887, & 889 Lakeshore Blvd., Washoe County, Nevada APNs 122-181-32, -64, & -65, TRPA File Number ERSP2020-0121

Ms. Gustafson said the Operations and Governance Committee recommended approval of items one, two, and three.

Mr. Bruce said the Legal Committee recommended approval of item four.

Mr. Lawrence moved approval of the consent calendar.

GOVERNING BOARD

August 26, 2020

Public Comments & Questions

None.

Ayes: Mr. Beyer, Ms. Berkbigler, Mr. Bruce, Mr. Cashman, Ms. Faustinos, Ms. Gustafson, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Rice, Mr. Yeates, Mr. Plemel for Ms. Aldean

Absent: Mrs. Cegavske

Motion carried.

VI. PUBLIC HEARINGS

- A. Additional Public Comment Opportunity on the Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR/DEIS) for the Tahoe Keys Lagoons Aquatic Weed Control Methods Test

TRPA team member Mr. Zabaglo provided the presentation.

Mr. Zabaglo said they're still on schedule but with a slight change with the release of the anti-degradation. The anti-degradation is built information contained within the draft environmental document by taking what was reported as any potential impacts. They expect to see that document towards the end of 2020 and there'll be additional opportunity for the public to provide input on that piece at that time. The public comment period will close for the draft environmental document on September 3, 2020. This is the third public hearing; two at the Governing Board and the August Advisory Planning Commission along with public webinars and workshops for the stakeholders.

Board Comments & Questions

None.

Public Comments & Questions

Marla Weitzman nine year resident of the Tahoe Keys Property Owners Association and a 25 year resident of Lake Tahoe. She's also serves on the TKPOA Water Quality Committee. In 2015, she attended a public meeting where in a panel comprised of the top environmental scientists in this region, reviewed TKPOA's plan to manage the invasive species in the Tahoe Keys. These panelists unanimously agreed that the problem had become so large that the best and safest solution for the Tahoe Keys and the Lake was an Environmental Protection Agency approved herbicide application that would affect only specific targeted non-native species. The application requested a herbicide test along with test of other non-herbicidal methods. The results of that comparison should reveal the most effective and safest combination of methods to control the weeds. The Tahoe Keys was deemed a tier 3 water long after the Tahoe Keys was built. Most if not all tier 3 waters are managed by government agencies. The Tahoe Keys homeowners have absorbed the majority of the costs over \$5 million for this tier 3 water problem. That money was spent on scientific research, weed management and removal, public education, and collaborative efforts with the stakeholders and government agencies. The TKPOA has led the scientific research on invasive species in the Tahoe Keys. The proposed project is the environmentally superior alternative and the time is now to make the right decision. The science supports this proposal and there's a bigger risk to kicking the can down the road again.

Jesse Patterson, League to Save Lake Tahoe said he's been involved with the Tahoe Keys project and aquatic invasive species for close to eight years. The League helped fund 5.9 acres of Laminar Flow Aeration tests and helped install bubble curtains in the west channel. Bubble curtains will be coming soon to the east channel. They've also supported the backup stations and helped fund the surveys in the Lake proper that has helped to identify the largest infestation of aquatic invasive plants growing in the Lake proper. The Tahoe Keys is ground zero for aquatic invasive plants at the Lake. It's getting worse and the longer we wait the worse it will get. If you don't have sufficient tools, then you need to test new ones. When it's as important as Lake Tahoe, they need to be tested safely. This is what is being looked at in this proposed control methods test such as ultraviolet light, laminar flow aeration, bottom barriers, suction dredging, hand removal, and targeted herbicides approved by the Environmental Protection Agency.

These tests need to be done so they can understand if they can be done safely for the Lake, residents, and are effective at reaching the goal. This proposal is for a test which is something the League has advocated for the past four years when the 2015 proposal was done by the TKPOA. The draft environmental document is extensive, science based, and has a lot of great mitigations, and monitoring. He's never seen this type of environmental review and public engagement particularly a test. It's clear that the most damaging thing to Lake Tahoe is continuing to not do enough. The proposed project had no significant impacts to the Lake based on the mitigations and the extensive monitoring. This proposal is completely new and innovative which Tahoe has been known for in the past. It's to look at items such as herbicides and unproven but innovative methods like ultraviolet light and laminar flow aeration to be used one time to knock back the infestation to where it can be managed with non-chemical methods moving forward.

The rest of the world seems to be hooked on herbicides and the League doesn't believe that's a great thing but that's not what is being proposed here. It's looking to see if they can be used once in a controlled manner to knock it down and then maintain it and also looking at the other methods used in isolation and combination. This could be something new not just for Tahoe but other places as well. The League still has a lot of concerns about herbicides and are waiting to see the anti-degradation analysis before providing any final support. The proposed project in the environmental document is the best way to go, it includes all of the methods and alternatives in some way shape or form and we don't have time to waste testing things that are unproven. As climate change happens, the water in the Lake is becoming more susceptible for invasive species, evidence by the new infestation. Let's take action to change the course of what's happening at the Tahoe Keys and Lake Tahoe.

Andy Kopania, Chair of the Tahoe Keys Water Quality Committee, on behalf of the Tahoe Keys Property Owners Association he would like to express their appreciation for the opportunity to provide comments today. There are grateful for the collaborative effort that TRPA has spearheaded to develop the current stakeholders committee, implement the facilitation program, and lead the environmental review. TKPOA has spent several decades and millions of dollars to research the most appropriate tools and management strategies to address this problem. Without the current collaborative effort, he's convinced that solutions to the aquatic invasive weeds challenge in the Tahoe Keys Lagoons would be intractable. The time to solve these issues is now, the longer we wait, the bigger the issue becomes. The aquatic invasive weed challenge in the Tahoe Keys isn't like fine wine, it's not getting better with age! It will take some heavy lifting to bring things under control and there's no valid reason to delay this any further. We need to approach these solutions with a full tool box. No one that he knows is excited about testing or the potential use of herbicides in tributaries to Lake Tahoe.

The purpose of the proposed control methods test is to compare the efficacy of a range of proven and innovative tools to see which combination of these tools have the best potential to provide the integrative

weed management program that will lead to success. There's no evidence that one single tool or method has the capability to solve this problem on its own. The Tahoe Keys Lagoons are complicated with factors that will compound the success of some tools in certain areas while contributing to the success of others. It is unrealistic to think that one tool will be effective in all areas. Proceeding at this time with a partial test of the tools available will only result in further delays while the weed problem continues to propagate.

Regarding the suggestion that the solution is to fill in or restore the Tahoe Keys; notwithstanding the immense legal and financial challenges that would be associated with an eminent domain action of that magnitude, there are also a number of other factors that dictate such suggestions are unrealistic. Simply filling in a lagoon doesn't guarantee the elimination of aquatic invasive weeds. As numerous studies by TRPA, the Tahoe Resource Conservation District, the Tahoe Environmental Research Center, and others have shown that there are many tributaries, marshes, and wetlands around Lake Tahoe that are infested by the very same invasive weed species. Filling in the Tahoe Keys Lagoons would be contradictory to numerous TRPA Regional Plan goals and policies related to land use, housing, and recreation. For example, his neighbors in the Tahoe Keys include a local restaurant owner, a pediatrician, a nurse, a realtor, a construction contractor, a house painter, and a boat mechanic. The Tahoe Keys neighborhoods provide critical and necessary housing to support a viable economy in the Lake Tahoe region.

Kirk Wooldridge on behalf of the Tahoe Keys Property Owners Association said based on the inception of the Tahoe Keys in 1963, they've had a water quality control committee as part of their by-laws to address, monitor, and maintain the high level of water quality within the Tahoe Keys. In 1990, they restated their by-laws to continue this water quality committee. Over the years, there's been countless volunteer hours to help maintain the water quality, addressing issues that they have in the lagoons and the aquatic invasive species weeds.

The pursuit of herbicides began as early as 1995 when the application was submitted to Lahontan Regional Water Quality Board to test herbicides which were not approved at that time. The most recent efforts began again in 2014 after Lahontan issued a waste discharge requirement to the Tahoe Keys related to the weed infestation. In 2015, based on them working with an expert panel of government and academic scientists and their recommendations, the water quality committee has been pursuing this one-time small scale herbicide treatment as the only known cost effective method to reign in the weed infestation. To include their membership and to follow the requirements of a common interest development and the Davis-Stirling Civil Code, the Water Quality Committee and the Board of Directors put together a program to fund the actual effort to move forward with the authorization to pursue regulatory approvals for the use of aquatic herbicides to control the aquatic invasive weeds in the Tahoe Keys Lagoons. In doing so, implementing a special assessment for their members.

In April 2017, in compliance with the Davis-Stirling Civil Code, they conducted a membership vote of all members to vote in favor for a \$1,600 assessment per property. They received 897 ballots, the most they've ever received on a vote. It passed with 588 votes, 65 percent for a total of \$2.4 million dollars over the next three years in support of this application. Prior to that time, they spent up to \$3.3 million and with this addition \$2.4 million, it's over \$5 million dollars of homeowner association money to look for a solution. In 2017, their membership voted to perform a land exchange with the California Tahoe Conservancy in support of the Upper Truckee Marsh project. They received 81 percent in favor to exchange their corporation yard with another parcel to support the Upper Truckee Marsh project. After going through this process with the stakeholder committee for what was required for the environmental impact report/environmental impact statement, they had to go back and look at their special assessment program. Then they sent out a new ballot to revise the second assessment and in May 2020, they

conducted another membership vote that passed with 80 percent of the members voting to continue on with the special assessment program in support of this.

Greg Hoover, Tahoe Keys Water Quality Manager said he oversees the aquatic invasive projects and harvesting operations. From the money flowing in from the homeowners there's been a lot of projects that have been done over the past few years. He started in 2016, and the harvesting program had been going on for several decades at that point. They were in the infancy stage of creating an aquatic invasive species program.

In 2016, they introduced the water quality sediment BMI sampling, the boat backup concept, and also had a bottom barrier where they started a hydroacoustic scanning in and around the Tahoe Keys to try to bring more of a science method to the harvesting. In 2017, they redesigned the backup station, they increased the water quality sampling, they did a large scale bottom barrier project, they also purchased a \$105,000 skimming barge. They modified the schedule based off of what they were seeing on the water again. They installed a radar system to try and cut down erosion, they partnered with the Lake Tahoe Community College environmental science program and provided paid internship. In 2018, they redesigned the backup station to its current state. They introduced the laminar flow aeration and the monitoring, and the bubble curtain in the west channel. They partnered with the Tahoe Resource Conservation District, TRPA, and the Lahontan Regional Water Quality Control Board to provide hydroacoustic scans for the Lake in front of their beachfront. In 2019, they redesigned the bubble curtain again in the west channel, installed sea bin technology, and extended the harvesting season into November to try and get more biomass out. In 2020, with another revised special assessment, they've enhanced the bubble curtain again at the west channel. They installed another laminar flow aeration and purchased two more pieces of fragment control equipment. They purchased three skimmer barges and are in the process of testing the circulation system. The work that's been completed in these short five years have proven that they've taken a leadership role in and around the Lake.

Sudeep Chandra, Professor, University Nevada, Reno and member of the Tahoe Science Advisory Council said the Tahoe Science Advisory Council created a subcommittee to review this document. Through this, they're providing comments back to the Tahoe Science Advisory Council. Today, he's speaking as a professional scientist who has worked in the Basin since 1998 and not on behalf of the Tahoe Science Advisory Council. He reviewed this document and in it there has been plenty of sufficient analysis in understanding the changes to the ecosystem as a result of having the different alternative measures in the document. The type of tools and approaches that are being utilized are not only contemporary and cutting edge for controlling invasive species but some of them including the use of herbicides have been used in other systems with frequency and a lot of reliability for moving invasive plants. This is nothing new in the document that hasn't been used at least in relation to herbicides that hasn't been used in other systems with a lot of efficacy. The invasive plant situation at Lake Tahoe, not just in the Tahoe Keys but in the main Lake, is still slow going in terms of expansion and spread. There's a very aggressive plant species called the Curly-leaf pondweed which can live outside marinas and the Tahoe Keys and can move around the Lake rather readily. Compared to other lake ecosystems, we still have an opportunity to control these invasive plants before they get too out of control. He encouraged the support of this plan moving forward. We'll learn quite a bit about the utility of the different tools, and we'll have additional measures if they're successful in controlling other invasives like warm water fish.

David Blau, Board member and Program Chair, League to Save Lake Tahoe said he has just under 40 years experience preparing resource management plans, National Environmental Protection Act and California Environmental Quality Act documents. The League's mission is to protect water quality and clarity. We

cannot do this without cleaning up the Tahoe Keys. The Lake ecology and the Tahoe Keys health like it or not, are inseparable. There's a sense of urgency that goes beyond what Professor Chandra mentioned. The plant fragments have spread to all dozen or so marinas around the Lake. It's urgent to find a solution that is going to work. The draft environmental impact report/environmental impact statement is comprehensive and legally defensible. They appreciated the no action alternative which is often dismissed readily in an EIS/EIR. In this case, the authors took it all the way through the impact analysis as a distinct alternative. Not surprising, the no action alternative ended up with the most significant adverse impacts.

The document makes a very compelling case for not delaying and taking action. They support the proposed project. The EIS/EIR concludes that there's less than significant impacts to environmental health, water quality, and aquatic biology. The League believes that all tools should be tested which is what the three year testing program is for. They need to get a true picture of the pros and cons that is based on science and not in emotion. They do have questions about Action Alternative One which features ultraviolet and laminar flow aeration as the primary tools and whether that could come even close to the target of reducing the plant biomass by 75 percent. They're not making any comments on Action Alternative Two because it's not very practicable. We can't afford to waste three years testing tools that have been used on a very small scale but do not look like they can handle 172 surface acres of water. They would like to see all the tools evaluated.

Keiron McCammon said he's owned a home in the Tahoe Keys for about 12 years and is now living here fulltime. It's great to see that it's time for joint action by state regulatory agencies, environmental groups, and the homeowners to combat this problem. We need help to combat this problem. Hoping that the Tahoe Keys Lagoons go away one day is sticking our heads in the sand. Like it or not, the Tahoe Keys has been here 50 years and will be here for the next 50 years. Not testing herbicides is environmentally irresponsible given the size of the infestation. To date, the Tahoe Keys own non-herbicide measures to harvest and control the weeds over the decade has done nothing to curtail the spread but rather has got progressively worse. We need to test all alternatives side by side, including herbicides to see what will work at this scale. Not testing herbicides and hoping that an unproven method will work at this scale shouldn't be the preferred environmental alternative as it is currently denoted in the draft report. He hopes for the best but plans for the worst. It would be fabulous if one of the non-herbicide test methods proves effective at scale but if it doesn't, we need a backup plan, or we risk not being able to tackle this problem for another five years. He hates to see the kind of degradation that the homeowners have witnessed in the lagoons over the years despite their best efforts to control them, happen in other areas of the Lake. People no longer want to swim in our waters, the weeds are a constant nuisance getting caught up in paddle board and kayak paddles around boats and docks. The turbidity of the water is awful compared to the clarity of the Lake. He implores the Governing Board to at the very least approve the proposed limited testing of herbicides within the Tahoe Keys Lagoons so that three years from now, we can debate the scientific evidence regarding their efficacy and environmental impact compared to non-herbicidal alternatives. If we do not, the problem will only get worse.

- B. Show Cause Hearing; Mountain Addiction, LLC; Justin Sheaff; Unauthorized Tree Removal, California Tahoe Conservancy Property, Placer County California, Assessor's Parcel Number (APN) 092-010-021 and 092-010-035

Ms. Novasel said she serves as the chair of the California Tahoe Conservancy Board. She has not had any conversation with any staff member or anyone else about this matter.

Mr. Bruce said the Legal Committee convened this morning and heard evidence and arguments and it was their recommendation to pursue litigation in this matter.

Mr. Marshall said the decision before the Governing Board today is whether to proceed with this litigation which will include discovery and discovery of additional evidence and then presentation to a court on whether or not a civil penalty should be assessed against Mountain Addiction and Justin Sheaff. It derives from the fact that TRPA in of itself cannot assess civil penalties, they have to go to court to do it. In this case there is a situation where staff has not be able to facilitate any sort of resolution between Mountain Addiction and TRPA. Staff believes that this is a case that should proceed to litigation and trial to establish that these entities are responsible for the cutting.

This home has living space above with a huge garage underneath that has room for snowmobiles. In the winter, shortly after the cutting was discovered, as shown in one of the pictures there's a snow cat that they believe was used along the path that was cleared. There's a path directly from the back of the house of Mountain Addiction to Dollar Creek paved multi-use trail that Justin Sheaff admits he grooms with the snow cat. The photos in the staff packet represent why this is an over the snow path as opposed to somebody just out cutting either for Forest Health or for firewood, for example.

There are a series of photos that show where trees and other materials were cut to clear a path for a wide over the snow vehicle such as a snow cat to get through. Another photo where stuff was not cut right such as dead trees that would otherwise have been pulled out. They would have been removed if it were a forest health project. Another photo shows dead branches at a high height cut because if you were on the snow those would be poking out into the route of the path for the snow cat. A dead stump was cut that was sticking up that may poke through the snow. They assumed that it was removed to avoid any damage to the equipment. The photos show that as you move towards the bike path, it shows the same type of cutting that demonstrates that this was done to create a wide path. TRPA staff walked the transects in order to determine if there was any other or not there were any other similar type of cuttings of manzanita that was cut with a blade, stumps of recently cut live trees, etc. Staff couldn't find any other evidence of this type of cutting except for on this path that leads from the Mountain Addiction house to the bike trail that is groomed by Mountain Addiction with a snow cat.

Mr. Basile, representing Mountain Addiction; Justin Sheaff. He said they were before the Legal Committee today based upon the notice of violation and the allegations contained in that notice of violation. Now the Governing Board is here to consider whether or not to take this on to a lawsuit in Federal Court based upon the evidence. Without a doubt at all, there is no direct evidence that either Mountain Addiction or Just Sheaff did this cutting. There is no question that the cutting took place but no direct evidence that Justin Sheaff or anyone from Mountain Addiction either knew about it or had anything to do with it. The evidence is supposition, speculation, and basically that the fact that Mountain Addiction owns this house in an area adjacent to where this cutting took place.

One of the allegations in the complaint is that the apparent purpose of the tree removal was to establish a snow cat mobile route to access the existing trail system above the Mountain Addiction property. The evidence is that neither Justin Sheaff nor Mountain Addiction needed to use any sort of trail system to access the bike trail. The bike trail system is readily available to them from another trail that leads from their property directly to the bike path. Another allegation is TRPA didn't issue a permit to any person or entity to cut or remove the trees to the California Tahoe Conservancy property. They agree with that. Another allegation is the felling of the trees on the CTC property improves Mountain Addictions access to public lands and benefits the Mountain Addiction property. That is completely supposition. Mountain

Additions property has access to CTC's property all along its property boundary and has used this property for years and years.

He hopes the board members had the opportunity to review their response to the notice of violation because he goes through the history of use by Justin Sheaff and other owners of Mountain Addiction that took place long before they built their home on the property. All of this property has been used dating back to the 1980s for snowmobile purposes, snow catting, all terrain type vehicles, cross country skiing, etc. Another allegation, TRPA is informed and believes that Justin Sheaff is or was employed by the California Department of Forestry as a heavy equipment operator. That is not true, he is employed by CAL FIRE as a structural fire fighter. They make this allegation to show that he somehow has experience in operating a chain saw to cut down trees. That is supposition and speculation on TRPA's part.

It states that the trees felled on the California Tahoe Conservancy property were cut by an experienced person. That may or may not be true, they have no idea. But by trying to show that Justin Sheaff as an experienced wildland fire fighter which he is not, had that type of experience. They are trying to connect dots that cannot be connected.

The complaint also alleges that Justin Sheaff admitted to being present on the CTC property when the snow cat was in use. That's true, he operates a snow cat. He has cleared the bike path in the winters for the multitudes of people who cross country ski, hikers, snow shoe, etc. in that area. He's done that regularly and to the appreciation of those who live in the neighborhood and use that property. They also allege that Justin Sheaff admits that he conducts maintenance on the CTC property during the winter for his winter use purposes. Not only did Justin Sheaff admit to doing that but he also admitted to doing that during the summer time. He clears debris from the trails and acts as a steward of the forest. This is the type of evidence that will come out. They've taken statements from many residents in the area all of whom will come to bat for Justin Sheaff and collaborate the things he's stating today which are contrary to the allegations that have been filed in the complaint in Federal Court. Another allegation is that TRPA is informed and believes that as a wildland fire fighter, he has the necessary knowledge and experience to cut the trees on the CTC property. He is not a wildland fire fighter; he specializes in structural fires.

They conclude, based upon the foregoing, TRPA alleges that it is more likely than not, the Justin Sheaff for himself and on behalf of Mountain Addiction, either himself or directed others to cut the trees greater than 14". More likely than not, is not the type of proof that's necessary to go into court and try and prove the type of allegations that TRPA attempts to prove here. The standard of proof is by the preponderance of the evidence and there is not a preponderance of the evidence. The California Tahoe Conservancy discovered this in January and didn't file the lawsuit in court until May. They conducted and canvassed the neighborhood, witnesses, asking questions, trying to find out all they could about who might have done this and whether or not there was any involvement on the part of Mountain Addiction or Justin Sheaff. All those efforts proved futile as they didn't come up with any evidence other than their supposition and Mountain Addictions proximity to show that Justin Sheaff or Mountain Addiction and its principals were somehow involved.

He urged the board to read his response to the notice of violation carefully because they went at long lengths not only to show what happened but to show pictures to demonstrate why there was no need for any snow cat operator to try and cut a path through the area that's designated on the map. He's walked the property and the surrounding areas 200 feet on either side of this supposed pathway, and you will see cuttings very similar that you'll see in this supposed pathway. You'll see cuttings that were not necessary to have been made for the simple purpose of getting a snow cat through there. Some of the areas are 20 feet wide, plenty of room for two or three snow cats to go through at the same time. Yet,

there might be a tree stump way off to the right of this 25 foot wide area. It would make no sense to cut down a tree in that location in an attempt to carve a path adequate for a snow cat to get through because there was adequate room for that snow cat anyway.

Based upon the facts that are before this board, it's going to be futile to go into court and it will be a waste of time, effort, and money not only by TRPA but also his client to defend what they feel is a spurious action in so far as either Mountain Addition or Justin Sheaff is concerned.

Board Comments & Questions

None.

Public Comments & Questions

None.

Mr. Marshall said staff had no final comments. They'll agree that it is a circumstantial case. There is no direct evidence, admission, or eyewitness testimony that places Justin Sheaff or Mountain Addiction representative on the site cutting trees. It is a circumstantial case at this time, and they look forward to the opportunity to discover additional evidence to prove to the contrary. They believe that the circumstantial evidence that they have presented demonstrates that is highly likely that Justin Sheaff and Mountain Addiction are the responsible parties and therefore, urge the board to accept the recommendation of the Legal Committee and vote to move forward with the litigation.

Board Comments & Questions

Mr. Bruce made a motion to direct the Executive Director and Agency Counsel to pursue a judicial action to assess Justin Sheaff and Mountain Addiction LLC a civil penalty for the conduct alleged in TRPA's May 8, 2020 Notice of Violation.

Ms. Gustafson asked for clarification from Mr. Marshall relative to herself and Ms. Novasel's role on the California Tahoe Conservancy Board and if there was any issue with them voting.

Mr. Marshall asked if she had any discussions with staff or anyone else about this.

Ms. Gustafson said she hasn't had any discussion with staff or any of the parties as well.

Mr. Marshall said Ms. Gustafson and Ms. Novasel can participate in the vote.

Mr. Cashman asked Mr. Bruce what the feeling was of the Legal Committee with respect to recommending this action. Was there anything outside of what Mr. Marshall presented today?

Mr. Bruce said the primary concerns from the committee from his perspective was that the path comes directly from the home and the garage houses a number of vehicles including the snow cat. The snow cat tracks are on the path leading from the home to the bike path. The way that these trees, stumps, limbs and the brush was cut was very much indicative to cutting a path way versus cutting the trees for any kind of safe space for fire prevention or anything along those lines. The other was that it's not uncommon to have cases that are circumstantial. Circumstantial cases are brought forward all of the time. From his

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perspective, when the evidence is this significant and telling that we have to take action to protect what it is that we're supposed to protect. That sums up the thought process as he understands it. There was not a significant number of discussions or comments from the Legal Committee.

Mr. Yeates said he made the motion for the Legal Committee primarily to get the matter before the board. There's the circumstantial evidence of the path to the bike trail and just the way the tree cutting occurred. As Mr. Marshall stated, there may be additional discovery evidence. At some point in time, staff will have to balance out how good that circumstantial evidence is to proceed with litigation. At this point, the impact on conservancy lands for people just to go and do things like this causes concern. It's worth it to him for further research into the evidence in this particular issue.

Ayes: Mr. Beyer, Ms. Berkbigler, Mr. Bruce, Mr. Cashman, Ms. Faustinos, Ms. Gustafson, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Rice, Mr. Yeates, Mr. Plemel for Ms. Aldean

Absent: Mrs. Cegavske

Motion carried.

VII. APPEAL

- A. Appeal of Approval of Conditional Sewer Repair Permit, 3328 & 3320 Edgewater Drive, Placer County, CA, APN 093-094-041 & -042 (530-301-00), TRPA File # ERSP2019-0514. Appeal File # ADMIN2020-001

Ms. Gustafson said her husband's engineering firm has worked on this project and therefore, is recusing herself.

Mr. Yeates said seeing the exposed pipeline, he had concerns about the fact that the pipeline shouldn't be so exposed. He sent comments to staff and also followed up by calling Mr. Barclay at the Tahoe City Public Utility District to discuss his concerns.

Mr. Bruce said the Legal Committee convened this morning and heard evidence and arguments and it was their recommendation to deny the appeal. They also recommended that staff continue working with the appellant and the permittee to find a mutually beneficial resolution with respect to the issues and problems that this appeal presented. One of the items that the appellant pointed out during the course of the hearing was that there will be a neighboring project that may be doing some type of repair or reconstruction work that might lend itself to a solution in this case. The Legal Committee recommended and hoped that they could pass onto staff as they try to find a solution to this matter.

Mr. Marshall said he had an email exchange with one of the appellants, Ms. O'Donnell and are in agreement that this comes forward as a compliance issue rather than an appeal of the permit and that staff is committed and agree with the direction from the Legal Committee and would request the same direction from the Governing Board to work with these parties to try and resolve the exposed pipe issue. It may be impossible to return to the exact condition but to get the pipe underground in some fashion. They are looking forward to this same project in front of a different lakefront property to conduct a project of pipe replacement. While going into that, trying to find solutions to this issue that is caused by the loss of some of the subsurface elevation on the bottom of the Lake. To that extent, they feel that the appeal should be denied because this isn't a challenge to the validity of the permit but they agreed that the more appropriate resolution is for the board to direct staff to actively engage with the parties to find a solution to the current status quo.

Mr. Wilhelmy, representing Joshua Floum and Margaret O'Donnell. He said the utility districts sewer pipe crosses the appellants property in Lake Tahoe and it failed the required replacement, the permit, and the plans required that the pipe be covered or buried. The work was completed, and the appellants discovered by way of a number of emails from the utility district that they had not in fact covered the pipe. The utility district explanation as to why the pipe wasn't covered was that the work was performed blindly. That's an appropriate description because from the photo the contractor can't see the pipe, lakebed, the trench, and the backfill that is supposed to cover the pipe might be ending up. There's a photograph from 2015 that shows the pipe resting completely below the lakebed where it sat for 52 years before it failed. Another photograph that was taken less than two weeks after the work was completed shows the pipe (dark horizontal line) just off the shoreline completely exposed and not covered or buried.

The challenge is that in the appellants communications with the utility district, were told a number of things such as a rock revetment could be put over the top of this pipe. That will make the situation worse because it will provide a larger blockade of their property. This pipe is raised about two feet off of the lakebed. The other communication that the appellants received from the utility district was that they were going to wait and see and hopefully mother nature and wave action will cover the pipe. There's been no improvement. The third general theme that the appellants have received from the utility district has been that they're not allowed to do anymore dredging in this area. This is why there are looking to the board for direction because they believe that there are solutions to this challenge. There is another segment of this work under the same permit that they believe is going to commence in September that will start near this pipe. Their expectation that under the permit there will be additional dredging and if there is and the permit allows that dredged material to be placed over the pipe. There could also be excess material from the next phase of the project that could be moved to the east. The appellants have never asked for the pipe to be removed; they're trying to cooperate with the utility district to find a solution that makes the completed pipe comply with the terms of the permit.

Mr. Barclay, Tahoe City Public Utility District said he would like everyone to know how proud he is of his staff, consultants, and contractors who were all able to rapidly respond and implement a solution to this unfortunate incident under extreme time and weather constraints. Due to their professionalism and preparation they were able to immediately implement and operate a 24 hour day, 7 day a week bypass system and ultimately permit, design, and construct a repair that will prevent future failures of this nature. All of this was completed under the most extreme winter weather conditions. They take responsibility of providing public services while protecting the environment very seriously. While they work hard to prevent them, unfortunately, failures and emergencies of this nature do happen. What matters most is how an agency acts and responds when they do. In this instance, they feel proud of the way they responded.

They have already answered or responded in detail to the various allegations and misstatements in the appeal in their written response of March 18, 2020. The TRPA staff report well summarizes the issues relative to TRPA's role in this matter. It is in their engineer's opinion that with the rise in Lake elevation over the past few years, the lakebed and the subject area has been eroding. That erosion was likely exacerbated by the heavy storms that were experienced in early 2019. At some point during one of these storms, the lakebed eroded to a point that the pipeline lost its cover causing it to become dislodged, float, and lose the containment of its trench which ultimately resulted in the failure of this pipe. After completing the repair, back filling the trench, and awaiting the turbidity to clear, it became evident to the utility district staff that the lakebed had indeed eroded to this point. This is evident in their photo of March 19, 2020 that was taken the day that they were finally able to remove the

turbidity screen. The appellants have told the utility district that they would either like the sewer pipe to be removed or for it to be covered with beach sand as it was some years ago. The sewer pipe cannot be removed at this time as it currently serves 19 lakefront properties. A beach replenishment project is not required or allowed by the multiple repair permits obtained by the Tahoe City Public Utility District. A beach replenishment project of the nature requested by the appellants would not be sustainable.

The TCPUD has a strong interest in covering the pipe for the pipes protection and have been clear that they would be happy to participate in a project that covered and protected the pipe in a sustainable way. The district is committed to finding a sustainable long term solution to address the vulnerability of this sewer line and the many others in their service area. They've been investigating solutions for some years and have a consultant under contract to complete a preliminary design report which they hope to use to facilitate property owner and regulatory agency understanding and cooperation.

He would like to correct two misstatements contained in the recent reply provided by the appellants. First, when the appellants called the utility district, they reported that there were pieces of pipe laying in the lake and didn't report that there was a broken Tahoe City Public Utility District sewer pipe as claimed in their reply. Second, the repair permits do not require burying the pipe as the appellants repeatedly state in their reply. The permits do generally require the restoration of the lakebed to its preexisting condition and the return of any dredged material to the trench from which it was removed, all of which was done.

He thanked and commended TRPA staff and the regulatory agencies that they deal with regularly and particularly during this emergency. TRPA staff was professional at all times, efficient, and responsive which are all immensely valuable in protecting public health and safety during an emergency.

Mr. Wilhelmy, representing Joshua Floum and Margaret O'Donnell. He said this is not or never been characterized as a beach replenishment project. It is the request to cover the pipe as per the permit. There are repeated references in the permit document and in the three applications to the other agencies that have jurisdiction over this work that the pipe would in fact be covered or buried. There's a photo that's at the extreme end of the property line of the appellants where the gravity sewer line starts to dive deeper because it's a gravity system. The comprehensive photographic record of the work which is contained in the districts notice of completion shows no other photographs of a pipe that is covered. They are asking for what the agency requires under the permit it has issued.

Board Comments & Questions

Mr. Yeates referred to the appellants photo of the exposed pipe. To the left there are rocks where the pipe is going into. It needs to be understood that this is Dollar Point which is an area that sticks out into the Lake. The lake waves come at this in different angles. The reason he called the district's office is because of his own experience of being the lobbyist for the California Coastal Commission when everyone wanted to have a sea wall to protect against the rising ocean. He spent a lot of time taking members of the legislature out to places such as Santa Barbara, Malibu, and other locations to point out the futility of trying to put up revetments and sea walls because the ocean under cuts them. He feels that this area requires some major work.

There shouldn't be exposed sewer pipelines under the lakebed, certainly exposed like this. Also, the couplings holding it in place can be tripped over. The reason the Legal Committee added the language about staff working with the Tahoe City Public Utility District and the landowners is that we need to

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come up with a solution. They were able to bypass this line by running a hose from where they were doing the repair work to a truck which was also on another line. Maybe there's some solutions that can be found, they might be more expensive than just repairing this existing line. Just pouring sand or putting rocks over it, the Lake will still do its own thing and is futile to deal with mother nature when there are winter storms in this area that sticks out into the Lake. He believes this is the reason why there was more in the motion than just a denial of the appeal and why he's frustrated that what was before the board was nothing that helped them try to look at how to resolve this problem.

Mr. Lawrence asked if there's been any involvement with the California State Lands Commission. He assumes it's between the high and low water line which gets into the California easement in that area.

Mr. Barclay, Tahoe City Public Utility District said this is a gravity sewer line. The repaired section of the line was replaced exactly in the same alignment as well as the same elevation that the existing pipe was in before it was dislodged. There is no short term easy solution to moving this sewer line.

Mr. Yeates asked if the utility district got a State Lands permit Lands 50 years ago for the line at the time.

Maggie O'Donnell said it's their property to the low water line and not State Lands. The utility district has an easement over their property and a construction easement which also required that any work they performed on that pipe had to be restored to the original condition.

Mr. Marshall said there hasn't been any direct involvement of California State Lands. They do sit on the Shorezone Review Committee. Before the permit was heard by the Hearings Officer, it would have went through the Shorezone Review Committee and any comments that State Lands may have had would have been reflected. He doesn't recall seeing any comments in the Hearings Officer staff report from State Lands. That was probably premised on the assumption that it was going to be covered back up. It is parallel to the shoreline and the easement area as opposed to creating any blockage moving up and down the shore over the easement. Staff can check in with them.

Mr. Lawrence said better safe than sorry. He appreciated the property owner clarifying but all of the extensive work that was done with the shoreline initiative and all of the comments regarding California State Lands and the concern for the public trust easement between high and low water, it's important to check the box. He would hate to see the parties come up with desirable solution only to find out that California State Lands should have been involved.

Ms. Good said this was brought to the Shoreline Review Committee where California State Lands is a participant. At that time, there were no concerns over it since the pipe was assumed to be reburied once it was repaired.

Mr. Cashman said if the permit stated that it was supposed to be reburied. How come it didn't get reburied?

Mr. Barclay, Tahoe City Public Utility District said they did back fill the trench but it was at that point that they discovered that the surface of the lakebed had eroded to a point where there was no way to cover that pipe anymore as it was not sitting in its original trench. While it's located in the same place, the lakebed around it has now eroded to a point where it cannot be reburied.

Mr. Cashman asked if that was because as a practice, we don't want to modify the lakebed. If it was

buried once, we ought to be able to be buried again.

Maggie O'Donnell said it wasn't that the pipe was exposed through erosion and then it broke. The pipe broke and it was not visible from the Lake for the two weeks before those broken pipes appeared. The pipe was buried for 50 years after it was installed the first time. There were two dredging operations; there was the first dredging operation that couldn't finish with the weather and the turbidity curtain was removed and imagines that a lot of the dredged material was lost at that time. It's not a matter of just erosion, the lakebed has been lowered from the dredging operation.

Mr. Barclay, Tahoe City Public Utility District said he disagreed with that. The project was to re-dig the trench to place the pipe back in. They did not do any dredging along the bottom of the Lake; shoreward or lakeward of the trench. They re-dug the trench and put the pipe back in the same alignment and is connected to existing pipe at the same elevation, same size. The lakebed has eroded due to wave action not to the actions of the utility district during construction.

Mr. Marshall said to answer Mr. Cashman's question, it's not possible to bury the pipe because it no longer sits in a trench. It sits on the bottom of the Lake and because of the gravity flow from one end of the replacement to the other end of the replacement, it almost has to sit in that alignment unless it's reengineered or moved. The challenge is trying to find a solution that takes into account the altered lakebed elevation at the same time providing something that is acceptable to the lakefront property owners at the same time it's essentially returning the area as much as possible to its original configuration.

Mr. Cashman said because its gravity fed, it's at the exact same elevation. So yes, lake bottom did change but it would seem like the lake bottom could be modified such that the pipe was hidden. If it's at the same elevation, that condition did exist in the past and could be recreated. Maybe we can't do that but that seems logical.

Mr. Marshall said that brings up the issue of what we want to do in the Lake for this kind of situation. They're hopeful that the Tahoe City Public Utility District engineers can provide some kind of structural solution that the district, TRPA, and the land owners can agree on.

Mr. Yeates suggested that the Tahoe Science Advisory Council may be able to assist. Lake Tahoe's lakebed and its shoreline changes over time and is dynamic. This was a sewer pipe that was put in place to prevent having septic tanks all along the shores of Lake Tahoe. It was our effort to get the sewage out of the Basin. It was done 50 years ago in order to accomplish that goal, probably at a time when the Lake looked a lot different. These were horrible winter conditions that they worked in to repair this pipe. This is fixed from the standpoint that it no longer leaks but is still a visible pipe line in the Lake.

Public Comments & Questions

None.

Board Comments & Questions

Mr. Beyer said clearly the Lake has changed from 50 years when that pipe was put in. The question is does that line need to be in the Lake? Can it be re-engineered in such a way that it removes the conditions outside of the shoreline. If we go through the exercise of burying it or whatever is done,

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we're going to have this concern that it could happen again. Since there is another repair pending in that area, wouldn't it be smart to look at the entire line to see if it can be re-engineered. He understands that it's a cost issue but that's something that TRPA, the Tahoe City Public Utility District, and the home owners would be involved in some type of collaborative public private partnership to fix the problem.

Mr. Marshall said the motion is to grant the appeal. Staff recommends that the board members vote no to uphold the permit issued by the Hearings Officer. The direction to staff should be a second motion.

Mr. Bruce made a motion to grant the appeal, which motion should fail to affirm the Hearings Officer's determination.

Nays: Mr. Beyer, Ms. Berkgigler, Mr. Bruce, Mr. Cashman, Ms. Faustinos, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Rice, Mr. Yeates, Mr. Plemel for Ms. Aldean

Absent: Mrs. Cegavske

Motion failed.

Mr. Bruce made a motion to instruct staff to continue working with the appellant and permittee to address the concerns that were raised by the members of the Governing Board with respect to this matter and to find a resolution that addresses those items.

Ayes: Mr. Beyer, Ms. Berkgigler, Mr. Bruce, Mr. Cashman, Ms. Faustinos, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Rice, Mr. Yeates, Mr. Plemel for Ms. Aldean

Absent: Mrs. Cegavske

Motion carried.

VIII. REPORTS

A. Executive Director Status Report

Ms. Marchetta said yesterday was the first ever virtual Summit that was sponsored by Senator Cortez Masto. She thanked Ms. Regan, Mr. Middlebrook, Ms. Caringer, and others from staff, as well as representatives from the League to Save Lake Tahoe and the Tahoe Fund for all of the work on the logistics to make this Summit a success. It was a heavy lift redesigning how to present this virtual Summit. There were key messages offered by our delegation of Senators Cortez Masto and Rosen from Nevada and Senators Feinstein and Harris from California, Congressman Amodei and McClintock. They recounted past accomplishments and recommitted to being advocates for funding and implementation of the Environmental Improvement Program and being allies for the team Tahoe partnership. Following a Summit was a live virtual EIP Roundtable that brought together the two states who were represented by Director Crowell from the Department of Conservation and Natural Resources and Wade Crowfoot from the California Natural Resources Agency. Also, in attendance were all of the primary members of the Tahoe Interagency Executives Steering Committee who represent of the sectors of the EIP; TRPA, the Forest Service, the California Tahoe Conservancy, Nevada Division of State Lands, the Tahoe Science Advisory Council, the League to Save Lake Tahoe, and the Washoe Tribe. The TIE Steering Committee provides governance of the EIP and highlighted the 20 plus year old program. Ms. Marchetta along with DD Harrison, Acting Supervisor of the Lake Tahoe Basin Management Unit and Carl Hasty, Director of the Tahoe Transportation District spoke about the issue of sustainable

recreation.

Sustainable recreation and transportation are the areas of the Environmental Improvement Program that are starting to get far more attention. They presented this as the three-legged stool of policy, management, and funding needs. That three-legged stool is transportation, recreation, and stewardship/visitor education and behavior management. A great deal of attention was focused on that first leg of transportation. Both Brad Crowell and Wade Crowfoot elevated Tahoe's transportation needs, particularly the activity of the Bi-State Transportation Consultation. They spoke to the importance of the partnership aligning around transportation's highest priorities. The priorities that will catalyze the transformation of the system that we need to take ourselves to the next level. They called out some of those specific priorities particularly transit, one corridor plan on the west shore and one on the east shore which are both recreation corridors, and then the South Shore Revitalization Project.

Both Mr. Crowell and Crowfoot emphasized the commitment to continue this Bi-State Consultation and report back in subsequent years on recommended solutions for transportation funding. It's very notable that transportation has risen to the top of the priority list in terms of the conversation amongst both of the administrations as well as our legislative delegation.

They also noted the importance of the Basin starting to focus in on recreation. They both noted that the states now have active offices of outdoor recreation. With that tee up, the US Forest Service and TRPA were able to lead this discussion on the challenges that are confronting us in recreation management. We're all experiencing it right now. It's not a surprise to anyone that Tahoe since the start of Covid has record numbers of visitors, illegal parking, and trash. This has risen to the point where it has sparked tensions between the local residents and the tourist. It's another instance that we have to nip in the bud of our locals and visitors of us versus them. There's been protest at the entry points to the Basin and it's the locals who are overwhelmed by the litter, the crowds, and Covid challenges.

Even after Covid, we are going to have to continue to address these recreation challenges. The Basin is going to need to organize itself in a much better and stronger way around these issues and we've already started. It was in early April when they convened what had existed but had not been very active to that point was the Sustainable Recreation Working Group. That group meets weekly to troubleshoot the issues that we're experiencing right now. We're now going to keep that work group alive all year in anticipation of revising our management approaches as we move into the winter season and similarly plan for next Spring and Summer. They're also going to grow the advocacy because this will be an opportunity for us to coordinate with our forest and park managers on their infrastructure project needs and ensure that we get some consideration of the Environmental Improvement Program within the support that they can provide to us. They've doubled down on education and messaging ever since the start of Covid through the Take Care Tahoe campaign. One of the unintended benefits that came out of Covid is that campaign of Take Care is now widely becoming accepted across the public and private partnership as a real education brand.

We need to go much bigger in the area of recreation because the fingers are now starting to point at all of us but as happens at TRPA, the fingers are pointing to TRPA to do something. It's divisive right now and it's important to foster a much more collaborative approach to this to start to engage with the locals and redirect the conversation about us versus them. We're going big into building new partnerships, we recently started to reach out and strengthen the engagement they have with the visitor's authorities and resort associations. We're going to start the discussion in the Basin because

they too are now starting to think about a tectonic shift that they may have to make that moves them from being marketing organizations alone to moving into destination management. Some months ago, TRPA signed onto a set of responsible tourism principals and this maybe something that they develop for the Basin as well. The place we're in with sustainable recreation gives Tahoe the opportunity to step up and be a leader in this area.

Ms. Regan said we also have the opportunity to partner with the US Forest Service and the Tahoe Science Advisory Council on a piece of research. DD Harrison eluded to it in her remarks at the Environmental Improvement Program policy roundtable. Some years ago, the Basin prioritized research projects that were made possible with funds that were returned from the Southern Nevada Public Land Management Act unfinished project dollars that went into the SNPLMA secondary lists. These are funds available to put to good use in Tahoe because other projects came in under budget over the years. There were a series of projects that were identified to be funded and one of them was on sustainable recreation. TRPA is partnering in an agreement with the Forest Service and the Pacific Southwest Research Station to work through the Science Council on this very topic. We've spent so many millions of dollars in ground breaking research in the physical environment of the Lake in clarity, forest health, etc. but we have not invested to any degree of that kind of magnitude in social science research. The challenges that we have today have to do with human behavior. We have an opportunity to help shape this research project. Desert Research Institute and Dr. Alan Heyvaert is taking the lead from the science council. There's been a series of meetings with him to fold in the work of the Sustainable Recreation Working Group with this research project and how we can leverage this research to put Tahoe on a worldwide map since this topic is of global interest. At the EIP policy roundtable, DD Harrison announced that we expect in November to have all the final agreements in place at the Federal level to allow that research to continue. We will continue to work with all the Basin public and private stakeholders.

She thanked Governing Board member Ms. Aldean for her leadership on conceiving this idea of a Tahoe coin and having the relationship with Mint at the Nevada State Museum in Carson City. She also thanked Mr. Middlebrook who is the project manager for TRPA staff to make this idea a reality, Ms. Underhill who supported all the graphics work, and Mr. Cowen who did the portal on the TRPA website; www.trpa.org/coin. The information about the coin was included in the call to action at the end of Summit and is a way that people can help support environmental education. They've already received 400 reservations for this coin. The proceeds will benefit the Tahoe in Depth environmental newspaper, the Take Care program, the Eyes on the Lake, invasive species program of the League to Save Lake Tahoe, the Washoe Tribe, in addition to some funds supporting the mint in Carson City.

Board Comments & Questions

Mr. Yeates commended Ms. Regan and the Environmental Improvement staff for their work on the Summit. The Summit host, Senator Cortez Masto was excellent and her engagement throughout was nice. He asked if the partnership with the Forest Service and the Tahoe Science Advisory Council also included the Nevada and California Departments of Parks and Recreation because they are major implementors in recreation.

Ms. Marchetta said yes, they are included. The Sustainable Recreation Working Group represents around 20 to 30 organizations and has regular attendance of about 40 participants.

B. General Counsel Status Report

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Mr. Marshall said two months ago the board heard an appeal for Gonowabie lot line adjustment. The neighbors to the new development have sued TRPA for a number of different claims. It's in the Federal District Court in Reno, Nevada. We'll be defended in that action by the same counsel that's defending the Garmong litigation. Since this is defense of a permit, the permittee; Gonowabie Properties, LLC will be subsidizing our defense.

IX. GOVERNING BOARD MEMBER REPORTS

Mr. Lawrence said on August 18 there was the final meeting of the Lake Tahoe Interim Committee by our legislature. The Department of Conservation and Natural Resources submitted four items for them to consider taking up at the next legislative session. Four (three unanimously) passed; one was a state lands bond request for \$4 million dollars in authority plus the existing \$4 million for a total of \$8 million in environmental improvement program over the next two years if they can get it into the Governor's budget. The Legislative Committee also supported a couple of resolutions. He agreed with Ms. Marchetta's comments that we are at a place where at least at the state and congressional level that there's much more momentum in trying to get something done than there has been in the past. The committee voted to support a resolution in the next legislative session for the ongoing work of the Bi-State Transportation Consultation as well as including language that we report back to them in the next interim with funding suggestions, etc. The other resolutions that they voted unanimously to support had to do with support for completing the East Shore Trail and State Route 28 Corridor and for more robust science at Lake Tahoe.

Mr. Beyer said the fire in Santa Cruz and San Mateo Counties have burned over 80, 137 acres of property and 19 percent contained. There are over 538 structures that have been destroyed, 1,700 fire fighters, three deaths, and five missing. There are over 45,000 people in Santa Cruz County that are currently evacuated and a total of 77,000 including people in part of San Mateo County. Some of the work that was done at Lake Tahoe to the follow up of the Angora Fire are ideas that he is going to present to the Santa Cruz County Board of Supervisors to get understanding of how they can better equip their mountain communities during these tragic times.

X. COMMITTEE REPORTS

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

No further report.

B. Local Government & Housing Committee

Ms. Novasel said the Housing task force met on August 19. She said it's a working group that will be moving forward with some specifics from the Regional Plan Implementation Committee. Her concern was about the relevance and the collaboration with what the Local Government and Housing Committee will be doing. She feels that there will be good collaboration between the working and the housing committee.

C. Legal Committee

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None.

D. Operations & Governance Committee

Ms. Gustafson said members of the committee raised concerns in wanting to ensure that the Governing Board is aware that staff is monitoring closely any changes that could happen in the California and Nevada budgets for TRPA based on the impacts of Covid. During the presentation from the Nevada Division of State Lands on the Excess Coverage Mitigation, there was a desire of the committee members to get the full Governing Board up to speed on the activities of the land bank in an upcoming meeting.

E. Environmental Improvement, Transportation, & Public Outreach Committee

None.

F. Forest Health and Wildfire Committee

Mr. Hicks said the agenda item for the Regional Plan Implementation Committee will be moved to their September meeting and hopefully will they'll also be able to include it in the Governing Board agenda.

G. Regional Plan Implementation Committee

Mr. Yeates said the committee will hear the Forest Health Code Amendments in September. The vehicle miles traveled, and transportation items will come back to the committee after the Transportation Technical Advisory Committee has vetted them. The first meeting of the TTAC will be on August 27, 1:00-4:00 p.m. Something that Nevada Governor Sisolak said at the Summit that ties into what we're trying to do with the vehicle miles traveled threshold is that the two states right now are aligned on the question on how to handle the greenhouse gas issue and the climate change. Hopefully we'll have that done by December 2020.

XI. PUBLIC INTEREST COMMENTS

Carole Black said she submitted information to be distributed to the board in reference to her comments today. Tahoe Area Air Quality Monitoring: In the context of the smoke events and fires, she's trying to figure out what the levels of the various pollutants that are applicable to wildfire smoke are in her area of Incline Village. The most important ones are the particle irritants, PM 2.5, PM 10, and ozone. There is one PM 2.5 permanent monitor in Tahoe City and one PM 10 permanent monitor in South Lake Tahoe and one ozone center in Incline Village. She is unable to get accurate measurements from a regulated monitor in Incline Village. She also wonders about the threshold management with those so few monitors and suggested that it might be worth looking at.

The second topic is Trash, Tourism and Tahoe Area Occupancy: The Summit summary covered most of what she wanted to say. As you look at particularly transportation traffic, think about this comprehensively and consider addressing elements that can be dealt with partially by outside the Basin. So, when people are coming into the Basin, should we think about parking cars outside the Basin. There's a lot of thought about around the Basin but the outside coming in is also important. Second, safe area occupancy in the sense of infrastructure capability, first responder capability, and

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safe area capacity. Short term rentals have raised area occupancy in Incline Village as much as 50 percent over the past few years on certain days. Considering in the approaches to tourism and recreation, how to best approach that, what is safe and what can be managed safely.

XII. ADJOURNMENT

Mr. Beyer moved adjournment.

Chair Mr. Yeates adjourned the meeting at 2:55 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

GoToWebinar

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Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Yeates called the meeting to order at 8:35 a.m.

Members present: Mr. Bruce, Ms. Gustafson, Ms. Laine, Mr. Lawrence, Mr. Yeates

Members absent: Ms. Aldean

II. APPROVAL OF AGENDA

Mr. Yeates deemed the agenda approved as posted.

III. Item No. 2 Discussion and Possible Direction of Draft Placer County Tahoe Basin Area Plan Amendments

Ms. Fink said today's presentation will be provided to get feedback and direction from the committee before taking it through any other Placer County or TRPA process. This builds on the informational item that Placer County brought forward on this area plan in May 2019. Since that time, there's been discussions about needed refinements for the area plan amendment. Placer County has packaged the amendments as one set instead of bringing individual amendments forward. The new amendments are different from what was brought forward in 2019 and felt it was important to bring it to the committee again for additional input.

These amendments will implement multiple housing goals including the California Regional Housing Needs Assessment requirements that Placer County is required to meet through their housing element. These requirements are also a part of the Sustainable Communities Strategy and Regional Plan. These amendments will help to implement Regional Plan goals of having housing in close proximity to town centers. These Regional Housing Needs Assessment and Regional Plan needs are the minimum targets that the new TRPA Tahoe Living Working Group is oriented on.

This package being presented today expands opportunities for more and different types of housing in the Placer County Area Plan. These proposed amendments trigger updates to the accessory dwelling unit language in the area plan in order to align with the new California legislation regarding accessory dwelling units that went into effect in 2020. California accessory dwelling unit legislation and TRPA regulations differ. Placer County is bringing these accessory dwelling unit amendments forward now in order to comply with California timing deadlines for conformance. TRPA will consider expanding the accessory dwelling unit provisions more regionally through the work of the Tahoe Living Working Group who met for the first time in July. Placer County is proposing a two-step permitting process for accessory dwelling units that allows Placer County to comply with California accessory dwelling unit law and allows TRPA to take a more intensive look at accessory dwelling units regionally. It also allows

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Placer County to have more flexibility on accessory dwelling units on parcels of less than one acre under TRPA's code through the local government housing program. Placer County was the first jurisdiction to approve an area plan for all of their parcels in the Basin. They've also been partnering with the Mountain Housing Council on affordable and achievable housing initiatives and partnering with TRPA on developing a new project level traffic impact tool.

Ms. Jacobsen, Placer County Deputy Director Tahoe Office, and Mr. Dobbs, Senior Planner with Placer County provided the presentation.

Ms. Jacobsen said the Placer County Tahoe Basin Area Plan was approved by TRPA in January 2017. Placer County, the state, and the Tahoe communities have been faced with a housing crisis that needs desperate attention. With the Covid-19 situation, this crisis is more pronounced. To help address this crisis, their board has placed a priority in the development of an inclusive and multi-faceted approach to finding affordable housing solutions. Their board adopted the first annual housing work plan in August 2017. That plan focuses on tasks that implement the 2013 to 2021 housing element. That housing element is currently being updated but in general the plan looks at a few different components. One is planning and research and second, is initiatives and regulations. They're also looking at funding sources and various resources to address the housing issue and also legislative advocacy strategic relationships and community engagements. Shawna Purvines, Housing Manager is helping lead that effort.

The housing element has a specific set of policies and programs that are geared towards the Tahoe Basin and other areas of the Tahoe region. Those policies are being revisited to see if there's a need for change and refinements. They also have under way a county wide housing related code amendment package for the Placer County zoning ordinances for outside of the Basin which is being led by Patrick Dobbs. This provides a better framework for future housing developments by removing barriers and getting housing on the ground. They've created a Placer County Housing Trust to secure funding for the production and improvement of affordable housing units in the County. They've focused on identification throughout the county and opportunity sites for housing development. One of those is the Dollar Creek Crossing site that is a County owned, 11 acre Nahas property near Tahoe City. They're looking to develop a mix of for rent and for sale housing for the local community.

They're exploring the implementation of a primary residence deed restriction program for eastern Placer County. It is the Placer County Workforce Housing Preservation Program that seeks to preserve and utilize the existing housing stock for the local workforce throughout the county. It's modeled after the Vail in-deed program. Emily Setzer is leading that effort.

They've established a secondary unit resource center that is manned by the county staff. It includes resources and information regarding the design and construction of second units. The intent is to encourage the development of second units because they serve as affordable housing in the county.

The package of amendments being presented today are refinements to the Tahoe Basin Area Plan. There is another effort in support of meeting their housing goals and further implementing the housing element to meet the regional housing needs. It's intended to comply with the state housing law. Most of the amendments that are related to the state housing law are related to accessory dwelling units.

Mr. Dobbs said the goal of these amendments is to align with state housing law and TRPA policy to create an inventory of full time workforce housing. There are no changes to TRPA's environmental

policies or resource protection and growth management provisions. There's no known controversy with the proposed amendments.

This package of amendments builds on the needs identified by the Mountain Housing Council, the Tahoe Truckee Community Foundation as well as TRPA's Development Rights Strategic Initiative. In May 2019 and informational presentation was made to the Regional Plan Implementation Committee. The fundamentals of the proposed package are to remove barriers for affordable and achievable housing for all by providing a greater mix of housing types.

The discussion in May 2019 were focused on the accessory dwelling units. Former Chair, Mr. Shute wanted to maintain a discretionary process while Placer County was proposing a ministerial staff level review process. Committee member Ms. Aldean requested that the accessory dwelling unit be limited to workforce housing and suggested local employment verification. In Fall 2019 there were a number of TRPA housing initiatives underway, the County paused their effort to see what was being developed. There were also a number of housing legislation bills were also coming forward. In January 2020, these laws went into effect specifically for accessory dwelling units that resulted in the Placer County Tahoe Basin Area Plan not being consistent with state law. The Governing Board has tasked the Advisory Planning Commission Tahoe Living Housing Work Group to find regional solutions.

The details of the proposed amendments that were presented last year have been refined based on discussions with the California Tahoe Conservancy, private property owners, and in part TRPA's Development Rights Initiative, and further development of Placer County's housing element policies. The fundamentals of the amendments are the same, for the most part they've been scaled up to an area wide basis. While the mandate to update the area plan was driven by these changes in law for the accessory dwelling units, this is just one part of the strategy to meet their Regional Housing Needs Assessment numbers. The bulk of the amendments is on multi-residential development; multi-family development, employee housing, and reintroducing this land use of multi-person housing. The employee housing can be onsite for offsite of the employer. The multi-family and employee housing from a density standpoint are measured in units. The multi-person housing is dormitory style living. The multi-person is measured in people per acre. They previously proposed that multi-person uses would be allowed in all community service area and mixed use designated zone districts where multi-family is allowed. They've expanded that so not only the community service areas and mixed use areas, but residential districts as well. It would also include employee housing.

TRPA's Code of Ordinance has an equivalency factor that allows an apples to apples comparison with a 2.5 people per acre times the multi-family density. Using TRPA and the zone districts existing multi-family densities would allow densities of 25, 37, and 62 people per acre depending on that scale of density already allowed in the area plan. Employee housing density would be measured in units would equal multi-family. Although, they introduced the idea of multi-person last time, they didn't get into this level of density discussion. Multi-residential has similar impacts and levels of consideration regarding compatibility. One or more of these multi uses was already allowed, they're proposing that all three of these multi-residential uses would be allowed at the same entitlement processing requirements.

The Kings Beach Industrial zone district wasn't previously discussed. This has come to light in relation to discussions with the California Tahoe Conservancy who have a number of asset land properties within this zone district that are well suited for development. This proposed change would introduce multi-residential uses within the Kings Beach Industrial zone district where there is no multi-residential use

currently allowed. They would be limited to affordable housing units and would be subject to a discretionary review process.

Each of these zone districts have special designations and policies which can provide more flexibility, or they can be more limiting. They want to ensure that these areas that allow these multi-residential uses have the flexibility to transfer in the necessary development rights and have the designations and policies that allow for the maximum flexibility. These changes are consistent with TRPA's growth management system and allocation process, but these designations were not discussed at the last presentation. One that was discussed was the proposal to remove a senior citizen affordable housing limitation. They had previously focused on the mixed-use neighborhood of the Dollar Hill zone district. This is an example of where the concept was previously introduced, they're now asking to scale it up to all zone districts: Lake Forest Glen, Tahoma Residential, Mixed-use Dollar Hill, and Mixed-Use Lake Forest. Any senior citizen restrictions that currently exist would be deleted and would encourage affordable housing for all.

In 2019, their proposed amendments were consistent with the laws at the time. They modified some floor area requirements, removed some design compatibility with a primary residence, replaced the discretionary review process with a ministerial process. Those proposals last year still would have retained many elements that are part of the Regional Plan regarding deed restrictions for affordability, short term rental, calculating land coverage, etc. The laws that are now in effect have removed a number of those requirements. They are not allowed to deed restrict against affordability; they cannot consider land coverage in terms of the review process. They're on a tight time frame and if the accessory dwelling units meet the objective standards such as height, floor area, and setbacks, they have 60-days to approve them.

The solution is to delete all the language in the area plan that describes different development standards for accessory dwelling units and replace it with a foot note that would state until California laws change or there's changes to the Regional Plan that there would be a two-step permitting process. Placer County would process accessory dwelling units in accordance with state law in a more streamlined process and TRPA will process accessory dwelling units in accordance with the Regional Plan.

They are proposing to include accessory dwelling unit parking standards. The area plans do allow alternative parking standards. Generally, people that live in accessory dwelling units don't have as many cars. This would establish a maximum of one parking place for accessory dwelling units and in many cases if it's in proximity to transit stops, if it's constructed within the residential footprint, etc. it wouldn't require any additional parking.

The development rights conversion was proposed last time and is similar to a clean up item. TRPA's Development Rights Strategic Initiative was adopted after the area plan. For example, the area plan requires 450 square feet of commercial floor area to be converted to one tourist accommodation unit. TRPA's Code of Ordinances allows for 300 square feet of commercial floor area to be converted. When there are conflicts between the area plan and the Regional Plan, the most restrictive provision applies.

Lastly, there are clean up items such as cross references and consistent terminology. They did add some minor amendments such as the request from TRPA to add threshold related facilities to all zone districts. It's currently allowed in about five zone districts that was carried over from the community

plans. These threshold related facilities include monitoring type stations, environmental research, etc. which would be subject to minor use permit discretionary review.

Adoption timeline: It will go to the Placer County Planning Commission in September and their Board of Supervisors in October. It would go back to TRPA Advisory Planning Commission and Regional Plan Implementation Committee in November, and the Governing Board in December or January.

Committee Comments & Questions

Mr. Lawrence said the Governing Board received a comment letter concerned about public involvement with the area plan teams in advance of TRPA meetings.

Ms. Jacobsen said there were some concerns raised in the letter that perhaps Placer County wasn't following their own process for general plan amendments. They are following the process with bringing general plan amendments through the municipal advisory councils, regional citizen advisory boards, and then on to the Planning Commission and Board of Supervisors. And then in this case through the TRPA process. They do consider these more refinements than wholesale land use changes. Anytime they bring forward small minor refinements or amendments that they consider to be minor in nature, they don't typically form citizen advisory groups. They use a variety of tools and processes to engage the public on various planning efforts. The Tahoe Basin Area Plan at that time was a very robust large effort and deserved a robust outreach process that included the formation of a citizen advisory team. They don't feel the given the minor nature of these amendments that it's necessary to form the team again. However, that doesn't mean that they are not engaging the communities. There's been a couple of public outreach efforts that have already been embarked upon. They've been before the Regional Plan Implementation Committee in the past, they went to the North Tahoe Regional Advisory Council on this and will also be taking it through the Placer County process. There will be multiple opportunities for the public to provide their input on these amendments.

Mr. Lawrence said he understands how people in the community with all of the proposed housing changes could get the impression that these are fairly major. He suggested that the County do additional outreach on upcoming meetings.

Ms. Gustafson said Placer County staff presented this on July 9 to the North Tahoe Regional Advisory Committee. It will be the custodian of the area plans and the public process. The area plan teams are no longer in effect but the members of the teams do serve on the North Tahoe Regional Advisory Committee and have been very engaged. They'll be taking it back to NTRAC for further input based on the input from the Regional Plan Implementation Committee today. They want public involvement in the decision making but want to follow the county processes. Housing effects all of the planning teams and NTRAC is the appropriate way to deal with that.

Public Comments & Questions

Sophie Wenzlau, on behalf of the California Attorney General's Office said their comments are at a staff level and relatively narrow at this point. They are primarily interested in the amendments that Placer County is proposing to the area plan to support permitting of accessory dwelling units in conformity with the new legislation in California designed to promote housing development in the state. This new legislation requires local jurisdiction's that facilitate accessory dwelling unit development in order to ease the state's housing shortage. In Tahoe, however, the statewide mandates the need to be integrated with TRPA's requirements pursuant to the Compact. Placer County proposes to facilitate that integration by implementing a two-step permitting process for accessory dwelling units within the

portion of Placer County in the Tahoe Basin. They would like to better understand how as a practical matter the two-step permitting process would work. Is the idea that the permittee would seek a permit from Placer County which would be issued based on the state and county frame work, then seek a TRPA permit which might not be issued due to TRPA's rules that include more narrow requirements such as coverage. This would create a confusing system for permittee's and lead to a difficult to enforce system under enforcement of TRPA's requirements under the Compact. They would like to better understand how this permitting system would work. They're also interested in exploring how the state's rules which are designed to increase housing availability could be better integrated with TRPA's rules which are designed to protect the environment of Lake Tahoe, so that both goals can be most appropriately advanced in the Basin.

Committee Comments & Questions

Mr. Yeates said he appreciated what the Attorney General's staff was saying. He was also trying to determine how the two-step process would work. He wouldn't want it to be a situation where TRPA is put in a position of disappointing an accessory dwelling unit project simply because our rules and regulations haven't caught up with the State of California. They'll be working through issues with the Tahoe Living Working Group.

He's also interested in the idea of the multi-person, he's not opposed to the proposal, but feels it's a good idea to increase density which is something that the State of California is working on certainly in the urban areas. Just the change that was made in between the level of service and the California Environmental Quality Act documents to a more focused vehicle miles traveled, addressing the question of greenhouse gas reduction and dealing with the level of service to stifle increased densities in urbanized areas. At the same time, density is an issue for a lot of people. Hopefully, Placer County is going to make that clear to people in Kings Beach and other areas of density what we may be talking about. These may be necessary for us to have affordable housing opportunities for our workforce but at the same time the public needs to be made aware of things that we're doing which are quite different than what Tahoe has dealt with in the past. He applauds Placer County for taking this on and it will help jump start TRPA's work. The partnership that we have with Placer County not only here but on the question of vehicle miles traveled, modeling, has all been very helpful. He's pleased with Placer County for pushing the housing issue because it's critically important in the Tahoe Basin.

Mr. Lawrence said he echoed some of the chair's comments, particularly applauding Placer County for taking a strong initiative on the housing issue. He still needs to get up to speed on the multi-person concept. It's intriguing and interesting and might lead to some larger densities but maybe that's necessary. Moving forward, he would like to have more knowledge on how this fits in the regional perspective across all of the counties. Is it consistent with how we went in the commodity direction and with the development caps in the Regional Plan Update. Maybe it's a non-issue but doesn't know enough to have that comfort level that it fits within a consistent Regional Plan approach as well as the development caps.

Mr. Yeates asked if staff could respond to Mr. Lawrence's comments on how we would address some of these changes to density, our permitting aspects, and what Placer County is moving forward with especially if this was to us by January 2021.

Mr. Dobbs said Placer County isn't proposing any changes to TRPA's growth management system. That snapshot that was taken in 1987 remains the same. There may be some changes in who is applying

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different provisions, but that cap will remain. There are bonus units if these were to be affordable or achievable. There are market rate options using allocations, etc. No caps will be exceeded. In response to the question of how this fits in with the regional approach; anytime something is transferred, there's environmental improvement. It has to go to an area that is equal or superior to where it was coming from. This facilitates more of those transfers; the focus is on town centers but many areas such as Kings Beach industrial is a short walk away from a designated center.

IV. Item No. 3 Discussion and Possible Recommendation of Proposed Amendments for TRPA Code of Ordinances Chapter 61, Section 61.3. Vegetation Protection and Management

Mr. Marshall said the track changes in Exhibit 2 to Attachment A didn't come through on the PDF copy. Therefore, staff is recommending continuing this item until September in order for the committee members and the public to be able to review the track changes.

Ms. Gustafson moved to continue this item to September.

Motion carried.

V. COMMITTEE MEMBER COMMENTS

None.

VI. PUBLIC INTEREST COMMENTS

None.

VII. ADJOURNMENT

Mr. Bruce moved to adjourn.

Chair Mr. Yeates adjourned the meeting at 9:27 a.m.

Respectfully Submitted,



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

GoToWebinar

July 22, 2020

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Yeates called the meeting to order at 8:31 a.m.

Members present: Ms. Aldean, Mr. Bruce, Ms. Gustafson, Ms. Laine, Mr. Lawrence, Mr. Yeates

II. APPROVAL OF AGENDA

Mr. Yeates deemed the agenda approved as presented.

III. APPROVAL OF MINUTES

Ms. Aldean moved approval of the June 24, 2020 minutes as presented.

IV. Item: 3 Discussion and Direction on Status Report on Vehicle Miles Traveled Threshold Update and Project Level Analysis Assessment Approach

Mr. Yeates said he looks forward to this discussion because it's time for us to move away from the way vehicle miles traveled was attached to the concept of nitrates that might pollute the Lake as a result of car emissions. We need to try and move VMT more in line with what California and Nevada are doing in regard to greenhouse gas reduction. In addition, what we're trying to accomplish through the metropolitan planning organization with the Regional Transportation Plan and the Regional Plan Update to encourage development in town centers, to implement projects and programs that reduce vehicle miles traveled and find ways for people to get in and around the Basin. We have little ability to reduce the vehicle miles that people travel from San Francisco to Tahoe or Sacramento to Tahoe for a day visit. But when they're here, it's the challenge to come up with ways to reduce vehicle miles traveled by having alternate modes of transportation.

Mr. Hester is presenting on behalf of staff that's working on a number of different components in the transportation initiative, threshold update, and monitoring initiative which are two parts that are interrelated. Mr. Segan is the lead on the threshold update and Ms. Sloan is the lead on the project level assessment. The intent is to present a status report and staff's recommendation for input and direction.

The following are the topics that will be covered under VMT and Project Level Analysis. These are parallel efforts and part of a bigger system. A new threshold is being set at the same time updating the tools to achieve that new threshold standard. VMT threshold: Background; Policies and Requirements; Parameters; and Process and Schedule. Project Level Assessment:

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Regional/Local Coordination; Policies and Requirements; Mobility Approach; and Process and Schedule.

This is a whole system where people are looking at different pieces of what we're working on, but you shouldn't do that. The big picture is we're looking at greenhouse gas reduction, vehicle miles traveled reduction through the transportation system changes and the land use planning. We're also trying to reduce auto dependency by providing other options for people to travel.

The updated threshold will address greenhouse gas emissions, options through the transportation and land use system, and reduce auto dependence. The transportation program includes the Regional Transportation Plan/Sustainable Communities Strategy that we prepare as the metropolitan planning organization. It includes a multi-modal list of projects and they are working with partners through the bi-state process to secure additional funding. The project level assessment that applies to development and redevelopment projects that include low vehicle miles traveled project design, a land use plan and development incentives, bonuses for relocating into town centers, density, and an air quality mitigation fee that will be morphing to become a mobility project fee. These all work as a system and also has another piece with the housing and community revitalization. That will address affordable and achievable housing in the town centers which is also related to the Sustainable Communities Strategy and needed to meet those requirements and the Regional Housing Needs Allocation that the California local governments need to meet. These are pieces of a whole system and we are not taking this a part and doing pieces unilaterally or in a silo.

VMT Threshold: In March the committee provided direction to staff to address greenhouse gas emissions, mobility, development pattern and auto reliance, and that it worked at the regional and project level, and coordination with local governments.

California and Nevada are developing strategies and plans to address climate. California has a waiver in the Clean Air Act to allow it to set standards for vehicle emissions different than the national standards. Because it has that waiver, other states can if they choose, use the California standards instead of the national standards. Nevada is also in the process to make those their vehicle emission standards. As the Metropolitan Planning Organization for transportation, they have greenhouse gas reduction targets. Those targets are a per capita percentage reduction relative to 2005 for passenger vehicles. We've already seen greenhouse gas emissions reduced as population and gross domestic products have gone up.

It's not just about reducing greenhouse gas emissions; it's about reducing vehicle miles traveled. That comes from other things besides what is done with transportation, demand, and socio economic characteristics from land use strategies. It comes from the development pattern like we put into the Regional Plan. Having mixed uses, higher densities, and urban design so there's walkable areas and you can get to and from transit, parking, and way finding. That's one way to reduce vehicle miles traveled. Another is transportation strategies, there needs to be other modes of transportation available such as a transit system that is frequent and serves the area, and good pedestrian and bike paths. The Sustainable Communities Strategies guidance to us as a metropolitan planning organization also states to look at the land use and transportation. Those also need to go into the vehicle miles traveled threshold update. If we provide the opportunity to walk, bike, and take transit, people will generate fewer vehicle miles traveled.

Parameters recommended by staff: Per capita (resident plus visitor) reduction which is consistent with the per capita reduction target given as the Tahoe Metropolitan Planning Organization. Resident plus visitor is shorthand for passenger vehicles. The intent is to recognize that we have day visitors, vacationers, and commuters that play a role in the vehicle miles traveled. It's not just the people that live and work in Lake Tahoe. It also recognizes the growth outside of the region. Since 1980, they've seen Sacramento County grow from 780,000 to 1.6 million and Washoe

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County grow from less than 200,000 to more than 450,000. We can't control that, but we can try to be more efficient about the vehicle miles traveled once someone gets into the Basin. It also recognizes that the ownership of the residents of the houses in the Basin is changing. This is validated through occupancy rates changing by season, through the day visitors, some of the houses are short term rentals, and in addition, the recent building in Placer County is only six percent owner occupied. This is one of the reasons to go to a per capita goal. The Transportation Technical Advisory Committee will address this and will also ensure that it's in alignment with state guidance. The target date is consistent with the metropolitan planning organization target and the low and zero emission vehicle regulations from California and Nevada. The state guidance then focuses on reducing greenhouse gas, development of multi-modal networks, diversity of land uses, and divides targets. Also, to increase the use of alternative modes and reduce the vehicle miles traveled but not as a development cap because we don't control all the factors for how many people come to Tahoe but can control how efficient vehicle miles traveled is in the Basin.

In August, the Transportation Technical Advisory Committee will discuss the baseline vehicle miles traveled information, the California Air Resources Board greenhouse gas targets for our metropolitan planning organization and the Governor's Office of Planning and Research guidance on how that relates to the remaining development capacity in the Basin. In September, the committee will discuss the population and the percentage of vehicle miles traveled recommended target and target year. The goal is to prepare a final package in October. They would like part of that package to include the Transportation Technical Advisory Committees recommendations on how this threshold target gets implemented through the Regional Plan, the Regional Transportation Plan, and Sustainable Communities Strategies, code amendments, the project level assessment, fees, other funding sources, and monitoring and reporting. In November it would go to the Advisory Planning Commission and the Regional Plan Implementation Committee, and to the Governing Board in December.

Project Level Assessment: As they initiated this project level assessment process a number of the California local governments asked if they could do this in coordination with us as they're updating what they have to do to satisfy California Senate Bill 743.

One of the key changes is a change from trip generation basis to vehicle miles traveled basis. Staff has provided funding to augment a Placer County consulting contract to develop common measures and complimentary assessment tools. In the process, there's communication with El Dorado County, and the City of South Lake Tahoe. Ms. Sloan is leading this effort.

TRPA Code of Ordinances, Chapter 65.2 looks at localized impacts from the proposed development or redevelopment projects which must be mitigated. There is also a mitigation fee that is based on trip generation and goes to a list of projects that are consistent with the Regional Transportation Plan. The Governor's Office of Planning and Research has provided guidance to the California local governments and there's coordination with the local governments to ensure that what they're doing compliments what TRPA is doing. They'll be converting to vehicle miles traveled as a unit of analysis. Staff will still continue to mitigate project level impacts and look to have a regional set of projects that a mitigation fee helps fund.

Project Level Mobility Approach: We have a limited in basin highway system, so how do we deal with congestion with a limited roadway? The concept is to make the other modes work better. From 2001 to 2009 travel patterns were changing with the 16 to 34 year old age group. To do this at Lake Tahoe for all age groups, there needs to be the option of a transportation system that has all of those other mode projects. The Regional Transportation Plan/Sustainable Communities Strategies will have a lot of multi-modal projects. There'll be discussion about possibly using a multi-modal level of service as a new measure. The air quality mitigation fee will be considered to be renamed the mobility mitigation fee.

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In August and September, they'll be putting together best practices and a work plan to be presented to the Transportation Technical Advisory Committee and the Regional Plan Implementation Committee. There'll be a draft proposal in October for review by the Transportation Technical Advisory Committee. It will go to the Advisory Planning Commission and the Regional Plan Implementation Committee in November and the Governing Board in December.

Committee Comments & Questions

Ms. Aldean asked if staff is quantifying how the implementation of a basin user fee might reduce vehicle miles traveled and factoring in the equation.

Mr. Hester said he's unsure if they've actually quantified it yet but have discussed it with the existing vehicle miles traveled threshold and mitigation measure as they update the Regional Transportation Plan. He doesn't know that it's actually been quantified yet to see if it would reduce traffic or how much it would reduce traffic.

Ms. Aldean said to a certain extent it would depend on the level of the fee being charged. It would be interesting to see in other areas of the country where similar fees have been implemented, if there has been a commensurate reduction in the amount of people visiting a specific area. It could have a substantial impact if people can recreate in an area that doesn't require a fee, it might in fact reduce the vehicle miles traveled and associated congestion.

Mr. Hester said staff can look into that because there are other places in the world where they do have fees. Before Covid, New York City was getting ready to do that where there were different times of the day and in different parts of the metropolitan area where there are different fees. It may not be exactly the same but could provide some good ideas.

Mr. Lawrence said he appreciated the thought and the work that went into this but will need to digest this some more. He likes the vehicle miles traveled measurements to move away from nitrogen deposition to more of a 2020 look at greenhouse gas emissions. He doesn't want to lose site of the congestion. When you look at GHG reductions, it's certainly possible to achieve a high level of GHG reductions through low emission vehicles. It doesn't necessarily mean that it reduces congestion. How is the Transportation Technical Advisory Committee or TRPA staff looking at marrying that up or making sure that as we achieve GHG reductions we're also measuring and accounting for the quality of life or visitor experience regarding traffic congestion.

Mr. Hester said that's the other part of what goes into the threshold. First, changing the land use pattern so people could park once and walk or ride bikes to several destinations. Part of it is the land use and development pattern and the other is having other modes available so you could move more people through a transit vehicle than a bunch of individual cars. Because of the limited roadway capacity and the Compact mandate to reduce dependence on the automobile, they need to look at the land use and development practice and different modes available. The measure of that is vehicle miles traveled. That was the intent in the Sustainable Communities Strategy guidance that they've received.

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Mr. Lawrence said he'll be watching this as it moves forward. It sounds like its baked into the vehicle miles traveled analysis moving forward. Transportation is certainly an environmental issue but much of the comments he receives are along the lines of quality of life and the congestion. He agreed that there are other places to look at. The Basin is a complicated system and there are other strategies regarding parking management and fees that are more localized to get to local impacts. Those are other things to look at for VMT reduction as well. It's more of those strategic and specific localized instances where paid parking or shuttle services are offered which also has an impact in reducing VMT.

Public Comments & Questions

Steve Teshara, Transportation Activist asked who the members were of the Transportation Technical Advisory Committee. The chambers are listed in the membership and would like to receive information on the membership of all the organizations that are listed. He also had the same question as Ms. Aldean regarding the potential impacts of a user fee for the Basin. He feels that it is something that staff should research. He's concerned about the impacts on new development and redevelopment, he understands that this is a transition over to a mobility mitigation fee as opposed to an air quality mitigation fee. They don't want the fees to be barriers for new development, particularly redevelopment.

Gavin Feiger, League to Save Lake Tahoe said overall they are supportive of getting this threshold update package done this year. They supported linking VMT to greenhouse gasses but not at the expense of unlinking VMT transportation from land use. The presentation was great and sounds like that's the approach going forward. They would rather see the threshold standards set based on the Regional Plan Update implementation so the land use buildout assumptions from a few months ago instead of the statewide greenhouse gas targets. For the environmental review, the big picture concern both on this threshold change and what the review process will look like over the next few months. It will have to be robust and quick and then will happen to the existing mitigation that relies on the tied to allocations. Since 2016, they've been asking for a zero VMT standard and would like to see that project level guidance updated to include that language.

Sophie Wenzlau on behalf of the California Attorney General's Office said they appreciated the continuing dialogue around this very important topic and this informative presentation today. They've submitted a more detailed comment letter that they hope furthers the conversation around these issues. They think it's premature to settle upon a per capita metric for the VMT threshold at this time. While certain aspects of staff's suggested approach may very well make sense, the rationale for the proposed per capita metric is thin. They are open to TRPA modifying the VMT threshold but wants to ensure that the choice of a new threshold is thoughtful and well informed. They appreciated the clarification in the presentation today that resident and visitor VMT is shorthand for passenger vehicles which sounds like a more inclusive metric. They still feel it's important for the Regional Plan Implementation Committee to analyze alternative VMT metrics including absolute Basin wide VMT and justify the selection of one metric over other possible metrics. Many important questions should be considered as part of this analysis.

First, is it desirable and appropriate to develop a standard that allows overall VMT in the Basin to increase without limit as per capita VMT would allow? Refer to the table in their written comments for an illustration of this problem. Second, how does the per capita standard account for VMT from freight? Third, how as a functional matter does the per capita standard account for out of Basin visitors? The staff report doesn't explain how this would occur at a technical level. Fourth, what does the staff report mean when it says that the VMT threshold will not limit development as set forth in the Regional Plan Update? The thresholds are intended to inform the development of the Regional Plan Update and serve as a parameter for the approval of individual projects. The notion that the threshold will not "limit the development" has not been adequately explained and is not likely not an acceptable premise for the revised threshold. They ask that these questions be analyzed and vetted with stakeholders before a VMT metric is selected. Their office agreed conceptually with staff's direction regarding the establishment of a target date for achieving the new standard VMT reduction consistent with and patterned after California and Nevada greenhouse gas policy. However, meeting greenhouse gas goals alone is not a sufficient objective for the VMT threshold. The threshold should also be linked to land use, the Compact, and the Regional Plan. Overall, what staff has presented is a great starting point, but they believe more discussion and thinking is needed before the requested direction to be provided.

Jennifer Quashnick, Friends of the West Shore said they share similar concerns to what the California Attorney General's office expressed with regards to losing an overall cap on VMT.

Christine Maley-Grubl, Executive Director, Truckee North Tahoe Transportation Management Association said she would appreciate having the transportation management association at the table for the Transportation Technical Advisory Committee.

Committee Comments & Questions

Mr. Yeates said this meeting was to start the discussion. He appreciated the comments by the League to Save Lake Tahoe and the California Attorney General's Office. He emphasized that a lot of what we do as a metropolitan planning organization is, we're following direction based on what the California and Nevada is working towards. We have the opportunity basin wide to come up with a VMT threshold. We're a very small MPO and recognize that we have visitor transportation issues that are unique to this area. Those of us that work hard to change the standard for land use in Senate Bill 375 from a level of service vehicle miles traveled recognized that it was the sprawl that was causing a lot of traffic between someone's residence and their work and the impact it was having on the generation of greenhouse gas from light trucks and cars. Who was going to make that decision and those negotiating that bill determined that it would be California Air Resources Board. It is going to be the California Air Resources Board standard that we have to meet. To a certain extent, our VMT threshold isn't going to do more than that. We're trying our best in implementing the Regional Transportation Plan and Regional Plan with our small population of residents. Also, coming up with what we can do to reduce the effect of all the visitors coming into the Basin. The way staff has laid this out, not only will we have a threshold, but another important part of this is we are moving away from what we had as an interim handle on each projects effect on vehicle miles traveled, but to come up with something that we could all agree on that should be applied to projects. It was mentioned that it would be ashamed to have redevelopment projects constrained by vehicle miles traveled. We have to balance some of our other policies such as affordable housing to come up with an overall strategy to implement the Regional Plan and carrying out the Regional Transportation Plan and that threshold is holding us to

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it and ensuring that we're achieving that goal. It is going to be that project specific analysis that we get down to questions that are also raised about having a zero VMT standard. This is a systematic approach to addressing this issue including a mobility fee. It could be applied to ensure that if there were items that couldn't be accomplished with a project, it would contribute its fair share possibly through this mobility fee to other things we're trying to do through our Regional Transportation Plan. All we're trying to do is to start a new threshold that focuses on what we as the MPO are being charged to reduce greenhouse gas by reducing vehicle miles traveled to the extent within the Basin, we have that ability.

V. PUBLIC INTEREST COMMENTS

None.

VI. COMMITTEE MEMBER REPORTS

None.

VII. ADJOURNMENT

Ms. Aldean moved to adjourn.

Chair Mr. Yeates adjourned the meeting at 9:27 a.m.

Respectfully Submitted,



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



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STAFF REPORT

Date: September 23, 2020
To: TRPA Governing Board
From: TRPA Staff
Subject: August Financial Statements, Fiscal Year 2020/21

Summary and Staff Recommendation:

TRPA continues to serve the public with minimum disruption during the pandemic. Current Planning and Shoreline permitting activities can be handled via websites, email, and telephones. Health and safety protocols are in place for anyone entering our offices. Lost productivity is minimal, and largely driven by extraneous factors like changes to school schedules.

The second month of the fiscal year is now complete. State contributions have been billed, but receipts have been delayed. We were not able to immediately bill due to re-budgeting resulting from COVID related revenue shortfalls in both states. Contract expenses are running behind, but that is normal this time of year. Most invoices being paid now relate to the prior fiscal year. Labor expenses are on track.

Staff recommends acceptance of the August Financial Statements for Fiscal Year 2021.

Required Motion:

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

- 1) A motion to accept the August 2020 Financial Statements

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

Background:

We have now completed two months (16%) of the fiscal year. Revenues are at 51% of the annual budget, and expenditures at 9% of budget. Revenue seems high because we bill the State contributions at the beginning of the year. Those funds are spent down during the balance of the year. Expenditures are normally low in the early months of the fiscal year due to the timing of contract expenses.

YTD Revenues and Expenses

| | State & Local | Fees | Grants | Total |
|-----------------------|--------------------------|------------------|------------------|------------------|
| Revenue | | | | |
| Fees for Service | 4,355 | 1,075,360 | | 1,079,715 |
| Grants | | 1,130 | 18,858 | 19,988 |
| State Revenue | 7,471,236 | | | 7,471,236 |
| Local Revenue | | | | |
| Rent Revenue | | 62,785 | | 62,785 |
| Other Revenue | (23,059) | 5,545 | | (17,514) |
| TRPA Rent Revenue | | 114,830 | | 114,830 |
| Revenue Total | 7,452,532 | 1,259,650 | 18,858 | 8,731,040 |
| Expenses | | | | |
| Compensation | 631,985 | 302,026 | 73,926 | 1,007,937 |
| Contracts | 73,489 | 96,854 | 14,404 | 184,748 |
| Financing | | 13,581 | | 13,581 |
| Other | 115,058 | 22,763 | 12,805 | 150,627 |
| Rent | 115,105 | 5,129 | | 120,234 |
| A&O/Transfers | (272,532) | 216,810 | 53,826 | (1,896) |
| Expenses Total | 663,105 | 657,162 | 154,962 | 1,475,229 |
| Grand Total | 6,789,427 | 602,488 | (136,103) | 7,255,811 |

Revenues are in good shape. Both states have been billed for their annual contribution. Those monies have not yet been collected. Current Planning Fees are 23% ahead of the year-to-date average of the last three years. This is consistent with continued higher workloads driven by planning applications. Annual mooring fees are due September 30th. We collected \$0.4 M YTD in AIS fees vs. a budget of \$1.1M. Grant revenues are billed in arrears, at the end of the quarter.

Expenditures are at or below budgeted levels. Compensation expenses are at 14% of the annual budget, consistent with the timing of payrolls. Contract expenses are minimal due to normal lags in vendor billings. Debt service payments occur twice a year. Our next debt service payment is in December.

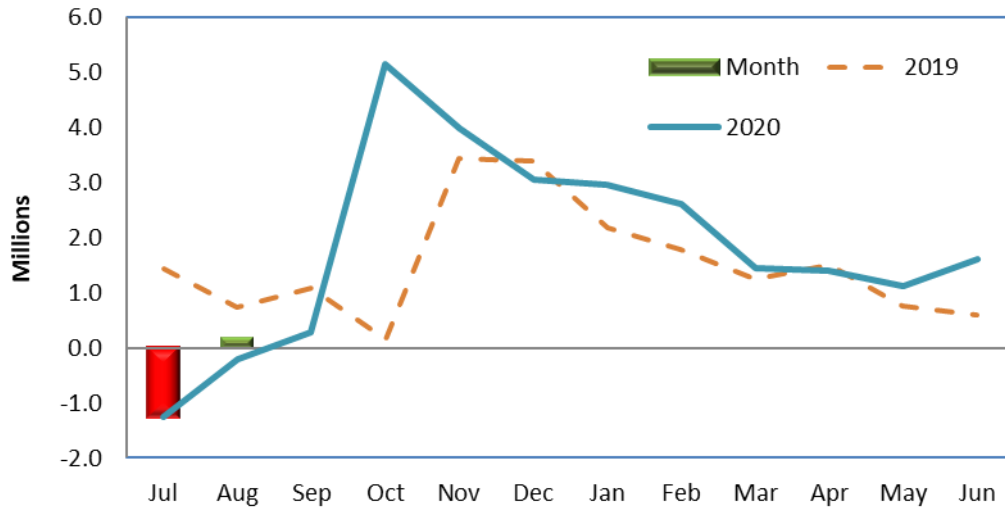
TRPA Balance Sheet

The TRPA balance sheet is not available this month. This is due to delays in entering closing entries for fiscal year 2020. We will provide one in October.

Cash Flow

Cash flow for the month was a positive \$0.2M. We received \$1.7 M in receipts and disbursements were \$1.5 M. Planning fees continue strong reflecting high levels of permitting activity. Receipt of our State funds is delayed due to budget revisions. Net cash flow will spike when we receive those funds and decline through the balance of the year as we spend them down.

Monthly Cumulative Cash Flow



When reading the detailed reports (attached), be aware that fund balances 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 August Financial Statements

Attachment A
August Financial Statements

Tahoe Regional Planning Agency
Actuals vs. Budget by Program
Fiscal YTD August 2020

| | Ann Budget | YTD | Remaining | % |
|--------------------|------------|------------------|------------|------|
| TRPA Totals | | | | |
| Revenue | | | | |
| State Revenue | 7,476,073 | 7,471,236 | 4,837 | 0% |
| Grants | 4,447,435 | 19,988 | 4,427,447 | 100% |
| Fees for Service | 3,672,826 | 1,079,715 | 2,593,111 | 71% |
| Local Revenue | 156,881 | | 156,881 | 100% |
| Rent Revenue | 328,844 | 62,785 | 266,059 | 81% |
| TRPA Rent Revenue | 688,980 | 114,830 | 574,150 | 83% |
| Other Revenue | 196,455 | 17,514 | 213,969 | |
| Revenue Total | 16,967,494 | 8,731,040 | 8,236,454 | 49% |
| Expenses | | | | |
| Compensation | 7,064,067 | 1,007,937 | 6,056,130 | 86% |
| Contracts | 7,502,474 | 184,748 | 7,317,727 | 98% |
| Financing | 427,641 | 13,581 | 414,060 | 97% |
| Rent | 728,980 | 120,234 | 608,747 | 84% |
| Other | 1,252,903 | 150,627 | 1,102,276 | 88% |
| A&O/Transfers | 8,570 | 1,896 | 6,674 | |
| Expenses Total | 16,967,494 | 1,475,229 | 15,492,265 | 91% |
| TRPA Net | (0) | 7,255,811 | | |

Agency Mgmt

| | | | | |
|------------------|-----------|-----------|-----------|------|
| Revenue | | | | |
| Fees for Service | 17,954 | 4,355 | 13,599 | 76% |
| Grants | 10,000 | 530 | 9,470 | 95% |
| State Revenue | 6,501,073 | 6,597,236 | 96,163 | -1% |
| Other Revenue | 180,230 | 23,059 | 203,289 | 113% |
| Local Revenue | 156,881 | | 156,881 | 100% |
| Revenue Total | 6,866,138 | 6,579,062 | 287,076 | 4% |
| Expenses | | | | |
| Compensation | 1,893,109 | 272,399 | 1,620,710 | 86% |
| Contracts | 191,733 | 16,718 | 175,016 | 91% |
| Financing | 676 | | 676 | 100% |
| Rent | 8,685 | 275 | 8,410 | 97% |
| Other | 264,197 | 41,311 | 222,886 | 84% |
| Expenses Total | 2,358,401 | 330,703 | 2,027,699 | 86% |

| | | | | |
|------------------------|------------------|------------------|--|--|
| Agency Mgmt Net | 4,507,736 | 6,248,360 | | |
|------------------------|------------------|------------------|--|--|

| | Ann Budget | YTD | Remaining | % |
|-------------------------|------------|---------|-----------|-----|
| Current Planning | | | | |
| Revenue | | | | |
| Fees for Service | 2,526,658 | 688,414 | 1,838,244 | 73% |
| Grants | 3,600 | 600 | 3,000 | 83% |
| State Revenue | 124,000 | 124,000 | | |
| Other Revenue | 34 | 2,491 | 2,525 | |
| Revenue Total | 2,654,224 | 815,505 | 1,838,719 | 69% |
| Expenses | | | | |
| Compensation | 1,722,386 | 276,549 | 1,445,837 | 84% |
| Contracts | 624,000 | 86,697 | 537,303 | 86% |
| Financing | 20,000 | 5,705 | 14,295 | 71% |
| Other | 72,663 | 16,221 | 56,442 | 78% |
| A&O/Transfers | 1,233,322 | 209,570 | 1,023,752 | 83% |
| Expenses Total | 3,672,371 | 594,743 | 3,077,629 | 84% |

| | | | | |
|---------------|-------------|---------|--|--|
| Curr Plan Net | (1,018,148) | 220,763 | | |
|---------------|-------------|---------|--|--|

Envir. Imp.

| | | | | |
|------------------|-----------|-----------|-----------|------|
| Revenue | | | | |
| Fees for Service | 1,128,214 | 385,146 | 743,068 | 66% |
| Grants | 2,394,639 | 18,858 | 2,375,781 | 99% |
| State Revenue | 750,000 | 750,000 | | |
| Revenue Total | 4,272,853 | 1,154,005 | 3,118,849 | 73% |
| Expenses | | | | |
| Compensation | 892,586 | 112,903 | 779,682 | 87% |
| Contracts | 3,660,281 | 5,642 | 3,654,639 | 100% |
| Financing | 15,020 | 7,876 | 7,144 | 48% |
| Rent | 30,771 | 5,129 | 25,643 | 83% |
| Other | 150,546 | 31,190 | 119,356 | 79% |
| A&O/Transfers | 61,255 | 7,469 | 53,786 | 88% |
| Expenses Total | 4,810,459 | 170,209 | 4,640,250 | 96% |

| | | | | |
|-------------|-----------|---------|--|--|
| Env Imp Net | (537,606) | 983,796 | | |
|-------------|-----------|---------|--|--|

| | Ann Budget | YTD | Remaining | % |
|------------------|------------|---------|-----------|------|
| L RTP | | | | |
| Revenue | | | | |
| Grants | 1,809,467 | | 1,809,467 | 100% |
| Fees for Service | | 1,800 | 1,800 | |
| Other Revenue | | | | |
| Revenue Total | 1,809,467 | 1,800 | 1,807,667 | 100% |
| Expenses | | | | |
| Compensation | 1,268,384 | 172,168 | 1,096,216 | 86% |
| Contracts | 968,228 | 18,104 | 950,124 | 98% |
| Rent | 544 | | 544 | 100% |
| Other | 54,071 | 14,637 | 39,434 | 73% |
| A&O/Transfers | 521,330 | 49,850 | 471,479 | 90% |
| Expenses Total | 2,812,557 | 254,760 | 2,557,797 | 91% |

| | | |
|-----------|-------------|-----------|
| L RTP Net | (1,003,090) | (252,960) |
|-----------|-------------|-----------|

R & A

| | | | | |
|----------------|-----------|---------|-----------|------|
| Revenue | | | | |
| Grants | 229,729 | | 229,729 | 100% |
| State Revenue | 101,000 | | 101,000 | 100% |
| Revenue Total | 330,729 | | 330,729 | 100% |
| Expenses | | | | |
| Compensation | 1,003,797 | 160,407 | 843,390 | 84% |
| Contracts | 1,658,698 | 26,891 | 1,631,807 | 98% |
| Other | 57,893 | 2,310 | 55,583 | 96% |
| A&O/Transfers | 45,478 | 3,747 | 41,731 | 92% |
| Expenses Total | 2,765,866 | 193,354 | 2,572,511 | 93% |

| | | |
|-----------|-------------|-----------|
| R & A Net | (2,435,137) | (193,354) |
|-----------|-------------|-----------|

| | Ann Budget | YTD | Remaining | % |
|-----------------------|-------------------|------------|------------------|----------|
| Infrastructure | | | | |
| Revenue | | | | |
| Other Revenue | 16,260 | 3,054 | 13,206 | 81% |
| Rent Revenue | 328,844 | 62,785 | 266,059 | 81% |
| TRPA Rent Revenue | 688,980 | 114,830 | 574,150 | 83% |
| Revenue Total | 1,034,084 | 180,669 | 853,415 | 83% |
| Expenses | | | | |
| Compensation | 89,986 | 13,510 | 76,476 | 85% |
| Contracts | 399,534 | 30,696 | 368,838 | 92% |
| Financing | 391,944 | | 391,944 | 100% |
| Rent | 688,980 | 114,830 | 574,150 | 83% |
| Other | 629,384 | 44,957 | 584,427 | 93% |
| Expenses Total | 2,199,828 | 203,993 | 1,995,835 | 91% |

| | | | | |
|---------------------------|--------------------|-----------------|--|--|
| Infrastructure Net | (1,165,744) | (23,324) | | |
|---------------------------|--------------------|-----------------|--|--|

Other

Page #

| | | | | |
|----------------|-----------|---------|-----------|-----|
| Expenses | | | | |
| A&O/Transfers | 1,869,955 | 272,532 | 1,597,423 | 85% |
| Expenses Total | 1,869,955 | 272,532 | 1,597,423 | 85% |

TRPA Fee Report

Fiscal YTD August 2020

Selected Fees, Year to Year Comparison.

| | 2018 | 2019 | 2020 | | % 3 yrs. avg |
|---------------|----------------|----------------|----------------|----------------|--------------|
| RESIDENTIAL | 49,349 | 51,143 | | 91,165 | 140% |
| LAND_CHALL | 9,771 | 18,454 | 5,436 | 32,696 | 291% |
| GENERAL | 33,316 | 54,188 | 80,346 | 31,422 | 56% |
| OTHER_REV | 18,390 | 5,468 | 32,859 | 31,100 | 164% |
| TREE_RMVL | 11,885 | 11,819 | 20,907 | 25,986 | 175% |
| SHOREZONE | 10,000 | 11,800 | 23,500 | 21,630 | 143% |
| COMMERCL_TA | 12,925 | 11,317 | 21,271 | 20,782 | 137% |
| REVISIONS | | 12,040 | 11,836 | 19,234 | 161% |
| ALLOCATION | 22,296 | 12,908 | 14,381 | 19,188 | 116% |
| SECURITIES | 89 | 178 | 10,012 | 12,697 | 371% |
| FULL_SITE | 20,368 | 27,260 | 12,500 | 12,412 | 62% |
| RECR_PUBLIC | 10,083 | 7,420 | 4,775 | 11,845 | 160% |
| MOORING | | | | 6,660 | |
| TRANS_DEV | 1,590 | 3,710 | 2,067 | 6,390 | 260% |
| GRADING | 2,478 | 3,304 | 2,891 | 4,250 | 147% |
| IPES | 2,531 | 540 | 2,190 | 3,699 | 211% |
| SOILS_HYDRO | 5,357 | 6,818 | 4,435 | 3,514 | 63% |
| VB_COVERAGE | 1,514 | 1,514 | 2,497 | 3,141 | 171% |
| NOTE_APPEAL | 371 | 741 | | 2,976 | 535% |
| LAND_CAP | 3,738 | 8,544 | 2,136 | 2,750 | 57% |
| PARTIAL_SITE | 1,587 | 2,116 | 400 | 2,060 | 151% |
| LLADJ_ROW | 656 | 1,920 | 1,248 | 1,285 | 101% |
| QE SHOREZONE | 924 | 1,617 | | 1,236 | 87% |
| SIGNS | | 492 | | 1,062 | 216% |
| VB_USE | 1,440 | 720 | 2,808 | 964 | 58% |
| QUAL_EXEMPT | 1,088 | 952 | 2,124 | 910 | 66% |
| CONSTR_EXT | 490 | 480 | 312 | 678 | 159% |
| RES_DRIVE | 298 | 149 | 194 | 600 | 281% |
| UNDRGRD_TANK | 554 | 304 | 1,765 | 407 | 47% |
| STD | 2,393 | 1,971 | 2,006 | (592) | -28% |
| ENFORCEMNT | 14,488 | 17,128 | 9,794 | | |
| MONITORING | (3,926) | 2,700 | 2,800 | | |
| TEMP_USE | 1,314 | 1,550 | 1,120 | | |
| LMTD_INCENT | 267 | 252 | 1,041 | | |
| SUBDIV_EXIST | 6,504 | 1,251 | 1,002 | | |
| PRE-APP | 848 | 848 | 848 | | |
| HISTORIC | 3,300 | 372 | | | |
| Totals | 248,274 | 283,988 | 378,672 | 372,147 | 123% |

TRPA Financials
Thru 8/31/2020

| Row Labels | FY Budget | YTD Act | Remaining |
|-------------------------|------------------|------------------|----------------|
| Agency Mgmt | | | |
| GF Revenue | | | |
| Revenue | | | |
| State Revenue | 6,501,073 | 6,597,236 | 96,163 |
| Fees for Service | 17,954 | 4,355 | 13,599 |
| Local Revenue | 156,881 | 0 | 156,881 |
| Other Revenue | 180,230 | 23,059 | 203,289 |
| Revenue Total | 6,856,138 | 6,578,532 | 277,606 |
| GF Revenue Total | 6,856,138 | 6,578,532 | 277,606 |
| Gov Board | | | |
| Expenses | | | |
| Contracts | 933 | 100 | 833 |
| Other | 22,173 | 1,748 | 20,425 |
| Rent | 5,545 | 0 | 5,545 |
| Expenses Total | 28,651 | 1,848 | 26,803 |
| Gov Board Total | 28,651 | 1,848 | 26,803 |
| Executive | | | |
| Expenses | | | |
| Compensation | 702,042 | 103,696 | 598,346 |
| Other | 18,397 | 787 | 17,610 |
| Rent | 207 | 0 | 207 |
| Expenses Total | 720,646 | 104,483 | 616,163 |
| Executive Total | 720,646 | 104,483 | 616,163 |
| Legal | | | |
| Expenses | | | |
| Compensation | 242,616 | 32,919 | 209,697 |
| Contracts | 60,000 | 7,149 | 52,852 |
| Other | 13,522 | 0 | 13,522 |
| Expenses Total | 316,138 | 40,068 | 276,070 |
| Legal Total | 316,138 | 40,068 | 276,070 |
| Communications | | | |
| Expenses | | | |
| Compensation | 193,684 | 29,496 | 164,188 |
| Contracts | 17,000 | 0 | 17,000 |
| Other | 73,768 | 13,879 | 59,889 |
| Rent | 2,933 | 275 | 2,658 |
| Expenses Total | 287,385 | 43,650 | 243,735 |

TRPA Financials

Thru 8/31/2020

| Row Labels | FY Budget | YTD Act | Remaining |
|------------------------------|------------------|------------------|------------------|
| Communications Total | 287,385 | 43,650 | 243,735 |
| Finance | | | |
| Expenses | | | |
| Compensation | 432,682 | 70,580 | 362,102 |
| Contracts | 64,200 | 1,400 | 62,801 |
| Financing | 676 | 0 | 676 |
| Other | 2,798 | 541 | 2,257 |
| Expenses Total | 500,357 | 72,520 | 427,836 |
| Finance Total | 500,357 | 72,520 | 427,836 |
| HR | | | |
| Expenses | | | |
| Compensation | 322,085 | 35,708 | 286,377 |
| Contracts | 49,600 | 8,070 | 41,530 |
| Other | 99,261 | 24,356 | 74,905 |
| Expenses Total | 470,946 | 68,134 | 402,813 |
| HR Total | 470,946 | 68,134 | 402,813 |
| Env. Newsletter | | | |
| Revenue | | | |
| Grants | 10,000 | 530 | 9,470 |
| Revenue Total | 10,000 | 530 | 9,470 |
| Expenses | | | |
| Other | 34,278 | 0 | 34,278 |
| Expenses Total | 34,278 | 0 | 34,278 |
| Env. Newsletter Total | 24,278 | 530 | 24,808 |
| Agency Mgmt Total | 4,507,736 | 6,248,360 | 1,740,623 |
| Current Planning | | | |
| Current Planning | | | |
| Revenue | | | |
| Fees for Service | 1,659,336 | 303,852 | 1,355,484 |
| Revenue Total | 1,659,336 | 303,852 | 1,355,484 |
| Expenses | | | |
| Compensation | 1,043,486 | 164,740 | 878,746 |
| Contracts | 150,000 | 20,130 | 129,871 |
| Financing | 20,000 | 5,705 | 14,295 |
| A&O/Transfers | 793,049 | 125,812 | 667,237 |
| Other | 10,398 | 0 | 10,398 |

TRPA Financials
Thru 8/31/2020

| Row Labels | FY Budget | YTD Act | Remaining |
|-------------------------------|----------------|----------------|----------------|
| Expenses Total | 2,016,933 | 316,386 | 1,700,547 |
| Current Planning Total | 357,597 | 12,535 | 345,063 |
| Code Enforcement | | | |
| Expenses | | | |
| Compensation | 358,866 | 48,835 | 310,031 |
| A&O/Transfers | 272,738 | 37,295 | 235,443 |
| Other | 2,220 | 240 | 1,980 |
| Expenses Total | 633,823 | 86,370 | 547,453 |
| Code Enforcement Total | 633,823 | 86,370 | 547,453 |
| Boat Crew | | | |
| Revenue | | | |
| State Revenue | 124,000 | 124,000 | 0 |
| Revenue Total | 124,000 | 124,000 | 0 |
| Expenses | | | |
| Compensation | 100,230 | 418 | 99,812 |
| Other | 44,825 | 10,224 | 34,601 |
| Expenses Total | 145,055 | 10,642 | 134,413 |
| Boat Crew Total | 21,055 | 113,358 | 134,413 |
| Other | | | |
| Revenue | | | |
| Fees for Service | 477,322 | 27,086 | 450,236 |
| Other Revenue | 34 | 2,491 | 2,525 |
| Revenue Total | 477,288 | 29,577 | 447,711 |
| Other Total | 477,288 | 29,577 | 447,711 |
| Settlements | | | |
| Revenue | | | |
| Fees for Service | 150,000 | 5,000 | 145,000 |
| Grants | 3,600 | 600 | 3,000 |
| Revenue Total | 153,600 | 5,600 | 148,000 |
| Expenses | | | |
| Contracts | 149,000 | 26,750 | 122,250 |
| Other | 15,220 | 500 | 14,720 |
| Expenses Total | 164,220 | 27,250 | 136,970 |
| Settlements Total | 10,620 | 21,650 | 11,030 |

TRPA Financials
Thru 8/31/2020

| Row Labels | FY Budget | YTD Act | Remaining |
|---|----------------|----------------|----------------|
| Shorezone - Planning | | | |
| Expenses | | | |
| Compensation | 167,405 | 19,093 | 148,313 |
| A&O/Transfers | 127,228 | 14,581 | 112,647 |
| Expenses Total | 294,634 | 33,674 | 260,960 |
| Shorezone - Planning Total | 294,634 | 33,674 | 260,960 |
| Shorezone Boat Crew | | | |
| Expenses | | | |
| Compensation | 39,571 | 41,698 | 2,127 |
| Contracts | 20,000 | 39,818 | 19,818 |
| A&O/Transfers | 30,555 | 31,845 | 1,290 |
| Other | 0 | 5,234 | 5,234 |
| Expenses Total | 90,126 | 118,595 | 28,469 |
| Shorezone Boat Crew Total | 90,126 | 118,595 | 28,469 |
| Shorezone - Implementation | | | |
| Expenses | | | |
| Compensation | 8,263 | 48 | 8,215 |
| A&O/Transfers | 6,280 | 37 | 6,243 |
| Expenses Total | 14,544 | 85 | 14,459 |
| Shorezone - Implementation Total | 14,544 | 85 | 14,459 |
| Shorezone - Communications | | | |
| Expenses | | | |
| Compensation | 4,565 | 0 | 4,565 |
| Contracts | 65,000 | 0 | 65,000 |
| A&O/Transfers | 3,472 | 0 | 3,472 |
| Other | 0 | 23 | 23 |
| Expenses Total | 73,036 | 23 | 73,013 |
| Shorezone - Communications Total | 73,036 | 23 | 73,013 |
| Legal - Direct or Disallowed | | | |
| Revenue | | | |
| Fees for Service | 120,000 | 0 | 120,000 |
| Revenue Total | 120,000 | 0 | 120,000 |
| Expenses | | | |
| Compensation | 0 | 1,717 | 1,717 |
| Contracts | 120,000 | 0 | 120,000 |
| Expenses Total | 120,000 | 1,717 | 118,283 |

TRPA Financials

Thru 8/31/2020

| Row Labels | FY Budget | YTD Act | Remaining |
|---|------------------|----------------|------------------|
| Legal - Direct or Disallowed Total | 0 | 1,717 | 1,717 |
| Current Planning Reimbursed | | | |
| Revenue | | | |
| Fees for Service | 120,000 | 352,477 | 232,477 |
| Revenue Total | 120,000 | 352,477 | 232,477 |
| Expenses | | | |
| Contracts | 120,000 | 0 | 120,000 |
| Expenses Total | 120,000 | 0 | 120,000 |
| Current Planning Reimbursed Total | 0 | 352,477 | 352,477 |
| Current Planning Total | 1,018,148 | 220,763 | 1,238,910 |
| Envir. Imp. | | | |
| Env. Improv. | | | |
| Expenses | | | |
| Compensation | 478,719 | 55,751 | 422,968 |
| Contracts | 25,000 | 0 | 25,000 |
| Other | 16,933 | 3,599 | 13,334 |
| Expenses Total | 520,652 | 59,350 | 461,302 |
| Env. Improv. Total | 520,652 | 59,350 | 461,302 |
| Watercraft Inspection Fees | | | |
| Revenue | | | |
| Fees for Service | 1,116,214 | 323,838 | 792,376 |
| Revenue Total | 1,116,214 | 323,838 | 792,376 |
| Expenses | | | |
| Compensation | 135,746 | 17,292 | 118,453 |
| Contracts | 830,496 | 1,626 | 828,870 |
| Financing | 15,020 | 7,876 | 7,144 |
| A&O/Transfers | 0 | 0 | 0 |
| Other | 104,182 | 4,338 | 99,843 |
| Rent | 30,771 | 5,129 | 25,643 |
| Expenses Total | 1,116,214 | 36,261 | 1,079,953 |
| Watercraft Inspection Fees Total | 0 | 287,577 | 287,577 |
| CA Gen Fund AIS Prevention | | | |
| Revenue | | | |
| State Revenue | 375,000 | 375,000 | 0 |
| Revenue Total | 375,000 | 375,000 | 0 |

TRPA Financials
Thru 8/31/2020

| Row Labels | FY Budget | YTD Act | Remaining |
|---|-----------|----------------|----------------|
| Expenses | | | |
| Contracts | 375,000 | 0 | 375,000 |
| Expenses Total | 375,000 | 0 | 375,000 |
| CA Gen Fund AIS Prevention Total | 0 | 375,000 | 375,000 |
| NV Gen Fund AIS Prevention & Control | | | |
| Revenue | | | |
| State Revenue | 375,000 | 375,000 | 0 |
| Revenue Total | 375,000 | 375,000 | 0 |
| Expenses | | | |
| Compensation | 165,608 | 28,249 | 137,359 |
| Contracts | 181,551 | 3,791 | 177,760 |
| A&O/Transfers | 0 | 0 | 0 |
| Other | 27,841 | 14,781 | 13,061 |
| Expenses Total | 375,000 | 46,820 | 328,180 |
| NV Gen Fund AIS Prevention & Control Total | 0 | 328,180 | 328,180 |
| AIS Prevention (SNPLMA Rnd 12 Final) | | | |
| Revenue | | | |
| Grants | 0 | 18,858 | 18,858 |
| Revenue Total | 0 | 18,858 | 18,858 |
| Expenses | | | |
| Compensation | 0 | 496 | 496 |
| Contracts | 0 | 225 | 225 |
| A&O/Transfers | 0 | 378 | 378 |
| Expenses Total | 0 | 1,099 | 1,099 |
| AIS Prevention (SNPLMA Rnd 12 Final) Total | 0 | 17,759 | 17,759 |
| Tahoe Keys & Lakewide AIS Control (LTRA) | | | |
| Revenue | | | |
| Grants | 1,851,531 | 0 | 1,851,531 |
| Revenue Total | 1,851,531 | 0 | 1,851,531 |
| Expenses | | | |
| Compensation | 17,820 | 2,082 | 15,738 |
| Contracts | 1,820,000 | 0 | 1,820,000 |
| A&O/Transfers | 13,543 | 1,590 | 11,953 |
| Other | 168 | 5 | 173 |
| Expenses Total | 1,851,531 | 3,667 | 1,847,864 |
| Tahoe Keys & Lakewide AIS Control (LTRA) Total | 0 | 3,667 | 3,667 |

TRPA Financials
Thru 8/31/2020

| Row Labels | FY Budget | YTD Act | Remaining |
|---|-----------|--------------|----------------------------------|
| ANS Mgmt Plan - Meeks Bay Control | | | |
| Revenue | | | |
| Grants | 47,695 | 0 | 47,695 |
| Revenue Total | 47,695 | 0 | 47,695 |
| Expenses | | | |
| Contracts | 47,695 | 0 | 47,695 |
| Other | 0 | 579 | 579 |
| Expenses Total | 47,695 | 579 | 47,116 |
| ANS Mgmt Plan - Meeks Bay Control Total | 0 | 579 | <b style="color: red;">579 |
| Lakewide AIS Control (USACE) | | | |
| Revenue | | | |
| Grants | 217,337 | 0 | 217,337 |
| Revenue Total | 217,337 | 0 | 217,337 |
| Expenses | | | |
| Contracts | 217,337 | 0 | 217,337 |
| Other | 0 | 7,835 | 7,835 |
| Expenses Total | 217,337 | 7,835 | 209,502 |
| Lakewide AIS Control (USACE) Total | 0 | 7,835 | <b style="color: red;">7,835 |
| Sand Harbor Asian Clam Control (NDSL) | | | |
| Revenue | | | |
| Grants | 76,102 | 0 | 76,102 |
| Revenue Total | 76,102 | 0 | 76,102 |
| Expenses | | | |
| Contracts | 76,102 | 0 | 76,102 |
| Expenses Total | 76,102 | 0 | 76,102 |
| Sand Harbor Asian Clam Control (NDSL) Total | 0 | 0 | 0 |
| Secret Shopper Inspection Stations (DBW) | | | |
| Revenue | | | |
| Grants | 7,150 | 0 | 7,150 |
| Revenue Total | 7,150 | 0 | 7,150 |
| Expenses | | | |
| Contracts | 7,150 | 0 | 7,150 |
| Expenses Total | 7,150 | 0 | 7,150 |
| Secret Shopper Inspection Stations (DBW) Total | 0 | 0 | 0 |

TRPA Financials
Thru 8/31/2020

| Row Labels | FY Budget | YTD Act | Remaining |
|---|---------------|---------------|---------------|
| Shorezone Fees | | | |
| Revenue | | | |
| Fees for Service | 0 | 53,652 | 53,652 |
| Revenue Total | 0 | 53,652 | 53,652 |
| Shorezone Fees Total | 0 | 53,652 | 53,652 |
| BMP Enforcement in NV (NV 319) | | | |
| Revenue | | | |
| Grants | 124,873 | 0 | 124,873 |
| Revenue Total | 124,873 | 0 | 124,873 |
| Expenses | | | |
| Compensation | 78,242 | 4,460 | 73,782 |
| Contracts | 10,000 | 0 | 10,000 |
| A&O/Transfers | 35,209 | 2,007 | 33,202 |
| Other | 1,423 | 64 | 1,359 |
| Expenses Total | 124,873 | 6,531 | 118,343 |
| BMP Enforcement in NV (NV 319) Total | 0 | 6,531 | 6,531 |
| LTInfo BMP Database (NDEP) | | | |
| Revenue | | | |
| Grants | 10,000 | 0 | 10,000 |
| 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 |
| Stormwater Planning Support | | | |
| Revenue | | | |
| Fees for Service | 12,000 | 7,656 | 4,344 |
| Revenue Total | 12,000 | 7,656 | 4,344 |
| Expenses | | | |
| Compensation | 16,451 | 4,574 | 11,877 |
| A&O/Transfers | 12,503 | 3,493 | 9,010 |
| Expenses Total | 28,954 | 8,067 | 20,887 |
| Stormwater Planning Support Total | 16,954 | 410 | 16,543 |
| CalFire Wildfire Prevention Outreach | | | |

TRPA Financials
Thru 8/31/2020

| Row Labels | FY Budget | YTD Act | Remaining |
|---|------------------|----------------|------------------|
| Revenue | | | |
| Grants | 59,950 | 0 | 59,950 |
| Revenue Total | 59,950 | 0 | 59,950 |
| Expenses | | | |
| Contracts | 59,950 | 0 | 59,950 |
| Expenses Total | 59,950 | 0 | 59,950 |
| CalFire Wildfire Prevention Outreach Total | 0 | 0 | 0 |
| Envir. Imp. Total | 537,606 | 983,796 | 1,521,402 |
| L RTP | | | |
| Long Range & Transp. Planning | | | |
| Expenses | | | |
| Compensation | 582,423 | 106,158 | 476,265 |
| Contracts | 60,170 | 1,230 | 58,940 |
| Other | 10,799 | 891 | 9,908 |
| Rent | 544 | 0 | 544 |
| Expenses Total | 653,936 | 108,279 | 545,657 |
| Long Range & Transp. Planning Total | 653,936 | 108,279 | 545,657 |
| TMPO | | | |
| Expenses | | | |
| Contracts | 306,105 | 1,195 | 304,910 |
| Other | 43,049 | 9,173 | 33,875 |
| Expenses Total | 349,154 | 10,369 | 338,785 |
| TMPO Total | 349,154 | 10,369 | 338,785 |
| Transportation | | | |
| Revenue | | | |
| Grants | 1,474,617 | 0 | 1,474,617 |
| Revenue Total | 1,474,617 | 0 | 1,474,617 |
| Expenses | | | |
| Compensation | 681,621 | 61,958 | 619,663 |
| Contracts | 274,965 | 5,102 | 269,863 |
| A&O/Transfers | 518,031 | 47,317 | 470,714 |
| Other | 0 | 3,821 | 3,821 |
| Expenses Total | 1,474,617 | 118,197 | 1,356,420 |
| Transportation Total | 0 | 118,197 | 118,197 |
| Transportation SB1 Formula & Competitive | | | |

TRPA Financials
Thru 8/31/2020

| Row Labels | FY Budget | YTD Act | Remaining |
|---|----------------|--------------|----------------|
| Revenue | | | |
| Grants | 309,988 | 0 | 309,988 |
| Revenue Total | 309,988 | 0 | 309,988 |
| Expenses | | | |
| Contracts | 309,988 | 8,873 | 301,115 |
| Expenses Total | 309,988 | 8,873 | 301,115 |
| Transportation SB1 Formula & Competitive Total | 0 | 8,873 | 8,873 |
| CA SGC SSARP Grant - Safety | | | |
| Revenue | | | |
| Grants | 17,000 | 0 | 17,000 |
| Revenue Total | 17,000 | 0 | 17,000 |
| Expenses | | | |
| Contracts | 17,000 | 0 | 17,000 |
| Expenses Total | 17,000 | 0 | 17,000 |
| CA SGC SSARP Grant - Safety Total | 0 | 0 | 0 |
| CTC Shoreline Plan | | | |
| Revenue | | | |
| Grants | 4,670 | 0 | 4,670 |
| Revenue Total | 4,670 | 0 | 4,670 |
| Expenses | | | |
| Compensation | 2,571 | 2,508 | 62 |
| Contracts | 0 | 134 | 134 |
| A&O/Transfers | 1,954 | 1,916 | 38 |
| Other | 146 | 334 | 188 |
| Expenses Total | 4,670 | 4,891 | 221 |
| CTC Shoreline Plan Total | 0 | 4,891 | 4,891 |
| NDSL LTLP Shoreline Plan | | | |
| Revenue | | | |
| Grants | 3,192 | 0 | 3,192 |
| Revenue Total | 3,192 | 0 | 3,192 |
| Expenses | | | |
| Compensation | 1,769 | 1,544 | 225 |
| Contracts | 0 | 71 | 71 |
| A&O/Transfers | 1,345 | 618 | 727 |
| Other | 78 | 178 | 100 |
| Expenses Total | 3,192 | 2,411 | 781 |

TRPA Financials

Thru 8/31/2020

| Row Labels | FY Budget | YTD Act | Remaining |
|--|------------------|----------------|------------------|
| NDSL LTLP Shoreline Plan Total | 0 | 2,411 | 2,411 |
| Mtn Town Summit | | | |
| Revenue | | | |
| Fees for Service | 0 | 1,800 | 1,800 |
| Revenue Total | 0 | 1,800 | 1,800 |
| Expenses | | | |
| Contracts | 0 | 1,500 | 1,500 |
| Other | 0 | 240 | 240 |
| Expenses Total | 0 | 1,740 | 1,740 |
| Mtn Town Summit Total | 0 | 60 | 60 |
| L RTP Total | 1,003,090 | 252,960 | 750,130 |
| R & A | | | |
| Research & Analysis | | | |
| Expenses | | | |
| Compensation | 935,134 | 155,063 | 780,071 |
| Contracts | 1,272,305 | 26,891 | 1,245,414 |
| Other | 31,273 | 1,830 | 29,443 |
| Expenses Total | 2,238,712 | 183,784 | 2,054,928 |
| Research & Analysis Total | 2,238,712 | 183,784 | 2,054,928 |
| Shorezone - Research & Analysis | | | |
| Expenses | | | |
| Compensation | 28,030 | 4,906 | 23,124 |
| Contracts | 130,000 | 0 | 130,000 |
| A&O/Transfers | 21,333 | 3,747 | 17,586 |
| Other | 22,254 | 0 | 22,254 |
| Expenses Total | 201,616 | 8,653 | 192,964 |
| Shorezone - Research & Analysis Total | 201,616 | 8,653 | 192,964 |
| Nearshore Trib Monitoring (Lahontan) | | | |
| Revenue | | | |
| Grants | 75,188 | 0 | 75,188 |
| Revenue Total | 75,188 | 0 | 75,188 |
| Expenses | | | |
| Compensation | 3,188 | 0 | 3,188 |
| Contracts | 72,000 | 0 | 72,000 |
| A&O/Transfers | 0 | 0 | 0 |

TRPA Financials
Thru 8/31/2020

| Row Labels | FY Budget | YTD Act | Remaining |
|---|------------------|----------------|------------------|
| Expenses Total | 75,188 | 0 | 75,188 |
| Nearshore Trib Monitoring (Lahontan) Total | 0 | 0 | 0 |
| Lake Tahoe West GIS Support | | | |
| Revenue | | | |
| Grants | 55,915 | 0 | 55,915 |
| Revenue Total | 55,915 | 0 | 55,915 |
| Expenses | | | |
| Compensation | 31,770 | 0 | 31,770 |
| A&O/Transfers | 24,145 | 0 | 24,145 |
| Expenses Total | 55,915 | 0 | 55,915 |
| Lake Tahoe West GIS Support Total | 0 | 0 | 0 |
| 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 |
| TSAC | | | |
| Revenue | | | |
| State Revenue | 101,000 | 0 | 101,000 |
| Revenue Total | 101,000 | 0 | 101,000 |
| Expenses | | | |
| Compensation | 5,674 | 438 | 5,237 |
| Contracts | 85,768 | 0 | 85,768 |
| A&O/Transfers | 0 | 0 | 0 |
| Other | 4,366 | 480 | 3,886 |
| Expenses Total | 95,809 | 918 | 94,891 |
| TSAC Total | 5,191 | 918 | 6,109 |
| R & A Total | 2,435,137 | 193,354 | 2,241,782 |
| Infrastructure | | | |
| General Services | | | |
| Expenses | | | |

TRPA Financials

Thru 8/31/2020

| Row Labels | FY Budget | YTD Act | Remaining |
|-------------------------------|------------------|----------------|------------------|
| Compensation | 89,986 | 13,510 | 76,476 |
| Contracts | 56,364 | 0 | 56,364 |
| Other | 168,591 | 15,500 | 153,091 |
| Rent | 688,980 | 114,830 | 574,150 |
| Expenses Total | 1,003,921 | 143,840 | 860,081 |
| General Services Total | 1,003,921 | 143,840 | 860,081 |
| IT | | | |
| Expenses | | | |
| Contracts | 290,720 | 23,665 | 267,055 |
| Other | 210,962 | 17,269 | 193,693 |
| Expenses Total | 501,682 | 40,934 | 460,748 |
| IT Total | 501,682 | 40,934 | 460,748 |
| Building | | | |
| Revenue | | | |
| Other Revenue | 16,260 | 3,054 | 13,206 |
| Rent Revenue | 328,844 | 62,785 | 266,059 |
| TRPA Rent Revenue | 688,980 | 114,830 | 574,150 |
| Revenue Total | 1,034,084 | 180,669 | 853,415 |
| Expenses | | | |
| Contracts | 52,450 | 7,031 | 45,419 |
| Financing | 391,944 | 0 | 391,944 |
| Other | 164,759 | 2,431 | 162,328 |
| Expenses Total | 609,153 | 9,462 | 599,691 |
| Building Total | 424,931 | 171,207 | 253,724 |
| CAM | | | |
| Expenses | | | |
| Other | 85,072 | 9,757 | 75,315 |
| Expenses Total | 85,072 | 9,757 | 75,315 |
| CAM Total | 85,072 | 9,757 | 75,315 |
| Infrastructure Total | 1,165,744 | 23,324 | 1,142,420 |
| Other | | | |
| Expenses | | | |
| Compensation | 193,819 | 0 | 193,819 |
| A&O/Transfers | 1,869,955 | 272,532 | 1,597,423 |
| Other | 24,148 | 0 | 24,148 |

TRPA Financials
Thru 8/31/2020

| Row Labels | FY Budget | YTD Act | Remaining |
|--------------------|------------------|------------------|------------------|
| Expenses Total | 1,651,988 | 272,532 | 1,379,455 |
| Other Total | 1,651,988 | 272,532 | 1,379,455 |
| Other Total | 1,651,988 | 272,532 | 1,379,455 |
| Grand Total | 0 | 7,255,811 | 7,255,811 |



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 Stateline, NV 89449-5310

Location
 128 Market Street
 Stateline, NV 89449

Contact
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STAFF REPORT

Date: September 23, 2020
 To: TRPA Governing Board
 From: TRPA Staff
 Subject: Authorize approval of the FY 2020-2021 State of Good Repair project lists for the Tahoe Truckee Area Regional Transit (TART) and Tahoe Transportation District (TTD)

Summary and Staff Recommendation:

Staff recommends that the Governing Board adopt the attached resolution (Attachment A) regarding approval of the FY 2020-2021 State of Good Repair project lists submitted by the Tahoe-Truckee Area Regional Transit and Tahoe Transportation District.

Required Motions:

In order to adopt the proposed resolutions, the Board must make the following motion, based on this staff report and the evidence in the record:

- 1) A motion to adopt Resolution 2020-__ (Attachment A) approving the FY20-21 State of Good Repair project lists for the Tahoe-Truckee Area Regional Transit and Tahoe Transportation District.

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

Project Description/Background:

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), was signed by the Governor of California on April 28, 2017. SB1 includes a program that will provide additional revenue for transit infrastructure repair and service improvements and is referred to as the State of Good Repair program. This program provides funding of approximately \$105 million annually to the State Transit Assistance (STA) Account. These funds are to be made available for eligible transit maintenance, rehabilitation, and capital projects. TRPA, serving as the Regional Transportation Planning Agency (RTPA) in California, is responsible for allocating this funding.

Discussion:

The State of California has set the application process for the State of Good Repair program and the total estimated amount available to the Lake Tahoe portions of El Dorado and Placer County for FY 2020-2021, is \$168,213. The distribution between the two transit operators is:

| | |
|--|------------------|
| TART - Placer County North Shore transit | \$66,331 |
| TTD - South Shore Transit | <u>\$101,882</u> |
| Total: | \$168,213 |

Placer County’s (TART) allocation of \$66,331 will go towards the purchase of a replacement cutaway shuttle-type bus and El Dorado County’s (TTD) total allocation of \$101,882 will be applied to its preventative maintenance program.

Project Details:

| | Tahoe Transportation District | Tahoe Truckee Area Regional Transit |
|-------------------------------------|--|---|
| Title | FY 20-21 Preventative Maintenance | Tahoe Truckee Area Regional Transit Bus Purchase |
| Description | These funds will be used for preventative maintenance activities | Replacement of a 25’ cutaway transit bus (18 seats) for Tahoe Truckee Area Regional Transit |
| Asset Type | Rolling Stock/Fleet | Rolling Stock/Fleet |
| Project Category | Maintenance | Replacement |
| Est. Useful Life | 5 | 12 |
| Est. Project Start Date | 7/1/2020 | 8/31/2020 |
| Est. Project Completion Date | 6/30/2021 | 1/31/2022 |
| Est. 99313 Costs | \$92,584 | \$66,331 |
| Est. 99314 Costs | \$9,298 | \$0 |

Contact Information:

For questions regarding this agenda item, please contact Kira Smith, Assistant Transportation Planner at (775) 589-5236 or ksmith@trpa.org.

Attachment:

A. TRPA Resolution No. 2020-__

Attachment A

TRPA Resolution No. 2020-__

TAHOE REGIONAL PLANNING AGENCY
TRPA RESOLUTION NO. 2020 –__

APPROVAL OF THE FISCAL YEAR 2020-2021 PROJECT LIST TO BE FUNDED BY THE CALIFORNIA STATE OF
GOOD REPAIR PROGRAM

WHEREAS, the Tahoe Regional Planning Agency (TRPA) is designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the California portion of the Tahoe Region and is an eligible project sponsor and so may receive State Transit Assistance funding from the State of Good Repair Account (SGR) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the SGR; and Whereas, the Department has developed guidelines for administering and distributing SGR funds to eligible project sponsors (local agencies); and

WHEREAS, the Tahoe Regional Planning Agency has received project lists from Tahoe-Truckee Area Regional Transit and Tahoe Transportation District that meet the criteria outlined in Senate Bill 1 (2017); and

WHEREAS, the proposed projects meet the criteria outlined in Senate Bill 1 (2017); and

WHEREAS, the Tahoe Regional Planning Agency concurs with and approves the project lists for the State of Good Repair Program funds; and

WHEREAS, the State of California requires the Tahoe Regional Planning Agency to obtain Governing Board approval for projects submitted for funding under the California State of Good Repair Program.

NOW, THEREFORE, BE IT RESOLVED, that the Tahoe Regional Planning Agency Governing Board hereby approves the SB1 State of Good Repair Project List for FY 2020-21; and

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Tahoe Regional Planning Agency, that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

NOW, THEREFORE, BE IT RESOLVED, that the TRPA Executive Director, or designee, is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms and agreements.

PASSED AND ADOPTED by the Governing Board of Tahoe Regional Planning Agency at its regular meeting held on September 30, 2020, by the following vote:

Ayes:
Nays:
Absent:

William Yeates, Chair
Tahoe Regional Planning Agency
Governing Board

STAFF REPORT

Date: September 23, 2020

To: TRPA Governing Board

From: TRPA Staff

Subject: Authorization for allocation of FY 2020-2021 Local Transportation Funds of \$75,000 to the Tahoe Regional Planning Agency for the Administration and Planning of the Transportation Development Act Program

Summary and Staff Recommendation:

Staff recommends the Governing Board adopt the attached resolution (Attachment A) approving the allocation of the FY 2020-2021 Local Transportation Funds in the amount of \$75,000 to the Tahoe Regional Planning Agency (TRPA) for the cost of administration of the Transportation Development Act program and supporting transportation planning activities.

Required Motion:

In order to adopt the proposed resolution, the Board must make the following motion, based on the staff report and the evidence in the record:

- 1) A motion to approve the proposed resolution as shown in Attachment A.

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

Project Description/Background:

As the designated Regional Transportation Planning Agency (RTPA) for the California portion of the Tahoe Region, TRPA has the responsibility for administering the funds provided by the Transportation Development Act (TDA). TDA includes two funding sources that support the development of transportation services. These funds are the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund.

TDA legislation provides financial support for public transportation through the LTF, which is derived from ¼ cent of the general sales tax collected statewide. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. These funds are deposited in a local transportation fund. RTPAs administer these funds within their areas of jurisdiction based upon population and the priorities set by the TDA. TDA regulations allow the LTF to support the RTPA's cost of administering the program and allows up to three percent of the funds to be allocated to the RTPAs for transportation planning and programming purposes.

As required by the TDA, the El Dorado County and Placer County Auditor Controller Offices have notified TRPA of the LTF funds apportioned for El Dorado County and Placer County within the Tahoe Region. Following the priorities set by the TDA, TRPA has allocated LTF funds for its costs of administering the

program and for transportation planning functions identified in TRPA’s Transportation Overall Work Program. These costs are prorated to both El Dorado County and Placer County. After these funds are withheld, the remaining monies are available to transit operators in El Dorado County and Placer County in the Tahoe Region. Historically, these remaining LTF funds have been programmed 100 percent to provide for public transit services.

Staff has determined that a total of \$40,000 is required for *administration the TDA program*, which represents approximately 2.28 percent of the total LTF (\$1,757,961) available this fiscal year to the Tahoe Region. These funds will be used to cover the costs of required TDA fiscal reports and audits and will fund the TRPA staff activities necessary to administer this program. A total of \$22,000 is budgeted from the El Dorado County apportionment and \$18,000 from the Placer County apportionment.

The amount required for *planning and programming functions* of the TDA is \$35,000. This amount represents approximately 1.99 percent of the total LTF (\$1,757,961) available this fiscal year to the Tahoe Region. Of this amount, \$19,200 is budgeted from the El Dorado County apportionment and \$15,800 from the Placer County apportionment.

The services to be provided by this funding can be found in the Transportation Overall Work Program and are consistent with the TDA regulations and the Regional Transportation Plan.

| FY 2020-2021 LOCAL TRANSPORTATION FUND | |
|---|---------------------|
| • TDA ADMINISTRATION ALLOCATIONS | |
| El Dorado County 55.00% | \$22,000.00 |
| Placer County 45.00% | \$18,000.00 |
| Administration total: | \$40,000.00 |
| • PLANNING AND PROGRAMMING ALLOCATIONS | |
| El Dorado County 54.86% | \$19,200.00 |
| Placer County 45.14% | \$15,800.00 |
| Planning & Programming total: | \$35,000.00 |
| TOTAL ALLOCATION: | \$ 75,000.00 |

Issues and Concerns:

The proposed allocation of TDA funding allocation does not have any known issues or concerns.

Contact Information:

For questions regarding this agenda item, please contact Kira Smith, Assistant Transportation Planner at (775) 589-5236 or by email at ksmith@trpa.org.

Attachment:

A. TRPA Resolution No. 2020-__

Attachment A

TRPA Resolution No. 2020-__

TAHOE REGIONAL PLANNING AGENCY,
TRPA RESOLUTION NO. 2020 - _____

A RESOLUTION ALLOCATING FY 2020-2021 LOCAL TRANSPORTATION FUNDS OF \$75,000
TO THE TAHOE REGIONAL PLANNING AGENCY FOR ADMINISTRATION AND PLANNING OF THE
TRANSPORTATION DEVELOPMENT ACT PROGRAM

WHEREAS, the Tahoe Regional Planning Agency (TRPA) was designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the Tahoe Region; and

WHEREAS, as the RTPA, TRPA has the responsibility for allocating the Local Transportation Funds (LTF) for the Tahoe Region; and

WHEREAS, the FY 2020-2021 Local Transportation Funds available for allocation within the El Dorado and Placer County portions of the Tahoe Region is \$1,757,961; and

WHEREAS, TRPA is eligible to receive LTF funds to cover the cost of administering the Transportation Development Act (TDA) program and for the transportation planning purposes and is hereby requesting the release of \$75,000 in LTF to cover such costs; and

WHEREAS, the proposed use of the funds by TRPA is consistent with the Transportation Development Act Rules and Regulations and with the TRPA Regional Transportation Plan Goals and Policies

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency authorizes the release of the FY 2020-2021 Local Transportation Funds in the amount of \$75,000 to the Tahoe Regional Planning Agency for administration and planning of the TDA program

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on September 30, 2020, by the following vote:

Ayes:
Nays:
Absent:

William Yeates, Chair
Tahoe Regional Planning Agency
Governing Board

STAFF REPORT

Date: September 23, 2020

To: TRPA Governing Board

From: TRPA Staff

Subject: Release of City of South Lake Tahoe (O&M) Mitigation Funds (\$20,000) for Stormwater Treatment Facilities Operations and Maintenance

Staff Recommendation:

Staff recommends that the Governing Board approve The City of South Lake Tahoe’s request, subject to the conditions cited below. The request is consistent with the Environmental Improvement Program objectives, Chapter 60 of the TRPA Code of Ordinances, and the Governing Board’s policy guidelines for the release of mitigation funds.

Required Motion: To approve the requested release, the Board must make the following motion:

- 1) A motion to approve the release subject to the conditions contained in this memorandum.

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

| Table 1 Proposed Funding Release | | | |
|-------------------------------------|--|------|--------------------|
| EIP # | PROJECT | Fund | Amount |
| 06.01.03.0023 | Stormwater Treatment Facilities Operations & Maintenance | O&M | \$20,000.00 |
| | Total Funding Requested | | \$20,000.00 |

Project:

The City of South Lake Tahoe uses field crews from the California Conservation Corps (CCC) to remove sediment, vegetation, and debris, in the maintenance of storm water management systems.

Due to the financial impacts of COVID-19, the City of South Lake Tahoe budget for this work in year 2020/2021 is limited. The City is seeking \$20,000 in Operations & Maintenance Mitigation

funds towards the removal of sediment, vegetation, trash and debris from stormwater collection, conveyance, and treatment systems, as required by the Lake Tahoe TMDL.

Funding Match:

Operations and maintenance fund releases requires a 1:1 local funding match. According to the Mitigation Fund Release Policy guidelines “local match” matching funds may include in-kind general fund expenses provided by the local jurisdiction which are directly related to EIP project/program implementation. For this request, the City of South Lake Tahoe proposes to use Stormwater Program funds as match.

| City of South Lake Tahoe – Local Funding Match | | | |
|--|------------------|-----------------|-----------------|
| | Mitigation Funds | Local Match | Total Budget |
| City of South Lake Tahoe Funds | | | |
| Stormwater Program | | \$20,000 | \$20,000 |
| | | | |
| EIP Mitigation Funds | | | |
| O&M Mitigation Fund | \$20,000 | | \$20,000 |
| Total | \$20,000 | \$20,000 | \$40,000 |

The account balance for the Operations and Maintenance fund for The City of South Lake Tahoe as of September 2, 2020 is \$205,559.73 which is sufficient to cover this request.

Conditions: Staff recommends approving the release of these funds subject to the following conditions of approval:

1. The recipient shall only use the funds for the project cited above and as approved by TRPA.
2. TRPA reserves the right to withhold funds to ensure project priorities, goals, and objectives are consistent with those of the Environmental Improvement Program and TRPA’s Regional Plan.
3. The City agrees to follow all laws, codes, and regulations adopted by federal, state, and local authorities/agencies.
4. The City agrees to maintain a report detailing the use and expenditures of all funds used on the project. These records shall be made available for review and audit by TRPA within thirty (30) calendar days upon written request.
5. All mitigation funds not used as described above shall be returned to TRPA. Upon written approval from TRPA, these funds may be re-allocated to another project.
6. These funds may not be used for design studies, environmental documents, application costs, or other pre-design tasks.

7. By acceptance of the Operations and Maintenance funds the City agrees to match these funds 1:1 with local funding.
8. The City agrees to report the applicable EIP Performance Measures achieved by this project.

Regional Plan Compliance: The proposed project is consistent with the TRPA Regional Plan and Code of Ordinances.

Contact Information: For questions regarding this agenda item, please contact Kimberly Caringer at (775) 589-5263 or kcaringer@trpa.org.

Attachment:

- A. EIP Project Fact Sheet

Attachment A

EIP Project Fact Sheet

Stormwater Treatment Facilities Operations and Maintenance – City of South Lake Tahoe



Stormwater Treatment Facilities Operations and Maintenance – City South Lake Tahoe

| | |
|-----------------|--|
| Project Number | 06.01.03.0023 |
| Action Priority | Operations and Maintenance of Capital Projects |
| Implementers | City of South Lake Tahoe |
| Primary Contact | Stan Hill (shill@cityofslt.us) |
| Stage | Implementation |
| Duration | 2013 - 2040 |

Program Support, Reporting, and Technical Assistance ➤ Operations and Maintenance of Capital Projects

Annual Stormwater Treatment Facilities Operations and Maintenance – City of South Lake Tahoe. If these costs are tracked as part of other maintenance, such as roadway maintenance, implementers should record \$0 for this project and make a notation in the notes field of this project and the notes field of the larger maintenance project, providing as much detail as possible about expenditures related to stormwater treatment operations and maintenance. Estimates are fine. Annual operations and maintenance costs must be tracked as part of the Regional Transportation Plan Update.

Key Accomplishments

- Acres of Forest Fuels Reduction Treatment: 15 acres

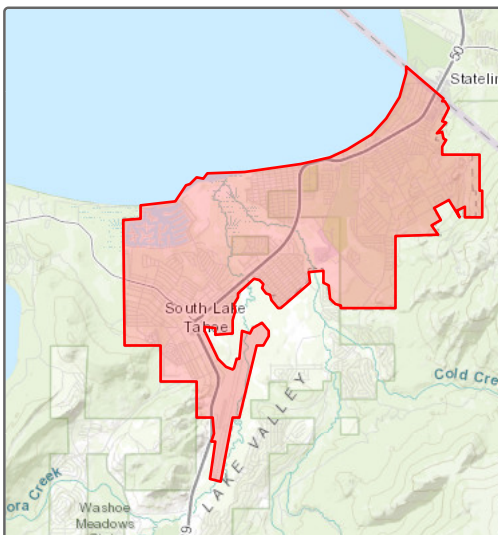
Threshold Categories

- Water Quality

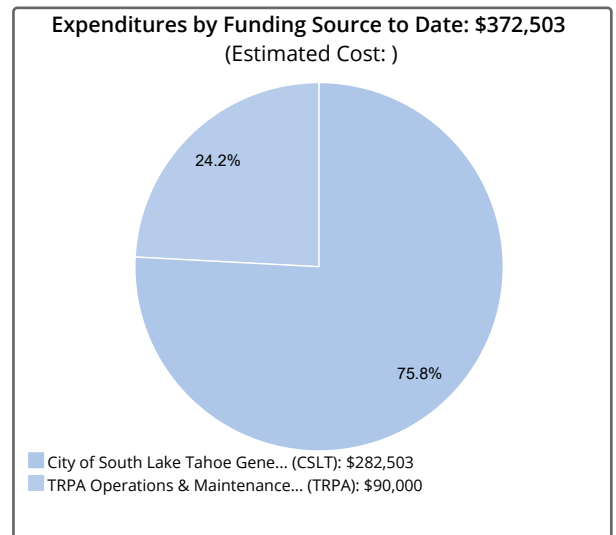


Dry Basin 1 - Glorene and 8th ECP before 2014 maintenance

Location



Expenditures



Photos

Before



Al Tahoe ECP - Pasadena StormFilter vaults before 2013 cartridge replacement



Linear Pine Basin inlet (Stateline ECP) before 2014 maintenance

During



Fuel load reduction and trash cleanup - lower Tahoe Valley drainage (2015)



Used needles and burnt spoons encountered during basin maintenance (2015)

After



Al Tahoe ECP - Pasadena StormFilter 2013 cartridge replacement AFTER



Helen Basin After CCC maintenance/fuel reduction (May 2015)

Project Fact Sheet Data as of 09/21/



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Location
128 Market Street
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STAFF REPORT

Date: September 23, 2020

To: TRPA Governing Board

From: TRPA Staff

Subject: Hughes/Bussey/Thompson New Multiple-Parcel Pier, 3105/3115/3125 West Lake Boulevard, Placer County, California; Assessor's Parcel Numbers 085-280-042/-043/-044; TRPA File Number ERSP2020-0125

Summary and Staff Recommendation:

A new multiple-parcel pier is proposed to serve three littoral parcels located at 3105, 3115, and 3125 West Lake Boulevard in Homewood, Placer County, California. The proposed pier will extend 102 feet from the High Water Line elevation of 6,229.1, with two 3-foot by 30-foot catwalks located at the pierhead. The pierhead will be 15 feet wide. The pier will extend from Placer County APN 085-280-043. The proposed pier complies with development and location standards for multiple-parcel piers serving three littoral parcels. Staff recommends that the Governing Board make the required findings and approve the proposed project.

Required Motions:

In order to approve the proposed project, the Board must make the following motions, based on the staff report and evidence in the required:

- 1) A motion to approve the required findings, including a finding of no significant effect.
- 2) A motion to approve the proposed project subject to the conditions in the draft permit as shown in Attachment B.

For the motions to pass, an affirmative vote of 5-9 (5 California and 9 Total) of the Board is required.

Shoreline Review Committee:

TRPA facilitates monthly Shoreline Review Committee (SRC) meetings for agencies with permitting jurisdiction along the shoreline and within Lake Tahoe to coordinate the permitting of projects. The subject project was reviewed and discussed at SRC on May 21, 2020. California State Lands Commission, U.S. Army Corps of Engineers, and California Department of Fish and Wildlife have not received applications for the proposed project and therefore provided no comments on the project.

Project Description/Background:

The project applicants received an allocation for a new multiple-parcel pier as a result of the multiple-parcel prioritization criteria. The project received a multiple-parcel pier allocation during the 2019 new pier allocation distribution. The new multiple-parcel pier will serve three littoral parcels located at 3105, 3115, and 3125 West Lake Boulevard in Homewood, California. These parcels are split parcels; State

Highway 89 bifurcates the upland portion of the parcel where the single-family dwellings are and the littoral portions of the properties. There is also a Class 1 bike trail that parallels State Highway 89 and the shoreline where the proposed pier is to be located. There is a single-family dwelling on each of the three parcels. Existing shorezone development for the project area includes a total of three moorings: APN 085-280-042, two mooring buoys; APN 085-280-043, one mooring buoy; APN 085-280-044, no moorings.

The proposed project involves constructing a new pier to 102' from the High Water Line elevation of 6,229.1, with two 3-foot by 30-foot catwalks at the pierhead. The pierhead will be 15 feet wide. The pier will extend from the middle parcel (APN 085-280-043). The pier complies with all development and location standards for a multiple-parcel pier serving three parcels. The proposed project is located within the Placer County Tahoe Basin Area Plan – McKinney Tract Subdistrict, where piers are an allowed use.

Recognition of a Multiple-Parcel Pier:

New multiple-parcel piers are subject to the deed restriction requirements in TRPA code section 84.4.E which state “An additional multiple-parcel pier shall extinguish future pier development potential through deed restriction on all parcels served by the pier, including adjacent and non-adjacent parcels, with the exception of the littoral parcel on which the additional pier is permitted.” As a result of the project, the project area consisting of three parcels will be deed restricted to one pier.

The Governing Board may find the pier will be a multiple-parcel pier as it results in both the reduction of shorezone development potential and serves two or more primary residential littoral parcels, subject to deed restriction provisions.

2018 Shoreline Plan:

The TRPA Governing Board adopted a new Shoreline Plan in October 2018, which went into effect in December 2018. New single-parcel and multiple-parcel piers are allowed as a part of that plan. A maximum of 128 piers will be distributed over the life of the plan, and every two years TRPA will distribute allocations for single-parcel and multiple-parcel piers. In 2019, TRPA awarded five allocations for new single-parcel piers and seven allocations for new multiple-parcel piers. The allocations for multiple-parcel piers were awarded based on codified prioritization criteria. The seven applications that ranked highest per the prioritization criteria were awarded allocations and given six months to then submit complete project applications. Staff has analyzed the potential environmental impacts of the proposed pier and determined that it will not adversely affect the environment. An analysis of the impact areas is as follows:

A. Scenic Quality:

The proposed project is located within Scenic Shoreline Unit 13, Eagle Rock, which is in attainment with the TRPA Scenic Threshold. Up to 460 square feet of visible mass is allowed for multiple-parcel piers serving three or more primary residential littoral parcels. The allowable visible mass is not inclusive of accessory structures such as boatlifts, handrails, and ladders. The proposed pier has a total visible mass of 224.7 square feet which counts towards the 460 square feet of allowable visible mass. The project area is located in a Visually Modified scenic character type, requiring mitigation of all additional mass, including accessory structures associated with a pier, at a 1:2 ratio. There is a total visible mass, including accessory structures, of 247.1 square feet. This means that 494.2 square feet of visible mass will be mitigated within the project area. The project area must also demonstrate that it can meet a Composite Scenic Score of 25 within

6 months of project completion. The project area already achieves a Composite Scenic Score of 25, and therefore complies with this requirement. Additional visible mass associated with the pier will be mitigated by screening or removing 494.2 square feet of existing visible mass between the three parcels served by the pier which will be deed restricted for scenic purposes.

The project area is also located in Scenic Roadway Unit 12, Tahoe Pines, which is in attainment with TRPA scenic thresholds. The proposed pier is visible from this section of the roadway, and subsections 12-3 and 12-4 from the Lake Tahoe Basin Scenic Resources Inventory describe the views from this section of roadway. Subsection 12-3 describes the view from this section of roadway as "Major panorama of cove and lake and mountains from the northwest to the southwest. Small piers in the foreground". Subsection 12-4 describes the view as "Major panorama from roadway, near Elizabeth Drive that continues 1.1 km (.7 mi)." The proposed pier would extend to approximate lake bottom elevation 6,214, and the neighboring pier to the south is depicted in the proposed plans to extend slightly beyond that same elevation. Visual simulations were provided depicting the proposed pier from West Lake Boulevard at both the south and north entrances into Hurricane Bay (See Attachment F). Per the simulations, the proposed pier will not extend beyond the length of the existing pier to the south and will sit within the visible mass already created by the existing pier. Both the existing and proposed pier are depicted on the site plan submitted to TRPA to sit landward of the TRPA pierhead line. Therefore, the proposed pier is consistent with maintaining the scenic threshold rating. The proposed pier also complies with the TRPA length limitations afforded to a pier serving three littoral residential parcels. TRPA staff has determined that the proposed pier is consistent with maintaining the scenic threshold rating.

B. Fish Habitat:

This property is located in feed and cover fish habitat. The new pier will have 15 new pilings for a total of 8.8 square feet of new lake bottom disturbance, to be mitigated at a 1:1 ratio. There is an unauthorized boat ramp in the project area which constitutes approximately 215 square feet of disturbance lakeward of elevation 6,219.1 and 69 square feet landward of elevation 6,219.1. The boat ramp will be removed, and the area restored in order to satisfy the fish habitat mitigation requirement. The pier will be constructed using an open piling methodology, resulting in a pier that is 90 percent open.

As required by Chapter 36: *Mitigation Fee Requirements* of the TRPA Code of Ordinances, which requires \$60.00 per foot be paid for additional pier length to mitigate the impacts of pier development on fish habitat, the Draft Permit includes a condition requiring the permittee pay a shorezone mitigation fee of \$6,126.00 for the construction of 102.1 additional feet of pier length (See Attachment B – Draft Permit).

C. Deed Restriction:

The shorezone ordinances require that an additional multiple-parcel pier shall extinguish future pier development potential through deed restriction on all parcels served by the pier, including adjacent and non-adjacent parcels, with the exception of the littoral parcel on which the additional pier is permitted. The three parcels associated with the project area will be deed restricted against future shorezone development and limited to one pier.

D. Setbacks:

TRPA Code, Section 84.4.3.B, requires that new piers comply with a 40-foot setback from all other piers and 20 feet from the outer-most parcel boundary projection lines associated with the project area. The proposed pier complies with these setback requirements.

E. Pier Length:

TRPA Code, Section 84.4.3.C states “Piers shall extend no farther lakeward than 30 feet lakeward of elevation 6,219 Lake Tahoe Datum or 60 feet lakeward of the pierhead line, whichever is more limiting. Up to an additional 15 feet in length may be permitted for piers serving three or more residential littoral parcels.” The new pier extends 45 feet beyond elevation 6,219 Lake Tahoe Datum, which is the limiting factor for determining pier length.

Environmental Review:

The applicant completed an Initial Environmental Checklist (IEC) to assess the potential environmental impacts of the project (See Attachment D). No significant long-term environmental impacts were identified because the proposed pier complies with the existing Code and incorporates required mitigation (fisheries and scenic). Additionally, the property would be deed restricted limiting the four subject properties to one shared pier.

Public Comment:

Property owners within 300 feet of the subject site were provided notice of the proposed project. As of the posting of this staff report, no comments were received.

Regional Plan Compliance:

The proposed project is consistent with the Goal and Policies of the Regional Plan, Shorezone Subelement, in that it complies with the design standards and includes mitigation to ensure no negative impacts to the environmental thresholds. The proposed project is for a multiple-parcel pier, which are encouraged by the Regional Plan to reduce overall development potential along the shoreline of Lake Tahoe.

Contact Information:

For questions regarding this agenda item, please contact Tiffany Good, Principal Planner, at (775) 589-5283 or tgood@trpa.org.

Attachments:

- A. Required Findings/Rationale
- B. Draft Permit
- C. 2018 Shorezone Code Conformance Table
- D. Initial Environmental Checklist
- E. Proposed Site Plan and Elevations
- F. Proposed Pier Simulations

Attachment A

Required Findings/Rationale

Required Findings/Rationale
Hughes/Bussey/Thompson New Multiple-Parcel Pier Construction

Required Findings:

The following is a list of the required findings as set forth in Chapter 4, 80, 82, and 84 of the TRPA Code of Ordinances. Following each finding, Agency staff has indicated if there is sufficient evidence contained in the record to make the applicable findings or has briefly summarized the evidence on which the finding can be made.

1. Chapter 4 – Required Findings:

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

Based on the information provided in this staff report, the project application, the Initial Environmental Checklist (IEC), and Article V(g) Findings Checklist, there is sufficient evidence demonstrating that the proposed project is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Placer County Tahoe Basin Area Plan – McKinney Tract Subdistrict, the Code and other TRPA plans and programs.

- (b) The project will not cause the environmental threshold carrying capacities to be exceeded.

TRPA staff has completed the “Article V(g) Findings” in accordance with Chapter 4, Subsection 4.3 of the TRPA Code of Ordinances. All responses contained on said checklist indicate compliance with the environmental threshold carrying capacities. Also, the applicant has completed an IEC. No significant environmental impacts were identified, and staff has concluded that the project will not have a significant effect on the environment. A copy of the completed V(g) Findings are available online at <https://parcels.laketahoeinfo.org/Parcel/Detail/085-280-043>.

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

TRPA is requiring that all potential environmental effects be mitigated through Best Management Practices, including the use of turbidity curtains during construction. The applicant is also required to obtain separate approval for the project from the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, California State Lands Commission, and Placer County to ensure the project will meet or exceed all federal, state, or local standards. As a result, upon completion of construction, the project should have no impact upon air or water quality standards.

2. Chapter 80 – Shorezone Findings:

- (a) Significant Harm: The project will not adversely impact littoral processes, fish spawning habitat, backshore stability, or on-shore wildlife habitat, including waterfowl nesting areas.

There is no evidence in the project file that indicates the proposed project will adversely impact littoral processes (the pier will be constructed on pilings to allow for the free flow of water), fish habitat (as conditioned), backshore stability, or on-shore wildlife habitat, including waterfowl nesting areas.

- (b) Accessory Facilities: There are sufficient accessory facilities to accommodate the project.

The proposed multiple-parcel pier will be accessory to the primary upland residential uses located at 3105, 3115, and 3125 West Lake Boulevard. The property located at 3125 West Lake Boulevard currently has a single-family dwelling under construction under TRPA file number ERSP2020-0281.

- (c) Compatibility: The project is compatible with existing shorezone and lakezone uses or structures on, or in the immediate vicinity of, the littoral parcel; or that modifications of such existing uses or structures will be undertaken to assure compatibility.

There are relatively few piers in the immediate vicinity of the proposed pier. The closest pier is located at Placer County APN 085-28-045, immediately south of the project area. The closest pier to the north is located approximately .2 miles away. There are several buoys along this area of shoreline. While there are few piers in the immediate vicinity, the proposed pier is compatible with the length and size of the closest pier to the south. Based on review of TRPA GIS maps, both the proposed pier and the existing pier located on the property directly to the south extend to the TRPA pierhead line. Although the only other piers in the vicinity are further to the north, they also do not extend past the pierhead line. There are many private buoys beyond the pierhead line. Furthermore, the proposed pier will not extend beyond the length limitations placed on multiple-parcel piers serving three or more residential littoral parcels. Therefore, the proposed pier will be compatible with the surrounding shorezone facilities.

- (d) Use: The use proposed in the foreshore or nearshore is water dependent.

The pier is located in the shorezone of Lake Tahoe and is therefore a water dependent structure.

- (e) Hazardous Materials: Measures will be taken to prevent spills or discharges of hazardous materials.

This approval prohibits the use of spray painting and the use of tributyltin (TBT). In addition, the special conditions of approval prohibit the discharge of petroleum products, construction waste and litter or earthen materials to the surface waters of Lake Tahoe. All surplus construction waste materials shall be removed from the project and deposited only at TRPA approved points of disposal. No containers of fuel, paint, or other hazardous materials may be stored on the pier or shoreline.

- (f) Construction: Construction and access techniques will be used to minimize disturbance to the ground and vegetation.

There will be two phases of construction: first the demolition/removal of the boat ramp and then the construction of the proposed pier. The boat ramp removal will occur from the lake and adequate mitigation measures will be utilized to confine lake bottom sediments including the use of turbidity curtains, caissons, and BMP fencing. The concrete boat ramp will be demolished and removed using a front loader or other similar type machinery. The material will be transported via barge to an approved offloading site, where it will then be taken by dump trucks to a TRPA approved disposal facility. For pier construction, primary access will be via a barge or amphibious vehicle. Caissons will be installed around the new piling locations. The pilings will then be driven into the lakebed until refusal. Decking will then be installed atop the structure allowing for construction of the lighting and adjustable catwalks. Storage and staging of pier construction materials will be stored on a secondary barge, and no construction equipment or materials will occur on the shoreline. The Draft Permit (Attachment B) includes conditions to ensure construction and access techniques will be used to minimize disturbance to the ground and vegetation, including Tahoe Yellow Cress.

- (g) Navigation and Safety: The project will not adversely impact navigation or create a threat to public safety as determined by those agencies with jurisdiction over a lake's navigable waters.

The pierhead line was established for the purpose of protecting navigation and safety. The proposed pier sits approximately 25 feet landward of TRPA pierhead line and in accordance with the length limitations provided in TRPA code, Section 84.4.3.C. Further, the pier will not extend in front of any adjacent parcels. The shoreline to the south does protrude slightly into the lake, creating a slight cove environment. However, according to TRPA GIS maps, the projection lines for the properties in this area are fairly uniform and would not be prohibitive to additional pier construction not navigation. The project was taken to the Shoreline Review Committee on May 21, 2020, which includes agencies with jurisdiction over the lake's navigable waters and no concerns regarding navigation and safety were raised.

- (h) Other Agency Comments: TRPA has solicited comments from those public agencies having jurisdiction over the nearshore and foreshore and all such comments received were considered by TRPA, prior to action being taken on the project.

The project was taken to the Shoreline Review Committee on May 21, 2020 and no negative comments were received. The applicant is required to get approval for the project from the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, California State Lands Commission, and Placer County.

- (i) Additional Findings for Coverage or Disturbance in the Backshore: The amount of land coverage is the minimum necessary when all Thresholds are taken into consideration to provide access to an approved or an existing structure or use in the nearshore or foreshore.

Pier access is proposed and will require 66 square feet of coverage in land capability 1b, lakeward of the backshore boundary. The access is necessary to connect the pier to a more stable portion of the backshore, landward of the high-water line. The permittee will be required to obtain restoration credits from the California Tahoe Conservancy at a ratio of 1 to 1.5 times the amount of coverage required for the proposed access.

3. Chapter 83 Shorezone Tolerance Districts and Development Standards:

- (a) Vehicular access to the shoreline shall not be permitted except where TRPA finds that such access will not cause environmental harm.

The proposed project is located in Shorezone Tolerance District 6, where vehicular access to the shoreline shall not be permitted except where TRPA finds that such access will not cause environmental harm. The pier will be constructed entirely from a barge/ amphibious vehicle on the lake. Access to the project area from the upland is prohibited except for necessary access paths for construction workers, and construction staging of equipment and material will only occur on a secondary barge and not on the shoreline.

Attachment B

Draft Permit



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

DRAFT PERMIT

PROJECT DESCRIPTION: New Multiple-Parcel Pier

APNs: 085-280-042/-043/-044

PERMITTEES: Martha Reese Hughes
 Robert G. and Barbara G. Bussey
 Carlo Thompson for Andrew Pointe Legacy Homes LP

FILE #: ERSP2020-0125

COUNTY/LOCATION: Placer/ 3105, 3115, 3125 West Lake Boulevard

Having made the findings required by Agency ordinances and rules, the TRPA Governing Board approved the project on **September 30th, 2020**, subject to the standard conditions of approval attached hereto (Attachments Q and S) and the special conditions found in this permit.

This permit shall expire on **September 30th, 2023**, without further notice unless the construction has commenced prior to this date and diligently pursued thereafter. Commencement of construction consists of pouring concrete for a foundation and does not include grading, installation of utilities or landscaping. Diligent pursuit is defined as completion of the project within the approved construction schedule. The expiration date shall not be extended unless the project is determined by TRPA to be the subject of legal action which delayed or rendered impossible the diligent pursuit of the permit.

NO DEMOLITION, CONSTRUCTION OR GRADING SHALL COMMENCE UNTIL:

- (1) TRPA RECEIVES A COPY OF THIS PERMIT UPON WHICH THE PERMITTEE(S) HAS ACKNOWLEDGED RECEIPT OF THE PERMIT AND ACCEPTANCE OF THE CONTENTS OF THE PERMIT;
- (2) ALL PRE-CONSTRUCTION CONDITIONS OF APPROVAL ARE SATISFIED AS EVIDENCED BY TRPA’S ACKNOWLEDGEMENT OF THIS PERMIT;
- (3) THE PERMITTEE OBTAINS APPROPRIATE COUNTY PERMIT. TRPA’S ACKNOWLEDGEMENT MAY BE NECESSARY TO OBTAIN A COUNTY PERMIT. THE COUNTY PERMIT AND THE TRPA PERMIT ARE INDEPENDENT OF EACH OTHER AND MAY HAVE DIFFERENT EXPIRATION DATES AND RULES REGARDING EXTENSIONS; AND
- (4) A TRPA PRE-GRADING INSPECTION HAS BEEN CONDUCTED WITH THE PROPERTY OWNER AND/OR THE CONTRACTOR.

 TRPA Executive Director/Designee

9/30/2020

 Date

PERMITTEES' ACCEPTANCE: I have read the permit and the conditions of approval and understand and accept them. I also understand that I am responsible for compliance with all the conditions of the permit and am responsible for my agents' and employees' compliance with the permit conditions. I also understand that if the property is sold, I remain liable for the permit conditions until or unless the new owner acknowledges the transfer of the permit and notifies TRPA in writing of such acceptance. I also understand that certain mitigation fees associated with this permit are non-refundable once paid to TRPA. I understand that it is my sole responsibility to obtain any and all required approvals from any other state, local or federal agencies that may have jurisdiction over this project whether or not they are listed in this permit.

Signature of Permittee(s) _____ Date _____

Signature of Permittee(s) _____ Date _____

Signature of Permittee(s) _____ Date _____

(PERMIT CONTINUED ON NEXT PAGE)

This property is located in feed and cover fish habitat. The new pier will have 15 new pilings for a total of 8.8 square feet of new lake bottom disturbance, to be mitigated at a 1:1 ratio. There is an unauthorized boat ramp in the project area which constitutes approximately 215 square feet of disturbance lakeward of elevation 6,219.1 and 69 square feet landward of elevation 6,219.1. The boat ramp will be removed, and the area restored in order to satisfy the fish habitat mitigation requirement.

The three parcels associated with the project area will be deed restricted to one shared pier. Once the permit has been acknowledged, the project area will include the following shorezone development:

APN 085-280-042 two mooring buoys

APN 085-280-043 one mooring buoy

APN 085-280-044 no moorings

All APNs: one multiple-parcel pier

The three parcels associated with this project shall be considered a project area for scenic mitigation purposes. The proposed contrast rating scores for the parcels are as follows:

APN 085-280-042: Composite Contrast Rating Score of 30

APN 085-280-043: Composite Contrast Rating Score of 26

APN 085-280-044: Composite Contrast Rating Score of 25

The proposed project is located within Scenic Shoreline Unit 13, Eagle Rock, which is in attainment with the TRPA Scenic Threshold. Up to 460 square feet of visible mass is allowed for multiple-parcel piers serving three or more primary residential littoral parcels. The allowable visible mass is not inclusive of accessory structures such as boatlifts, handrails, and ladders. The proposed pier has a total visible mass of 224.7 square feet which counts towards the 460 square feet of allowable visible mass. The project area is located in a Visually Modified scenic character type, requiring mitigation of all additional mass, including accessory structures associated with a pier, at a 1:2 ratio. There is a total visible mass, including accessory structures, of 247.1 square feet. This means that 494.2 square feet of visible mass will be mitigated within the project area. The project area must also demonstrate that it can meet a Composite Scenic Score of 25 within 6 months of project completion. The project area already achieves a Composite Scenic Score of 25, and therefore complies with this requirement. Additional visible mass associated with the pier will be mitigated by screening or removing 494.2 square feet of existing visible mass between the three parcels served by the pier which will be deed restricted for scenic purposes.

2. The Standard Conditions of Approval listed in Attachment S shall apply to this permit.
3. Prior to permit acknowledgement, the following conditions of approval must be satisfied:
 - A. The site plan (Sheet P2.0) for the project area shall be revised to include the following:
 1. Delineate the location of the turbidity curtain and include allowance for barge access.

2. Include a plan notation indicating that there will be no staging activity on the shoreline, and that all access associated with pier demolition and construction activities shall occur from the lake by barge; and that delivery, removal, and staging of all construction equipment and materials shall occur on the barge.
 3. Add a note stating no containers of fuel, paint, or other hazardous materials may be stored on the pier or shoreline.
 4. Include a plan notation that indicates pile driving operations and other piling installation methods (i.e. pinning, etc.) shall require the installation of caissons for turbidity control **upon the discretion of the TRPA inspector upon a pre-grade inspection**. A floating fine mesh fabric screen or other material approved by TRPA shall be installed underneath the pier decking to capture any fallen materials during pier demolition and reconstruction. The floating screen and caissons may be removed upon project completion and after a satisfactory inspection by TRPA to ensure that all suspended materials have settled.
 5. A notation that no new moorings are authorized as a part of this pier modification project.
 6. Indicate the total length of the pier as measured from the High Water Line 6,229.1 Lake Tahoe Datum.
 7. Indicate how many low-level turtle lights will be placed on the pier.
 8. Add a Proposed Coverage Table for APN 085-280-043 for the proposed Class 1b coverage necessary upland of the High Water Line. Note that a transfer of restoration credits requires a 1.5 to 1 mitigation ratio for the coverage being created.
- B. Sheet L1.0 associated with APN 085-280-042 shall include a note that states “The property complies with Level 5, Option 2 of the visual magnitude system (section 63.3.3) of the TRPA Code or Ordinances. The property has a composite contrast rating score of 30 and the allowable visible area for this property based on code is 2,200 square feet, and the approved visible area for this property is 542 square feet.
- C. Sheet L1.0 associated with APN 085-280-043 shall include a note that stats “The pier property complies with Level 5, Option 2 of the visual magnitude system (section 63.3.3) of the TRPA Code of Ordinances. The property has a composite contrast rating score of 26 and the allowable visible area for this property based on code is 1,365 square feet, and the approved visible area for this property is 582 square feet.
- D. The final elevation drawings for each of the three properties shall have notes indicating conformance to the following design standards for color, roofs, and fences:
- (1) Color: The color of this structure, including any fences on the property, shall be

compatible with the surroundings. Subdued colors in the earthtone and woodtone ranges shall be used for the primary color of the structure. Hues shall be within the range of natural colors that blend, rather than contrast, with the existing vegetation and earth hues. Earthtone colors are considered to be shades of reddish brown, brown, tan, ochre, and umber.

(2) Roofs: Roofs shall be composed of non-glare earthtone or woodtone materials that minimize reflectivity.

(3) Fences: Wooden fences shall be used whenever possible. If cyclone fence must be used, it shall be coated with brown or black vinyl, including fence poles.

- E. The Permittee shall submit a projected construction completion schedule to TRPA prior to acknowledgment. Said schedule shall include completion dates for each item of construction.
- F. The permittees shall record a deed restriction to be prepared by TRPA that will create a project area of the subject APNs (085-280-042, -043, and -044) for the purpose of limiting potential future shorezone development, to allow for only one pier between the subject parcels. The deed restriction shall also create a project area for the purposes of scenic review. The permittee shall record the deed restriction with the Placer County Recorder's Office, and provide either the original recorded deed restriction or a certified copy of the recorded deed restriction to TRPA prior to permit acknowledgement.
- G. The permittees shall transfer 99 square feet of restoration credits for minimum access to the pier in accordance with TRPA Code Sections, 85.5.4, 85.5.1.E, and 30.5.3 to APN 085-280-043. Note that all coverage transfers must be in compliance with Chapter 30 of the TRPA Code of Ordinances, and the TRPA Rules of Procedure.
- H. The Permittee shall conduct a Tahoe Yellow Cress survey for the subject property. Surveys shall be conducted during the growing season of June 15th through September 30th prior to commencement of proposed work. If TYC or TYC habitat are present, the Permittee shall submit a TYC avoidance and protection plan to TRPA prior to acknowledgement of this permit.
- I. The Permittee shall provide a Spill Prevention Plan for the use of any hazardous materials or equipment (i.e., fuel, epoxy glue, other volatile substances, welding and torch equipment, etc.), for construction activities occurring from a barge and/or amphibious vehicle and within the lake. The Plan shall require absorbent sheets/pads to be retained on the barge at all times. A contact list of all emergency response agencies shall be available at the project site at all times during construction.
- J. The subject property, APN 085-280-042, has 2,887 square feet of unmitigated excess land coverage. The Permittee shall mitigate a portion or all of the excess land coverage on this property by removing coverage within the Hydrologic Transfer Area 8 (Tahoe City), or by submitting an excess coverage mitigation fee.

To calculate the amount of excess coverage to be removed (in square feet), use the following formula:

Estimated project construction cost multiplied by 0.0125, divided by 8.

If you choose this option, please revise your final site plans and land coverage calculations to account for the permanent coverage removal.

An excess land coverage mitigation fee may be paid in lieu of permanently retiring land coverage. The excess coverage mitigation fee shall be calculated as follows:

Square footage of required coverage reduction (as determined by formula above) multiplied by the excess coverage mitigation fee of \$8.50 per square foot for projects located within the Hydrologic Transfer Area 8 (Tahoe City).

Please provide a construction cost estimate by your licensed contractor, architect, or engineer. In no case shall the mitigation fee be less than \$200.00.

- K. The project security required under Standard Condition A.3 of Attachment S shall be \$10,000. Please see Attachment J, Security Procedures, for appropriate methods of posting the security and for calculation of the required security administration fee.
 - L. Pursuant to Section 10.8.5.E.4.a.i of the TRPA Rules of Procedure, the permittee shall submit a shorezone mitigation fee of \$6,120 for the construction of 345.1 feet of pier length for a new pier (assessed at \$60.00 per linear foot).
 - M. APNs 085-280-043 and 085-280-044 both have active permits (ERSP2020-0412 and ERSP2020-0281). The respective securities for the active permits shall be returned to the permittees prior to release of the security for this project (Special Condition 3.K).
 - N. The Permittee shall provide an electronic set of final construction drawings and site plans for TRPA Acknowledgement.
4. To the maximum extent allowable by law, the Permittee agrees to indemnify, defend, and hold harmless TRPA, its Governing Board, its Planning Commission, its agents, and its employees (collectively, TRPA) from and against any and all suits, losses, damages, injuries, liabilities, and claims by any person (a) for any injury (including death) or damage to person or property or (b) to set aside, attack, void, modify, amend, or annul any actions of TRPA. The foregoing indemnity obligation applies, without limitation, to any and all suits, losses, damages, injuries, liabilities, and claims by any person from any cause whatsoever arising out of or in connection with either directly or indirectly, and in whole or in part (1) the processing, conditioning, issuance, or implementation of this permit; (2) any failure to comply with all applicable laws and regulations; or (3) the design, installation, or operation of any improvements, regardless of whether the actions or omissions are alleged to be caused by TRPA or Permittee.

Included within the Permittee's indemnity obligation set forth herein, the Permittee agrees to pay all fees of TRPA's attorneys and all other costs and expenses of defenses as they are incurred,

- including reimbursement of TRPA as necessary for any and all costs and/or fees incurred by TRPA for actions arising directly or indirectly from issuance or implementation of this permit. TRPA will have the sole and exclusive control (including the right to be represented by attorneys of TRPA's choosing) over the defense of any claims against TRPA and over this settlement, compromise or other disposition. Permittee shall also pay all costs, including attorneys' fees, incurred by TRPA to enforce this indemnification agreement. If any judgment is rendered against TRPA in any action subject to this indemnification, the Permittee shall, at its expense, satisfy and discharge the same.
5. It is the Permittee's responsibility to receive authorization, and obtain any necessary permits from other responsible agencies for the proposed project.
 6. No pier demolition or construction shall occur between May 1 and October 1 (spawning season) unless prior approval is obtained from the California Department of Fish and Wildlife, the U.S. Army Corps of Engineers, or the U.S. Fish and Wildlife Service.
 7. Disturbance of lake bed materials shall be the minimum necessary. The removal of rock materials from Lake Tahoe is prohibited. Gravel, cobble, or small boulders shall not be disturbed or removed to leave exposed sandy areas before, during, or after construction.
 8. Best practical control technology shall be employed to prevent earthen materials to be re-suspended as a result of construction activities and from being transported to adjacent lake waters.
 9. 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. All surplus construction waste materials shall be removed from the project and deposited only at approved points of disposal.
 10. Any normal construction activity creating noise in excess of the TRPA noise standards shall be considered exempt from said standards provided all such work is conducted between the hours of 8:00 A.M. and 6:30 P.M.

END OF PERMIT

Attachment C

2018 Shorezone Code Conformance Table

Attachment C
Hughes/Bussey/Thompson Multiple Use Pier Conformance Review Table

Table 1: Pier Conformance Review Under 2018 Shorezone Code

| Standard | 2018 Shzne Code | Proposed Pier | Conformance |
|------------------------------|--|--|-----------------------|
| Streams | Outside of Stream Mouth Protection Zone (SMPZ) | 1/2 mile away from the nearest SMPZ located at Ward Creek | In conformance |
| Fish Habitat | Mitigation at 1:1 for Feed/Cover fish habitat | Restore fish habitat adjacent to project, mitigation of \$6,120 for additional 102 linear feet | In conformance |
| Length | Pierhead may extend 30 feet past 6219 or 60 feet past pierhead line, whichever is more limiting. An additional 15 feet may be permitted for piers serving three or more primary residential parcels. | 102 , extends 45 feet past lake bottom elevation 6,219 | In conformance |
| Setbacks | 20' for new piers from outermost property boundary projection lines, & 40' from existing piers as measured from the pierhead | Conforms with external projection line setbacks | In Conformance |
| Width | Maximum 15' wide excluding catwalks | 15' with two (2) 3-foot by 30-foot catwalks on either side of the pier. | In conformance |
| Catwalk | Maximum of 3' by 30' | (2) 3' x 30' | In conformance |
| Boatlift | One boat lift per littoral parcel (max. 4) | NA – applicant is not proposing any moorings at this time | In conformance |
| Pier Height | 6,232' maximum | 6,232' | In conformance |
| Free Flowing Water | Piers required to be floating or have an open piling foundation | Open piling foundation (90%) | In conformance |
| Superstructures (Boat House) | Prohibited | NA | In conformance |

| | | | |
|---|---|--|-----------------------|
| Colors & Materials | Dark colors that blend with background | Brown decking, flat black structural components | In conformance |
| Visual Mass Limitation | 460 sf of visible mass allowed for piers serving 3 or more primary residential littoral parcels (does not include accessory structures such as boatlifts, boats, handrails, and ladders). | 224.7 square feet | In conformance |
| Visual Mass Mitigation | In Visually Modified Character Types mitigation required at a 1:2 ratio | Additional visible mass, including accessory structures, will be mitigated at a 1:2 ratio through retiring allowable visible mass for each of the three parcels. | In conformance |
| Retirement of Shorezone Development Potential | An additional multiple-parcel pier shall extinguish future pier development potential through deed restriction on all parcels served by the pier, including adjacent and non-adjacent parcels, with the exception of the littoral parcel on which the additional pier is permitted. | Deed restriction to be recorded prior to permit acknowledgement. | In conformance |

Attachment D

Initial Environmental Checklist



Print Form

**INITIAL ENVIRONMENTAL CHECKLIST
FOR DETERMINATION OF ENVIRONMENTAL IMPACT**

| | | | |
|---|--------------------------------|-------------------------------------|---------------|
| I. Assessor's Parcel Number (APN)/Project Location | | 085-280-042, -043 & -044 | |
| Project Name | Robert G. Bussey, et al | County/City | Placer |

Brief Description of Project:

This project proposes to remove the existing concrete boat ramp located on parcel -043 and construct a new, multi-use pier directly south and adjacent to its location. The proposed pier will be 114 feet long, with a pier head of 45 feet in length and 15 feet wide, with two 3-foot wide adjustable catwalks on each side. The proposed open pile pier will result in a net reduction of lake bed disturbance of approximately 206 square feet. The proposed open pile pier will result in an increase of approximately 257 square feet of visible mass. Please refer to the project description, pier exhibit drawings and supporting application materials for additional information related to the proposed project.

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. Use the blank boxes to add any additional information. If more space is required for additional information, please attach separate sheets and reference the question number and letter.

II. 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?

[Empty box for response]

- Yes No
 No, With Mitigation Data Insufficient

3. Water Quality

Will the proposal result in:

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

[Empty box for response]

- Yes No
 No, With Mitigation 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?

[Empty box for response]

- Yes No
 No, With Mitigation Data Insufficient

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

[Empty box for response]

- Yes No
 No, With Mitigation Data Insufficient

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

[Empty box for response]

- Yes No
 No, With Mitigation 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?

Temporary BMP's shall be employed during pier construction in order to avoid potential discharge.

- Yes No
 No, With Mitigation 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

k. Is the project located within 600 feet of a drinking water source?

- 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?

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

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

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

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

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

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

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

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

6. Noise

Will the proposal result in:

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

| | | |
|--|--|--|
| | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> 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 |

7. Light and Glare

Will the proposal:

a. Include new or modified sources of exterior lighting?

| | | |
|---|--|--|
| Yes, Turtle lights are proposed on the pier decking and further detailed on Sheet P2.0 of the enclosed plan set. | <input checked="" type="checkbox"/> Yes | <input 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?

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

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

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

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

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

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

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

[Empty response box]

- 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?

[Empty response box]

- Yes No
 No, With Mitigation Data Insufficient

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

[Empty response box]

- 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?

[Empty response box]

- Yes No
 No, With Mitigation Data Insufficient

b. Involve possible interference with an emergency evacuation plan?

[Empty response box]

- 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?

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

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

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

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

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

Number of Existing Dwelling Units: 0

Number of Proposed Dwelling Units: 0

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?

[Empty response box for item f]

- 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?

[Empty response box for item a]

- Yes No
 No, With Mitigation Data Insufficient

b. Police protection?

[Empty response box for item b]

- Yes No
 No, With Mitigation Data Insufficient

c. Schools?

[Empty response box for item c]

- Yes No
 No, With Mitigation Data Insufficient

d. Parks or other recreational facilities?

[Empty response box for item d]

- Yes No
 No, With Mitigation Data Insufficient

e. Maintenance of public facilities, including roads?

[Empty response box for item e]

- 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

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?

See attached response.

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

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

See attached response.

- 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?

See attached response.

- 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?

See attached Scenic Quality Analysis Document

- 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?

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

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

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

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

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

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

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

| | | |
|-------------------------------|---|--|
| See attached response. | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| | <input checked="" type="checkbox"/> No, With Mitigation | <input type="checkbox"/> 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.)

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

DECLARATION:

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signature: (Original signature required.)

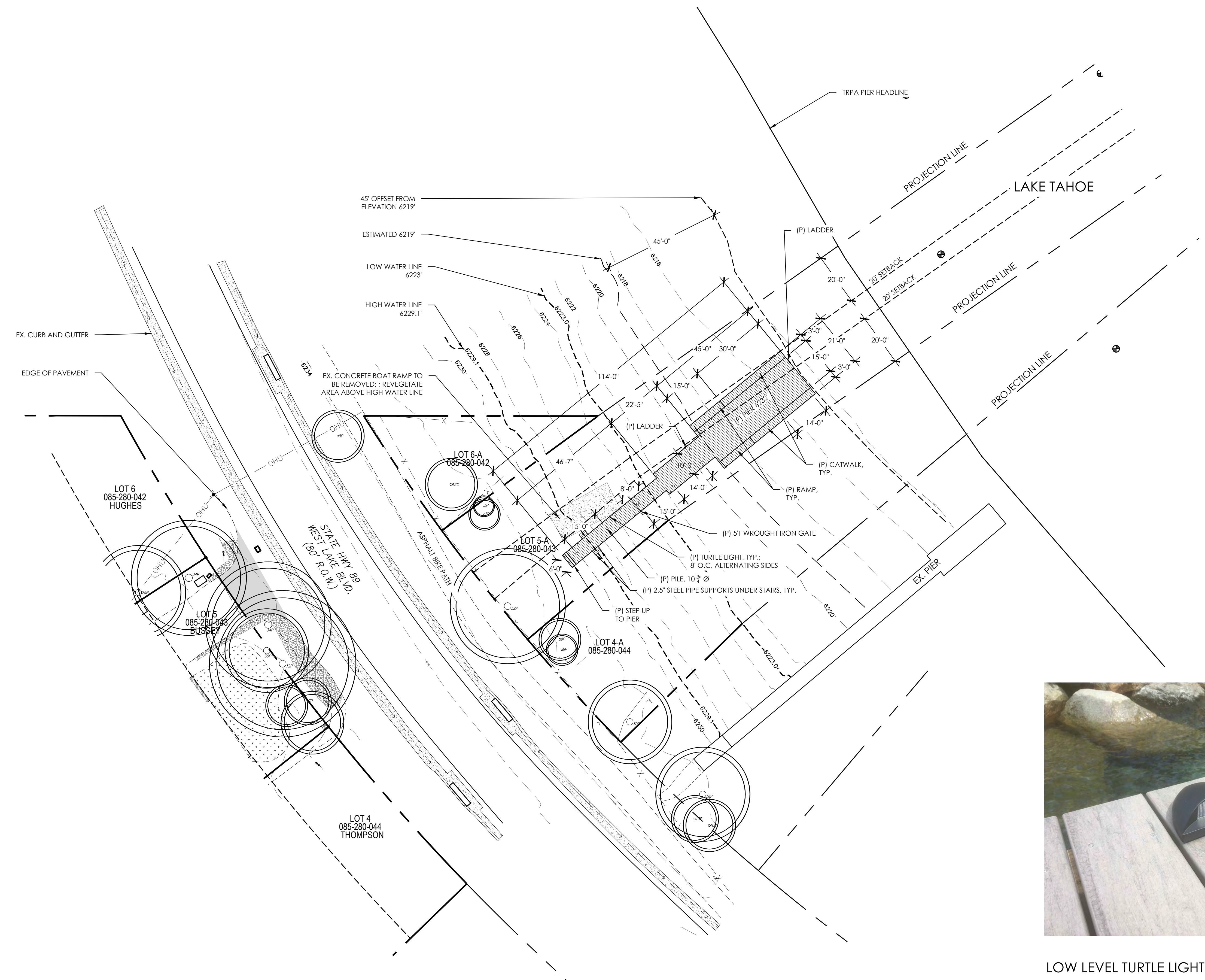
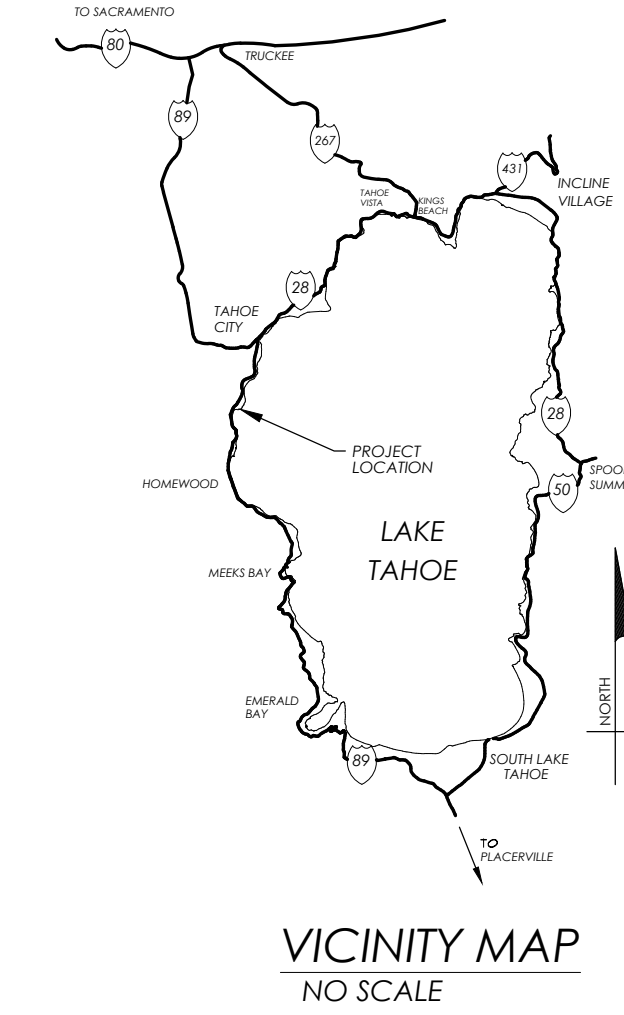
[Handwritten Signature] Person Preparing Application At *Placer* County Date: *1/16/2020*

Applicant Written Comments: (Attach additional sheets if necessary)

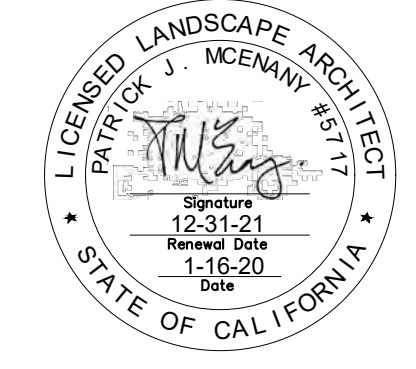
Print Form

Attachment E

Proposed Site Plan and Elevations

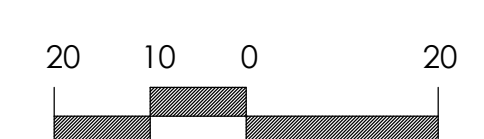


LOW LEVEL TURTLE LIGHT



PROPOSED SITE PLAN

SCALE: 1"=20'-0"



| PROPOSED COVERAGE ABOVE HIGH WATER: | |
|-------------------------------------|---------|
| PROPOSED PIER | 67.8 SF |
| PROPOSED STAIRS TO WATER | 5.7 SF |
| TOTAL: | 73.5 SF |

| PROPOSED LAKEBED DISTURBANCE FOR EX. CONCRETE RAMP REMOVAL: | |
|---|-----------|
| DISTURBANCE ABOVE HWL | -69.2 SF |
| DISTURBANCE BELOW HWL | -214.8 SF |
| TOTAL: | -284.0 SF |

| FOOTPRINT OF PROPOSED LAKEBED DISTURBANCE: | |
|--|-----------|
| STEEL PILES BELOW HWL | +8.8 SF |
| STEEL STAIR SUPPORTS | +0.1 SF |
| CONCRETE RAMP BELOW HWL | -214.8 SF |
| TOTAL: | -205.9 SF |

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HIGH WEST
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 40165 TRUCKEE AIRPORT RD.
 SUITE #301-A
 TRUCKEE, CA 96161
 28 VINE ST.
 RENO, NV 89503
 530.553.4000
 CA. LIC. 4568, 5717
 NV. LIC. 630

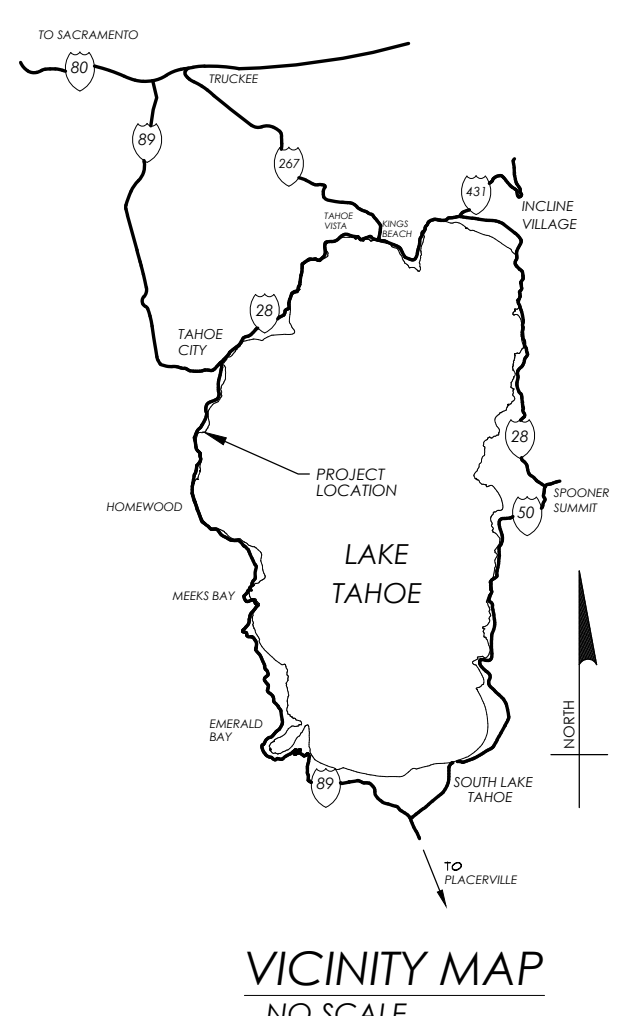
Thompson, Bussey, Hughes
 3125, 3115, 3105 West Lake Blvd.
 Homewood, CA 96141
 Placer County APN: 085-280-044, -043, -042

Date: 1-16-20
 Revisions:

**PROPOSED
 MULTI USE
 PIER SITE
 PLAN**

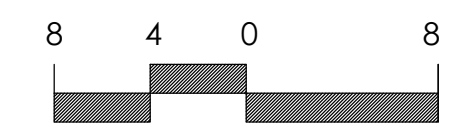
JOB:
 DRAWN BY: KMR
 SCALE: AS NOTED

SHEET
P2.0



PROPOSED SITE PLAN

SCALE: 1"=1/8'-0"



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Thompson Residence
3125 West Lake Blvd.
Homewood, CA 96141
Placer County APN: 085-280-044

Date: 1-16-20
Revisions:

PROPOSED SITE PLAN

JOB:
DRAWN BY: KMR
SCALE: AS NOTED

SHEET
L1.0

Attachment F

Proposed Pier Simulations



Thompson, Bussey, Hughes
Multi-Use Pier

Existing
Conidtions



Thompson, Bussey, Hughes
Multi-Use Pier

Proposed
Conidtions



Thompson, Bussey, Hughes
Multi-Use Pier

Proposed
Coniditions



Existing
Conidtions

Thompson, Bussey, Hughes
Multi-Use Pier



Proposed
Conidtions

Thompson, Bussey, Hughes
Multi-Use Pier



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: September 23, 2020

To: TRPA Governing Board

From: TRPA Staff

Subject: Molsby/Willey/Kohlmann New Multiple-Parcel Pier; 1050/1048/1040 Skyland Drive, Douglas County, Nevada; Assessor's Parcel Numbers 1318-03-110-018/-019/-020; TRPA File Number ERSP2020-0124

Summary and Staff Recommendation:

A new multiple-parcel pier is proposed to serve three littoral parcels located at 1050, 1048, and 1040 Skyland Drive in Skyland, Douglas County, Nevada. The proposed pier will extend 246 feet from the High Water Line elevation of 6,229.1, with two 3-foot by 30-foot catwalks located at the pierhead. The pierhead will be 12 feet wide and 60 feet long. The pier will extend from Douglas County APN 1318-03-110-018. The proposed pier complies with development and location standards for multiple-parcel piers serving three littoral parcels. Staff recommends that the Governing Board make the required findings and approve the proposed project.

Required Motions:

In order to approve the proposed project, the Board must make the following motions, based on the staff report and evidence in the required:

- 1) A motion to approve the required findings, including a finding of no significant effect.
- 2) A motion to approve the proposed project subject to the conditions in the draft permit as shown in Attachment B.

For the motions to pass, an affirmative vote of 5-9 (5 Nevada and 9 Total) of the Board is required.

Shoreline Review Committee:

TRPA facilitates monthly Shoreline Review Committee (SRC) meetings for agencies with permitting jurisdiction along the shoreline and within Lake Tahoe to coordinate the permitting of projects. The subject project was reviewed and discussed at SRC on August 20, 2020. Nevada Division of State Lands, U.S. Army Corps of Engineers, and Nevada Division of Wildlife did not provide any objections to the proposed pier.

Project Description/Background:

The project applicants received an allocation for a new multiple-parcel pier as a result of the multiple-parcel prioritization criteria. The project received a multiple-parcel pier allocation during the 2019 new pier allocation distribution. The new multiple-parcel pier will serve three littoral parcels located at 1050, 1048, and 1040 Skyland Drive in Skyland, Nevada. There is a single family dwelling on each of the three

parcels. Existing shorezone development for the project area includes a total of five moorings: APN 1318-03-110-018, two mooring buoys; APN 1318-03-110-019, two mooring buoys; APN 1318-03-110-020, one mooring buoy.

The proposed project involves constructing a new pier to 246 feet from the High Water Line elevation of 6,229.1, with two 3-foot by 30-foot catwalks and two 6,000 lb. boatlifts at the pierhead. Two existing, TRPA recognized mooring buoys will be retired and converted to the two boatlifts. The resulting shorezone development will include a total of five moorings and one multiple parcel pier: APN 1318-03-110-018, one mooring buoy and one boatlift; APN 1318-03-110-019, two mooring buoys; APN 1318-03-110-020, one boatlift; all APNs, one multiple parcel pier.

The pierhead will be 12 feet wide and 60 feet long. The pier will extend from the northernmost parcel (APN 1318-03-110-018) and terminate at approximate lake bottom elevation 6,219.5. The pier complies with all development and location standards for a multiple-parcel pier serving three parcels. The proposed project is located within the Plan Area Statement 065 - Skyland, where piers are an allowed accessory structure.

Recognition of a Multiple-Parcel Pier:

New multiple-parcel piers are subject to the deed restriction requirements in TRPA code section 84.4.E which state "An additional multiple-parcel pier shall extinguish future pier development potential through deed restriction on all parcels served by the pier, including adjacent and non-adjacent parcels, with the exception of the littoral parcel on which the additional pier is permitted." As a result of the project, the project area consisting of three parcels will be deed restricted to one pier.

The Governing Board may find the pier will be a multiple-parcel pier as it results in both the reduction of shorezone development potential and serves two or more primary residential littoral parcels, subject to deed restriction provisions.

2018 Shoreline Plan:

The TRPA Governing Board adopted a new Shoreline Plan in October 2018, which went into effect in December 2018. New single-parcel and multiple-parcel piers are allowed as a part of that plan. A maximum of 128 piers will be distributed over the life of the plan, and every two years TRPA will distribute allocations for single-parcel and multiple-parcel piers. In 2019, TRPA awarded five allocations for new single-parcel piers and seven allocations for new multiple-parcel piers. The allocations for multiple-parcel piers were awarded based on codified prioritization criteria. The seven applications that ranked highest per the prioritization criteria were awarded allocations and given six months to then submit complete project applications. Staff has analyzed the potential environmental impacts of the proposed pier and determined that it will not adversely affect the environment. An analysis of the impact areas is as follows:

A. Scenic Quality:

The proposed project is located within Scenic Shoreline Unit 30, Lincoln Park - Skyland, which is in attainment with the TRPA Scenic Threshold. The property closely represents the views described in 27.4 which state "View is of low gently sloping forested ridges, largely forested, seen in the middle ground." Since the pier would be located on the shoreline, the view described in 27.4 would not be impacted. The proposed project is also located within Scenic Roadway Travel Unit 27 – Lincoln Park, which is not in attainment with the TRPA Scenic Threshold. The proposed pier would not be visible from this section of roadway.

Up to 460 square feet of visible mass is allowed for multiple-parcel piers serving three or more primary residential littoral parcels. The allowable visible mass is not inclusive of accessory structures such as boatlifts, handrails, and ladders. The proposed pier has a total visible mass of 281.8 square feet which counts towards the 460 square feet of allowable visible mass. The project area is located in a Visually Modified scenic character type, requiring mitigation of all additional mass, including accessory structures associated with a pier, at a 1:2 ratio. There is a total visible mass, including accessory structures, of 474.1 square feet. This means that 873.8 square feet of visible mass will be mitigated within the project area. The project area must also demonstrate that it can meet a Composite Scenic Score of 25 within 6 months of project completion. The project area already achieves a Composite Scenic Score of 25, and therefore complies with this requirement. Additional visible mass associated with the pier will be mitigated by removing or screening 948.2 square feet of existing visible area between the three parcels, which will be deed restricted for scenic purposes.

B. Fish Habitat:

This property is located in feed and cover fish habitat. The new pier will have 23 new steel pilings for a total of 14.8 square feet of new lake bottom disturbance, to be mitigated at a 1:1 ratio. The pier will be constructed using an open piling methodology, resulting in a pier that is 90 percent open.

As required by Chapter 36: *Mitigation Fee Requirements* of the TRPA Code of Ordinances, which requires \$60.00 per foot be paid for additional pier length to mitigate the impacts of pier development on fish habitat, the Draft Permit includes a condition requiring the permittee pay a shorezone mitigation fee of \$14,760.00 for the construction of 246 additional feet of pier length. (Refer to Attachment B – Draft Permit)

C. Deed Restriction:

The shorezone ordinances require that an additional multiple-parcel pier shall extinguish future pier development potential through deed restriction on all parcels served by the pier, including adjacent and non-adjacent parcels, with the exception of the littoral parcel on which the additional pier is permitted. The three parcels associated with the project area will be deed restricted against future shorezone development and limited to one pier.

D. Setbacks:

TRPA Code, Section 84.4.3.B, requires that new piers comply with a 40 foot setback from all other piers and 20 feet from the outer-most parcel boundary projection lines associated with the project area. The proposed pier complies with these setback requirements.

E. Pier Length:

TRPA Code, Section 84.4.3.C states “Piers shall extend no farther lakeward than 30 feet lakeward of elevation 6,219 Lake Tahoe Datum or 60 feet lakeward of the pierhead line, whichever is more limiting. Up to an additional 15 feet in length may be permitted for piers serving three or more residential littoral parcels.” The new pier will extend 54 feet beyond the TRPA pierhead line, which is the limiting factor for determining pier length. A multiple parcel pier serving three littoral residential parcels at this location could extend up to 75 feet beyond the pierhead line. This pier would sit 21 feet short of its greatest possible length.

Environmental Review:

The applicant completed an Initial Environmental Checklist (IEC) to assess the potential environmental impacts of the project. No significant long-term environmental impacts were identified because the proposed pier complies with the existing Code and incorporates required mitigation (fisheries and scenic). Additionally, the property would be deed restricted limiting the four subject properties to one shared pier. The IEC is provided as Attachment D.

Public Comment:

Property owners within 300 feet of the subject site were provided notice of the proposed project. As of the posting of this staff report, no comments were received.

Regional Plan Compliance:

The proposed project is consistent with the Goal and Policies of the Regional Plan, Shorezone Subelement, in that it complies with the design standards and includes mitigation to ensure no negative impacts to the environmental thresholds. The proposed project is for a multiple-parcel pier, which are encouraged by the Regional Plan to reduce overall development potential along the shoreline of Lake Tahoe.

Contact Information:

For questions regarding this agenda item, please contact Tiffany Good, Principal Planner, at (775) 589-5283 or tgood@trpa.org.

Attachments:

- A. Required Findings/Rationale
- B. Draft Permit
- C. 2018 Shorezone Code Conformance Table
- D. Initial Environmental Checklist
- E. Proposed Site Plan and Elevations

Attachment A

Required Findings/Rationale

Required Findings/Rationale
Molsby/Willey/Kohlmann New Multiple-Parcel Pier Construction

Required Findings:

The following is a list of the required findings as set forth in Chapter 4, 80, 82, and 84 of the TRPA Code of Ordinances. Following each finding, Agency staff has indicated if there is sufficient evidence contained in the record to make the applicable findings or has briefly summarized the evidence on which the finding can be made.

1. Chapter 4 – Required Findings:

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

Based on the information provided in this staff report, the project application, the Initial Environmental Checklist (IEC), and Article V(g) Findings Checklist, there is sufficient evidence demonstrating that the proposed project is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Plan Area Statement 065 - Skyland, the Code and other TRPA plans and programs.

- (b) The project will not cause the environmental threshold carrying capacities to be exceeded.

TRPA staff has completed the “Article V(g) Findings” in accordance with Chapter 4, Subsection 4.3 of the TRPA Code of Ordinances. All responses contained on said checklist indicate compliance with the environmental threshold carrying capacities. Also, the applicant has completed an IEC. No significant environmental impacts were identified, and staff has concluded that the project will not have a significant effect on the environment. A copy of the completed V(g) Findings are available online at Lake Tahoe Info <https://parcels.laketahoeinfo.org/Parcel/Detail/1318-03-110-018>.

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

TRPA is requiring that all potential environmental effects be mitigated through Best Management Practices, including the use of turbidity curtains during construction. The applicant is also required to obtain separate approval for the project from the U.S. Army Corps of Engineers, Nevada Department of Wildlife, Nevada Division of State Lands, and Douglas County to ensure the project will meet or exceed all federal, state, or local standards. As a result, upon completion of construction, the project should have no impact upon air or water quality standards.

2. Chapter 80 – Shorezone Findings:

- (a) Significant Harm: The project will not adversely impact littoral processes, fish spawning habitat, backshore stability, or on-shore wildlife habitat, including waterfowl nesting areas.

There is no evidence in the project file that indicates the proposed project will adversely impact littoral processes (the pier will be constructed on pilings to allow for the free flow of water), fish habitat (as conditioned), backshore stability, or on-shore wildlife habitat, including waterfowl nesting areas.

- (b) Accessory Facilities: There are sufficient accessory facilities to accommodate the project.

The proposed multiple-parcel pier will be accessory to the primary upland residential uses located at 1050, 1048, and 1040 Skyland Drive.

- (c) Compatibility: The project is compatible with existing shorezone and lakezone uses or structures on, or in the immediate vicinity of, the littoral parcel; or that modifications of such existing uses or structures will be undertaken to assure compatibility.

The proposed pier will be significantly longer than the piers immediately to the north and south of the project area. However, neither of these neighboring piers extend to the TRPA pierhead line, which would be the limiting factor for most piers in this area as lake bottom elevation 6,219 is lakeward of the TRPA pierhead line. There are two piers further to the south of the proposed project area that have piers that extend to the TRPA pierhead line. Recognizing that the proposed pier will extend further than the neighboring piers in the immediate vicinity, TRPA staff worked with the applicant on options for decreasing the length and associated impacts. As a result, the applicant revised the proposal to decrease the length by 7.5 feet. There are other bathymetric constraints, such as subsurface rocks and boulders, that would prevent shortening the pier any further and allow boats to achieve navigable depth in the areas of the proposed catwalks and boatlifts. The applicant also agreed to decrease the pierhead width from 15 feet (the allowable width for multiple parcel piers) to 12 feet in order to diminish the scenic impact. The applicant has worked to diminish the impacts of the proposed pier in order to be more consistent with the surrounding structures and as a result the proposed pier is well within the development standards for multiple parcels piers serving three or more littoral residential parcels.

- (d) Use: The use proposed in the foreshore or nearshore is water dependent.

The pier is located in the shorezone of Lake Tahoe and is therefore a water dependent structure.

- (e) Hazardous Materials: Measures will be taken to prevent spills or discharges of hazardous materials.

This approval prohibits the use of spray painting and the use of tributyltin (TBT). In addition, the special conditions of approval prohibit the discharge of petroleum products, construction waste and litter or earthen materials to the surface waters of Lake Tahoe. All surplus construction waste materials shall be removed from the project and deposited only at TRPA approved points of disposal. No containers of fuel, paint, or other hazardous materials may be stored on the pier or shoreline.

- (f) Construction: Construction and access techniques will be used to minimize disturbance to the ground and vegetation.

Primary construction access will be via barge or amphibious vehicle department from a public marina or boat ramp. Depending on lake level at the time of construction, a turbidity curtain or BMP fencing will be installed around the construction site and the shoreline. Caissons will be installed around the new piling locations. The steel substructure will be installed via barge or amphibious vehicle. Decking will be installed on top of the structure allowing for the construction of the lighting and adjustable catwalks. The storage and staging areas for the pier materials will be in the primary and secondary barges and no storage of construction materials will occur on the shoreline. Lake bottom disturbance will be minimized by limiting construction access to a barge and/or amphibious vehicle and adequate mitigation measures will be utilized to confine lake bottom sediments associated with the pier construction and may include but not be limited to a turbidity curtain, caissons, and BMP fencing. Access to the project site from the upland portion of the project area will be limited to existing stabilized areas and therefore disturbance to the ground and vegetation will be avoided. The material will be transported via barge to an approved offloading site, where it will then be taken by dump trucks to a TRPA approved disposal facility. The Draft Permit (Attachment B) includes conditions to ensure construction and access techniques will be used to minimize disturbance to the ground and vegetation, including Tahoe Yellow Cress.

- (g) Navigation and Safety: The project will not adversely impact navigation or create a threat to public safety as determined by those agencies with jurisdiction over a lake's navigable waters.

The proposed pier will extend approximately 54 feet past the TRPA pierhead line, however still in accordance with the length limitations provided in TRPA code, Section 84.4.3.C. Further, the pier will not extend in front of any adjacent parcels. Navigation to the neighboring piers will be preserved as there is adequate distance between the proposed pier and the adjacent piers; the pier to the north is approximately 50 feet away and the pier to the south is approximately 140 feet away. The project was taken to the Shoreline Review Committee on August 20, 2020, which includes agencies with jurisdiction over the lake's navigable waters and no concerns regarding navigation and safety were raised.

- (h) Other Agency Comments: TRPA has solicited comments from those public agencies having jurisdiction over the nearshore and foreshore and all such comments received were considered by TRPA, prior to action being taken on the project.

The project was taken to the Shoreline Review Committee on August 20, 2020 and no negative comments were received. The applicant is required to get approval for the project from the U.S. Army Corps of Engineers, Nevada Department of Wildlife, Nevada Division of State Lands, and Douglas County.

- (i) Additional Findings for Coverage or Disturbance in the Backshore: The amount of land coverage is the minimum necessary when all Thresholds are taken into consideration to

provide access to an approved or an existing structure or use in the nearshore or foreshore.

There are 23.3 square feet of coverage in land capability 1b associated with the pier. Additional access to the pier is not being pursued at this time. The permittee must either obtain restoration credits at a ratio of 1 to 1.5 times the amount of coverage required for the pier or remove and re-locate existing, verified coverage for the pier at a ratio of 1.5 to 1.

3. Chapter 83 Shorezone Tolerance Districts and Development Standards:

- (a) Vehicular access to the shoreline shall not be permitted except where TRPA finds that such access will not cause environmental harm.

The proposed project is located in Shorezone Tolerance District 8, where vehicular access to the shoreline shall not be permitted except where TRPA finds that such access will not cause environmental harm. The pier will be constructed entirely from a barge/ amphibious vehicle on the lake. Access to the project area from the upland is prohibited except for necessary access paths for construction workers, and construction staging of equipment and material will only occur on a secondary barge and not on the shoreline.

Attachment B

Draft Permit



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

DRAFT PERMIT

PROJECT DESCRIPTION: New Multiple-Parcel Pier

APNs: 1318-03-110-018, -019, & -020

PERMITTEES: Richard Molsby and Andrea Bollakis
 John T. and Marilyn A. Willey
 Patrick Kohlmann and Miyeko Kohlmann, Trustees, 1040 Skyland: Kohlmann Living Trust, Yoneda 2011 Irrevocable Trust and Family Trust B under Yoneda Living Trust

FILE #: ERSP2020-0124

COUNTY/LOCATION: Douglas/1050, 1048, & 1040 Skyland Drive

Having made the findings required by Agency ordinances and rules, the TRPA Governing Board approved the project on **September 30, 2020**, subject to the standard conditions of approval attached hereto (Attachments Q and S) and the special conditions found in this permit.

This permit shall expire on **September 30, 2023**, without further notice unless the construction has commenced prior to this date and diligently pursued thereafter. Commencement of construction consists of pouring concrete for a foundation and does not include grading, installation of utilities or landscaping. Diligent pursuit is defined as completion of the project within the approved construction schedule. The expiration date shall not be extended unless the project is determined by TRPA to be the subject of legal action which delayed or rendered impossible the diligent pursuit of the permit.

NO DEMOLITION, CONSTRUCTION OR GRADING SHALL COMMENCE UNTIL:

- (1) TRPA RECEIVES A COPY OF THIS PERMIT UPON WHICH THE PERMITTEE(S) HAS ACKNOWLEDGED RECEIPT OF THE PERMIT AND ACCEPTANCE OF THE CONTENTS OF THE PERMIT;
- (2) ALL PRE-CONSTRUCTION CONDITIONS OF APPROVAL ARE SATISFIED AS EVIDENCED BY TRPA’S ACKNOWLEDGEMENT OF THIS PERMIT;
- (3) THE PERMITTEE OBTAINS APPROPRIATE COUNTY PERMIT. TRPA’S ACKNOWLEDGEMENT MAY BE NECESSARY TO OBTAIN A COUNTY PERMIT. THE COUNTY PERMIT AND THE TRPA PERMIT ARE INDEPENDENT OF EACH OTHER AND MAY HAVE DIFFERENT EXPIRATION DATES AND RULES REGARDING EXTENSIONS; AND
- (4) A TRPA PRE-GRADING INSPECTION HAS BEEN CONDUCTED WITH THE PROPERTY OWNER AND/OR THE CONTRACTOR.

 TRPA Executive Director/Designee 9/30/2020
Date

PERMITTEES' ACCEPTANCE: I have read the permit and the conditions of approval and understand and accept them. I also understand that I am responsible for compliance with all the conditions of the permit and am responsible for my agents' and employees' compliance with the permit conditions. I also understand that if the property is sold, I remain liable for the permit conditions until or unless the new owner acknowledges the transfer of the permit and notifies TRPA in writing of such acceptance. I also understand that certain mitigation fees associated with this permit are non-refundable once paid to TRPA. I understand that it is my sole responsibility to obtain any and all required approvals from any other state, local or federal agencies that may have jurisdiction over this project whether or not they are listed in this permit.

Signature of Permittee(s) _____ Date _____

Signature of Permittee(s) _____ Date _____

Signature of Permittee(s) _____ Date _____

(PERMIT CONTINUED ON NEXT PAGE)

APNs 1318-03-110-018, -019, & -020

FILE NO. ERSP2020-0124

Excess Coverage Mitigation Fee (1): Amount \$ _____ Type Paid _____ Receipt No. _____

Excess Coverage Mitigation Fee (2): Amount \$ _____ Type Paid _____ Receipt No. _____

Project Security Posted (3): Amount \$ 10,000 Type Paid _____ Receipt No. _____

Security Administrative Fee (4): Amount \$ _____ Paid _____ Receipt No. _____

Scenic Security Posted (5): Amount \$ 5,000 Type Paid _____ Receipt No. _____

Security Administrative Fee (6): Amount \$ _____ Paid _____ Receipt No. _____

Shorezone Mitigation Fee (7): Amount \$ 14,760 Type Paid _____ Receipt No. _____

Notes:

- (1) Amount to be determined. See Special Condition 3.J, below.
- (2) Amount to be determined. See Special Condition 3.K, below.
- (3) See Special Condition 3.L, below.
- (4) Consult the TRPA filing fee schedule for the current security administration fee.
- (5) See Special Condition 3.M, below.
- (6) Consult the TRPA filing fee schedule for the current security administration fee.
- (7) See Special Condition 3.N, below.

Required plans determined to be in conformance with approval: Date: _____

TRPA ACKNOWLEDGEMENT: The Permittee has complied with all pre-construction conditions of approval as of this date and is eligible for a county building permit:

TRPA Executive Director/Designee

Date

SPECIAL CONDITIONS

1. This permit authorizes a new pier 246 feet in length as measured from the High Water Line elevation of 6,229.1, with two 3-foot by 30-foot catwalks and two 6,000 lb. boatlifts at the pierhead. Two existing, TRPA recognized mooring buoys will be retired and converted to the two boatlifts. The resulting shorezone development will include a total of five moorings and one multiple parcel pier. The pierhead will be 12 feet wide and 60 feet long. The pier will extend from the northernmost parcel (APN 1318-03-110-018) and terminate at approximate lake bottom elevation 6,219.5. The pier complies with all development and location standards for a multiple-parcel pier serving three parcels and is consistent with TRPA Code of Ordinances chapters 80 through 85. There are 23.3 square feet of coverage in land capability 1b associated with the pier. The permittee must either obtain restoration credits at a ratio of 1 to 1.5 times the amount of coverage required for the pier or remove and re-locate existing, verified coverage for the pier at a ratio of 1.5 to 1. Please see Special Condition 3.G for restoration credit transfer requirements.

The three parcels associated with the project area will be deed restricted against future shorezone development and limited to one shared pier. Once the permit has been acknowledged, the project area will include the following:

APN 1318-03-110-018: one mooring buoy and one boatlift

APN 1318-03-110-019: two mooring buoys

APN 1318-03-110-020: one boatlift

All APNs: one multiple parcel pier

The three parcels associated with this project shall be considered a project area for scenic mitigation purposes. The proposed contrast rating scores for the parcels are as follows:

APN 1318-03-110-018: Composite Contrast Rating Score of 26

APN 1318-03-110-019: Composite Contrast Rating Score of 27

APN 1318-03-110-020: Composite Contrast Rating Score of 26

Up to 460 square feet of visible mass is allowed for multiple-parcel piers serving three or more primary residential littoral parcels. The allowable visible mass is not inclusive of accessory structures such as boatlifts, handrails, and ladders. The proposed pier has a total visible mass of 281.8 square feet which counts towards the 460 square feet of allowable visible mass. The project area is located in a Visually Modified scenic character type, requiring mitigation of all additional mass, including accessory structures associated with a pier, at a 1:2 ratio. There is a total visible mass, including accessory structures, of 474.1 square feet. This means that 873.8 square feet of visible mass will be mitigated within the project area. The project area must also demonstrate that it can meet a Composite Scenic Score of 25 within 6 months of project completion. The project area already achieves a Composite Scenic Score of 25, and therefore complies with this requirement. Additional visible mass associated with the pier will be mitigated by removing or screening 948.2 square feet of existing visible area between the three parcels, which will be deed restricted for scenic purposes.

2. The Standard Conditions of Approval listed in Attachment S shall apply to this permit.

3. Prior to permit acknowledgement, the following conditions of approval must be satisfied:
 - A. The site plan (Sheet P2.0) for the project area shall be revised to include the following:
 1. Include the location of temporary BMPs, if necessary, for access pathways from the upland to the pier.
 2. Delineate the location of the proposed caissons and the turbidity curtain and include allowance for barge access.
 3. Include a plan notation indicating that there will be no staging activity on the shoreline, and that all access associated with pier demolition and construction activities shall occur from the lake by barge; and that delivery, removal, and staging of all construction equipment and materials shall occur on the barge.
 4. Add a note stating no containers of fuel, paint, or other hazardous materials may be stored on the pier or shoreline.
 5. Include a plan notation that indicates pile driving operations and other piling installation methods (i.e. pinning, etc.) shall require the installation of caissons for turbidity control **upon the discretion of the TRPA inspector upon a pre-grade inspection**. A floating fine mesh fabric screen or other material approved by TRPA shall be installed underneath the pier decking to capture any fallen materials during pier demolition and reconstruction. The floating screen and caissons may be removed upon project completion and after a satisfactory inspection by TRPA to ensure that all suspended materials have settled.
 7. Indicate the total length of the pier as measured from the High Water Line 6,229.1 Lake Tahoe Datum.
 8. Identify the area where fish habitat mitigation will occur. Impacts to feed and cover fish habitat shall be fully mitigated.
 9. Indicate how many low-level turtle lights will be placed on the pier.
 10. Add a Proposed Coverage Table for APN 1318-03-110-018 for the proposed Class 1b coverage necessary upland of the High Water Line. Note that a transfer of restoration credits requires a 1.5 to 1 mitigation ratio for the coverage being created.
 - B. Sheet L1.2 associated with APN 1318-03-110-018 shall include a note that states “The property has a composite contrast rating score of 26 and the allowable visible area for this property based on code is 1,365 square feet, and the approved visible area for this property is 963 square feet.
 - C. Sheet L2.2 associated with APN 1318-03-110-019 shall include a note that states “The property has a composite contrast rating score of 27 and the allowable visible area for this

property based on code is 1,565 square feet, and the approved visible area for this property is 1,242 square feet.

- D. Sheet L3.0 associated with APN 1318-03-110-020 shall include a note that states “The property has a composite contrast rating score of 26 and the allowable visible area for this property based on code is 1,365 square feet, and the approved visible area for this property is 876 square feet.
- E. The Permittee shall submit a projected construction completion schedule to TRPA prior to acknowledgment. Said schedule shall include completion dates for each item of construction.
- F. The permittees shall record a deed restriction to be prepared by TRPA that will create a project area of the subject APNs (1318-03-110-018, -019, & -020) for the purpose of limiting potential future shorezone development, to allow for only one pier between the subject parcels. The deed restriction shall also create a project area for the purposes of scenic review. The permittee shall record the deed restriction with the Douglas County Recorder’s Office, and provide either the original recorded deed restriction or a certified copy of the recorded deed restriction to TRPA prior to permit acknowledgement.
- G. The permittees shall transfer 35 square feet (23.3 x 1.5) of restoration credits for the pier in accordance with TRPA Code Sections, 85.5.4, 85.5.1.E, and 30.5.3; 64.5 square feet to APN 1318-03-110-018. Note that all coverage transfers must be in compliance with Chapter 30 of the TRPA Code of Ordinances, and the TRPA Rules of Procedure.
- H. The Permittee shall conduct a Tahoe Yellow Cress survey for the subject property. Surveys shall be conducted during the growing season of June 15th through September 30th prior to commencement of proposed work. If TYC or TYC habitat are present, the Permittee shall submit a TYC avoidance and protection plan to TRPA prior to acknowledgement of this permit.
- I. The Permittee shall provide a Spill Prevention Plan for the use of any hazardous materials or equipment (i.e., fuel, epoxy glue, other volatile substances, welding and torch equipment, etc.), for construction activities occurring from a barge and/or amphibious vehicle and within the lake. The Plan shall require absorbent sheets/pads to be retained on the barge at all times. A contact list of all emergency response agencies shall be available at the project site at all times during construction.
- J. The subject property, APN 1318-03-110-019, has 1,287 square feet of unmitigated excess land coverage. The Permittee shall mitigate a portion or all of the excess land coverage on this property by removing coverage within the Hydrologic Transfer Area 3 (Cave Rock), or by submitting an excess coverage mitigation fee.

To calculate the amount of excess coverage to be removed (in square feet), use the following formula:

Estimated project construction cost multiplied by 0.005, divided by 8.

If you choose this option, please revise your final site plans and land coverage calculations to account for the permanent coverage removal.

An excess land coverage mitigation fee may be paid in lieu of permanently retiring land coverage. The excess coverage mitigation fee shall be calculated as follows:

Square footage of required coverage reduction (as determined by formula above) multiplied by the excess coverage mitigation fee of \$25.00 per square foot for projects located within the Hydrologic Transfer Area 3 (Cave Rock).

Please provide a construction cost estimate by your licensed contractor, architect, or engineer. In no case shall the mitigation fee be less than \$200.00.

- K. The subject property, APN 1318-03-110-020, has 5,279 square feet of unmitigated excess land coverage. The Permittee shall mitigate a portion or all of the excess land coverage on this property by removing coverage within the Hydrologic Transfer Area 3 (Cave Rock), or by submitting an excess coverage mitigation fee.

To calculate the amount of excess coverage to be removed (in square feet), use the following formula:

Estimated project construction cost multiplied by 0.0175, divided by 8.

If you choose this option, please revise your final site plans and land coverage calculations to account for the permanent coverage removal.

An excess land coverage mitigation fee may be paid in lieu of permanently retiring land coverage. The excess coverage mitigation fee shall be calculated as follows:

Square footage of required coverage reduction (as determined by formula above) multiplied by the excess coverage mitigation fee of \$25.00 per square foot for projects located within the Hydrologic Transfer Area 3 (Cave Rock).

Please provide a construction cost estimate by your licensed contractor, architect, or engineer. In no case shall the mitigation fee be less than \$200.00.

- L. The project security required under Standard Condition A.3 of Attachment S shall be \$10,000. Please see Attachment J, Security Procedures, for appropriate methods of posting the security and for calculation of the required security administration fee.
- M. The scenic security of \$5,000 shall be required per TRPA Code of Ordinances Section 8.8. Please see Attachment J, Security Procedures, for appropriate methods of posting the security and for calculation of the required security administration fee.

- N. Pursuant to Section 10.8.5.E.4.a.i of the TRPA Rules of Procedure, the permittee shall submit a shorezone mitigation fee of \$14,760 for the construction of 246 feet of pier length for a new pier (assessed at \$60.00 per linear foot).
 - O. The Permittee shall provide an electronic set of final construction drawings and site plans for TRPA Acknowledgement.
4. To the maximum extent allowable by law, the Permittee agrees to indemnify, defend, and hold harmless TRPA, its Governing Board, its Planning Commission, its agents, and its employees (collectively, TRPA) from and against any and all suits, losses, damages, injuries, liabilities, and claims by any person (a) for any injury (including death) or damage to person or property or (b) to set aside, attack, void, modify, amend, or annul any actions of TRPA. The foregoing indemnity obligation applies, without limitation, to any and all suits, losses, damages, injuries, liabilities, and claims by any person from any cause whatsoever arising out of or in connection with either directly or indirectly, and in whole or in part (1) the processing, conditioning, issuance, or implementation of this permit; (2) any failure to comply with all applicable laws and regulations; or (3) the design, installation, or operation of any improvements, regardless of whether the actions or omissions are alleged to be caused by TRPA or Permittee.

Included within the Permittee's indemnity obligation set forth herein, the Permittee agrees to pay all fees of TRPA's attorneys and all other costs and expenses of defenses as they are incurred, including reimbursement of TRPA as necessary for any and all costs and/or fees incurred by TRPA for actions arising directly or indirectly from issuance or implementation of this permit. TRPA will have the sole and exclusive control (including the right to be represented by attorneys of TRPA's choosing) over the defense of any claims against TRPA and over this settlement, compromise or other disposition. Permittee shall also pay all costs, including attorneys' fees, incurred by TRPA to enforce this indemnification agreement. If any judgment is rendered against TRPA in any action subject to this indemnification, the Permittee shall, at its expense, satisfy and discharge the same.

- 5. It is the Permittee's responsibility to receive authorization, and obtain any necessary permits from other responsible agencies for the proposed project.
- 6. No pier demolition or construction shall occur between May 1 and October 1 (spawning season) unless prior approval is obtained from the California Department of Fish and Wildlife, the U.S. Army Corps of Engineers, or the U.S. Fish and Wildlife Service.
- 7. Disturbance of lake bed materials shall be the minimum necessary. The removal of rock materials from Lake Tahoe is prohibited. Gravel, cobble, or small boulders shall not be disturbed or removed to leave exposed sandy areas before, during, or after construction.
- 8. Best practical control technology shall be employed to prevent earthen materials to be re-suspended as a result of construction activities and from being transported to adjacent lake waters.
- 9. 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. All surplus construction waste materials shall be removed from the project and deposited only at approved points of disposal.

10. Any normal construction activity creating noise in excess of the TRPA noise standards shall be considered exempt from said standards provided all such work is conducted between the hours of 8:00 A.M. and 6:30 P.M.

END OF PERMIT

Attachment C

2018 Shorezone Code Conformance Table

Molsby/Willey/Kohlmann
Multiple Use Pier Conformance Review Table

Table 1: Pier Conformance Review Under 2018 Shorezone Code

| Standard | 2018 Shzne Code | Proposed Pier | Conformance |
|------------------------------|--|---|-----------------------|
| Streams | Outside of Stream Mouth Protection Zone (SMPZ) | 3/4 mile away from the nearest SMPZ | In conformance |
| Fish Habitat | Mitigation at 1:1 for Feed/Cover fish habitat | Restore fish habitat adjacent to project, mitigation of \$14,760 for additional 246 linear feet | In conformance |
| Length | Pierhead may extend 30 feet past 6219 or 60 feet past pierhead line, whichever is more limiting. An additional 15 feet may be permitted for piers serving three or more primary residential parcels. | 246 , extends 54 feet past the TRPA pierhead line | In conformance |
| Setbacks | 20' for new piers from outermost property boundary projection lines, & 40' from existing piers as measured from the pierhead | Conforms with external projection line setbacks | In Conformance |
| Width | Maximum 15' wide excluding catwalks | 12' with two (2) 3-foot by 30-foot catwalks on either side of the pier. | In conformance |
| Catwalk | Maximum of 3' by 30' | (2) 3' x 30' | In conformance |
| Boatlift | One boat lift per littoral parcel (max. 4) | Two boatlifts | In conformance |
| Pier Height | 6,232' maximum | 6,230.5' | In conformance |
| Free Flowing Water | Piers required to be floating or have an open piling foundation | Open piling foundation (90%) | In conformance |
| Superstructures (Boat House) | Prohibited | NA | In conformance |
| Colors & Materials | Dark colors that blend with background | Brown decking, flat black structural components | In conformance |
| Visual Mass | 460 sf of visible mass | 281.1 square feet | In conformance |

| | | | |
|---|---|--|-----------------------|
| Limitation | allowed for piers serving 3 or more primary residential littoral parcels (does not include accessory structures such as boatlifts, boats, handrails, and ladders). | | |
| Visual Mass Mitigation | In Visually Modified Character Types mitigation required at a 1:2 ratio | Additional visible mass, including accessory structures, will be mitigated at a 1:2 ratio through vegetative screening of existing structures. | In conformance |
| Retirement of Shorezone Development Potential | An additional multiple-parcel pier shall extinguish future pier development potential through deed restriction on all parcels served by the pier, including adjacent and non-adjacent parcels, with the exception of the littoral parcel on which the additional pier is permitted. | Deed restriction to be recorded prior to permit acknowledgement. | In conformance |

Attachment D

Initial Environmental Checklist



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Mon. Wed. Thurs. Fri
9 am-12 pm/1 pm-4 pm
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New Applications Until 3:00 pm

Print Form

**INITIAL ENVIRONMENTAL CHECKLIST
FOR DETERMINATION OF ENVIRONMENTAL IMPACT**

I. Assessor's Parcel Number (APN)/Project Location

1318-03-110-018, 019, -020

Project Name

Molsby, et al New Multi-Use Pier Project

County/City

Washoe

Brief Description of Project:

The project proposes to construct a new multi-use pier laekward of parcel -018. The proposed pier would be located on the boundary line between the Willey and Molsby properties. The proposed pier will be 257.5 feet long, with a pier head of 60 feet in length and 15 feet wide, with two 6,000-lb boat lifts on each side. See enclosed project description document for additional details.

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. Use the blank boxes to add any additional information. If more space is required for additional information, please attach separate sheets and reference the question number and letter.

II. 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)?

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

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

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

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

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

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

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

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

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

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

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

2. Air Quality

Will the proposal result in:

a. Substantial air pollutant emissions?

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

b. Deterioration of ambient (existing) air quality?

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

c. The creation of objectionable odors?

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

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

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

e. Increased use of diesel fuel?

[Empty response box]

- Yes No
 No, With Mitigation Data Insufficient

3. Water Quality

Will the proposal result in:

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

[Empty response box]

- Yes No
 No, With Mitigation 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?

[Empty response box]

- Yes No
 No, With Mitigation Data Insufficient

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

[Empty response box]

- Yes No
 No, With Mitigation Data Insufficient

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

[Empty response box]

- Yes No
 No, With Mitigation 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?

Temporary BMP's shall be employed during pier construction in order to limit potential discharge.

- Yes No
 No, With Mitigation 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

k. Is the project located within 600 feet of a drinking water source?

- 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?

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

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

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

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

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

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

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

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

6. Noise

Will the proposal result in:

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

| | | |
|--|--|--|
| | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> 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?

[Empty response box for question d]

- 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?

[Empty response box for question e]

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

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

[Empty response box for question f]

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

7. Light and Glare

Will the proposal:

a. Include new or modified sources of exterior lighting?

| | | |
|--------------------------|--|--|
| <input type="checkbox"/> | <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?

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

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

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

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

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

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

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

13. Transportation/Circulation

Will the proposal result in:

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

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

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

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

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

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

[Empty response box]

- 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?

[Empty response box]

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

b. Police protection?

[Empty response box]

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

c. Schools?

[Empty response box]

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

d. Parks or other recreational facilities?

[Empty response box]

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

e. Maintenance of public facilities, including roads?

[Empty response box]

- 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?

[Empty response box for question d]

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

e. Storm water drainage?

[Empty response box for question e]

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

f. Solid waste and disposal?

[Empty response box for question f]

- 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)?

[Empty response box for question a]

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

b. Exposure of people to potential health hazards?

[Empty response box for question b]

- 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?

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?

[Empty response box for question a]

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

b. Create additional recreation capacity?

[Empty response box for question b]

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

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

[Empty response box for question c]

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

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

[Empty response box for question d]

- 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?

[Empty response box for question a]

- 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?

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

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

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

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

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

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

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

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

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

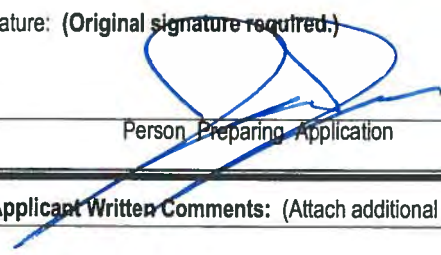
d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?

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

DECLARATION:

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signature: (Original signature required.)



Person Preparing Application At Placer County Date: 1/17/20

Applicant Written Comments: (Attach additional sheets if necessary)

Print Form

FOR OFFICE USE ONLY

Date Received: _____ By: _____

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 Chapter 3 of the TRPA Code of Ordinances and the Rules of Procedure.

_____ Yes No

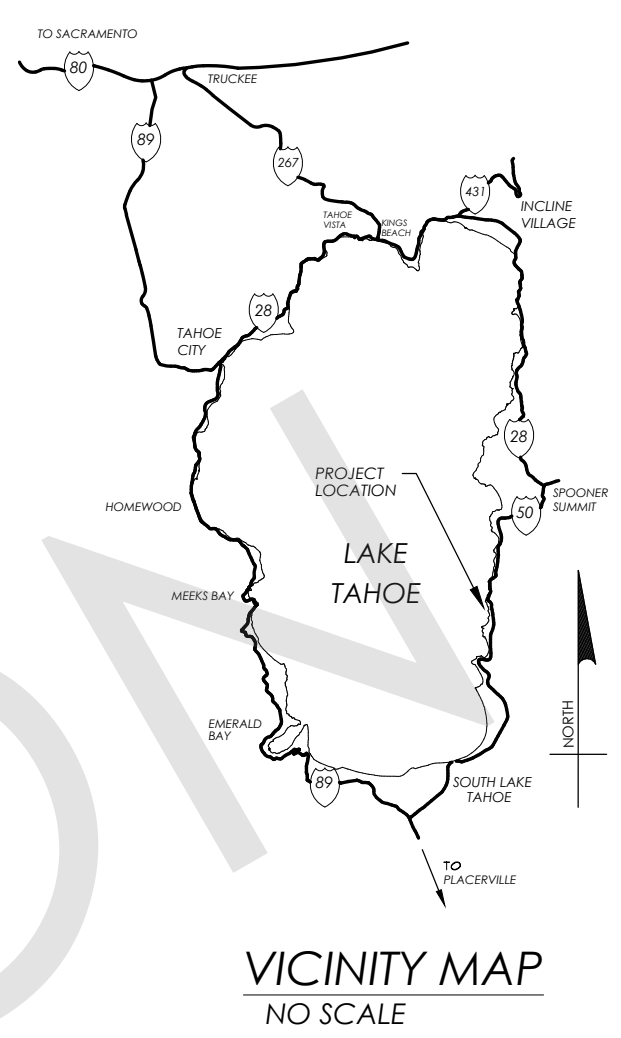
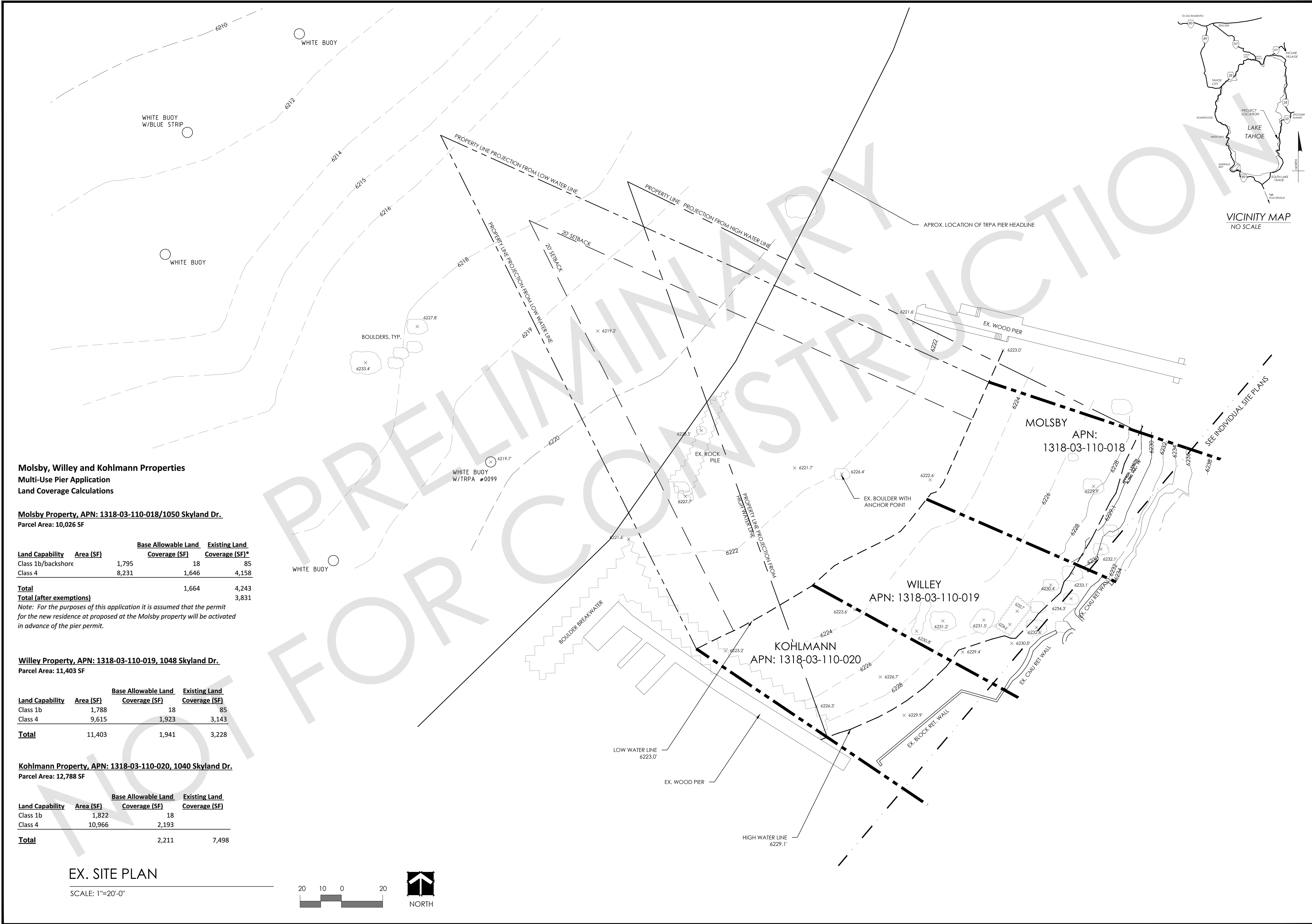
Signature of Evaluator

Date: _____

Title of Evaluator

Attachment E

Proposed Site Plan and Elevations



Molsby, Willey and Kohlmann Properties
Multi-Use Pier Application
Land Coverage Calculations

Molsby Property, APN: 1318-03-110-018/1050 Skyland Dr.
 Parcel Area: 10,026 SF

| Land Capability | Area (SF) | Base Allowable Land Coverage (SF) | Existing Land Coverage (SF)* |
|---------------------------------|-----------|-----------------------------------|------------------------------|
| Class 1b/backshore | 1,795 | 18 | 85 |
| Class 4 | 8,231 | 1,646 | 4,158 |
| Total | | 1,664 | 4,243 |
| Total (after exemptions) | | | 3,831 |

Note: For the purposes of this application it is assumed that the permit for the new residence at proposed at the Molsby property will be activated in advance of the pier permit.

Willey Property, APN: 1318-03-110-019, 1048 Skyland Dr.
 Parcel Area: 11,403 SF

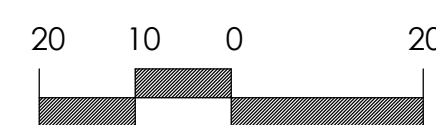
| Land Capability | Area (SF) | Base Allowable Land Coverage (SF) | Existing Land Coverage (SF) |
|-----------------|-----------|-----------------------------------|-----------------------------|
| Class 1b | 1,788 | 18 | 85 |
| Class 4 | 9,615 | 1,923 | 3,143 |
| Total | 11,403 | 1,941 | 3,228 |

Kohlmann Property, APN: 1318-03-110-020, 1040 Skyland Dr.
 Parcel Area: 12,788 SF

| Land Capability | Area (SF) | Base Allowable Land Coverage (SF) | Existing Land Coverage (SF) |
|-----------------|-----------|-----------------------------------|-----------------------------|
| Class 1b | 1,822 | 18 | |
| Class 4 | 10,966 | 2,193 | |
| Total | | 2,211 | 7,498 |

EX. SITE PLAN

SCALE: 1"=20'-0"



Ogilvy Consulting
 LAND USE & DEVELOPMENT STRATEGIES

850 North Lake Boulevard, Suite 17
 Tahoe City, California 96145
 530.583.5800
 info@ogilvylanduse.com

HIGH WEST
 LANDSCAPE ARCHITECTS
 40165 TRUCKEE AIRPORT RD.
 SUITE #301-A
 TRUCKEE, CA. 96161
 28 VINE ST.
 RENO, NV 89503
 530.553.4000
 CA. LIC. 4568, 5717
 NV. LIC. 630

Molsby, Willey, Kohlmann
 1050, 1048, 1040 Skyland Drive
 Glenbrook, NV 89413
 Douglas County APN: 1318-03-110-018, -019, -020

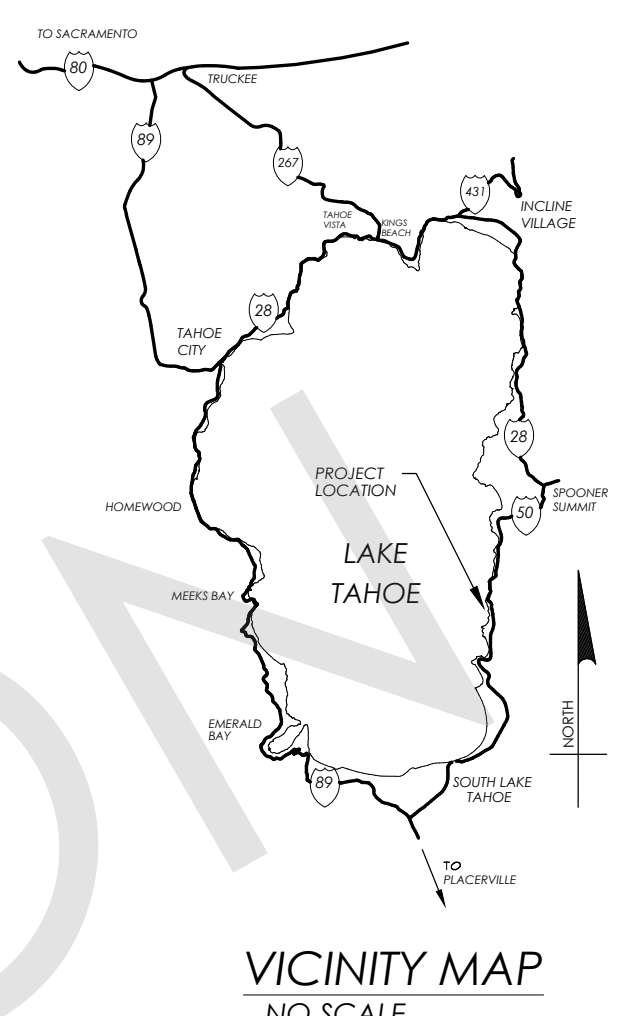
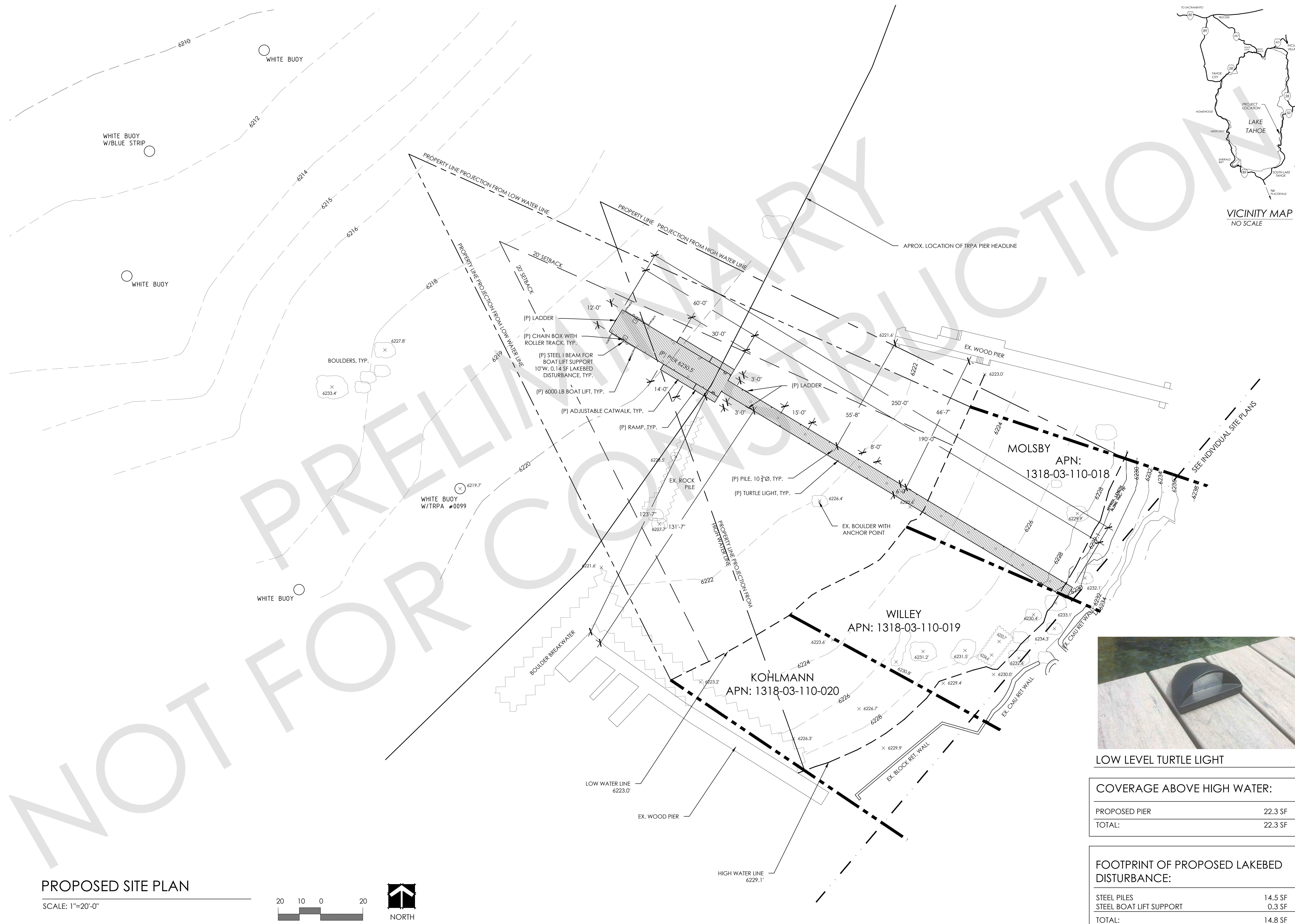
Date: 9/3/20
 Revisions:

EX. SITE PLAN

JOB:
 DRAWN BY: KMR
 SCALE:

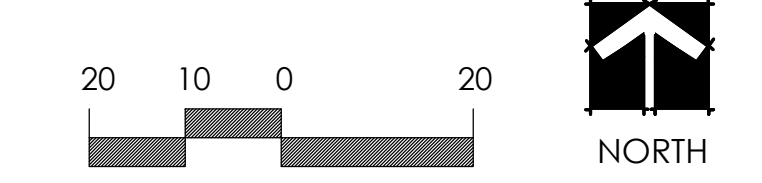
AS NOTED

SHEET
P1.0



PROPOSED SITE PLAN

SCALE: 1"=20'-0"



LOW LEVEL TURTLE LIGHT

COVERAGE ABOVE HIGH WATER:

| | |
|---------------|---------|
| PROPOSED PIER | 22.3 SF |
| TOTAL: | 22.3 SF |

FOOTPRINT OF PROPOSED LAKEBED DISTURBANCE:

| | |
|-------------------------|---------|
| STEEL PILES | 14.5 SF |
| STEEL BOAT LIFT SUPPORT | 0.3 SF |
| TOTAL: | 14.8 SF |

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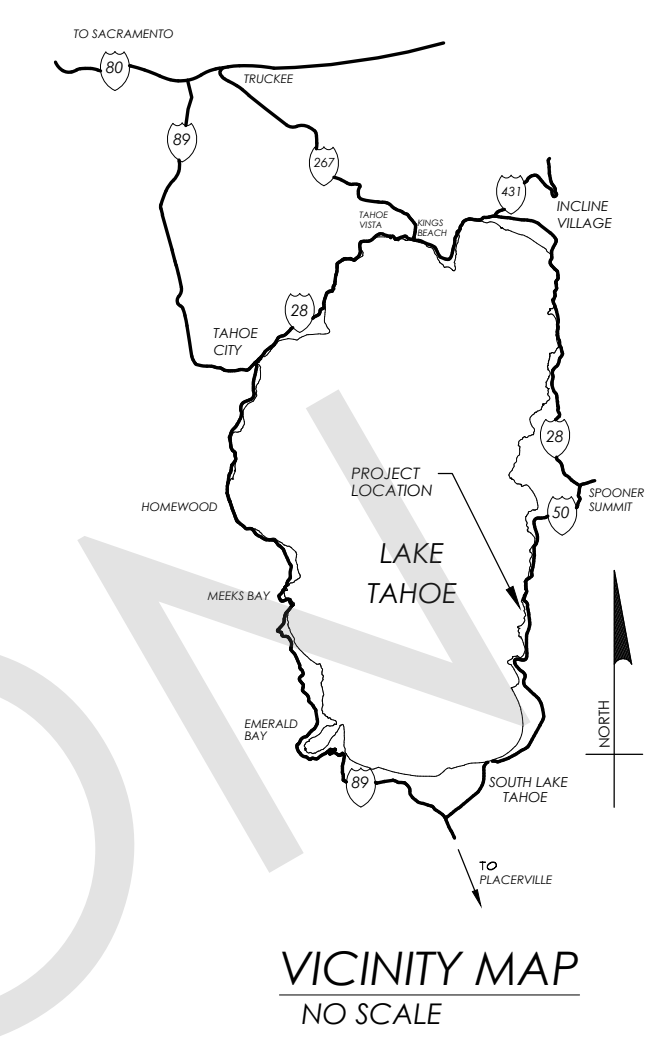
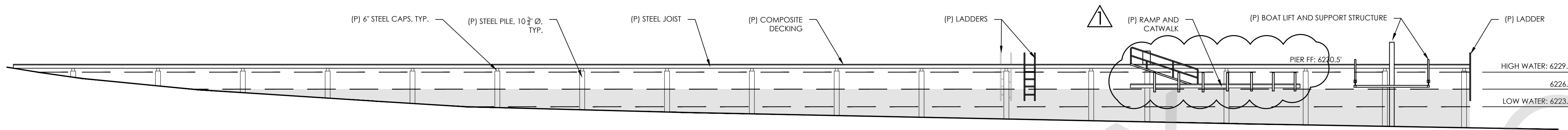
Molsby, Willey, Kohlmann
 1050, 1048, 1040 Skyland Drive
 Glenbrook, NV 89413
 Douglas County APN: 1318-03-110-018, -019, -020

Date: 9/3/20
 Revisions:

PROPOSED MULTI USE PIER SITE PLAN

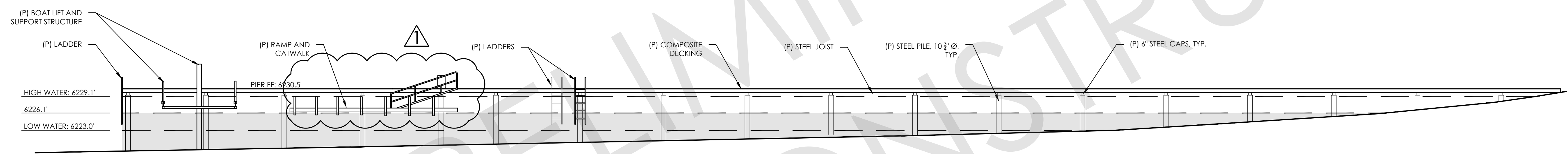
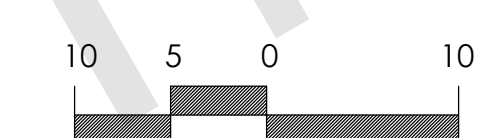
JOB:
 DRAWN BY: KMR
 SCALE: AS NOTED

SHEET P2.0



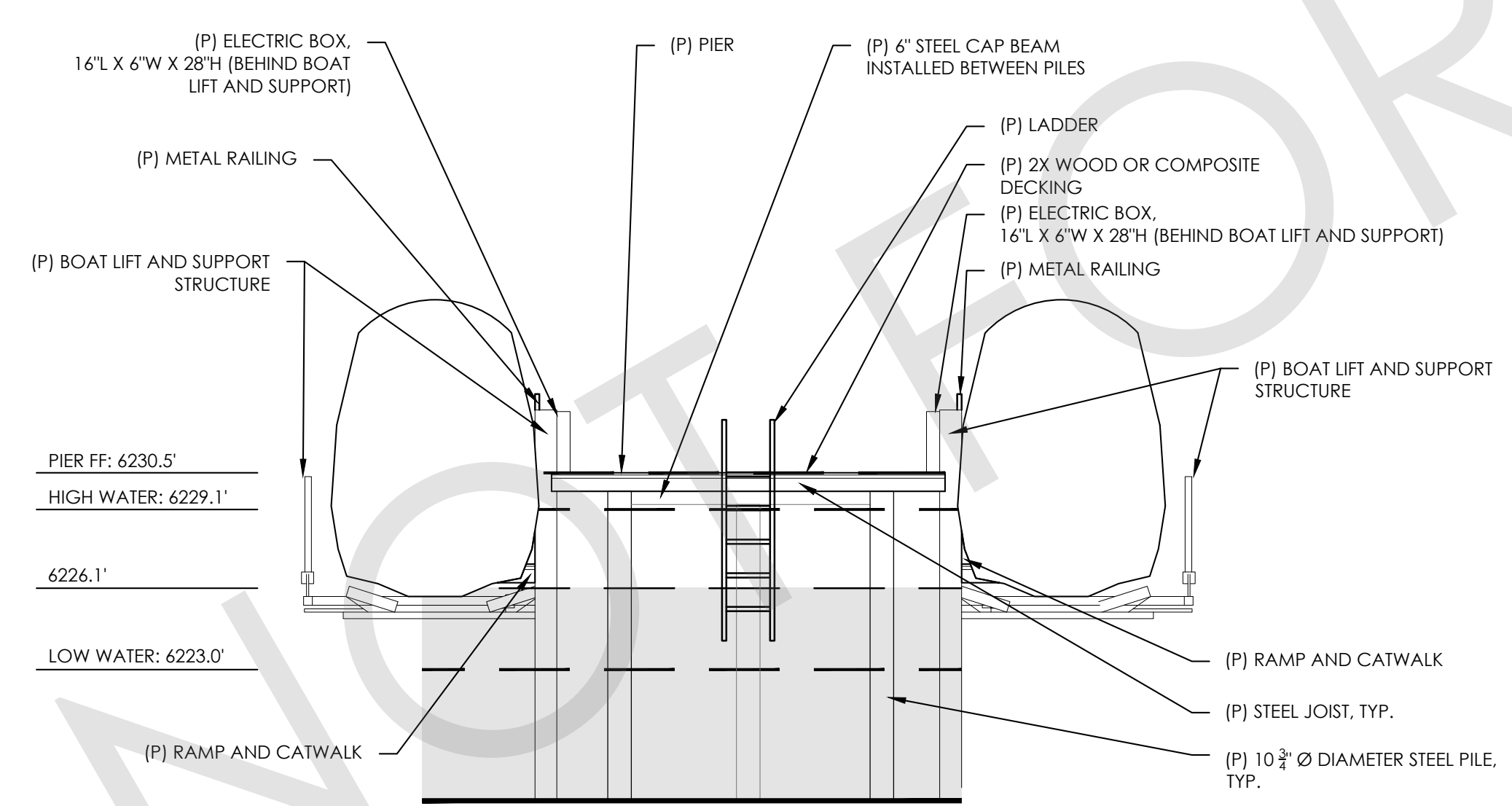
PROPOSED PIER ELEVATION - NORTH

SCALE: 1"=10'-0"



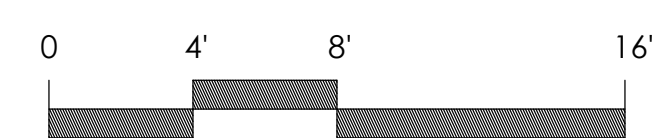
PROPOSED PIER ELEVATION - SOUTH

SCALE: 1"=10'-0"



PROPOSED PIER ELEVATION - WEST

SCALE: 3/16"=1'-0"



| PROPOSED VISIBLE AREA: NORTH ELEVATION | | PROPOSED VISIBLE AREA: EAST ELEVATION | |
|---|-----------------|--|----------------|
| STEEL | 232.4 SF | STEEL | 24.2 SF |
| COMPOSITE DECKING | 23.6 SF | COMPOSITE DECKING | 1.6 SF |
| TOTAL | 256.0 SF | TOTAL | 25.8 SF |

| TOTAL AREAS COMBINED: | |
|---|-----------------|
| A. STRUCTURAL ELEMENTS: STEEL PILINGS AND DECKING | 281.8 SF |
| B. ACCESSORY ITEMS: HANDRAILS, GUARDRAILS, BUMPERS, STEPS, RAILINGS, ELECTRIC BOX | 24.3 SF |
| C. BOAT LIFTS (2 @ 84 SF EACH) | 168.0 SF |
| TOTAL | 474.1 SF |

NOTE:

- ACCESSORY STRUCTURES (I.E. SWIM LADDERS, HANDRAILS, GUARDRAILS, BUMPERS, AND STEPS) NOT INCLUDED IN VISIBLE MASS CALCULATIONS PER TRPA CODE.
- AREA CALCULATIONS ARE BASED ON VISIBILITY OF PILINGS AT AN ASSUMED 6226.1' ELEVATION WATER LINE.

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CA. LIC. 4568, 5717
NV. LIC. 630

Molsby, Willey, Kohlmann
1050, 1048, 1040 Skyland Drive
Glenbrook, NV 89413
Douglas County APN: 1318-03-110-018, -019, -020

Date: 3/19/20
Revisions:
▲ RAMP AND CATWALK ADDITIONS

PROPOSED ELEVATIONS

JOB:
DRAWN BY: KMR
SCALE:
AS NOTED

SHEET
P2.1

STAFF REPORT

Date: September 23, 2020

To: TRPA Governing Board

From: TRPA Staff

Subject: Resolution to act as Co-Sponsor for a Homekey grant from the State of California on behalf of the Tahoe Coalition for the Homeless, in partnership with the City of South Lake Tahoe

Summary and Staff Recommendation:

The California Department of Housing and Community Development requires a Lake Tahoe agency to be a co-applicant with the Tahoe Coalition for the Homeless (TCH) for a Project Homekey grant. The proposed resolution (Attachment A) will allow TRPA to act as a co-sponsor for TCH for it to use Homekey funding to purchase motels in the City of South Lake Tahoe for long-term housing for homeless persons. Staff recommends that the Governing Board adopt Resolution 2020-__ to act in collaboration with the City of South Lake Tahoe and THC in this effort.

Required Motions:

In order to approve the resolution, the Board must make the following motion, based on the staff report:

- 1) A motion to approve Resolution 2020-__ as shown in Attachment A to authorize TRPA to be a co-applicant for Homekey funds.

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

Project Description/Background:

As part of its response to the COVID-19 crisis to protect Californians who are vulnerable to housing instability and who are at high risk for serious illness, the California Department of Housing and Community Development (HCD) is making \$600 million in grant funding available to local public entities, including cities, counties, or other local public entities to purchase and rehabilitate housing, including hotels, motels, vacant apartment buildings, and other buildings and convert them into interim or permanent, long-term housing through a funding program called "Homekey." The funding, which is partially derived from the State's direct allocation of the federal Coronavirus Aid Relief Funds (CRF), and partially from the State's General Fund must be expended by deadlines associated with those funding sources - December 30, 2020 for the federal funds and June 30, 2022 for the State General Funds.

Tahoe Coalition for the Homeless (TCH), a local non-profit organization based in South Lake Tahoe evaluated the parameters of the grant, researched available hotel properties for sale in South Lake Tahoe, and determined that it could feasibly apply for and manage Homekey funding. Further, this opportunity would provide housing for a significant contingent of South Lake Tahoe's population

experiencing homelessness and at risk of homelessness, particularly seniors and veterans who are often able to house themselves for a portion, but not all of the month. TCH has significant experience addressing challenges with sheltering South Shore’s vulnerable communities, beginning with their founding of the South Lake Tahoe Warm Room in December of 2015. The Warm Room is an overnight emergency shelter that operates for 3-4 months during the winter. It is a safe and warm environment for those needing shelter in South Shore. Since the first season, it has been open for over 450 nights and provided over 10,000 shelter bed nights.

Non-profits can apply for Homekey funding but they must partner with an eligible local entity. Because of the short grant timeframe and unique ability to work with the state TRPA agreed to serve as a “bridge” entity for supporting TCH’s initial application. Acceptance of any grant award was made contingent on local jurisdiction support, with the understanding that the agencies would use the ensuing months before acceptance of any successful awards to secure the necessary local agreements to move forward. In late August HCD informed Tahoe Coalition for the Homeless that funds had been reserved for up to four properties contingent upon securing of final agreements. At its September 22, 2020 meeting, the City of South Lake Tahoe approved a Memorandum of Understanding with TCH to set forth a statement of their agreements and relationship with respect to the issue of homelessness within the city limits. The MOU also expresses the City’s support for the Homekey Program by agreeing to review and accept reasonable requests for grant compliance oversight (Attachment B). TRPA’s role in the final agreement will be limited to expressing support for the award of funds, which will go directly to TCH.

The award of this grant to the South Shore community directly supports Regional Plan goals of providing affordable and workforce housing within town centers in close proximity to transit and local services. The award, which will convert up to 108 hotel rooms into permanent housing, is particularly critical at this point in time to protect vulnerable unsheltered seniors and people with underlying health conditions, especially as the cold winter weather sets in. The Tahoe region’s lack of affordable housing has raised local concern for years, and COVID-19 only exacerbates that challenge. Many local families and individuals face job loss and eviction, and many more are already experiencing homelessness as the housing market heats up. With Project Homekey, Tahoe has a rare opportunity to reduce suffering from COVID-19 while creating a positive, lasting impact in the lives of our most vulnerable community members. Ensuring that everyone in the community has access to safe housing and supportive services will also save significant dollars from local budgets and prevent negative impacts to sensitive ecological areas, reduce the threat of wildfire from unauthorized encampments, as well as creating vibrant neighborhoods with strong support services. The hotels which will be purchased through the award are already serving in large part as supportive or workforce housing, and many of the existing residents will likely be able to transition into long-term housing agreements, while the other rooms will open up to house a significant portion of South Shore’s remaining unsheltered population.

Contact Information:

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

Attachments:

- A. Resolution 2020-__
- B. Memorandum of Understanding between the City of South Lake Tahoe and Tahoe Coalition for the Homeless

Attachment A

Resolution 2020-__

AUTHORIZING RESOLUTION

Resolution No.:

**A RESOLUTION OF THE GOVERNING BODY OF TAHOE REGIONAL PLANNING AGENCY
AUTHORIZING JOINT APPLICATION TO THE HOMEKEY PROGRAM**

WHEREAS:

A. The Department of Housing and Community Development (Department) has issued a Notice of Funding Availability (“**NOFA**”), dated July 16, 2020, for the Homekey Program (“**Homekey**” or “**Homekey Program**”). The Department has issued the NOFA for Homekey grant funds pursuant to Health and Safety Code section 50675.1.1 (Assem. Bill No. 83 (2019-2020 Reg. Sess.), § 21.)

B. The TAHOE REGIONAL PLANNING AGENCY (“**Co-Applicant**”) desires to jointly apply for Homekey grant funds with TAHOE COALITION FOR THE HOMELESS (“**Corporation**”). Towards that end, Co-Applicant is joining Corporation in the submittal of an application for Homekey funds (“**Application**”) to the Department for review and consideration.

C. The Department is authorized to administer Homekey pursuant to the Multifamily Housing Program (Chapter 6.7 (commencing with Section 50675) of Part 2 of Division 31 of the Health and Safety Code). Homekey funding allocations are subject to the terms and conditions of the NOFA, the Application, the Department-approved STD 213, Standard Agreement (“**Standard Agreement**”), and all other legal requirements of the Homekey Program.

THEREFORE, IT IS RESOLVED THAT:

1. Co-Applicant is hereby authorized to submit a joint Application to the Department in response to the NOFA, dated July 16, 2020, and to jointly apply for Homekey grant funds in a total amount not to exceed \$ 14,464,000. That amount includes \$11,200,000 for capital expenditures (as allowed under Health and Saf. Code, § 50675.1.1, subd. (a)(1)-(6)) and \$3,264,000 for a capitalized operating subsidy (as allowed under Health and Saf. Code, § 50675.1.1, subd. (a)(7)).
2. If the Application is approved, Co-Applicant is hereby authorized to negotiate, enter into, execute, and deliver an Agreement in a total amount not to exceed \$14,464,000, any and all other documents required or deemed necessary or appropriate to secure the Homekey funds from the Department and to participate in the Homekey Program, and all amendments thereto (collectively, the “**Homekey Documents**”).
3. The TRPA Executive Director, or his or her designee, is authorized to execute the Application and the Homekey Documents on behalf of Co-Applicant for participation in the Homekey Program.

PASSED AND ADOPTED this _____ day of _____, 2020, by the following vote:

AYES: _____ NAYES: _____ ABSTAIN: _____ ABSENT: _____

The undersigned, [NAME, TITLE OF SIGNATORY] of Co-Applicant, does hereby attest and certify that the foregoing is a true and full copy of a resolution of the governing body adopted at a duly convened meeting on the date above-mentioned, and that the resolution has not been altered, amended, or repealed.

SIGNATURE:

DATE:

NAME:

TITLE:

Attachment B

Memorandum of Understanding between the
City of South Lake Tahoe and Tahoe Coalition for the Homeless

MEMORANDUM OF UNDERSTANDING

Between City of South Lake Tahoe and Tahoe Coalition for the Homeless

Regarding Communication, Coordination, and Collaboration

This Memorandum of Understanding (“MOU”) is entered into by and between the City of South Lake Tahoe, a municipal corporation (the “City”) and Tahoe Coalition for the Homeless, a California nonprofit public benefit corporation (collectively “TCH”) under the terms and provisions set forth below. The City and TCH shall collectively be referred to herein as the “Parties” and individually as “Party.”

RECITALS

- A. The City of South Lake Tahoe is the local government entity governing South Lake Tahoe, California, a small city located in the Tahoe Basin Region of El Dorado County.
- B. Tahoe Coalition for the Homeless is a small nonprofit corporation providing services to homeless residents of South Lake Tahoe, whose mission is to end homelessness in the South Shore.
- C. The City of South Lake Tahoe is a community of approximately 22,000, which regularly hosts more than 100,000 visitors as a regional and world-class recreational tourist destination. As such, many of the local employment opportunities are seasonal, part-time, low-wage, and unbenefited. A large part of the City’s housing inventory serves the tourist population therefore making affordable housing scarce for local families.
- D. In the 2019 El Dorado County Homeless Point-In-Time Count & Survey, trained volunteers counted 613 people experiencing homelessness at the end of January. Among those counted, nearly 50% had lived in El Dorado County for their entire lives, and 80% had lived here for more than a year before becoming homeless. Additionally, 27% were currently experiencing partner violence and 38% were experiencing first-time homelessness. There were 28 minor children, of whom 9 were unsheltered, and 86 transition-aged youth (18-24 years old) - all 86 were found unsheltered. At least 77 people identified as part of a family unit and there were 61 seniors aged 62 years or older. In South Lake Tahoe, 110 individuals were counted, and certain subpopulations were disproportionately represented: African Americans were five (5) times more likely to be homeless; Native Americans, 13 times; Disabled, 3 times; and Veterans, 2 times.
- E. Homelessness is a dangerous condition that frequently results in higher rates of morbidity and mortality. South Lake Tahoe’s harsh alpine winters can cause serious injury and illness for unsheltered people, including hypothermia, dehydration, frostbite, and respiratory illnesses. For the past five (5) years, TCH has operated an

emergency warm room to provide life-saving shelter to individuals, and provides motel vouchers to families until housing can be secured. These supports have grown into a comprehensive suite of outreach, prevention, and case management services which ensure that South Lake Tahoe residents experiencing instability do not risk illness, injury, or death as a result of unsheltered homelessness.

F. In addition to negatively impacting South Lake Tahoe residents experiencing homelessness, there are other direct and indirect impacts on the community. Due to lack of preventative health care and safe, stable housing, people experiencing homelessness generate a significant number of calls for services from the South Lake Tahoe Fire and Police Departments, as well as high utilization of emergency medical services administered at the area's only hospital, Barton Health. Unsheltered homelessness also negatively impacts local businesses, the tourist economy, sensitive ecological areas around Lake Tahoe, and the broader South Lake Tahoe community.

G. The Parties share a common interest in identifying solutions to prevent and reduce homelessness for South Lake Tahoe residents, especially those subpopulations considered highly vulnerable such as youth, families, seniors, and people with disabilities or serious health conditions. The ongoing COVID-19 pandemic has made these groups even more vulnerable to negative health effects and are less able to adhere to public health guidance and local mandates.

H. The City and TCH desire to enter into this MOU to describe their agreements and relationship with respect to the issue of homelessness within the city limits of South Lake Tahoe, CA.

AGREEMENT

NOW, THEREFORE, it is hereby acknowledged, City and TCH hereto mutually agree as follows:

1. Both parties will seek to identify opportunities to develop shared strategies to prevent and reduce homelessness experienced by South Lake Tahoe residents.
2. The City will provide TCH with regular data regarding homelessness – police calls, fire and emergency transport, etc.
3. TCH will prepare and submit quarterly reports on homelessness, clients served, local programming offered, and housing availability to the City.
4. TCH will coordinate with City departments, including Development Services, Fire and Police to serve our community.
5. TCH will commit to a “local preference policy” where they will prioritize services and housing opportunities for residents of South Lake Tahoe.
6. Both parties commit to jointly reviewing funding opportunities available to bring financial resources to our community which serve the priorities of the City.
7. TCH will utilize housing inventory in a manner in which it was built and permitted, and will adhere to all applicable City land use, zoning and building codes.
8. The City will review and accept reasonable request for compliance oversight for funding awards, such as but not limited to the Homekey Grant Program, which are related to affordable and supportive housing in partnership with TCH.
9. The City Manager will coordinate with TCH and other agencies (including El Dorado County) involved in the local Continuum of Care (CoC) and Coordinated Entry System to develop regional strategies and to leverage resources.
10. Either Party may terminate this MOU at any time by written notice given to the other Party.

IN WITNESS WHEREOF, the parties hereto have caused this MOU to be executed and therefore become effective as of the last date written below.

City of South Lake Tahoe

Signed Dated

Name Title

Tahoe Coalition for the Homeless

Signed Dated

Name Title

STAFF REPORT

Date: September 23, 2020

To: TRPA Governing Board

From: TRPA Staff

Subject: Resolution of Enforcement Action: Beach Club Development LLC; Direct Discharge to the Waters of Lake Tahoe and Failure to Maintain Temporary BMPs, 300 Eugene Drive, Stateline, NV, Assessor's Parcel Number 1318-22-002-001.

Summary and Staff Recommendation:

Staff recommends that the Governing Board accept the proposed Settlement Agreement (Attachment A) in which Beach Club Development LLC ("Beach Club") agrees to pay a \$20,000 penalty to TRPA, submit and complete a meadow and drainage restoration project, and restore the entire Stream Environment Zone ("SEZ") located on the north side of the access drive shown on the TRPA approved site plan. The land coverage associated with the parking area, accessory structure, and Building 12 currently approved to be built on the north side of the access drive will be removed from the proposed development plan and permanently restored to SEZ. Beach Club has also agreed to a deed restriction prohibiting future development in the SEZ on the north side of the access drive in perpetuity.

Required Motions:

In order to approve the proposed violation resolution, the Board must make the following motion, based on this staff summary:

A motion to approve the Settlement Agreement as shown in Attachment A.

In order for the motion to pass, an affirmative vote of any 8 members of the Board is required.

Violation Description/Background:

This violation resolution involves failure to install and maintain required temporary BMPs resulting in multiple discharges into the waters of Lake Tahoe at the lakefront property located at 300 Eugene Drive, Stateline, NV ("Beach Club Property"). The unauthorized activities occurred throughout the 2019 construction season.

During a routine inspection in April 2019, TRPA staff discovered the installation of an outlet pipe near the entrance of the of the Beach Club Property directly discharging to the waters of Lake Tahoe. Specifically, the outlet pipe was discharging water from both Kahle Drive and part of the construction site to the adjacent stream without any protection measures. Through further investigation of the discharge TRPA staff found that the outlet pipe had been installed by one of the contractors to try to improve the drainage in the area without any approval from TRPA or other agencies. TRPA Staff notified

Beach Club and a new system was approved and put in place which included better measures for capturing sediment before it entered the stream. The failure to install approved BMPs for dewatering resulted in a discharge of sediment and violation of TRPA Code Section 33.3.2.A (Prohibiting direct discharges to the waters of the region and TRPA Code Section 60.4.3.A (Requiring temporary BMPs in accordance with the Handbook of Best Management Practices, and as required in Section 33.5, shall be implemented on construction sites and maintained throughout the construction period until winterization and permanent BMPs are in place).

Later in that same season, while conducting another routine inspection of the Beach Club Property in October 2019, TRPA staff again found a failure to maintain BMPs resulting in a discharge. Specifically, Staff found that during the re-grading of the access road, soil had been pushed up to and under the temporary erosion control causing another direct discharge to the stream. The failure to install or maintain proper BMPs resulting direct discharge again violated TRPA Code Section 33.3.2.A (Prohibiting direct discharges to the waters of the region) and Code Section 60.4.3.A (Requiring temporary BMPs in accordance with the Handbook of Best Management Practices, and as required in Section 33.5, shall be implemented on construction sites and maintained throughout the construction period until winterization and permanent BMPs are in place).

The Settlement Agreement requires Beach Club to pay a penalty of \$20,000 to TRPA, submit and complete a meadow and drainage restoration project, and restore the entire Stream Environment Zone ("SEZ") located on the north side of the access drive shown on the TRPA approved site plan. The land coverage associated with the parking area, accessory structure, and Building 12 currently approved to be built on the north side of the access drive will be removed from the proposed development plan and permanently restored to SEZ. Beach Club has also agreed to a deed restriction prohibiting future development in the SEZ on the north side of the access drive in perpetuity. As of the date of this Staff Summary, all approved temporary BMPs are in place and Beach Club has made additional significant changes regarding contractors and project oversight.

Regional Plan Compliance:

The Tahoe Regional Planning Compact Article VI (k), Compliance, provides for enforcement and substantial penalties for violations of TRPA ordinances or regulations. The proposed resolution complies with all requirements of the TRPA Goals and Policies, Plan Area Statements, and Code of Ordinances.

Contact Information:

For questions regarding this agenda item, please contact Steve Sweet, Code Compliance Program Manager at (775) 589-5250 or ssweet@trpa.org.

Attachment:

- A. Settlement Agreement

Attachment A
Settlement Agreement

CONSENT CALENDAR ITEM NO. 8
LEGAL COMMITTEE ITEM NO. 3

SETTLEMENT AGREEMENT

This Settlement Agreement Is made by and between Beach Club Development LLC (“Beach Club”), and the Tahoe Regional Planning Agency (TRPA). This Settlement Agreement represents the full and complete compromise and settlement of certain violations alleged by TRPA, as described below:

Throughout the 2019 construction season, The Tahoe Regional Planning Agency (TRPA) inspected the Beach Club Project located at 300 Eugene Drive, Stateline, NV, Assessor’s Parcel Number 1318-22-002-002 (“Beach Club Property”) and found that the following violations of the TRPA Code of Ordinances had occurred:

April 2019: Installation of an outlet pipe allowing direct discharge of storm water to the waters of Lake Tahoe.

1. TRPA Code Section 2.3.1: The following activities are not subject to review and approval by TRPA, provided they do not result in the creation of additional land coverage or relocation of land coverage... *Modifying the drainage of the construction site and temporary BMP plan is not an exempt activity and requires approval from TRPA.*
2. TRPA Code Section 30.5: The creation of coverage or any other permanent disturbance within a stream environment zone is prohibited. *TRPA Inspector observed a drainage pipe installed directly to SEZ. Modifications were made to the drainage of upland flows on to Beach Club property and temporary BMP plan causing direct discharge from both the construction site and upland stormwater to the SEZ.*
3. TRPA Code Section 33.3.2.A: Direct discharges to the waters of the region are prohibited. *TRPA Inspector observed a direct discharge from the construction site to a stream bordering the site.*
4. TRPA Code Section 60.4.3.A: Temporary BMPs in accordance with the Handbook of Best Management Practices, and as required in Section 33.5, shall be implemented on construction sites and maintained throughout the construction period until winterization and permanent BMPs are in place. *TRPA approved a temporary BMP plan for permit ERSP2014-0375. The site conditions did not match the approved plan and resulted in a direct discharge from the construction site.*
5. TRPA Permit ERSP2014-0375 Special Condition 4-O: The permittee shall prepare a Storm Water Pollution Prevention Plan (SWPPP), which describes the site, erosion and sediment controls, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures and maintenance responsibilities, and non-stormwater management controls. *Beach*

Club did not follow their SWPPP document and made changes onsite without approval from TRPA.

October 2019: Failure to maintain Temporary BMPS resulting in direct discharge to the waters of Lake Tahoe and discharge of concrete washout to the ground.

1. TRPA Code Section 30.5: The creation of coverage or any other permanent disturbance within a stream environment zone is prohibited. *TRPA Inspector observed soil pushed up against the temporary BMPS and directly into the SEZ.*
2. TRPA Code Section 33.3.2.A: Direct discharges to the waters of the region are prohibited. *TRPA Inspector observed a direct discharge from the construction site to a stream bordering the site. Temporary BMPs were not installed correctly and contributed to the direct discharge.*
3. TRPA Code Section 33.3.4: The disposal of solid or liquid materials, including soil, silt, clay, sand, or other organic or earthen materials must be reviewed and approved by TRPA. *TRPA Inspector observed soil pushed up against the temporary BMPS and directly into the SEZ.*
4. TRPA Code Section 60.4.3.A: Temporary BMPs in accordance with the Handbook of Best Management Practices, and as required in Section 33.5, shall be implemented on construction sites and maintained throughout the construction period until winterization and permanent BMPs are in place. *Temporary BMPs were not properly installed and contributed to a direct discharge. Concrete washouts were not installed per specification and contributed to an overflow of washout in two locations.*
5. TRPA Code Section 63.3.2.A: Artificial modifications to stream channels, or other projects, activities, or uses in stream environment zones that may physically alter the natural characteristics of the stream shall not be permitted unless TRPA finds that such actions avoid significant adverse impacts to the fishery or are otherwise allowed under the Code.
6. TRPA Permit ERSP2014-0375 Special Condition 4-O: The permittee shall prepare a Storm Water Pollution Prevention Plan (SWPPP), which describes the site, erosion and sediment controls, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures and maintenance responsibilities, and non-stormwater management controls. *Beach Club did not follow their SWPPP document and made changes onsite without approval from TRPA.*

This Settlement Agreement is conditioned upon approval by the TRPA Governing Board. Execution of the Agreement prior to Board action shall not be binding on either party in the event that the Board does not authorize settlement on the terms set forth below:

In order to fully resolve the matter, the parties hereby agree as follows:

CONSENT CALENDAR ITEM NO. 8
LEGAL COMMITTEE ITEM NO. 3

1. Beach Club shall pay TRPA \$20,000 within 30 days of Governing Board approval of this Settlement Agreement.
2. Beach Club shall submit a meadow and drainage restoration plan as outlined in the EIS by May 1, 2021. The Plan shall be completed by October 1, 2021. Submittal and completion of the plan is contingent on TRPA approval and Forest Service involvement.
3. Beach Club shall restore the entire SEZ located on the north side of the access drive shown on the TRPA approved Boundary Line Adjustment August 5, 2020 prepared by Welsh Hagan Associates. The land coverage associated with the parking area, accessory structure and Building 12 currently approved to be built on the north side of the access drive shown on the approved plan referenced above shall be removed from the proposed development plan and permanently restored to SEZ. Beach Club shall record a deed restriction prohibiting future development in the SEZ on the north side of the access drive in perpetuity. Beach Club shall submit a plan revision application to TRPA that includes the required modifications described above.
4. If Beach Club fails to timely pay the \$20,000 required by this Settlement Agreement, Beach Club confesses to judgment against them and in favor of TRPA in the amount of \$40,000 (payable immediately). If Beach Club fails to comply with the provisions of either Paragraph 2 or Paragraph 3, above, Beach Club shall confess to Judgment against them in favor of TRPA, including an injunction to enforce the terms of this Settlement Agreement. Beach Club also agrees to pay all reasonable attorney's fees and costs associated with collecting the increased settlement of \$40,000 or injunctive relief. Notwithstanding the foregoing, the confession of judgment shall not be filed unless TRPA has provided Beach Club with written notice of default and notice to cure such default within ten days of the date of written notice. If the default has not been cured by that time, TRPA may file the confession of judgment.
5. Once Beach Club has fully complied with all of the terms herein, TRPA shall release Beach Club of all claims arising out of their failure to follow TRPA procedures during the activities described in this Settlement Agreement.

Beach Club has read this Settlement Agreement and understands all of its terms. Beach Club has executed this Settlement Agreement after opportunity to review the terms with an attorney and acknowledges that the above-described activities constitute a violation of TRPA regulations. Beach Club agrees to comply with all applicable TRPA requirements in the future.

Signed:

Beach Club Development LLC

Date

Joanne S Marchetta, Executive Director
Tahoe Regional Planning Agency

Date

STAFF REPORT

Date: September 23, 2020

To: TRPA Governing Board

From: TRPA Staff

Subject: Informational Update on *Building Resiliency*: Climate Change and Sustainability Strategic Initiative

Summary:

The TRPA Governing Board adopted the TRPA Operations Work Plan for fiscal year 2020-21 earlier this year. This work plan identified five strategic initiatives. Staff will provide an informational only update on the *Building Resiliency*: Climate Change and Sustainability Strategic Initiative status, next steps, and key milestones.

Project Description/Background:

TRPA and its partners in the Lake Tahoe Region have long been recognized as leaders in sustainability. A significant new environmental threat, one that many believe will affect sustainability of the entire planet, has emerged: climate change. The Lake Tahoe Basin is already experiencing the direct impacts of climate change. These include rapid change to the ecological composition of our natural environment, more severe and frequent hazard events, retreating snowpack, and socio-economic shifts (such as fluctuation of trends in visitation). Climate change directly impacts the ability of TRPA and regional partners to achieve and maintain thresholds and will cause major disruptions to the region's economic, social, and ecological systems.

Through a collaborative approach and in close collaboration with the states, Basin partners will collectively look at climate vulnerabilities, current regional and local plans, ongoing climate actions, identify gaps, and identify priority actions for the partnership to collaboratively plan and implement.

Implementation of this strategic initiative will synthesize ongoing state and local climate actions into a coherent prioritized strategy for Tahoe. Much of the framework is in place already and align with the priorities adopted by this board. Collaborative governance will help to identify what actions are being taken and where there is a need for TRPA to play a leading role. From these gaps an updated bi-state climate strategy that includes highest priority actions already underway and action strategies. This will be a comprehensive update to the existing Sustainability Action Plan. The strategy will support three approaches to climate action; development, infrastructure, and resource management.

Contact Information:

For questions regarding this agenda item, please contact Devin Middlebrook, sustainability program manager, at (775) 589-5230 or dmiddlebrook@gmail.com.

STAFF REPORT

Date: September 23, 2020
To: Governing Board
From: TRPA Staff
Subject: Final State Route 89 Recreation Corridor Management Plan

Summary and Staff Recommendation:

Staff will provide an overview on the Final State Route 89 Recreation Corridor Management Plan that is currently available for public review. Staff seeks Advisory Planning Commission input on the proposed travel *framework*, corridor projects, management strategies, and implementation steps.

Required Motions:

In order to approve the Final State Route 89 Recreation Corridor Management Plan, the Board must make the following motion(s), based on the staff report:

- 1) A motion to pass a resolution to approve the State Route 89 Recreation Corridor Management Plan.

In order for motion(s) to pass, an affirmative vote of any eight Board members 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 Sherriff'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 including review of consultant analysis; brainstorms projects and program solutions to identify needs; undertakes agreements for implementation, operations, and maintenance; poses issues for higher-level issue assistance; reviews final planning documents.

Travel Options Analysis:

To create project and plan recommendations, the Project Team has developed a travel options analysis. This analysis looked at four alternatives for the project as well as target mode share splits for each. 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 were used to develop a preferred framework for the corridor. The framework includes potential projects, management strategies, and policy changes needed to achieve corridor goals. The preferred framework, at full buildout, would see a potential reduction of 37,000 cars in the corridor every month during the summer. This would be accomplished by increasing transit availability, expanding bike paths, and implementing parking management strategies such as reservations and congestion pricing.

Draft Corridor Plan Outreach:

Upon release of the Draft Corridor Plan, extensive outreach continued including two webinars, board presentations, HOA meetings, and one-on-one calls. Overall, extensive input was received from partner agencies, stakeholders, corridor homeowners, and the public. Comments received ranged by topic but in general focused on; transit, the Tahoe Trail, project phasing, visitor management, funding, partnerships, and recreation access. The majority of comments received were incorporated into the final plan recommendations.

Final State Route 89 Recreation Corridor Management Plan:

The final plan being considered for acceptance is the result of over two years of detailed and collaborative planning. The plan recognizes the need for action in the corridor and identifies three phases of projects. Quick wins within the Pope-Baldwin segment, Tahoe Trail Feasibility Study, and additional planning will ensure momentum continues and successful plan implementation.

The SR 89 Recreation Corridor crosses through state and federal lands and has multiple organization operating within it which makes management challenging. No single agency can address the many issues that are a by-product of shoulder parking. As experienced with the SR 28 Corridor, a corridor champion and a management structure is needed to bring parties together to resolve shared issues. The plan recommends a staff level Corridor Management Team work together to continue the partnership established during the plan development. An agreement, MOU, or other legal document, modeled from the SR 28 CMP agreement, should be developed amongst the agencies to establish the team's structure.

The Management Team would set up Technical Advisory Committees to address various needs throughout the year. It is not the intent to have this Corridor Management Team direct individual

agency goals or their budgets but to establish a partnership that collaboratively works toward addressing their shared issues. In the future, partnering agencies may find efficiencies that could be gained by sharing resources.

Partnering agencies should annually confirm priority projects and which grants will be sought for those projects. This collaborative process and support by partnering agencies is often part of the ranking criteria of grants and creates a higher potential for grant success. Noting the corridor's large partnership that crosses several jurisdictional boundaries and having a management structure in place helps improve grant success.

Connection to the Regional Transportation Plan:

The projects and strategies identified in the Corridor Plan will be incorporated into the ongoing Regional Transportation Plan update, setting the state for implementation of transportation and recreation projects in the corridor.

Contact Information:

For questions regarding this agenda item, please contact Devin Middlebrook, Sustainability Program Coordinator at (775) 589-5230 or dmiddlebrook@trpa.org.

Attachments:

- A. Resolution to approve the State Route 89 Recreation Corridor Management Plan
- B. Final State Route 89 Recreation Corridor Management Plan
- C. SR-89 Final Plan Appendices

Attachment A

Resolution

TAHOE REGIONAL PLANNING AGENCY
TRPA RESOLUTION NO. 2020 –

RESOLUTION TO APPROVE THE STATE ROUTE 89 RECREATION CORRIDOR MANAGEMENT PLAN

WHEREAS, the west shore of Lake Tahoe is home to famed destination such as Emerald Bay and offers year round recreational opportunities attracting millions of visitors each year; and

WHEREAS, beginning in 2018, the TRPA and partners have worked to develop the State Route 89 Recreation Corridor Management Plan to implement transportation and recreation projects in the corridor; and

WHEREAS, the Corridor Planning Framework was developed through the Bi-State Transportation Consultation and corridor plans are a non-statutory document that is not required by the Bi-State Compact; and

WHEREAS, the recommendations from the SR-89 Corridor Plan are consistent with regional goals and policies; and

WHEREAS, recommendations from the SR-89 Corridor Plan will be incorporated into the Regional Transportation Plan and Federal Transportation Improvement Program (FTIP); and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency approve of the State Route 89 Recreation Corridor Management Plan and direct its incorporation into the Regional Transportation Plan and Federal Transportation Improvement Program (FTIP).

PASSED and ADOPTED by the Governing Board of the Tahoe Regional Planning Agency this 30 day of September, 2020, by the following vote:

Ayes:
Nays:
Absent:

William Yeates, Chair
Tahoe Regional Planning Agency
Governing Board

AGENDA ITEM NO. VI.B.

Attachment B

State Route 89 Corridor Management Plan



TAHOE
REGIONAL
PLANNING
AGENCY

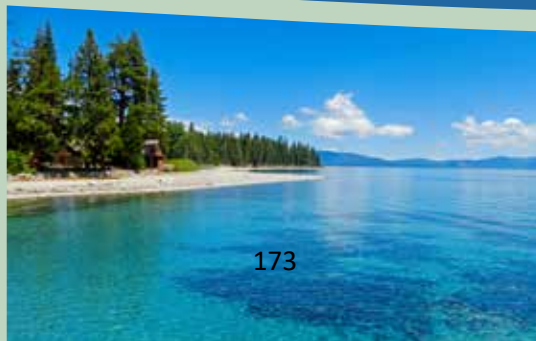


Tahoe Transportation
DISTRICT



SR-89 Corridor Management Plan

September 2020



173



AGENDA ITEM NO. VI.B.

Prepared By:
Design Workshop, Inc.
Karen Mullen-Ehly, Inc.
Fehr & Peers
LSC Transportation Consultants
ORCA Consulting



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EXECUTIVE SUMMARY

PRESERVING AN ICON BY INCREASING TRAVEL CHOICES

State Route (SR) 89, a two-lane mountain roadway, is the only access route to many of Lake Tahoe's popular recreation areas and serves an average of 1.8 million visitors annually (per the Linking Tahoe Corridor Connection Plan). The highway traverses 17.5 miles of Lake Tahoe's spectacular southern and western shoreline. Among its many natural, cultural, and recreational resources, it is home to Emerald Bay, one of California's 36 National Natural Landmark sites. Renowned for its spectacular beauty, Emerald Bay is one of Lake Tahoe's most popular and photographed locations. The vantage point from viewpoints such as Inspiration Point and Vikingsholm offer views of the bay and the expansive lake beyond.

The variety of natural and cultural resources abound in the corridor, making it the jewel of Lake Tahoe. A special place to be and an important place to protect so it is not loved to death.

CORRIDOR DISTINCTION

In addition to the iconic destination of Emerald Bay, the variety of corridor recreation options makes this corridor distinct. These natural resources and related public access brings a mix of short visit stops, longer day use activities, and overnight backcountry stays. Following are just a few notable items:

- Emerald Bay is one of California's 36 National Natural Landmark sites
- The longest stretch of easily accessible, large sandy public beaches, such as Pope Beach and Baldwin Beach
- The most public campground spaces in the Tahoe basin
- Portals into the backcountry and Desolation Wilderness, the most visited wilderness in the nation
- Significant winter and off-season visitation
- Mix of public lands and private concessionaires
- Washoe traditional and cultural sites

Plan Need

The corridor is one of the most visited and most popular within the Tahoe Region. Visitor demand during peak season (Memorial Day through Labor Day) exceeds infrastructure and staffing/operational capacity at recreation destinations. During the winter, parking areas are closed forcing visitors to park along the roadside to access backcountry skiing and to site-see. Avalanche risks prompt road closures through Emerald Bay, restricting access for emergencies, evacuation, recreation, and commutes. The lack of infrastructure, operational and enforcement strategies, and resources to address the high visitation levels results in negative impacts to visitor travel experience, environment, cultural resources, lake clarity, safety, congestion and quality of life.

The Linking Tahoe: Corridor Connection Plan (LTCCP) states that the "single biggest transportation issue associated with the SR 89 Recreation Corridor is addressing the congestion and parking issues through Camp Richardson and Emerald Bay."



average of 1,800,000 annual visitors

up to a 30 minute delay

KEY TAKEAWAYS FROM RESEARCH AND 2018 DATA COLLECTION

Key takeaways related to the SR 89 corridor from the Linking Tahoe: Corridor Connection Plan and 2018 data collection include the following:

- With 1.6 million annual vehicle trips or 4.9 million person trips made to the Inspiration Point/Emerald Bay area in 2014, it is the most popular attraction in the corridor and possibly the Lake Tahoe Basin.
- Congestion and parking issues through Camp Richardson and Emerald Bay are the biggest transportation issues. Over 500 vehicles parked along the highway near Emerald Bay on a peak summer day. Motorists searching for parking and queues to enter recreation areas are primary drivers of congestion during the summer.
- The highway runs through the middle of two major recreation areas at Camp Richardson and Emerald Bay with high volumes of vehicles, bicycles, and pedestrians creating congestion and safety issues.
- Narrow roadways and minimal shoulders are not conducive for bike and pedestrian use.
- There are no bike and pedestrian facilities north of Camp Richardson and LTBMU beaches.
- There is limited parking at Emerald Bay/Eagle Falls, scenic overlooks, and other trailhead locations.
- The last year transit serviced the corridor was in 2018 and cars often illegally parked in bus stops.
- The corridor hosts a diverse array of recreation activities. Length of stay ranges from a quick photo-opp to a weeks-long overnight backcountry trip. There is significant need for recreation access throughout the year, particularly for winter backcountry access.
- Daily summer traffic volumes are highest at the south end of the corridor with 26,000 vehicles per day near the U.S. Highway 50/South Tahoe “Y” intersection and lowest at the north end of the corridor with 5,900 vehicles per day at Tahoma in 2016.
- Traffic congestion in 2018 caused an estimated average of 12 minutes of delay and a maximum delay of 30 minutes.
- There was an average of 29 reported crashes per year between 2013-2017, 11 resulted in injuries.

Plan Purpose

The State Route Highway 89 (SR 89) Recreation Corridor Management Plan (CMP) sets forth a vision and coordinated set of goals for land managers to work toward. The document sets the stage for why change is needed, summarizes recommended strategies to collaboratively manage the corridor, and includes a series of phased projects to achieve the vision of shifting the way people arrive to their recreation destinations from being auto-dominated to more transit and multi-modal focused.

The SR 89 Recreation Corridor Management Plan is an umbrella document for other plans and projects within the corridor. It creates a central vision and is a mechanism through which land managers can work together to achieve common goals.

Goals

Following is a summary of the six goals established for the corridor. These goals were also used to evaluate alternatives and concepts.

Provide a Quality Travel Experience for All.

Create a variety of easy, flexible, and enjoyable ways for visitors and residents to plan for, arrive to, experience, and depart the corridor and recreation sites. Recognize that visitors refers to anyone (both local and non-local) recreating in the corridor.

Improve the Environment. Enhance the multi-modal transportation system and implement roadway improvements to manage congestion, reduce VMT and greenhouse gas (GHG) emissions, improve the clarity of Lake Tahoe, protect cultural resources, and enhance wildlife connectivity.

Advance Safety. Enhance facilities and utilize management strategies that reduce the potential for traffic incidents and enhance emergency access and evacuation routes.

Create Comfortable, Connected, and Convenient Transit and Trail Systems. Expand and manage the multi-modal transportation system to effectively improve access for all users to manage congestion, encourage walking and biking, and provide transit options.

Fund the Vision. Secure sustainable funding to build, operate, maintain, and renew a multi-modal transportation system that transforms the vision from concept to reality.

Set the Stage for Implementation, Maintenance, and Operations. Develop and identify the foundational roles and responsibilities, policies, and agreements needed to execute strategies and adaptively manage the corridor today and into the future.









Toolkit Recommendations to Address Issues

Resource, recreation, and operational issues face the corridor. The issues are interrelated and the strategies available to address them are also connected. The CMP recommends an integrated approach for projects and operational strategies. Tools are used in coordination with one another to maximize their benefit or effectiveness. Results should be monitored and strategies adjusted to achieve a more managed and car-free experience where the impacts of visitor use are reduced.



Interconnected set of management tools are used in tandem to achieve a consistent set of recommendations throughout the recreation corridor.

Corridor Recommendations

-  **Completion of the Tahoe Trail**
-  **Transit &** reservation system during the summer months and peak weekends
-  **Roadside parking** restricted/ relocated with increased enforcement and fine
-  **Recreation zone speed limit** developed for peak season
-  **Point source** congestion management at Pope Beach Road and Jameson Beach Road
-  **Winter and off-season access** improvements/year-round recreation access for backcountry and site-seeing needs
-  **Technology infrastructure**
-  **Increased operational resources and coordinated management approach**

Connecting Strategies with Issues

Shared challenges related to recreation access were organized into a set of 28 key issues (listed to the right). Recommended strategies to address the challenges were identified and a summary of action steps, metrics, potential project leads and partners, and a list of how the strategies relate to other recommendations was provided. The correlated list of issues and strategies is also found as a table in the appendix.



The Pope/Baldwin Bike Path is highly used for both recreation access and as recreation in and of itself.

List of Key Issues Addressed in the Plan

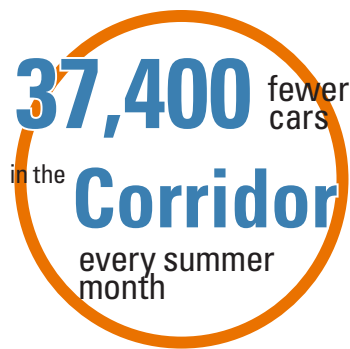
- Item 1 | Gap in Tahoe Trail
- Item 2 | Pedestrians in Highway
- Item 3 | Lack of Consistent Transit Service
- Item 4 | Bus Stops & Turnarounds Needed in Emerald Bay
- Item 5 | Motorists Congest Roads when Searching for Parking
- Item 6 | Visitation Surge Occurs at Peak Times
- Item 7 | Overnight Users Need Access
- Item 8 | Parking Lots Closed in Winter
- Item 9 | Emerald Bay Road Design Restricts Transit
- Item 10 | Lack of Year-Round Access Through Emerald Bay
- Item 11 | Limited Areas for Emergency Response
- Item 12 | High Traffic Speeds Near High Volumes of Pedestrians
- Item 13 | Limited Operations Budgets
- Item 14 | Lack of Piers and Operations to Support Water Taxi Service
- Item 15 | Lack of Technology Infrastructure
- Item 16 | Traffic Congestion at Pope Beach Road and at Eagle's Nest Campground
- Item 17 | Traffic Congestion at Jameson Beach Road
- Item 18 | Visitation is not Dispersed
- Item 19 | Pope to Baldwin Bike Path Bike Path has High Use Volumes
- Item 20 | Lack of Recreation Gateway, Visitor Info, & Consistent Wayfinding
- Item 21 | Events Can Impact Congestion
- Item 22 | Roadway is a Barrier for Wildlife Movement
- Item 23 | Overhead Powerlines Create a Fire Risk
- Item 24 | Roadside Parking Degrades Effectiveness of Stormwater Features
- Item 25 | Vikingsholm Parking Needs Repairs
- Item 26 | Implementation is Tough and Needs Partnerships and Executive Buy-in
- Item 27 | Lack of Public/Private Partnerships
- Item 28 | Climate Change

TRAVEL FRAMEWORK ANALYSIS AND RECOMMENDATION

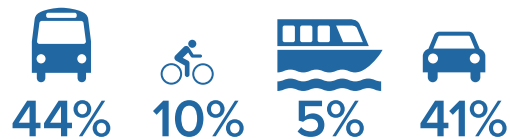
To develop a recommended transit framework a travel analysis was completed that factored in visitation patterns, operational feasibility, and other considerations. The outcomes revealed the need to use not only shuttle and bicycle operations and facilities, but also services, such as water taxis and a parking and transit reservation system, to disperse visitation throughout the day. To be fiscally achievable, revenue from the corridor parking management system needs to be allowed to be reinvested into operations and maintenance of the corridor and its transportation system.

Overall, the new system significantly reduces the number of cars driving within the corridor every month. Significant elements of the framework include the following:

- Completing the Tahoe Trail
- Establishing a predictable and sustainable funding source to pay for the parking management system and subsidize the transit, parking, and trails operations and maintenance
- Using a reservation system along with congestion pricing for transit and parking areas to disperse arrival and departure times throughout the day
- Creating an exciting marketing and branding program to encourage transit use and conducting follow-up surveys to adjust the program as needed
- Intercepting visitors at both the southern and northern ends of the corridor to allow for short shuttle runs to make more roundtrips with fewer buses while connecting the transit system to the mainline transit services operating in the South Shore and North Shore to encourage park-once strategies that allow visitors to reach Emerald Bay without ever using a car
- Restricting/relocating roadside parking, increasing enforcement, and significantly increasing fines
- Allowing thru traffic
- Addressing congestion issues in the Pope to Baldwin Segment
- Adaptively managing the corridor over time
- Conducting a regional recreation visitation study
- Coordinating projects to maximize funding options and benefits
- Establishing a Corridor Management Team and an Executive Team to cooperatively implement the plan



How People Arrive to the Corridor in the Summer¹



✓ Tahoe Trail Completed

✓ Thru Traffic Allowed

Ⓟ Roadside Parking Relocated

Transit Service

Bus Routes

- Y to Emerald Bay every 15 minutes
- Sugar Pine Point State Park to Emerald Bay every 15 minutes
- Coordinate transit routes to connect with main line transit systems from South Lake Tahoe and from North Lake Tahoe

Water Taxi Routes

- South Shore: 2 boats running hourly from 10:30-6:30 (from Camp Richardson to Emerald Bay)
- North Shore: 1 boat running every 2 hours from 10:30-6:30 (from Homewood or Sugar Pine Point State Park to Emerald Bay)

MANAGING VISITATION

The CMP establishes a travel framework based on the 2018 visitation. The system could accommodate a modest future increase of 5 percent. Increased recreation demand needs to be addressed at a regional level. Transit, trails, and parking management programs provide tools to shift use patterns to reduce impacts and to monitor and control demands as appropriate. The system can also scale up or down to meet desired management levels.

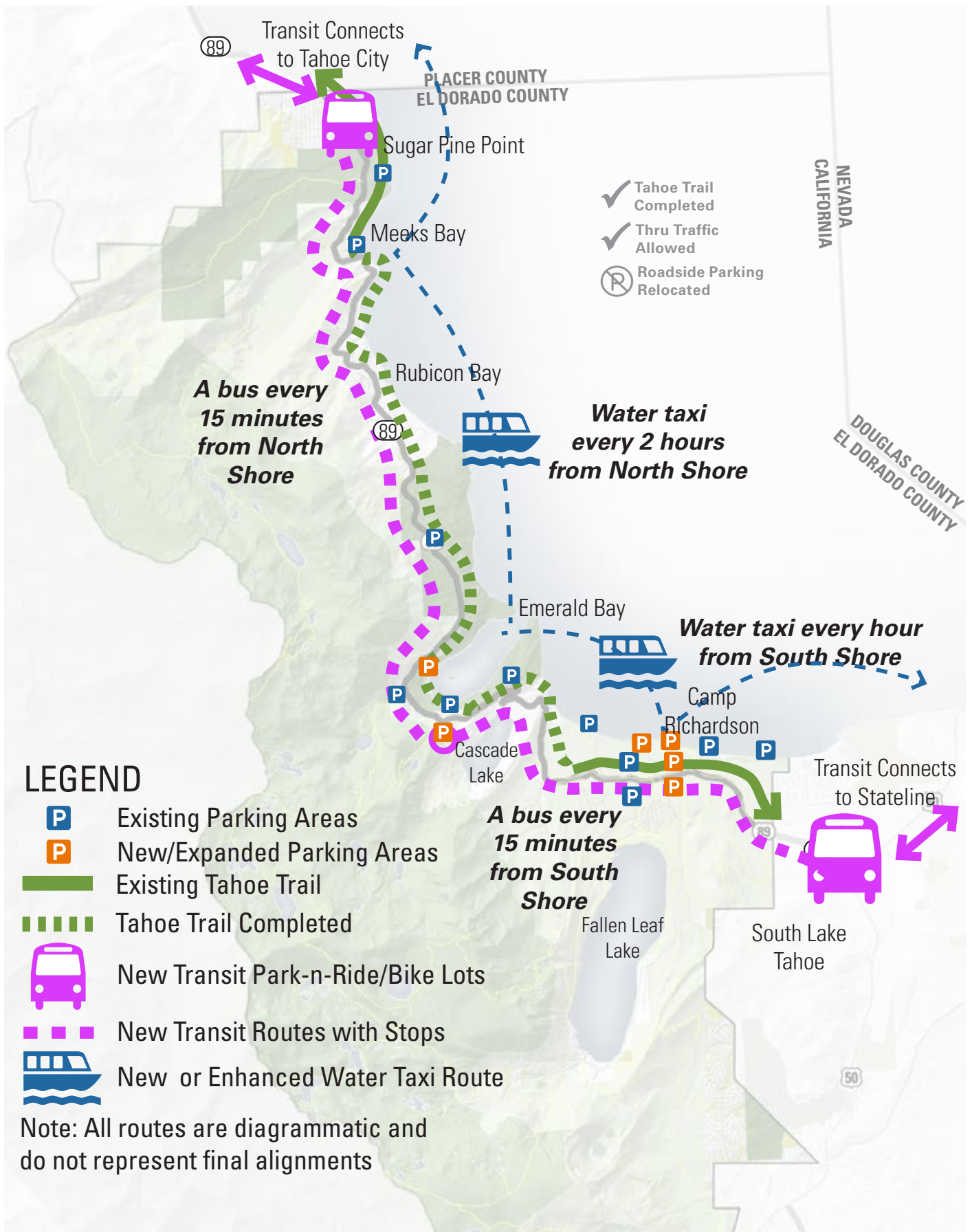


Figure 1: Recommended Travel Framework

Phasing and Implementation

The travel framework is recommended to be implemented in three phases. Infrastructure and operational projects are required to support each phase. Phasing considers those projects that represent quick wins, efforts that are already funded or have environmental documentation completed, and strategies that must be set in place as a foundation for other projects to build from. As project funding becomes available, some projects may move up in phasing.

Implementation of CMP recommendations requires continued collaboration to address challenges, seek solutions, and have project champions to usher projects forward. A Corridor Management Team will work together to provide a coordinated approach to maintenance and operations.

The SR 89 Recreation Corridor crosses state and federal lands and has multiple organization operating within it, making management challenging. No single agency can address the many issues that are a by-product of roadside parking. As experienced with the SR 28 corridor, a corridor champion, executive team, and a management structure is needed to bring parties together to resolve shared issues.

Phase I Key Projects

- Conduct the Tahoe Trail feasibility study
- Develop a funding/financing plan with phase improvements
- Improve the Vikingsholm and Eagle Falls parking lots, develop transit stops, and link facilities with the Tahoe Trail from the vista lookout past the Vikingsholm parking lot
- Address congestion at Pope Beach Road and Jameson Beach Road
- Construct shared use paths along Jameson Beach Road, Baldwin Beach Road, and Pope Beach Road
- Develop a marketing and branding program for the travel framework
- Develop a reservation system for transit and parking management
- Develop turnarounds for emergency and transit vehicles
- Conceptual route for a north/south multi-use trail connector
- Evaluate site capacities within the corridor and adjust recommendations accordingly

Phase II Key Projects

- Construct the Tahoe Trail from Spring Creek Road to Emerald Bay and from Meeks Bay to Emerald Bay
- Develop a funding/financing plan with phase improvements
- Improve and construct piers and increase operation budgets for enhanced water taxi access
- Develop park-n-ride/bike lots in the Y area and at Sugar Pine Point State Park and convert Bayview Campground to a transit/parking node that also addresses off-season/winter access
- Address congestion in the Pope to Baldwin Segment through use relocations
- Implement LTBMU parking and circulation projects in Pope to Baldwin Segment
- Increase capacity for cyclist access to Camp Richardson
- Install technology infrastructure
- Develop a South Shore transit maintenance facility

Phase III Key Projects

- Construct the Tahoe Trail around Emerald Bay and maintain the trail
- Develop a funding/financing plan
- Evaluate need for a small parking area (15 spaces) by north Emerald Bay gates for off-season/winter access
- Conduct a regional visitation strategy to accommodate displaced visitation
- Adaptively manage the corridor and fine tune the travel framework, operations, and marketing program
- Consider bike lanes or widened shoulders throughout corridor
- Install technology infrastructure

Visitor Experience Cycle Implications

The Visitor Experience Cycle (VEC) defines five phases that are cyclical in nature: Anticipation, Arrival, Experience, Departure, and Savor. The VEC serves as a valuable model for gauging the impact of the CMP across the full spectrum of the visitor journey, for the purposes of ensuring overall balance and in identifying gaps. The CMP summarizes the impact each phase of improvements will have on visitor experience and makes recommendations for continued usage studies, on-site and post-visit surveys, and social media feedback analysis to gauge the impact of each individual initiative to build use of the transit system and to refine efforts.

A Note on COVID-19

In March of 2020, as development of the CMP was finishing, COVID-19 was declared a pandemic by the World Health Organization. Priorities of agencies and organizations appropriately shifted to address the immediate and critical needs associated with the pandemic. Regions such as Lake Tahoe, where the economy is driven by tourism, have incurred substantial economic hits and are projecting significant budget shortfalls. Because of these unprecedented times, the CMP recognizes that it is a long term plan and implementation of recommended projects and planning efforts may be delayed as jurisdictions, agencies, and organizations recover and as funding dollars may be prioritized on health and safety efforts prior to being earmarked for the corridor.

In addition to highlighting budget constraints, COVID-19 has also shown the urgency and need for the recommendations outlined in the CMP. Recreation areas, such as National Parks, that can control access through reservations and permits have been able to create opportunities for access to the outdoors while also maintaining physical distancing guidelines. The transportation framework presented in the CMP includes many similar tools needed to manage recreation and visitation levels.



The corridor is highly used for recreation access in both the winter and summer.

Commitment to Continued Partnerships, Funding, and Addressing Barriers

Implementation of CMP will take persistence, rigor, and a commitment to the partnership approach. Many of the challenges must be addressed at executive levels and staff level discussions must be consistent and focused on collaborative problem-solving. Upon completion of this plan, an agreement must be established to maintain the commitment to implementation. Executive Level meetings must continue with participation by lead agencies, high-level issues must be risen to the level of the Bi-State Working Group on Transportation, and a Corridor Management Team must be developed at the agency staff level.

As shown in the below figure, the focus of the Executive Team is to work through procedural, legislative, enforcement, capacity, funding, environmental review, and other high priority issues. The Corridor Management Team

supports the Executive Team and works together to create attractive grant funding applications, leverage resources, and create an operating plan that works corridorwide. Managing change for SR 89 requires partnering agencies to continue engaging the community and working together to implement projects, resolve issues as they arise, and further develop funding sources. The CMP promotes long term agency collaboration through a SR 89 Recreation Corridor Management Team made up of partnering agency representatives.

At times the Management Team should set up Technical Advisory Committees to address various needs throughout the year. It is not the intent to have this Corridor Management Team direct individual agency goals or their budgets but to establish a partnership that collaboratively works toward addressing their shared issues including budgetary constraints. In the future, partnering agencies may find efficiencies that could be gained by sharing resources.

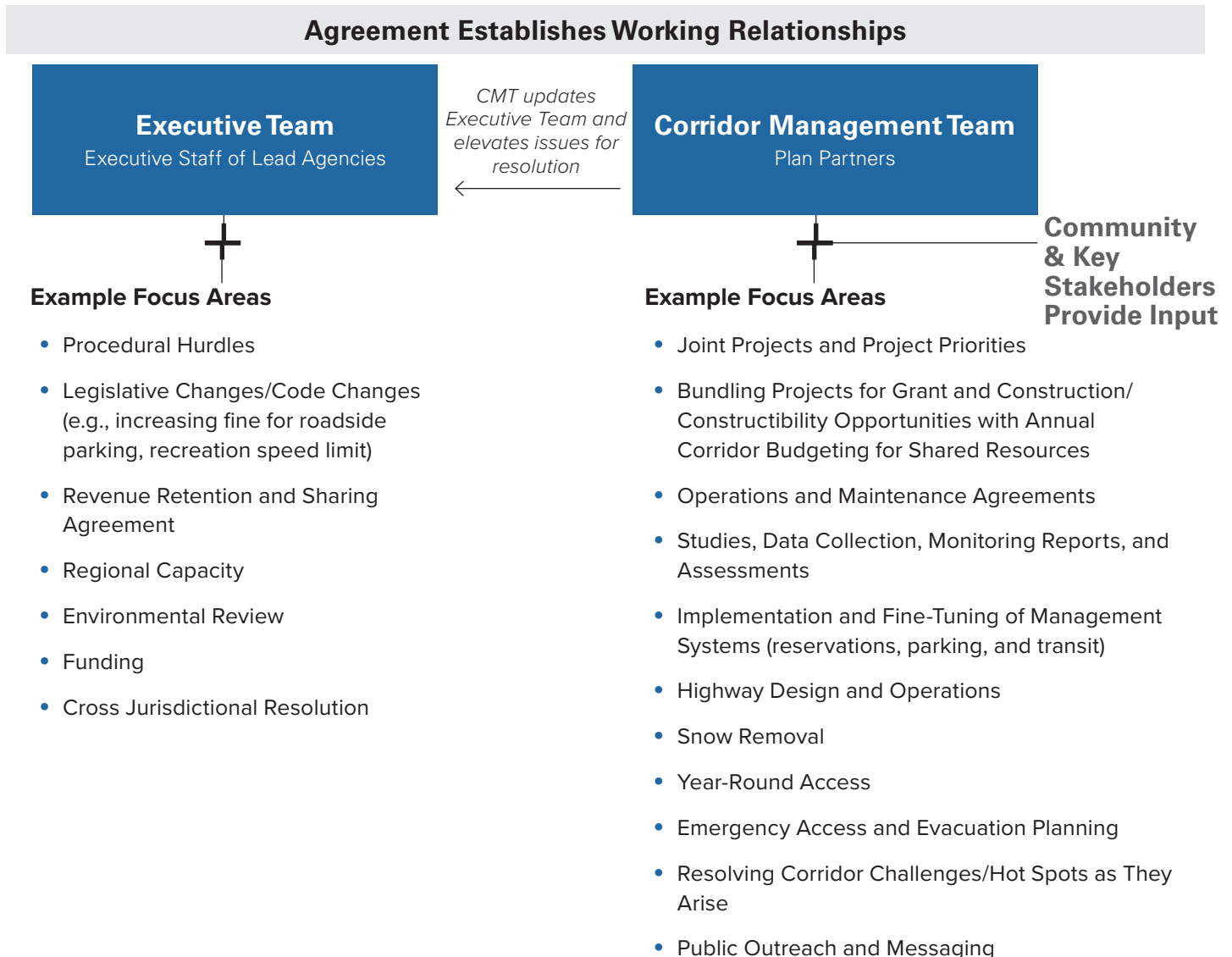


Figure 2: Focus Areas of Executive Level and Staff Level Teams to Implement Recommendations and Address Barriers



CHAPTER 1 INTRODUCTION

INTRODUCTION

The State Route Highway 89 (SR 89) Recreation Corridor Management Plan (CMP), led by the Tahoe Regional Planning Agency (TRPA), Tahoe Transportation District (TTD), and the USDA Forest Service Lake Tahoe Basin Management Unit (LTBMU), brought together 17 agencies and organizations to develop transportation and visitation management strategies that address the shared challenges related to the corridor's extensive transportation and recreation demands. The CMP sets forth a vision and coordinated set of goals for partners to work toward. The document sets the stage for why change is needed, summarizes recommended strategies to collaboratively manage the corridor, and includes a series of phased projects to achieve the vision for shifting the way people arrive to their recreation destinations from being car-focused to more transit and multi-modal access.

Corridor Planning and the Regional Transportation Plan

Corridor planning is an organizing framework to support regional transportation policy, align partners, and accelerate project implementation. The approach requires multi-agency collaboration, commitments, and resources to address shared issues across jurisdictional boundaries. The Tahoe basin is divided into six corridors based on their unique mix of transportation, recreation, and daily life. Corridor plans serve as overarching planning documents that guide the overall vision and strategies for each corridor.

The corridor planning framework is the bridge for implementation and long term operation of projects that implement the Lake Tahoe Regional Transportation Plan. Corridor planning aligns projects to maximize funding and considers opportunities and challenges from multiple stakeholder views. Projects and management strategies developed as part of this corridor plan are integrated into the 2020 Regional Transportation Plan. As projects move toward implementation, project champions are needed to drive progress while working with partners and the public to consider long term operations and maintenance of the entire corridor.

The SR 89 Recreation Corridor Management Plan is an umbrella document for other plans and projects within the corridor. It creates a central vision and is a mechanism through which land managers can work together to achieve common goals.

IMAGINING THE FUTURE

The Tahoe Trail beautifully winds its way along the west shore of Lake Tahoe. It welcomes users to explore the SR 89 corridor by bike and by foot. As the trail brings people to Emerald Bay, the Jewel of Lake Tahoe, pull-offs and vistas invite you to take a moment to enjoy the expansive beauty of the bay and the lake. Convenient, frequent and reliable transit serving the corridor's recreation destinations allows residents and visitors alike to easily visit and recreate without needing a car. Staffing and operation levels are balanced with the need to manage visitation and protect the special natural and cultural resources that make the SR 89 corridor an extraordinary place to be. This future is made possible through funding and continued partnerships and collaborations. As a team, all agencies work together to address challenges and seek solutions.

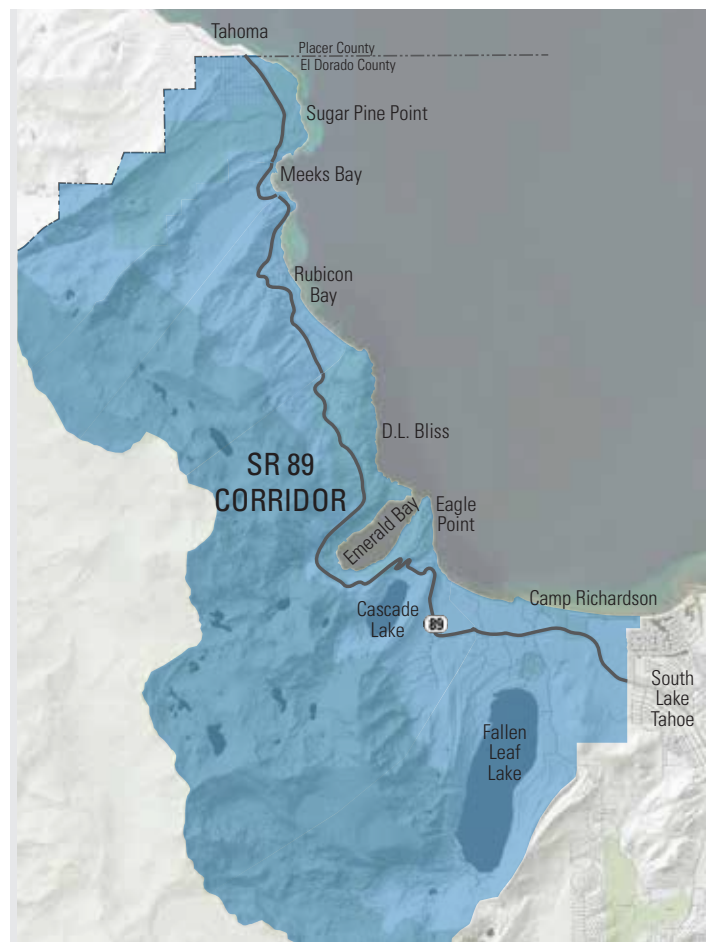


Figure 3: SR 89 Recreation Corridor

Relationship to Linking Tahoe: Corridor Connection Plan

The Tahoe Transportation District (TTD) developed the 2017 Linking Tahoe: Corridor Connection Plan (LTCCP or Corridor Connection Plan), which provided recommendations for all internal and external corridors for the Lake Tahoe Region. The SR 89 CMP uses the LTCCP as a baseline for data and high-level management strategies. The LTCCP describes the vision for the different corridors in Lake Tahoe. The SR 89 CMP describes more specific action items to achieve the vision.

Corridor Location

State Route Highway 89 (SR 89) is a two-lane mountain roadway running from Meyers, California north along the West Shore of Lake Tahoe to North Lake Tahoe and beyond. It is the only access route to many of Lake Tahoe's popular recreation areas and serves an average of 1.8 million visitors annually (per the Linking Tahoe Corridor Connection Plan). The SR 89 corridor includes 17.5 miles of highway and adjacent recreation uses from West Way in El Dorado County north to the El Dorado/Placer County line at Sugar Pine Point State Park.



Views across Emerald Bay to Lake Tahoe are the highlight of many visitors and a significant source of recreation opportunities for residents and visitors.

KEY TAKEAWAYS FROM RESEARCH AND 2018 DATA COLLECTION (SEE APPENDIX)

Key takeaways related to the SR 89 corridor from the Corridor Connection Plan and 2018 data collection include the following:

- With 1.6 million annual vehicle trips or 4.9 million person trips made to the Inspiration Point/Emerald Bay area in 2014, it is the most popular attraction in the corridor and possibly the Lake Tahoe Basin.
- Congestion and parking issues through Camp Richardson and Emerald Bay are the biggest transportation issues. Over 500 vehicles parked along the highway near Emerald Bay on a peak summer day. Motorists searching for parking and queues to enter recreation areas are primary drivers of congestion during the summer.
- The highway runs through the middle of two major recreation areas at Camp Richardson and Emerald Bay with high volumes of vehicles, bicycles, and pedestrians creating congestion and safety issues.
- Narrow roadways and minimal shoulders are not conducive for bike and pedestrian use.
- There are no bike and pedestrian facilities north of Camp Richardson and LTBMU beaches.
- There is limited parking at Emerald Bay/Eagle Falls, scenic overlooks, and other trailhead locations.
- The last year transit serviced the corridor was in 2018 and cars often illegally parked in bus stops.
- The corridor hosts a diverse array of recreation activities. Length of stay ranges from a quick photo-opp to a weeks-long overnight backcountry trip. There is significant need for recreation access throughout the year, particularly for winter backcountry access.
- Daily summer traffic volumes are highest at the south end of the corridor with 26,000 vehicles per day near the U.S. Highway 50/South Tahoe “Y” intersection and lowest at the north end of the corridor with 5,900 vehicles per day at Tahoma in 2016.
- Traffic congestion in 2018 caused an estimated average of 12 minutes of delay and a maximum delay of 30 minutes.
- There was an average of 29 reported crashes per year between 2013-2017, 11 resulted in injuries.

THE CHALLENGE

The LTCCP states that the “single biggest transportation issue associated with the SR 89 Recreation Corridor is addressing the congestion and parking issues through Camp Richardson and Emerald Bay.”

Visitor demand during peak season (Memorial Day through Labor Day) exceeds infrastructure and staffing/operational capacity for significant recreation destinations. The lack of infrastructure, operational, and enforcement strategies and resources to address the high visitation levels results in negative impacts to visitor travel experience, environment, cultural resources, lake clarity, safety, congestion, and quality of life.

The corridor is one of the most visited and most popular within the Tahoe Region. The Corridor Connection Plan reported that the corridor saw an average of 1.8 million annual visitors during 2014. RRC Associates’ Summer 2014 Visitor Research Summary for the North Lake Tahoe Resort Association showed 47 percent of respondents indicated spending time in Emerald Bay during their trip. And analysis of the 2018 data collection estimated over 16,000 people visited Emerald Bay every day.

During the summer, vehicular queues begin forming between 8:00 AM and 10:00 AM at beach entries, trailheads, and off-highway vista points. The back-ups stretch into the highway and create congestion and travel delays. Emergency responders and transit operators are often significantly impacted by the congestion.

Not enough designated off-highway parking spaces exist to meet the demand of visitors arriving by vehicle to Emerald Bay and Camp Richardson recreation areas. As a result, motorists search for places to park along narrow shoulders, and because recreation sites are not connected, motorists must enter and exit the highway multiple times when they visit more than one destination. The search for parking increases congestion, leads to traffic incidents, increases erosion, and impacts water quality projects. Additionally, visitors who park along the highway must walk along the shoulder or within the roadway to reach their destination.

In the winter, SR 89 through Emerald Bay closes during and after winter storms due to avalanches and narrow shoulders. This impacts emergency responders and commuters who must travel around the East Shore to reach places of employment, meetings, or the grocery store.

Seasonality and variability in winters requires adaptive management. When the highway is open during the winter, it is a desirable location for backcountry ski access and for taking in the view. Because of operational requirements, most Forest Service parking lots generally close mid-October through mid-May. People must park along the roadway to access winter recreation sites. During the shoulder season and winters with little to no snowfall, vehicles park on the shoulder because the LTBMU parking lots are closed. Due to climate change trends, reduced snowfall at Lake level occurs more frequently. Therefore, the need to provide access during winter months is increasing.



Addressing the congestion and parking issues near Pope Beach and Camp Richardson and through Emerald Bay present the biggest transportation challenge for the corridor.

THE VISION

The LTCCP describes the transportation vision for the corridor's future and the CMP builds upon that description as summarized in the vision statement to the right. Transit and active transportation facilities are at the heart of how people are envisioned to access recreation areas. Natural and cultural resources are protected. Convenient, frequent transit services, with an interconnected system of walking and biking paths, connect people to the places they want to visit. Technology is used both as part of parking management systems and for real-time visitor information.

THE VISION | PRESERVING AN ICON BY INCREASING TRAVEL CHOICES

Provide a safe and seamless travel experience that inspires every visitor and resident 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 southwest shoreline.

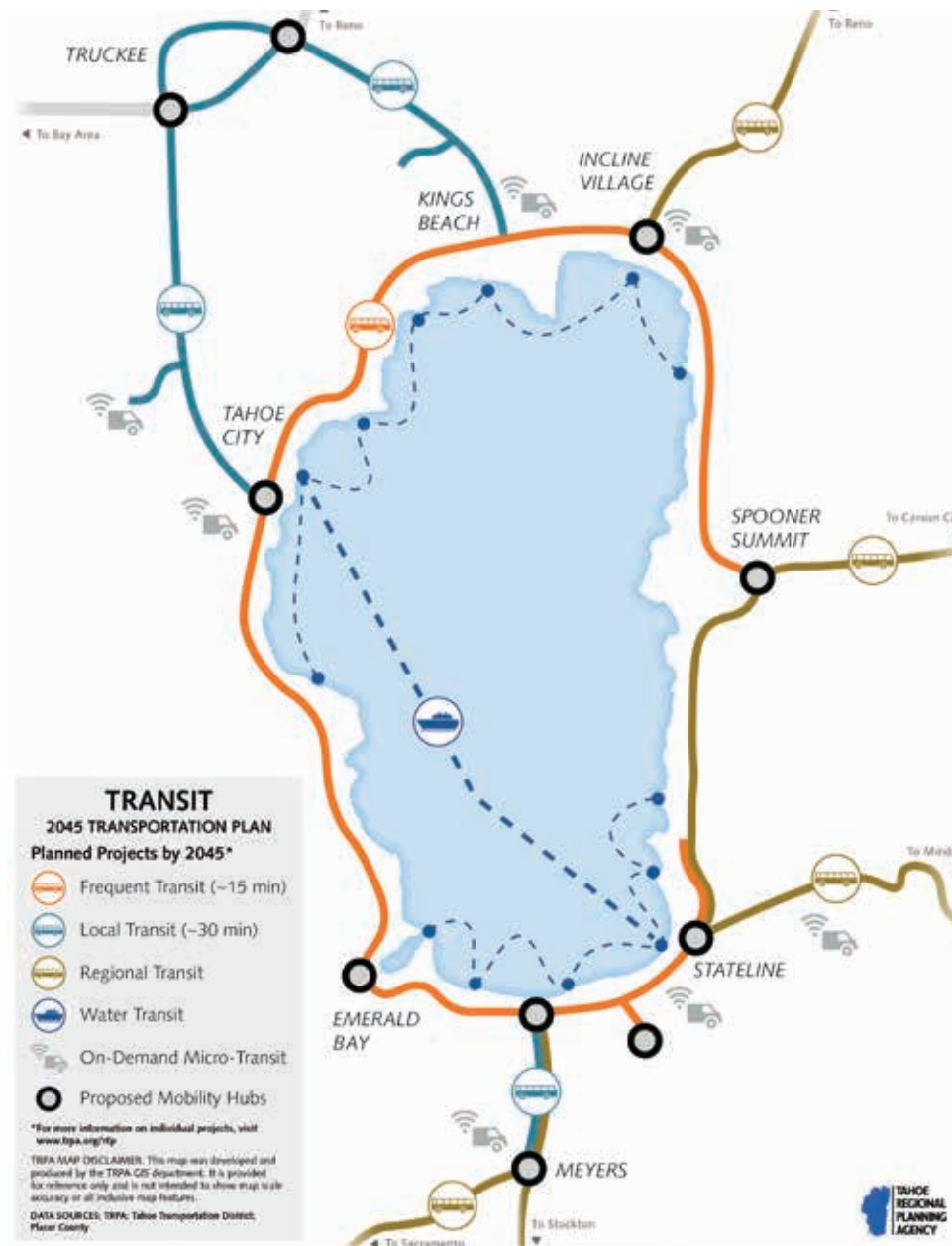


Figure 4: Regional Transit Vision Diagrammed in the Regional Transportation Plan

PROJECT PARTNERS AND PROCESS

A number of agencies manage, administer, and/or operate lands within the corridor. A Steering Committee, comprised of the TTD, TRPA, and the LTBMU brought these entities together to develop a plan that addresses the shared issues spanning jurisdictional boundaries. A large portion of the roadway travels through public lands managed by either the LTBMU or the California Department of Parks and Recreation (CDPR). The highway itself is operated by the California Department of Transportation (Caltrans).

Plan partners were organized into a Project Development Team and included the following entities:

- Tahoe Transportation District (TTD)
- Tahoe Regional Planning Agency (TRPA)
- USDA, Lake Tahoe Basin Management Unit (LTBMU)
- California Department of Parks and Recreation (CDPR)
- California Department of Transportation (Caltrans)
- El Dorado County (EDC)
- Washoe Tribe
- California Highway Patrol (CHP)
- California Department of Forestry and Fire Protection (CDF)
- Lake Valley Fire Protection District (LVFPD)
- Fallen Leaf Fire Department (FLFD)
- Meeks Bay Fire Protection District (MBFD)
- Placer County (PC)
- City of South Lake Tahoe (SLT)
- Tahoe Truckee Area Regional Transit (TART)
- Truckee North Tahoe Transportation Management Association (TNTTMA)
- Tahoe Fund



Plan partners worked with corridor stakeholders to evaluate transit options and develop project recommendations for the corridor as a whole.

OUTREACH

A robust stakeholder and public engagement effort was conducted as part of the planning effort. It included Project Development Team meetings, focus group meetings, stakeholder workshops, public open houses, webinars, in-person surveys, and on-line surveys to expand the number of responses, and quality of input.

Project Development Team Meetings

The plan partners met seven times as part of the Project Development Team during the project process:

- Vision and values
- Existing data summary
- Visitor experience workshop and best practices
- Data collection and alternatives overview (see Appendix F for the Existing Conditions Summary Report)
- Draft strategies and roles and responsibilities
- Mobility alternatives, evaluation criteria, and roles and responsibilities
- Admin draft, approvals, and implementation

In addition to the group meetings with plan partners, 15 one-on-one meetings were conducted, 11 presentations were given to agency boards, and three Washoe Tribe consultations were held to provide transparency and gain endorsement from decision-makers.

Stakeholder Meetings

Stakeholder meetings invited plan partners, other resident business people, and interested property owners and encouraged collaboration and input from those who may partner in the corridor outcomes. Nine stakeholder meetings were held. The first series of meetings were organized into

four focus groups: homeowner association representatives; in-corridor recreation and business providers; neighboring recreation and business providers; and advocacy, chamber, and conservancy group representatives.

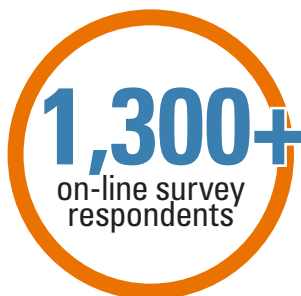
The next series of stakeholder meetings combined the focus groups and engaged participants in mapping out corridor strengths and opportunities as part of a world cafe facilitated exercise. The following stakeholder meeting invited the group to develop transportation alternatives while balancing the trade-offs for operations and budget needs. The final stakeholder meeting was held over Zoom to review the draft CMP.

Between the organized stakeholder meetings, project team members met with homeowners in the Rubicon Bay and Meeks Bay areas to walk potential trail alignments and discuss opportunities and challenges. In total, 20 presentations or meetings were conducted with homeowner association groups.

Public Outreach

An on-line survey and intercept survey were conducted during initial project phases to gather input from both corridor users and a cross-section of residents and visitors. Over 1,300 responses were collected from the on-line survey. A project website was established and an email database developed to share project updates, allow for comments, and to answer questions. Over 950 emails were on the project update list and thousands of comments and questions were received. These comments were used to inform and shape the plan recommendations.

Open houses were held in both the north and south ends of the corridor and three webinars were conducted to share transportation and project alternatives and recommendations. Over 160 viewers participated in the webinar. Overall, participants expressed support for a more car-free experience for recreation access and desire for completion of the Tahoe Trail.



over **325** webinar
participants to
two events

950+
on email contact list

65 meetings to
engage & partner with
17 partner agencies & organizations | businesses &
concessionaires | non-profits | HOAs | residents |
recreation users & visitors

CORRIDOR MANAGEMENT

Seeing change in the corridor requires implementing multi-benefit projects and managing the corridor across jurisdictional boundaries while also recognizing each agency's mission and goals. The CMP is organized with this goal in mind. It identifies opportunities for partnerships and collaborations among agencies to complete projects and fund their implementation, maintenance, and operations.

The plan's primary goals relate to safety, natural and cultural resources, transportation, the travel experience, and funding and implementation. These elements align with individual agency management plans, conceptual studies, and other governing documents. Technology facilitates achieving corridor goals and its application is considered throughout the corridor to aid implementation and management.

Technology

Innovations in technology increase the ability for agencies to manage and maintain the corridor in a beneficial way. Apps for mobile phones and tablets can be coupled with parking kiosks or embedded sensors to quickly distribute information and allow potential users to identify desirable recreation destinations and potential parking locations and availability. Intelligent Transportation Systems (ITS) such as digital message systems boards seen on resident highways can be used to instantly notify drivers of changing road conditions and corridor opportunities. Radio can be used to distribute messaging.

The world of technology is continually evolving and provides more and more options for assisting jurisdictions and agencies to reach their goals. Continual consideration, review, and incorporation of innovative advances should occur throughout every aspect of corridor management.

In order to leverage the management tools available through new technologies, the gaps in broadband and cellular coverage in the corridor must be addressed and parking and recreation access information needs be able to utilize Intelligent Transportation Systems (ITS). Projects that improve the corridor's technology infrastructure are of critical importance to achieve the goals and objectives set in this plan.

Integration of Resource Management

The integration of resource management requires continual agency coordination and cooperation. Each entity is responsible for the implementation of their individual agency management plans. This document does not supersede

Seeing change in the corridor requires implementing multi-benefit projects and managing the corridor across jurisdictional boundaries while also recognizing each agency's mission and goals.

that requirement. Rather, it highlights the connectivity between resource management and the corridor. Resource areas can not be appropriately planned without considering safe, appropriate access and potential user needs. Likewise, recreation access should be thoughtfully planned to minimize and reduce impacts on natural and cultural resources. Depending on the nature and scale of the project, TRPA staff may either approve the project or take it to the Hearings Officer or Governing Board for approval. Requirements for when a project must go to the Hearings Officer or the Governing Board are described in the TRPA Code of Ordinances.

Related Documents

The first steps toward coordination includes recognizing and building from resource and management plans relating to the corridor. The CMP does not supersede these documents. Rather, it recognizes their importance and directs land use managers to be aware of what management actions others may be completing or contemplating within the corridor to coordinate goals and projects.

A list of relevant plans and project sources as of June 2020 is presented below. The recommendations described in the CMP align with the common goals and objectives found in these documents and current planning efforts.

- 1969 Sugar Pine Point State Park General Development Plan
- 2005 Draft TRPA Regional Recreation Plan
- 2007 LTBMU Recreation Facility Improvements List
- 2008 Caltrans Water Quality Project Eagle Falls Viaduct to Meeks Creek
- 2009 Camp Richardson Resort Vision Plan
- 2010 Replacement of Taylor Creek Education Center
- 2011 LTBMU South Shore Corridor: An Approach to Sustainable Recreation
- 2011 City of South Lake Tahoe General Plan
- 2011 Meeks Bay BMP Retrofit
- 2012 Caltrans SR 89 Transportation Corridor Concept Report

- 2012 Meeks to Sugar Pine Class 1 Bike Path Study
- 2012 North-South Transit Connection Alternatives Analysis
- 2012 TRPA Regional Plan Update
- 2013 Camp Richardson Resort Campground and Vehicle Circulation BMP Retrofit
- 2013 LTBMU Fallen Leaf Lake Trail Access and Travel Management Plan
- 2014 Tallac Historic Facilities BMP Retrofit
- 2015 & 2018 Tahoe Prosperity Center Measuring for Prosperity: Community and Economic Indicators for the Lake Tahoe Basin
- 2015 Meeks Bay Resort Conceptual Design
- 2015 North Lake Tahoe Tourism Master Plan
- 2015 Tahoe Valley Area Plan
- 2015 LTBMU Integrated Management and Use of Roads, Trails and Facilities
- 2016 Linking Tahoe: Active Transportation Plan
- 2016 Regional Transportation Improvement Plan
- 2016 TART Short Range Transit Plan
- 2016 LTBMU Land Management Plan
- 2017 Linking Tahoe: Corridor Connection Plan
- 2017 Linking Tahoe: Regional Transportation Plan (update in progress)
- 2017 Long Range Transit Master Plan
- 2017 TTD Short Range Transit Plan
- 2017 LTBMU Integrated Management and Use of Roads, Trails and Facilities
- Over 40 Corridor Environmental Improvement Projects
- Final Alternatives Memo for Meeks Bay Resort to Sugar Pine Point SP Class 1 Bike Path
- Plan Area Statements
- 2017 Tahoe-Truckee Plug-In Electric Vehicle Readiness Plan

In-Progress Planning Initiatives

- Lake Tahoe West Restoration Partnership
- Meeks Bay Restoration Project
- 2020 Lake Tahoe Regional Transportation Plan Update
- Mayala Wata Restoration Project at Meeks Meadow
- Vikingsholm Visitor Parking Lot and Entrance Renovation
- The Lake Trail Multi-Use Single Track Trail Project



Plan partners must continue to work together, in alignment with individual agencies missions, goals, and governing documents.

CORRIDOR AND PLAN ORGANIZATION

Within this plan, projects and strategies are presented both from an overall corridor perspective and then by projects within each of the five segments. Each segment has defining physical characteristics, land uses, recreation opportunities, transportation, and visitor use patterns. As such, the challenges and potential strategies for each segment may vary while also being dependent on an overall corridor approach.

The five segments of the SR 89 corridor include:

- Pope to Baldwin
- Emerald Bay
- Rubicon Bay
- Meeks Bay
- Sugar Pine Point

Plan Organization

The SR 89 Recreation Corridor Management Plan consists of a series of corridorwide strategies and recommendations built from an analysis of corridor issues and opportunities and discussions and evaluation of those opportunities with plan partners, stakeholders, and public. The plan is organized into the following chapters:

- Chapter 2 | Corridor Plan Importance
 - Describes what makes the SR 89 corridor special and summarizes the shared challenges associated with recreation access. A series of goals are established and anticipated environmental benefits are identified.
- Chapter 3 | Implementation Strategies
 - Connects corridor issues with recommendations. A series of 28 key challenges are described in coordination with a set of strategies to address each topic. Plan partners may use the individual summary sheets to align future projects with corridor management strategies. The list of strategies is also summarized as a project matrix in the appendix.
- Chapter 4 | Travel Analysis
 - Summarizes the mobility alternatives explored during the plan process. Discusses key findings that informed the development of a recommended travel framework.
- Chapter 5 | Recommended Travel Framework
 - Presents three phases of transit, trails, and technology improvements and corresponding infrastructure improvements to move the corridor toward a more car-free experience.
- Chapter 6 | Corridor Projects – Action Plan by Segment
 - Presents, by corridor segment, the series of infrastructure and management projects that should be implemented to achieve the desired travel framework and corridor goals. The list of projects is also summarized as a project matrix in the appendix.
- Chapter 7 | Visitor Travel Experience
 - Discusses the stages of a visitor’s travel experience cycle and how corridor recommendations relate to each stage.

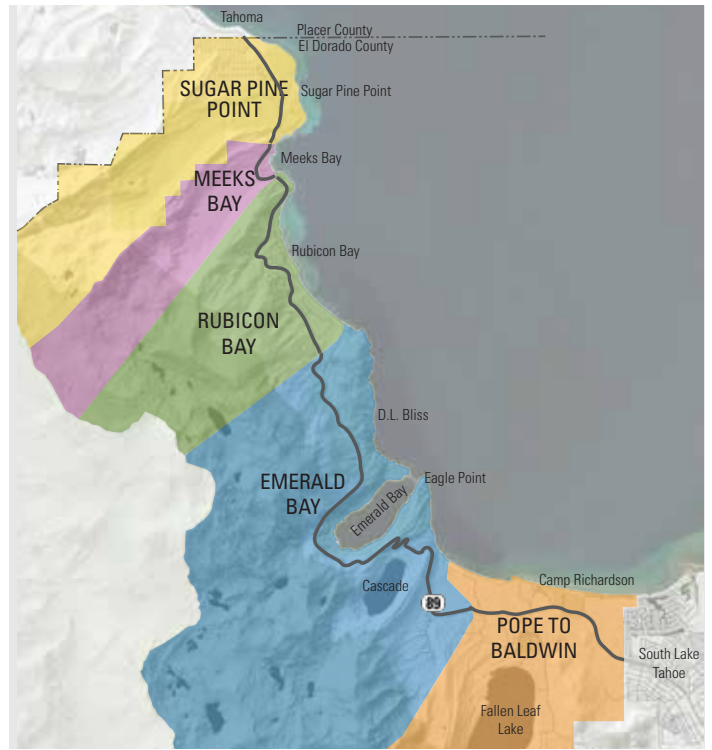


Figure 5: Segments of the SR 89 Recreation Corridor

- Chapter 8 | Implementation, Monitoring, and Management

- Explains the importance of adaptive management to analyze and refine strategies moving forward. Roles and responsibilities for corridor projects and maintenance are presented along with the establishment of an Executive Team, Corridor Management Team, and project leads.

MOVING TO IMPLEMENTATION

The CMP creates a platform for continuing the coordinated corridor approach developed through the Linking Tahoe Corridor Connection Plan and SR 89 CMP processes. Moving forward, an Executive Team, Corridor Management Team, and project champions must be established to implement the plan and realize change. An agreement or other legal document should be developed amongst the partner agencies to document the Management Team's structure and decision-making framework.

The document summarizes current plan recommendations, core strategies, and actions to implement projects and move the corridor towards its goals. It identifies a broad-based vision and means to achieve results. It is anticipated that concessionaires who may operate sites under a Special Use Permit would work through their respective agency to achieve the CMP goals.

This process takes time and commitment. It is likely that new opportunities and challenges will arise that alter strategies to achieve corridor goals. As circumstances change, the Management Team should modify the project list and adjust recommended action items accordingly.

Programs are administered, managed, and implemented by a multitude of agencies at different levels of government under a wide array of statutory and regulatory authorities. Moving forward means the Management Team must continue the alignment of the various programs and a champion is needed as a call to action to achieve desired outcomes.

The appendix contains a summary of recommended projects, the existing conditions data summary, and calculations for estimated parking requirements. This information can be used for planning and future grant applications.

Partnerships & Governance

As part of the development of the CMP, participating agencies and governing bodies entered into a Project Charter. The charter documented their commitment to multi-agency

USING THE PLAN

- Identify core issues and desired conditions for a potential project
- Identify corresponding issues and recommended strategies for corridor management (see Chapter 3)
- Review corridor recommended projects to identify project correlations (see Chapter 4)
- Identify potential partners and funding sources
- Coordinate with the Corridor Management Team to coordinate and implement projects
- Utilize data from the Existing Conditions Summary Report (see appendix) as part of grant applications to show project benefits and detailed data

MAINTAINING THE PLAN

- Develop an Executive Team and a Corridor Management Team from the plan partners (see Item 26 in Chapter 3)
- Meet according to current project needs and long-term coordination
- Coordinate projects and management strategies
- Update consolidated project list annually
- Provide annual progress reporting

coordination within the corridor, development of the CMP, and working together to address SR 89's shared challenges. Additional multi-agency agreements will be developed as specific projects move forward.

The intent is for the CMP to be a living document. Partnering agencies are encouraged to establish an Executive Team and a Corridor Management Team. A participating staff member from each agency should, at a minimum, meet quarterly to address continued challenges, seek solutions, prioritize projects, and collaborate to seek funding opportunities in the corridor. This requires an update of the Project Charter or development of a new agreement upon completion/approval of the CMP.

The CMP recommends that an agreement be developed that allows funds generated within the corridor to be used for new projects and maintenance within the corridor. Current management structures do not allow for that approach. Therefore the plan identifies methods by which the approach may be implemented.

Environmental Compliance

The CMP is a planning study that provides an overall vision of the corridor and recommendations that could be implemented by one or more of the several agencies with jurisdiction over land and/or facilities to achieve that vision. The CMP makes recommendations but does not approve any projects, and any implementation of recommended actions would be at the discretion of the various agencies and subject to full environmental review. The CMP is a tool for agencies to identify potential projects, and also identify other agencies that may make an appropriate partner in environmental review and implementation. Although a single agency might serve as the project proponent, it is anticipated that they would collaborate with other agencies to coordinate projects and consider the cumulative impacts of all projects identified in the CMP.

Some CMP-implementing actions would result in physical changes to the environment, requiring environmental review and permitting in accordance with Federal, TRPA, and State of California laws, as applicable. The environmental review process requires consideration of all direct, indirect, and cumulative effects of the proposed actions. If significant adverse effects on the environment are anticipated, project alternatives would be evaluated, as well as feasible mitigation.

CMP projects implemented with federal funds, located on federal lands, or that require approval by one or more federal agencies are also required to comply with the National Environmental Policy Act (NEPA) and the Council on Environmental Quality's regulations implementing NEPA (40 Code of Federal Regulations [CFR] Section 1500 et seq.). The NEPA lead agency is typically the federal agency with the primary approval authority for the federal action to be implemented.

For transportation projects receiving federal funds, either the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) (operating administrations under the U.S. Department of Transportation) is typically the Federal lead agency. The LTBMU would likely be the NEPA lead agency, when National Forest System (NFS) lands are involved.

Lands managed by the LTBMU and by California Department of Parks and Recreation (CDPR) are located throughout the SR 89 corridor. In instances where a CMP project (such as the Tahoe Trail) would be located on NFS lands, the LTBMU may be the appropriate NEPA lead agency. Where multiple federal agencies approvals are required (e.g., where a project is located on NFS land and receives federal funding), a cooperative agreement between the

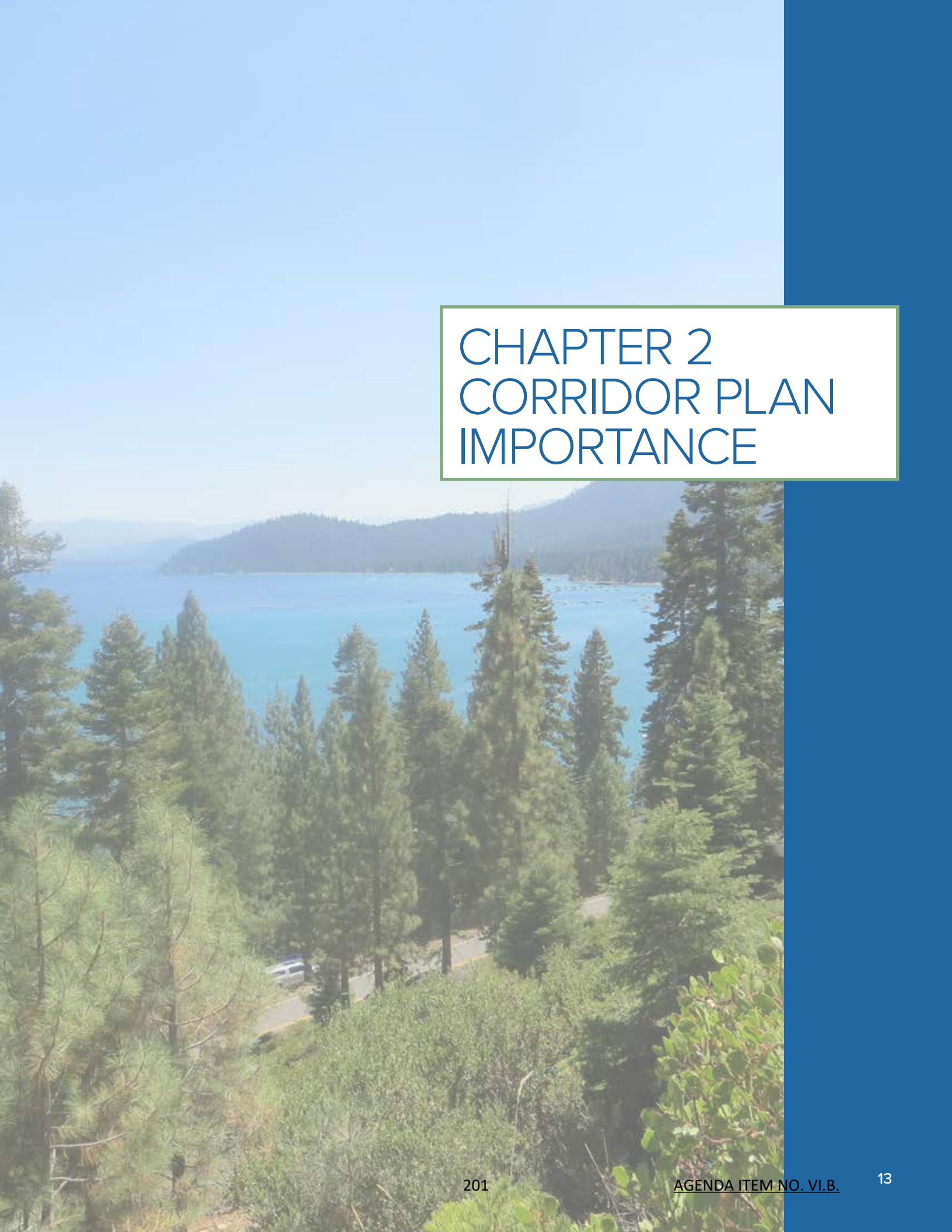
federal agencies would be made to designate the NEPA lead agency. In instances where a CMP project (such as the Vikingsholm parking lot improvements) would be located on CDPR lands, the CDPR may be the appropriate CEQA lead agency.

TTD serves the unique role of sponsoring, allocating funds for, implementing, and managing transportation projects throughout the Basin. TTD may acquire, own, and operate public transportation systems and parking facilities serving the region. TTD also has the ability to receive specific tax revenue to support transit and transportation facilities. TTD can and has led CEQA and has been instrumental in coordinating with TRPA and NEPA lead agencies to facilitate completion of the appropriate environmental review.

Several other agencies plan, evaluate, approve, finance, and implement roadway and transit projects of their own. Some of these projects also involve facilities that are intended to satisfy non-motorized transportation and recreational demands, but also have utility as part of the broader transportation network. These agencies include Caltrans and El Dorado County, among others. Each has its own unique set of characteristics affecting the timing and strategy for the environmental review process, including varying project objectives, lead agencies, jurisdictional locations, degree of urgency in the implementation schedule, potential funding sources, and requirements for environmental compliance.

In addition to environmental review, projects described in the CMP would be subject to permitting. The breadth of permitting required for individual projects would depend on the location and characteristics of the project.

All projects under the CMP resulting in physical landscape changes would be subject to TRPA permitting and approval in accordance with the Tahoe Regional Planning Compact (Public Law 96-551), the Code of Ordinances, and the Rules of Procedure. TRPA is responsible for ensuring that projects within the Tahoe Region are consistent with the Regional Plan and Regional Transportation Plan, and for conducting environmental review of discretionary projects. Depending on the nature and scale of the project, TRPA staff may either approve the project or take it to the Hearings Officer or Governing Board for approval. Requirements for when a project must go to the Hearings Officer or the Governing Board are described in the TRPA Code of Ordinances.



CHAPTER 2 CORRIDOR PLAN IMPORTANCE

A SPECIAL PLACE

The SR 89 Recreation Corridor traverses 17.5 miles of Lake Tahoe's spectacular southern and western shoreline. Among its many natural, cultural, and recreational resources, it is home to Emerald Bay, one of California's 36 National Natural Landmark sites. Renowned for its spectacular beauty, Emerald Bay is one of Lake Tahoe's most popular and most photographed locations. The vantage points such as Inspiration Point and Vikingsholm offer views of the bay and the expansive lake beyond.

Almost 12 miles of undeveloped shoreline welcome 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.

In addition to the stunning vistas and recreation opportunities, the corridor is home to natural and cultural resources of significant importance. Ospreys and Bald Eagle nests occur throughout portions of the corridor. Significant clusters of Osprey nests are found in Emerald Bay. The Tallac Historic site, Vikingsholm, and the Hellman-Ehrman Mansion are three historic cultural sites along the corridor. The Washoe Tribe holds the lands as sacred. Not only do they operate the Meeks Bay Resort, but they have an annual cultural festival on the Grand Lawn of the Heller Estate and they practice cultural activities near Taylor Creek and at a site that is planned to be a future home of a Washoe Cultural Center.

The variety of natural and cultural resources abound in the corridor, making it the jewel of Lake Tahoe. A special place to be and an important place to protect so it is not loved to death.

Land Use and Terrain

Eighty-eight percent of the SR 89 corridor has a land use designation of conservation or open space. The public lands are primarily owned or managed by the USDA Lake Tahoe Basin Management Unit (USFS-LTMBU or LTBMU) and California State Parks (CSP or State Parks). Due to the high percentage of public lands, only 2,784 residential units are located in the corridor. Of these units, 93.5 percent are single family. Eighty-three percent of the single family units are for seasonal/recreational use. Compared to other corridors in the Tahoe Region, the SR 89 corridor has the highest percentage of seasonal ownership and the lowest land use density (13 persons per square mile).



Views of Emerald Bay are prized by residents and visitors alike.



Figure 6: Ownership | SR 89 Corridor

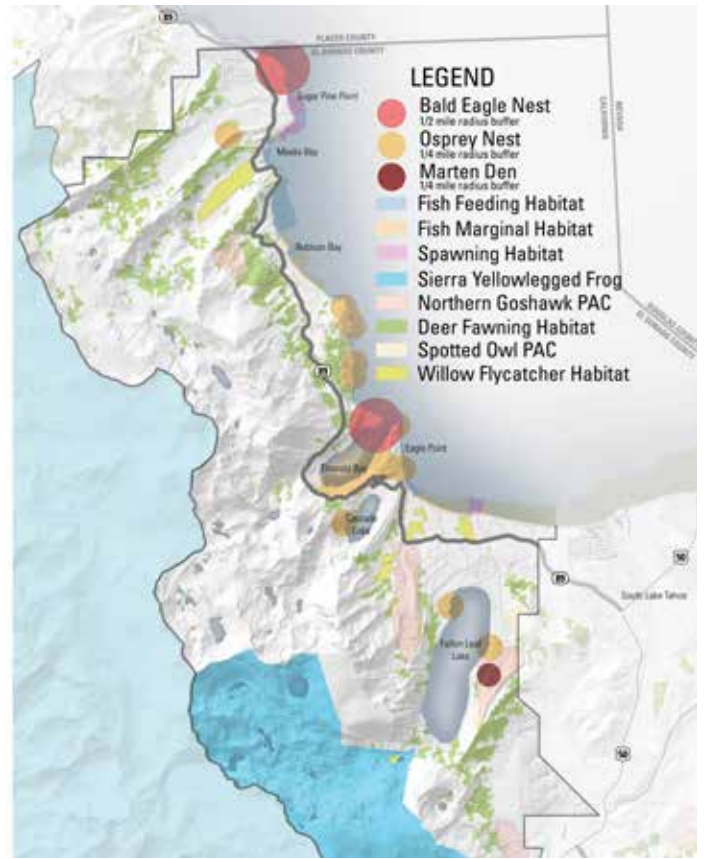


Figure 7: Natural Resources | SR 89 Corridor



Recreation activities in the corridor occur year-round. Winter recreation includes activities such as cross-country skiing, snow play, sight seeing, and backcountry access.

Gently sloping lands are located in the southern and northern areas of the corridor. The terrain steepens around Cascade Lake and through Emerald Bay and D.L. Bliss. The steep escarpments of Emerald Bay and surrounding slopes are the result of glaciers carving out the bay. Avalanche chutes and landslide remnants speak to the abrupt terrain. The upland areas west of Rubicon Bay also begin to quickly rise through the residential neighborhoods and LTBMU lands.

Recreation Destinations and Use

The Existing Conditions Summary Report can be found in the appendix and includes a more in-depth review of corridor research and data collection efforts. The SR 89 corridor has a variety of both summer and winter recreation opportunities. Second to the east shore of Lake Tahoe, it offers the longest stretch of continuous, undeveloped publicly accessible shoreline which makes beach-going a popular activity. Day hikes, sight-seeing, and camping are also high demand activities. Distinct to this corridor, the area has a mix of both short vista stops, longer day use activities, and even longer overnight backcountry activities. The number of different activities and the well-publicized and highly-recognized Emerald Bay landscape combine to create one of Lake Tahoe's most visited locations.

The LTCCP used cell phone data to identify destination hot spots in Lake Tahoe. Additionally, the 2020 RTP used 2019 Streetlight cell phone data to identify regional hot spots. Both analyses showed that the area around Emerald Bay has high volumes of activity in the summer and winter. Camp Richardson is a minor hot spot in the summer.

The LTCCP estimated the corridor hosted an average of 1.8 million annual visitors in 2014. A third of the visitors



Winter recreation access in the corridor is as important as summer access.

CORRIDOR DISTINCTION

In addition to the iconic destination of Emerald Bay, the variety of corridor recreation options makes this corridor distinct from other corridors. **These natural resources and the public access bring the mix of short visit stops, longer day use activities, and overnight backcountry stays.** Following are just a few notable items:

- Emerald Bay is one of California's 36 National Natural Landmark sites
- The longest stretch of easily accessible large sandy public beaches, such as Pope Beach and Baldwin Beach
- The most public campground spaces
- Portals into the backcountry and Desolation Wilderness
- Significant winter and off-season visitation
- Mix of public lands and private concessionaires

likely recreated on beaches and in campsites from Pope Beach to Baldwin Beach. Records for Pope Beach, Camp Richardson, and Baldwin Beach tallied 637,938 visitors who paid for parking in the summer of 2017. An analysis of 2018 visitation to Emerald Bay estimated 16,180 persons visited Emerald Bay in 2018 on an average busy summer day. Of those, 10,653 had a potential to shift to transit. The analysis estimated 5,920 persons visited the Pope to Baldwin Segment on an average busy summer day in 2018.

Emerald Bay (which includes Inspiration Point; Bayview campground and trailhead; Eagle Falls trailhead; and Emerald Bay State Park with Vikingsholm, Eagle Point campground, and a boat-in campground) likely accounts for the highest volume of visitors. State Park's records show that throughout the 1980's through early 2000's, annual attendance ranged from 500,000 to 600,000 just for the State Park facilities. Day hikers, sightseers, and people traveling around the Lake are not included in those counts.

The Tahoe Prosperity Center's 2018 Measuring for Prosperity Report showed that summer lodging revenues have consistently grown since the 2009/2010 season. From 2009/2010 to 2016/2017, revenues grew by 84 percent in Zephyr Cove and Stateline, Nevada; by 83 percent for South Lake Tahoe; and by 36 percent for the North Shore. These numbers reflect the growing demand for visitation in Lake Tahoe and the subsequent desire for recreation access.

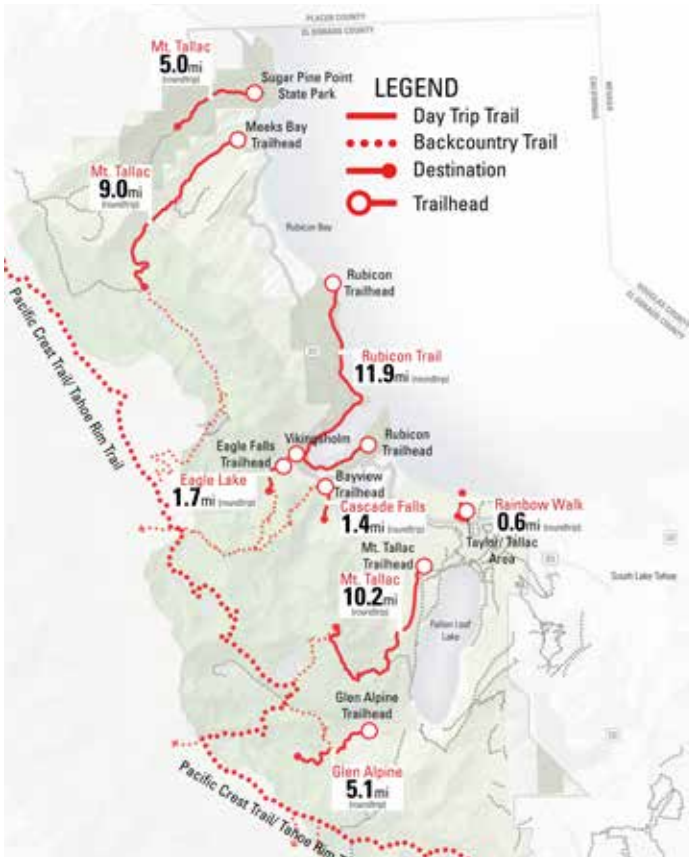


Figure 8: Trails and Trailheads | SR 89 Corridor

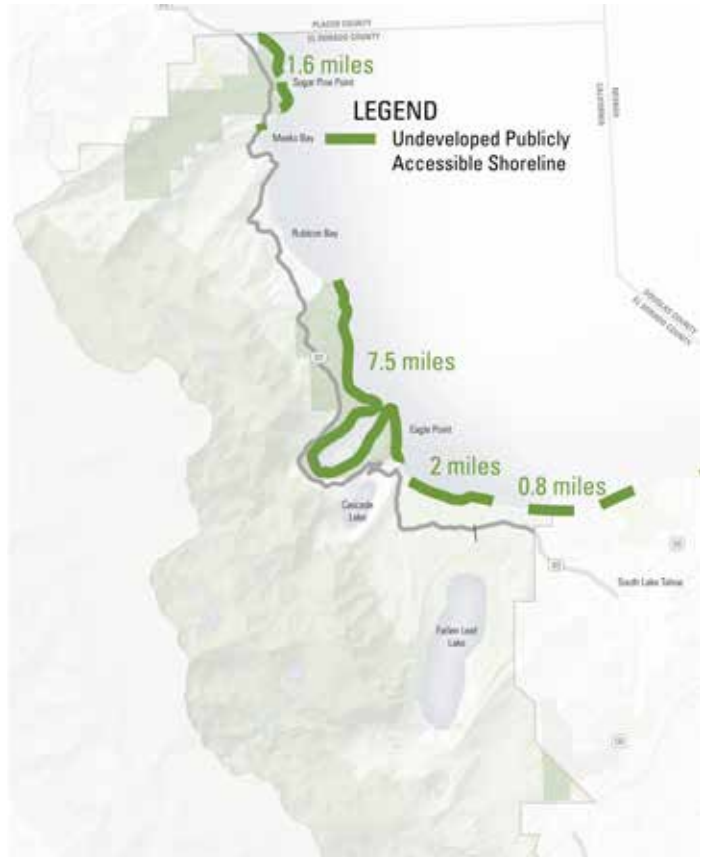


Figure 9: Publicly Owned Accessible Shoreline

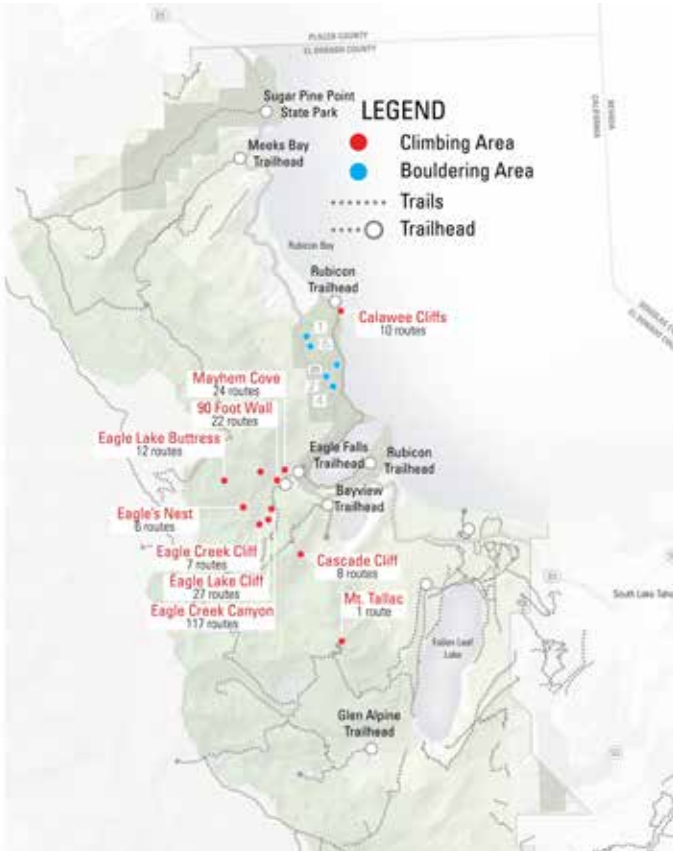


Figure 10: Climbing and Bouldering Locations | SR 89 Corridor



Figure 11: Winter Recreation Access | SR 89 Corridor

KEY ISSUES

The corridor’s mix of scenic, recreation, residential, and natural and cultural resources make it attractive for people to visit and live. **However, the demand for visitation has risen to a level that is not sustainable for the current infrastructure and operational capacity.** As discussed in Chapter 1, and stated in the LTCCP, the “single biggest transportation issue associated with the SR 89 Recreation Corridor is addressing the congestion and parking issues through Camp Richardson and Emerald Bay.”

The Need: Visitation demand has exceeded existing infrastructure resulting in the following key transportation and visitor management issues:

- Safety concerns
- Increased environmental disturbance and stormwater run-off resulting in degraded lake clarity
- Impact to cultural resources
- Poor visitor travel experience which has a risk for economic impacts as the area has reached a saturation point
- Congestion and traffic

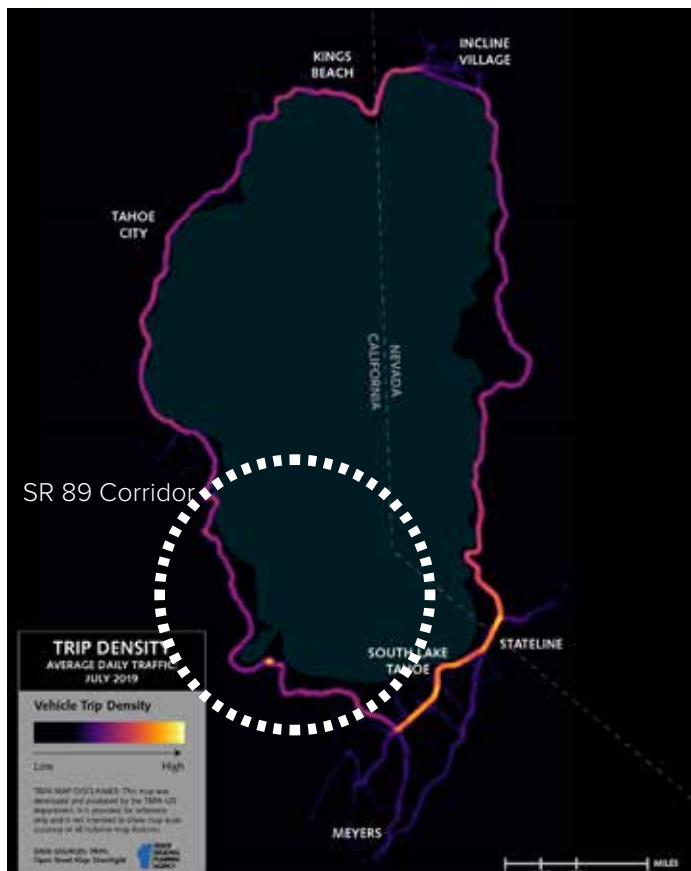


Figure 12: Hot Spot Destinations, July 2019, per the RTP

The corridor is also subject to growing visitation. Anticipated growth for the Sacramento Valley, Bay Area, and Reno regions will result in continued increase in visitation volumes. The Association of Bay Area Government’s projections (also used in the 2020 RTP) show a twenty-seven percent increase by 2040 and projects an increase of 3.8 million people for a total of 10.4 million people living in those Northern California counties by 2060. The Economic Development Authority of Western Nevada also projects a population growth of almost 55,000 people by 2023 in the five-county region of Washoe County, Carson City, Douglas County, Lyon County, and Storey County. This growth will create added demand for recreation access in Lake Tahoe and amplifies the need to develop an approach to manage visitation now before it continues to increase.

The CMP establishes a travel framework based on the 2018 visitation. The system could accommodate a modest future increase of 5 percent. Increased recreation demand needs to be addressed at a regional level. Transit, trails, and parking management programs provide tools to shift use patterns to reduce impacts and to monitor and control demands as appropriate. The system can also scale up or down to meet desired management levels.

The following pages include a summary of the defining elements and key issues associated with each corridor segment.



average of
1,800,000
annual visitors

up to **30 minute**
delay

Pope to Baldwin Segment

Defining Elements

This segment serves as the southern gateway to recreation destinations along SR 89 to the north. The roadway transitions from five-lanes to two-lanes near the intersection with West Way. Federal lands flank the roadway, providing access to beaches, trails, equestrian facilities, historic and interpretive sites, a restaurant, lodging, and more.

The popular recreation segment has multiple concessionaires operating on LTBMU lands with a visitor center and a historic site. Beach access and camping are top recreation activities.

Visitor Activities

Recreation sites include:

- Pope Beach
- Camp Richardson Resort (note that Camp Richardson Marina is a separate, private facility)
- Camp Richardson Corral
- Tallac Historic Site
- Fallen Leaf Campground
- Kiva Picnic Area
- Kiva Point
- Taylor Creek Visitor Center
- Taylor Creek SnoPark
- Mt. Tallac Trailhead
- Baldwin Beach
- Desolation Wilderness Access

POPE TO BALDWIN SEGMENT | KEY ISSUES

Challenges within the Pope to Baldwin Segment are associated with the demand for beach access and high levels of pedestrian activity along the highway. Key issues to be addressed through the CMP include:

- Traffic congests, especially near the SR 89/Jameson Beach Road and the SR 89/Pope Beach Road intersections, as visitors arrive to beach facilities and as drivers stop for pedestrians.
- Parking along the highway creates traffic congestion as with drivers turn around and search for shoulder parking.
- The queue into the Eagle's Nest Campground spills onto the highway when many campers arrive in a short period of time.
- Multiple ingresses and egresses off SR 89 serve individual recreation areas with few off-highway vehicular linkages between sites.
- Lack of dedicated transit infrastructure which would allow transit to bypass congested areas.
- Gaps in the multi-use trail network to connect to some of the recreation sites.
- Use of unimproved Fallen Leaf road as a bypass.
- Special events in the corridor are sources of significant traffic, create additional demand for parking, and can impact traffic flow.
- Some uses have created unintended congestion due to pedestrians crossing the highway. This has prompted the need to reassess vehicular and pedestrian patterns and the locations of uses such as the ice cream shop and bike rental.



The beaches of Camp Richardson are a major summer recreation destination.

Emerald Bay Segment

The Emerald Bay Segment extends from Baldwin Beach Road, wraps around Emerald Bay, and includes D.L. Bliss State Park.

Defining Elements

Emerald Bay, one of California's 36 National Natural Landmark sites, is one of Lake Tahoe's most popular and photographed locations and is the corridor's most heavily used segment. In addition to numerous summer recreation activities, winter recreation in the segment includes backcountry skiing and site seeing. The Lake Tahoe Visitor Authority's 2015 Visitor Profile Study reported that 7 percent of summer visitors and 5 percent of fall visitors chose Tahoe South as their destination because of access to Emerald Bay. The North Lake Tahoe Resort Association's Visitor Research from the summer of 2014 found that 47 percent of survey respondents indicated spending time at Emerald Bay during their visit. This data reinforces the importance of Emerald Bay as a year-round destination for visitors.

D.L. Bliss State Park and Emerald Bay State Park neighbor each other. The adjacency means that although Emerald Bay may receive the majority of visitors, the impacts of the visitation are also felt at D.L. Bliss. Parking at D.L. Bliss also fills quickly on a peak summer day. The two state parks are connected by the Rubicon Trail, which can be a recreation destination in and of itself. Hikers can either start to the north at the D.L. Bliss Rubicon Trailhead or to the south at the Emerald Bay Rubicon Trailhead near Eagle Point Campground. The 7.3-mile trail wraps around the edge of Lake Tahoe's cliffs and coves, has pristine views of the lake and the bay, and provides access to Vikingsholm.

Extending north from the Pope to Baldwin Segment, the two-lane highway climbs and winds its way through a series of switchbacks before it traverses the ridge line between Cascade Lake and Emerald Bay. The hairpin turns, narrow profile, steep adjacent slopes, magnificent views, and high levels of visitor activity slow motorists. The tight turns limit the size of vehicles that can reach Emerald Bay from the south. For example, large tour buses cannot navigate the turns and Caltrans designates the highway as a "KPRA (King Pin to Real Axle) Advisory" Route. Trucks that have more than 30 feet between the king pin and rear axles are not advised, The steep roadway and curves also restrict the type of transit vehicles that can serve this segment.

KEY ISSUES

Challenges within the Emerald Bay Segment are tied to the site's popularity and the variety of activities which range from a quick photo, short day hikes, rock climbing, beach access, and overnight backcountry access. Visitor demand during peak season exceeds off-highway parking capacity, resulting in significant roadside parking and pedestrians walking in and along the highway. Key issues to address include:

- Over 500 cars parking along the highway on a peak summer day create traffic congestion as drivers search for shoulder parking.
- High volumes of pedestrians walk along and in the roadway.
- Narrow roadway design with steep shoulders and hairpin turns impact transit access.
- Lack of avalanche control impacts year-round access for emergency responders and residents.
- Off-highway parking areas are closed in the winter and a part of the off-season and snow is not removed. Therefore, people park along the highway shoulder for access to backcountry skiing.
- Lack of designated facilities for transit pull-offs.
- Lack of shared-use path facilities for off-highway bicycle and pedestrian circulation and access.
- High volumes of visitors with limited facilities, funding, and staff resources.
- Difficulty enforcing no-parking areas. Enforcement of illegal roadside parking is constrained by lack of funding, consistent strategies, technology, ticket pricing, and operational requirements (such as an officer being present to tow a ticketed vehicle).
- A need for wildlife crossings to be assessed and accommodated for, especially at the viaduct.
- Stormwater impacts from vehicles parking on the viaduct and other shoulder areas.
- Physical constraints of the area. The viaduct and Vikingsholm parking area have subsiding soils which require creative engineering. The need for improvements also provides an opportunity to address multiple corridor issues.
- Lack of technology infrastructure to implement new strategies for parking management, transit, and enforcement.

Visitor Activities

Although the majority of the segment is comprised of public lands, there are areas of private lands around Cascade Lake and Cascade Road. Recreation residence tracts are on some LTBMU lands in Emerald Bay and in Spring Creek.

The segment is the most visited in the corridor with a range of user activities that require different management strategies. Public lands in this segment are primarily managed by the LTBMU and by California State Parks (CSP). LTBMU lands include facilities that support sightseeing, hiking, beach-going, boating, backpacking, and camping.

Key recreation sites include:

- Eagle Point Campground
- Inspiration Point Vista
- Bayview Campground
- Bayview Trailhead (day hikes and wilderness access)
- Eagle Falls Trailhead (day hikes and wilderness access)
- Emerald Bay State Park
- Emerald Bay Boat Camp
- Vikingsholm
- Fannette Island
- D.L. Bliss State Park
- D.L. Bliss Campground
- Rubicon Trail
- Beach areas in Emerald Bay State Park and D.L. Bliss State Park



Emerald Bay hosts a variety of summer and winter recreation activities from sightseeing to backcountry overnight camping and skiing.

Rubicon Bay Segment

The Rubicon Bay Segment extends from D.L. Bliss State Park to just south of Meeks Bay. It includes the longest lakefront section of contiguous privately-owned residential lands within the corridor.

Defining Elements

Rubicon Bay, also known as Tahoe's Gold Coast, is home to lakefront and mountainside residential properties. The highway travels north from D.L. Bliss State Park toward Meeks Bay. Private lands border the Caltrans right-of-way for the majority of the segment. Forest Service and California Tahoe Conservancy lands are interspersed in the neighborhoods and LTBMU lands are located upland of the residential areas. The proximity of public lands with recreation opportunities near the highway prompts the need to address access needs for skiing, hiking, biking, and bouldering.

The highway and adjacent lands have relatively gentle grades around the Four Ring Road properties. The road grades steepen as it enters Rubicon Bay and creates a bench between the lakefront properties to the east and upland properties to the west. The terrain slopes away from the highway to the east and the west. Therefore, neighborhood roads intersecting with SR 89 typically have grades steeper than 5 percent.

There are few informal pull-offs and shoulder parking areas throughout this segment. This is due in large part to the narrow shoulders, adjacent private lands that slope away from the highway, and the lack of direct access to public recreation sites.

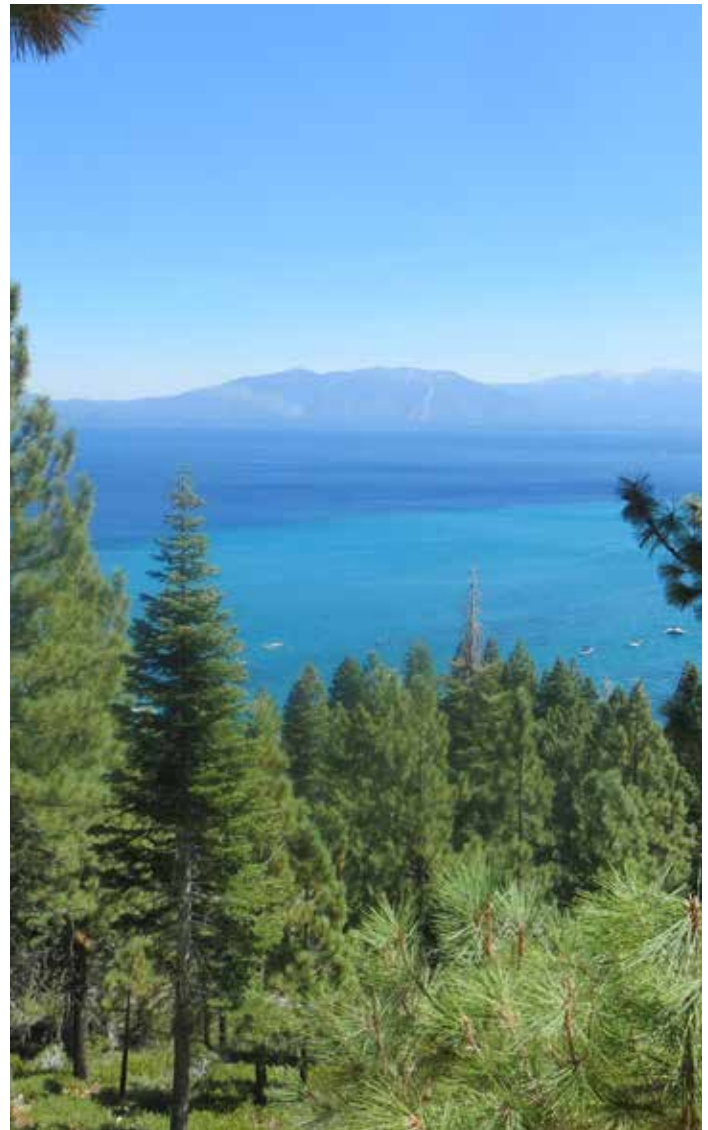
Visitor Activities

This segment is characterized by the high percentage of private lands bordering the highway. There is no public beach access. Upland trails are accessed through the neighborhoods or highway turnouts, but no formal trails or trailhead facilities are present. Trails are primarily intended to be accessed by walking or biking from the resident neighborhoods. Backcountry access is primarily from parking in highway turnouts.

KEY ISSUES

The CMP seeks to minimize visitor impacts to residential areas while providing dedicated active transportation facilities to allow people to walk or bike to recreation destinations in the adjacent Meeks Bay and Emerald Bay segments. Key issues to be addressed include:

- Lack of a shared-use path to connect people to recreation areas by an off-highway bike path.
- Lack of broadband.
- Need for trail and backcountry access in winter and summer.
- Lack of consistent or reliable transit connectivity.



Scenic views are provided along the LTBMU old roadbed.

Meeks Bay Segment

The Meeks Bay Segment includes the highway corridor as it wraps around Meeks Bay from south to north.

Defining Elements

SR 89 curves around Meeks Bay Resort and Campground. Meeks Bay Resort and Campground are on Forest Service lands with residential areas located to the north and south. LTBMU owns and manages the public lands in the Meeks Bay Segment. The Washoe Tribe operates Meeks Bay Resort Facilities and a concessionaire operates the campground. Meeks Meadow has tribal cultural and ecological function opportunities. There is an existing, non-operational marina. The Meeks Bay Restoration Project is underway to determine the future of the marina and planning for environmental restoration and site improvements.

During the summer, pedestrians often cross the highway as they walk from their cars parked along the highway to the beaches and recreation areas to the west. Because the road bends around the recreation site, pedestrians often have short sight distance to see oncoming traffic. The posted speed limit is 40 miles per hour which can create a conflict with pedestrians and the recreation activity during the busy summer months.

Visitor Activities

Meeks Bay trailhead is located on the west side of SR 89. The dirt parking area provides access to Lake Genevieve and Desolation Wilderness. It is a popular trailhead in the summer and winter for trail and recreation access.

Recreation activities in the summer include the following:

- Visiting the beach and swimming
- Camping
- Biking
- Boating
- Hiking
- Picnicking

KEY ISSUES

Although the Meeks Bay Segment does not have the traffic congestion and high volumes of visitation seen at other recreation sites in the corridor, there is opportunity for improvement. As visitation to Lake Tahoe increases, the pressures currently affecting the Meeks Bay area could increase. Key issues to be addressed include:

- The need to continue the Tahoe Trail and connect it to Rubicon Bay neighborhoods and other recreation destinations to the south.
- Lack of pedestrian crossing facilities to cross SR 89.
- Vehicles traveling at speeds not conducive for pedestrian crossings and volumes during peak season and roadway curves with short sight distance.
- Unmanaged roadside parking and unorganized trailhead parking.
- The need for winter access.
- Cultural access for the Washoe Tribe.
- Private lands to the north and south of Meeks Bay Resort and Campground make connectivity of trails and other features difficult.



Meeks Bay Resort has opportunities for water activities, camping, picnicking, and overnight lodging.

Sugar Pine Point Segment

The Sugar Pine Point Segment extends from the northern edge of Meeks Bay to the Placer County/El Dorado County line in Tahoma and includes Sugar Pine Point State Park. The state park provides an important recreation access for locals.

Defining Elements

This segment is the northern gateway to the recreation corridor to the south. The highway is bordered by both residential and public lands. Small neighborhoods are located north of Meeks Bay. Tahoma, a census designated place, includes residential and small commercial areas in both El Dorado County and Placer County. The West Shore Trail (or Tahoe Trail) extends from the Placer County line south to Meeks Bay. Within this segment, the shared-use path mostly parallels the roadway.

Visitor Activities

California State Parks is the primary public land manager within the segment. Additional public lands are owned and managed by the LTBMU and the Conservancy. Private lands border most of the highway which provides access to public recreation areas. Sugar Pine Point State Park does not see the visitor volumes associated with Emerald Bay, but visitation continues to increase.

Tahoma and Homewood areas create a northern gateway to the corridor and offer a small number of food and beverage opportunities. These are the last commercial areas before a traveler heads south through the recreation corridor. Most of the other food and beverage offerings in the corridor, such as those at Meeks Bay Resort and Camp Richardson Resort, are provided as part of concessionaire facilities on public lands.

Sugar Pine Point State Park provides opportunities to hike, swim, fish, camp, and explore a nature center and historic site. In the winter, cross-country skiing is available. The park also rents facilities for special events. Key recreation sites in the segment include:

- Sugar Pine Point State Park
- Sugar Pine Point Campground
- Beach areas in Sugar Pine Point State Park
- Hellman-Ehrman Estate picnic area, beach, and pier

Additional recreation sites, such as Homewood Resort, are located north of the corridor in Placer County and are considered as part of the broader planning context.

KEY ISSUES

The Sugar Pine Point Segment includes a mix of both residential development and public recreation areas, including Sugar Pine Point State Park. Although the segment does not have the traffic congestion and high volumes of visitation seen at other recreation sites in the corridor, there is opportunity for improvement. As visitation to Lake Tahoe increases, the pressures currently affecting the Sugar Pine Point State Park could increase. Key issues to be addressed include:

- Roadside parking in Tahoma, which is north of the study area, creates congestion for the corridor to the north.
- Visitors to the State Park often park along the highway and cross the highway to avoid an entry fee.
- Lack of a formal transit pull-off or turnaround complicates the operation of existing transit routes.
- Lack of vehicular turnouts and turnarounds to facilitate emergency access and evacuation.



Hellman-Erhman Mansion, a historic building called Pine Lodge, establishes a strong cultural sense of place for the state park.

DESIRED CONDITIONS

Cooperative management of the corridor requires land managers and agencies to agree to a common set of goals and objectives for what they want to achieve as they address the issues associated with visitor travel demands. In 2018-2019, discussions with land managers revealed common concerns that the level of visitation exceeds the capacity that the infrastructure and staffing levels are able to support in order to avoid undesirable impacts to the corridor's natural and cultural resources and resident's quality of life.

Managers of public lands strive to manage visitor access and recreation use while protecting natural and cultural resources. This process is inherently complex and can be further challenged with the quantity and variety of facilities and limited funding.

A balance is needed between three components in order for land managers to plan for and manage capacity and use levels across jurisdictional boundaries:

- anticipated visitor experience (solitary to increased interactions),
- natural and cultural resource protection, and
- available infrastructure facilities and budget for staffing and management.

Striking the balance requires adaptive management to establish the desired conditions for each element and to actively monitor and review data to adjust strategies.

Overall, the desired conditions for the SR 89 Recreation Corridor require an increase in operational capacity to effectively administer visitor management strategies and reduce impacts on natural and cultural resources. It is recognized that the visitation levels experienced during 2018 and 2019 are not sustainable without more coordinated management approaches that control how people arrive to recreation destinations. The desire is for an even distribution of visitors throughout the day and a more organized transportation approach which eliminates the chaos caused from visitors parking and walking along the highway.



Corridor management works cooperatively across jurisdictional boundaries to balance the protection of natural and cultural resources and providing quality visitor experiences with available infrastructure and operational facilities and budgets.

Goals

The following six goals and corresponding objectives have been set for the corridor. These goals were also used to evaluate alternatives and concepts.

Provide a Quality Travel Experience for All.

Create a variety of easy, flexible, and enjoyable ways for visitors and residents to plan for, arrive to, experience, and depart the corridor and recreation sites. Recognize that visitors refers to anyone (both local and non-local) recreating in the corridor.

Objectives

- Manage visitation levels to align with natural, physical, social, and operational resources.
- Manage and distribute visitation across time and place to smooth peak periods.
- Use technology and marketing to increase visitors' and residents' confidence of a "known" or expected high-quality travel experience.
- Provide equitable access to recreation destinations, ensure access for underserved populations.
- Manage congestion and access to meet resident's travel needs.
- Remain sensitive to the cultural resources and traditions of the Washoe Tribe.
- Allow for year-round access to the variety of desired recreation experiences while balancing the need for resource protection.
- Provide a seamless travel experience that extends from pre-trip planning throughout the visitor trip.

Improve the Environment. Enhance the multi-modal transportation system and implement roadway improvements to manage congestion, reduce VMT and greenhouse gas (GHG) emissions, improve the clarity of Lake Tahoe, protect cultural resources, and enhance wildlife connectivity.

Objectives

- Balance congestion management to stabilize traffic flow and reduce idling and delays while also encouraging users to shift to alternative modes of transportation.
- Improve Lake clarity by reducing the amount of fine sediments reaching Lake Tahoe.
- Enhance wildlife connectivity and minimize impacts to habitat areas.
- Protect habitat for native flora and fauna from degradation.
- Protect cultural resources from overuse.
- Restore and manage historical resources.
- Celebrate Washoe cultural heritage.
- Reduce the risk of wildfire.



The Pope-Baldwin Bicycle Trail connects the neighborhoods south of the corridor to recreation destinations.

Advance Safety. Enhance facilities and utilize management strategies that reduce the potential for traffic incidents and enhance emergency access and evacuation routes.

Objectives

- Minimize conflicts between motorists, pedestrians, and cyclists.
- Address roadway design and management strategies that prevent year-round vehicle and emergency response access through Emerald Bay.
- Use ITS and create the infrastructure for technology to assist with emergency response by allowing visitors to connect and communicate with first responders.
- Provide turnouts to facilitate emergency access and response.
- Coordinate corridor enhancements to improve emergency response access to both upland and lakeward lands.
- Improve traffic flow to address evacuation needs, allow for forest fuels management, and minimize delays for emergency response.

Create Comfortable, Connected, and Convenient Transit and Trail Systems. Expand and manage the multi-modal transportation system to effectively improve access for all users to manage congestion, encourage walking and biking, and provide transit options.

Objectives

- Create a separated, shared use path to promote active transportation, disperse recreation, complete the Tahoe Trail through the corridor, provide a high-quality user experience, and serve a broad spectrum of users.
- Increase transit mode share and reduce the number of single occupancy vehicle trips entering the corridor.
- Provide frequent and convenient transit service that accommodated recreation gear and balances visitation demands with operational constraints.
- Respond to seasonal travel demands and maximize system efficiencies.
- Provide a coordinated transit system that connects with regional park once strategies.
- Plan for emerging e-bike technology and shared mobility services.



Transit that is frequent and convenient and can accommodate recreation gear has an opportunity to reduce the environmental and management impacts associated with large numbers of people using a personal vehicle to recreate in the corridor.

Fund the Vision. Secure sustainable funding to build, operate, maintain, and renew a multi-modal transportation system that transforms the vision from concept to reality.

Objectives

- Establish partnerships to increase the breadth of funding opportunities and sources.
- Develop sustainable funding sources and agreements that can be used to operate transit services and maintain infrastructure improvements.
- Explore new and innovative funding structures that allow for revenue generation to be reinvested into the corridor or to fund project implementation.

Set the Stage for Implementation, Maintenance, and Operations. Develop and identify the foundational roles and responsibilities, policies, and agreements needed to execute strategies and adaptively manage the corridor today and into the future.

Objectives

- Coordinate the planning and design of projects and group projects by geographic area for cost savings, appropriate sequencing, efficiencies in constructibility, and implementation, and reduced impacts to traffic flow during construction.
- Align with agency goals and desired conditions to support, enhance, and enable management decisions.
- Utilize partnerships to effectively and efficiently maintain, manage, and operate corridor enhancements, transit services, and supporting infrastructure.



The Tahoe Trail extension between Sugar Pine Point State Park and Meeks Bay demonstrates the progress that can be achieved by using partnerships and shared goals to develop multi-benefit projects in the corridor.

THE OPPORTUNITY

An analysis of corridor users and their travel patterns show that there is an opportunity to develop successful car-free strategies for arrival to corridor destinations.

Corridor Visitation

The majority of visitors to the SR 89 corridor are overnight visitors, meaning they stay in Tahoe at least one night. The LTCCP found that 90 percent of visitors in the corridor were overnight visitors. 2018 intercept survey results showed a similar breakdown: 89 percent overnight visitors and 11 percent day visitor.

Travel Patterns

In 2018, over 86 percent of corridor visitors responded to an intercept survey that they arrived to the corridor by car. In the Pope to Baldwin Segment, almost 10 percent use a bike to travel to the corridor since the Pope Baldwin Bike Path provides easy access from nearby homes and tourist accommodations. In the northern portion of the corridor, the recent extension of the West Shore Trail from Sugar Pine Point State Park south to Meeks Bay will allow more visitors a car-free option to reach the beaches of Meeks Bay Resort.

In 2018, LSC Transportation Consultants evaluated travel patterns. As part of an intercept survey and a windshield survey, travelers were asked from which direction they arrived to the corridor and to which direction they would leave. Results showed that the majority of recreation area users return via the direction they came. For example, 75 percent of Pope to Baldwin Segment respondents arrived to the corridor from the south and then returned to the south. Twenty-five percent of the segment's respondents indicated that they arrived from the north and would return to the north.

Similarly, at Eagle Falls 59 percent of respondents arrived to the corridor from the south and then returned to the south. Thirty-seven percent indicated that they arrived from the north and would return to the north.

This data indicates the potential success for transit services associated with park-n-ride/bike locations at the northern and southern ends of the corridor. Users would be able to hop on a shuttle to their recreation destination and return to the park-n-ride via the shuttle at the end of their activity. Connecting the park-n-ride/bike locations to mainline transit systems in South Lake Tahoe and North Lake Tahoe also allows people an opportunity to access the transit shuttles from their tourist accommodation or home without ever having to get in a car.

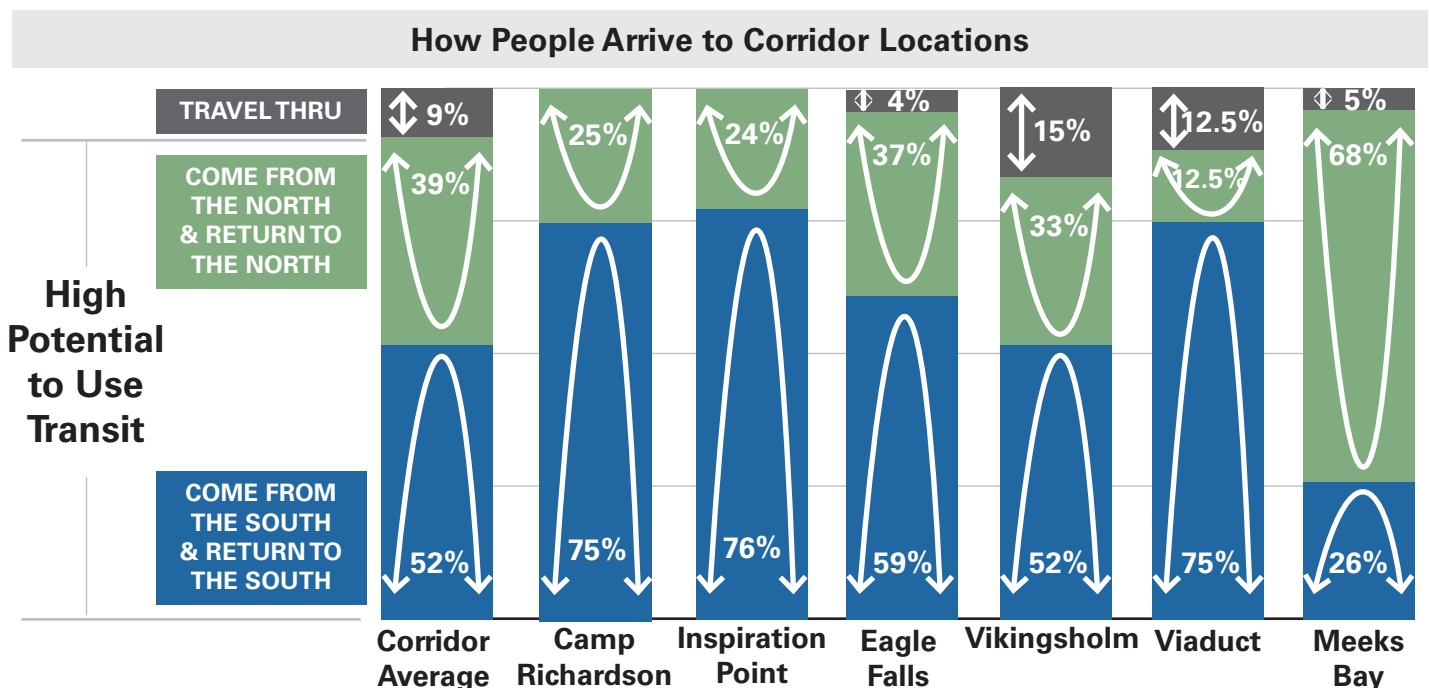


Figure 13: Corridor Travel Patterns Show that Park-n-Ride Transit Solutions are Viable

ANTICIPATED ENVIRONMENTAL GAINS

In 1982, TRPA adopted nine environmental threshold categories and 148 threshold standards which set environmental standards for the Lake Tahoe Basin and indirectly defined the capacity of the Region to accommodate additional land development.

There are nine threshold areas:

- Air Quality
- Water Quality
- Soil Conservation
- Vegetation
- Fisheries
- Wildlife
- Scenic Resources
- Noise
- Recreation

Implementation of CMP projects is anticipated to create environmental gains. Table 1 provides a brief indication of where significant gains might be realized in relation to TRPA thresholds. It is not intended to be a complete analysis, but it sets the stage for considering what the primary positive combined impacts of implementing the CMP may be.

Moving forward, individual projects will establish metrics by which progress can be tracked and success measured. These metrics will align with the TRPA thresholds and be coordinated with elements already being regularly evaluated.



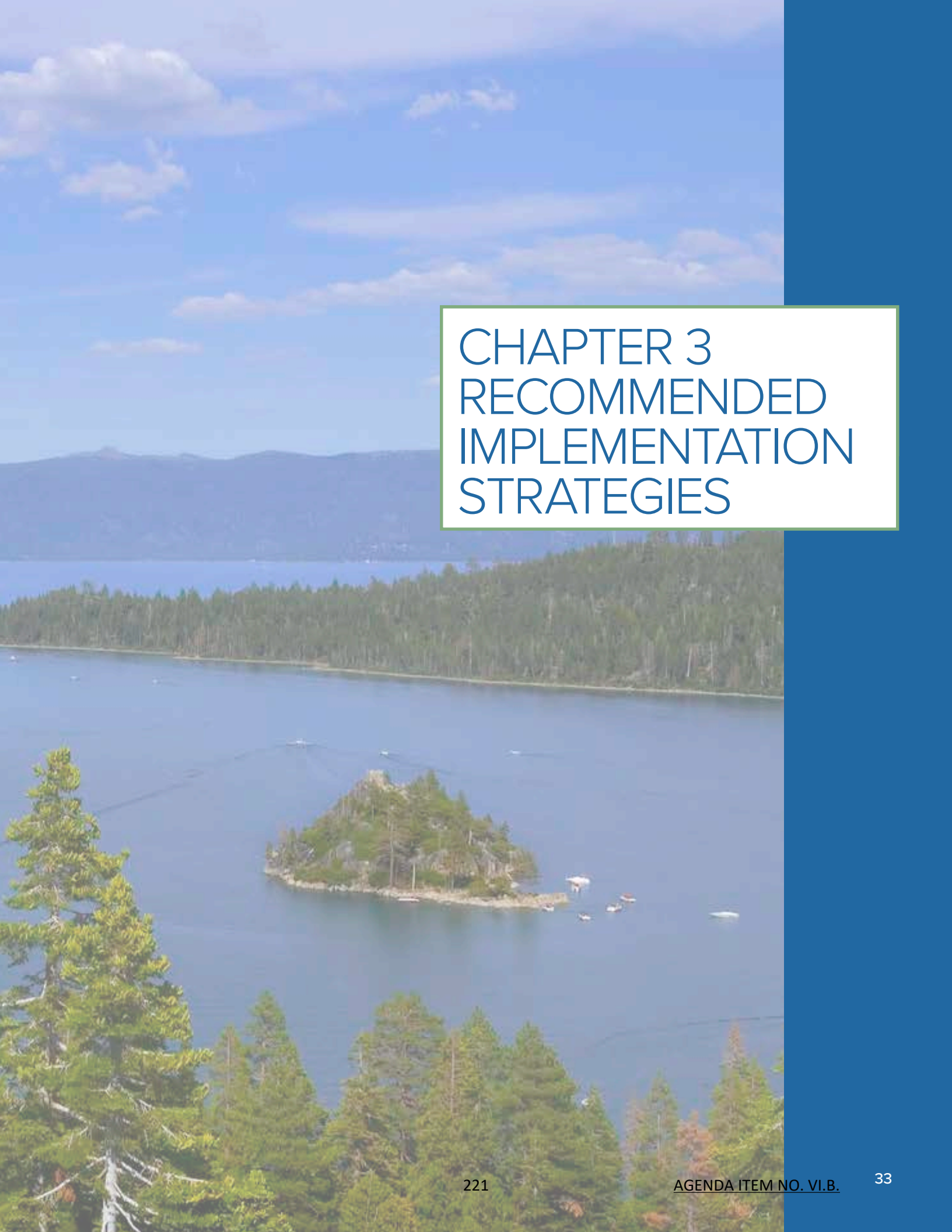
Emerald Bay is home to the most concentrated areas of active osprey nests around Lake Tahoe. It is also one of the most highly visited sites on the lake. Visitation management along the corridor should consider how strategies can also reduce human impacts on these special sites.

Photo by California State Parks

| ANTICIPATED ENVIRONMENTAL GAINS | |
|---------------------------------|--|
| TRPA Threshold | Description |
| Air Quality | <ul style="list-style-type: none"> Improved air quality by managing congestion through parking management strategies and providing transit can improve air quality. Reduced VMT by shifting use to transit and bicycling. |
| Water Quality | <ul style="list-style-type: none"> Reduced air pollution and the subsequent deposition of nitrogen and fine sediment by reducing private automobile use through improvements to public transit and alternative transportation modes. Maximized use of water quality mitigation funds for multi-benefit projects to support erosion control and stormwater pollution control projects. Reduced erosion from shoulder parking and unauthorized trails. |
| Soil Conservation | <ul style="list-style-type: none"> Restricting roadside parking and restoring disturbed areas will reduce erosion and benefit soil conservation. |
| Scenic Resources | <ul style="list-style-type: none"> Improved visual quality from both the roadway and from Lake Tahoe with relocated shoulder parking to off-highway areas. Unauthorized parking along the roadside blocks views to the lake and detracts from the scenic quality of scenic roadways. Improved visual quality with enhanced roadway aesthetics. Designing highway structures (walls, slope protection, revegetation, etc.) to use appropriate materials and colors can improve the visual quality of the roadway. |
| Wildlife | <ul style="list-style-type: none"> Enhanced connectivity of wildlife habitat areas by providing improved wildlife crossings, where appropriate, can prevent habitat degradation. Balancing visitor levels with operational budgets for management and protection of natural and cultural resources can prevent habitat degradation and improve habitat for special interest species. |
| Fisheries | <ul style="list-style-type: none"> Improved fish habitat and stream flows by coordinating projects to support these goals. Bridge designs should enhance stream flows and reduce unnatural blockages for fish movement, where appropriate. |
| Vegetation Preservation | <ul style="list-style-type: none"> Improved access supports implementation and achievement of forest treatment programs and wetland and meadow conservation. Reduced risk of wildfire by under-grounding electric utilities and improving emergency access to increase the ability for responders to quickly address wildfires. |
| Recreation | <ul style="list-style-type: none"> Increased mileage of new trails developed and reduction in trail gaps. Increased connectivity of non-motorized trails to recreation sites. Increased transit service to recreation sites. Increased outdoor recreation opportunities able to be accessed by bike or transit from tourist accommodations and residential areas. Increased trail or transit connections between off-site parking areas and recreation sites. Increased number of people who know how to access recreation sites without using a personal vehicle. Improved quality of experience for scenic drivers. Improved overall quality of experience as the experience of getting to the recreation destination is improved. Improved overall experience by maintaining the variety of experiences and setting the appropriate expectation for the type of experience for recreation site and activity. |
| Noise | <ul style="list-style-type: none"> Vehicular travel is one of the predominant noise sources in the basin. Based on available status and trend information, the 2015 Threshold Evaluation Report stated that existing programs by LTBMU, TRPA, and CHP are “mostly effective in reducing noise in rural outdoor recreation areas”. Reducing private automobile use and improving public transit and access to bike trails will further reduce noise impacts from personal vehicles. |

Table 1: Anticipated Gains in TRPA Thresholds

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CHAPTER 3 RECOMMENDED IMPLEMENTATION STRATEGIES



Taylor Creek, in the Pope to Baldwin Segment, captures the beauty of the region’s marshes and their critical role in preserving lake clarity.

CORRIDOR TOOLKIT

This chapter summarizes the tools and strategies recommended for implementation throughout the corridor and within individual corridor segments. It connects strategies to existing and potential challenges facing the corridor.

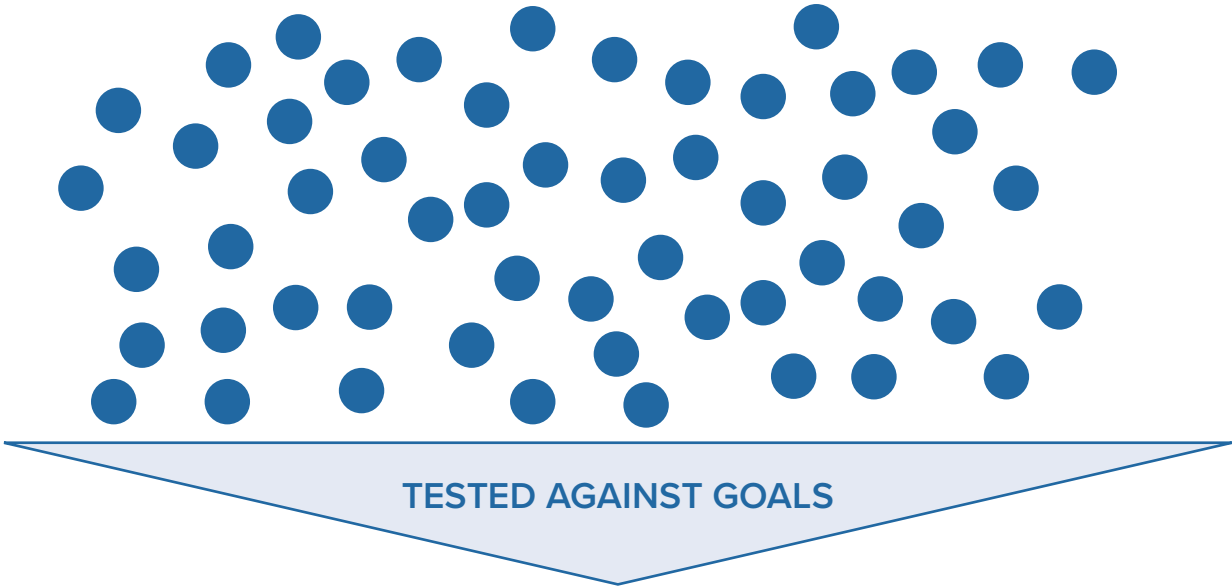
A number of management tools exist for land managers and agencies to consider as they address challenges associated with recreation access. Ideas were shared by stakeholders and members of the public. These concepts were tested against goals to determine viability for success.

Evaluation Criteria

The following questions were used to qualitatively assess potential tools and strategies. The criteria considered how well a strategy could achieve corridor goals while also recognizing funding and operational limitations and regulatory conditions.

1. To what extent does the strategy allow for improved visitor experience and recreation access without increasing congestion and delay on the highway?
2. To what extent does the strategy reduce the number of vehicles accessing recreation sites?
3. To what extent does the strategy provide a viable alternative to parking along the side of the road?
4. To what extent does the strategy manage visitation levels in a way that aligns with the desired conditions for natural, cultural, physical, social, and operational resources?
5. To what extent does the strategy manage congestion?
6. To what extent does the strategy improve visual quality?
7. To what extent does the strategy improve environmental quality and reduce the amount of fine sediments reaching Lake Tahoe?
8. To what extent does the strategy improve emergency access and response?
9. To what extent does the strategy reduce conflicts among vehicles and bicyclists and pedestrians?
10. To what extent does the strategy equitably serve a broad range of users?
11. To what extent is the strategy supported by the public?
12. How likely is the strategy to be competitive for state or federal funding sources or create a sustainable funding stream?
13. Will improvements take a long time (low score) to complete or are they easy to implement (high score)?
14. To what extent does the strategy not significantly impact operational or maintenance budgets?
15. To what extent can the proposed project enhance the ability of partners to leverage funding sources, improve constructibility, reduce construction time, and provide cost savings.

**CONCEPTS GENERATED BY
STAKEHOLDERS & COMMUNITY INPUT**



CORRIDORWIDE TOOLS & STRATEGIES

TRANSIT & SHUTTLE SERVICES

- Create recreation route shuttle
- Connect with mainline transit systems
- Incorporate water transit
- Frequent and convenient
- Focus on shifting visitor behavior in the Pope to Baldwin and Emerald Bay Segments

PARKING MANAGEMENT & ENFORCEMENT

- Restrict and improve ability to enforce no roadside parking
- Leverage paid parking to fund transit and the operations and maintenance of new trail and parking facilities
- Utilize strategies such as reservations, congestion-based pricing, time limits, & progressive pricing
- Provide access to parking lots year-round

TECHNOLOGY SYSTEMS & INFORMATION ACCESS

- Provide real-time travel information
- Coordinate with regional and resident marketing for trip planning
- Create a sense of entry to the corridor
- Provide a consistent and coordinated approach to parking management

ACTIVE TRANSPORTATION

- Connect Tahoe Trail from Spring Creek Road to Meeks Bay
- Increase biking to recreation destinations
- Reduce congestion from pedestrian crossings
- Minimize at-grade pedestrian and bike crossings

INFRASTRUCTURE IMPROVEMENTS

- Address road design and operations to facilitate year-round access through Emerald Bay
- Improve technology infrastructure
- Improve wildlife crossings and address
- Provide emergency pull-offs
- Improve emergency response access facilities

Interconnected Strategies

Resource, recreation, and operational issues face the corridor. The issues are interrelated and the strategies available to address them are also connected. For example, restricting/relocating roadside parking areas without increasing enforcement, increasing fines, installing barriers, and providing alternative methods for more managed access can result in pushing the roadside parking to alternate locations and frustrated visitors.

The CMP recommends an integrated approach for projects and operational strategies. Tools are used in coordination with one another rather than independently. Results should be monitored and strategies adjusted to achieve a more managed and car-free experience where the impacts of visitor use are reduced.











An interconnected set of management tools are used in parallel to achieve a consistent set of recommendations throughout the recreation corridor.

CORRIDOR RECOMMENDATIONS

Eight overarching and interconnected recommendations are established for the overall corridor and specific corridor segments. These recommendations are intended to be used together to realize the corridor vision of a balanced and managed multi-modal corridor experience. The following pages summarize the eight recommendations.

Corridor Recommendations

-  **Completion of the Tahoe Trail**
-  **Transit & reservation system** during the summer months and peak weekends
-  **Roadside parking** restricted/relocated with increased enforcement and fine
-  **Recreation zone speed limit** developed for peak season
-  **Point source congestion** management at Pope Beach Road and Jameson Beach Road
-  **Winter and off-season access** improvements/year-round recreation access for backcountry and site-seeing needs
-  **Technology infrastructure**
-  **Increased operational resources and coordinated management approach**



Completion of the Tahoe Trail around the West Shore

Within the corridor, the Class I, separated shared-use path system in the corridor ends at Spring Creek Road in the south and at Meeks Bay Resort in the north. Completion of the trail has the potential to provide a beautiful way for people to reach recreation destinations along the corridor without needing a car. Similar to the East Shore Tahoe Trail, the West Shore Tahoe Trail will also be a recreation opportunity in and of itself. It provides another benefit by offering a place for people to walk between recreation areas without walking on the highway.

Continued collaboration with stakeholders, including land managers and homeowners, can assess the feasibility of various alignments which can then move forward in phases to completion. The trail completion through the SR 89 Recreation Corridor will be a spectacular section of the Tahoe Trail's route around Lake Tahoe.



Figure 14: Conceptual Completion of the Tahoe Trail



Corridor Transit and Reservation System for Summer and Peak Weekends

During the peak summer months, a coordinated transit and parking management system will offer a viable alternative for access to corridor destinations. The framework of the recommended system is discussed in greater detail in Chapter 5 and will require land managers, agencies, and vendors to cooperatively manage parking in a consistent and collaborative approach. The transit framework incorporates a shuttle system and water taxi service to reduce the use of personal vehicles in the corridor and develop a system to manage visitation volumes and distribution. Water taxis should accommodate some bicycles so passengers can ride when they reach their destination. The approach also enhances the visitor experience by increasing equitable access on Lake Tahoe. For example, rental boats can be expensive and not everyone feels confident using a kayak or paddle board.

The transit framework can be expanded and used for recreation access during peak weekends. In particular, there is demand for winter backcountry access. A winter shuttle pilot was provided by the Tahoe Backcountry Alliance during 2019/2020. There is a desire to expand that service.

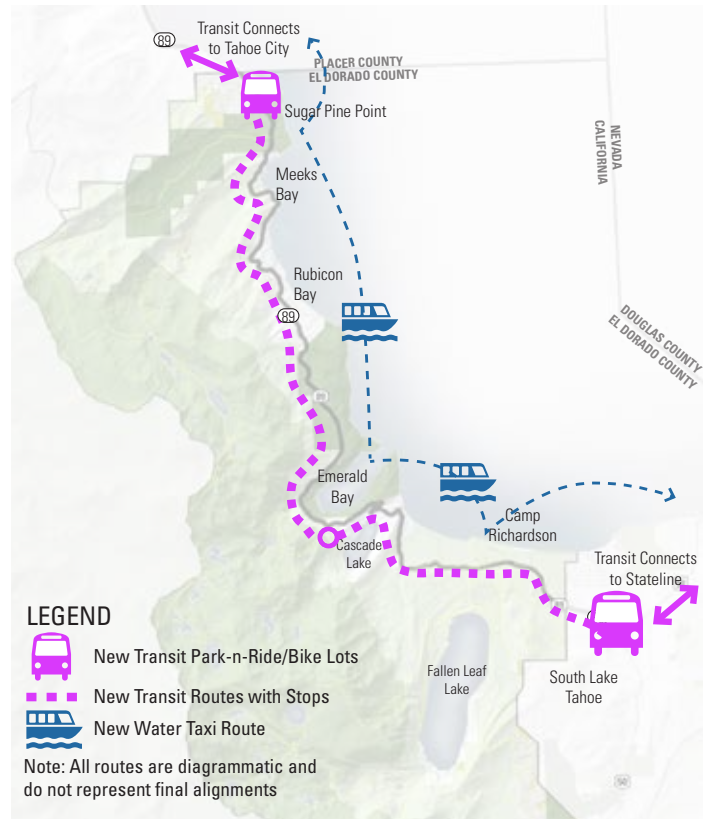


Figure 15: Conceptual Transit Framework for Summer season and Peak Weekends

Roadside Parking and Enforcement Recommendations

Shifting use patterns and managing visitation requires transit strategies be coupled with changes to roadside parking and the travel way. Parking along the roadside should be restricted when alternative access through transit and bike options are provided. Enforcement of no roadside parking can be enhanced through the use of barriers, utilizing technology, significantly increasing fines, and developing consistent zones or stretches where no roadside parking is allowed. Zones must be long enough that the parking is not pushed into nearby areas, such as residential zones. Increased fines will require approval at a state level. Visitation use associated with roadside parking is intended to be shifted to other modes of access such as transit and bike.

Parking areas for trail access should be organized and incorporated into the overall parking management strategy. Adaptive parking restrictions are needed to restrict roadside parking during peak seasons, but may allow for some parking during shoulder seasons and in select areas for trail access.



Figure 16: Priority Areas for Restricting Roadside Parking | Additional Areas to Be Restricted from Meeks Bay Past Sugar Pine Point State Park as Alternative Access is Provided

Recreation Zone Speed Limit During Peak Season

High volumes of pedestrians and bicycle activity occur in corridor recreation areas during the summer and on peak days during the winter. The speed limit through the corridor does not reflect the increased number of people walking or biking near the roadway. In similar areas, Nevada has the ability to implement a variable speed limit in recreation zones that can be activated during high use days. The strategy is akin to school zones where a reduced speed limit is put in place when appropriate. The recreation zone speed limit will require a change to California's vehicle code, but it offers a method for reducing the potential for traffic incidents and heightening driver's awareness of the need for reduced speed in certain locations.

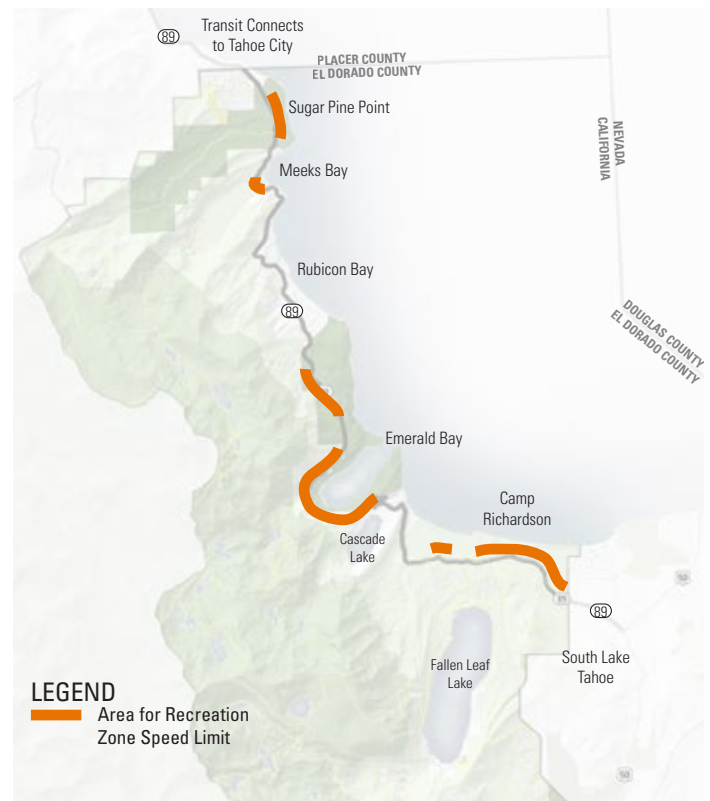


Figure 17: Priority Areas for Implementing a Recreation Zone Speed Limit



Point Source Congestion Management at Pope Beach Road and Jameson Beach Road

Traffic flow through the Pope to Baldwin Segment is severely impeded by vehicles queued for entry into Pope Beach and by pedestrians crossing the highway at Jameson Beach Road. The delays caused by these queues reduces the desirability of transit use because the lack of a transit only bypass lane requires shuttles to wait in the same traffic.

Addressing the congestion requires a suite of coordinated strategies that can be implemented and monitored in phases. The desired conditions manage congestion while also incentivizing a shift from personal vehicles to transit or active transportation modes.

Recommendations include parking management strategies for all areas, including Pope Beach. Entry modifications to Pope Beach can reduce the likelihood of vehicles backing up onto the highway. Modifications should also be designed to prevent parking along Pope Beach Road. At Jameson Beach Road, the restriction of roadside parking is coordinated with potential land use shifts, modifications to the pedestrian crossing, and altering the crossing of the Pope Baldwin Bike Path to improve traffic flow. Additionally, creating an internal vehicular route can disperse visitation throughout the recreation segment and connect parking areas off the highway.

Additional detail for the strategies is provided in Items 17-19 of this chapter.

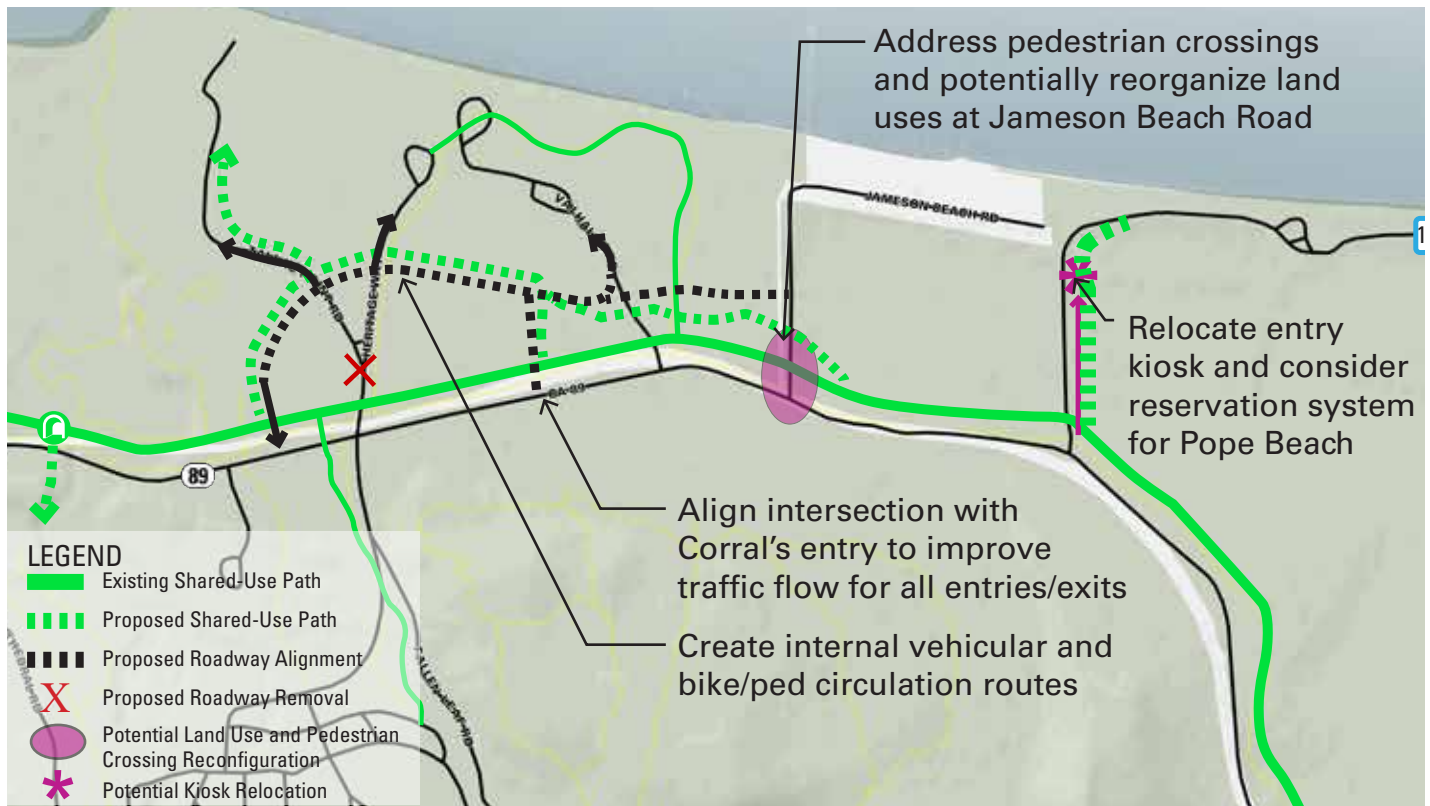


Figure 18: Conceptual Diagram of Point Source Congestion Strategies

Winter and Off-Season Access Improvements

Roadway design and management operations restrict year-round access (and emergency access) around Emerald Bay. The highway is not only used for access to recreation destinations, it also serves a vital role for emergency access along the west shore and for commuters traveling between the north and south shores for work. Avalanche risks can often trigger road closures. Additionally, the narrow road corridor along the ridgeline between Emerald Bay and Cascade Lake constrains transit operations, reduces opportunities to incorporate a Class I bicycle facility, and hampers emergency access. The tight switchbacks also pose a challenge.

A Project Study Report should evaluate the challenges and opportunities for roadway modifications and operational measures to manage potential avalanches and rockfall. These strategies are discussed in more detail in Items 8, 9, and 10. The Project Study Report should detail implementation projects to move forward while recognizing the overall desired conditions for corridor management and continued control of large trucks and tour buses in Emerald Bay.

There is demand for corridor recreation access both in the winter and off-seasons. Access to strategic off-highway

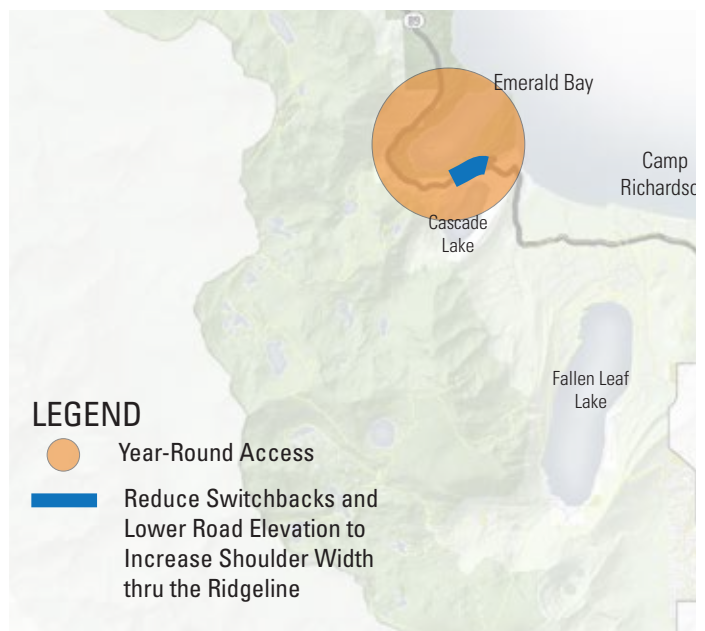


Figure 19: Conceptual Diagram for In-depth Evaluation of Year-round Access Opportunities

parking lots is needed for winter backcountry access. Demand for site-seeing in Emerald Bay is high throughout the year. Changes in snowpack conditions and warmer winters has increased the need to accommodate site-seeing access throughout the year and not just during the summer.

Technology Infrastructure Improvements

As discussed in Chapter 1, technology innovations can be used to manage and maintain the corridor. But access to cellular and fiber infrastructure hamper the ability to use these resources. Throughout the corridor, the gaps in technology access should be addressed. Every infrastructure project should consider opportunities to incorporate technology infrastructure as a goal. Co-location with existing utilities and with the Tahoe Trail should be evaluated. Technology applications and management systems should be consistent or compatible throughout the Basin to make the systems easy to use and access for visitors and residents. ITS should be used to communicate real-time information to visitors regarding corridor conditions, parking, and transit options. And the need for a traffic operations center to make ITS work should be addressed.

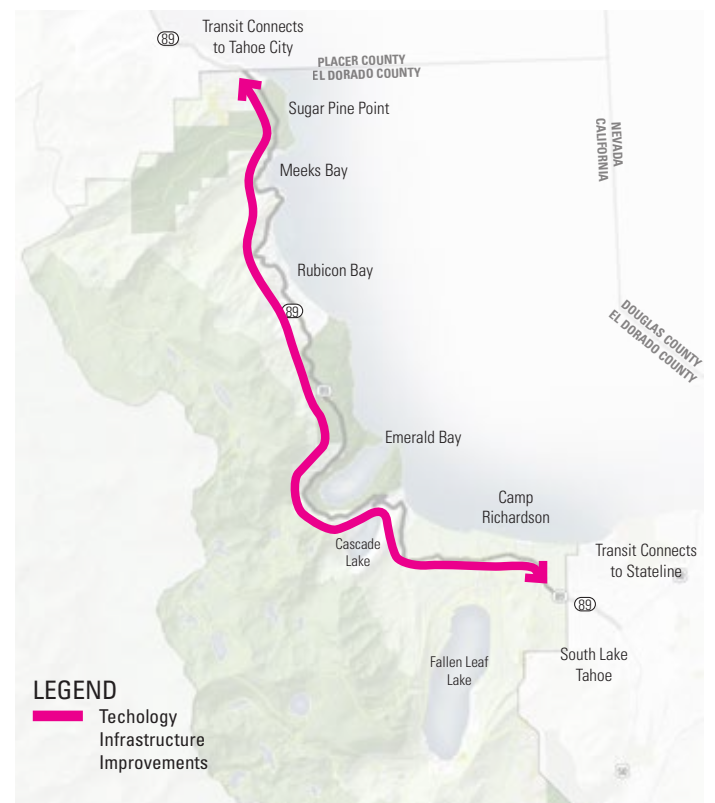


Figure 20: Priority Areas for Enhancing or Providing Technology Infrastructure



Increased Operational Resources and Coordination

Land managers and agencies have limited budgets and are asked to maximize the use of each dollar. Deferred maintenance and minimal staffing levels hamstring the ability to increase management strategies because the limited resources are already fully allocated to address existing visitation levels and facility infrastructure. The CMP recognizes that increased operational and facility resources are needed to manage the corridor. Continued coordination between agencies to implement the recommended projects and strategies is required. As described in Item 26, an Executive Team and a Corridor Management Team should be developed along with a formalized agreement for collaboration, decision-making, and potential cross-jurisdictional roles and responsibilities. The goal is to continue to address challenges, seek solutions, and identify project champions. These items will be memorialized through an agreement upon completion of the CMP and initiation of the Tahoe Trail feasibility study.



CONNECTING STRATEGIES WITH ISSUES

The strategies detailed on the following pages connect the dots between the corridor’s 28 key shared issues (listed below) and the set of strategies recommended to address the issues. The summary includes action steps, how success will be measured, potential project leads and partners, and a list of how the strategies relate to other recommendations. The correlated list of issues and strategies is also found as a table in the appendix.

Chapters 4 and 5 support this list by detailing the analysis and development of the travel framework for multi-modal access. Chapter 6 describes the series of specific projects along the corridor that are required to implement the strategies.

Item List

- Item 1 | Gap in Tahoe Trail
- Item 2 | Pedestrians in Highway
- Item 3 | Lack of Consistent Transit Service
- Item 4 | Bus Stops & Turnarounds Needed in Emerald Bay
- Item 5 | Motorists Congest Roads when Searching for Parking
- Item 6 | Visitation Surge Occurs at Peak Times
- Item 7 | Overnight Users Need Access
- Item 8 | Parking Lots Closed in Winter
- Item 9 | Emerald Bay Road Design Restricts Transit
- Item 10 | Lack of Year-Round Access Through Emerald Bay
- Item 11 | Limited Areas for Emergency Response
- Item 12 | High Traffic Speeds Near High Volumes of Pedestrians
- Item 13 | Limited Operations Budgets
- Item 14 | Lack of Piers and Operations to Support Water Taxi Service
- Item 15 | Lack of Technology Infrastructure
- Item 16 | Traffic Congestion at Pope Beach Road and at Eagle’s Nest Campground
- Item 17 | Traffic Congestion at Jameson Beach Road
- Item 18 | Visitation is not Dispersed
- Item 19 | Pope to Baldwin Bike Path has High Use Volumes
- Item 20 | Lack of Recreation Gateway, Visitor Info, & Consistent Wayfinding
- Item 21 | Events Can Impact Congestion
- Item 22 | Roadway is a Barrier for Wildlife Movement
- Item 23 | Overhead Powerlines Create a Fire Risk
- Item 24 | Roadside Parking Degrades Effectiveness of Stormwater Features
- Item 25 | Vikingsholm Parking Needs Repairs
- Item 26 | Implementation is Tough and Needs Partnerships and Executive Buy-in
- Item 27 | Lack of Public/Private Partnerships
- Item 28 | Climate Change

ITEM 1 | GAP IN TAHOE TRAIL



DESCRIPTION

The Tahoe Trail ends at Spring Creek Road in the south and at Meeks Bay Resort in the north, leaving an approximate 11-mile gap in bicycle access to recreation destinations and through cyclists along the west shore of Lake Tahoe.

PROJECT LEAD(S) & KEY PARTNERS

- LTBMU
- CDPR
- TTD
- CALTRANS
- TRPA
- El Dorado County

ASSOCIATED STRATEGIES AND PROJECTS

- Item 2, Item 15, Item 23, Item 26
- Projects: CW-1.01, WS-2.01, WS-2.02, WS-2.03, WS-3-01, WS-4.01

STRATEGIES

- Complete a feasibility study for shared-use path alternatives along the west shore.
- Continue to work with residents, property owners, and land managers to develop the preferred alignment for the Tahoe Trail.
- Phase implementation of the remaining segments of the Tahoe Trail so that phases are constructed from destination to destination. For example, one phase of the construction could encompass the trail from the vista point east of Eagle Falls through the Vikingsholm parking and entrance area. This approach could leverage partnerships and improve connectivity. Other phases may be associated with the restoration project at Meeks Bay, the connection of Meeks Bay to D.L. Bliss, the connection of D.L. Bliss to Emerald Bay, and the connection to the existing trail at Spring Creek Road to Emerald Bay.

SUCCESS MEASUREMENT

- Tahoe Trail completion with no gaps along the West Shore.
- Miles of trail constructed.

ITEM 2 | PEDESTRIANS IN HIGHWAY



DESCRIPTION

High volumes of pedestrians walk along and in the roadway in heavily used areas such as the Pope to Baldwin and Emerald Bay Segments. 375 cars parked alongside the highway and the viaduct in Emerald Bay on an average busy summer day in 2018 forcing, pedestrians to walk in the roadway.

PROJECT LEAD(S) & KEY PARTNERS

- LTBMU
- TRPA
- CDPR
- CHP
- TTD
- EDC Sheriff
- CALTRANS

ASSOCIATED STRATEGIES AND PROJECTS

- Item 1, Item 3, Item 23, Item 26
- Projects: CW-1.01, WS-2.01, WS-2.02, WS-2.03

STRATEGIES

- Implement strategies associated with Item 1 and incorporate a walkway or shared-use path around Emerald Bay in coordination with and connected to off-highway parking lots.
- Implement strategies associated with Item 5 and restrict/relocate roadside parking.

SUCCESS MEASUREMENT

- Miles of sidewalk or Tahoe Trail developed around Emerald Bay offering a pathway off the highway for pedestrian use.
- Number of roadside parking spaces “relocated” or shifted to another mode.
- Reduction in traffic incidents.
- Decrease in emergency response times.
- Measurable reduction in congestion levels.
- Improved lake clarity.
- Number of pedestrian and bikes using new trail system.
- Number of miles of No Parking Zone implemented as alternative modes of transportation have shifted to organized parking, transit, and trail systems.

ITEM 3 | LACK OF CONSISTENT TRANSIT SERVICE



DESCRIPTION

Lack of consistent, frequent, and marketed transit within the corridor negatively impacts the number of people able to arrive to recreation destinations without a car.

STRATEGIES

- Develop an easily accessible, frequent, fun, and consistent transit system, that provides recreation access and can carry recreation equipment, to serve corridor recreation destinations during the summer months. Consider an express transit service to Emerald Bay from a park-n-ride area south of Emerald Bay. Consider expanding transit to other peak weekends during the winter and off-season.
- Reduce the demand for park-n-ride facilities. Coordinate transit services with mainline systems from accommodation areas. Partner with private shuttles, including those from area hotels and accommodations to service the corridor from lodging.
- Implement and enforce no roadside parking recommendations.
- Develop and implement a unified branding and marketing strategy to promote no-car access options to recreation areas.
- Implement point source congestion management strategies throughout the Pope to Baldwin Segment to reduce delays and increase transit ridership.
- Establish a sustainable funding source that addresses varying land manager requirements while collecting revenue from parking and/or transit to subsidize transit operations and the operation of a parking management system. The administrator of the system should be an entity that can work with partner agencies to pool resources as well as pursue additional funding sources such as applying for State Transit Assistance (STA) funds and grant programs.
- Utilize a reservation system for shuttle use to distribute peak use and provide a system that can be used to reduce visitation, if needed, with the understanding that shifting recreation use and unmet demand will need to be addressed as part of a basinwide approach.
- Enhance the bus stops and pull-offs through Emerald Bay to improve transit operations and increase reliability.
- Develop turnaround locations (such as a roundabout) near the north gate at Emerald Bay and as part of parking/shuttle stop improvements at Bayview Campground for buses to turnaround.

ASSOCIATED STRATEGIES AND PROJECTS

- Item 1, Item 4, Item 5, Item 26
- Projects: CW-1.02, CW-1.03, CW-1.04, CW-1.05, CW-1.06, WS-1.01, WS-1.03, WS-1.08, WS-1.09, WS-1.10, WS-1.11, WS-1.14, WS-2.04, WS-2.06, WS-2.07, WS-2.08, WS-2.11, WS-2.12, WS-2.13, WS-2.14, WS-4.03, WS-5.01, WS-5.02

ITEM 3 | CONTINUED



PROJECT LEAD(S) & KEY PARTNERS

- TTD
- LTBMU
- CDPR
- TRPA
- CHP
- EDC Sheriff
- Micro-transit, water taxi operators, and tour companies

- Incorporate visitor experience opportunities as part of the transit system to encourage use.
- Identify a location near the Y or West Way that can be developed as a park-n-ride/bike to serve corridor users entering the corridor from the south.
- Utilize the underutilized parking area at Sugar Pine Point State Park as a park-n-ride/bike location in the northern area of the corridor. Improvements should allow for the facility to also improve TART service and bus turnaround for the north shore.
- Develop public/private partnerships to deliver water taxi operations and promote use of water taxi options to reach recreation destinations and create a desired recreation experience in and of itself. Water taxis should accommodate some bicycles so passengers can ride when they reach their destination. Private operations present an opportunity to help meet corridor goals and provide visitor experience benefits, but they are not a substitute for public transit.
- Explore public/private solutions, including opportunities for micro-transit and tour companies to provide services that are compatible with the corridor vision and desired outcomes.

SUCCESS MEASUREMENT

- Reduction in vehicle congestion along the highway.
- Mode share targets for each travel framework phase hits minimum of 80 percent of target.
- Visitor awareness of shuttle program.
- Results of travel surveys indicate a positive experience.
- 15 percent of visitors utilize a park-once strategy and access transit from their accommodations.
- Increased operations budget for land managers.
- Transit and parking management system have sustainable funding source.

HIGHER LEVEL DISCUSSION

- Findings for restricting roadside parking are needed per the California vehicle code
- Significantly increasing fine will need to be discussed at a state level
- Addressing increasing visitation demand needs to occur at a regional level

ITEM 4 | BUS STOPS & TURNAROUNDS NEEDED IN EMERALD BAY



DESCRIPTION

Bus stop and turnaround locations are limited in Emerald Bay and vehicles are often illegally parked in the bus stop.

PROJECT LEAD(S) & KEY PARTNERS

- TTD
- CALTRANS
- LTBMU
- CDPR
- TRPA

ASSOCIATED STRATEGIES AND PROJECTS

- Item 3
- Projects: WS-2.05, WS-2.11, WS-2.12, WS-2.13, WS-2.14

STRATEGIES

- Formalize bus stop pulloff locations in Emerald Bay so the design is integrated as part of the following areas:
 - Northbound pulloff at Inspiration Point
 - Northbound pulloff at Vikingsholm Parking lot
 - Southbound pulloff part of redesigned roadside parking area at Eagle Falls
 - Southbound pulloff part at Inspiration Point or as part of a redesign of Bayview Campground to a small off-highway parking lot and shuttle stop to meet winter and shoulder season recreation access needs when the summer shuttle is not in operation
 - Turnarounds at Emerald Bay’s northern and southern gates and as part of the Bayview transit pulloff
- Implement elements discussed in Item 3.

SUCCESS MEASUREMENT

- Transit reliability and ridership increased.

ITEM 5 | MOTORISTS CONGEST ROADS WHEN SEARCHING FOR PARKING



DESCRIPTION

Summer recreation users arriving to beach entries, trailheads, and off-highway vista points by car creates significant congestion as motorists use the highway as a defacto parking lot and search for a place to park along the side of the road. The traffic congestion, also caused by lack of real-time information, impacts emergency response operations and overall traffic flow.

ASSOCIATED STRATEGIES AND PROJECTS

- Item 1, Item 3, Item 4, Item 26
- Projects: CW-1.02, CW-1.03, CW-1.04, WS-1.03, WS-2-04, WS-2.06, WS-2.07, WS-2.14, WS-4.05, WS-5.05

STRATEGIES

- Restrict/relocate roadside parking from the Pope to Baldwin Segment to D.L. Bliss and shift to off-highway parking lots or park-n-ride/bike locations or park-once strategies from lodging accommodations and/or other recreation sites.
- Implement an adaptive management strategy to monitor roadside parking impacts near Sugar Pine Point State Park and Meeks Bay and restrict/relocate parking when alternative access is provided.
- Significantly increase fine for parking along the roadside in restricted areas.
- Utilize barriers, striping, and No Parking Zones to provide consistency and clarification for visitors and to assist in enforcement of roadside parking restrictions.
- Utilize technology to help enforce roadside parking restrictions – use of license plate readers for ticketing.
- Consider opportunities for third-party ticketing/warnings to increase enforcement.
- Develop and implement a unified branding and marketing strategy to promote no-car access to recreation areas.
- Utilize ITS to notify motorists of transit opportunities, when parking is full, and of sustainable access opportunities.
- Utilize real-time information (through the use of technology such as cameras, counters, ITS, and cell data) to inform the public of travel conditions and allow land managers to adapt strategies.
- Develop turnaround locations (such as a roundabout) near the north gate and south gates at Emerald Bay where motorists can return to park-n-ride locations or off-highway parking lots without creating congestion issues.

ITEM 5 | CONTINUED



PROJECT LEAD(S) & KEY PARTNERS

- TTD
- Caltrans
- LTBMU
- CDPR
- CHP
- EDC Sheriff
- TRPA

- Implement a multi-modal travel system (i.e., shuttle, bike path, water taxi) to provide access to a sustainable number of visitors who would otherwise be displaced from the restriction/relocation of roadside parking. Water taxis should accommodate some bicycles.
- Improve bus stops to meet accessibility requirements, enforce no parking in bus stops, and connect bus stops to recreation areas by shared-use pathways.
- Develop a coordinated corridor parking management system that is implemented in tandem with transit and other implementation strategies and is either part of or aligned with a regional system. The management system should be designed to meet desired corridor outcomes. The parking management system should incorporate a reservation system as described in Item 6.
- Establish a predictable and sustainable funding source to pay for the parking management system and subsidize the transit, parking, and trails operations and maintenance. The system should address land manager requirements, such as fees for entry versus parking. The administrator of the system should be an entity that can work with partner agencies to pool resources and pursue other funding sources such as applying for State Transit Assistance (STA) funds and grant programs.

SUCCESS MEASUREMENT

- 50 percent reduction in the length of delay time to get through the corridor.
- Mode share targets for each travel framework phase hits minimum of 80 percent of target.
- Visitor awareness of shuttle program.
- Results of travel surveys indicate a positive experience.
- 15 percent of visitors utilize a park-once strategy and access transit from their accommodations.
- Transit and parking management system have a predictable and sustainable funding source.
- Miles of No Parking Zones created

HIGHER LEVEL DISCUSSION

- Findings for restricting roadside parking are needed per the California vehicle code
- Significantly increasing fine will need to be discussed at a state level

ITEM 6 | VISITATION SURGE OCCURS AT PEAK TIMES



DESCRIPTION

Demand for recreation access peaks in the corridor from 10AM to 3PM creating stress on the transportation system and causing crowding and congestion.

PROJECT LEAD(S) & KEY PARTNERS

- TTD
- LTBMU
- CDPR
- TRPA
- Vendors

ASSOCIATED STRATEGIES AND PROJECTS

- Item 3, Item 5, Item 26
- Project CW-1.04

STRATEGIES

- Develop and implement a reservation system to disperse and manage demands throughout the day.
- Reservation system should provide options for different groups (e.g., pools for locals, pools for underserved groups that can't afford congestion pricing).

SUCCESS MEASUREMENT

- Peak hour curve is flattened with more people arriving earlier or later in the day. (Similar to Muir Woods case study.)
- Increased turnover rate in select areas, such as vista points, to enhance visitor photo opportunities.

ITEM 7 | OVERNIGHT USERS NEED ACCESS



DESCRIPTION

Parking facilities at Eagle Falls and Bayview trailheads are used by overnight recreation users accessing Desolation Wilderness.

PROJECT LEAD(S) & KEY PARTNERS

- TTD
- LTBMU
- TRPA
- Tahoe Rim Trail Association

ASSOCIATED STRATEGIES AND PROJECTS

- Item 3, Item 5
- Projects: WS-2.06, WS-2.07

STRATEGIES

- Develop a transit system with early morning and late evening runs that serves overnight backcountry users and include parking and transit pass as part of the backcountry permit.

SUCCESS MEASUREMENT

- Sustained recreation access and travel experience to Desolation Wilderness access as measured by the number of backcountry users who reserve parking and/or transit passes as part of their backcountry permit.
- Number of backcountry visitors with a positive experience accessing the backcountry under the new system.

ITEM 8 | PARKING LOTS CLOSED IN WINTER



DESCRIPTION

Off-highway parking areas are closed in the winter and a portion of the off-season, causing recreation users to park along the highway shoulder to access recreation sites. Mild winters and winters with low snow levels result in significant sightseeing in Emerald Bay. Changes due to climate change increase the frequency of mild winters or snow levels at higher elevations. These changes increase the need to provide parking in the corridor during the winter.

PROJECT LEAD(S) & KEY PARTNERS

- LTBMU
- CDPR
- Caltrans
- TTD
- TRPA
- Backcountry Alliance

ASSOCIATED STRATEGIES AND PROJECTS

- Item 5, Item 7
- Projects: S-1.17, WS-1.18, WS-2.18, WS-3.04, WS-4.06, WS-5.06

STRATEGIES

- Keep strategically located parking lots open year-round.
- Coordinate management strategies to allow for snow removal of parking areas in the winter after highway snow removal efforts are completed.
- Adaptively manage corridor parking areas to strategically identify roadside areas that may be appropriate for recreation access in the winter and off-season when transit is not operating.

SUCCESS MEASUREMENT

- Number of winter parking spaces available.
- Visitor experience rating increases due to safe available parking to their winter recreation destination.

ITEM 9 | EMERALD BAY ROAD DESIGN RESTRICTS TRANSIT



DESCRIPTION

Roadway design, including hairpin turns and narrow shoulders, restricts transit access to Emerald Bay. Buses are restricted in capacity which impacts the cost of providing service.

PROJECT LEAD(S) & KEY PARTNERS

- TTD
- CALTRANS
- LTBMU
- CDPR
- TRPA

ASSOCIATED STRATEGIES AND PROJECTS

- Item 1, Item 26
- Project WS-2.09

STRATEGIES

- Conduct a Project Study Report (PSR) of Emerald Bay and SR 89 south of Emerald Bay near Cascade Road to evaluate roadway design elements such as the following, while considering potential effects on visitation access from tour buses:
 - Striping the fog line and rebuilding the shoulder of SR 89 near Cascade Road.
 - Removing the final/tightest switchback as SR 89 enters Emerald Bay just west of Eagle Point Campground.
 - Lowering the elevation of SR 89 along the ridgeline as the roadway passes between Emerald Bay and Cascade Lake to allow for a widened shoulder and guard rails.

SUCCESS MEASUREMENT

- Improved frequency and reliability of transit service to Emerald Bay.
- Reduction in cost of transit service.

ITEM 10 | LACK OF YEAR-ROUND ACCESS THROUGH EMERALD BAY



Photo courtesy of Caltrans

DESCRIPTION

Roadway design and operations restrict year-round access around Emerald Bay. This impacts commuters, emergency responders, and recreation access.

PROJECT LEAD(S) & KEY PARTNERS

- TTD
- CALTRANS
- LTBMU
- CDPR
- TRPA

ASSOCIATED STRATEGIES AND PROJECTS

- Item 11, Item 26
- Projects: WS-2.09, WS-2.18

STRATEGIES

- Conduct a Project Study Report (PSR) of Emerald Bay to evaluate roadway design elements as discussed in Item 9 and to evaluate avalanche control features and management strategies to improve year-round access.

SUCCESS MEASUREMENT

- Minimum road closures of SR 89 in the winter.

ITEM 11 | LIMITED ACCESS FOR EMERGENCY RESPONSE



DESCRIPTION

Limited access for emergency response and evacuation activities and to conduct fuels management and forest health management activities recommended by Lake Tahoe West Restoration Partnership.

PROJECT LEAD(S) & KEY PARTNERS

- CALTRANS
- EDC Sheriff
- LTBMU
- Cal Fire
- CDPR
- TFFT
- TRPA
- NT Fire
- TTD
- PC Sheriff
- CHP

ASSOCIATED STRATEGIES AND PROJECTS

- Item 10
- Projects: WS-1.12, WS-1.13, WS-1.14, WS-2.08, WS-2.16, WS-2.17, WS-3.03, WS-4.04, WS-5.04

STRATEGIES

- Improve Fallen Leaf Road for emergency response and evacuation needs. Install access gates and fire locks, if needed.
- Improve the Camp Richardson, Emerald Bay, and Sugar Pine Point State Park piers to have a multi-use function for lakeward emergency access.
- With potential land use reconfigurations at Jameson Beach Road, repurpose existing structures for summer police/fire staging and administration, operations.
- Develop emergency access and evacuation pullouts at regular intervals and sign and enforce no parking in pullouts, vehicles must not be left unattended.
- Consider a first responder base station at Camp Richardson.
- Designate and improve the road construction staging area west of Bayview Campground at Emerald Bay as a helipad access site.
- Develop evacuation plan.
- Provide strategically located turn around points (roundabouts, hammerheads, or pullouts) allowing emergency responders the ability to turn around and respond in the opposite direction.
- Provide helipad access.

SUCCESS MEASUREMENT

- Emergency pull-outs located every 1/2 to 1 mile.
- Increased in-corridor emergency response staging locations.

ITEM 12 | HIGH TRAFFIC SPEEDS NEAR HIGH VOLUMES OF PEDESTRIANS



DESCRIPTION

Motorists travel through high use recreation areas at high travel speeds, even during peak summer periods.

PROJECT LEAD(S) & KEY PARTNERS

- TTD
- CHP
- CALTRANS
- EDC Sheriff
- LTBMU
- TRPA
- CDPR

HIGHER LEVEL DISCUSSION

- Recreation zone speed limit will need to be discussed at a state level to revise California vehicle code

ASSOCIATED STRATEGIES AND PROJECTS

- Item 26
- Project CW-1.11

STRATEGIES

- Implement a recreation corridor speed limit that allows for reducing the speed limit around recreation sites during the summer and other peak recreation use days.

SUCCESS MEASUREMENT

- Implementation of recreation zone speed limit.

ITEM 13 | LIMITED OPERATIONS BUDGETS



DESCRIPTION

Recreation use levels and limited operations and maintenance budgets have stretched land manager’s ability to protect natural and cultural resources, address litter, and improve existing facility infrastructure from user impacts.

PROJECT LEAD(S) & KEY PARTNERS

- LTBMU
- CHP
- CDPR
- EDC Sheriff
- TTD
- TRPA
- CALTRANS

ASSOCIATED STRATEGIES AND PROJECTS

- Item 3, Item 5, Item 26
- Projects: CW-1.04, CW-1.07

STRATEGIES

- Identify revenue generation and cost-saving opportunities.
- Support requests for increased budgets for operations and maintenance (annual and capital) including staffing of recreation areas and implementation of capital projects to manage user behavior, minimize impacts on natural and cultural resources, and align garbage management needs with operational resources.
- Manage corridor access to disperse use during peak periods and establish a framework for organizing and managing visitor arrivals.
- Develop agreements to allow revenue to stay local for reinvestment into the corridor.
- Utilize total asset management planning for facilities to consider full life-cycle costs.

SUCCESS MEASUREMENT

- Increased operation budgets for land managers to meet goals for public lands (including resource protection and visitor access.)
- Flexibility to spend dollars across jurisdictional boundaries.

ITEM 14 | LACK OF PIERS AND OPERATIONS TO SUPPORT WATER TAXI SERVICE



DESCRIPTION

The need for improved piers and lack of staffing prevent the opportunity for water taxis to serve Camp Richardson, Emerald Bay, and Sugar Pine Point State Parks. The lack of improved piers impacts ADA/ABA access and prevents emergency response teams from easily accessing the water.

PROJECT LEAD(S) & KEY PARTNERS

- TTD
- TRPA
- CDPR
- EDC Sheriff
- LTBMU
- Cal Fire

ASSOCIATED STRATEGIES AND PROJECTS

- Item 5, Item 11, Item 13, Item 26
- Projects: WS-1-14, WS-2.08, WS-5.09

STRATEGIES

- Improve the piers at Camp Richardson and Emerald Bay and construct a new pier at Sugar Pine Point State Park to meet water taxi requirements and to double as emergency/public safety facilities.
- Increase staffing budgets to monitor and oversee uses at the piers.

SUCCESS MEASUREMENT

- Pier improvements completed and operational needs met.

ITEM 15 | LACK OF TECHNOLOGY INFRASTRUCTURE



DESCRIPTION

Lack of power, broadband, cellular infrastructure, and fiber communications in the corridor impedes the ability to provide real-time travel information and implement corridor recommendations.

PROJECT LEAD(S) & KEY PARTNERS

- TTD
- EDC Sheriff
- LTBMU
- Liberty Utilities
- CDPR
- Technology providers
- CALTRANS
- TRPA
- CHP

ASSOCIATED STRATEGIES AND PROJECTS

- Item 1, Item 26
- Projects: CW-1.01, CW-1.13, WS-1.07, WS-2.01, WS-2.2, WS-2.03, WS-2.10, WS-3.01, WS-3.02, WS-4.01, WS-4.02, WS-5.03

STRATEGIES

- Improve ITS infrastructure, address needs for a traffic operations center, and utilize ITS as key element of visitor communications to provide real-time information.
- Enhance broadband and fiber service where feasible.
- Co-locate technology and power infrastructure with the Tahoe Trail and roadway and infrastructure improvements.
- Evaluate opportunities for microcell technologies where other infrastructure enhancements are not feasible.
- Evaluate opportunities with each project to co-locate or enhance existing utility infrastructure such as replacement of aging infrastructure or lack of utility infrastructure.
- Install electric vehicle charging stations.

SUCCESS MEASUREMENT

- Access to technology improved along the corridor to support operations and real-time travel information.
- Improved utility infrastructure throughout the corridor.
- Electrification for vehicles and transit.

ITEM 16 | TRAFFIC CONGESTION AT POPE BEACH ROAD & EAGLE'S NEST CAMPGROUND



DESCRIPTION

Traffic congestion associated with Pope Beach entry and Eagle's Nest Campground.

PROJECT LEAD(S) & KEY PARTNERS

- LTBMU
- Vendor
- TTD
- TRPA

ASSOCIATED STRATEGIES AND PROJECTS

- Item 5, Item 26
- Project WS-1.02

STRATEGIES

- Implement recommendations associated with overall congestion management (Item 5).
- Extend bike path to Pope Beach.
- Relocate the entry kiosk and turn-around further north along Pope Beach Road to increase the vehicle capacity for queue along Pope Beach Road and off SR 89.
- Add a second entry lane along Pope Beach Road to increase throughput and decrease congestion. Consider an expedited lane for visitors without watercraft.
- Explore legislative changes that would allow agencies an opportunity to flatten the demand curve through variable pricing (come early, come late and pay a lower rate).
- Consider utilizing a reservation system to distribute demand.
- Utilize ITS to notify motorists of transit opportunities, when parking is full, and of alternative transportation options.
- Install electric vehicle charging stations at Pope Beach.
- Analyze Eagle's Nest Campground entry for possible operational improvements which may include a left turn lane, or a two-way left turn lane, or an improvement within the campground to hold a larger queue.

SUCCESS MEASUREMENT

- Reduced travel delays and vehicular queue along SR 89 at Pope Beach Road and Eagle's Nest Campground entry.

ITEM 17 | TRAFFIC CONGESTION AT JAMESON BEACH ROAD



DESCRIPTION

Pedestrians crossing SR 89 at Jameson Beach Road cause vehicle delay.

PROJECT LEAD(S) & KEY PARTNERS

- LTBMU
- Vendors
- Caltrans
- TTD
- CHP
- EDC Sheriff
- TRPA

ASSOCIATED STRATEGIES AND PROJECTS

- Item 5, Item 26
- Project WS-1.04

STRATEGIES

- Utilize adaptive management to address the issue in stages and evaluate improvements.
- Phase 1: Relocate the crosswalk from the eastern leg of the intersection to the western leg. Consider installing a rail barrier at the eastern leg of the intersection to enforce use of the western leg, thereby allowing a free left turn by motorists exiting Jameson Beach Road. Relocate the Pope Baldwin Bike Path to behind the General Store.
- Phase 2: Restrict roadside parking. This will reduce the number of pedestrian crossings associated with people parking along the highway and using the pedestrian crossing to either reach the facilities located on either side of the roadway.
- Phase 3: Relocate the bike rental and ice cream shop uses to the northern side of the roadway and consider creating an outdoor plaza and use area associated with the relocated facilities. The existing buildings could be repurposed for offices for administrative uses and potentially emergency responder staging.
- Phase 4 (if success measures aren't met through Phase 1-3 efforts): Install a signal at the intersection to further control pedestrian movement across the highway.
- Analyze and consider additional operational improvements such as median turn lanes and intersection improvements.

SUCCESS MEASUREMENT

- Reduced travel delays and vehicular queue along SR 89 at Jameson Beach Road.
- Reduced number of pedestrian crossings by at least 75 percent.

ITEM 18 | VISITATION IS NOT DISPERSED



DESCRIPTION

Disconnected recreation sites and parking lots within the Pope to Baldwin segment discourages visitation of recreation areas west of Camp Richardson and increases the frequency of motorists exiting and entering the highway to find parking.

PROJECT LEAD(S) & KEY PARTNERS

- LTBMU
- Vendors
- Washoe Tribe
- Caltrans
- TTD
- TRPA

ASSOCIATED STRATEGIES AND PROJECTS

- Item 5, Item 26
- Project WS-1.03

STRATEGIES

- Implement recommendations associated with overall congestion management and source specific issues occurring at Pope Beach Road and Jameson Beach Road (Items 5, 16, and 17).
- Create an off-highway vehicular circulation route (with parallel shared-use pathway) that connects the use areas associated with the Tallac Historic Site and Jameson Beach Road to reduce the number of intersections along SR 89 and allow motorists to access underused parking areas (such as the Taylor Creek Visitor Center parking area) and disperse users to underutilized sites.
- Create shared-use path connections from the Pope to Baldwin Bike Path to beach recreation sites such as Camp Richardson and Baldwin Beach.
- Implement off-highway parking projects associated with the LTBMU approved projects as of 2020 (off-highway parking lot improvements for Kiva Point, Tallac, Valhalla, volunteer RV campground, Valhalla entrance, Baldwin Beach entrance, and snow play area off Fallen Leaf Road).

SUCCESS MEASUREMENT

- Increased dispersed use among recreation sites in the Pope to Baldwin Segment.
- Fully utilized off-highway parking lot resources within the segment.
- Reduced travel delay in the segment.

ITEM 19 | POPE TO BALDWIN BIKE PATH HAS HIGH USE VOLUMES



DESCRIPTION

The Pope to Baldwin Bike Path has high volumes of users in the summer which discourages some users from biking to recreation destinations in the Pope to Baldwin Segment.

PROJECT LEAD(S) & KEY PARTNERS

- LTBMU
- Caltrans
- TTD
- TRPA

ASSOCIATED STRATEGIES AND PROJECTS

- Project WS-1.16

STRATEGIES

- Create a cycle track in the Pope to Baldwin Segment utilizing the previously used roadside parking location to increase the capacity for cyclists to ride to their recreation destinations. Consider the shared use of the cycle track for priority transit access to bypass congested areas. Move the existing path to behind the General Store.
- Enhance the natural surface trails west of the highway to facilitate bike access from Gardner Mountain to the Camp Richardson area.
- Enhance the existing Pope to Baldwin Bike Path through the development of turnouts and vistas to allow slower moving users an opportunity to stop and take in the sites and move out of the way of other cyclists.
- Consider a left turn pocket for campground access.

SUCCESS MEASUREMENT

- Increased number of users arriving to the Pope to Baldwin segment by bicycle.

ITEM 20 | LACK OF RECREATION GATEWAY, VISITOR INFO, & CONSISTENT WAYFINDING



DESCRIPTION

Recreation corridor lacks a gateway that announces users have transitioned into a special area, visitor information and marketing strategies that promote transit, and consistent wayfinding to enable travelers to easily locate their destinations.

PROJECT LEAD(S) & KEY PARTNERS

- TTD
- LTBMU
- CDPR
- CALTRANS
- TRPA

ASSOCIATED STRATEGIES AND PROJECTS

- Projects: CW-1.14, WS-1.19, WS-5.07

STRATEGIES

- Create recreation gateways at the southern and northern ends of the corridor.
- Incorporate visitor travel information into the Taylor Creek Visitor Center and potential new park-n-ride/bike locations in the corridor to share information about the recreation corridor and parking and transportation options.
- Implement Vikingsholm parking and visitor facility improvements per California State Park capital improvement program.
- Build off regional corridor branding to establish a consistent aesthetic and easy to understand wayfinding program.
- Promote regional marketing and communication strategies to build awareness of the proposed transportation system.

SUCCESS MEASUREMENT

- Improved wayfinding and visitor experience. Increased place recognition for overall corridor.

ITEM 21 | EVENTS CAN IMPACT CONGESTION



DESCRIPTION

Special events in the corridor are an economic driver, but they are also sources of significant traffic, create additional demand for parking, and can impact traffic flow if not managed.

PROJECT LEAD(S) & KEY PARTNERS

- LTBMU
- C DPR
- CALTRANS
- TTD
- CHP
- EDC & EDC Sheriff
- TRPA

ASSOCIATED STRATEGIES AND PROJECTS

- Item 26

STRATEGIES

- Create a checklist for event permits/approval so that permittees acquire all of the necessary permits and notify all of the required parties. Develop a coordinated calendar so events do not occur during the same time.
- Establish a travel access framework that can be utilized during large corridor events such as Oktoberfest.
- Enhance ability to host more special events in order to generate more revenue for corridor operations.

SUCCESS MEASUREMENT

- Coordinated permit and notification system.

ITEM 22 | ROADWAY IS A BARRIER FOR WILDLIFE MOVEMENT



DESCRIPTION

Roadway presents a barrier to wildlife movement from habitat areas to the lake.

PROJECT LEAD(S) & KEY PARTNERS

- Caltrans
- TRPA
- LTBMU
- CDPR

ASSOCIATED STRATEGIES AND PROJECTS

- Projects: WS-1.20, WS-2.19, WS-3.05, WS-4.07, WS-5.08

STRATEGIES

- Create a wildlife crossing near West Way to facilitate wildlife movement under the roadway.
- Create a wildlife crossing in the Emerald Bay area to facilitate wildlife movement under the roadway.
- Design Meeks Creek Bridge and fish crossing structures to facilitate wildlife movement.

SUCCESS MEASUREMENT

- Reduced wildlife/vehicular incidents.

ITEM 23 | OVERHEAD POWERLINES CREATE A WILDFIRE RISK



DESCRIPTION

Wildfire risk is increased with above ground powerlines in the corridor.

PROJECT LEAD(S) & KEY PARTNERS

- TTD
- LTBMU
- CDPR
- Cal Fire
- TRPA
- Liberty Utilities

ASSOCIATED STRATEGIES AND PROJECTS

- Item 1
- Projects: W-1.01, CW-1.13, WS-2.01, WS-2.02, WS-2.03, WS-3.01, WS-4.01

STRATEGIES

- Where feasible, underground powerlines and co-locate utilities with the Tahoe Trail corridor. Include conduit for future fiber-optic upgrades. Hardening of the infrastructure may be acceptable when undergrounding is not feasible.
- Consider electric vehicle charging needs as part of utility projects.

SUCCESS MEASUREMENT

- Powerlines undergrounded.

ITEM 24 | ROADSIDE PARKING DEGRADES EFFECTIVENESS OF STORMWATER FEATURES



DESCRIPTION

Stormwater improvements are degraded and do not function due to vehicles parking in them.

PROJECT LEAD(S) & KEY PARTNERS

- TTD
- Caltrans
- LTBMU
- CDPR
- CHP
- EDC Sheriff
- TRPA

ASSOCIATED STRATEGIES AND PROJECTS

- Item 5
- Projects: WS-1.03, WS-2.04, WS-2.06, WS-2.07

STRATEGIES

- Implement strategies associated with Item 5 and restrict/relocate roadside parking.
- Restore disturbed areas.

SUCCESS MEASUREMENT

- No vehicles parking in stormwater improvement areas.
- Improved lake clarity.

ITEM 25 | VIKINGSHOLM PARKING NEEDS REPAIRS



DESCRIPTION

The viaduct and Vikingsholm parking area have subsiding soils which require creative engineering and improving the Vikingsholm parking lot.

PROJECT LEAD(S) & KEY PARTNERS

- C DPR
- TTD
- LTBMU
- CALTRANS
- TRPA

ASSOCIATED STRATEGIES AND PROJECTS

- Project WS-2.05

STRATEGIES

- Implement Vikingsholm parking and visitor facility improvements per California State Park capital improvement program.
- Encourage a multi-agency approach to the new improvements that consider leveraging partnerships and increasing grant options by incorporating a segment of the Tahoe Trail from Vikingsholm to the wedding vista. Including Eagle Falls parking, transit pull-offs, and the Tahoe Trail as part of the project can reduce overall construction costs and interruption to traffic flow for visitors by consolidating project improvements.
- Consider tour bus access and management as part of parking lot planning and design.

SUCCESS MEASUREMENT

- Reconstruction and renovation of the Vikingsholm parking area with visitor facilities and placemaking.

ITEM 26 | IMPLEMENTATION IS TOUGH & NEEDS PARTNERSHIPS & EXEC BUY-IN



DESCRIPTION

Implementation is tough and requires ongoing partnerships both at staff levels and at higher executive and bi-state levels to move recommendations forward and address funding issues.

STRATEGIES

- Continue convening the Bi-State Working Group on Transportation and establish Executive Level conversations by lead agencies to address procedural, legislative, code, enforcement, capacity, funding, environmental review, cross jurisdictional resolution, and other high priority issues.
- It is recognized that top-level agency support is needed for agency staff to participate and have adequate time and operational dollars to be engaged in the partnership. And executive involvement is critical to allow decision-making and conflict resolution to occur for challenging issues.
- Formalize agency partnerships, decision-making process, conflict resolution, and roles and responsibilities through an agreement modeled from the SR 28 CMP Inter-local Agreement (see appendix). The agreement, or memorandum of understanding, should document the commitment to work together and leverage joint projects to address the shared issues.
- Develop a Corridor Management Team (CMT) at the staff level to move forward implementation strategies. The CMT should work together to address challenges and fine tune operations and maintenance elements. Staff should coordinate project priorities and focus on finding opportunities for joint projects to leverage funding and maximize project benefits by having a corridorwide perspective. Discussion topics include, but are not limited to Tahoe Trail completion, project coordination, continued public outreach, implementation and fine-tuning of the parking management and reservation system, monitoring visitation levels and resolving corridor challenges/hot spots as they arise, congestion, creative solutions, safety, emergency access, evacuation planning, year-round access, roadway design,

ASSOCIATED STRATEGIES AND PROJECTS

- Agreement (modeled from the SR 28 Inter-local Agreement)
- Implementation of plan strategies and projects is tightly connected to the partnership moving forward and establishing project leads to champion plan implementation.

ITEM 26 | CONTINUED



PROJECT LEAD(S) & KEY PARTNERS

- TRPA
- LVFPD
- LTBMU
- FLFD
- TTD
- MBFPD
- CDPR
- PC
- Caltrans
- SLT
- EDC
- TART
- Washoe Tribe
- TNT-TMA
- CHP
- Tahoe Fund
- CDF

SUCCESS MEASUREMENT

- Agreement signed.
- Executive team continues and engages high level support from all lead agencies.
- Necessary legislative changes enacted and agreements made for plan implementation and revenue.
- Partnership formed and decision-making process established and agreed upon.
- Regular meetings occur.
- CMP is implemented.

avalanche control, enforcement, leveraging funding, bundling projects, joint grant applications, and litter management.

- The CMT should consider the following to be effective:
 - Decision-making rules should be established, i.e., deciding whether consensus is required to move forward on a given action. It should be recognized that land managers have final authority for decisions on their lands while having a goal for consistency in the overall approach for the corridor. Projects and implementation actions should be made in consideration to how they help the overall corridor achieve its goals.
 - Staff from a lead agency should be identified to set agendas, send meeting invites, secure meeting venues, and record meeting minutes and outcomes. The lead agency can rotate every year to two years.
 - A partnership chair should be determined to help set agendas and run meetings.
 - Establish a regular meeting schedule (at least quarterly and for enough time to have a rich and productive discussion where outcomes and roles and responsibilities are reviewed).
 - Accountability is essential. Each meeting should result in specific actions assigned to individuals or agencies and a timeline for their completion.
 - Conflict resolution should occur quickly. Engage decision-makers early to get buy-in and clear direction.

ITEM 27 | LACK OF PUBLIC/PRIVATE PARTNERSHIPS



Photo by Camp Richardson

DESCRIPTION

Private operators can help shift visitor trips from personal vehicles to higher occupancy transportation modes. Operators should work toward corridor goals and desired outcomes for the protection of natural and cultural resources and visitor travel experience. Micro-transit, tours, water taxis, and private shuttles can support visitor management and provide opportunities for interpretation and improved visitor experience, but they are not a substitute for public transit.

PROJECT LEAD(S) & KEY PARTNERS

- TTD
- LTBMU
- CDPR
- TRPA
- Micro-transit, water taxi operators, and tour companies

ASSOCIATED STRATEGIES AND PROJECTS

- Item 3
- Projects: CW-1.02, CW-1.03, CW-1.04, CW-1.05, CW-1.06, WS-1.01, WS-1.03, WS-1.08, WS-1.09, WS-1.10, WS-1.11, WS-1.14, WS-2.04, WS-2.06, WS-2.07, WS-2.08, WS-2.11, WS-2.12, WS-2.13, WS-2.14, WS-4.03, WS-5.01, WS-5.02

STRATEGIES

- Explore public/private solutions, including opportunities for micro-transit and tour companies to provide services that are compatible with the corridor vision and desired outcomes. Private operations should acknowledge the need to manage visitation levels as part of the overall corridor strategy.
- Designate areas for tour bus parking, private shuttles, and ride-share curb space to prevent negative impacts associated with private operators parking in bus stops and viewpoints and disrupting the parking management system. For example, the proposed Bayview parking area can be designed to accommodate a certain number of tour buses. Visitors can then explore the rest of Emerald Bay by trail connections, public transit, and/or micro-transit. This would reduce conflicts that tour buses may pose in smaller parking areas.
- Establish a permit system with fee for private operations where the fee is reinvested into the corridor transportation system. The permit system should consider the size and number of tour buses allowed and timing of arrivals in order to achieve desired outcomes of dispersing visitation and managing overall visitation numbers.
- Evaluate opportunities for public or private micro-transit or shuttles, consistent with corridor capacity and vehicle requirements, to reduce congestion and greenhouse gases within the corridor related to recreation travel.
- Support shuttles or tour operators with bike/gear trailers to encourage people to park their vehicles and travel the corridor without a personal vehicle. The schedule for private operations with bike trailers may not be as impacted by off-loading/on-loading time for bicycles and other recreation gear.

SUCCESS MEASUREMENT

- Reduced number of private vehicles on SR 89.

ITEM 28 | CLIMATE CHANGE



DESCRIPTION

Global changes to climate patterns results in vulnerabilities and impacts to environmental, economic, and social systems.

PROJECT LEAD(S) & KEY PARTNERS

- TRPA
- LVBPD
- LTBMU
- FLFD
- TTD
- MBFPD
- CDPR
- PC
- Caltrans
- SLT
- EDC
- TART
- Washoe Tribe
- TNT-TMA
- CHP
- Tahoe Fund
- CDF

ASSOCIATED STRATEGIES AND PROJECTS

- Item 3, Item 8, Item 10, Item 11, Item 15, Item 23, Item 24
- Projects: CW-1.02, CW-1.03, CW-1.04, CW-1.05, CW-1.06, WS-1.01, WS-1.03, WS-1.08, WS-1.09, WS-1.10, WS-1.11, WS-1.14, WS-2.04, WS-2.06, WS-2.07, WS-2.08, WS-2.11, WS-2.12, WS-2.13, WS-2.14, WS-4.03, WS-5.01, WS-5.02

STRATEGIES

- Improve access for fuels reduction and forest health management activities recommended by Lake Tahoe West Restoration Partnership.
- Where feasible, underground powerlines and co-locate utilities with the Tahoe Trail corridor. Include conduit for future fiber-optic upgrades. Hardening of the infrastructure may be acceptable when undergrounding is not feasible.
- Install electric vehicle charging stations.
- Prioritize the use of electric buses and water taxis fueled by clean energy, to the extent their use is not cost prohibitive.
- Design facilities to reduce risks of flooding, manage runoff, and be inviting during times of climatic imbalance, such as extreme heat or drought.
- Implement multi-modal strategies and parking management programs and construct associated infrastructure to reduce VMT and GHG.
- Establish individual project goals and metrics to reduce impacts on natural resources and provide benefits to accelerate threshold attainment.
- Track visitation patterns, including changes and increases associated with climate change. Adapt strategies to address changes in patterns.
- Coordinate with and implement strategies from climate action plans around the region.

SUCCESS MEASUREMENT

- Reduced environmental impact and accelerated threshold attainment.
- Increased number of fuels reduction projects in the corridor.



CHAPTER 4 TRAVEL ANALYSIS

MOBILITY ALTERNATIVES

The strategies recommended in Chapter 3 reinforce the need for an integrated and coordinated approach to corridor management. Central to being able to address the issues associated with recreation access is the need to change how people arrive to the corridor during the summer (from Memorial Day to Labor Day). This chapter summarizes the results of a travel analysis conducted to evaluate a range of transit service plans and their required capital and operational needs. In addition to providing transit and bike facilities, the outcomes revealed the need to use a reservation system, to disperse visitation throughout the day, and to develop partnerships with water taxis to meet access needs. To be fiscally achievable, revenue from the corridor parking management system needs to be allowed to be reinvested into operations and maintenance of the corridor and its transportation system.

Alternatives | How You Arrive in the Summer?

The travel analysis evaluated a range of options for how people could arrive to their recreation destinations during the summer. As shown in Figure 22, the spectrum of alternatives ranged from being auto dominant to car free. In all options, roadside parking would be restricted and thru traffic would be allowed.

The following three routes were evaluated in the transit model:

- SnoPark or the Y to Emerald Bay
- Stateline to Emerald Bay
- Sugar Pine Point State Park to Emerald Bay

How Many People to Accommodate?

As a starting point, the transit model used visitation data collected in 2018 as a baseline to test how many buses, routes, and operational dollars would be needed to move Emerald Bay and the Pope to Baldwin Segments' 2018 estimated daily visitation and 2045's projected visitation per the LTCCP (annual increase of one percent). These numbers were used for reference only. It is recognized that different visitation projections are available for the Tahoe region. The analysis showed a viable transit system could only accommodate a visitation increase of approximately 5 percent over the 2018 visitation. Increased recreation demand needs to be addressed at a regional level. Transit, trails, and parking management programs provide tools to shift use patterns to reduce impacts and to monitor and control demands as appropriate. The system can also scale up or down to meet desired management levels.

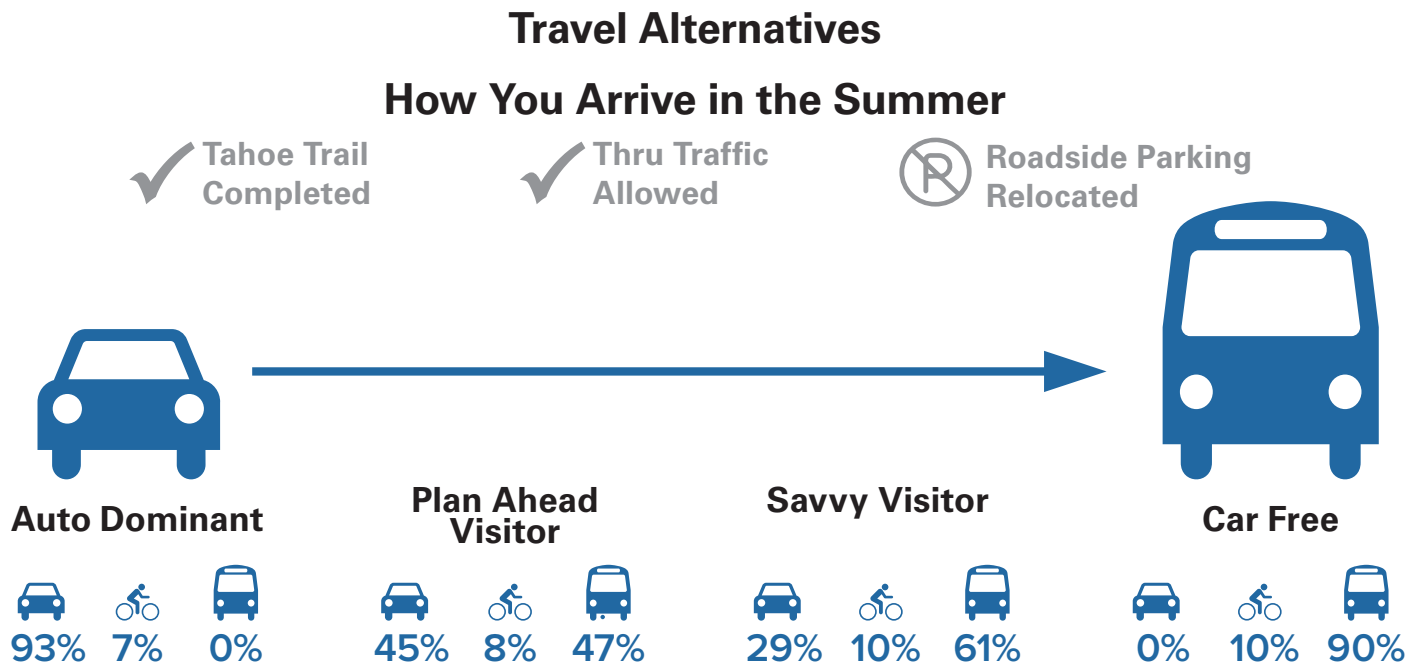


Figure 21: Spectrum of Travel Alternatives Evaluated

A Baseline for Analysis | 2018 Visitation

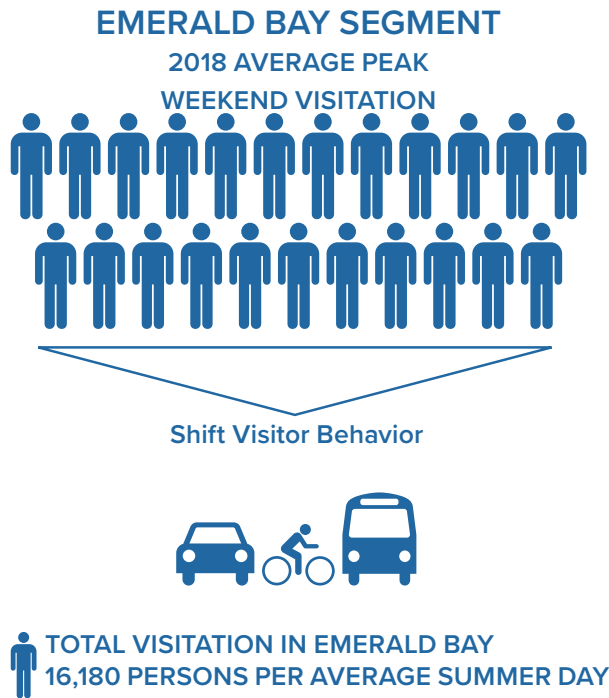
The estimated daily number of visitors arriving to Emerald Bay and the Pope to Baldwin area on a busy summer day in 2018 is shown in Figures 23 and 24. The calculation was made using travel data collected in 2018, such as length of stay, number of people per vehicle, number of available parking spaces, occupancy, and numbers of cars parked along the highway shoulder. The travel analysis assumed the same travel pattern observed in 2018.

Within the Emerald Bay Segment, data collection included a visual study to evaluate how long a car stayed. This information was used to understand what percentage of visitors were likely only coming to take a picture or enjoy the view and then leave. Out of the 16,180 people estimated to visit Emerald Bay on a busy summer day in 2018, 5,527 of them stayed less than 20 minutes. For the transit analysis, these visitors would be unlikely to shift to transit. Therefore, the model used a number of 10,653 as its design number.

Within the Pope to Baldwin Segment, the estimated number of visitors on a busy summer day in 2018 was 5,920. Of that number, it was estimated that 2,262 of them arrived and parked along the highway shoulder. For the analysis it was recognized that the off-highway parking lots serve a significant portion of the segment's visitors. The model assumed the continued use of the existing parking lots in every option and looked at the opportunity to shift the travel behavior of those people that would be displaced with the restriction of roadside parking.

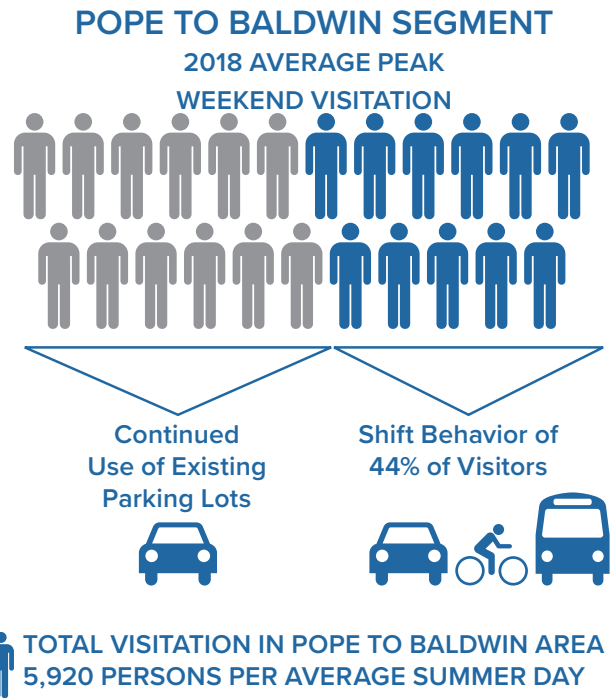
Outcomes

The figures on the following pages summarize the key takeaways from the travel analysis for each alternative. Note that the projected fleet costs is not inclusive of all costs. For example, electrification and the construction of a maintenance yard to service the buses is not included.



10,653 HIGH POTENTIAL TO SHIFT TO MULTI-MODAL

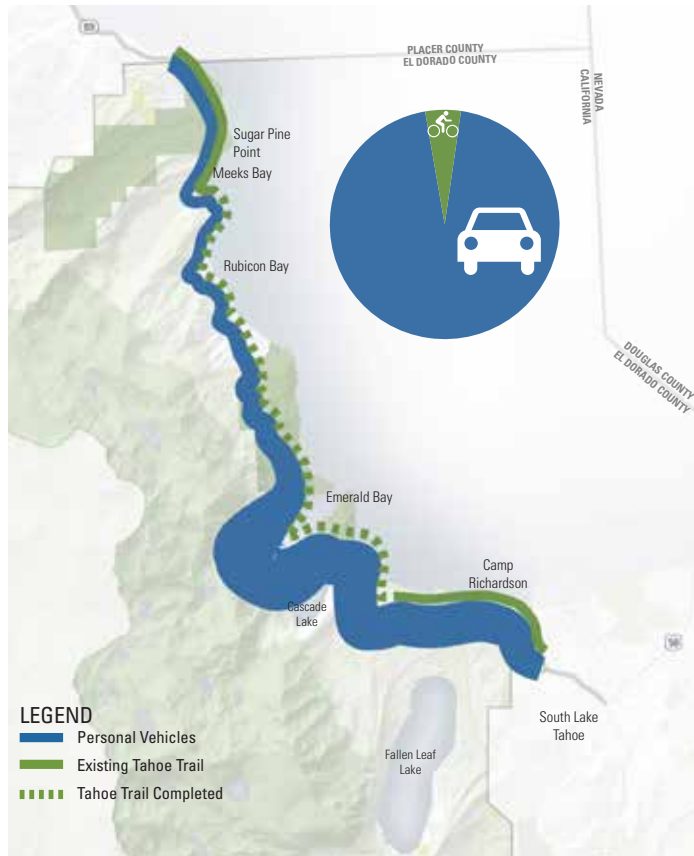
Figure 22: Average Number of Daily Visitors to Emerald Bay in 2018



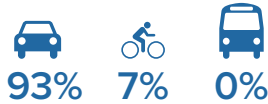
2,262 PARK ALONG THE ROADSIDES (44%) AND COULD BE SHIFTED TO MULTI-MODAL

Figure 23: Average Number of Daily Visitors to the Pope to Baldwin Segment in 2018

Auto Dominant Alternative



How People Would Arrive in the Summer

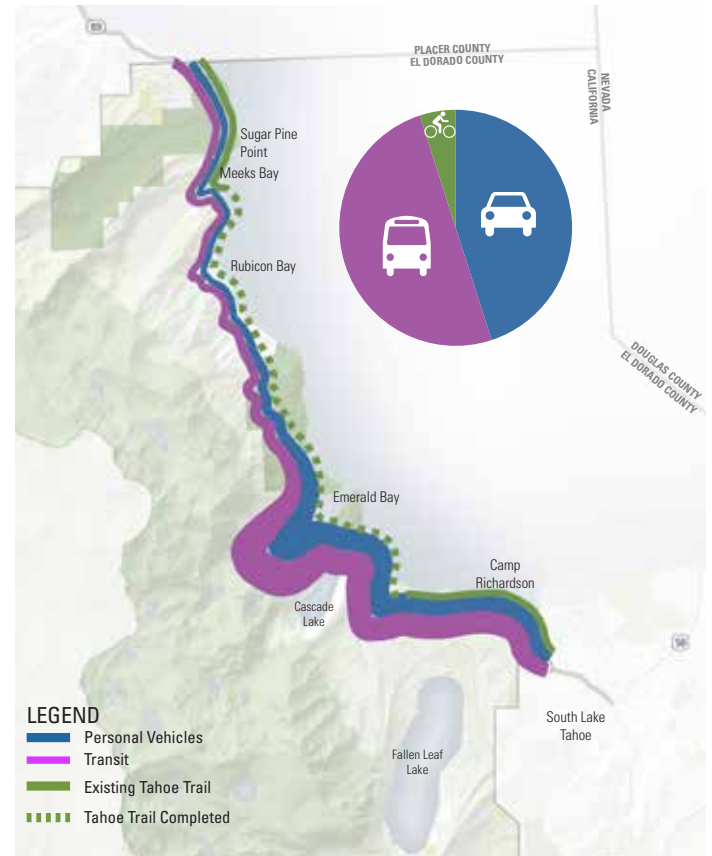


- ✓ Tahoe Trail Completed
- ✓ Thru Traffic Allowed
- ⊘ Roadside Parking Relocated

Assessment

Requires construction of large parking lots within the corridor and near Emerald Bay and does not meet corridor goals to reduce the number of cars driving to Emerald Bay

Plan Ahead Alternative



How People Would Arrive in the Summer



- ✓ Tahoe Trail Completed
- ✓ Thru Traffic Allowed
- ⊘ Roadside Parking Relocated

Number of Buses & Costs

2035 Projected Visitation¹

| Fleet Size | Fleet with Spares | Projected Fleet Costs | Projected Annual Operating Costs |
|------------|-------------------|-----------------------|----------------------------------|
| 19 | 26 | \$10,260,000 | \$3,675,200 |

A bus every 5-10 minutes from SnoPark to Emerald Bay

2045 Projected Visitation¹

| Fleet Size | Fleet with Spares | Projected Fleet Costs | Projected Annual Operating Costs |
|------------|-------------------|-----------------------|----------------------------------|
| 48 | 65 | \$25,920,000 | \$12,043,711 |

A bus every 3-5 minutes from the Y to Emerald Bay + a bus every 10 minutes from Stateline to Emerald Bay

Assessment

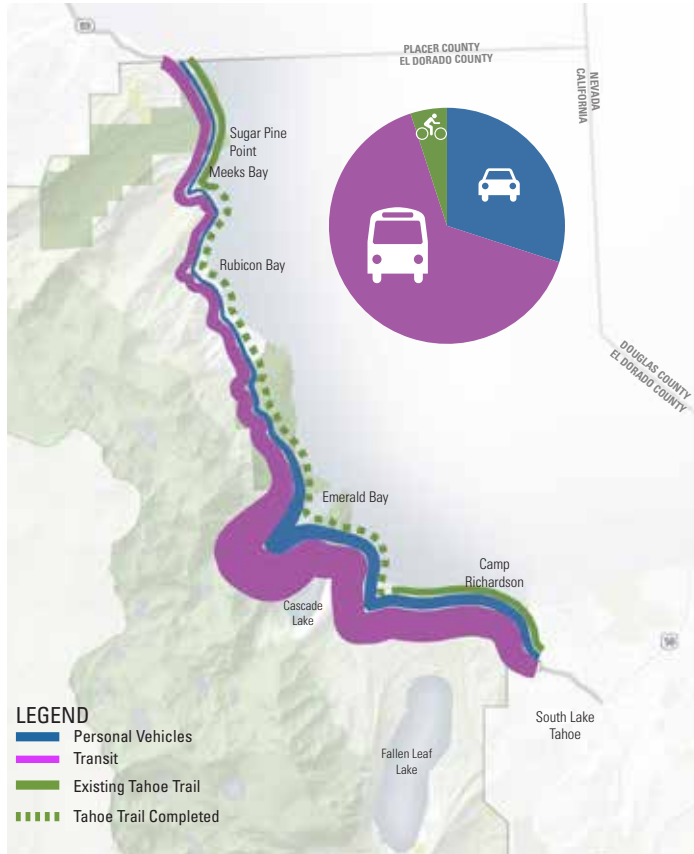
Fleet size and operational costs are high for long term consideration – could evaluate with reservation system and minimum visitation increase

Figure 24: Travel Analysis | Auto Dominant Alternative

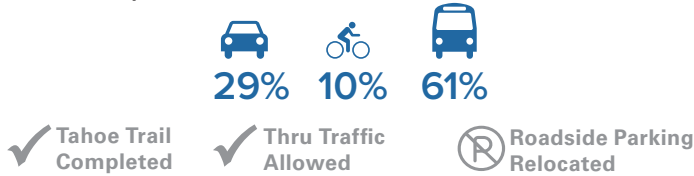
¹ Utilizes the Linking Tahoe: Corridor Connection Plan projections of a 1 percent annual visitation increase.

Figure 25: Travel Analysis | Plan Ahead Alternative

Savvy Visitor Alternative



How People Would Arrive in the Summer



Number of Buses & Costs

2035 Projected Visitation¹

| Fleet Size | Fleet with Spares | Projected Fleet Costs | Projected Annual Operating Costs |
|------------|-------------------|-----------------------|----------------------------------|
| 25 | 34 | \$13,500,000 | \$4,137,200 |

A bus every 5 minutes from SnoPark to Emerald Bay

2045 Projected Visitation¹

| Fleet Size | Fleet with Spares | Projected Fleet Costs | Projected Annual Operating Costs |
|------------|-------------------|-----------------------|----------------------------------|
| 67 | 90 | \$36,180,000 | \$13,698,273 |

A bus every 2-4 minutes from the Y to Emerald Bay + a bus every 5-10 minutes from Stateline to Emerald Bay

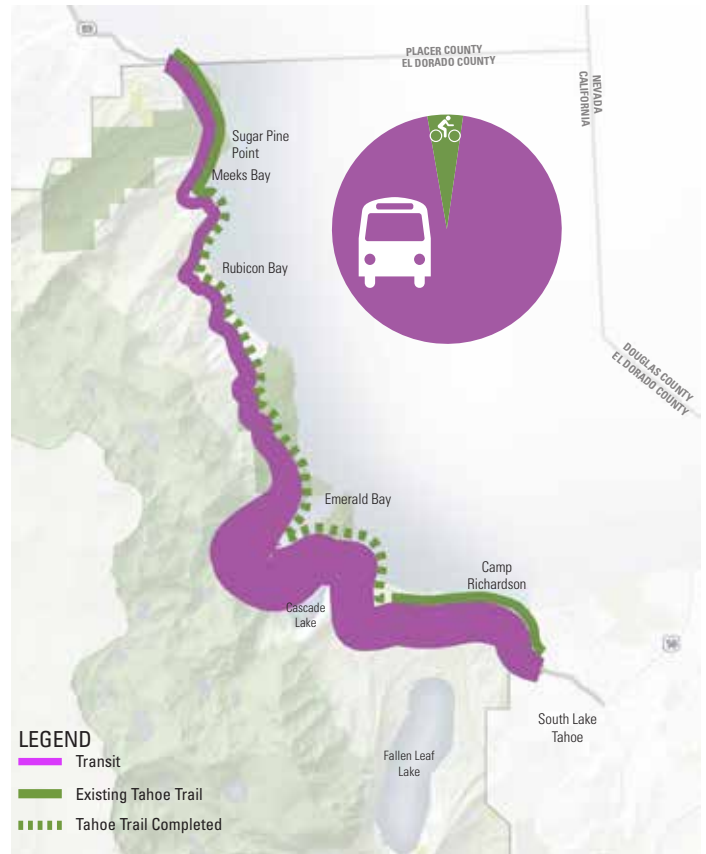
Assessment

▲ Moves toward a vision for car free experience, but the fleet size and costs are unsustainable

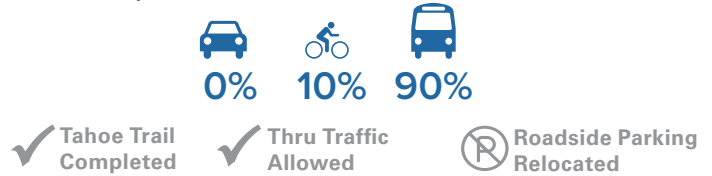
Figure 26: Travel Analysis | Savvy Visitor Alternative

¹ Utilizes the Linking Tahoe: Corridor Connection Plan projections of a 1 percent annual visitation increase.

Car Free Visitor Alternative



How People Would Arrive in the Summer



Number of Buses & Costs

2035 Projected Visitation¹

| Fleet Size | Fleet with Spares | Projected Fleet Costs | Projected Annual Operating Costs |
|------------|-------------------|-----------------------|----------------------------------|
| 38 | 51 | \$20,520,000 | \$4,959,200 |

A bus every 3-7 minutes from SnoPark to Emerald Bay

2045 Projected Visitation¹

| Fleet Size | Fleet with Spares | Projected Fleet Costs | Projected Annual Operating Costs |
|------------|-------------------|-----------------------|----------------------------------|
| 92 | 124 | \$49,680,000 | \$16,474,571 |

A bus every 2-3 minutes from the Y to Emerald Bay + a bus every 3 minutes from Stateline to Emerald Bay

Assessment

▲ Achieves a vision for car free experience, but the fleet size and costs are unsustainable

Figure 27: Travel Analysis | Car Free Alternative

GENERAL CONCLUSIONS

An auto dominant option does not meet corridor goals and requires the construction of large amounts of parking near Emerald Bay – an area physically and environmentally constrained. This option was considered, but did not move forward for further study.

The fleet requirements (size), operating cost, and capital costs of a car free transit option on its own are likely going to overwhelm an agency trying to provide the bus service. Therefore, shuttle service on its own is likely not a viable mode for the long term. Parking management and corridor management tools, such as a reservation system for the transit system and parking areas, are also needed to disperse visitation throughout the day. Private partnerships with water taxis can supplement transit access and provide a unique visitor experience opportunity for a portion of visitors. Water taxis should accommodate some bicycles so passengers can ride when they reach their destination.

OUTCOMES

The outcomes of the study revealed the need to consider reservations and parking management in addition to shuttle and bicycle alternatives. The analysis showed a viable transit system could accommodate a modest visitation increase of approximately 5 percent over the 2018 baseline estimate. Increased recreation demand needs to be addressed at a regional level.

To be fiscally achievable, the transportation system needs to utilize a reservation system to distribute visitation demand throughout the day. Transit, trails, and parking management programs provide tools to shift use patterns to reduce impacts and to monitor and control demands as appropriate. The system can also scale up or down to meet desired management levels.

| | PLAN AHEAD ALTERNATIVE | | SAVVY VISITOR ALTERNATIVE | | CAR FREE ALTERNATIVE | |
|--|--|--|--|--|--|--|
| | 2035 Projected Visitation ¹ | 2045 Projected Visitation ¹ | 2035 Projected Visitation ¹ | 2045 Projected Visitation ¹ | 2035 Projected Visitation ¹ | 2045 Projected Visitation ¹ |
| Bus % | 47% | 47% | 61% | 61% | 90% | 90% |
| Bike % | 8% | 8% | 10% | 10% | 10% | 10% |
| Vehicle % | 45% | 45% | 29% | 29% | 0% | 0% |
| Bus Frequency | 5-10 Minutes | 3-5 Minutes | 5 Minutes | 2-4 Minutes | 3-7 Minutes | 2-3 Minutes |
| Fleet Size | 19 | 48 | 25 | 67 | 38 | 92 |
| Fleet Size with Spares | 26 | 65 | 34 | 90 | 51 | 124 |
| Water Taxis | | | | | | |
| Projected Fleet Costs (not inclusive of all costs) | \$ 10,260,000 | \$ 25,920,000 | \$ 13,500,000 | \$ 36,180,000 | \$ 20,520,000 | \$ 49,680,000 |
| Projected Annual Operating Costs | \$ 3,675,200 | \$ 12,043,711 | \$ 4,137,200 | \$ 13,698,273 | \$ 4,959,200 | \$ 16,474,571 |

Table 2: Comparative Analysis of Travel Alternatives

¹ Utilizes the Linking Tahoe: Corridor Connection Plan projections of a 1 percent annual visitation increase. Used for analysis purposes only (see narrative in the above green call-out box.)



CHAPTER 5 RECOMMENDED TRAVEL FRAMEWORK



An early morning in fall or spring offers a rare opportunity to enjoy Emerald Bay by bike and see few cars.

OVERVIEW

The travel analysis summarized in Chapter 3 illustrated the need to consider multiple management strategies to accommodate the corridor’s visitation and have a transit system that is operationally sustainable. Only using shuttle buses and bike paths for recreation access does not meet the corridor goals. The recommended travel framework expands upon the transit analysis discussed in Chapter 3 and incorporates these management tools:

- Use a reservation system for transit and parking areas to disperse arrival and departure times throughout the day – planning assumption is to distribute the number of people arriving to be within 20 percent of the average or a 35 percent reduction from the peak
- Incorporate water taxi service (that can accommodate some bicycles) to supplement shuttle service access
- Develop transit system that intercepts visitors at both the southern and northern ends of the corridor to allow for short shuttle runs to make more roundtrips with fewer buses
- Connect the transit system to the mainline transit services operating in the South Shore and North Shore to encourage park-once strategies that allow visitors to reach Emerald Bay without ever using a car
- Utilize existing off-highway parking lots and use parking management strategies such as congestion pricing to encourage a car-free corridor experience

The travel framework is recommended to be implemented in three phases. The first phase leverages existing resources such as the underutilized parking area at SnoPark to begin transit service to Emerald Bay. The second phase includes shuttles serving the corridor from both the south and the north and a water taxi route from the north shore to Emerald Bay. The third and final phase increases the frequency of shuttles serving the corridor and incorporates water taxi service from the south shore to Emerald Bay. Each of the phases include additional management strategies and infrastructure projects that are described on the following pages.

The phasing considers those projects that represent quick wins, efforts already funded or have environmental documentation completed, and those strategies that must be set in place as a foundation for other projects to build from. As project funding becomes available, some projects may move up in phasing.

MUIR WOODS NATIONAL MONUMENT CASE STUDY

- Muir Woods National Monument requires a reservation for either a seat on a shuttle to the monument or a parking space at the monument
- The reservations have a timed arrival with no restriction on length of stay
- The system is funded through a \$10 entry fee
- The system has reduced peaks in daily visitation (peak reduced by 45-50 percent)

Emerald Bay Arrival Distribution

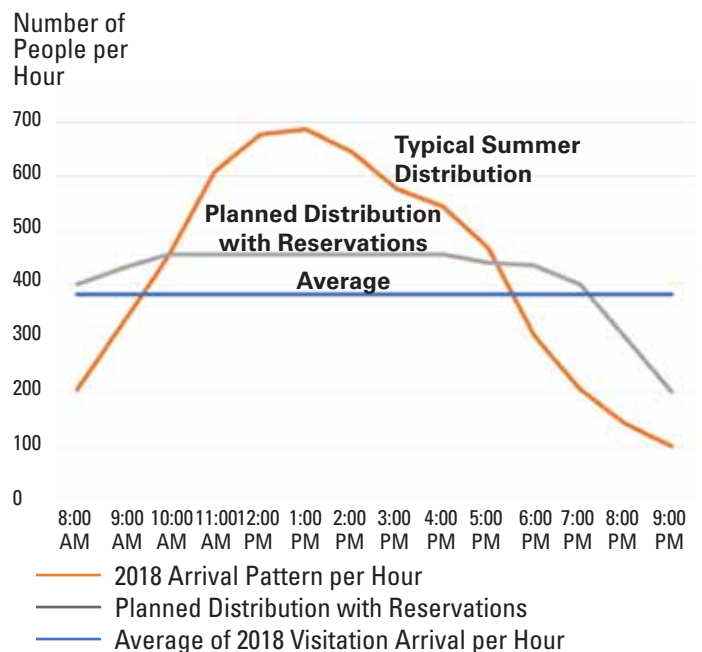
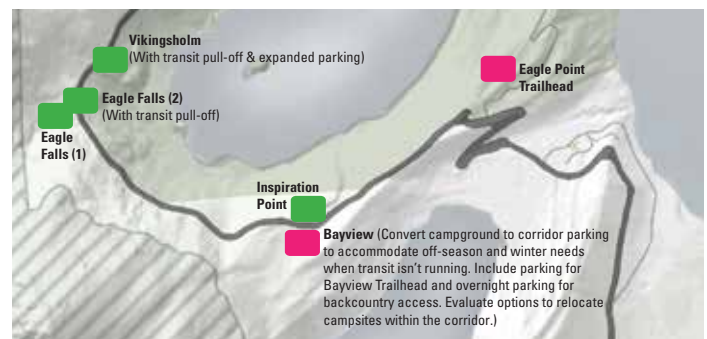


Figure 28: Emerald Bay Arrival Distribution



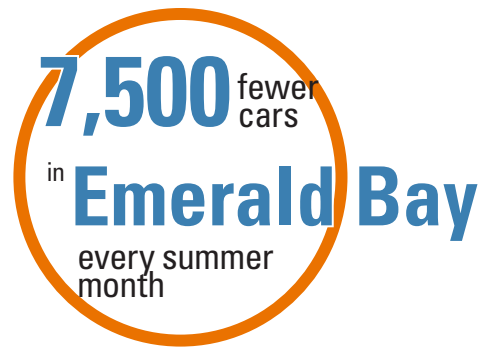
- Vista Parking**
 - Reservations and/or metered and congestion-pricing to encourage turnover
 - No overnight parking
- Corridor Parking**
 - Reservations and/or metered and congestion-pricing
 - Overnight parking requires permit (parking fee included in permit)

Figure 29: Parking Strategies for Emerald Bay

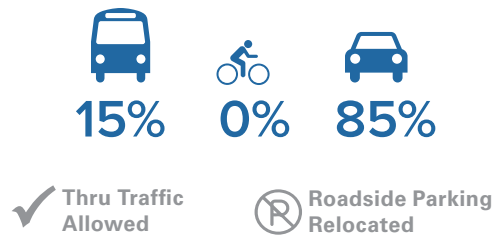
PHASE I TRAVEL FRAMEWORK

The first phase of the travel framework is intended to initiate change in the corridor by temporarily utilizing existing facilities and beginning a transit service for Emerald Bay. A bus will run every 30 minutes from the SnoPark to Emerald Bay. The SnoPark's proximity to Emerald Bay increases the number of people potentially served and the likelihood of someone stopping to transition to a shuttle. During this phase it is anticipated that some improvement has been made to manage the congestion associated with Pope Beach and the Jameson Beach Road intersection. In-depth studies will be conducted in this phase to evaluate the Tahoe Trail feasibility and identify a preferred alignment and to identify a permanent park-n-ride/bike location near the Y or West Way. The reservation and parking management system should be established and revenue generation initiated to fund the system and corridor improvements.

Projects and operations associated with the Phase I travel framework are summarized in the box on page 84.



How People Arrive to Emerald Bay in the Summer¹



Transit Service

Bus Routes

- SnoPark to Emerald Bay every 30 minutes

| <i>Fleet Size</i> | <i>Fleet with Spares</i> | <i>Projected Fleet Costs²</i> | <i>Projected Annual Operating Costs</i> |
|-------------------|--------------------------|--|---|
| 2 | 3 | \$1,000,000 | \$636,000 |

¹ Percentages based on 2018 Emerald Bay baseline visitation estimate
² Not inclusive of all costs (e.g., electrification, maintenance facility, etc.)

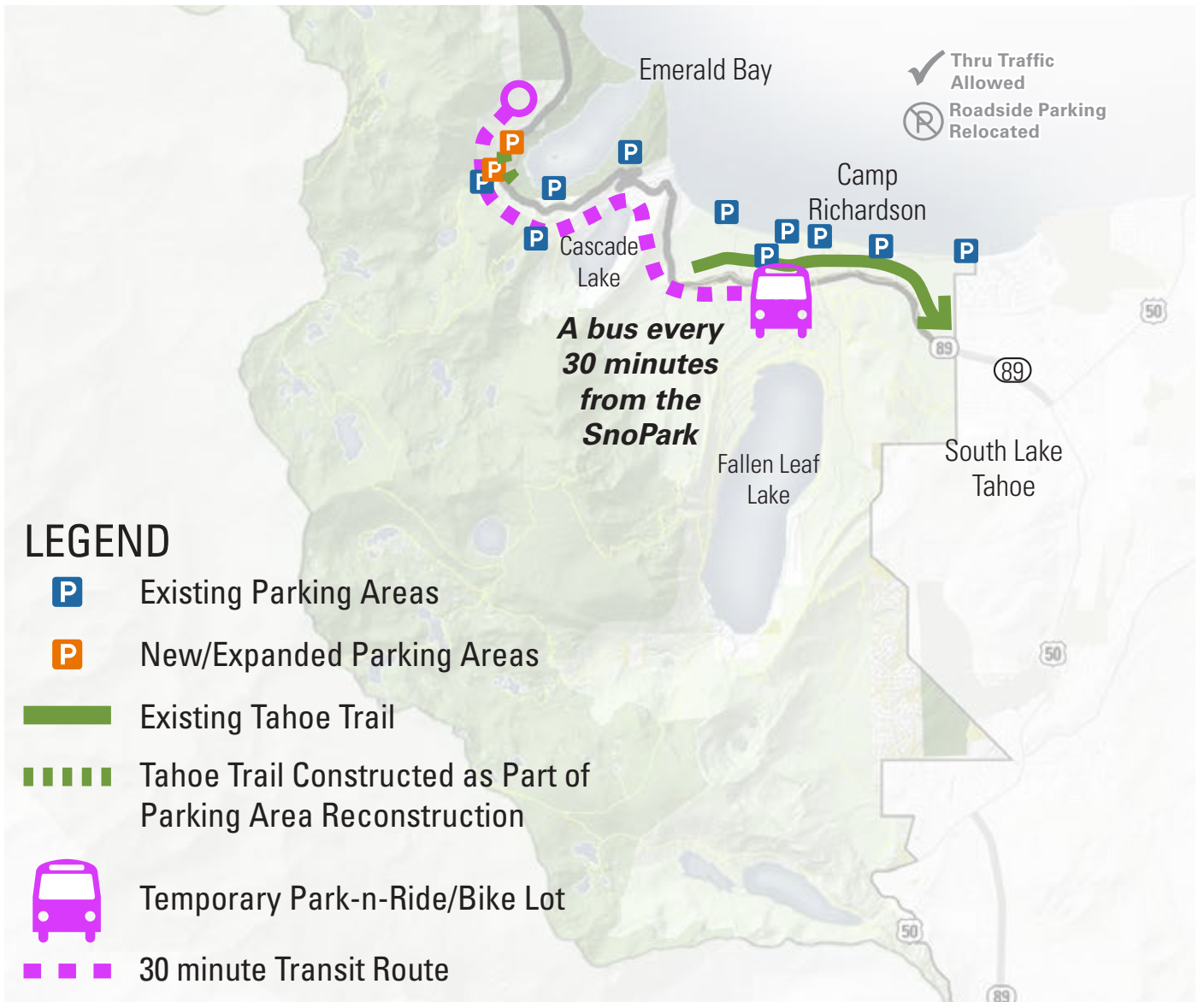


Figure 30: Phase I Travel Framework

Phase I Supporting Infrastructure Projects

Phase I projects associated with the Phase I travel framework include operational, planning, and design efforts that achieve the following:

- Leverage existing resources
- Offer early wins to build momentum for future projects
- Build a platform for operation and coordination in the corridor (e.g., for parking management and transit)
- Evaluate and design project alternatives and opportunities in more detail so they can be constructed in future phases
- Provide facilities needed to support Phase I transit service (enhancements to existing facilities and turnarounds for buses in Emerald Bay)
- Implement projects that have been previously planned and approved
- Improve traffic flow through the Pope to Baldwin Segment

Some projects will be implemented over time and are included in all three phases. For example, improving technology infrastructure and undergrounding utilities may occur as part of other projects and will occur over time in all three phases.

PHASE I SUPPORTING INFRASTRUCTURE AND OPERATIONAL ELEMENTS

- Develop a funding/finance plan with each phase
- Tahoe Trail Feasibility Study
- Evaluate individual site capacities for the corridor, including boat-in capacity for Emerald Bay, and adjust corridor transit and access recommendations based on findings
- Develop reservation, parking management, and revenue system for transit and parking areas and initiate revenue collection
- Utilize a consistent, coordinated system for paid parking at vista points and off-highway parking lots in Emerald Bay
- Reduce roadside parking in Emerald Bay and utilize barriers to assist with increased enforcement and fines for no parking areas

- Phase I point source congestion management strategies for Pope Beach Road and Jameson Beach Road intersections/recreation areas to improve traffic flows and encourage transit use
- Transit stops at Eagle Point Campground, Inspiration Point, Eagle Falls Viewpoint, Vikingsholm
- Transit turnaround improvements near Emerald Bay's north gate
- Project Study Report completion for year-round access and road design improvements through Emerald Bay
- Improve the Vikingsholm and Eagle Falls parking lots, develop transit stops, and link facilities with the Tahoe Trail from the vista lookout past the Vikingsholm parking lot
- Northbound viewpoint parking near Eagle Falls
- Improve SnoPark area for bus circulation and delineate parking
- Convert future emergency pull-outs and viewpoints in Emerald Bay to temporary parking – pave and install temporary meters
- Jameson Beach Road shared use path
- Baldwin Beach Road shared use path
- Pope Beach Road shared use path
- Utilize ITS advance signage & marketing of transit route
- Real-time transit and parking app
- Increased operation budgets
- Evaluate park-n-ride/bike locations at the Y and West Way
- Improve Fallen Leaf Road for emergency and recreation access
- Helipad site designation west of Bayview campground
- Recreation corridor gateway signage and consistent wayfinding and marketing program
- Improved technology infrastructure
- Utility undergrounding
- Incorporate wildlife crossings with Caltrans bridge replacement near Meeks Bay

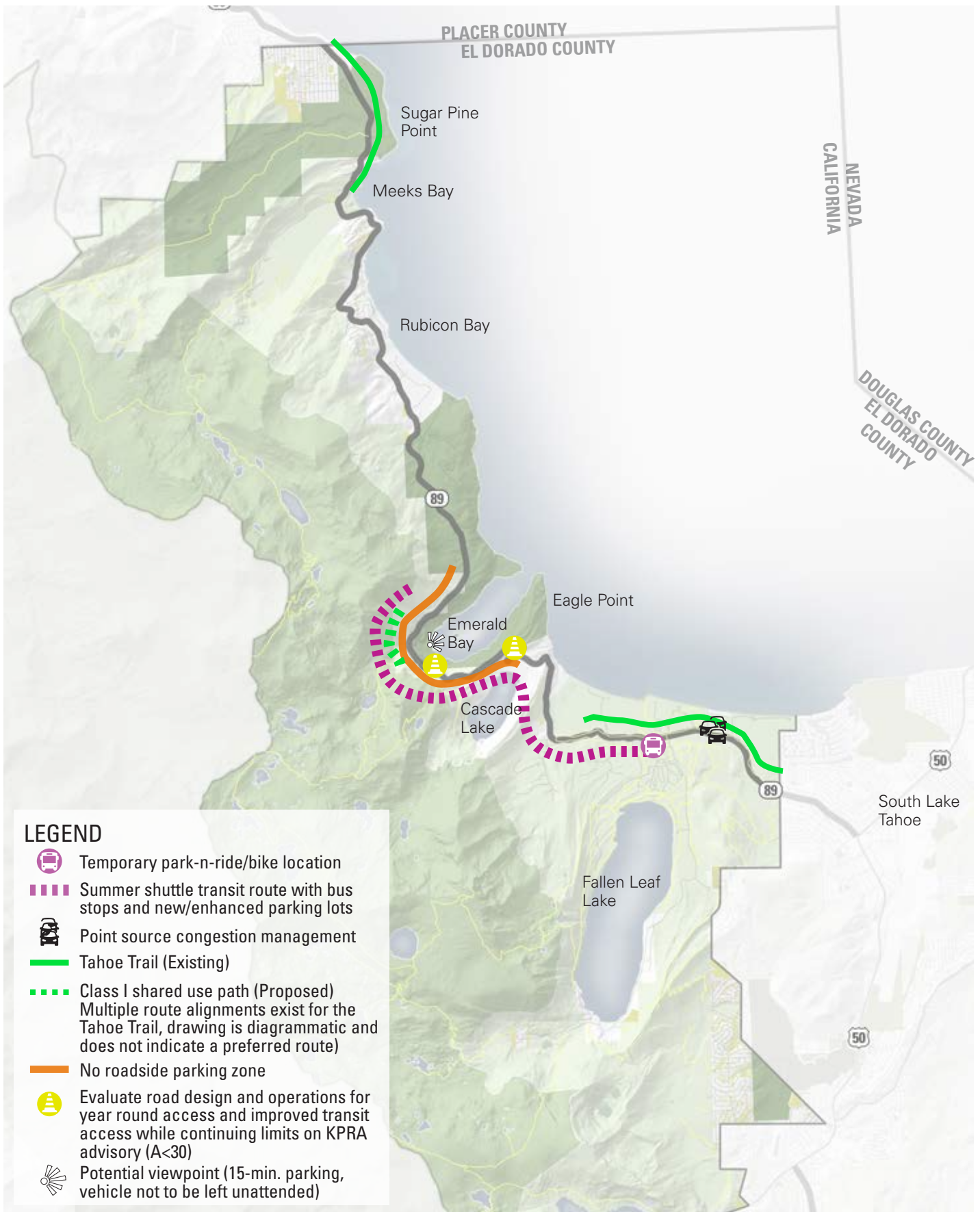
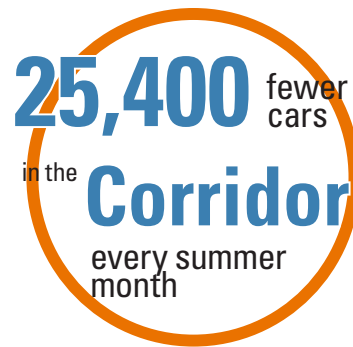


Figure 31: Recommended Projects | Phase I

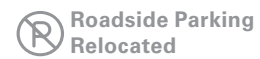
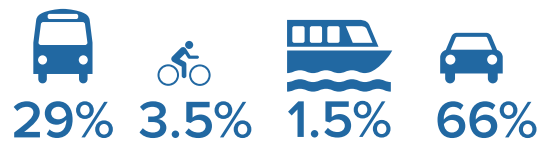
PHASE II TRAVEL FRAMEWORK

The second phase of the travel framework establishes more permanent transit service through the corridor with park-n-ride/bikes located at both the southern and northern ends of the corridor. Buses run every 15 minutes from the south end to Emerald Bay and every 30 minutes from the north to Emerald Bay. A subsidized, private water taxi with the ability to accommodate some bicycles operates from the north and south shores and sections of the Tahoe Trail have been completed from the south and the north to Emerald Bay. It is recognized that private water taxis present an opportunity to help meet corridor goals and provide visitor experience benefits, but they are not a substitute for public transit.

Projects and operations associated with the Phase II travel framework are summarized in the box on page 88.



How People Arrive to the Corridor in the Summer¹



Transit Service

Bus Routes

- Y to Emerald Bay every 15 minutes
- Sugar Pine to Emerald Bay every 30 minutes

Water Taxi Routes

- South Shore: 1 boat running every 2 hours from 10:30-6:30 (from Camp Richardson to Emerald Bay)
- North Shore: 1 boat running every 2 hours from 10:30-6:30 (from Homewood or Sugar Pine Point State Park to Emerald Bay)

| <i>Fleet Size</i> | <i>Fleet with Spares</i> | <i>Water Taxis</i> | <i>Projected Fleet Costs²</i> | <i>Projected Annual Operating Costs</i> |
|-------------------|--------------------------|--------------------|--|---|
| 7 | 9 | 1 | \$9,500,000 | \$2,444,000 |

¹ Percentages based on 2018 Emerald Bay and Pope to Baldwin Segment baseline visitation estimate

² Not inclusive of all costs (e.g., electrification, maintenance facility, etc.)

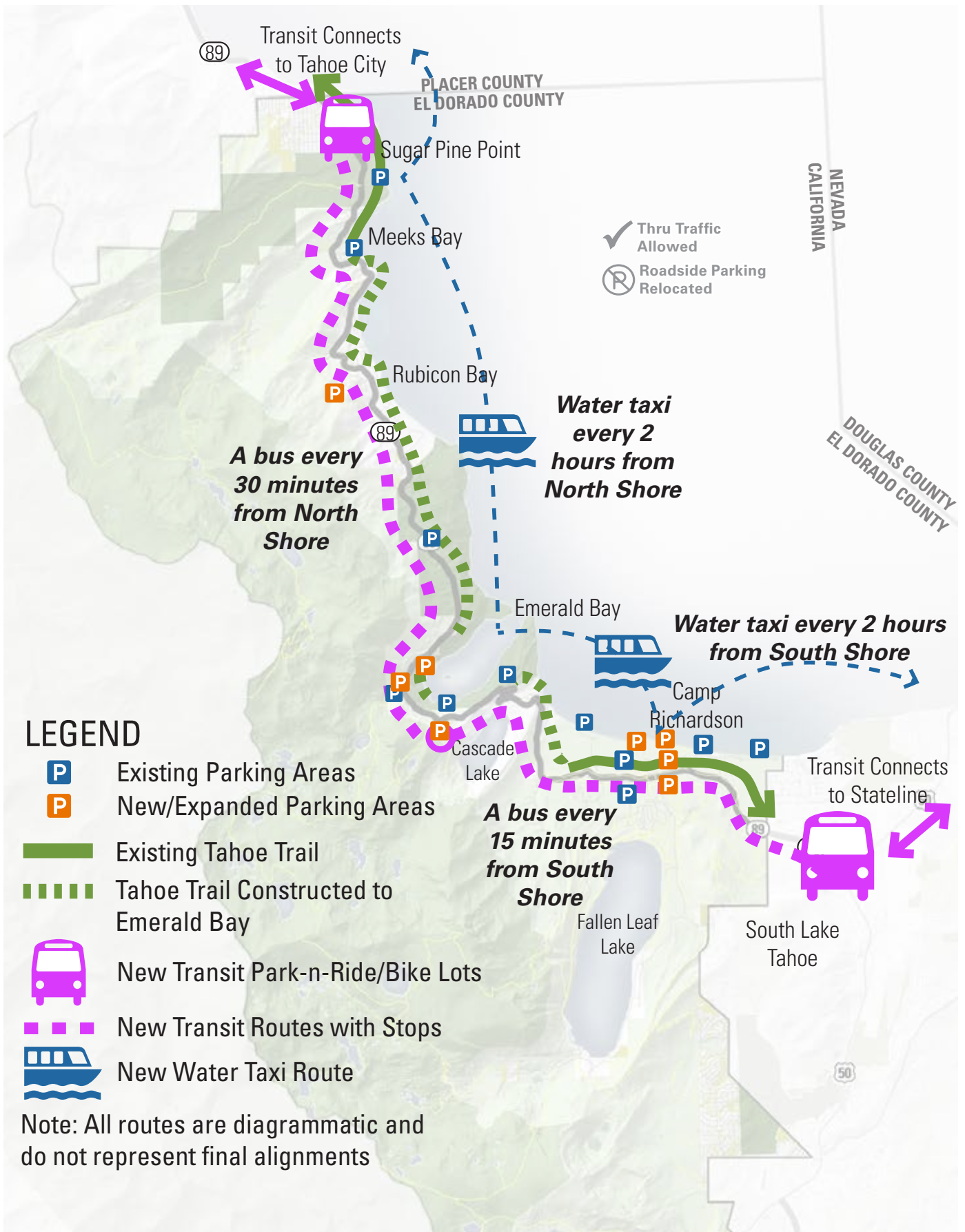


Figure 32: Phase II Travel Framework

Phase II Supporting Infrastructure Projects

Phase II projects include operational, planning, and design efforts that achieve the following:

- Provide facilities needed to support transit service (park-n-rides/bike, piers, and bus stops)
- Construct Tahoe Trail segments that allow for bike access to Emerald Bay
- Implement projects that have been previously planned and approved
- Improve the capacity for bike access to the Pope to Baldwin Segment
- Continue improvements for traffic flow through the Pope to Baldwin Segment
- Monitor and evaluate improvements and address visitation demands through a regional study

Some projects will be implemented over time and are included in all three phases. For example, improving technology infrastructure and undergrounding utilities may occur as part of other projects and will occur over time in all three phases.

PHASE II SUPPORTING INFRASTRUCTURE AND OPERATIONAL ELEMENTS

- Monitor and assess Phase I projects, access patterns, visitor experience, and operations – adjust below recommendations and marketing strategies based on findings
- Develop a funding/finance plan with each phase
- Tahoe Trail segments implemented: Spring Creek Road to Eagle Point Campground and Boat-in-Campground Road to Meeks Bay
- Develop public/private partnership with water taxi to supplement access
- Phase II transit service
- Restrict roadside parking in Emerald Bay and Pope to Baldwin Segments and utilize barriers to assist with increased enforcement of no parking areas
- Phase II transit stops throughout corridor
- Phase II reservation and parking management and fee system

- Develop a park-n-ride/bike in the Y area or by West Way and connect transit system to South Lake Tahoe's transit mainline
- Formalize a park-n-ride/bike at Sugar Pine Point State Park and connect transit system to North Lake Tahoe's transit mainline
- Phase II point source congestion management strategies for Pope Beach Road and Jameson Beach Road intersections/recreation areas
- Convert Bayview campground to small parking/bus pull-off that will also provide off-highway parking for the off-season and winter when transit is not running (40-70 spaces); design parking to accommodate a limited number of tour buses with restricted size; evaluate options to relocate Bayview campsites with the corridor
- Construct or improve piers (Sugar Pine Point State Park, Emerald Bay, and Camp Richardson) and increase operations budget to accommodate water taxi service
- Implement LTBMU planned parking and circulation projects in Pope to Baldwin Segment
- Increase capacity for cyclist access to Camp Richardson, consider developing a cycle track or expanding the bike path
- Evaluate trail access needs and options in alignment with local plans
- Operational measures to allow for off-season and winter access to strategic parking lots
- Formalize emergency turnouts
- Gardner Mountain trail access
- Conduct a regional visitation strategy
- Increased operation budgets
- Improved technology infrastructure
- Utility undergrounding
- Incorporate wildlife crossings where possible
- Develop a South Shore transit maintenance facility

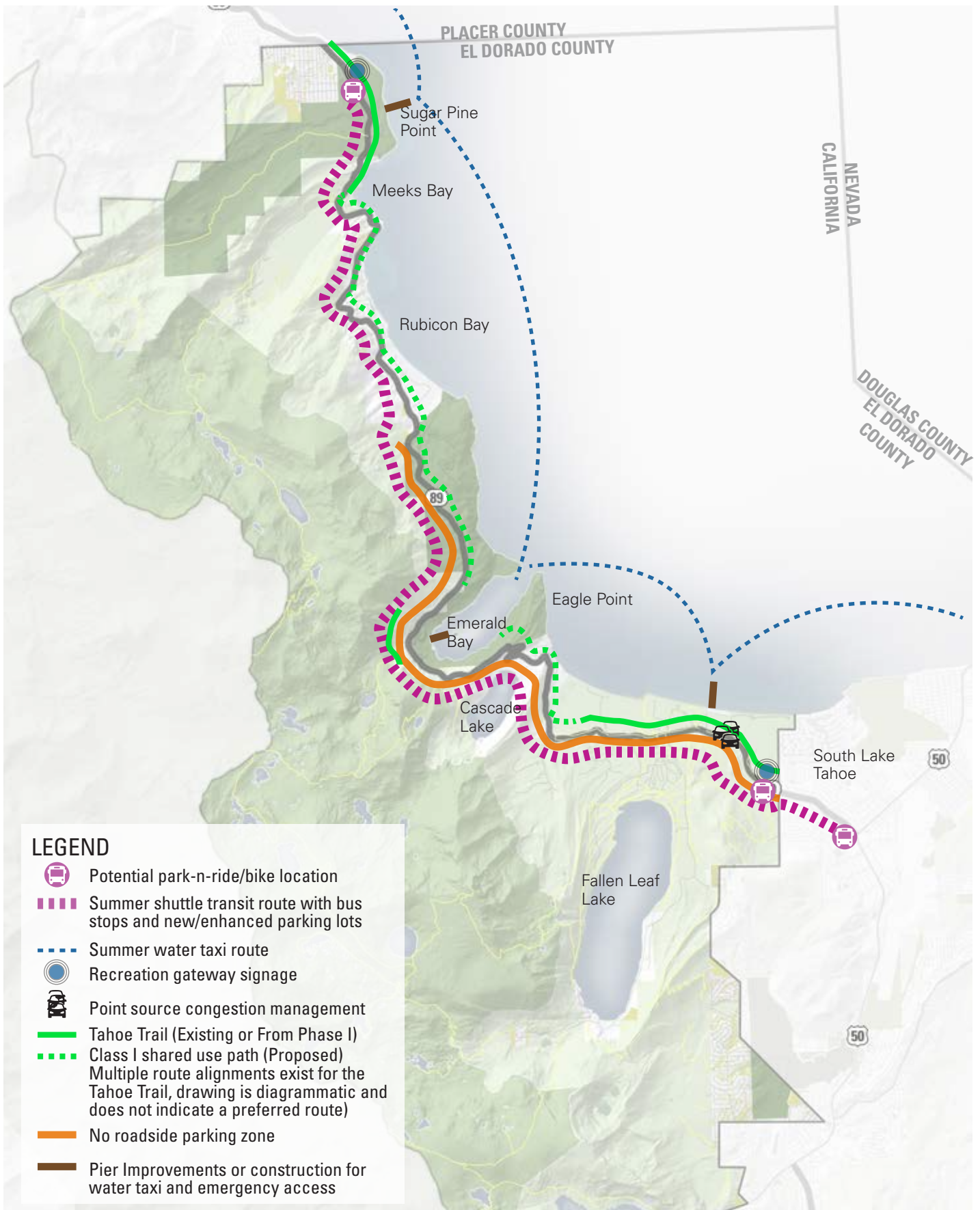


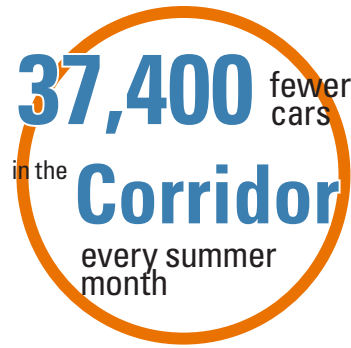
Figure 33: Recommended Projects | Phase II

PHASE III TRAVEL FRAMEWORK

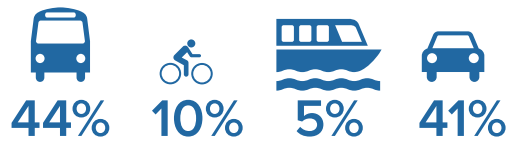
The third and final phase of the travel framework increases transit service and sees the completion of the Tahoe Trail around Emerald Bay. Buses run every 15 minutes from both the south and north park-n-ride/bikes to Emerald Bay. Water taxis also operate from the north shore and south shore to serve Emerald Bay. Additional projects and operations are summarized in the box below.

The transit model has the capacity to accommodate visitation growth of a modest 5 percent. The system can scale up or down to meet desired management levels. For example, additional people could be accommodated by increasing the number of buses or water taxis in service or increasing parking management techniques to encourage turnover and reduce length of stays. The Phase III fleet size and costs represent an operationally sustainable transit model and additional visitation could exceed the capacity of recreation areas. Outcomes of the individual site capacity studies conducted in Phase I and the regional visitation study completed in Phase II should be considered when evaluating whether to accommodate additional visitation or to scale down the transit system based on management needs and natural and cultural resource impacts.

Projects and operations associated with the Phase III travel framework are summarized in the box on page 92.



How People Arrive to the Corridor in the Summer¹



- ✓ Tahoe Trail Completed
- ✓ Thru Traffic Allowed
- Ⓟ Roadside Parking Relocated

Transit Service

Bus Routes

- Y to Emerald Bay every 15 minutes
- Sugar Pine to Emerald Bay every 15 minutes

Water Taxi Routes

- South Shore: 2 boats running hourly from 10:30-6:30
- North Shore: 1 boat running every 2 hours from 10:30-6:30 (from Homewood or Sugar Pine Point State Park to Emerald Bay)

| Fleet Size | Fleet with Spares | Water Taxis | Projected Fleet Costs ² | Projected Annual Operating Costs |
|------------|-------------------|-------------|------------------------------------|----------------------------------|
| 9 | 12 | 3 | \$13,500,000 | \$3,193,200 |

¹ Percentages based on 2018 Emerald Bay and Pope to Baldwin Segment baseline visitation estimate

² Not inclusive of all costs (e.g., electrification, maintenance facility, etc.)



Figure 34: Phase III Travel Framework

Phase III Supporting Infrastructure Projects

Phase III projects include operational, planning, and design efforts that achieve the following:

- Enhance and fine tune transit support facilities, operations, and parking management
- Construct Tahoe Trail segment around Emerald Bay
- Continue improvements for traffic flow through the Pope to Baldwin Segment
- Monitor and evaluate improvements and adjust to ensure corridor objectives are met

Some projects will be implemented over time and are included in all three phases. For example, improving technology infrastructure and undergrounding utilities may occur as part of other projects and will occur over time in all three phases.

PHASE III SUPPORTING INFRASTRUCTURE AND OPERATIONAL ELEMENTS

- Monitor and assess Phase II projects, access patterns, visitor experience, and operations – adjust below recommendations and marketing strategies based on findings
- Develop a funding/finance plan with each phase
- Complete the Tahoe Trail around Emerald Bay
- Increase partnership with water taxi to supplement access
- Phase III transit service and roadside parking relocations with temporary parking improvements
- Phase III reservation and parking management and fee system
- Expand park-n-ride/bike facilities in the Y area or by West Way
- Phase III point source congestion management strategies for Pope Beach Road and Jameson Beach Road intersections/recreation areas
- Evaluate need for a small parking area (15 spaces) by north Emerald Bay gates for off-season/winter access
- Formalize emergency turnouts
- Increased operation budgets
- Improved technology infrastructure
- Utility undergrounding
- Incorporate wildlife crossings where possible
- Consider bike lanes or widened shoulders throughout corridor
- Monitor roadside parking impacts and consider relocating/restricting roadside parking near Meeks Bay Resort and Sugar Pine Point State Park when alternative access is provided through transit and bike facilities

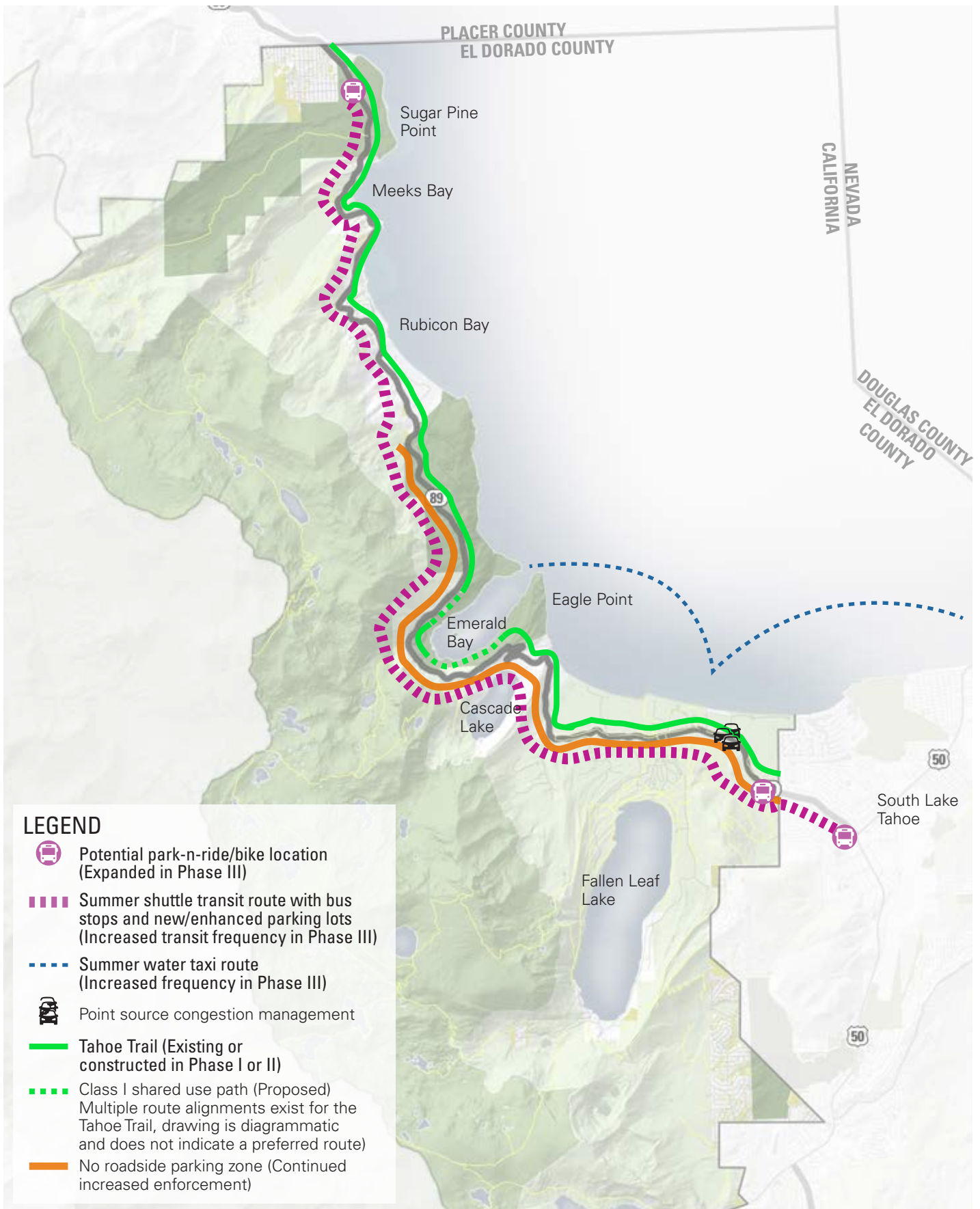
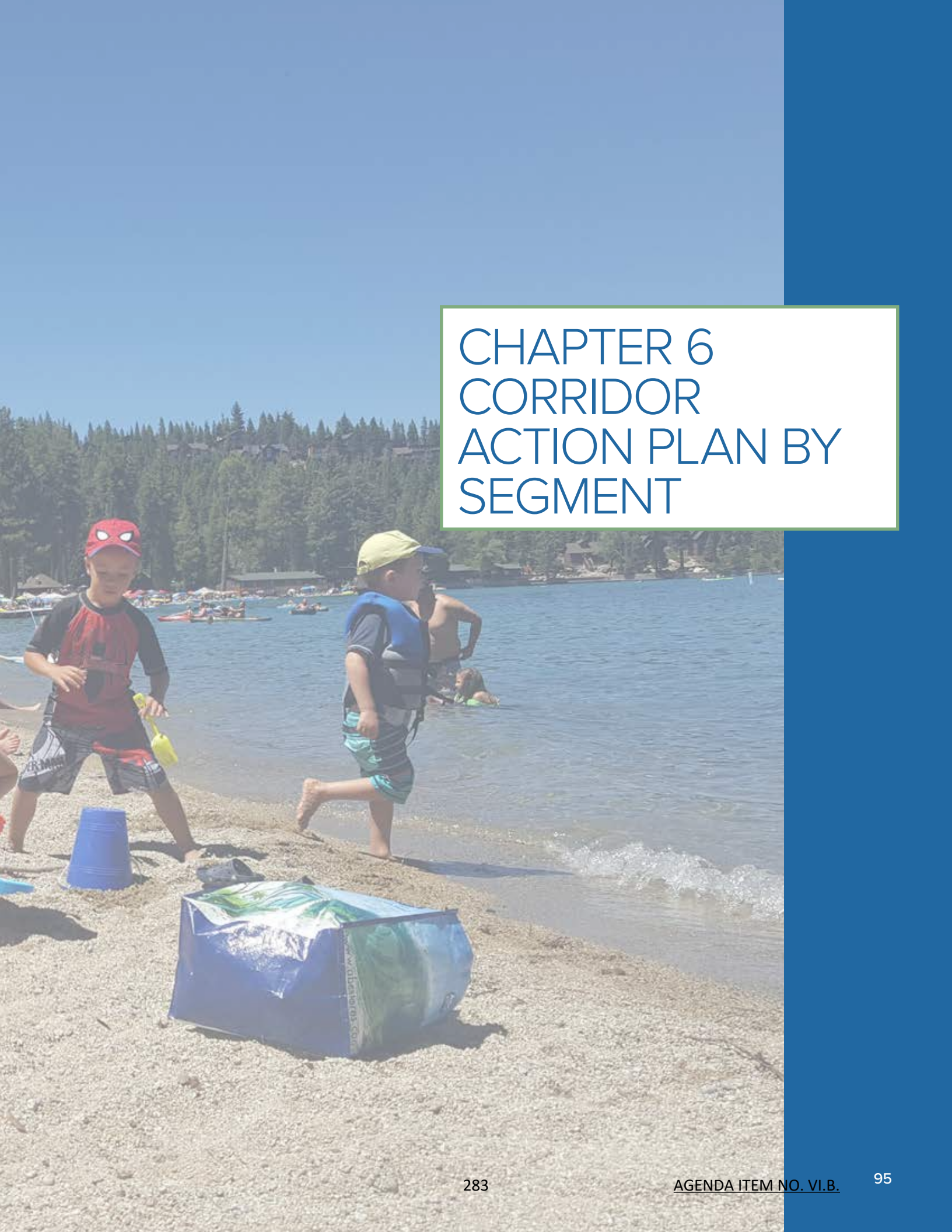


Figure 35: Recommended Projects | Phase III

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CHAPTER 6 CORRIDOR ACTION PLAN BY SEGMENT



Corridor recreation activities range from beach going, site seeing, hiking, and biking, to backcountry camping and skiing.

OVERVIEW

This Chapter summarizes, by segment, the recommended infrastructure and planning projects that support the recommended strategies presented in Chapter 3 and the travel framework described in Chapter 5. A project list is included in the appendix for easy referencing and updating as results are monitored and tactics modified and adjusted. The project list builds upon the strategies and actions developed in the RTP and the LTCCP and projects that have been reviewed and approved through separate planning and design processes.

The project list provided in the appendix organizes the action steps by corridor location. First the corridorwide projects are discussed and then the projects for each segment are included, starting from the south and working toward the north. The appendix matrix includes the project category, potential phasing, anticipated project lead(s), and potential project partners.

Similarly, this chapter presents the projects first from a corridorwide perspective. Second it illustrates and lists the projects by corridor segment (south to north).

CORRIDORWIDE PROJECTS

Corridorwide projects establish the foundation for coordinated management of the corridor. Projects included in this summary may be implemented within an individual segment but also represent the overall approach to address corridor issues. For example, conducting a feasibility study for the Tahoe Trail encompasses efforts to identify overall trail connectivity from Spring Creek Road north to Meeks Bay. Individual segments for completion of the Tahoe Trail are specifically listed in each corridor segment. A list of projects to occur throughout the corridor is shown in the box to the right.

Corridor Recommendations



Completion of the Tahoe Trail



Transit & reservation system during the summer months and peak weekends



Roadside parking restricted/relocated with increased enforcement and fine



Recreation zone speed limit developed for peak season



Point source congestion management at Pope Beach Road and Jameson Beach Road



Winter and off-season access improvements/year-round recreation access for backcountry and site-seeing needs



Technology infrastructure



Increased operational resources and coordinated management approach

CORRIDORWIDE PROJECTS

- Develop a funding/finance plan with each phase
- Conduct Tahoe Trail Feasibility Study
- Evaluate individual site capacities for the corridor, including boat-in capacity for Emerald Bay, and adjust corridor transit and access recommendations based on findings
- Phase I, II, and III transit service and roadside parking relocations with temporary parking improvements
- Consider bike lanes or widened shoulders throughout corridor
- Reservation, parking management and fee system framework and revenue collection
- ITS and shuttle marketing
- Real-time transit and parking app
- Increased operation budgets
- Formalize emergency turnouts
- Operational measures to allow for off-season and winter access to strategic parking lots
- Increase technology infrastructure
- Utility undergrounding
- Incorporate wildlife crossing improvements, where appropriate
- Develop a South Shore transit maintenance facility (likely built outside of the corridor, but impacts feasibility for transit service)
- Wayfinding
- Real-time visitor information
- Conduct a regional visitation strategy
- Recreation corridor gateway signage and consistent wayfinding and marketing program

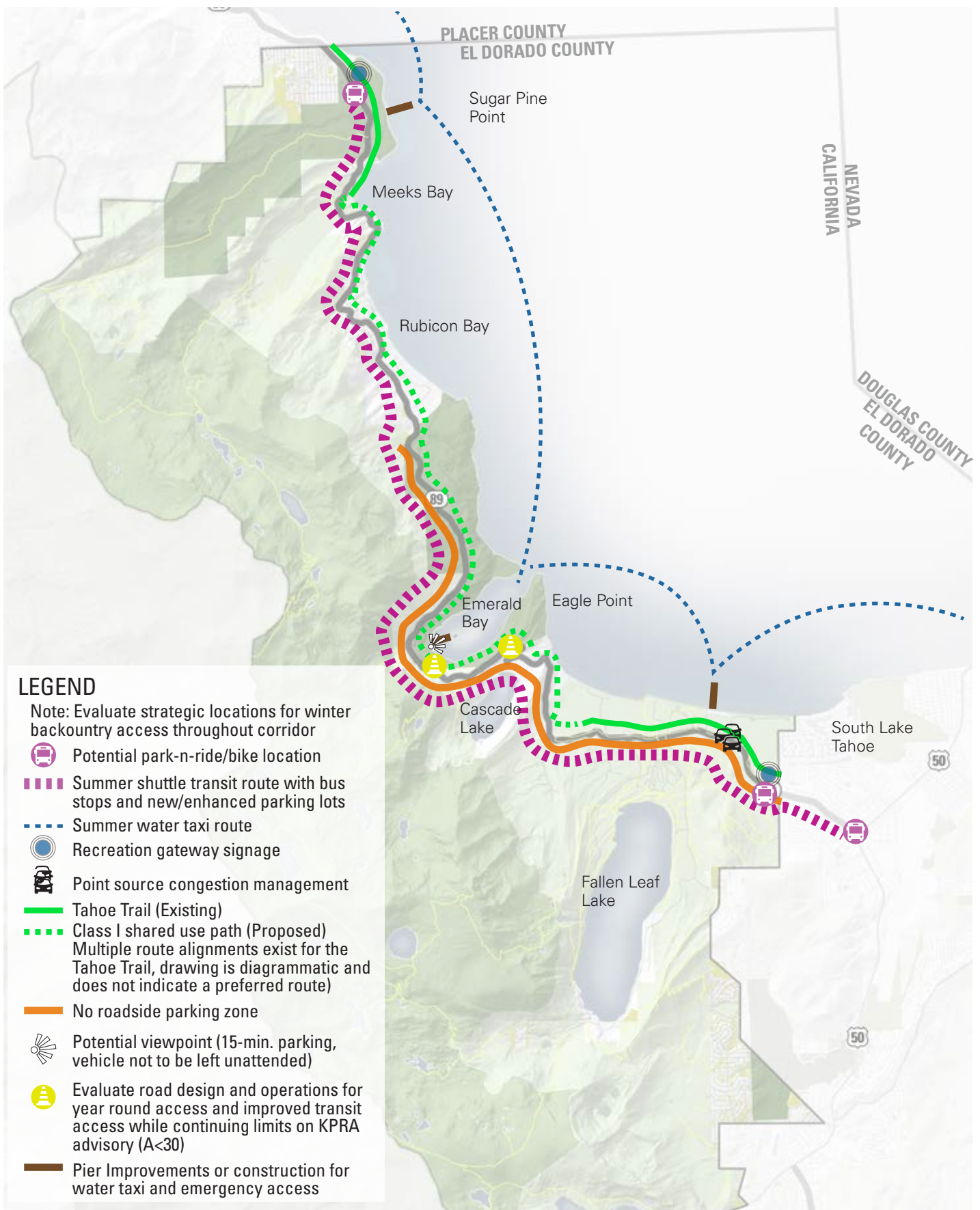


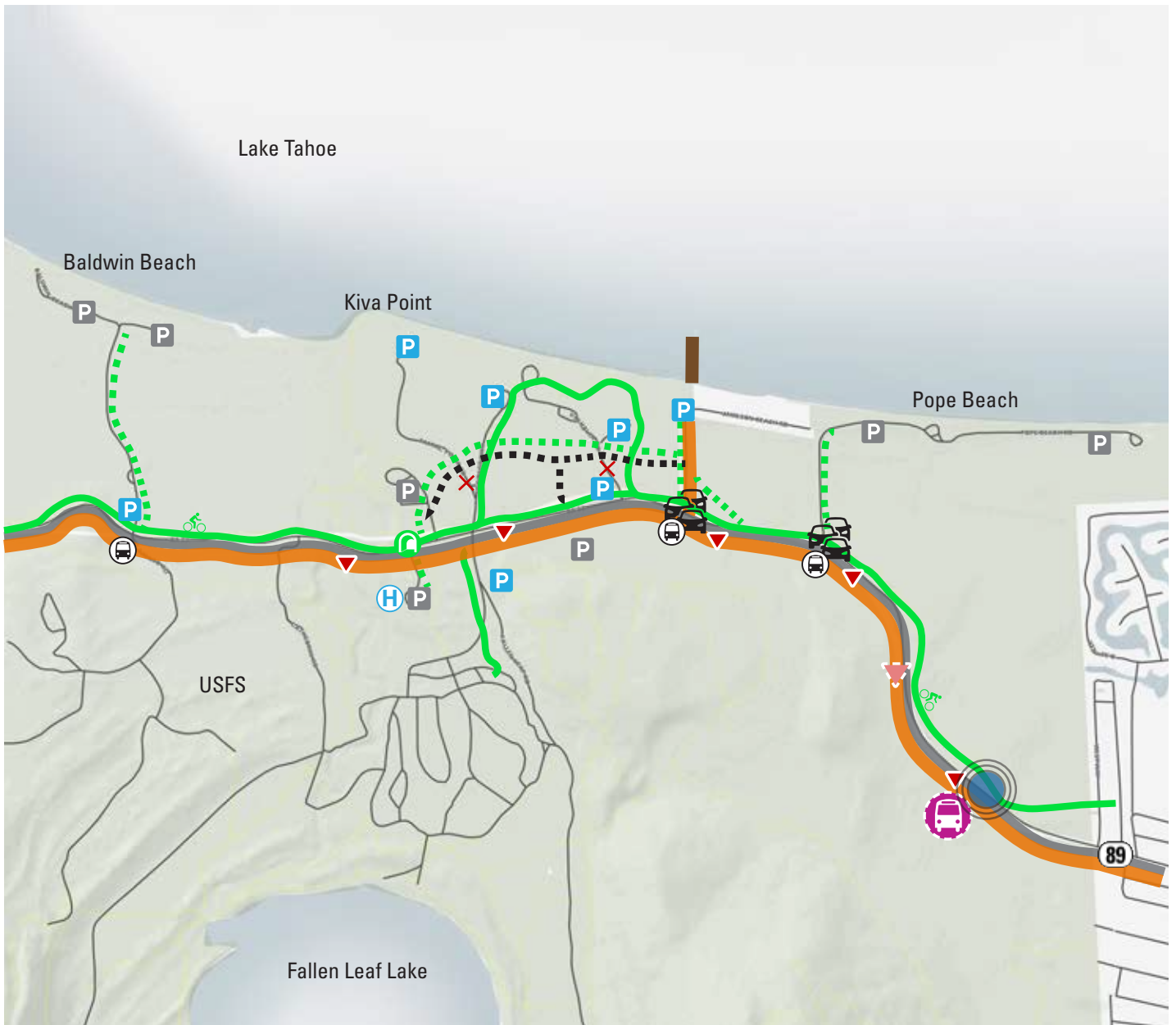
Figure 36: Recommended Projects | Corridorwide

POPE TO BALDWIN SEGMENT | PROJECTS

Projects in the Pope to Baldwin Segment include facilities and tactics that address congestion associated with entry into Pope Beach, pedestrians crossing at Jameson Beach Road, and cars trolling the highway looking for parking. In addition to the projects recommended to support transit services, active transportation facilities such as new Class I shared use paths and the potential for a seasonal cycle track, are included. A list of projects to occur in the Pope to Baldwin Segment is shown in the box to the right.

PROJECTS SUMMARY FOR POPE TO BALDWIN SEGMENT

- Phase I, II, and III transit service and roadside parking relocations with temporary parking improvements
- Phase I, II, and III point source congestion management strategies for Pope Beach Road and Jameson Beach Road intersections/recreation areas
- SnoPark parking and temporary transit stop improvements
- Jameson Beach Road shared use path
- Baldwin Beach Road shared use path
- Pope Beach Road shared use path
- Implement LTBMU planned parking and circulation projects in Pope to Baldwin Segment
- Develop bus stops at Pope Beach Road, Jameson Beach Road, and Baldwin Beach Road
- Improve Camp Richardson pier and increase operations budget to accommodate water taxi service
- Evaluate park-n-ride/bike locations at the Y and West Way, construct improvements during Phase II and Phase III
- Improve Fallen Leaf Road for emergency and recreation access
- Increase capacity for cyclist access to Camp Richardson
- Gardner Mountain trail access
- Formalize emergency turnouts
- Operational measures to allow for off-season and winter access to strategic parking lots
- Increase technology infrastructure
- Incorporate wildlife crossing improvements, where appropriate
- Develop parking lots at Spring Creek Road and Fallen Leaf Lake Road
- Analyze Eagle's Nest Campground entry for possible operational improvements to hold a larger queue



LEGEND

- Potential park-n-ride/bike location
- Bus stop (Proposed)
- Parking lot (Existing)
- Parking lot (Expanded or formalized)
- Tahoe Trail (Existing)
- Class I shared use path (Proposed)
- Grade separated crossing for pedestrians and cyclists
- Internal road circulation (Proposed)
- No roadside parking zone
- Emergency/Maintenance turnout (Formalize existing)
- Emergency/Maintenance turnout (Proposed)
- Recreation gateway signage
- Pier Improvements for water taxi and emergency access
- Point source congestion management
- Helipad/emergency helicopter landing area (Existing)

Figure 37: Recommended Projects | Pope to Baldwin Segment

EMERALD BAY SEGMENT | PROJECTS

Projects in the Emerald Bay Segment support efforts to move toward a more car-free experience in Emerald Bay and the construction of the Tahoe Trail in this segment. The conversion of Bayview Campground to a small parking area with transit facilities is recommended. Opportunities to relocate the campsites within the corridor should be evaluated. The additional parking should be limited in scope and is intended to meet the recreation demand for off-season access when transit would not be running. A feasibility study is recommended to identify potential Tahoe Trail routes and a Project Study Report is recommended to evaluate opportunities to keep the highway open year-round through this segment. Winter access to recreation sites is important, as well as providing emergency access facilities.

A list of projects to occur in the Emerald Bay Segment is shown in the box to the right.

PROJECTS SUMMARY FOR EMERALD BAY SEGMENT

- Develop Tahoe Trail segment from D.L. Bliss to and around Emerald Bay and south to Spring Creek Road, with grade-separated crossing(s), if needed; underground powerlines and co-locate technology infrastructure
- Phase I, II, and III transit service and roadside parking relocations with temporary parking improvements
- Transit turnaround improvements near Emerald Bay's north and south gates
- Project Study Report completion for year-round access and road design improvements through Emerald Bay
- Vikingsholm vista parking improvements with northbound bus stop
- Develop bus stops at Eagle Falls, Inspiration Point/Bayview campground, and Eagle Point campground (bundle with Vikingsholm project)
- Improve pier and increase operations budget to accommodate water taxi service
- Bayview campground conversion to small parking for off-season and winter access with summer transit stop; design parking to accommodate a limited number of tour buses; evaluate options to relocate campsites within the corridor
- Northbound viewpoint parking near Eagle Falls
- Helipad site designation west of Bayview campground
- Formalize emergency turnouts
- Operational measures to allow for off-season and winter access to strategic parking lots
- Increase technology infrastructure
- Incorporate wildlife crossing improvements, where appropriate
- Manage visitation to protect cultural and natural resources such as Fannette Island
- Evaluate need for off-season parking area north of Vikingsholm on LTBMU property
- Conceptual route for a north/south multi-use trail connector

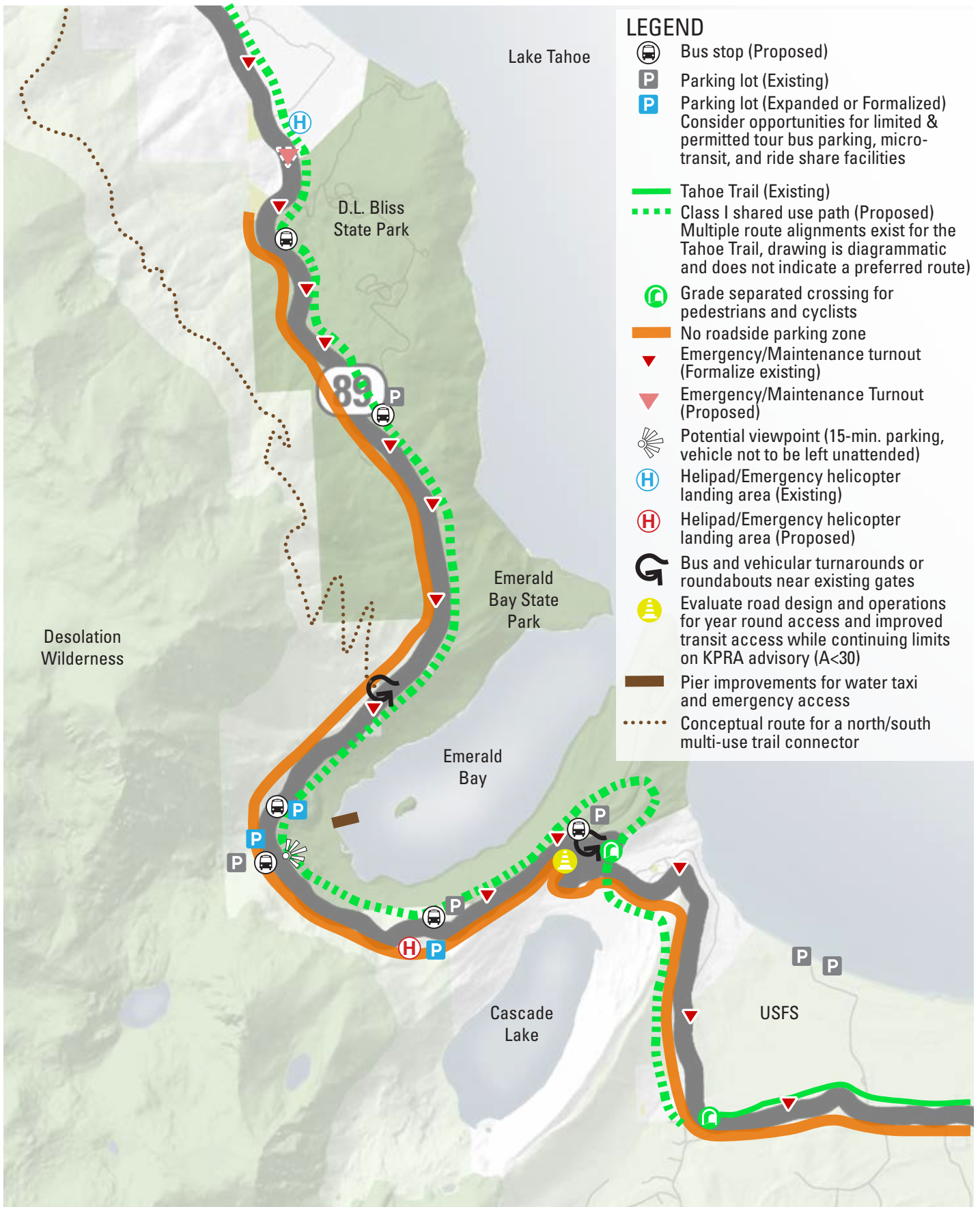


Figure 38: Recommended Projects | Emerald Bay Segment

RUBICON BAY SEGMENT | PROJECTS

Routing and constructing the Tahoe Trail is the primary project for the Rubicon Bay Segment. A list of projects is shown in the box to the right.

West Shore Tahoe Trail Goals

Goal

Design and construct a premiere shared-use path along Lake Tahoe's west shore as part of a separated bikeway network circling Lake Tahoe.

Objectives

- Create a separated, shared-use path to promote active transportation, better manage auto congestion, disperse recreation, and complete the Tahoe Trail.
- Provide a separated, shared-use path that provides a high-quality user experience.
- Serve a broad spectrum of users by meeting American Association of State Highway and Transportation Officials (AASHTO) and American with Disabilities Act and Architectural Barriers Act (ADA/ABA) design standards, and other relevant accessibility standards.
- Provide new high quality, sustainable recreation opportunities that disperse recreation demand while protecting the quality, integrity, and character of existing recreation opportunities; protecting natural resources; and improving water quality.

Design Principles

- Identify and provide buildable and convenient connections to communities, public facilities, public lands, the lakeshore, and open space. Consider connections to other projects identified in the CMP.
- Identify opportunities to restore and enhance water quality and reduce storm water pollution through design and construction of the trail.
- Maximize the percentage of trail segments that are Class 1, identify segments where Class 4 trails can replace Class 2 trails.
- Serve both recreation and commuter needs, with recreation needs receiving first priority where trade-offs must be made.
- Provide for a variety of bicycle and pedestrian users on the trail, while recognizing and managing potential conflicts.

PROJECTS SUMMARY FOR RUBICON BAY SEGMENT

- Develop Tahoe Trail segment from Meeks Bay to D.L. Bliss with grade-separated crossing(s), if needed; underground powerlines and co-locate technology infrastructure
 - Formalize emergency turnouts
 - Provide winter recreation access parking
 - Increase technology infrastructure
 - Incorporate wildlife crossing improvements
 - Evaluate trail access needs and options in alignment with local plans
 - Evaluate options for a multi-use trail connector
-
- Provide adequate public and private support facilities, such as restrooms, garbage, and wayfinding.
 - Remain sensitive to the cultural resources and natural resources in the corridor.
 - Consider social and economic benefits of the trail.
 - Provide interpretive opportunities along the trail for natural, cultural, and historic resources.
 - Minimize the number of crossings of SR-89, crossings should be over or under the highway when feasible.
 - Where appropriate, use and enhance existing disturbed area, such as old logging and fire access roads, and take advantage of joint parking opportunities, such as at school sites.
 - Include opportunities for universal accessibility.
 - Provide visitor amenities, such as rest areas and vistas, to make the bikeway an enjoyable experience.
 - Implement signage and naming consistent with the collaborative work of the Lake Tahoe Pathway Partnership.
 - Identify public utilities early in the process and potential for co-location and undergrounding of utility lines.
 - Identify opportunities to collocate conduit for communication systems and fiber optic within trail footprint.
 - Respect private property rights.
 - Reduce noise impacts from trail usage.

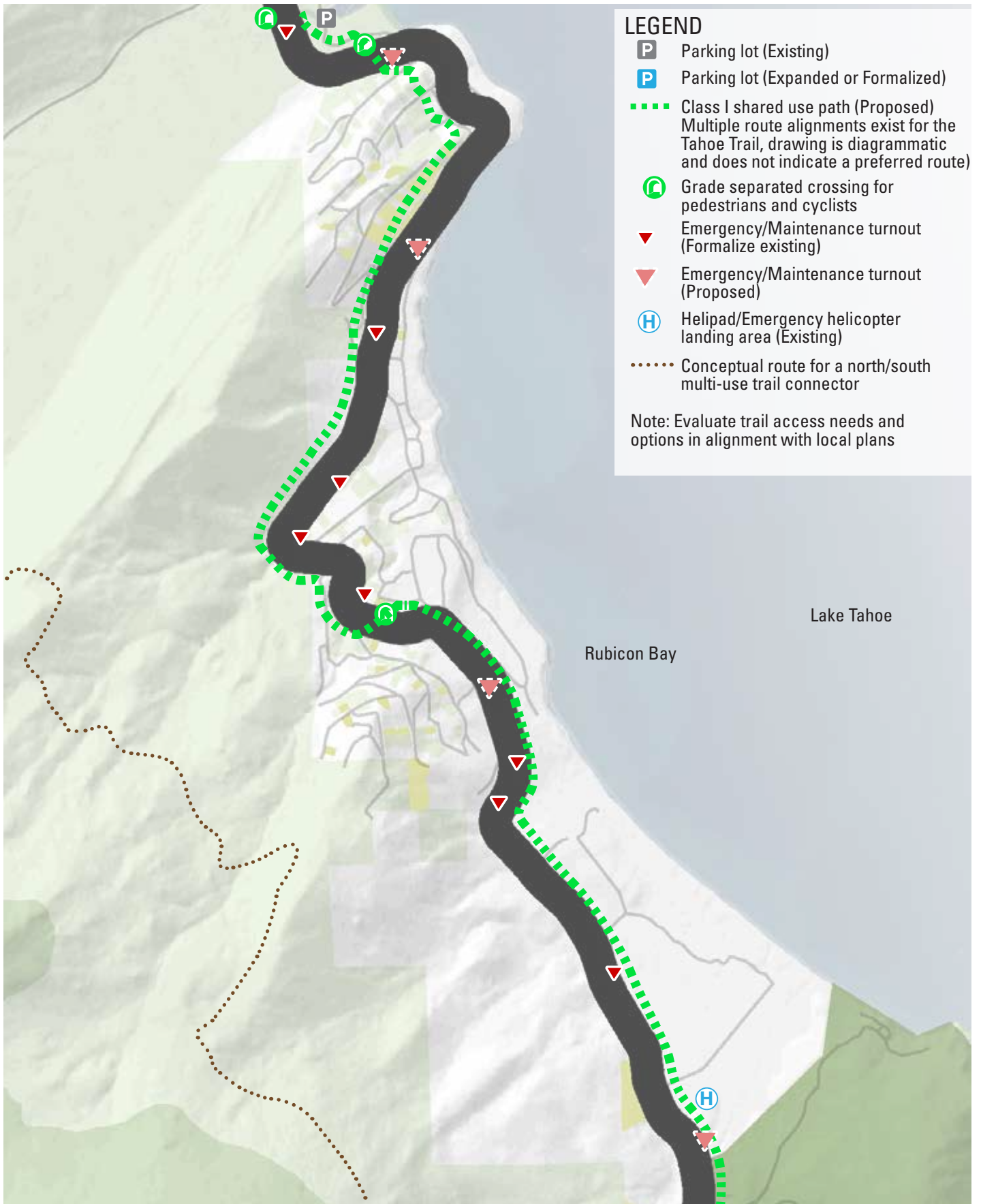


Figure 39: Recommended Projects | Rubicon Bay Segment

MEEKS BAY SEGMENT | PROJECTS

Routing and constructing the Tahoe Trail through Meeks Bay is a key project for this segment. Conceptual alternatives for the trail are shown in the appendix, but these and other alternatives may be studied in more detail during the feasibility study. The roadside parking outside of the resort should be monitored and overtime, the parking may be restricted with preferred access from transit and bike.

The Meeks Bay ecosystem restoration project is currently underway and will include planning and environmental review. The primary purpose of the project is to move the Meeks Creek stream channel and wetland/lagoon below SR 89 to a more natural condition where geomorphic and hydrologic processes support a functioning ecosystem while continuing to support sustainable recreation opportunities. The alignment of the Tahoe Trail through Meeks Bay will be considered as part of the project.

A list of projects to occur in the Meeks Bay Segment is shown in the box to the right.

PROJECTS SUMMARY FOR MEEKS BAY SEGMENT

- Develop Tahoe Trail segment within Meeks Bay with grade-separated crossing, if needed; underground powerlines and co-locate technology infrastructure
- Develop bus stop at Meeks Bay
- Relocate roadside parking when alternative access is provided through transit and bike options
- Replace Caltrans bridge and incorporate capacity for wildlife crossing and pedestrian/bike use
- Formalize emergency turnouts
- Provide winter recreation access parking
- Increase technology infrastructure

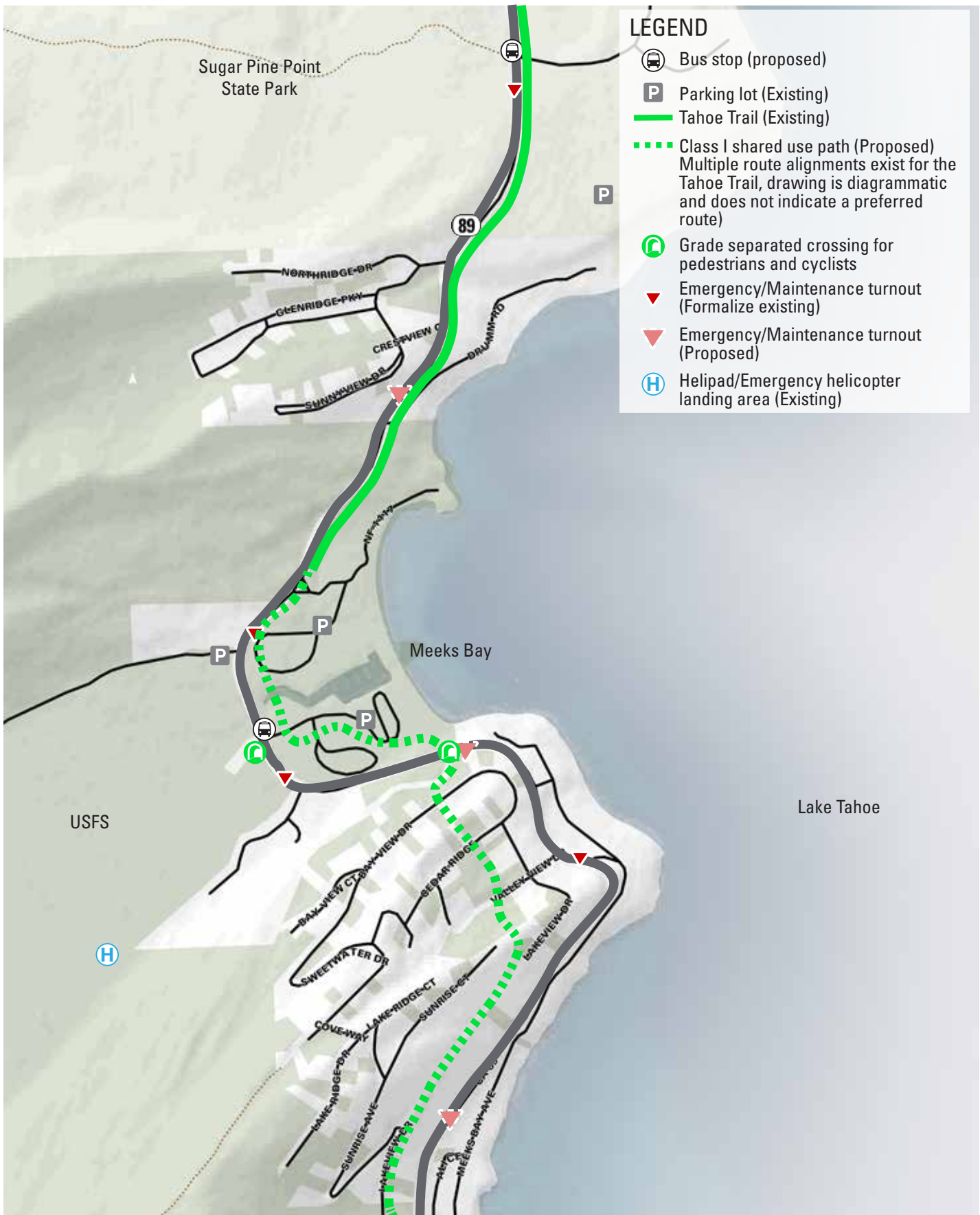


Figure 40: Recommended Projects | Meeks Bay Segment

SUGAR PINE POINT SEGMENT | PROJECTS

The Sugar Pine Point Segment has an opportunity to serve as a gateway to the recreation corridor from the north. In addition to a visual entry, its role as a park-n-ride/bike location offers a central location for visitors to leave their car and explore the rest of the corridor via transit or bike. The roadside parking outside of the state park should be relocated/restricted when alternative access is provided through transit and bike options.

A list of projects to occur in the Sugar Pine Point Segment is shown in the box to the right.

PROJECTS SUMMARY FOR SUGAR PINE POINT SEGMENT

- Enhance existing parking to serve as northern park-n-ride/bike location
- Develop bus stop at Sugar Pine Point State Park
- Improve pier and increase operations budget to accommodate water taxi service, with the ability to carry some bicycles
- Formalize emergency turnouts
- Provide winter recreation access parking
- Develop a recreation gateway
- Increase technology infrastructure
- Incorporate wildlife crossing improvements, where appropriate
- Relocate roadside parking when alternative access is provided through transit and bike options

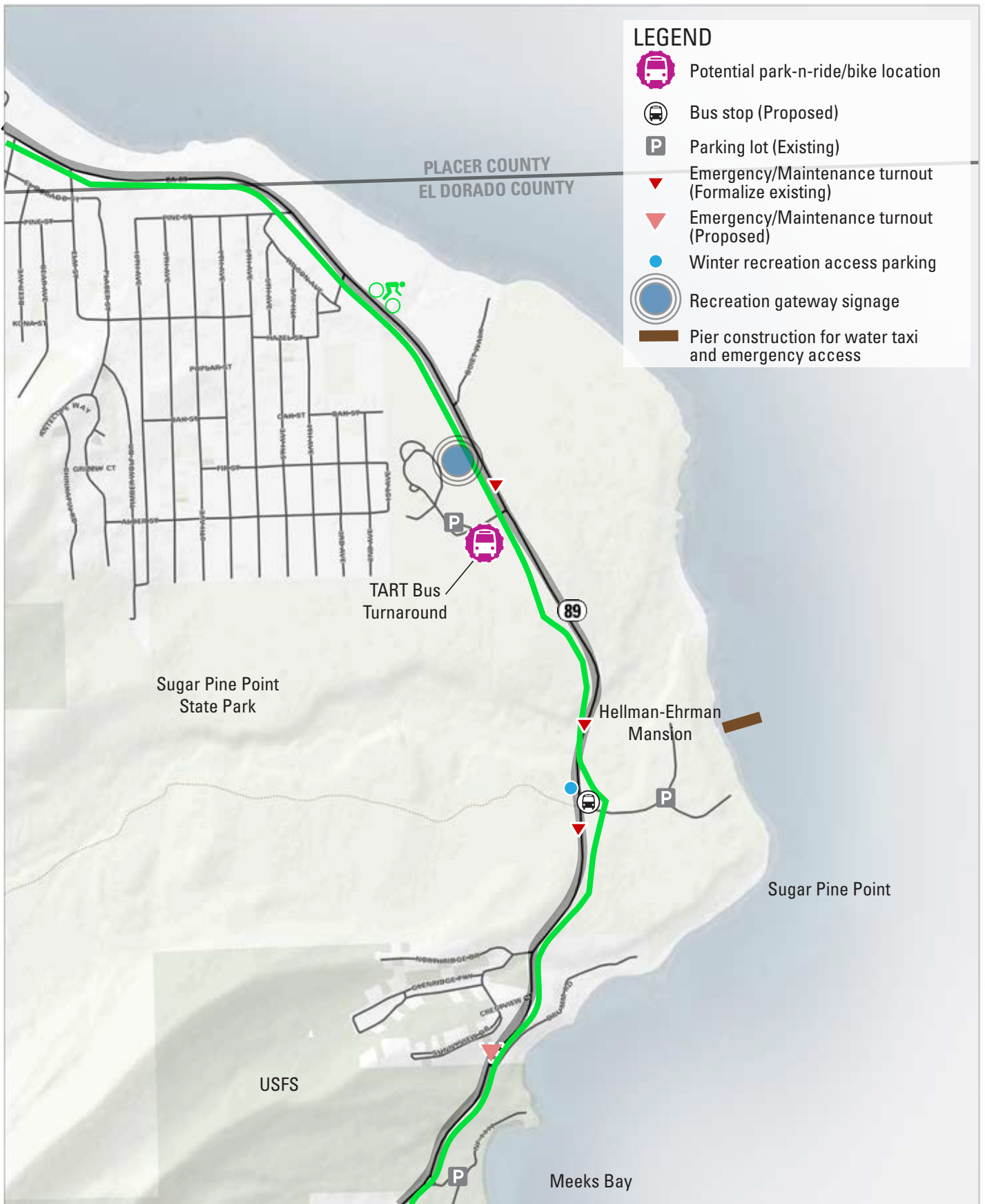


Figure 41: Recommended Projects | Sugar Pine Point Segment

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CHAPTER 7 VISITOR TRAVEL EXPERIENCE

VISITOR EXPERIENCE CYCLE

In June 2018, a “Guestology” workshop was facilitated with the stakeholder group. “Guestology” represents the technical factors affecting a particular destination’s visitor/guest experience, such as the width of a pathway, the size of a parking area, and the number of visitors a facility can accommodate at one time. In the design process, these calculations greatly influence visitor satisfaction levels and return intent, as they impact the quality of the overall visit. Well-designed facilities provide efficiencies for visitors and allow them to remain focused on their experience. Poorly-designed infrastructure and amenities can lead to crowding, wait lines, time losses, and other negative factors which distract from the experience, and can lead to poor satisfaction levels, negative word-of-mouth, and low return intent.

During the workshop, the concept of the Visitor Experience Cycle (VEC) was introduced. The VEC defines the visitor experience in five phases, which are cyclical in nature. The five phases within the cycle are as follows:

Anticipation Phase: This is the period in which the visitor’s very spark of an intent to visit comes to mind, and all the pre-arrival efforts take place: choosing their destination, evaluating options, formulating itineraries, and making reservations. During this phase, destination operators are also reaching out to prospective visitors with marketing information and incentives.

Arrival Phase: This phase represents all elements in the visitors’ transit from their home, hotel, etc. to their destination; including roadways and pathways, wayfinding signage, parking, ticket purchasing, etc. This also include services and amenities provided at the venue to aid in their arrival, such as trams or shuttles from a parking lot to the venue entrance, first-stop shopping, and restrooms.

Experience Phase: This period represents everything associated with the visitors’ on site, “in-experience” activities – such as recreating, following tours, dining, using restrooms, etc.

Departure Phase: The Departure Phase represents all elements along the visitors’ transit from the exit of the venue to their end destination – their home or hotel, in most cases. Similar to the Arrival Phase, this often includes pedestrian transit to their car, wayfinding, roadway utilization, and services and amenities to support the visitor from the venue entrance back to their cars, or shuttles from the venue entrance, last-chance shopping, and restrooms.

Savor Phase: This final phase represents the period in which the visitors reflect on their experience, perhaps responds to a survey request from the venue, posts on social media, and, ideally, considers their next return trip. It is at this point that the cycle repeats itself.



Figure 42: Stages of the Visitor Experience Cycle

The VEC on its own serves as an important reminder that how visitors define, connect with, and evaluate their experiences is much more than just the sum of the on-site elements. It includes everything they engage with from the moment they consider their visit to their post-visit reflection and reconnection. Understanding this concept means that businesses must always be mindful of the quality of the visitors' journey through all five phases, striving for consistency in execution along the way. This applies to day-to-day operations, and in how plans are defined and prioritized, such as the case with the SR 89 corridor.

Applying the Visitor Experience Model to the CMP

With the multi-phase framework of the CMP in place, the VEC can serve as a valuable model for gauging the impact of the Plan across the full spectrum of the visitor journey, for the purposes of ensuring overall balance and in identifying gaps. To begin with, initial assumptions were made regarding the correlation of each of the scope items within the three implementation phases to the five phases of the VEC. The results for each of the phases are shown in Tables 3 through 5. Note that in Phases II and III, several initiatives were not scored as they were not intended to support the day-to-day visitor experience, such as formalizing emergency turnouts.

| Phase I | | | | | |
|---|--------------|---------|------------|-----------|-------|
| | Anticipation | Arrival | Experience | Departure | Savor |
| Reservation, parking management, and fee system | X | X | X | X | |
| Real-time transit and parking app | X | X | X | X | |
| Phase I transit service and roadside parking relocations with temporary parking improvements | | X | | X | |
| Phase I point source congestion management strategies for Pope Beach Road and Jameson Beach Road intersections/recreation areas | | X | | X | |
| Transit stops at Eagle Point Campground, Inspiration Point, Eagle Falls Viewpoint, Vikingsholm | | X | | X | |
| Transit turnaround improvements near Emerald Bay's north gate | | X | X | X | |
| SnoPark parking and transit stop improvements | | X | X | X | |
| Jameson Beach Road shared use path | | X | X | X | |
| Baldwin Beach Road shared use path | | X | X | X | |
| ITS and shuttle marketing | X | | | | X |
| Evaluate park-n-ride/bike locations at the Y and West Way | | X | X | X | |
| Improve Fallen Leaf Road for emergency and recreation access | | | X | | |
| Helipad site designation west of Bayview campground | | | X | | |
| Recreation corridor gateway signage and consistent wayfinding | | X | X | | |
| Improved technology infrastructure | | X | X | X | |
| Incorporate wildlife crossings with Caltrans bridge replacement near Meeks Bay | | X | X | X | |
| Improved wayfinding and marketing and communication strategies | X | X | X | X | |
| Incorporate wildlife crossings where possible | | X | X | X | |
| | | | | | |
| | 4 | 15 | 14 | 14 | 1 |

Table 3: Phase I Project Correlations with the Visitor Experience Cycle

| Phase II | | | | | |
|--|--------------|---------|------------|-----------|-------|
| | Anticipation | Arrival | Experience | Departure | Savor |
| Tahoe Trail segments implemented: Spring Creek Road to Eagle | | | X | | |
| Point Campground and Boat-in-Campground Road to Meeks Bay | | X | | X | |
| Water taxi partnership for service from the north shore | | X | X | X | |
| Phase II transit service and roadside parking relocations with temporary parking improvements | | X | X | X | |
| Phase II transit stops throughout corridor | | X | X | X | |
| Phase II reservation and parking management and fee system | X | X | X | X | |
| Park-n-ride/bike improvements at Sugar Pine Point State Park and development of park-n-ride/bike facilities near the Y or West Way | | X | X | X | |
| Phase II point source congestion management strategies for Pope Beach Road and Jameson Beach Road intersections/recreation areas | | X | X | X | |
| Bayview campground conversion to small parking for off-season and winter access with summer transit stop | | X | | X | |
| Improve piers and increase operations budget to accommodate water taxi service | | X | X | X | |
| Northbound viewpoint parking near Eagle Falls | | X | | | |
| Implement LTBMU planned parking and circulation projects in Pope to Baldwin Segment | | X | X | X | |
| Increase capacity for cyclist access to Camp Richardson | | X | X | X | |
| Operational measures to allow for off-season and winter access to corridor parking lots | | X | | | |
| Formalize emergency turnouts | | | | | |
| Gardner Mountain trail access | | | X | | |
| Improved technology infrastructure | | X | X | X | |
| Incorporate wildlife crossings where possible | | X | X | X | |
| Formalize emergency turnouts | | | | | |
| | 1 | 15 | 13 | 13 | 0 |

Table 4: Phase II Project Correlations with the Visitor Experience Cycle

From here, a baseline analysis was performed by tabulating the number of scope items planned for each phase of the VEC: the higher the number of initiatives, the greater the potential to raise visitor satisfaction levels for each impacted cycle phase. Using the assumptions previously described, comparisons for each of the three project phases were captured in Figures 44 through 46.



Figure 43: Phase I Projects Impacting VEC Stages

| Phase III | | | | | |
|---|--------------|---------|------------|-----------|-------|
| | Anticipation | Arrival | Experience | Departure | Savor |
| Tahoe Trail completed around Emerald Bay | | | X | | |
| Water taxi partnership for increased service from the south shore | | X | X | X | |
| Phase III transit service and roadside parking relocations with temporary parking improvements | | X | X | X | |
| Phase III reservation and parking management and fee system | X | X | X | X | |
| Park-n-ride/bike improvements at facility near the Y or West Way | | | X | | |
| Phase III point source congestion management strategies for Pope Beach Road and Jameson Beach Road intersections/recreation areas | | X | X | X | |
| Evaluate need for off-season parking area north of Vikingsholm on LTBMU property | | X | X | | |
| Formalize emergency turnouts | | | | | |
| Improved technology infrastructure | | X | X | X | |
| Incorporate wildlife crossings where possible | | X | X | X | |
| Consider bike lanes or widened shoulders throughout corridor | | X | X | X | |
| Monitor roadside parking impacts and consider relocating/restricting roadside parking near Meeks Bay Resort and Sugar Pine Point State Park | | X | X | X | |
| | 1 | 9 | 11 | 8 | 0 |

Table 5: Phase III Project Correlations with the Visitor Experience Cycle

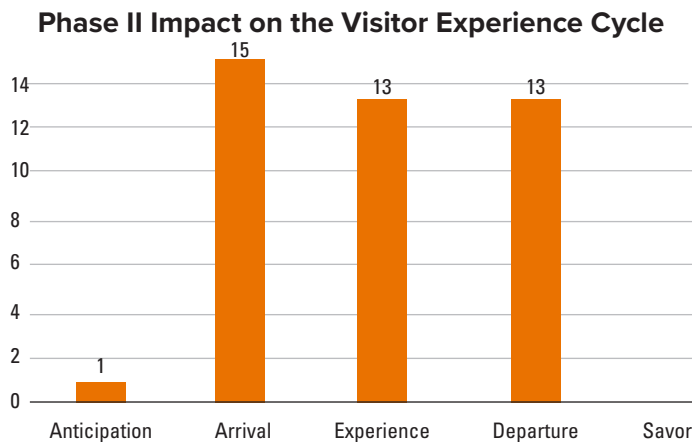


Figure 44: Phase II Projects Impacting VEC Stages

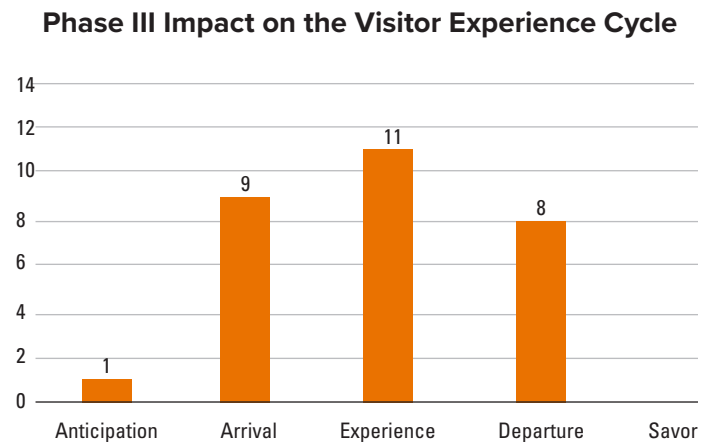


Figure 45: Phase III Projects Impacting VEC Stages

Based on the figures, Phases I and II of the CMP will have the greatest impact on the Arrival Phase, with Phase III focusing most heavily on the Experience Phase. This is a sound approach, as the visitors' arrival experience and first impressions – be it at an attraction, a hotel, or an event – significantly influence overall satisfaction levels and return intent. This phenomena is why leisure operators put so much stock on arrival experience ratings in satisfaction surveys. And in terms of the phasing of the overall project, applying early enhancements which will be of greatest benefit the Arrival Phase will help get a jump on improving overall satisfaction levels, until the additional scope is installed.

Based on this analysis, only minor impact will be felt within the Anticipation and Savor Phases of the VEC. This is not surprising, as the core concerns leading to the development of the CMP revolve around the corridor's roadways, mass transportation and parking provisions – elements represented in any destination's VEC within primarily Arrival and Departure Phases. The region's business and visitor authorities have a role for increasing the impact for the Anticipation and Savor Phases. Marketing efforts should reinforce and incentivize visitor behavior that aligns with corridor transportation and recreation access approaches.

However, the charts above are a reminder that a balanced approach to improving the overall experience is still important. During the June 2018 workshop, stakeholders raised concerns and ideas regarding all five phases of the VEC in the context of the SR 89 corridor experience. It is assuring to see two specific measures which will in combination encourage off-season visitation – the new fee system (assuming fees vary based on demand) and making parking available along the corridor during the off-season and winter. These measures have the potential to positively affect the Arrival, Experience, and Departure Phases by lowering peak attendance levels, reducing congestion, and making parking, camping, and other recreation activities more accessible and comfortable. To optimally address the entirety of the VEC, it is assumed that additional initiatives are underway, separate from the Plan itself.

Refining the Analysis – Weighting

To further refine the analysis, a separate exercise should be conducted in which each scope item should be scrutinized for its impact on each phase of the VEC, such as by attributing a point value. In a simple scale from 1 to 5, in which 1 represents minimal impact and 5 represents significant impact, the resulting point tallies will give a truer picture of the Plan's impact on each phase. As before, the results of this exercise can be used to validate project priorities and ensure proper balance between the various VEC phases.

It is recommended that this exercise be conducted using input from multiple representatives on the project, and averaging the weighting values provided by all of the participants.

Alternative Assessment Method – Breadth of Impact

An alternative approach to assessing the impact of each of the Plan's scope items is to rank them in terms of the number of phases of the VEC that are impacted by the work. The higher the number of phases of the VEC benefiting from the work, the more likely the visitors' overall satisfaction level will increase, as they will sense a higher quality experience across multiple points of their journey.

Taking Phase I of the Plan as an example, the implementation of a reservation, parking, and fee system will benefit the visitor as they consider the timing of their visit in advance, and streamline their experience on site. Therefore, four of the five VEC phases are impacted by this initiative: Anticipation, Arrival, Experience, and Departure. This can be contrasted with another initiative within Phase I, the installation of recreation corridor gateway signs and wayfinding, which will positively impact the Arrival and Experience phases, but is not relevant to three other VEC phases.

As with the baseline analysis, this approach can be refined by using a similar weighting system as referenced earlier. The net results will give a truer picture of how breadth of impact can be balanced with the level of impact on a per-phase basis.

IMPACT OF EACH PLAN PHASE ON THE VISITOR EXPERIENCE NARRATIVE

Phase I

Visitors will first take note of a more appealing experience during the **Anticipation Phase** when they discover a new transit and parking app and respond to ITS and shuttle marketing strategies. Reflecting back on the difficulties, safety concerns, and time lost searching for parking during from their previous visit(s), visitors will appreciate that these new tools will give them greater confidence and peace of mind that the hardships of making their way to their corridor destination will be rectified. As the implementation of the reserved parking system occurs, plans for Phase I will also include marketing and communication strategies to build awareness of the new system. This will mitigate issues in which visitors return during Phase II without a reservation made in advance.

For those diving into the features of the transit and parking app prior to their visit, they will appreciate the new transit stops installed at Eagle Point Campground, Inspiration Point, Eagle Falls Viewpoint, and Vikingsholm, and that improvements have been made to the transit stop at SnoPark and at the Emerald Bay north gate turnaround. Realizing that the new transit system will offer a hassle-free means of seeing these many favorite destinations, many will plan on using the service and will take advantage of the opportunity to extend their overall visit, as they understand that this will eliminate the difficulties of traveling and attempting to re-park at each of these respective stops.

Within the **Arrival Phase**, visitors will take note of the new recreation corridor gateway signs and wayfinding, which will provide a formal welcome statement for the corridor and build visitor excitement. Note that gateway signs may become popular photo spots (which should be encouraged in our word-of-mouth/Instagram consumer environment), so parking turnoffs at each gateway sign should be provided to allow for safe photo moments.

Those arriving from the south during peak periods will appreciate that their initial sightseeing along the corridor and overall safety has been enhanced through the implementation of point source congestion management strategies for Pope Beach Road and Jameson Beach Road intersections and recreation areas.

The improved technology infrastructure will facilitate the arriving visitors' use of the transit and parking app and a coordinated system of wayfinding and travel information will reduce confusion and improve decision-making, as they make their way to their respective stopping points.

Those arriving by car will take note of the parking improvements being made at SnoPark. Though some may be disappointed by the relocation of roadside parking away from high-demand, high-traffic areas such as Emerald Bay, in the long run they will appreciate that their and their family's safety is safeguarded by not having to park along the shoulder.

As the visitors begin the **Experience Phase**, those coming to the corridor for a scenic drive will appreciate improved traffic flow throughout, thanks to the above-mentioned parking and transit system improvements. Though not directly noticeable to most drivers, the new wildlife crossing incorporated with the Caltrans bridge replacement will provide a safer environment for both drivers and animals, and reduce hazardous incidences such as sudden stops for these crossings.

For those spending their day at Jameson Beach and Pope Beach areas, shared use paths will encourage visitors to

experience these areas both by foot and by bike, with ample width for both types of users, enabling them to focus less on those within the lanes and more on the incredible vistas enjoyed lakeside. Increased operational funds that stay within the corridor helps land managers address litter management, enhancing the visitor experience.

As visitors enter the **Departure Phase**, the same elements added to support the Arrival Phase come into play for maximum visitor satisfaction: enhanced parking opportunities, convenient transit pick-up points, and traffic levels managed for improved vehicle circulation on their exit.

Phase II

Visitors planning their trip during the **Anticipation Phase** following Phase II's implementation will be amazed by the new and exciting methods for traveling through the corridor, and the additional transit and experience options made available to them within this phase of the project. With continued implementation of the reservation and parking management system, visitors for the first time will have the assurance of a parking spot upon their arrival. It is assumed that the system will use a dynamic pricing model as a demand management tool. Those with flexible travel plans and/or those making value-based decisions will appreciate opportunities for lower parking fees and lower crowd levels during periods of lower attendance. With respect to delivering equity to the community, providing lower-price, off-peak options on a per-day basis (non-peak hours of the day) is encouraged. This will also be useful to those with fixed travel plans and specific user types, such as beach-goers, who are limited to summer visitation.

Within the **Arrival Phase**, in partnership with a third party operator, the use of water taxis will expose visitors to this additional mode of travel around the corridor, for transit from north shore to Emerald Bay. To support the implementation of the water taxi service, pier improvements will be made at Emerald Bay and at Sugar Pine Point State Park.

To optimize parking capacity throughout the corridor, Phase II includes parking additions to Bayview Campground and Eagle Falls. Phase II will also open opportunities for parking along the corridor during the off-season and winter, which will help shift even more demand away from the peak summer season (in conjunction with the new fee system).

And to further reduce traffic levels along the corridor beyond Phase I, park-n-ride/bike improvements will be implemented at Sugar Pine Point State Park, and also near the Y or West Way.

The above efforts will lend to an even more dramatic reduction in traffic along the corridor than in Phase I, which

will streamline visitors' arrival to their desired destination. Additional point source congestion management strategies for the Pope Beach and Jameson Beach intersections and areas will further improve visitor arrivals.

Several new enhancements improve the **Experience Phase**, including new segments to the Tahoe Trail and new Gardner Mountain trail access; additional cyclist access to Camp Richardson; additional transit stops to improve convenience and encourage multi-point visitation; and the new sightseeing opportunities afforded by the water taxi. Note that the water taxi onboard experience can further be enhanced through the use of live or recorded interpretation, as the taxis pass noteworthy locations along the route.

Due to the volume of enhancements made during Phase II, this is an important time to analyze visitor response to these installations and modifications. Usage studies, on-site and post-visit surveys, and social media feedback analysis are ideal methods for gauging the impact of each individual initiative. It is assumed that some funding within the increased operation budgets can be allocated toward this important research, as the results will help refine remaining efforts during Phase II.

Phase III

Prior to Phase III's implementation, it is assumed that the combined impact of favorable word-of-mouth and social media, along with effective marketing efforts, will deliver the expected results from the implementation of the first two project phases: reduced traffic levels through the corridor, shifting of demand from peak to non-peak hours, days, and seasons; increased visitation levels at previously underutilized public areas along the corridor; improved visitor and driver safety levels; and higher overall satisfaction levels as measured by the respective operators within the area.

Visitor travel along SR 89 will become more leisurely, less congested, and less stressful, due to the elimination of roadside parking, as the designated parking areas will eliminate the uncertainty of finding a parking space and traffic conditions will be improved by the elimination of maneuvering for roadside parking access and a reduction in the volume of vehicle turning movements. The enjoyment of the driving experience for motorists will improve as they will be able to spend more time enjoying the spectacular scenery and less time searching for a roadside parking space and avoiding others looking for a space.

This is the period in which visitors' satisfaction in the **Savor Phase** feeds their interest in returning, and the visitors move into the **Anticipation Phase** with less of a time delay than previously, and for some, if they had previously considered returning at all.

To support visitors during the **Anticipation Phase** with these enhancements in place, some additional measures will be required. The recommended parking management strategy will restrict the amount of available parking in the SR 89 corridor, thus impacting the ability of visitors to stop at many of the key corridor destinations on busy days. As a resource to visitors during their trip planning process, all websites related to the SR 89 corridor should include alerts regarding the parking restrictions and include links to specially-developed websites that enable visitors to make reservations for parking, shuttles, and/or water taxi at all available parking locations. Reservation resources should be developed to be as seamless as possible and coordinated throughout the Tahoe basin – e.g., reservations for parking, shuttle, and attraction destination should be combined into a single online transaction.

As Phase III is implemented, visitors during the **Anticipation Phase** will be further drawn toward the use of water taxis for both transportation and for sightseeing, as marketed and facilitated through the reservation system, and the additional appeal of expanded service to the south shore.

To enhance the **Arrival Phase**, final improvements will be made to the expanded water taxi system, the transit system (even higher capacity, number of stops and frequency), park-n-ride/bike facilities near the Y or West Way, and possible additional parking during the off-season at Viking-sholm.

For visitor enhancements during the **Experience Phase**, the Tahoe Trail will be completed, bike lanes or wider shoulders will be considered along the corridor, and new sightseeing opportunities will be revealed as a result of the new south shore extension of the water taxi.



CHAPTER 8 IMPLEMENTATION & MANAGEMENT

ADAPTIVE MANAGEMENT

Recreation and transportation corridors require a framework of adaptive management to address issues. There are no silver bullets or single strategies that can achieve the desired outcomes shown in Table 6. Often many of the strategies are interconnected. Implementing multiple approaches increases the likelihood of success.

For example, transit ridership may be higher for those programs that are designed as part of a recreation experience and have supporting marketing campaigns and other incentives to encourage use. Infrastructure enhancements make transit operations more functional, improving reliability and making transit a more attractive alternative for potential riders.

The Interagency Visitor Use Management Council has prepared a framework and guidebooks to assist land managers as they work to meet agency and site goals. The resources support the use of adaptive management for recreation areas. David Cole's 2019 contributing paper is

included in the set of resources. It summarizes the relationship between levels of visitor use and environmental impacts. It states that literature research shows visitor management techniques are more effective than strictly limiting use in order to limit impact on resources. The connection between use levels and the impacts to both the size and/or intensity of disturbance may not be a one to one relationship. The use of adaptive management as part of a visitor management approach gives agencies the ability to evaluate and modify strategies in response to actual findings for specific sites and resources.

As the strategies and projects presented in the CMP are formalized and implemented, land managers and enforcement agencies must regularly evaluate their effectiveness to meet management objectives. Evaluating and adjusting approaches should occur on a regular basis as user behaviors shift, new opportunities are made available, and other issues arise.

EVALUATE & LEARN

- Evaluate management effectiveness
- Report findings and recommendations of evaluation
- Periodically review overall management program

PLAN

- Determine management objectives
- Define key desired outcomes
- Identify performance indicators
- Develop management strategies and actions

ADJUST

- Adjust management actions and arrangements to enhance effectiveness

DO

- Establish monitoring programs for selected performance indicators
- Implement strategies and actions to achieve objectives

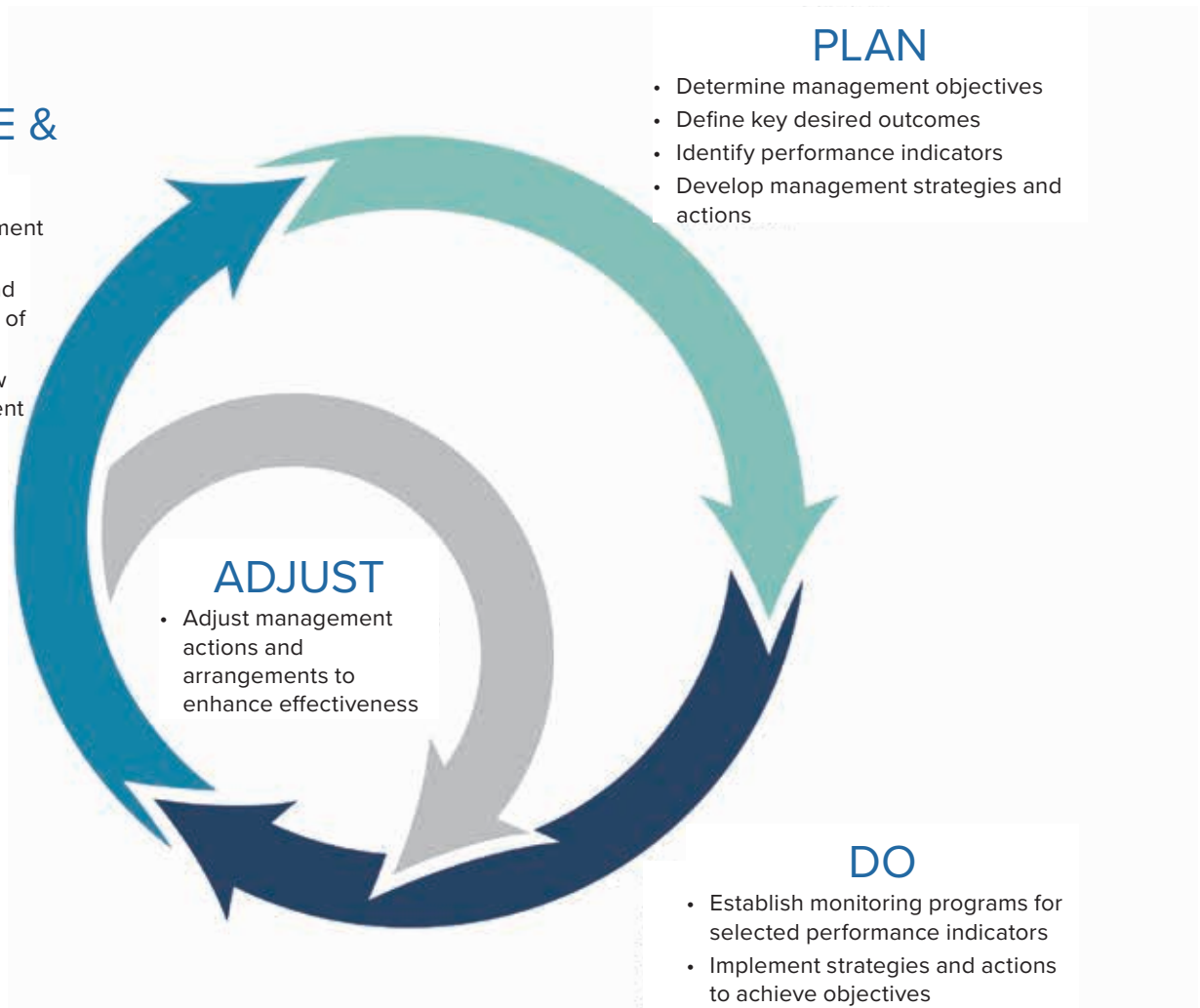


Figure 46: Adaptive Management Cycle

| DESIRED OUTCOMES AND PERFORMANCE INDICATORS | |
|---|--|
| Desired Outcomes | Performance Indicators |
| A premier shared-use path provides an alternative for recreation access and a high-quality recreation experience in and of itself | <ul style="list-style-type: none"> • Completion of the Tahoe Trail |
| More than 50 percent of visitors use transit or active transportation to reach destinations | <ul style="list-style-type: none"> • Increased transit ridership and bicycle counts in proportion to overall corridor visitation • Reduced vehicle miles traveled and improved air quality |
| Reduced impacts of peak visitor use | <ul style="list-style-type: none"> • Managed congestion at high demand visitor locations • Organized parking areas and experience • Increased percentage of visitors reporting that they planned ahead |
| Coordination/co-location of projects and leveraging of funding | <ul style="list-style-type: none"> • Number of projects achieving goals of multiple agencies and reduced instances of missed opportunities |
| Sustainable corridor funding for operations and maintenance | <ul style="list-style-type: none"> • Continued operation of transit and parking management system • Reduction of deferred maintenance costs |
| Adaptive and responsive corridor management | <ul style="list-style-type: none"> • Establishment of a Corridor Management Team • Data collection and evaluation of corridor health and corridor capacity • Reduced wayside trail and user impacts on natural and cultural resources |

Table 6: Desired outcomes and Performance Indicators

IMPLEMENTATION AND FUNDING

Partnering agencies must continue to work together to create attractive grant funding applications, leverage resources, and create an operating plan that works corridorwide. Managing change for SR 89 requires partnering agencies to continue engaging the community and working together to implement projects, to resolve issues as they arise, and to further develop funding sources. The CMP promotes long term agency collaboration through a SR 89 Recreation Corridor Management Team made up of partnering agency representatives and an Executive Level Team.

The primary agencies managing existing facilities along the Corridor – LTBMU, State Parks, Caltrans, and El Dorado County – have budgetary challenges for existing operations and maintenance. This condition is unlikely to change in the near future. Therefore projects implemented as part of the CMP should explore alternative funding sources. Agencies recognize it will not only take a collaborative effort to accomplish many of the projects, but that future infrastructure and maintenance and operation costs also need to be covered. The CMP recognizes that implementing funding strategies will at a minimum require approval of the operating agencies and may include legal agreements and legislative changes.

Executive Level Team

Implementation of CMP takes persistence and rigor. Many of the challenges must be addressed at executive levels. In 2018, the Bi-State Working Group on Transportation illustrated how a cross-section of the region's partners can come together to tackle long-standing barriers. As part of the CMP's planning process, the Steering Committee's Executive Team also came together to give critical direction and advance decision-making. These continued collaborations are essential for the CMP to be implemented.



Kiva Beach in the winter.

Therefore, it is recommended that the Bi-State Working Group on Transportation continue convening, an Agreement be established, and Executive Level meetings continue with participation by lead agencies. The focus of the Executive Team is to work through procedural, legislative, enforcement, capacity, funding, environmental review, and other high priority issues. The Executive Team would develop potential resolutions for items and elevate discussions that need to be addressed by the Bi-State Working Group.

Future Executive Team Considerations

The following items represent anticipated topics for the Executive Team. The list is not intended to be all-inclusive, but provides a starting point for future discussions. Additional items initially discussed at the staff/Corridor Management Team level may also be elevated for resolution by the Executive Team.

Procedural Hurdles

- Decision-making framework
- Legislative and code changes
- Increasing fine for illegal roadside parking
- Recreation zone speed limit reductions or traffic calming around high use areas, turnouts, and viewpoints
- Corridor Management Team Agreement
- Shared funding for corridor parking management and transit operations
- Mechanism for LTBMU and CDPR revenue retention for Tahoe
- LTBMU parking lot closures and openings
- Cross jurisdictional resolution

Capacity

- Review and direction on corridor and regional visitation capacity

Highway Design and Operations

- Technology infrastructure in the right-of-way
- Year-round access and avalanche control in Emerald Bay

Corridor Management Team

The SR 89 Recreation Corridor crosses through state and federal lands and has multiple organizations operating within it, which makes management challenging. No single agency can address the many issues that are a by-product of roadside parking. As experienced with the SR 28 corridor, a corridor champion and a management structure is needed to bring parties together to resolve shared issues. The CMP recommends a staff level Corridor Management Team work together to continue the partnership established during the plan development.

An agreement or other legal document, modeled from the SR 28 CMP Inter-local Agreement, should be developed amongst the agencies to establish the team's structure. The Corridor Management Team should:

- Meet at least four times per year to review progress in implementing the CMP
- Provide a coordinated approach in seeking grants
- Identify emerging issues that need to be addressed in the corridor
- Develop a revenue stream for maintenance and operation of the corridor
- Continue stakeholder and public engagement

At times the Corridor Management Team should set up Technical Advisory Committees to address various issues. It is not the intent to have this Corridor Management Team direct individual agency goals or their budgets but to establish a partnership that collaboratively works toward addressing their shared issues. In the future, partnering agencies may find efficiencies that could be gained by sharing resources.

Partnering agencies should annually confirm priority projects and which grants will be sought for those projects. This collaborative process and support by partnering agencies is often part of the ranking criteria of grants and creates a higher potential for grant success. Noting the corridor's large partnership that crosses several jurisdictional boundaries and having a management structure in place helps improve grant success.

Future Corridor Management Team Considerations

As the Corridor Management Team works together to implement the CMP, they will also address new issues that emerge. A few items are listed here for future consideration. The list is not intended to be all-inclusive, but provides a starting point for future discussions.



View from Fannette Island's "Tea House" at Emerald Bay.

Procedural Hurdles

- Meeting format, schedule, roles, and responsibilities
- Operations and maintenance agreements
- Concessionaire responsibilities

Capacity

- Individual site capacity studies and State Park Management Plans
- Regional capacity study
- Implications of water transit service at Emerald Bay
- Implementation of management strategies
- Shifting peak period use to off-peak times
- Adjusting transit service, such as frequency or the number of buses
- Trash/litter management

Project Priorities and Funding

- Bundled projects to be submitted for grant funding
- Assessment and update of project priorities
- Bundling projects for grant and construction/constructibility opportunities with annual corridor budgeting for shared resources
- Strive to provide the visitor consistency across jurisdictional lines when visiting the corridor, with signage, regulations, and parking information
- Public outreach and messaging
- Resolving corridor challenges/hot spots as they arise

Parking Management

- Closure times for LTBMU lots
- LTBMU lots (or portions of a lot) that should stay open year-round
- Implementation and fine-tuning of management systems (reservations, parking, and transit)
- Integrated technology into parking management
- Visual impacts of advertising on buses or meters
- Winter and off-season parking access areas
- Enforcement of no parking zones



Bears at Taylor Creek.

Highway Design and Operations

- Year-round access and avalanche control in Emerald Bay
- Emergency access sites along the corridor
- Roadway design improvements for enhanced transit and emergency access
- Truck traffic limitations
- Tour bus limitations and permits
- Approvals for designating no roadside parking zones

Snow Removal

- Snow removal of Tahoe Trail
- Which parking areas might have snow removal

The following can enable the partnership to be effective:

- Decision-making rules should be established, i.e., deciding whether consensus is required to move forward on a given action. It should be recognized that land managers have final authority for decisions on their lands while having a goal for consistency in the overall approach for the corridor. Projects and implementation actions should be made in consideration to how they help the overall corridor achieve its goals.

- Staff from a lead agency should be identified to set agendas, send meeting invites, secure meeting venues, and record meeting minutes and outcomes. The lead agency can rotate every year to two years.
- A partnership chair should be determined to help set agendas and run meetings.
- Establish a regular meeting schedule (at least quarterly) and for enough time to have a rich and productive discussion where outcomes and roles and responsibilities are reviewed.
- Accountability is essential. Each meeting should result in specific actions assigned to individuals or agencies and a timeline for their completion.
- Conflict resolution should occur quickly. Engage decision-makers early to get buy-in and clear direction.



The beach at Meeks Bay.

Operations and Maintenance Responsibilities

The CMP suggests establishing a management structure as a critical component to future success. The proposed operations and maintenance responsibilities are derived from discussions with partnering agencies and identifying “who does what best”. These are not a commitment to do the activities, but these agencies should be involved in future maintenance and operations discussions in the areas listed.

Management may be focused around lands each agency operates, but collaboration for increased mutual benefit should be established whenever possible and where funding allows. Currently the impacts of the corridor are not being managed. Therefore, as the CMP moves forward, it is recognized that these roles will require operational increases for land management agencies.

TRPA’s primary role is permitting and monitoring the management/maintenance activities and are therefore not specifically listed in the table. In particular, they are the regulatory agency for best management practices by all other agencies. Items of review may include sweeping, signage, and snow removal.

Note: This list is not a commitment to operations, but a starting point for future discussions as projects are implemented.

| POTENTIAL OPERATIONS & MAINTENANCE RESPONSIBILITIES | | | | | | | | | |
|--|--|-------|-------------|--------|------------------|-----|-----|-------------|--------|
| Task | Caltrans | | State Parks | LTBMU | El Dorado County | TTD | CHP | EDC Sheriff | Vendor |
| | North | South | | | | | | | |
| Enforcement | | | | | | | | | |
| Temporary roadside parking barrier maintenance | X | X | | | | | | | |
| Permanent roadside parking barrier maintenance | X | X | | | | | | | |
| Ticketing | | | X | X | | | X | X | X |
| Towing | | | | | | | X | X | X |
| Regulatory Sign Replacement | X | X | | | | | | | |
| Parking Lots | | | | | | | | | |
| Parking Meter Maintenance | To be discussed by the Corridor Management Team as CMP implementation moves forward. | | | | | | | | |
| Meter Collection/Administration | | | | | | | | | |
| Sweeping | X | X | Staff only | | X | | | | |
| Garbage Pickup | | | X | X | | | | | X |
| Litter Patrol | X | X | X | X | X | | | | |
| Regulatory Sign Replacement | X | X | X (in park) | X | | | | | |
| Visitor Signage | X | X | X | X | X | | | | |
| Transit Stops, Vistas, & Emergency Turnouts | | | | | | | | | |
| Sweeping | X | X | Staff only | Vistas | X | | | | |
| Garbage Pickup | | | X | Vistas | | | | | X |
| Litter Patrol | X | X | X | Vistas | X | | | | |
| Restroom Cleaning | | | X | Vistas | | | | | X |
| Graffiti Removal | X | X | X | Vistas | X | | | | |
| Regulatory Sign Replacement | X | X | X (in park) | | | | | | |

POTENTIAL OPERATIONS & MAINTENANCE RESPONSIBILITIES

| Task | Caltrans | | State Parks | LTBMU | El Dorado County | TTD | CHP | EDC Sheriff | Vendor |
|---|--------------|--------------|-------------|-------|------------------|-----|-----|-------------|--------|
| | North | South | | | | | | | |
| Visitor/Wayfinding/Interpretive Signage | X | X | X | X | X | | | | |
| Snow Removal | X | X | | | X | | | | |
| Scenic Byway Brochures | Funding Only | Funding Only | | | X | X | | | |
| Tahoe Trail | | | | | | | | | |
| Sweeping | | | Staff only | | X | | | | |
| Litter Patrol | | | X | | X | | | | |
| Regulatory Sign Replacement | X | X | X (in park) | | X | | | | |
| Vista Point Interpretive Signs | | | X | X | X | | | | |
| Public Information | X | X | X | X | X | X | | | |
| Capital Infrastructure Maintenance | | | | | | | | | |
| Bus Replacement | | | | | | X | | | |
| Parking Lot Striping | X | X | | X | X | | | | |
| Parking Lot Resealing | X | X | | X | X | | | | |
| Parking Lot Overlay | X | X | | X | X | | | | |
| Parking Lot Concrete – Curbs | X | X | | X | X | | | | |
| Parking Lot Stormwater Treatment Systems | X | X | | X | X | | | | |
| Bike Lane Striping/Resealing | X | X | | | | | | | |
| Bikeway Striping/Resealing | | | | X | X | | | | |
| Bikeway Overlay | X | X | | X | X | | | | |
| Bikeway Co-location Projects | | | | | X + Utilities | | | | |
| Viewpoint/Highway Transit Stop/ Emergency Turnout Striping/ Resealing | X | X | | | | | | | |
| Viewpoint/Highway Transit Stop/ Emergency Turnout Overlay | X | X | | | | | | | |
| Bridge Inspections | X | X | | | X | | | | |
| Interpretive Sign Replacement | | | X | X | X | | | | |
| Bench Replacement | | | X | X | X | | | | |
| Bear Proof Can Replacement | | | X | X | X | | | | |
| Scenic Byway Entry Signage | X | X | | | | X | | | |

Table 7: Potential Operations and Maintenance Responsibilities

Funding

The CMP describes how strategies and recommendations can move forward through a set of projects defined by corridor segment. It clarifies how one project may be coordinated with another (see Appendix B's "Consider Coordination with Other Projects" column) and how agencies might collaborate on multiple projects.

Funding Needs

Examples of major corridor projects include:

- Tahoe Trail
- Congestion management projects in the Pope to Baldwin Segment
- Transit pullouts
- Park-n-rides
- Off-highway parking
- Emergency pullouts
- EIP projects
- Trail connections

All of these projects need both capital construction funding and long term operations and maintenance funding. Funding can be leveraged by correlating multiple projects. Additional projects, such as the South Shore transit maintenance facility is a critical project, which although not directly located in the corridor, has significant impact on the ability to implement corridor recommendations. Funding for the facility and other projects with similar influence are crucial for public transit to succeed.

Potential Funding Sources

Parking Management

Opportunities for parking management; including a coordinated, basinwide paid parking system with season passes that consider discounts for locals and disadvantaged communities; should be a high priority for the Corridor Management Team. This includes options for potential revenue generation through paid parking and reservations. Parking management provides an effective tool for managing the corridor. Its ability to connect with technology and provide real-time information may be beneficial above and beyond potential revenue generation.

It is recommended that a more detailed parking management strategy be developed in coordination with the proposed travel framework. Because it is more difficult to add fees years after new improvements are made, paid parking should be considered as new and expanded parking areas are developed. Additionally, the impacts of only charging for some parking areas and not all should be evaluated as people will typically park at unpaid beaches first.

Because there are several variables to consider, further analysis is needed to explore the topic. The exploration of revenue options should consider how implementation of these options on the SR 89 corridor could impact other areas around Lake Tahoe. Agencies should consider that fee structures can encourage or reward those who take alternative transportation to recreation sites, thereby reducing the vehicle miles traveled (VMT) and improving the environment. Equitable access should also be a critical component of the proposed program. Free or low cost transit access is another way to offer equitable access when parking at the site or areas closest to the recreation site may be priced higher than transit.

Conversations regarding revenue streams are never easy but are necessary to the success of implementing the CMP and providing a safe quality visitor experience. The SR 89 corridor is a special part of the region, includes one of California's 36 National Natural Landmark sites, and is one of the most photographed areas of Lake Tahoe. It can offer economic benefits for the local communities and to the region. Both the indirect and direct values created by visitors enjoying this corridor must be considered.

ONE TAHOE

For more than forty years, the transportation needs in the Tahoe basin have been a response to annual visitation, what has been termed in Tahoe as recreation travel. Yet this form of travel is not recognized in either federal or state transportation policy and little funding is dedicated to addressing it. Most transportation policy is oriented around urban commute and freight travel, not recreation commute. Tahoe's resident population is too small to pay for the types of improvements needed to address the millions of visitors whom arrive by mostly personal vehicles. Compounding this problem is Tahoe's political jurisdictional situation where the bi-state compact carved out a bi-state area comprised of portions of five counties with one municipality.

TTD is one of two bi-state transportation agencies and has an implementation role with a Board of Directors comprised of the two state departments of transportation, all local governments, both state's governor's and TRPA's appointee, and private sector transportation interests. Like other

regions who have developed a “self-help” transportation funding source, TTD is addressing the same need through the ONE TAHOE revenue initiative in order to develop a regional revenue source that can leverage existing federal, state, local, and private sources. Establishing an adequate regional revenue source that proportionately addresses all users will enable the realization of the region’s transportation goals and solve a major funding problem. The SR 89 CMP recommendations requires regional partners to come forward with a funding solution and finance plan in order to achieve the outcomes outlined in this plan.

Pay for Success

The Pay for Success (PFS) model is a new way of financing public services to help agencies target limited dollars to achieve a positive, measurable outcome. Under the Pay for Success model, a government agency commits funds to pay for a specific outcome that is achieved within a given timeframe. The financial capital to cover the operating costs of achieving the outcome is provided by independent investors. In return for accepting the risks of funding the project, the investors may expect a return on their investment if the project is successful. Payment of the committed funds by the government agency is contingent on the validated achievement of results. In this way, the PFS model shifts the burden of investment risk from the government to private investors, effectively creating a social investment market where the government only pays for results.

LTBMU is working with a consultant to evaluate opportunities to apply the Pay for Success model in the Tahoe basin. Many of the recommended corridor projects, including the completion of the Tahoe Trail, are candidates for this type of financing model.

Lake Tahoe Restoration Act

The Lake Tahoe Restoration Act of 2016 authorized up to \$415 million over 7 years for the Environmental Improvement Program (EIP). The Act requires that the EIP maintain a priority list of projects for the program areas of Forest Health, Aquatic Invasive Species, Watershed Restoration, Lahontan Cutthroat Trout, and Accountability. The SR 89 Corridor Management Plan was identified as a priority for the Lake Tahoe Restoration Act. Recommendations outlined in the CMP will reduce erosion and stormwater runoff reaching Lake Tahoe by restricting on-highway parking, and will reduce traffic congestion ultimately improving air quality.

Fee Collection Modifications – Revenue from Recreation, Permits, Events, Etc.

User fees, or revenue from recreation facilities, often does not stay in the Basin and goes back to the general fund or to the agency. Further, agencies rarely operate cross jurisdictions to share resources in management of recreational facilities. To break the barriers and work collaboratively to address challenges of shared facilities like parking, path systems, and transit, agencies need to shift to a partnership approach. This arrangement should foster collaborative operations and maintenance budgeting, sharing of revenue and expenses, sharing resources, and monitoring of capacity and operating challenges.

Partners must explore opportunities to keep revenue within the corridor for infrastructure preservation and annual operating. This requires agencies jointly seeking/committing to equitable rate structures for all visitors, understanding how a specific facility’s fees impact the system and moves demand, and developing a corridorwide approach to fees for shared resources and facilities. It is recognized that using funds across jurisdictions will at a minimum require legal agreements and may require legislative changes.

Although it is not a simple process, it is attainable within a partnership program. For example, California State Parks has examples of entering joint agreements where a portion of a fee goes to State Parks and a portion goes to transit operations. As an example, Yuba County has a right of entry permit for their transit service to enter the state park and because the joint agreement recognizes the value the transit service brings the park, Yuba County receives a portion of the entry fee to operate the transit service.

The agreement should require the partnering agencies to study all current and proposed fee structures to determine the best corridorwide funding approach for providing an excellent visitor travel experience, maintaining capacity at individual facilities, protecting natural and cultural resources, and covering the operating and maintenance costs of a shared corridor transportation system (i.e., parking, path, transit, water taxi). This may include new fees and structural changes, such as congestion pricing or reservation pricing, within the corridor and must consider an equitable approach for all visitors. As part of a fee analysis, the system should evaluate Emerald’s Bay capacity for boat access and ability to establish a revenue system for boat access.

For reference, in Nevada the SR 28 Corridor Management Team developed a budget agreement between TTD, Nevada Division of State Parks (NDSP), and Washoe County (WC) that appropriates operations and maintenance resources to those best equipped to provide the services,

which in some instances may be a vendor. In this example, NDSP's ranger budget was increased to cover costs of increased patrol and maintenance and WC received funds to sweep NDSP facilities.

A Note on COVID-19

The SR 89 Recreation Corridor Management Plan was developed over the course of a two-year planning process that was initiated in 2018. In March of 2020, COVID-19 was declared a pandemic by the World Health Organization. Shortly after, many states across the nation enacted stay-at-home orders and only essential businesses were open to the public. During this time the priorities of agencies and organizations shifted to focus on addressing the immediate and critical needs associated with the pandemic.

In addition to severe social and health impacts, COVID-19 has also created dramatic impacts to local and state budgets. Regions such as Lake Tahoe where the economy is driven by tourism have incurred substantial economic hits and are projecting significant budget shortfalls. Because of these unprecedented times, the CMP recognizes that implementation of recommended projects and planning efforts may be delayed as jurisdictions, agencies, and organizations recover and as funding dollars may be prioritized on health and safety efforts prior to being earmarked for the corridor.

Although the pandemic may delay implementation, the long term vision, goals, and recommendations presented in the CMP hold true. Agencies and organizations should move forward with tracking and monitoring visitation patterns, evaluating opportunities to adjust and refine plan recommendations, work to position projects for implementation, and pursue long-term funding sources. The partnering agreement should be developed, work progressed on legislative and executive level issues, and more detailed design of transit operations and the corresponding parking and reservation management system should be created so that the desired outcomes for plan recommendations may be realized as soon as possible.

Attachment C

SR-89 Corridor Management Plan Appendices



SR-89 Corridor Management Plan

Appendices
September 2020

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CORRIDOR CHALLENGES AND STRATEGIES

CORRIDOR CHALLENGES AND STRATEGIES

SR 89 Recreation Corridor Management Plan
Corridor Challenges and Strategies

| Item ID | Corridor Issues | Strategies | Associated Strategies and Projects (Item ID and Project ID) | Success Measurement | Does the Recommendation Require Additional Action at a County or State Level? |
|---------|--|--|--|---|--|
| 1 | The Tahoe Trail ends at Spring Creek Road in the south and at Meeks Bay Resort in the north, leaving an approximate 11-mile gap in bicycle access to recreation destinations and through cyclists along the west shore of Lake Tahoe. | <p>Complete a feasibility study for shared-use path alternatives along the west shore.</p> <p>Continue to work with residents, property owners, and land managers to develop the preferred alignment for the Tahoe Trail.</p> <p>Phase implementation of the remaining segments of the Tahoe Trail so that phases are constructed from destination to destination. For example, one phase of the construction could encompass the trail from the vista point east of Eagle Falls through the Vikingsholm parking and entrance area. This approach could leverage partnerships and improve connectivity. Other phases may be associated with the restoration project at Meeks Bay, the connection of Meeks Bay to D.L. Bliss, the connection of D.L. Bliss to Emerald Bay, and the connection to the existing trail at Spring Creek Road to Emerald Bay.</p> | Item 2, Item 15, Item 23, Item 26; CW-1.01, WS-2.01, WS-2.02, WS-2.03, WS-3-01, WS-4.01 | Tahoe Trail completion with no gaps along the West Shore. Miles of trail constructed. | |
| 2 | High volumes of pedestrians walk along and in the roadway in heavily used areas such as the Pope to Baldwin and Emerald Bay Segments. 375 cars parked alongside the highway and the viaduct in Emerald Bay on an average busy summer day in 2018 forcing pedestrians to walk in the roadway. | <p>Implement strategies associated with Item 1 and incorporate a walkway or shared-use path around Emerald Bay in coordination with and connected to off-highway parking lots.</p> <p>Implement strategies associated with Item 5 and restrict/relocate roadside parking.</p> | Item 1, Item 3, Item 23, Item 26; CW-1.01, WS-2.01, WS-2.02, WS-2.03 | Miles of sidewalk or Tahoe Trail developed around Emerald Bay offering a pathway off the highway for pedestrian use. Number of roadside parking spaces "relocated" or shifted to another mode. Reduction in traffic incidents. Decrease in emergency response times. Measurable reduction in congestion levels. Improved lake clarity. Number of pedestrian and bikes using new trail system. Number of miles of No Parking Zone implemented as alternative modes of transportation have shifted to organized parking, transit, and trail systems. | |
| 3 | Lack of consistent, frequent, and marketed transit within the corridor negatively impacts the number of people able to arrive to recreation destinations without a car. | <p>Develop an easily accessible, frequent, fun, and consistent transit system, that provides recreation access and can carry recreation equipment, to serve corridor recreation destinations during the summer months. Consider an express transit service to Emerald Bay from a park-n-ride area south of Emerald Bay. Consider expanding transit to other peak weekends during the winter and off-season.</p> <p>Reduce the demand for park-n-ride facilities. Coordinate transit services with mainline systems from accommodation areas. Partner with private shuttles, including those from area hotels and accommodations to service the corridor from lodging.</p> <p>Implement and enforce no roadside parking recommendations from Item 5.</p> <p>Develop and implement a unified branding and marketing strategy to promote no-car access options to recreation areas.</p> <p>Implement point source congestion management strategies throughout the Pope to Baldwin Segment to reduce delays and increase transit ridership.</p> <p>Establish a sustainable funding source that addresses varying land manager requirements while collecting revenue from parking and/or transit to subsidize transit operations and the operation of a parking management system. The administrator of the system should be an entity that can work with partner agencies to pool resources as well as pursue additional funding sources such as applying for State Transit Assistance (STA) funds and grant programs.</p> <p>Utilize a reservation system for shuttle use to distribute peak use and provide a system that can be used to reduce visitation, if needed, with the understanding that shifting recreation use and unmet demand will need to be addressed as part of a basinwide approach.</p> <p>Enhance the bus stops and pull-offs through Emerald Bay to improve transit operations and increase reliability.</p> <p>Develop turnaround locations (such as a roundabout) near the north gate at Emerald Bay and as part of parking/shuttle stop improvements at Bayview Campground for buses to turnaround.</p> <p>Incorporate visitor experience opportunities as part of the transit system to encourage use.</p> <p>Identify a location near the Y or West Way that can be developed as a park-n-ride/bike to serve corridor users entering the corridor from the south.</p> <p>Utilize the underutilized parking area at Sugar Pine Point State Park as a park-n-ride/bike location in the northern area of the corridor. Improvements should allow for the facility to also improve TART service and bus turnaround for the north shore.</p> <p>Develop public/private partnerships to deliver water taxi operations and promote use of water taxi options to reach recreation destinations and create a desired recreation experience in and of itself. Water taxis should accommodate some bicycles so passengers can ride when they reach their destination. Private operations present an opportunity to help meet corridor goals and provide visitor experience benefits, but they are not a substitute for public transit.</p> <p>Explore public/private solutions, including opportunities for micro-transit and tour companies to provide services that are compatible with the corridor vision and desired outcomes.</p> | Item 1, Item 4, Item 5, Item 26; CW-1.02, CW-1.03, CW-1.04, CW-1.05, CW-1.06, WS-1.01, WS-1.03, WS-1.08, WS-1.09, WS-1.10, WS-1.11, WS-1.14, WS-2.04, WS-2.06, WS-2.07, WS-2.08, WS-2.11, WS-2.12, WS-2.13, WS-2.14, WS-4.03, WS-5.01, WS-5.02 | Reduction in vehicle congestion along the highway. Mode share targets for each travel framework phase hits minimum of 80% of target. Visitor awareness of shuttle program. Results of travel surveys indicate a positive experience. 15% of visitors utilize a park-one strategy and access transit from their accommodations. Increased operations budget for land managers. Transit and parking management system have sustainable funding source. | Yes - findings for restricting roadside parking are needed per the California vehicle code Increasing fine will need to be discussed at higher levels Addressing increasing visitation demand needs to occur at a regional level |

CORRIDOR CHALLENGES AND STRATEGIES

| Item ID | Corridor Issues | Strategies | Associated Strategies and Projects (Item ID and Project ID) | Success Measurement | Does the Recommendation Require Additional Action at a County or State Level? |
|---------|---|---|---|---|--|
| 4 | Bus stop and turnaround locations are limited in Emerald Bay and vehicles are often illegally parked in the bus stop. | Formalize bus stop pulloff locations in Emerald Bay so the design is integrated as part of the following areas: Northbound pulloff at Inspiration Point Northbound pulloff at Vikingsholm Parking lot Southbound pulloff part of redesigned roadside parking area at Eagle Falls Southbound pulloff part at Inspiration Point or as part of a redesign of Bayview Campground to a small off-highway parking lot and shuttle stop to meet winter and shoulder season recreation access needs when the summer shuttle is not in operation. Turnarounds at Emerald Bay's northern and southern gates and as part of the Bayview transit pulloff. Implement elements discussed in Item 3. | Item 3; WS-2.05, WS-2.11, WS-2.12, WS-2.13, WS-2.14 | Transit reliability and ridership increased. | |
| 5 | Summer recreation users arriving to beach entries, trailheads, and off-highway vista points by car creates significant congestion as motorists use the highway as a defacto parking lot and search for a place to park along the side of the road. The traffic congestion, also caused by lack of real-time information, impacts emergency response operations and overall traffic flow. | Restrict/relocate roadside parking from the Pope to Baldwin Segment to D.L. Bliss and shift to off-highway parking lots or park-n-ride/bike locations or park-once strategies from lodging accommodations and/or other recreation sites. Implement an adaptive management strategy to monitor roadside parking impacts near Sugar Pine Point State Park and Meeks Bay and restrict/relocate parking when alternative access is provided. Significantly increase fine for parking along the roadside in restricted areas. Utilize barriers, striping, and No Parking Zones to provide consistency and clarification for visitors and to assist in enforcement of roadside parking restrictions. Utilize barriers, striping, and No Parking Zones to provide consistency and clarification for visitors and to assist in enforcement of roadside parking restrictions. Consider opportunities for third-party ticketing/warnings to increase enforcement. Develop and implement a unified branding and marketing strategy to promote no-car access to recreation areas. Utilize ITS to notify motorists of transit opportunities, when parking is full, and of sustainable access opportunities. Utilize real-time information (through the use of technology such as cameras, counters, ITS, and cell data) to inform the public of travel conditions and allow land managers to adapt strategies. Develop turnaround locations (such as a roundabout) near the north gate and south gates at Emerald Bay where motorists can return to park-n-ride locations or off-highway parking lots without creating congestion issues. Implement a multimodal travel system (i.e., shuttle, bike path, water taxi) to provide access to a sustainable number of visitors who would otherwise be displaced from the restriction/relocation of roadside parking. Water taxis should accommodate some bicycles. Improve bus stops to meet accessibility requirements, enforce no parking in bus stops, and connect bus stops to recreation areas by shared-use pathways. Develop a coordinated corridor parking management system that is implemented in tandem with transit and other implementation strategies and is either part of or aligned with a regional system. The management system should be designed to meet desired corridor outcomes. The parking management system should incorporate a reservation system as described in Item 6. Establish a predictable and sustainable funding source to pay for the parking management system and subsidize the transit, parking, and trails operations and maintenance. The system should address land manager requirements, such as fees for entry versus parking. The administrator of the system should be an entity that can work with partner agencies to pool resources and pursue other funding sources such as applying for State Transit Assistance (STA) funds and grant programs. | Item 1, Item 3, Item 4, Item 26; CW-1.02, CW-1.03, CW-1.04, WS-1.03, WS-2.04, WS-2.06, WS-2.07, WS-2.14, WS-4.05, WS-5.05 | 50 percent reduction in the length of delay time to get through the corridor. Mode share targets for each travel framework phase hits minimum of 80% of target. Visitor awareness of shuttle program. Results of travel surveys indicate a positive experience. 15% of visitors utilize a park-once strategy and access transit from their accommodations. Transit and parking management system have a predictable and sustainable funding source. Miles of No Parking Zones created | Yes - findings for restricting roadside parking are needed per the California vehicle code Increasing fine will need to be discussed at higher levels |
| 6 | Demand for recreation access peaks in the corridor from 10AM to 3PM creating stress on the transportation system and causing crowding and congestion. | Develop and implement a reservation system to disperse and manage demands throughout the day. Reservation system should provide options for different groups (e.g., pools for locals, pools for underserved groups that can't afford peak pricing). | Item 3, Item 5, Item 26; CW-1.04 | Peak hour curve is flattened with more people arriving earlier or later in the day. (Similar to Muir Woods case study.) Increased turnover rate in select areas, such as vista points, to enhance visitor photo opportunities. | |
| 7 | Parking facilities at Eagle Falls and Bayview trailheads are used by overnight recreation users accessing Desolation Wilderness. | Develop a transit system with early morning and late evening runs that serves overnight backcountry users and include parking and transit pass as part of the backcountry permit. | Item 3, Item 5; WS-2.06, WS-2.07 | Sustained recreation access and travel experience to Desolation Wilderness access as measured by the number of backcountry users who reserve parking and/or transit passes as part of their backcountry permit. Number of backcountry visitors with a positive experience accessing the backcountry under the new system. | |
| 8 | Off-highway parking areas are closed in the winter and a portion of the off-season, causing recreation users to park along the highway shoulder to access recreation sites. Mild winters and winters with low snow levels result in significant sightseeing in Emerald Bay. Changes due to climate change increase the frequency of mild winters or snow levels at higher elevations. These changes increase the need to provide parking in the corridor during the winter. | Keep strategically located parking lots open year-round. Coordinate management strategies to allow for snow removal of parking areas in the winter after highway snow removal efforts are completed. Adaptively manage corridor parking areas to strategically identify roadside areas that may be appropriate for recreation access in the winter and off-season when transit is not operating. | Item 5, Item 7; WS-1.17, WS-1.18, WS-2.18, WS-3.04, WS-4.06, WS-5.06 | Number of winter parking spaces available. Visitor experience rating increases due to safe available parking to their winter recreation destination. | |

CORRIDOR CHALLENGES AND STRATEGIES

| Item ID | Corridor Issues | Strategies | Associated Strategies and Projects (Item ID and Project ID) | Success Measurement | Does the Recommendation Require Additional Action at a County or State Level? |
|---------|--|--|--|---|---|
| 9 | Roadway design, including hairpin turns and narrow shoulders, restricts transit access to Emerald Bay. Buses are restricted in capacity which impacts the cost of providing service. | Conduct a Project Study Report (PSR) of Emerald Bay and SR 89 south of Emerald Bay near Cascade Road to evaluate roadway design elements such as the following, while considering potential effects on visitation access from tour buses: Striping the fog line and rebuilding the shoulder of SR 89 near Cascade Road. Removing the final/tightest switchback as SR 89 enters Emerald Bay just west of Eagle Point Campground. Lowering the elevation of SR 89 along the ridgeline as the roadway passes between Emerald Bay and Cascade Lake to allow for a widened shoulder and guard rails. | Item 1, Item 26; WS-2.09 | Improved frequency and reliability of transit service to Emerald Bay. Reduction in cost of transit service. | |
| 10 | Roadway design and operations restrict year-round access around Emerald Bay. This impacts commuters, emergency responders, and recreation access. | Conduct a Project Study Report (PSR) of Emerald Bay to evaluate roadway design elements as discussed in Item 9 and to evaluate avalanche control features and management strategies to improve year round access. | Item 11, Item 26; WS-2.09, WS-2.18 | Minimum road closures of SR 89 in the winter. | |
| 11 | Limited access for emergency response and evacuation activities and to conduct fuels management and forest health management activities recommended by Lake Tahoe West Restoration Partnership. | Improve Fallen Leaf Road for emergency response and evacuation needs. Install access gates and fire locks, if needed. Improve the Camp Richardson, Emerald Bay, and Sugar Pine Point State Park piers to have a multi-use function for lakeward emergency access. With potential land use reconfigurations at Jameson Beach Road, repurpose existing structures for summer police/fire staging and administration, operations. Develop emergency access and evacuation pullouts at regular intervals and sign and enforce no parking in pullouts, vehicles must not be left unattended. Consider a first responder base station at Camp Richardson. Designate and improve the road construction staging area west of Bayview Campground at Emerald Bay as a helipad access site. Develop evacuation plan. Provide strategically located turn around points along SR 89 (roundabouts, hammerheads, or pullouts) allowing emergency responders the ability to turn around and respond in the opposite direction. Provide helipad access. | Item 10; WS-1.12, WS-1.13, WS-1.14, WS-2.08, WS-2.16, WS-2.17, WS-3.03, WS-4.04, WS-5.04 | Emergency pull-outs located every 1/2 to 1 mile. Increased in-corridor emergency response staging locations. | |
| 12 | Motorists travel through high use recreation areas at high travel speeds, even during peak summer periods. | Implement a recreation corridor speed limit that allows for reducing the speed limit around recreation sites during the summer and other peak recreation use days. | Item 26, CW-1.11 | Implementation of recreation zone speed limit. | Yes Recreation zone speed limit will need to be discussed at a state level to revise California vehicle code |
| 13 | Recreation use levels and limited operations and maintenance budgets have stretched land manager's ability to protect natural and cultural resources, address litter, and improve existing facility infrastructure from user impacts. | Identify revenue generation and cost-saving opportunities. Support requests for increased budgets for operations and maintenance (annual and capital) including staffing of recreation areas and implementation of capital projects to manage user behavior, minimize impacts on natural and cultural resources, and align garbage management needs with operational resources. Manage corridor access to disperse use during peak periods and establish a framework for organizing and managing visitor arrivals. Develop agreements to allow revenue to stay local for reinvestment into the corridor. Utilize total asset management planning for facilities to consider full life-cycle costs. | Item 3, Item 5, Item 26; CW-1.04, CW-1.07 | Increased operation budgets for land managers to meet goals for public lands (including resource protection and visitor access.) Flexibility to spend dollars across jurisdictional boundaries. | |
| 14 | The need for improved piers and lack of staffing prevent the opportunity for water taxis to serve Camp Richardson, Emerald Bay, and Sugar Pine Point State Parks. The lack of improved piers impacts ADA/ABA access and prevents emergency response teams from easily accessing the water. | Improve the piers at Camp Richardson and Emerald Bay and construct a new pier at Sugar Pine Point State Park to meet water taxi requirements and to double as emergency/public safety facilities. Increase staffing budgets to monitor and oversee uses at the piers. | Item 5, Item 11, Item 13, Item 26; WS-1-14, WS-2.08, WS-5.09 | Pier improvements completed and operational needs met. | |
| 15 | Lack of power and broadband and cellular infrastructure and fiber communications in the corridor impedes the ability to provide real-time travel information and implement corridor recommendations. | Improve ITS infrastructure, address needs for a traffic operations center, and utilize ITS as key element of visitor communications to provide real-time information. Enhance broadband and fiber service where feasible. Co-locate technology and power infrastructure with the Tahoe Trail and roadway and infrastructure improvements. Evaluate opportunities for microcell technologies where other infrastructure enhancements are not feasible. Evaluate opportunities for microcell technologies where other infrastructure enhancements are not feasible. Evaluate opportunities with each project to co-locate or enhance existing utility infrastructure such as replacement of aging infrastructure or lack of utility infrastructure. Install electric vehicle charging stations. | Item 1, Item 26; CW-1.01, CW-1.13, WS-1.07, WS-2.01, WS-2.2, WS-2.03, WS-2.10, WS-3.01, WS-3.02, WS-4.01, WS-4.02, WS-5.03 | Access to technology improved along the corridor to support operations and real-time travel information. Improved utility infrastructure throughout the corridor. Electrification for vehicles and transit. | |

CORRIDOR CHALLENGES AND STRATEGIES

| Item ID | Corridor Issues | Strategies | Associated Strategies and Projects (Item ID and Project ID) | Success Measurement | Does the Recommendation Require Additional Action at a County or State Level? |
|---------|---|--|---|--|---|
| 16 | Traffic congestion associated with Pope Beach entry and Eagle's Nest Campground. | <p>Implement recommendations associated with overall congestion management (Item 5).</p> <p>Extend bike path to Pope Beach.</p> <p>Relocate the entry kiosk and turn-around further north along Pope Beach Road to increase the vehicle capacity for queue along Pope Beach Road and off SR 89.</p> <p>Add a second entry lane along Pope Beach Road to increase throughput and decrease congestion. Consider an expedited lane for visitors without watercraft.</p> <p>Explore legislative changes that would allow agencies an opportunity to flatten the demand curve through variable pricing (come early, come late and pay a lower rate).</p> <p>Consider utilizing a reservation system to distribute demand.</p> <p>Utilize ITS to notify motorists of transit opportunities, when parking is full, and of alternative transportation options.</p> <p>Install electric vehicle charging stations at Pope Beach.</p> <p>Analyze Eagle's Nest Campground entry for possible operational improvements which may include a left turn lane, or a two-way left turn lane, or an improvement within the campground to hold a larger queue.</p> | Item 5, Item 26; WS-1.02 | Reduced travel delays and vehicular queue along SR 89 at Pope Beach Road and Eagle's Nest Campground entry. | |
| 17 | Pedestrians crossing SR 89 at Jameson Beach Road cause vehicle delay. | <p>Utilize adaptive management to address the issue in stages and evaluate improvements.</p> <p>Phase 1: Relocate the crosswalk from the eastern leg of the intersection to the western leg. Consider installing a rail barrier at the eastern leg of the intersection to enforce use of the western leg, thereby allowing a free left turn by motorists exiting Jameson Beach Road. Relocate the Pope Baldwin Bike Path to behind the General Store.</p> <p>Phase 2: Restrict roadside parking. This will reduce the number of pedestrian crossings associated with people parking along the highway and using the pedestrian crossing to either reach the facilities located on either side of the roadway.</p> <p>Phase 3: Relocate the bike rental and ice cream shop uses to the northern side of the roadway and consider creating an outdoor plaza and use area associated with the relocated facilities. The existing buildings could be repurposed for offices for administrative uses and potentially emergency responder staging.</p> <p>Phase 4 (if success measures aren't met through Phase 1-3 efforts): Install a signal at the intersection to further control pedestrian movement across the highway.</p> <p>Analyze and consider additional operational improvements such as median turn lanes and intersection improvements.</p> | Item 5, Item 26; WS-1.04 | Reduced travel delays and vehicular queue along SR 89 at Jameson Beach Road. Reduced number of pedestrian crossings by at least 75%. | |
| 18 | Disconnected recreation sites and parking lots within the Pope to Baldwin segment discourages visitation of recreation areas west of Camp Richardson and increases the frequency of motorists exiting and entering the highway to find parking. | <p>Implement recommendations associated with overall congestion management and source specific issues occurring at Pope Beach Road and Jameson Beach Road (Items 5, 16, and 17).</p> <p>Create an off-highway vehicular circulation route (with parallel shared-use pathway) that connects the use areas associated with the Tallac Historic Site and Jameson Beach Road to reduce the number of intersections along SR 89 and allow motorists to access underused parking areas (such as the Taylor Creek Visitor Center parking area) and disperse users to underutilized sites.</p> <p>Create shared-use path connections from the Pope to Baldwin Bike Path to beach recreation sites such as Camp Richardson and Baldwin Beach.</p> <p>Implement off-highway parking projects associated with the LTBMU approved projects as of 2020 (off-highway parking lot improvements for Kiva Point, Tallac, Valhalla, volunteer RV campground, Valhalla entrance, Baldwin Beach entrance, and snow play area off Fallen Leaf Road).</p> | Item 5, Item 26; WS-1.03 | Increased dispersed use among recreation sites in the Pope to Baldwin Segment. Fully utilized off-highway parking lot resources within the segment. Reduced travel delay in the segment. | |
| 19 | The Pope to Baldwin Bike Path has high volumes of users in the summer which discourages some users from biking to recreation destinations in the Pope to Baldwin Segment. | <p>Create a cycle track in the Pope to Baldwin Segment utilizing the previously used roadside parking location to increase the capacity for cyclists to ride to their recreation destinations. Consider the shared use of the cycle track for priority transit access to bypass congested areas. Move the existing path to behind the General Store.</p> <p>Enhance the natural surface trails west of the highway to facilitate bike access from Gardner Mountain to the Camp Richardson area.</p> <p>Enhance the existing Pope to Baldwin Bike Path through the development of turnouts and vistas to allow slower moving users an opportunity to stop and take in the sites and move out of the way of other cyclists.</p> <p>Consider a left turn pocket for campground access.</p> | WS-1.16 | Increased number of users arriving to the Pope to Baldwin segment by bicycle. | |
| 20 | Recreation corridor lacks a gateway that announces users have transitioned into a special area, visitor information and marketing strategies that promote transit, and consistent wayfinding to enable travelers to easily locate their destinations. | <p>Create recreation gateways at the southern and northern ends of the corridor.</p> <p>Incorporate visitor travel information into the Taylor Creek Visitor Center and potential new park-n-ride/bike locations in the corridor to share information about the recreation corridor and parking and transportation options.</p> <p>Implement Vikingsholm parking and visitor facility improvements per California State Park capital improvement program.</p> <p>Build off regional corridor branding to establish a consistent aesthetic and easy to understand wayfinding program.</p> <p>Promote regional marketing and communication strategies to build awareness of the proposed transportation system.</p> | CW-1.14, WS-1.19, WS-5.07 | Improved wayfinding and visitor experience. Increased place recognition for overall corridor. | |

CORRIDOR CHALLENGES AND STRATEGIES

| Item ID | Corridor Issues | Strategies | Associated Strategies and Projects (Item ID and Project ID) | Success Measurement | Does the Recommendation Require Additional Action at a County or State Level? |
|---------|--|--|---|---|---|
| 21 | Special events in the corridor are an economic driver, but they are also sources of significant traffic, create additional demand for parking, and can impact traffic flow if not managed. | <p>Create a checklist for event permits/approval so that permittees acquire all of the necessary permits and notify all of the required parties. Develop a coordinated calendar so events do not occur during the same time.</p> <p>Establish a travel access framework that can be utilized during large corridor events such as Oktoberfest.</p> <p>Enhance ability to host more special events in order to generate more revenue for corridor operations.</p> | Item 26 | Coordinated permit and notification system. | |
| 22 | Roadway presents a barrier to wildlife movement from habitat areas to the lake. | <p>Create a wildlife crossing near West Way to facilitate wildlife movement under the roadway.</p> <p>Create a wildlife crossing in the Emerald Bay area to facilitate wildlife movement under the roadway.</p> <p>Design Meeks Creek Bridge and fish crossing structures to facilitate wildlife movement.</p> | WS-1.20, WS-2.19, WS-3.05, WS-4.07, WS-5.08 | Reduced wildlife/vehicular incidents. | |
| 23 | Wildfire risk is increased with above ground powerlines in the corridor. | <p>Where feasible, underground powerlines and co-locate utilities with the Tahoe Trail corridor. Include conduit for future fiber-optic upgrades. Hardening of the infrastructure may be acceptable when undergrounding is not feasible.</p> <p>Consider electric vehicle charging needs as part of utility projects.</p> | Item 1; CW-1.01, CW-1.13, WS-2.01, WS-2.02, WS-2.03, WS-3.01, WS-4.01 | Powerlines undergrounded. | |
| 24 | Stormwater improvements are degraded and do not function due to vehicles parking in them. | <p>Implement strategies associated with Item 5 and restrict/relocate roadside parking.</p> <p>Restore disturbed areas.</p> | Item 5; WS-1.03, WS-2.04, WS-2.06, WS-2.07 | No vehicles parking in stormwater improvement areas. Improved lake clarity. | |
| 25 | The viaduct and Vikingsholm parking area have subsiding soils which require creative engineering and improving the Vikingsholm parking lot. | <p>Implement Vikingsholm parking and visitor facility improvements per California State Park capital improvement program.</p> <p>Encourage a multi-agency approach to the new improvements that consider leveraging partnerships and increasing grant options with by incorporating a segment of the Tahoe Trail from Vikingsholm to the wedding vista. Including Eagle Falls parking, transit pull-offs, and the Tahoe Trail as part of the project can reduce overall construction costs and interruption to traffic flow for visitors by consolidating project improvements.</p> <p>Consider tour bus access and management as part of parking lot planning and design.</p> | WS-2.05 | Reconstruction and renovation of the Vikingsholm parking area with visitor facilities and placemaking. | |
| 26 | Implementation is tough and requires ongoing partnerships both at staff levels and at higher executive and bi-state levels to move recommendations forward and address funding issues. | <p>Continue convening the Bi-State Working Group on Transportation and establish Executive Level conversations by lead agencies to address procedural, legislative, code, enforcement, capacity, funding, environmental review, cross jurisdictional resolution, and other high priority issues.</p> <p>It is recognized that top-level agency support is needed for agency staff to participate and have adequate time and operational dollars to be engaged in the partnership. And executive involvement is critical to allow decision-making and conflict resolution to occur for challenging issues.</p> <p>Formalize agency partnerships, decision-making process, conflict resolution, and roles and responsibilities through an Interlocal Agreement modeled from the SR 28 CMP Interlocal Agreement (see appendix). The agreement, or memorandum of understanding, should document the commitment to work together and leverage joint projects to address the shared issues.</p> <p>Develop a Corridor Management Team (CMT) at the staff level to move forward implementation strategies. The CMT should work together to address challenges and fine tune operations and maintenance elements. Staff should coordinate project priorities and focus on finding opportunities for joint projects to leverage funding and maximize project benefits by having a corridorwide perspective. Discussion topics include, but are not limited to Tahoe Trail completion, project coordination, continued public outreach, implementation and fine-tuning of the parking management and reservation system, monitoring visitation levels and resolving corridor challenges/hot spots as they arise, congestion, creative solutions, safety, emergency access, evacuation planning, year-round access, roadway design, avalanche control, enforcement, leveraging funding, bundling projects, joint grant applications, and litter management.</p> <p>The CMT should consider the following to be effective:</p> <ul style="list-style-type: none"> -Decision-making rules should be established, i.e., deciding whether consensus is required to move forward on a given action. It should be recognized that land managers have final authority for decisions on their lands while having a goal for consistency in the overall approach for the corridor. -Projects and implementation actions should be made in consideration to how they help the overall corridor achieve its goals. -Staff from a lead agency should be identified to set agendas, send meeting invites, secure meeting venues, and record meeting minutes and outcomes. The lead agency can rotate every year to two years. -A partnership chair should be determined to help set agendas and run meetings. -Establish a regular meeting schedule (at least quarterly and for enough time to have a rich and productive discussion where outcomes and roles and responsibilities are reviewed). -Accountability is essential. Each meeting should result in specific actions assigned to individuals or agencies and a timeline for their completion. -Conflict resolution should occur quickly. Engage decision-makers early to get buy-in and clear direction. | Implementation of plan strategies and projects is tightly connected to the partnership moving forward and establishing project leads to champion plan implementation. | <p>Interlocal agreement signed.</p> <p>Executive team continues and engages high level support from all lead agencies.</p> <p>Necessary legislative changes enacted and agreements made for plan implementation and revenue.</p> <p>Partnership formed and decision-making process established and agreed upon.</p> <p>Regular meetings occur.</p> <p>CMP is implemented.</p> | |

CORRIDOR CHALLENGES AND STRATEGIES

| Item ID | Corridor Issues | Strategies | Associated Strategies and Projects (Item ID and Project ID) | Success Measurement | Does the Recommendation Require Additional Action at a County or State Level? |
|---------|---|--|--|---|---|
| 27 | Private operators can help shift visitor trips from personal vehicles to higher occupancy transportation modes. Operators should work toward corridor goals and desired outcomes for the protection of natural and cultural resources and visitor travel experience. Micro-transit, tours, water taxis, and private shuttles can support visitor management and provide opportunities for interpretation and improved visitor experience, but they are not a substitute for public transit. | <p>Explore public/private solutions, including opportunities for micro-transit and tour companies to provide services that are compatible with the corridor vision and desired outcomes. Private operations should acknowledge the need to manage visitation levels as part of the overall corridor strategy.</p> <p>Designate areas for tour bus parking, private shuttles, and ride-share curb space to prevent negative impacts associated with private operators parking in bus stops and viewpoints and disrupting the parking management system. For example, the proposed Bayview parking area can be designed to accommodate a certain number of tour buses. Visitors can then explore the rest of Emerald Bay by trail connections, public transit, and/or micro-transit. This would reduce conflicts that tour buses may pose in smaller parking areas.</p> <p>Establish a permit system with fee for private operations where the fee is reinvested into the corridor transportation system. The permit system should consider the size and number of tour buses allowed and timing of arrivals in order to achieve desired outcomes of dispersing visitation and managing overall visitation numbers.</p> <p>Evaluate opportunities for public or private micro-transit or shuttles, consistent with corridor capacity and vehicle requirements, to reduce congestion and greenhouse gases within the corridor related to recreation travel.</p> <p>Support shuttles or tour operators with bike/gear trailers to encourage people to park their vehicles and travel the corridor without a personal vehicle. The schedule for private operations with bike trailers may not be as impacted by off-loading/on-loading time for bicycles and other recreation gear.</p> | Reduced number of private vehicles on SR 89. | Item 3 Projects: CW-1.02, CW-1.03, CW-1.04, CW-1.05, CW-1.06, WS-1.01, WS-1.03, WS-1.08, WS-1.09, WS-1.10, WS-1.11, WS-1.14, WS-2.04, WS-2.06, WS-2.07, WS-2.08, WS-2.11, WS-2.12, WS-2.13, WS-2.14, WS-4.03, WS-5.01, WS-5.02 | |
| 28 | Global changes to climate patterns results in vulnerabilities and impacts to environmental, economic, and social systems. | <p>Improve access for fuels reduction and forest health management activities recommended by Lake Tahoe West Restoration Partnership.</p> <p>Where feasible, underground powerlines and co-locate utilities with the Tahoe Trail corridor. Include conduit for future fiber-optic upgrades. Hardening of the infrastructure may be acceptable when undergrounding is not feasible.</p> <p>Install electric vehicle charging stations.</p> <p>Prioritize the use of electric buses and water taxis fueled by clean energy, to the extent their use is not cost prohibitive.</p> <p>Design facilities to reduce risks of flooding, manage runoff, and be inviting during times of climatic imbalance, such as extreme heat or drought.</p> <p>Implement multi-modal strategies and parking management programs and construct associated infrastructure to reduce VMT and GHG.</p> <p>Establish individual project goals and metrics to reduce impacts on natural resources and provide benefits to accelerate threshold attainment.</p> <p>Track visitation patterns, including changes and increases associated with climate change. Adapt strategies to address changes in patterns.</p> <p>Coordinate with and implement strategies from climate action plans around the region.</p> | Item 3, Item 8, Item 10, Item 11, Item 15, Item 23, Item 24 Projects: CW-1.02, CW-1.03, CW-1.04, CW-1.05, CW-1.06, WS-1.01, WS-1.03, WS-1.08, WS-1.09, WS-1.10, WS-1.11, WS-1.14, WS-2.04, WS-2.06, WS-2.07, WS-2.08, WS-2.11, WS-2.12, WS-2.13, WS-2.14, WS-4.03, WS-5.01, WS-5.02 | Reduced environmental impact and accelerated threshold attainment. Increased number of fuels reduction projects in the corridor. | |

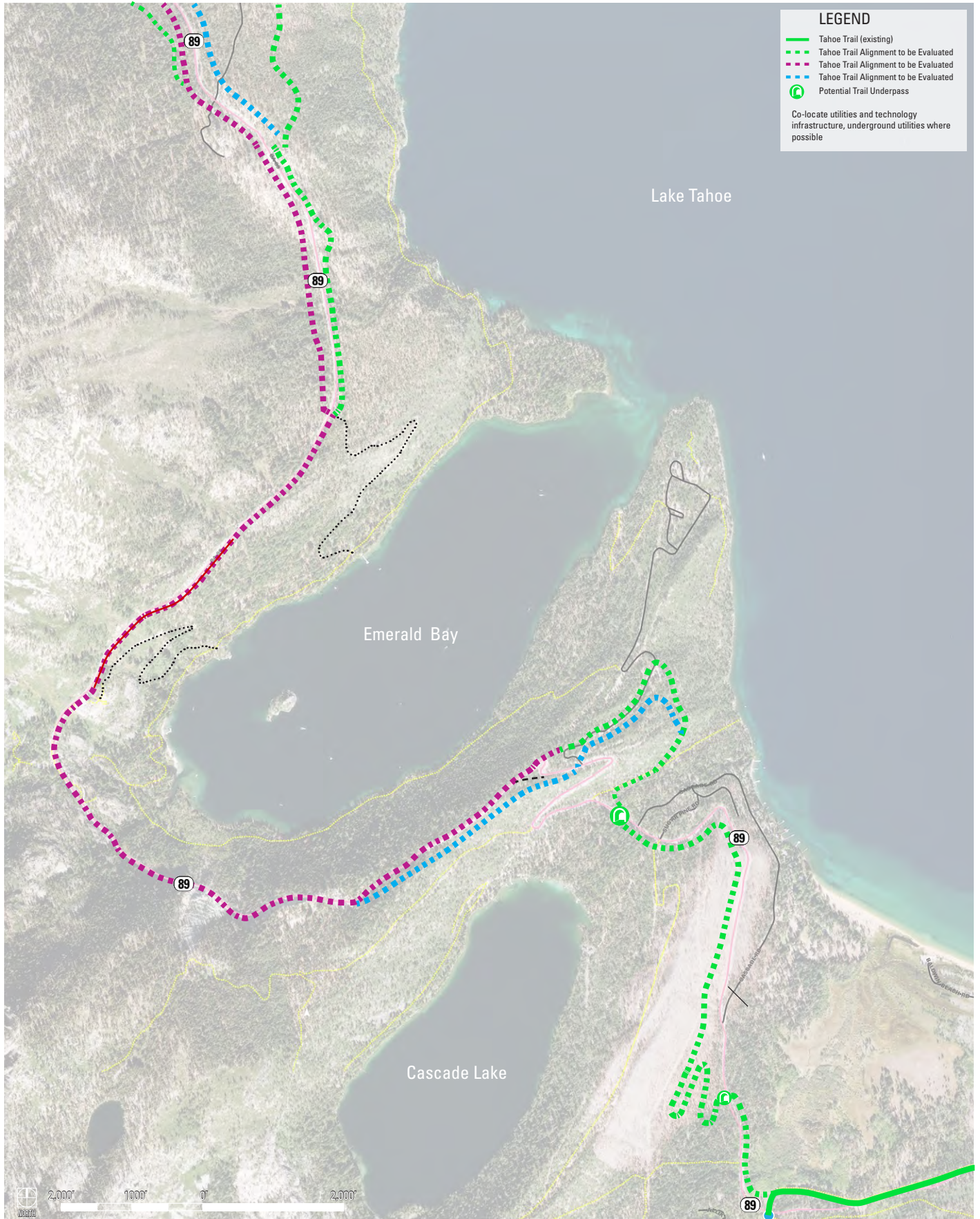
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RECOMMENDED PROJECTS AND PARTNERS

TAHOE TRAIL CONCEPTUAL ALIGNMENTS

TAHOE TRAIL CONCEPTUAL ALIGNMENTS

TAHOE TRAIL CONCEPTUAL TRAIL ALIGNMENTS | SPRING CREEK ROAD TO D.L. BLISS



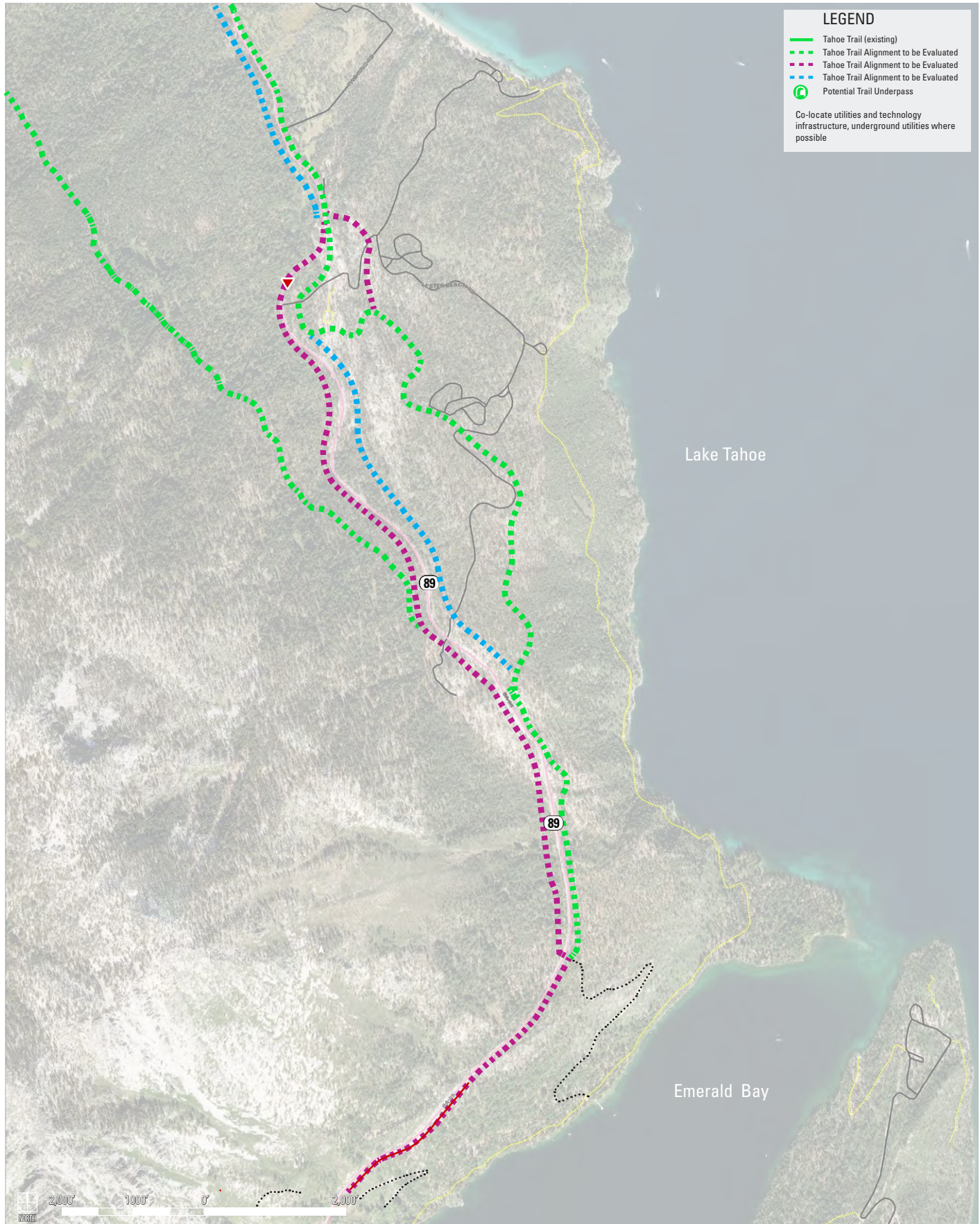
LEGEND

- Tahoe Trail (existing)
- - - Tahoe Trail Alignment to be Evaluated
- - - Tahoe Trail Alignment to be Evaluated
- - - Tahoe Trail Alignment to be Evaluated
- P Potential Trail Underpass

Co-locate utilities and technology infrastructure, underground utilities where possible

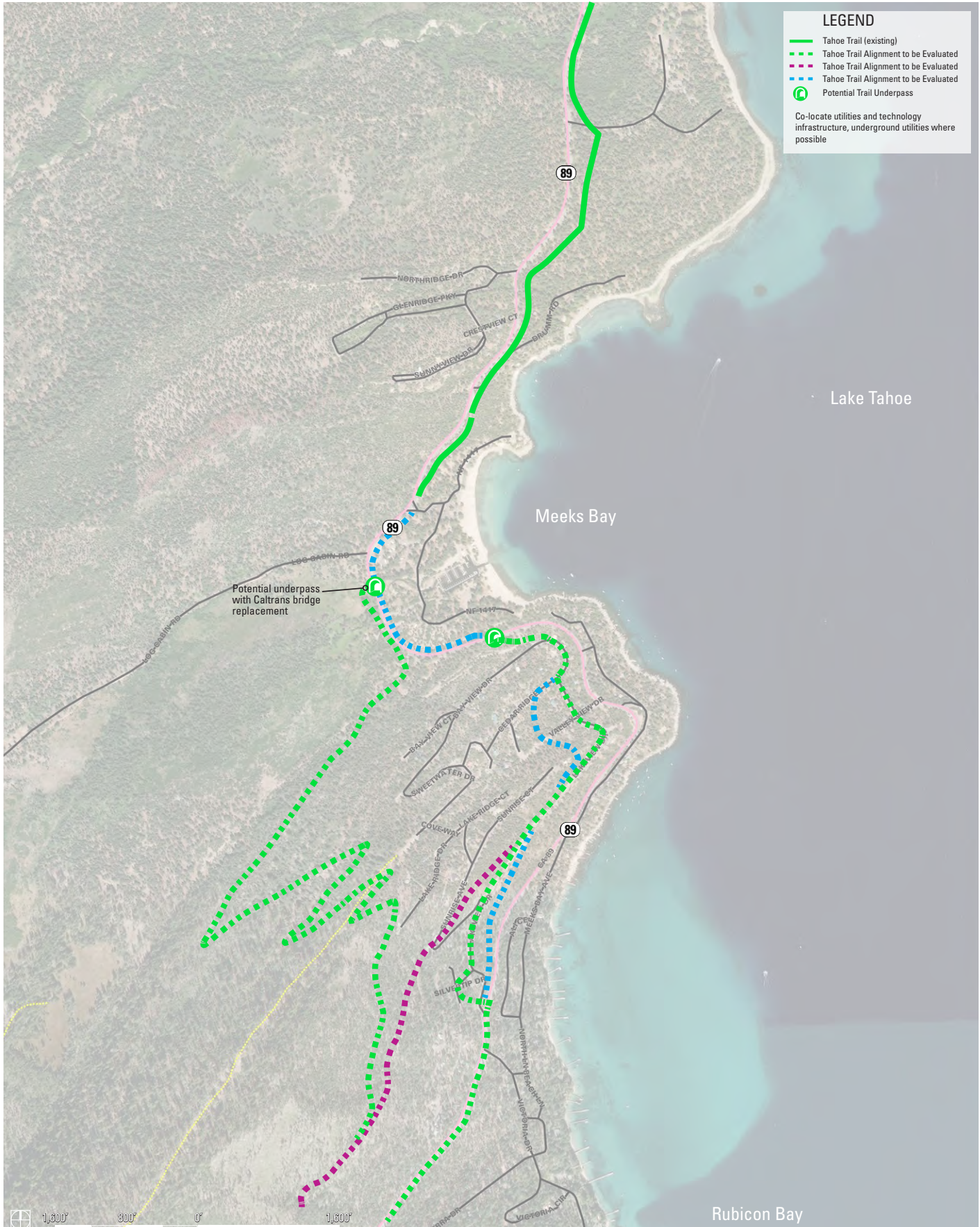
TAHOE TRAIL CONCEPTUAL ALIGNMENTS

TAHOE TRAIL CONCEPTUAL TRAIL ALIGNMENTS | D.L. BLISS



TAHOE TRAIL CONCEPTUAL ALIGNMENTS

TAHOE TRAIL CONCEPTUAL TRAIL ALIGNMENTS | MEEKS BAY



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INTER-LOCAL AGREEMENT EXAMPLE

INTER-LOCAL AGREEMENT EXAMPLE

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SR 28 Corridor
Operations and Maintenance
Interlocal Agreement

Tahoe Transportation District
and
Nevada Department of Transportation
and
Nevada Division of State Parks
and
Nevada Division of State Lands
and
Nevada Department of Public Safety-Highway Patrol
and
Washoe County Community Services Department
and
Incline Village General Improvement District
and
Carson City Parks & Recreation Department
and
Douglas County Parks & Recreation Department
and
Tahoe Regional Planning Agency

This Interlocal Agreement (this “Agreement”) is dated and effective August 1, 2015, by and between the Tahoe Transportation District (“TTD”); the Nevada Department of Transportation (“NDOT”); the Nevada Division of State Parks (“NDSP”); the Nevada Division of State Lands (“NDSL”); the Nevada Department of Public Safety-Highway Patrol (“NHP”); Washoe County and its Community Services Department (“Washoe County”); the Incline Village General Improvement District (“IVGID”); Carson City and its Parks & Recreation Department (“Carson City”); the Douglas County and its Parks & Recreation Department (“Douglas County”); and the Tahoe Regional Planning Agency (“TRPA”). Collectively, these agencies and organizations will hereinafter be referred to as the “Parties.”

WITNESSETH:

WHEREAS, the Parties are public agencies under Nevada Revised Statutes (“NRS”) 277.100 and authorized to enter into cooperative agreement in accordance with NRS 277.080 to 277.110;

WHEREAS, NRS 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental service, activity or undertaking which any of the public agencies entering into the agreement is authorized by law to perform;

WHEREAS, the Parties recognize the need to combine the operations and maintenance approach for projects in the SR 28 corridor: the SR 28 Corridor Project, the NV Stateline to

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Stateline Bikeway Project, and other individual projects (as combined, the “Corridor Project”), in the area shown in Exhibit A;

WHEREAS, combining the operations and maintenance approach for these projects will allow the Parties to engage in more effective and efficient efforts across jurisdictional boundaries and achieve the safety, environmental and transportation goals of the projects;

WHEREAS, some of the Parties entered into a Interlocal Agreement on May 11, 2007, to create a working group to develop agreements regarding planning, design and construction and management, operation and maintenance responsibilities for the bikeway;

WHEREAS, some of the Parties entered into the Nevada State Route 28 Corridor Management Plan Project Charter in June 2012, in which they agreed to develop the SR 28 Corridor Management Plan;

WHEREAS, the Corridor Management Plan was developed to define the vision, goals and objectives for the corridor and to provide a coordinated management strategy to guide the Parties, and was approved by the TTD Board of Directors on October 11, 2013;

WHEREAS, some of the Parties entered into a Federal Lands Access Program (“FLAP”) Project Memorandum of Agreement in December 2014 to set forth responsibilities regarding development and construction of Phase 1 of the Corridor Project in order to obligate FLAP funding;

WHEREAS, TTD has been successful in securing approximately \$23.9 million federal, state and local funding for the Corridor Project;

WHEREAS, The Parties each have unique roles, jurisdictions, missions, and goals, but there needs to be a coordinated approach to the operations and maintenance of existing and future facilities within the SR 28 corridor;

WHEREAS, an operations and maintenance agreement is required in order to receive FLAP and other funding for construction;

WHEREAS, this Agreement describes the operations and maintenance responsibilities for the projects identified in Exhibit B, and will be amended in the future to set forth operations and maintenance responsibilities for future projects; and

WHEREAS, the Parties now desire to create a Corridor Management Team (the “CMT”) comprised of representatives from each of the Parties to develop specific operating procedures and maintenance plans related to the implementation of the Corridor Project.

NOW, THEREFORE, in consideration of the promises and mutual covenants herein contained, it is agreed as follows:

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ARTICLE I – DUTIES AND RESPONSIBILITIES

1. The Parties will perform the operations and maintenance responsibilities described in Exhibit B for the projects described therein. Exhibit B shall be amended in the future to include operations and maintenance responsibilities for future projects.
2. The Parties will continue to provide planning information, meeting space and other support as needed (and within their respective budgets) for the Parties to attain their goal of a collaborative approach to planning, constructing, operating and maintaining facilities and services within the SR 28 corridor.
3. The CMT is hereby established to assist in implementing the Corridor Project. The Parties agree to provide one staff member to serve as a CMT representative, to attend bi-annual meetings, and to make recommendations to upper level staff and their governing boards regarding CMT activities.
4. At its first meeting, the CMT shall determine processes for reaching consensus and effective and efficient decision-making.
5. The CMT will work to:
 - a. Fulfill the operations and maintenance responsibilities set forth in this Agreement;
 - b. Amend this Agreement as necessary with regards to operations and maintenance responsibilities for future projects;
 - c. Assist in prioritizing the development and construction of projects;
 - d. Form partnerships to complete development and construction of projects,
 - e. Assist in submitting federal, state and local grant applications to fund projects ;
 - f. Assess continued challenges within the SR 28 corridor and look for opportunities to address those challenges; and
 - g. Provide recommendations to their governing bodies on how best to address those challenges;
 - h. Prioritize the need for capital infrastructure maintenance funding for projects;
 - i. Prepare a cumulative budget for capital maintenance funding in the SR 28 corridor and determine the appropriate Parties to submit grants and funding requests, including any requests to the Tahoe Fund; and
 - j. Identify and prioritize the need for grants and funding requests for future projects.
6. The CMT will provide recommendations to the TTD Board of Directors on any matter requiring action by the TTD Board of Directors in connection with the Corridor Management Plan.
7. TTD will continue to assist in developing and seeking funding sources for the implementation of the Corridor Project.
8. TRPA, in its role as the Tahoe Metropolitan Planning Organization, will continue to assist the Parties in providing long range multi-modal transportation planning information and survey and user monitoring information, including incorporating bikeway segments into monitoring protocol, as appropriate.
9. This approach does not preclude the Parties from individually performing their duties and responsibilities in the SR 28 corridor.

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ARTICLE II - GENERAL PROVISIONS

1. This Agreement may only be terminated upon mutual written agreement of all of the Parties.
 2. The Parties with operations and maintenance responsibilities described in Exhibit B may assign, transfer or delegate those responsibilities to other Parties upon written agreement of the Parties that will assume those responsibilities and written notice to all of the other Parties. Otherwise, none of the Parties shall assign, transfer or delegate any rights, obligations or duties under this Agreement without the prior written consent of all of the other Parties.
 3. The Parties may agree to assume operations and maintenance responsibilities in addition to those described in Exhibit B upon written notice to all of the other Parties. Otherwise, this Agreement shall not be modified, extended or amended without the prior written consent of all of the Parties.
 4. The Parties agree to work cooperatively to avoid and resolve conflicts at the lowest level possible. The Parties share the following principles in the resolution of conflicts:
 - The efficient delivery of an effective, cost efficient quality project or program is the primary goal of all partnering agencies.
 - The Parties will focus on their common goals rather than differences.
 - Win/Win solutions to conflicts will be sought.
 - Differences of opinion are acceptable but are sought to be limited.
 - Timely, open and honest communication is the key to avoiding and resolving conflicts.
 5. Decisions are to be made and conflicts are to be resolved at the lowest possible level. If disagreements arise and cannot be resolved at the staff level, the Parties will follow the following process:
 - **TTD:** TTD staff elevates unresolved conflicts to the TTD District Manager.
 - **NDOT:** NDOT staff elevates unresolved conflicts to the NDOT District II District Engineer and then to the Director.
 - **NDSP:** NDSP Park Supervisor elevates unresolved conflicts to the NDSP Administrator.
 - **NDSL:** NDSL staff elevates unresolved conflicts to the NDSL Administrator.
 - **NHP:** NHP staff elevates unresolved conflicts to the NHP Chief.
 - **Washoe County:** Washoe County Community Services Department staff elevates unresolved conflicts to the Washoe Community Services Department Director and then to County Manager.
 - **IVGID:** IVGID Public Works staff elevates unresolved conflicts to the Public Works Department Director and then to IVGID General Manager.
 - **Carson City:** Carson City staff elevates unresolved conflicts to the Carson City Parks & Recreation Director and then to City Manager.
 - **Douglas County:** Douglas County staff elevates unresolved conflicts to the Douglas County Community Services Department Director and then to County Manager.
 - **TRPA:** TRPA staff elevates unresolved conflicts with recommendations to the Executive Director.
- If a solution is reached, the Parties will work to implement the solution. If a solution is not reached, it may cause delay in implementing solution(s), vendor contract(s),

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program(s), construction contract(s) schedule(s) and/or jeopardize the timely use of available funding. All decisions and agreements regarding conflict resolution shall be documented fully and copies must be kept in the project files for all Parties.

6. All notices or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by facsimile or email with simultaneous regular mailing by certified mail with return receipt requested and postage prepaid on the date posted, and addressed to the other party at the addresses set forth below:

TTD: Carl Hasty, District Manager
Tahoe Transportation District
cc: George Fink, Transit System Program Manager
P.O. Box 499
Zephyr Cove, NV 89448
128 Market Street, Suite 3-F
Stateline, NV 89449
Phone Number: (775) 589-5500
Fax: (775) 589-5283
E-mail: chasty@tahoetransportation.org;
gink@tahoetransportation.org

NDOT: Rudy Malfabon, Director
Nevada Department of Transportation District 2
cc: Thor Dyson, District Engineer
310 Galletti Way
Sparks, NV 89431
Phone Number: (775) 834-8300
Fax:(775) 834-8390
E-mail: rmalfabon@dot.state.nv.us
tdyson@dot.state.nv.us

NDSP: Eric Johnson, Administrator
Nevada Division of State Parks
cc: Bob Mergell, Deputy Administrator
Jay Howard, Park Supervisor
901 S. Stewart Street Suite 5005
Carson City, NV 89701-5248
Phone Number: (775)684-2770
Fax: (775) 684-2777
E-mail: emjohnson@parks.nv.gov
rmergell@parks.nv.gov
jayattahoe@gmail.com

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- NDSL: Charles Donohue, Administrator
Nevada Division of State Lands
cc: Elizabeth Harrison, Management Analyst
901 S. Stewart Street Suite 5003
Carson City, NV 89701-5246
Phone Number: (775)684-2720
Fax: (775)684-2721
E-mail: cdonohue@lands.nv.gov
eharrison@lands.nv.gov
- NHP: Colonel Dennis S. Osborn, Chief
Nevada Highway Patrol
cc: Chris Greb, Sargent (Tahoe)
Rob Stepien, Deputy Commander Personnel
625 Mt. Rose Hwy
Incline Village, NV 89451-9111
Phone Number: (775) 831-2404
Fax: (775) 831-1709
E-mail: dosborn@dps.state.nv.us
cgreb@dps.state.nv.us
rstepien@dps.state.nv.us
- Washoe County: John Slaughter, County Manager
Washoe County Community Services Department
cc: Dave Solaro, Director
Cheryl Surface, Parks Planner/Tahoe Team Coordinator
Adam Searcy, Roads Division Manager
PO Box 113000
Reno, NV 89520
Phone Number (775) 328-2019
E-mail: jslaughter@washoecounty.us
dsolaro@washoecounty.us
csurface@washoecounty.us
asearcy@washoecounty.us
- IVGID: Steven Pinkerton, General Manger
IVGID - Public Works Department
cc: Joe Pomroy, Public Works Director
Brad Johnson, Engineer
1220 Sweetwater Road
Incline Village, NV 89451
Phone Number (775) 832-1269
Fax: (775) 832-1260
E-mail: steven_pinkerton@ivgid.org
joe_pomroy@ivgid.org
brad_johnson@ivgid.org

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INTER-LOCAL AGREEMENT EXAMPLE

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Carson City: Nick Marano, City Manager
Carson City Parks & Recreation Department
cc: Roger Moellendorf, Director
Ann Bollinger, Open Space Administrator
3303 Butti Way Building #9
Carson City, NV 89701
Phone Number (775) 887-2262
Fax: (775) 887-2145
E-mail: nmarano@carson.org
rmoellendorf@carson.org
abollinger@carson.org

Douglas County: Jim Nichols, County Manager
Douglas County Community Services Department
cc: Scott Morgan, Director
1325 Waterloo Lane
Gardnerville, NV 89410
Phone Number: (775)782-9828
Fax: (775)782-5799
E-mail: lwerner@co.douglas.nv.us; smorgan@co.douglas.nv.us

TRPA: Joanne S. Marchetta, Executive Director
Tahoe Regional Planning Agency
cc: Nick Haven, Transportation Planning Manager
Brian Judge, Principal Environmental Specialist
P.O. Box 5310
Stateline, NV 89449
128 Market Street
Stateline, NV 89449
Phone Number: (775)588-4547
Fax: (775)588-4527
E-mail: jmarchetta@trpa.org
nhaven@trpa.org; bjudge@trpa.org

7. This instrument in no way restricts the Parties from participating in similar activities with other public or private agencies, organizations, and individuals.
8. The Parties their respective agencies, organizations and offices will handle their own activities and utilize their own resources, including the expenditure of their own funds, in pursuing these objectives unless otherwise agreed. Each party will carry out its separate activities in a coordinated and mutually beneficial manner.
9. This Agreement is not intended to, and does not create, any right, benefit, or trust responsibility, substantive or procedural, enforceable at law or equity, by a party against the United States, the Parties, their agencies, officers, or any other persons.
10. Each party agrees to keep and maintain under generally accepted accounting principles full, true and complete records and documents (written, electronic, computer related or

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- otherwise) pertaining to this Agreement and present, at any reasonable time, such information for inspection, examination, review, audit and copying at any office where such records and documentation are maintained.
11. The Parties are associated with each other only for the purposes and to the extent set forth in this Agreement. Each party is and shall be a public agency separate and distinct from the other party and shall have the right to supervise, manage, operate, control and direct performance of the details incident to its duties under this Agreement. Nothing contained in this Agreement shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for one agency whatsoever with respect to the indebtedness, liabilities, and obligations of the other agency or any other party.
 12. Pursuant to NRS Chapter 239, information or documents may be open to public inspection and copying. The Parties will have the duty to disclose unless a particular record is confidential by law or a common law balancing of interests. Each party shall keep confidential all information, in whatever form, produced, prepared, observed, or received by that party to the extent that such information is confidential by law or otherwise required by this Agreement.
 13. This Agreement and the rights and obligations of the Parties shall be governed by, and construed according to, the laws of the State of Nevada. The Parties consent to the exclusive jurisdiction of the First Judicial District Court, Carson City, Nevada, for the enforcement of this agreement.
 14. This Agreement constitutes the entire agreement of the Parties and is intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other agreements that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Agreement specifically displays a mutual intent to amend a particular part of this Agreement, general conflicts in language between any such attachment and this Agreement shall be construed consistent with the terms of this Agreement. Unless otherwise expressly authorized by the terms of this Agreement, no modification or amendment to this Agreement shall be binding upon the Parties unless the same is in writing and signed by the respective Parties hereto.
 15. The Parties do not intend by any of the provisions of this Agreement to create in the public or any member thereof a third party beneficiary status hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement.
 16. The illegality or invalidity of any provision or portion of this Agreement shall not affect the validity of the remainder of the Agreement and this Agreement shall be construed as if such provision did not exist. The unenforceability of such provision or provisions shall not be held to render any other provision or provisions of this Agreement unenforceable.

INTER-LOCAL AGREEMENT EXAMPLE

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IN WITNESS WHEREOF, the Parties have executed this Agreement in counterparts on the dates written below.

Tahoe Transportation District

DocuSigned by:

Carl Hastly

Carl Hastly, District Manager

Nevada Department of Transportation

DocuSigned by:

Ruby Walfabon

Ruby Walfabon, Director

Nevada Division of State Parks

DocuSigned by:

Eric Johnson

Eric M. Johnson, Administrator

Nevada Division of State Lands

DocuSigned by:

Charles Donohue

Charles Donohue, Administrator

Nevada Department of Public Safety-Highway Patrol

DocuSigned by:

Dennis Osborn

Dennis Osborn, Chief

Washoe County

DocuSigned by:

Marsha Birkbigler

Marsha Birkbigler, Chair
Board of County Commissioners

ATTEST: _____
County Clerk

INTER-LOCAL AGREEMENT EXAMPLE

IN WITNESS WHEREOF, the Parties have executed this Agreement in counterparts on the dates written below.

Tahoe Transportation District

Carl Hasty, District Manager

Nevada Department of Transportation

Rudy Malfabon, Director

Nevada Division of State Parks

Eric M. Johnson, Administrator

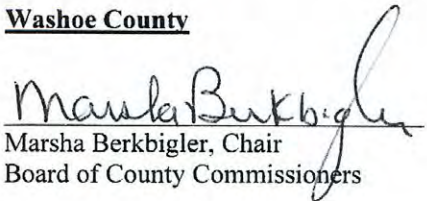
Nevada Division of State Lands

Charles Donohue, Administrator

Nevada Department of Public Safety-Highway Patrol

Dennis Osborn, Chief

Washoe County


Marsha Berkbigler, Chair
Board of County Commissioners

ATTEST: 
County Clerk 

INTER-LOCAL AGREEMENT EXAMPLE

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Incline Village General Improvement District
Reviewed as to Form:

By _____
Steven J. Pinkerton, General Manager

By _____
Devon T. Reese, General Counsel

Agreed to:

By _____
Jim Smith, Chairman
Board of Trustees

By _____
Secretary

Carson City

ATTEST: _____
Clerk-recorder

Robert L. Crowell, Mayor
Of Carson City

Douglas County

ATTEST: Kathryn Lewis
County Clerk

Doug N. Johnson
Doug N. Johnson, Chairman
Board of County Commissioners

Tahoe Regional Planning Agency

J Marchetta
Joanne S. Marchetta, Executive Director

INTER-LOCAL AGREEMENT EXAMPLE

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Exhibit A



Exhibit B

Operations and Maintenance Responsibilities

I. Incline Village to Sand Harbor

A. Tahoe Transportation District

1. TTD will continue applying for federal, state and local funding for transit services within the SR 28 corridor. Currently, 60% of the total cost of the service comes from federal funding with a required match of 40% of the total cost of the service coming from state or local sources. Transit service is critical to meet the peak-season ridership demand in the SR 28 corridor from approximately June 15 until Labor Day.
2. TTD will operate and maintain the busses, bus shelters or benches and bus information signs for the transit service as long as federal, state and local funding is available.
3. TTD will continue seeking annual agreement with Washoe County School District for intercept lots in Incline Village and will assist in the planning efforts to provide permanent intercept lots in Incline Village and near the intersection of SR 28 and US Highway 50.
4. TTD will be responsible for the management of the grants, fee collection and fiscal compliance for the transit service.
5. TTD will provide any routine survey information on transit services or visitor experience to the Parties.

B. Nevada Department of Transportation

1. NDOT will operate and maintain all improvements within the SR 28 right-of-way and other property owned by NDOT, with the exception of the expanded parking near Ponderosa Ranch Road and the bikeway.

C. Washoe County

1. Washoe County will sweep the expanded parking near Ponderosa Ranch Road once at the beginning of each summer season.
2. Washoe County will sweep the bikeway twice each summer season (once at the beginning of the season and again during peak summer season) from Sweetwater Drive to Sand Harbor.
3. Washoe County will pump the water quality vaults located at the expanded parking near Ponderosa Ranch Road.
4. Washoe County will maintain the parking lot signs at the expanded parking near Ponderosa Ranch Road.

INTER-LOCAL AGREEMENT EXAMPLE

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5. Washoe County will provide dog waste bags for NDSP to stock at the expanded parking near Ponderosa Ranch Road.
6. Washoe County will operate and maintain 1-2 dumpsters at the expanded parking near Ponderosa Ranch Road from May 1st to Oct 15th of each year. The 2nd dumpster may only be needed during peak season July 1st - Labor Day. The dumpster(s) will be bear proof.
7. Washoe County will operate and maintain 1-2 ADA portable toilets at the expanded parking near Ponderosa Ranch Road from May 1st to Oct. 15th of each year. The 2nd portable toilet may only be necessary during peak season July 1st - Labor Day.
8. With the exception of the duties expressly assumed by NDSP, Washoe County will manage all routine maintenance of the expanded parking near Ponderosa Ranch Road and the bikeway from Sweetwater Drive to the southern boundary of Rocky Point Subdivision, i.e. the last subdivision in Incline Village prior to entering Lake Tahoe Nevada State Park. Funding for routine maintenance will be provided through programs such as parking meter revenues.
9. Washoe County will manage capital infrastructure maintenance for the expanded parking near Ponderosa Ranch Road and the bikeway from Sweetwater Drive to the southern boundary of Rocky Point Subdivision, i.e. the last subdivision in Incline Village prior to entering Lake Tahoe Nevada State Park. Funding for capital infrastructure maintenance will be provided through programs such as the Tahoe Fund endowment and parking meter revenues.

D. Nevada Division of State Parks

1. NDSP will allow transit access to Sand Harbor. Transit access is currently allowed through the south entrance gate. NDSP is responsible for operation and maintenance of the entrance gate.
2. NDSP will operate and maintain the parking area near Rocky Point and Hidden Beach.
3. NDSP will provide litter patrol at the expanded parking near Ponderosa Ranch Road and along the bikeway from Sweetwater Drive to Sand Harbor.
4. NDSP will stock dog waste bags provided by Washoe County at the expanded parking near Ponderosa Ranch Road.
5. If NDSP requests that a sign be installed on the bikeway at the expanded parking near Ponderosa Ranch Road to indicate whether or not Sand Harbor beaches are full, then NDSP will operate the sign in the same way that it currently operates its sign on the highway for motorist parking.
6. With the exception of the duties expressly assumed by Washoe County, NDSP will manage all routine maintenance of the parking lots and bikeway within Lake Tahoe Nevada State Park. Funding for routine maintenance will be provided through programs such as parking meter revenues.

INTER-LOCAL AGREEMENT EXAMPLE

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7. NDSP will manage capital infrastructure maintenance for the parking lots and bikeway within Lake Tahoe Nevada State Park. Funding for capital infrastructure maintenance will be provided through programs such as the Tahoe Fund endowment and parking meter revenues.

E. Nevada Highway Patrol

1. NHP will continue to assist in enforcement of the “No Parking Zones” and illegal shoulder parking along SR 28, within its Lake Tahoe operating procedures, and provide feedback to the CMT on the effectiveness of implemented Corridor Project solutions such as expanded “No Parking Zones.”

II. Sand Harbor to Secret Harbor

[To be determined]

III. Secret Harbor to US 50 Spooner Lake

[To be determined]

IV. Crystal Bay to Incline Village

[To be determined]

SR 89 ESTIMATED
PARK-N-RIDE
PARKING SPACE
NEEDS

SR 89 ESTIMATED PARK-N-RIDE PARKING SPACE NEEDS

SR 89 Estimated Park-n-Ride Parking Needs

9/21/2020

Note: The estimated number of parking spaces shown below shows the peak average number of spaces displaced through the restriction of roadside parking and other improvements. It does not account for potential decreases in turnover from a shift to a shuttle system. It does not account for users who may access transit via the mainline transit system, from private shuttles, or from water transit, and therefore not require parking at the park-n-ride. The numbers are to be used for reference only to understand a high level need for parking at the park-n-rides.

| POPE TO BALDWIN SEGMENT | | |
|---|--------------------|---|
| Location | Number of Vehicles | Source |
| Jameson Beach Road and south 4,100FT | 270 | Camp Richardson Queue Investigation, July 21 & 22, 2017, Eric Royer |
| Jameson Beach Road to Valhalla Road | 60 | PE, Caltrans District 3 Traffic Operations |
| Total Number of Displaced Vehicles | 330 | |

| Parking Expansions Within Corridor | | |
|--|-----|--|
| Pope to Baldwin Segment | | |
| Parking Lots in Tallac Historic Site Planning Area | 110 | 110 Historic Facilities BMP Retrofit Project (2014) |
| Estimated Number of Spaces Needed | | |
| Total displaced roadside parking spaces after in-corridor parking expansion/formalization projects are completed | 220 | (Total # of displaced vehicles minus estimated number of in-corridor parking expansions) |

| Travel Patterns at Pope to Baldwin Segment | | |
|--|-----|--------------------------|
| Coming from the South and Returning to the South | 75% | LSC 2018 Postcard Survey |
| Coming from the North and Returning to the North | 25% | LSC 2018 Postcard Survey |

| Estimated Park-n-Ride Needs for Displaced Vehicles | Estimated Number of Spaces Needed | |
|--|-----------------------------------|---------------------------|
| Y/West Way Park-n-Ride | 165 | 165 (# of vehicles X 75%) |
| Sugar Pine Point State Park Park-n-Ride | 55 | 55 (# of vehicles X 25%) |

| EMERALD BAY SEGMENT | | |
|---|--------------------|--|
| Location | Number of Vehicles | Source |
| Inspiration Point to Past the Viaduct | 375 | LSC 2018 Emerald Bay Parking Counts |
| Eagle Falls Roadside Area Conversion to Transit Pull-off with Parking | 18 | Site testing to incorporate transit pull-off |
| Total Number of Displaced Vehicles | 393 | |

| Parking Expansions Within Corridor | | |
|--|-----------|--|
| Emerald Bay Segment | | |
| Vikingsholm Parking Enhancements | 10 | 15 Conceptual parking plans |
| Bayview Campground Conversion | 40 | 70 Conceptual parking plans |
| Total Number Spaces from In-Corridor Parking Expansions | 50 | 85 |
| Range of Estimated Number of Spaces Needed | | |
| Total displaced roadside parking spaces after in-corridor parking expansion/formalization projects are completed | 343 | (Total # of displaced vehicles minus estimated number of in-corridor parking expansions) |

| Travel Patterns at Emerald Bay | | |
|--|-----|--------------------------|
| Coming from the South and Returning to the South | 65% | LSC 2018 Postcard Survey |
| Coming from the North and Returning to the North | 35% | LSC 2018 Postcard Survey |

| Estimated Park-n-Ride Needs for Displaced Vehicles | Range of Estimated Number of Spaces Needed | |
|--|--|---------------------------|
| Y/West Way Park-n-Ride | 223 | 200 (# of vehicles X 65%) |
| Sugar Pine Point State Park Park-n-Ride | 120 | 108 (# of vehicles X 35%) |

| TOTAL | | |
|---|------------|---|
| Estimated Park-n-Ride Needs for Displaced Vehicles | | |
| Y/West Way Park-n-Ride | 388 | 365 (# of vehicles X 65%) |
| Sugar Pine Point State Park Park-n-Ride | 175 | 163 (# of vehicles X 35%) |
| Existing Parking at Sugar Pine Point State Park | 126 spaces | |
| Estimated number of additional spaces needed for the park-n-ride at Sugar Pine Point State Park | 49 | 37 (# of spaces needed minus number of existing spaces) |

EXISTING CONDITIONS SUMMARY REPORT



TAHOE
REGIONAL
PLANNING
AGENCY

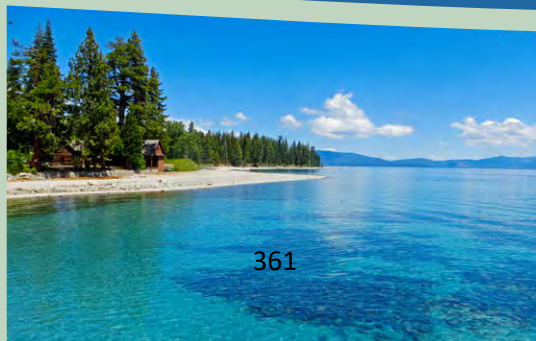


Tahoe Transportation
DISTRICT



SR-89 Corridor Management Plan

Existing Conditions Summary Report
May 2019



Prepared By:
Design Workshop, Inc.
LSC Transportation Consultants
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Hawai'i Department of Transportation
Tahoe Transportation Division



A young boy in a camouflage hoodie is standing on a rocky overlook, taking a photo of a large lake. The lake is surrounded by forested hills and has several boats on it. Other people are visible on the overlook in the background. The scene is bright and clear.

INTRODUCTION

INTRODUCTION

This document is a summary of the primary data sets collected and analyzed for the State Route 89 (SR 89) Corridor Management Plan (SR 89 CMP) in the Lake Tahoe Region. It pulls together relevant findings from site specific and regional studies over the past 10 years into one central document. Key issues impacting the corridor's transportation systems and visitor experience are described. Hot spots of activity are identified.

The data summary indicates what potential strategies and alternatives should be considered and it sets a baseline for monitoring the effectiveness of future implementation strategies. More detailed analyses can continue to use the data sets for future decision-making.

Corridor Planning

Corridor planning is an organizing framework to support regional transportation policy and align and accelerate project implementation. The approach requires multi-agency collaboration, commitments, and resources to address shared issues. Corridor planning brings together land managers and stakeholders to work across jurisdictional boundaries to identify projects and work together from project initiation through implementation.

The process aligns projects to maximize funding and considers opportunities and challenges from multiple stakeholder views. As such, the SR 89 Recreation Corridor Management Plan is an umbrella document for other plans and projects within the corridor. It creates a central vision and is a mechanism through which land managers can work together to achieve common goals.

Relationship to Linking Tahoe: Corridor Connection Plan

The Tahoe Transportation District (TTD) developed the 2017 Linking Tahoe: Corridor Connection Plan (LTCCP or Corridor Connection Plan), which collected and synthesized large amounts of data for all internal and external corridors for the Lake Tahoe Region. The SR 89 CMP uses the LTCCP as a baseline for data and high-level recommendations. The LTCCP set the stage for the more detailed data collections summarized in this document. The LTCCP also provides a foundation for the corridor's proposed recommendations. Within this existing conditions summary, data points from the LTCCP are provided alongside and in comparison to other data sets. The LTCCP describes the vision for the different corridors in Lake Tahoe. The SR 89 CMP will describe more specific action items to achieve the vision.

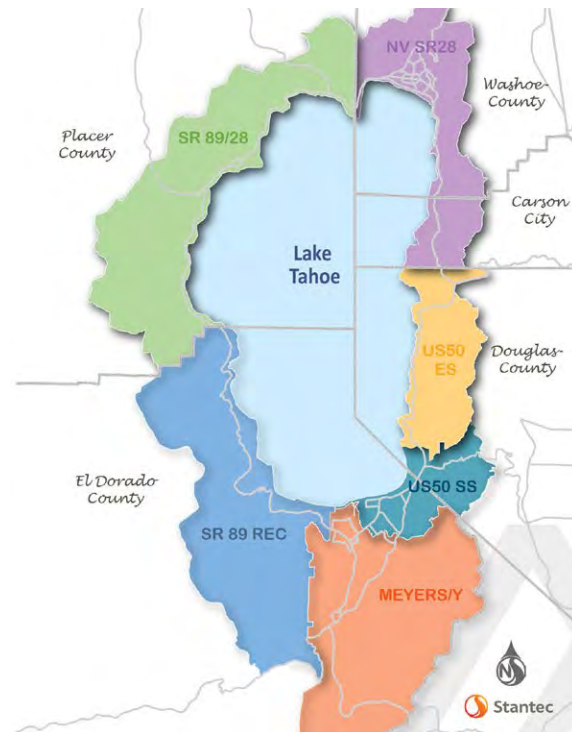


Figure 1: Corridors Identified in the 2017 Linking Tahoe: Corridor Connection Plan

KEY TAKEAWAYS FROM THE 2017 LINKING TAHOE: CORRIDOR CONNECTION PLAN

Key takeaways related to the SR 89 corridor from the Corridor Connection Plan include the following:

- With 1.6 million annual vehicle trips or 4.9 million person trips made to the Inspiration Point/Emerald Bay area in 2014, it is the most popular attraction in the corridor and possibly the Lake Tahoe Basin.
- Congestion and parking issues through Camp Richardson and Emerald Bay are the biggest transportation issues.
- The highway runs through the middle of two major recreation areas at Camp Richardson and Emerald Bay with high volumes of vehicles, bicycles, and pedestrians creating congestion and safety issues.
- Narrow roadways and minimal shoulders are not conducive for bike and pedestrian use
- There are no bike and pedestrian facilities north of Camp Richardson and USFS beaches.
- There is limited parking at Emerald Bay/Eagle Falls, scenic overlooks, and other trailhead locations.
- There is limited transit service and infrastructure.

THE CHALLENGE

The LTCCP states that the “single biggest transportation issue associated with the SR 89 Recreation Corridor is addressing the congestion and parking issues through Camp Richardson and Emerald Bay.”

Visitor demand during peak season (Memorial Day through Labor Day) exceeds infrastructure and staffing/operational capacity for significant recreation destinations. The lack of infrastructure, operational, and enforcement strategies to address the high visitation levels results in negative impacts to visitor experience, environment, lake clarity, safety, and congestion.

The corridor is one of the most visited and most popular within the Tahoe Region. The Corridor Connection Plan reported that the corridor saw almost 1.8 million annual visitors during 2014. RRC Associates’ Summer 2014 Visitor Research Summary for the North Lake Tahoe Resort Association showed 47 percent of respondents indicated spending time in Emerald Bay during their trip.

During the summer, vehicular queues begin forming between 8:00 AM and 10:00 AM at beach entries, trailheads, and off-highway vista points. The back-ups stretch into the highway and creates congestion and travel delays. Emergency responders and transit operators are often significantly impacted by the congestion.

Not enough designated off-highway parking spaces exist to meet the demand of visitors arriving by vehicle to Emerald Bay and Camp Richardson recreation areas. As a result, motorists search for places to park along narrow shoulders. The trolling for spaces increases congestion, leads to traffic incidents, increases erosion, and impacts water quality projects. Additionally, visitors must walk along the shoulder or within the roadway to reach their destination.

In the winter, SR 89 through Emerald Bay closes during and after winter storms due to avalanches and narrow shoulders. This impacts emergency responders and commuters who must travel around the East Shore to reach places of employment and meetings.

When the highway is open during the winter, it is a desirable location for backcountry ski access and for taking in the view. Because of operational requirements, most Forest Service parking lots generally close mid-October through mid-May. People must park along the roadway to access winter recreation sites. Therefore, during the shoulder season and winters with little to no snowfall, vehicles park on the shoulder because the USFS parking lots are closed even though they are empty.

THE VISION

Provide a safe and seamless travel experience that inspires every visitor and resident 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 southwest shoreline.

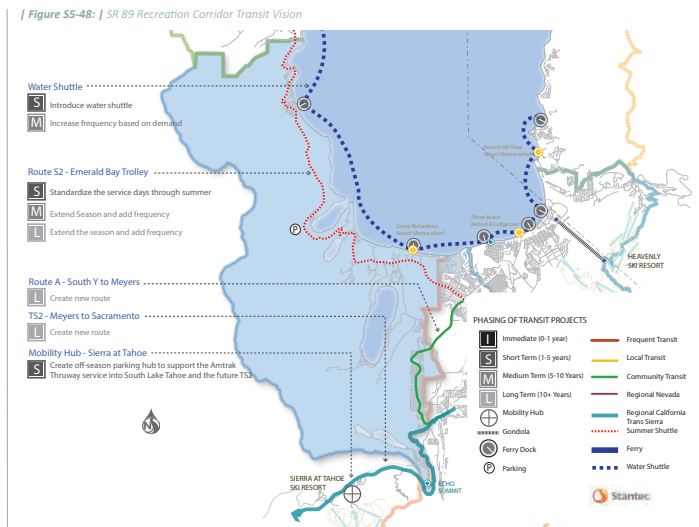


Figure 2: Transit Vision Diagrammed for the SR 89 Corridor in the Corridor Connection Plan

The LTCCP describes the vision for the SR 89 corridor’s future. Transit and active transportation facilities are at the heart of how people are envisioned to access recreation areas. Convenient, frequent transit services with an interconnected system of walking and biking paths connect people to the places they want to visit. Technology is used both as part of parking management systems and for visitor information.

This vision continues forward through the SR 89 Corridor Management Plan. The intent of this data summary is to consolidate key data sets into one place where they can be referenced and used to make the vision a reality.

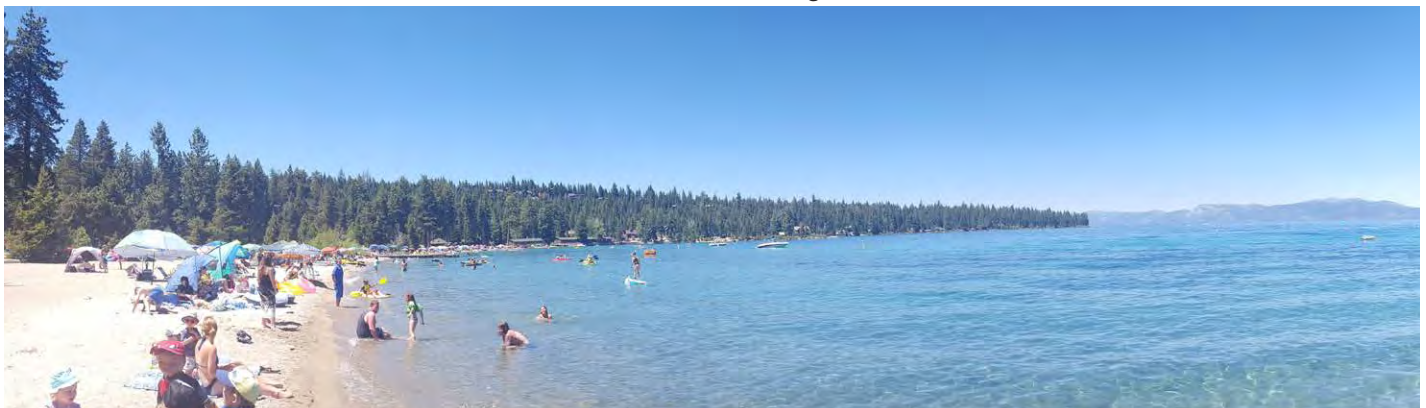
DATA SOURCES

Related Documents

Previously, planning efforts focused primarily on developing strategies and projects within individual jurisdictions. The corridor planning process looks across those land management boundaries to coordinate strategies and projects and address the shared issues facing the corridor.

The planning team reviewed over 30 previous planning documents, projects, and studies related to the corridor. Recommendations were captured and common goals and objectives were identified. Some of the

- 1969 Sugar Pine Point State Park General Development Plan
- 2005 Draft TRPA Regional Recreation Plan
- 2007 USFS Recreation Facility Improvements List
- 2008 Caltrans Water Quality Project Eagle Falls Viaduct to Meeks Creek
- 2009 Camp Richardson Resort Vision Plan
- 2010 Replacement of Taylor Creek Education Center
- 2011 LTBMU South Shore Corridor: An Approach to Sustainable Recreation
- 2011 City of South Lake Tahoe General Plan
- 2011 Meeks Bay BMP Retrofit
- 2012 Caltrans SR 89 Transportation Corridor Concept Report
- 2012 Meeks to Sugar Pine Class 1 Bike Path Study
- 2012 North-South Transit Connection Alternatives Analysis
- 2012 TRPA Regional Plan Update
- 2013 Camp Richardson Resort Campground and Vehicle Circulation BMP Retrofit
- 2013 USFS Fallen Leaf Lake Trail Access and Travel Management Plan
- 2014 Tallac Historic Facilities BMP Retrofit
- 2015 & 2018 Tahoe Prosperity Center Measuring for Prosperity: Community and Economic Indicators for the Lake Tahoe Basin
- 2015 Meeks Bay Resort Conceptual Design
- 2015 North Lake Tahoe Tourism Master Plan
- 2015 Tahoe Valley Area Plan
- 2015 USFS Integrated Management and Use of Roads, Trails and Facilities
- 2016 Linking Tahoe: Active Transportation Plan
- 2016 Regional Transportation Improvement Plan
- 2016 TART Short Range Transit Plan
- 2016 USFS Land Management Plan
- 2017 Linking Tahoe: Corridor Connection Plan
- 2017 Linking Tahoe: Regional Transportation Plan
- 2017 Long Range Transit Master Plan
- 2017 TTD Short Range Transit Plan
- 2017 USFS Integrated Management and Use of Roads, Trails and Facilities
- Over 40 Corridor Environmental Improvement Projects
- Final Alternatives Memo for Meeks Bay Resort to Sugar Pine Point SP Class 1 Bike Path
- Plan Area Statements
- Tahoe-Truckee Plug-In Electric Vehicle Readiness Program



Meeks Bay Resort includes a stretch of sandy beach that provides public access to the shores of Lake Tahoe.

Data Sets Referenced

The data sets listed below represent existing data sources and studies referenced as part of the corridor plan process. Not every data set is referenced in the existing conditions summary. Rather, those data points which are central to developing recommendations and strategies are summarized.

- 2010 TRPA Summer Travel Intercept Surveys
- 2012 UC Davis Draft Final Report: Influence of Boat Traffic and Other Physical Factors on the Test Benthic Barrier for Control of Asian Clam in Emerald Bay, Lake Tahoe
- 2013-2017 California Highway Patrol Statewide Integrated Traffic Records System
- 2014 (Summer) North Lake Tahoe Resort Association Visitor Research Summary
- 2014 TRPA Summer Travel Intercept Surveys
- 2015/2016 Lake Tahoe Visitors Authority Four Season Visitor Profile Study
- 2015 TTD Trolley Annual Ridership
- 2018 TRPA Summer Travel Intercept Surveys
- 2016 Tahoe Rim Trail: Trail Counter Data Report
- 2016-2017 Visitation Numbers from State Parks, USFS, and Concessionaires
- 2017 Caltrans Summer Traffic Count Data
- 2017 Caltrans Camp Richardson Queue Investigation
- 2017 Inrix Congestion Scan Data
- 2017 LSC Emerald Bay Parking Counts
- 2017 Linking Tahoe: Corridor Connection Plan Data Summaries, Including AirSage Cellular Data
- 2017 North Lake Tahoe Resort Association 2006-2016 Detailed Visitor Impact Estimates for The Economic Significance of Travel to the North Lake Tahoe Area
- 2017 TRPA Bicycle and Pedestrian Counters on the Pope-Baldwin Bicycle Path and the West Shore Trail

Studies and Data Collected Specifically for the SR 89 Corridor Management Plan

- 2018 Camp Richardson, Emerald Bay, and Meeks Bay Parking Counts
- 2018 Emergency Response Times Tracking Logs
- 2018 SR 89 Corridor Online Survey
- 2018 SR 89 Corridor Travel Time Survey Analysis
- 2018 SR 89 Visitor Windshield Postcard Survey
- 2018 SR 89/Jameson Beach Road Intersection Pedestrian Movement Survey
- 2018 Visitor Entries to Pope Beach, Baldwin Beach, Vikingsholm, and D.L. Bliss Tracking Logs
- 2018 SR 89 Visitor Intercept Survey
- Strava Recreational Activity Data



The Pope-Baldwin Bicycle Trail is a popular and highly used trail in the corridor.





CORRIDOR OVERVIEW

SR 89 CORRIDOR OVERVIEW

State Route Highway 89 (SR 89) is a two-lane mountain roadway running from Meyers, California north along the West Shore of Lake Tahoe to North Lake Tahoe and beyond. It is the only access route to many of Lake Tahoe's popular recreation areas and serves almost 1.8 million visitors annually. The SR 89 corridor includes 17.5 miles of highway and adjacent recreation uses from West Way in El Dorado County north to the El Dorado/Placer County line at Sugar Pine Point State Park.

Defining Physical and Natural Resource Elements

Eighty-eight percent of the SR 89 corridor has a land use designation of conservation or open space. The public lands are primarily owned or managed by the United States Forest Service Lake Tahoe Basin Management Unit (USFS-LTMBU or LTBMU) and California State Parks (CSP or State Parks). Due to the high percentage of public lands, only 2,784 residential units are located in the corridor. Of these units, 93.5 percent are single family and 83 percent of the total units are vacant. Eighty-three percent of the vacant units are for seasonal/recreational use. Compared to other corridors in the Tahoe Region, the SR 89 corridor has the highest percentage of seasonal ownership and the lowest land use density (13 persons per square mile).

Gently sloping lands are located in the southern and northern areas of the corridor. The terrain begins to slope steeply around Cascade Lake and through Emerald Bay and D.L. Bliss. The steep escarpments of Emerald Bay are the result of glaciers carving out the bay. Avalanche chutes and landslide remnants speak to the steepness of the terrain. The upland areas west of Rubicon Bay also begin to quickly steepen through the residential neighborhoods and LTBMU lands.

Ospreys and Bald Eagle nests occur throughout portions of the corridor. Significant clusters of Osprey nests are found in Emerald Bay.

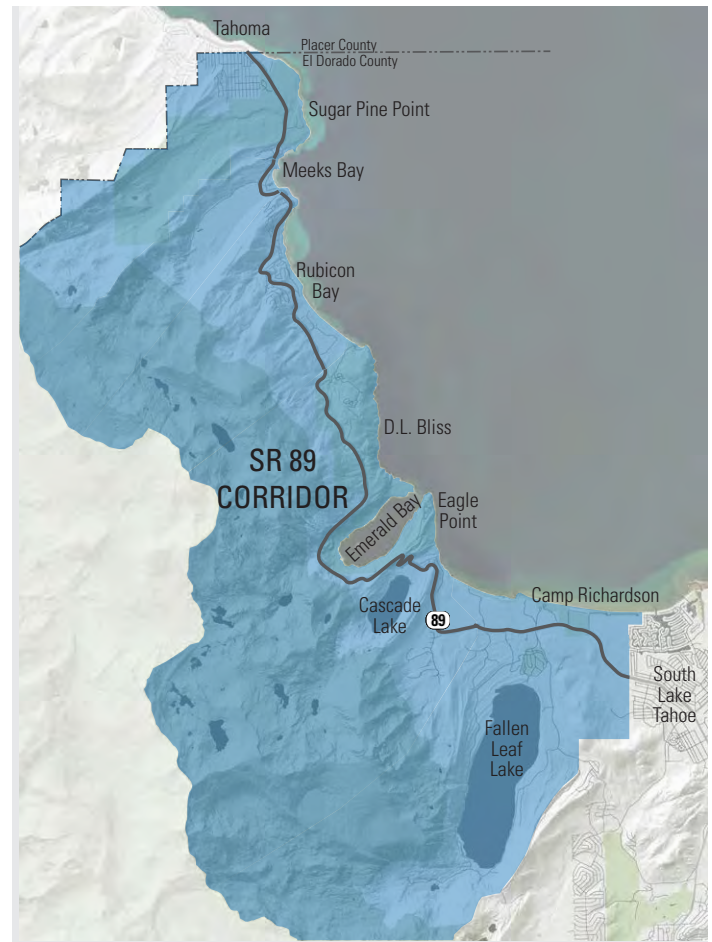


Figure 3: SR 89 Corridor

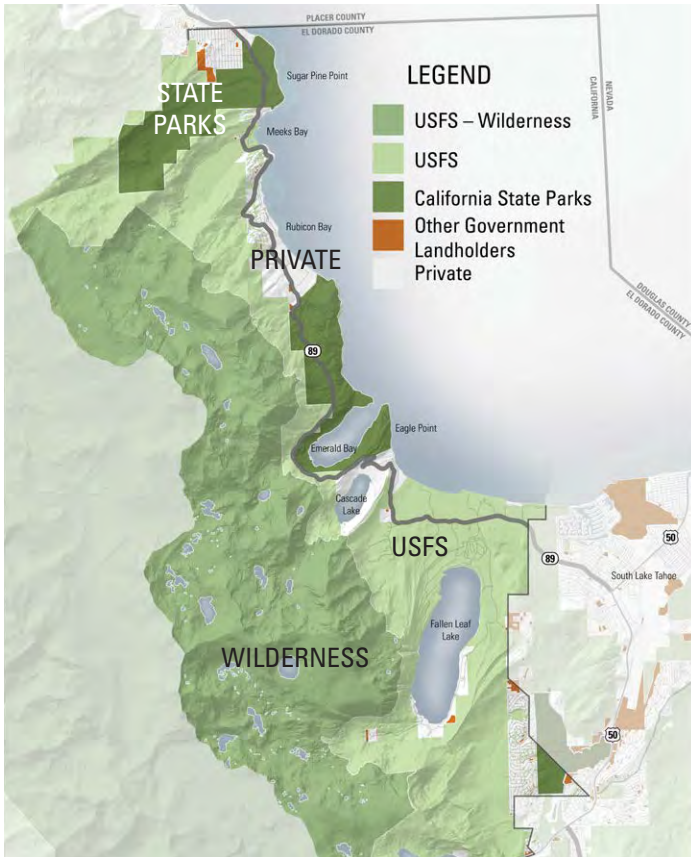


Figure 4: Ownership | SR 89 Corridor

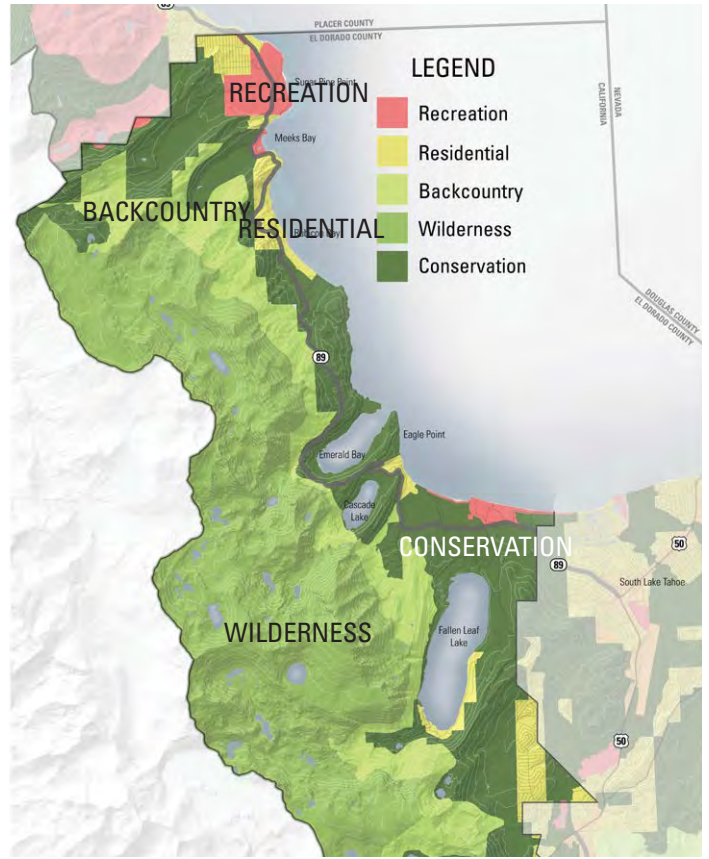


Figure 5: Land Use | SR 89 Corridor

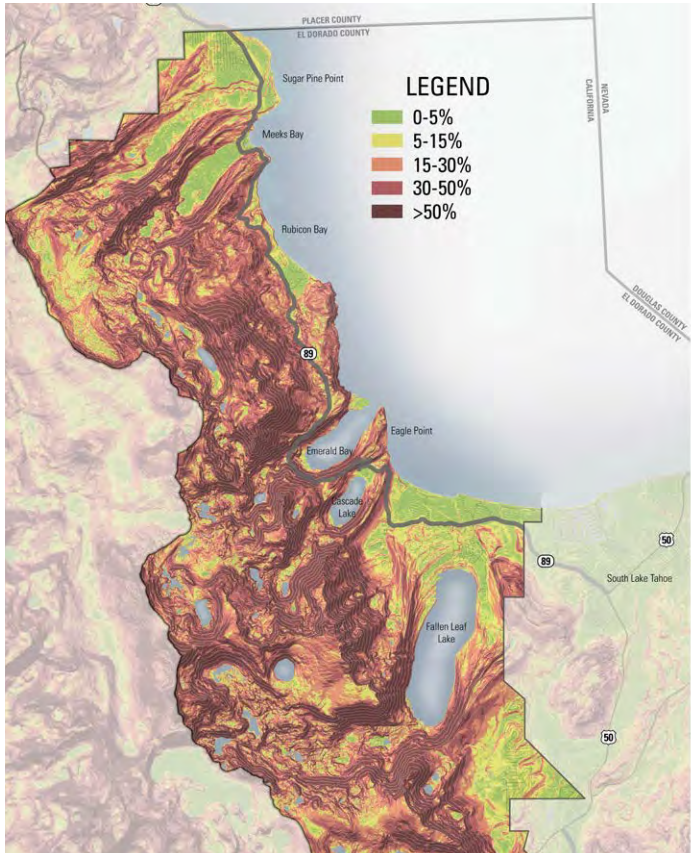


Figure 6: Terrain or Slope Analysis | SR 89 Corridor

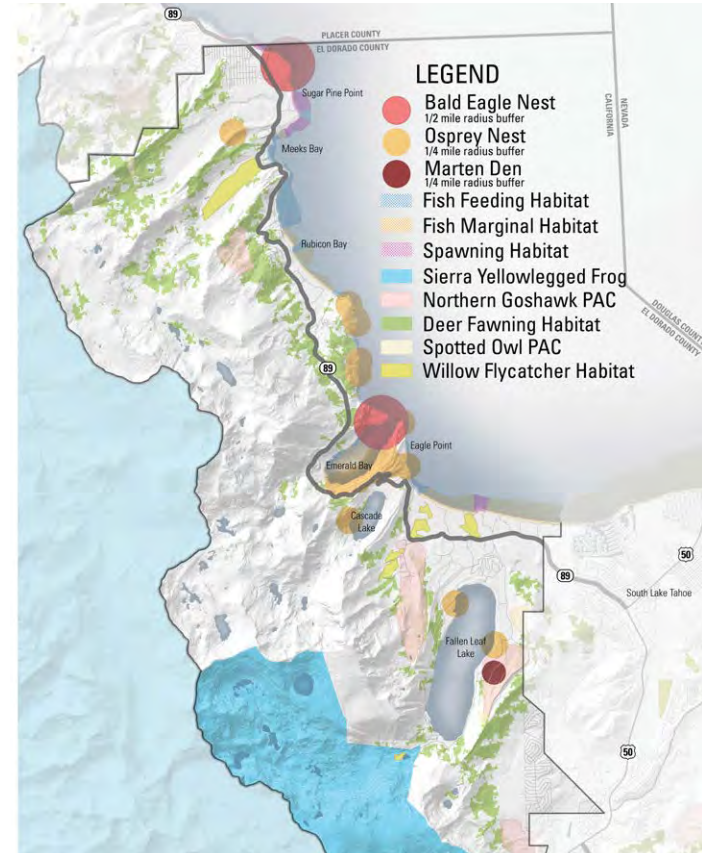


Figure 7: Natural Resources | SR 89 Corridor

Recreation Destinations and Use

The SR 89 corridor has a variety of both summer and winter recreation opportunities. Second to the east shore of Lake Tahoe, it offers the longest stretch of continuous, undeveloped publicly accessible shoreline which makes beach-going a popular activity. Day hikes, sight-seeing, and camping are also high demand activities. Distinct to this corridor, the area has a mix of both short vista stops, longer day use activities, and even longer overnight backcountry activities. The number of different activities and the well-publicized and highly-recognized Emerald Bay landscape combine to create one of Lake Tahoe’s most visited locations.

The LTCCP used cell phone data to identify destination hot spots in Lake Tahoe. The area around Emerald Bay has high volumes of activity in the summer and winter. Camp Richardson, was identified as a minor destination hot spot.

The LTCCP estimated the corridor hosted 1,782,648 annual visitors in 2014. A third of the visitors likely recreated on beaches and in campsites from Pope Beach to Baldwin Beach. Records for Pope Beach, Camp Richardson, and Baldwin Beach accounted for 637,938 visitors who paid for parking in the summer of 2017.

Emerald Bay (which includes Inspiration Point; Bayview campground and trailhead; Eagle Falls trailhead; and Emerald Bay State Park with Vikingsholm, Eagle Point campground, and a boat-in campground) likely accounts for the highest volume of visitors. State Park record keeping shows a discrepancy in tracking accurate visitation volumes, but throughout the 1980’s through early 2000’s, annual attendance ranged from 500,000 to 600,000 just for the State Park facilities. Day hikers, sightseers, and people traveling around the Lake are not included in those counts.

The majority of visitors to the SR 89 corridor are overnight visitors, meaning they stay in Tahoe at least one night. The LTCCP found that 90 percent of visitors in the corridor were overnight visitors. 2018 intercept survey results showed a similar breakdown: 89 percent overnight visitors and 11 percent day visitor.

The Tahoe Prosperity Center’s 2018 Measuring for Prosperity Report showed that summer lodging revenues have consistently grown since the 2009/2010 season. From 2009/2010 to 2016/2017, revenues grew by 84 percent in Zephyr Cove and Stateline, Nevada; by 83 percent for South Lake Tahoe; and by 36 percent for the North Shore. These numbers reflect the growing demand for visitation in Lake Tahoe and the subsequent desire for recreation access.

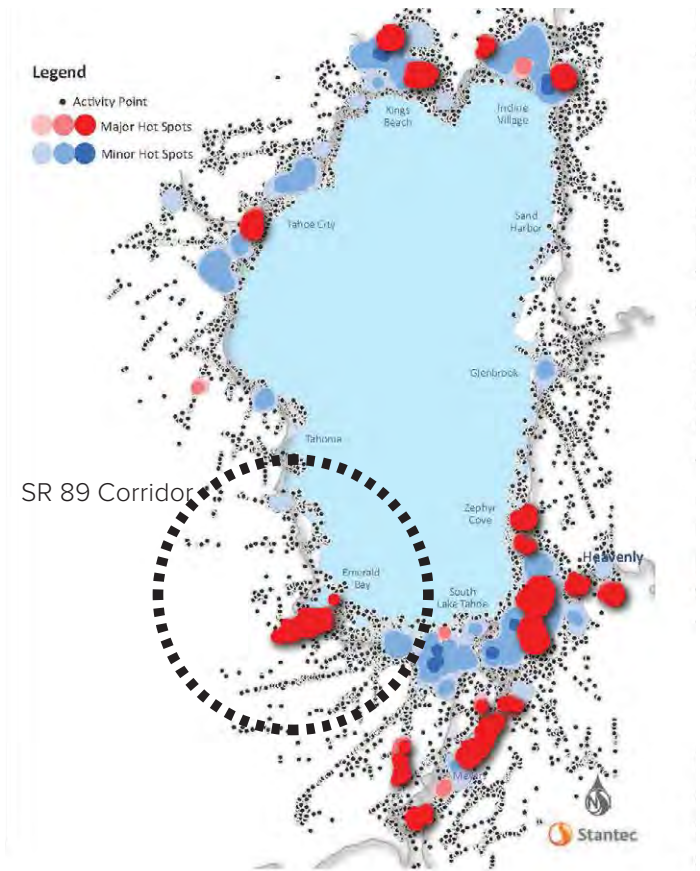


Figure 8: Hot Spot Destinations, July 2014, per the LTCC

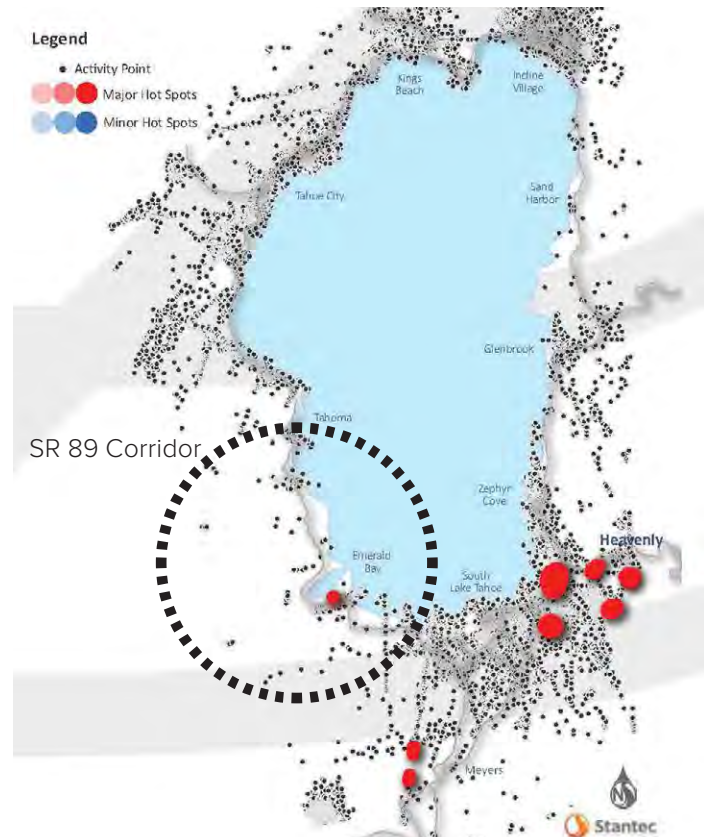


Figure 9: Hot Spot Destinations, Feb 2014, per the LTCC

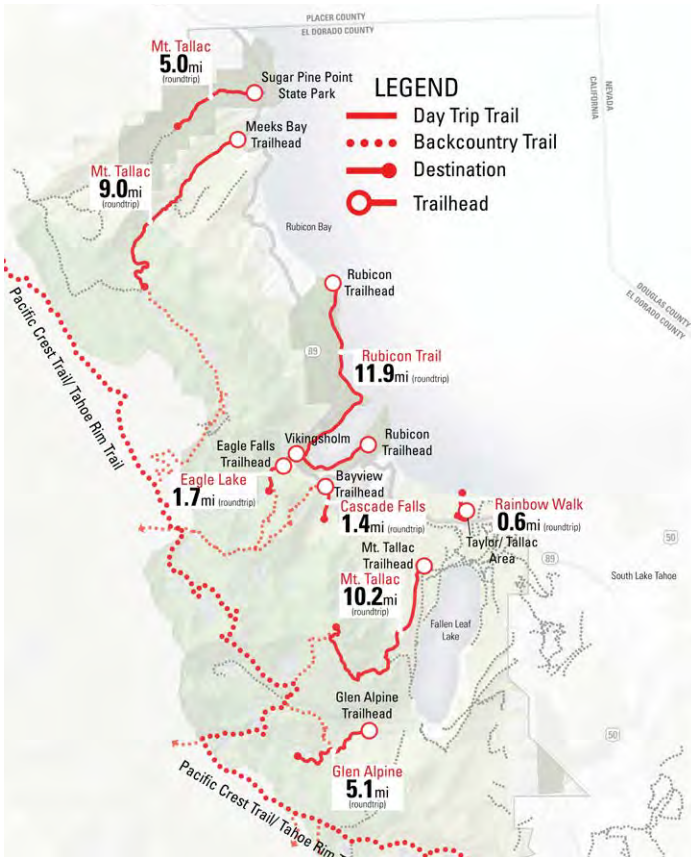


Figure 10: Trails and Trailheads | SR 89 Corridor

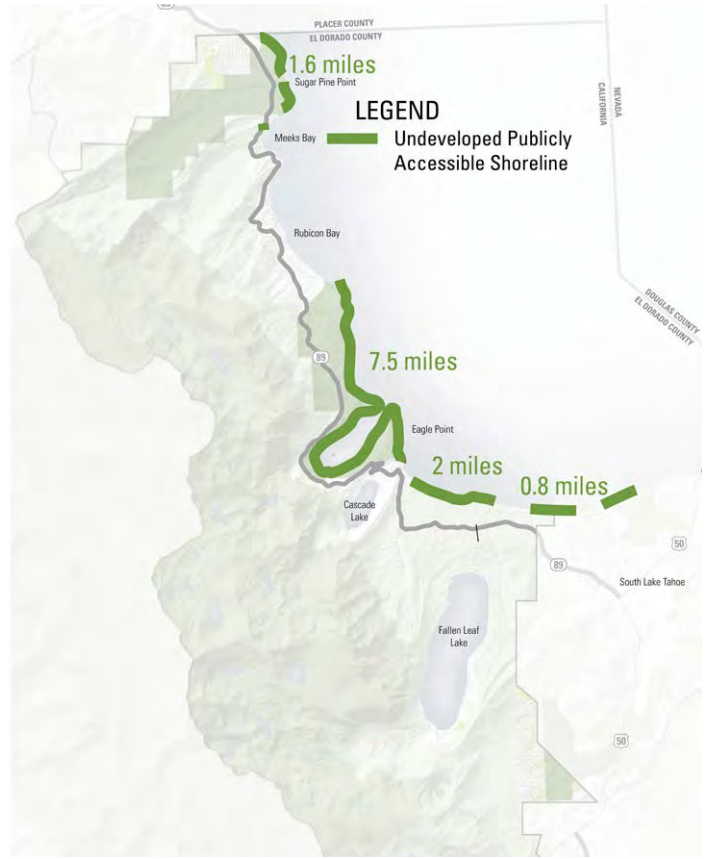


Figure 11: Undeveloped, Publicly Accessible Shoreline

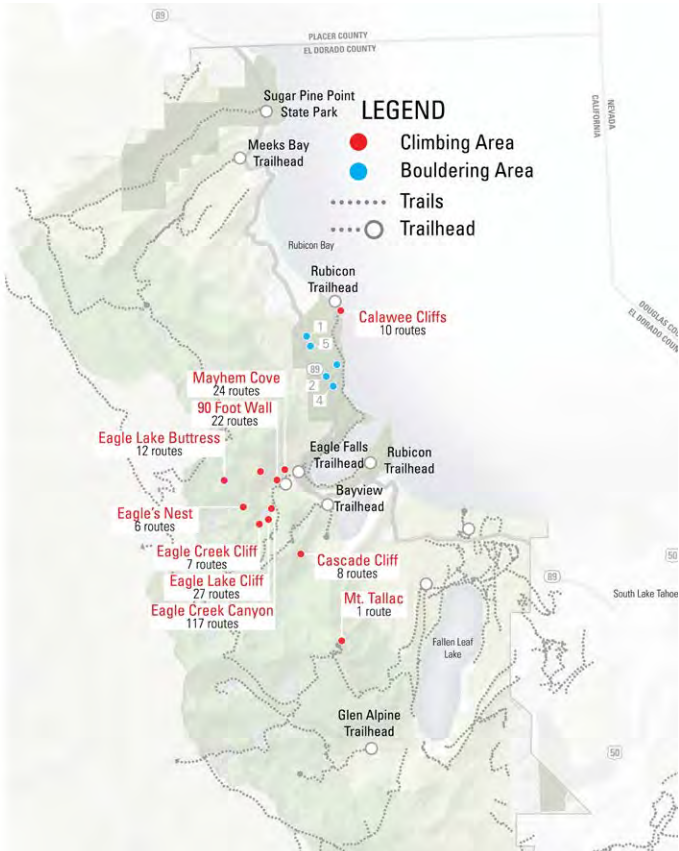


Figure 12: Climbing and Bouldering Locations | SR 89 Corridor



Figure 13: Winter Recreation Access | SR 89 Corridor

Geographic Origin and Future Growth Pressures

Lake Tahoe Visitors Authority’s 2015/2016 Four Season Visitor Profile (LTVA Visitor Profile) identified 37 percent of South Shore 2015/2016 visitors originated from Northern California, 10 percent came from Southern California, and 10 percent came from Nevada. Sixty percent of respondents to the LTVA Visitor Profile survey stated they arrived to Lake Tahoe by a private vehicle. The anticipated growth for the Sacramento Valley, Bay Area, and Reno regions will result in continued increase in visitation volumes.

California’s Department of Finance (DoF) population projections prepared January, 2018 estimated that by 2040, 2.25 million additional people would live in the Northern California counties that make up the Sacramento Area Council of Governments (SACOG) and the Association of Bay Area Governments (ABAG). Projections for 2060 are for an increase of 3.8 million people for a total of 10.4 million people living in those Northern California counties.

Northern Nevada is also projecting population growth. The 2019 Northern Nevada Economic Planning Indicators Committee (EPIC) Report update prepared for the Economic Development Authority of Western Nevada (EDAWN), forecasts an 8.6 percent population growth over the next five years. This is an increase of almost 55,000 people in the five-county region of Washoe County, Carson City, Douglas County, Lyon County, and Storey County. The Nevada State Demographer’s 2018 population projections for 2037 also show significant increases. The Reno Carson City, Fernley Combined Statistical Area is projected to have a 12 percent population increase by 2037, equating to over 71,000 additional residents. This growth will create added demand for recreation access in Lake Tahoe.

Changing Demographic Trends

California is not only growing. It is diversifying and it is aging. In 2018, the DoF estimated that by 2060, 37 percent of the Northern California population areas previously described will identify as white, 23 percent as Asian, and 29 percent as Hispanic (any race). This is a change from 2018 which had an ethnicity composition of 43 percent white, 22 percent Asian, and 24 percent Hispanic (any race). Expectations for recreation access and types of use are likely to change with demographics. Communications, facilities, and management strategies will need to adjust accordingly.

DoF projections also indicate an aging population. By 2060, 23 percent of the population is estimated to be age 60 and above. That is an increase of 43 percent from the 2018 age distribution in which 15 percent of the population is age 60 and above. Facilities will need to allow for ease of mobility.

Transportation Facilities

SR 89 is a two-lane mountain highway throughout all of the study corridor. Traffic volumes, crash data, and transit use at a corridorwide level is summarized in the following section. More detailed information is presented by segment in the following chapters.

Traffic Volumes

Caltrans periodically collects traffic counts at various points along the SR 89 corridor. Counts extrapolated to peak month (summer) average daily counts are shown in Figure 14. As traffic volumes within a specific season can vary substantially day-to-day, some of the changes in volumes may be a result of differences in specific count days. This data is used to understand long-term trends and to give an overall idea of traffic levels at different points in the corridor.

Daily summer traffic volumes are highest at the south end of the corridor with 26,000 vehicles per day near the U.S. Highway 50/South Tahoe “Y” intersection and lowest at the north end of the corridor with 5,900 vehicles per day at Tahoma in 2016.

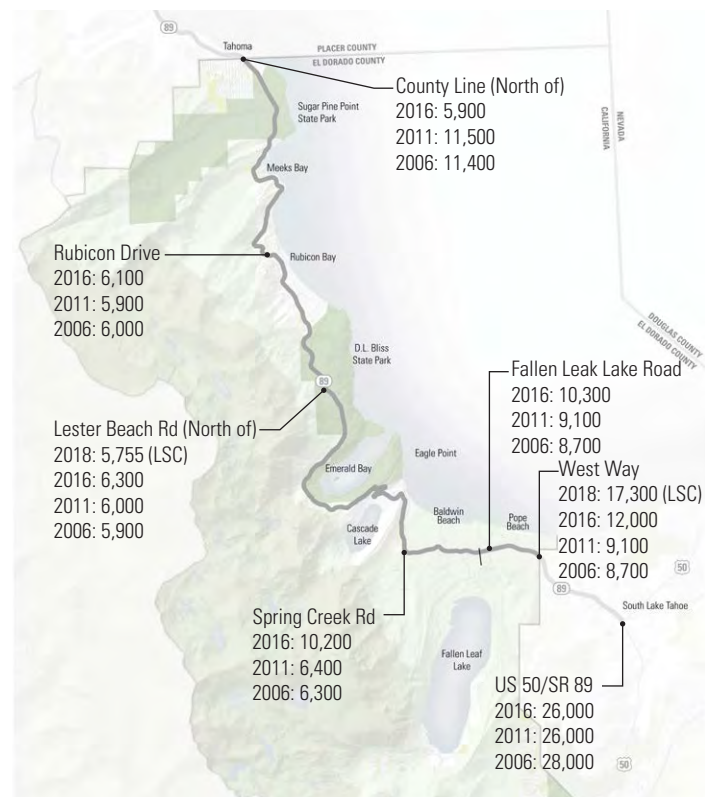


Figure 14: Peak Month Average Daily Traffic Volumes per Caltrans Counts, 2006, 2011, and 2016; Additional Peak Daily Count for West Way and Lester Beach Road Locations are per 2018 LSC Counts

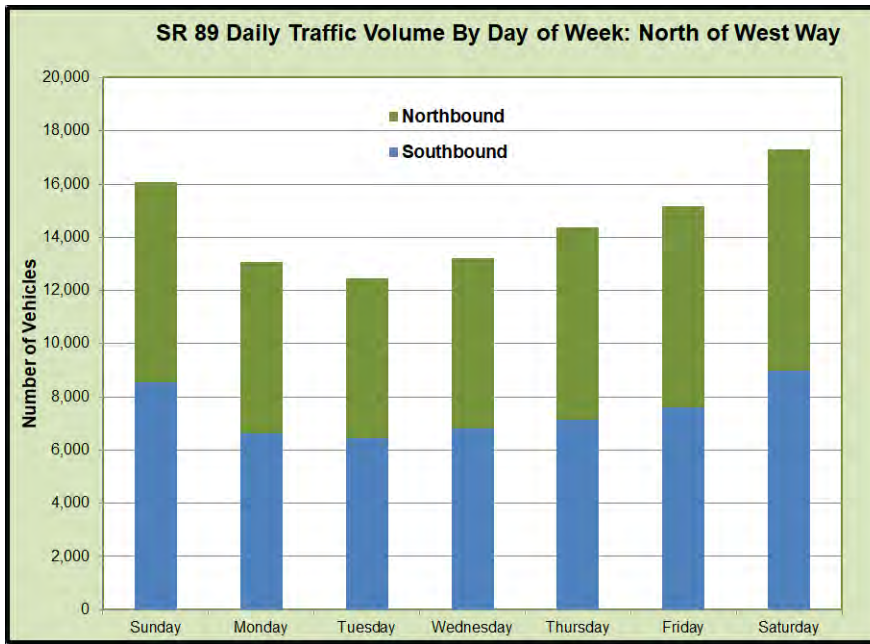


Figure 15: Daily Traffic Volumes By Day of Week North of West Way per LSC Summer 2018 Counts

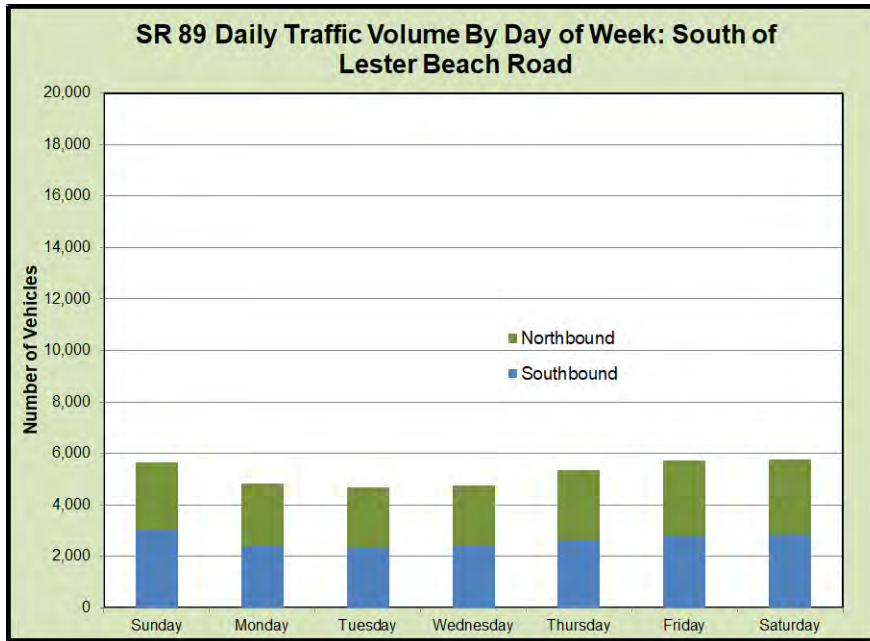


Figure 16: Daily Traffic Volumes By Day of Week South of Lester Beach Road per LSC Summer 2018 Counts

To obtain more current traffic counts within the study area, LSC installed radar-based traffic counters from Wednesday, August 1st to Wednesday, August 8th, 2018. The traffic counters were positioned along SR 89 just north of West Way and just south of Lester Beach Road. The Saturday peak daily counts are included in Figures 15 and 16.

Summer traffic volumes have been relatively flat over the last 20 years. However, the last few years of available counts show an increase in traffic levels south of Emerald Bay starting in 2014.

Distribution by Day of Week

Traffic volumes throughout the SR 89 corridor are highest on Saturdays and lowest on Tuesdays. The ratio of weekend to weekday traffic is higher south of Emerald Bay than it is north of Emerald Bay. This indicates frequent weekend shuttles to Emerald Bay from the South would have a high chance of success if implemented, in combination with additional management strategies.

Distribution by Hour

Saturday hourly directional volumes at the southern end of the corridor show a strong northbound flow in mid-morning with a corresponding strong southbound flow in late afternoon. In comparison, traffic volumes north of Emerald Bay are relatively flat from 10 AM to 4 PM and equal in both directions. This data confirms the survey data, that most visitors are entering and exiting the SR 89 corridor from the south. It also corresponds with parking observations at Pope Beach, Baldwin Beach, Emerald Bay, and D.L. Bliss which document that parking areas fill in the early morning.

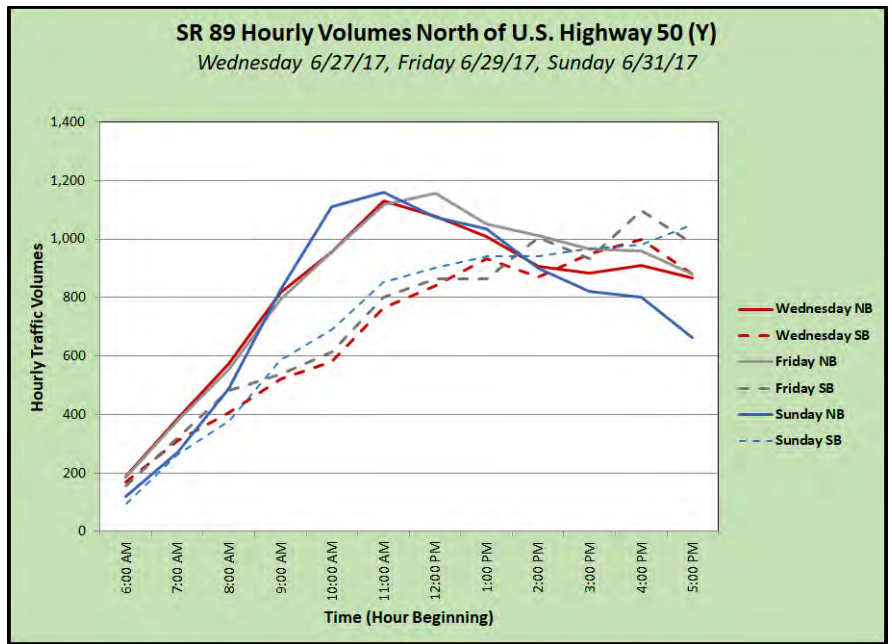


Figure 17: Hourly Volumes North of US 50 Intersection (Caltrans July 2017)

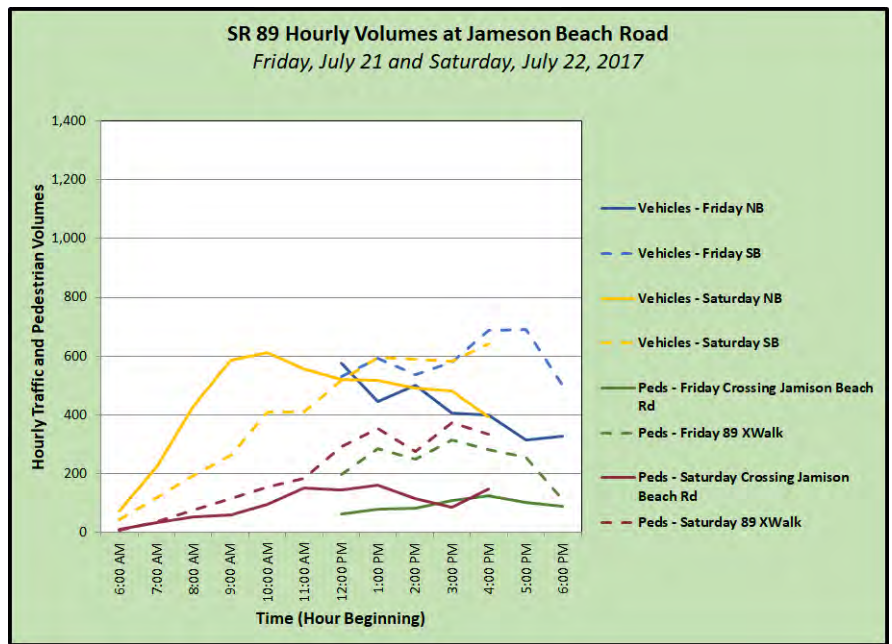


Figure 18: Hourly Volumes at Jameson Beach Road (Caltrans July 2017)

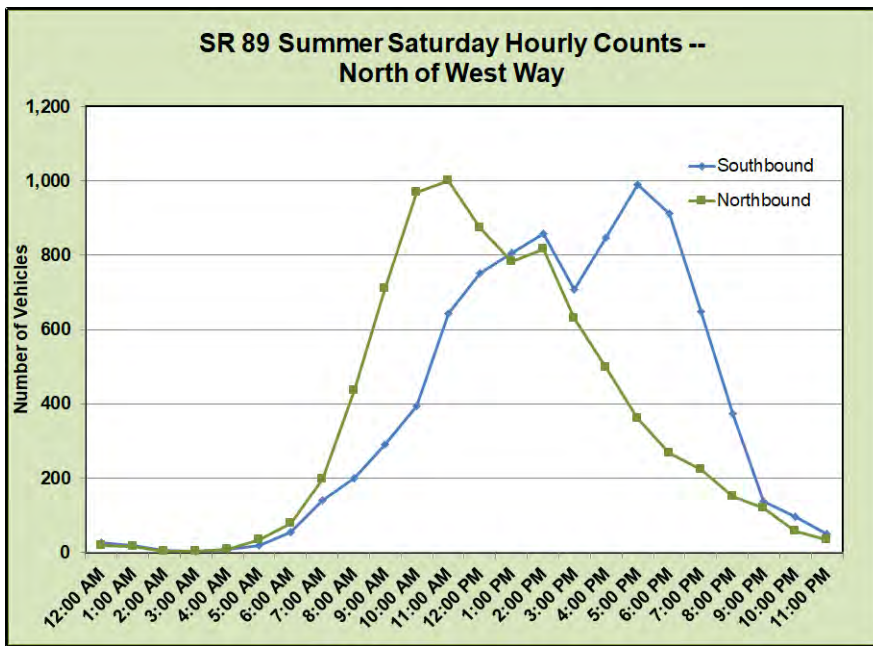


Figure 19: Hourly Traffic Volumes North of West Way (LSC Summer 2018)

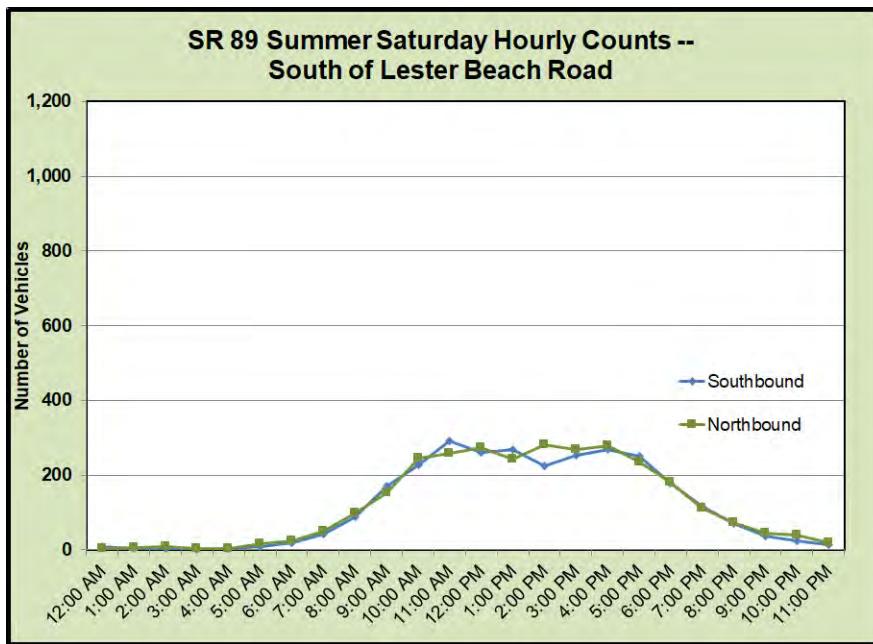


Figure 20: Hourly Traffic South of Lester Beach Road (LSC Summer 2018)

Traffic Delays

Substantial traffic delays can occur from May through October, but are most severe during July and August. Observed delays were up to a full 75 minutes (though average delays are lower). Delays are particularly concentrated between the Vikingsholm lot and Baldwin Beach Road (in both directions) and southbound south of Pope Beach Road. Overall, travel speed through the corridor was observed as low as 10 MPH in the northbound direction and 6 MPH in the southbound direction. Although there are safety benefits to this slow of a travel speed, this travel speed may be excessively slow, creating frustration and in turn can actually reduce safety by creating unpredictable driving behavior.

Delays were reported by the traffic analysis surveyor to be generated by pedestrian/bicycle crossing activity in the Camp Richardson, Inspiration Point, and Eagle Falls areas. Parked vehicles partially blocking travel lanes also created delays (including the need for oncoming vehicles to take turns using the available roadway width). Drivers simply stopping in the travel lanes to take pictures also created delays. Note that no construction was occurring on any of the travel time survey days.

Traffic congestion seriously impacts emergency response times in the corridor, with an estimated average of 12 minutes of delay for trips through the corridor and a maximum delay of 30 minutes.

INRIX Cellphone Delay Data

INRIX, a company that specializes in connected car services and transportation analytics, collects data streams from local transportation authorities, sensors on roadways, fleet vehicles, long haul trucks, taxis, and consumer users of the INRIX Traffic App. The INRIX data has been used to estimate the average vehicle speed and vehicle delay within the study area on an hourly basis throughout the calendar year. The smallest segment of analysis available through the INRIX dataset is the segment from the Y intersection with U.S. Highway 50 to Meeks Bay Avenue. Travel speeds and delay in the individual sub-corridors are therefore not available. INRIX data does not provide detailed information on the cause of delay, but the data is useful to review patterns in delay by day or time of day.

As shown in Table 1, the number of days with substantial traffic delays, peaks in July and August, is relatively high from May through October, and substantially lower in the winter months.

June through August experience the greatest number of days with substantial delay, with 25-28 days each month showing delay in the northbound direction and 16-18 days each month showing delay in the southbound direction. October also experienced significant delay on 25 days in the northbound direction and 10 days in the southbound direction, likely due to construction impacting traffic.

| CORRIDORWIDE DELAYS | | | | |
|---------------------|--|------------|--|------------|
| | Percent of Month (by Days) with Substantial Traffic Delays | | Total Number of Hours of Substantial Delay | |
| | Southbound | Northbound | Southbound | Northbound |
| January | 16% | 26% | 7 | 16 |
| February | 7% | 11% | 3 | 3 |
| March | 6% | 10% | 2 | 3 |
| April | 10% | 7% | 3 | 2 |
| May | 23% | 58% | 18 | 43 |
| June | 53% | 83% | 35 | 100 |
| July | 61% | 90% | 53 | 92 |
| August | 58% | 90% | 47 | 100 |
| September | 27% | 63% | 17 | 57 |
| October | 32% | 81% | 20 | 91 |
| November | 30% | 20% | 12 | 7 |
| December | 13% | 29% | 6 | 11 |

Table 1: Corridorwide Delays

Source: LSC 2018 Traffic Delay Analysis

Caltrans Truck Count Data

Caltrans currently designates all of the SR 89 corridor as a “KPRA (King Pin to Real Axle) Advisory” Route. Specifically, the 21.1 miles of roadway from U.S. Highway 50 on the south to Fawn Street in Homewood on the north is designated “A <30”, indicating that trucks with a length between the king pin and rear axle exceeding 30 feet are not advised.

Although a truck having a longer KPRA than the “advised” length, is not illegal, driving such a truck in the switchback area may violate other laws, such as driving left of double yellow lines.

The highway’s hairpin turns constrain the size and type of vehicle that can travel the highway year-round. In the winter especially, the switchbacks, narrow shoulders, and icy roads create conditions that can be unsafe for large tractor trailer trucks.

The proportion of traffic that is comprised of large trucks is much lower in the SR 89 corridor than for typical California state highways, reflecting general awareness and adherence to the advisory truck length restrictions.

Larger trucks noted by number of axles are also a smaller proportion than statewide: 4 or 5 axle trucks comprise only 0.2 percent of total traffic in the southern portion of the corridor, with as few as 9 total trucks per day reported in the Caltrans counts.

| SR 89 CALTRANS 2016 TRUCK COUNTS ¹ | | | | | | | |
|---|------------------------------|-------|----------------|-----------------------------------|------|------|------|
| | Average Annual Daily Traffic | | Percent Trucks | Percent Trucks by Number of Axles | | | |
| | TOTAL | Truck | | 2 | 3 | 4 | 5+ |
| North of US 50 | 16,900 | 273 | 1.6% | 1.2% | 0.2% | 0.1% | 0.1% |
| South of Fallen Leaf Road | 5,100 | 78 | 1.5% | 1.1% | 0.2% | 0.1% | 0.1% |
| North of Bliss State Park | 3,700 | 152 | 4.1% | 3.3% | 0.4% | 0.3% | 0.1% |
| South of Ward Creek | 7,500 | 300 | 4.0% | 1.4% | 1.3% | 1.0% | 0.3% |
| South of SR 28 | 12,100 | 760 | 6.3% | 4.4% | 0.9% | 0.4% | 0.5% |
| Statewide Average | | | 10.3% | 4.5% | 1.2% | 0.4% | 4.1% |

Table 2: SR 89 Caltrans 2016 Truck Counts

Source: www.dot.ca.gov/trafficops/census



A tractor-trailer truck ignored the Caltrans KPRA designation for SR 89 and became stuck and completely blocked the highway at Emerald Bay. The driver was cited for being over length and for failing to install chains on his vehicle.

Crash Data

Vehicle, pedestrian, and bicycle crashes are reported and stored in the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) and available through LTinfo.org, managed by TRPA. The dataset was compared for consistency with data in the draft Lake Tahoe Region Safety Strategy. Collision records for the previous five years (2013-2017) were reviewed for the corridor, and broken down by the following sub-corridors:

- Camp Richardson – U.S. Highway 50 to North of Spring Creek Road
- Emerald Bay – South of Cascade Creek Road to north of Two Ring Road
- Meeks Bay – South of Four Ring Road to El Dorado/Placer County Line

Crash rates (per million vehicle-miles of travel) are higher in the Emerald Bay area than elsewhere in the SR 89 corridor. However, all segments of the corridor have overall crash rates lower than the statewide average for similar roadways. They are also in line with other crash rates around the Tahoe Region. For example, the rate on the SR 28 corridor on the East Shore is 1.23 and the rate on U.S. Highway 50 in the central portion of South Lake Tahoe is 0.65. The highest rate in the Tahoe Region is along SR 28 in Tahoe City with a rate of 2.03.

Crash Data Highlights

- There were no fatalities in the corridor between 2013 and 2017.
- There is an average of 29 reported crashes per year in the study corridor, of which, 11 resulted in injuries.
- Most crashes are a result of a combination of unsafe travel speeds, improper turning movements, and drivers hitting objects.
- Crashes involving bicyclists were five percent of crashes while those involving a pedestrian were one percent.
- The most common type of crash in the Camp Richardson area is rear-end and “hit object.” Camp Richardson also has the highest proportion of rear-end crashes of all three sub-corridors. This could be due to stop-and-go traffic in this area as drivers slow for pedestrians or look for parking.
- At Emerald Bay, the most common type of crash is “hit object,” which includes crashes with wildlife and rocks in the roadway. The next most common type of crash is sideswipe. Both of these factors indicate that the narrow roadway, on-highway parking, and lack of shoulder contribute to crashes.
- In winter, avalanches can be a cause of crashes in Emerald Bay. Between 2013 and 2017, 12 crashes occurred in Emerald Bay during snowy/icy road conditions. Vehicles caught in avalanches are included in those counts.
- Most violations are attributed to unsafe speed in all three sub-corridors.

TRAFFIC CRASH SUMMARY BY TYPE OF COLLISION AND VIOLATION CATEGORY¹

| | Total Crashes | Type of Collision | | | | | | Violation Category | | | |
|------------------|---------------|-------------------|------------|----------|-----------|------------|-------|--------------------|--------------|------------------|-------|
| | | Head-On | Side-swipe | Rear End | Broadside | Hit Object | Other | DUI | Unsafe Speed | Improper Turning | Other |
| Camp Richardson | 35 | 2 | 4 | 11 | 3 | 11 | 4 | 2 | 12 | 10 | 11 |
| Emerald Ba | 72 | 6 | 16 | 6 | 4 | 29 | 11 | 8 | 28 | 23 | 13 |
| Meeks Bay | 35 | 3 | 6 | 2 | 3 | 18 | 3 | 1 | 14 | 10 | 10 |
| Total | 142 | 11 | 26 | 19 | 10 | 58 | 18 | 11 | 24 | 43 | 34 |
| Average Annual | 28.4 | 2.2 | 5.2 | 3.8 | 2.0 | 11.6 | 3.6 | 2.2 | 10.8 | 8.6 | 6.8 |
| Percent of Total | | 8% | 18% | 13% | 7% | 41% | 13% | 8% | 38% | 30% | 24% |

Table 3: SR 89 Traffic Crash Summary by Type of Collision and Violation

Source: www.dot.ca.gov/trafficops/census

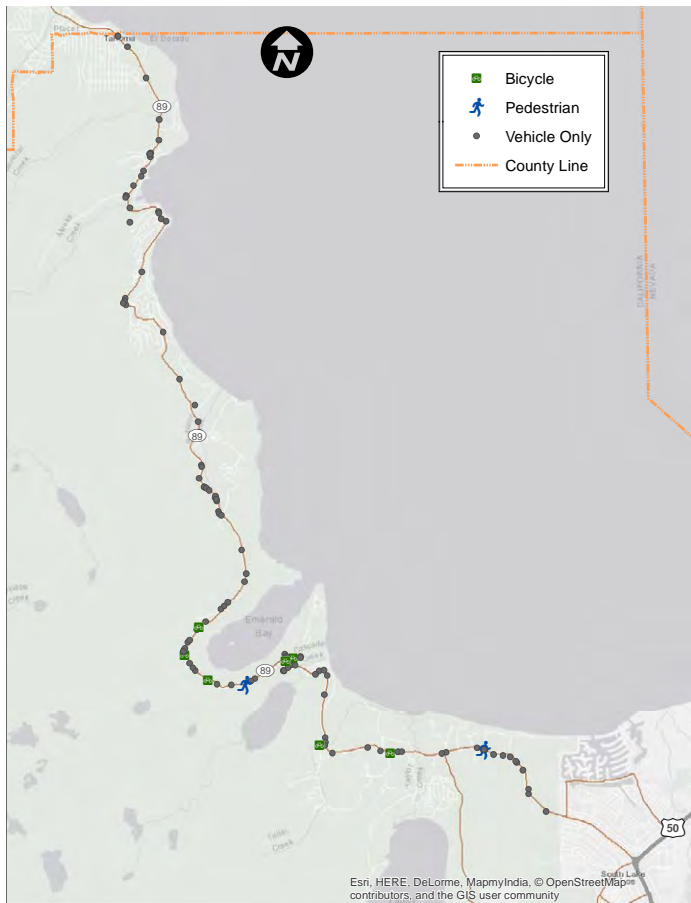


Figure 21: SR 99 Corridor Bicycle, Pedestrian, and Vehicle Only Crashes 2013-2017

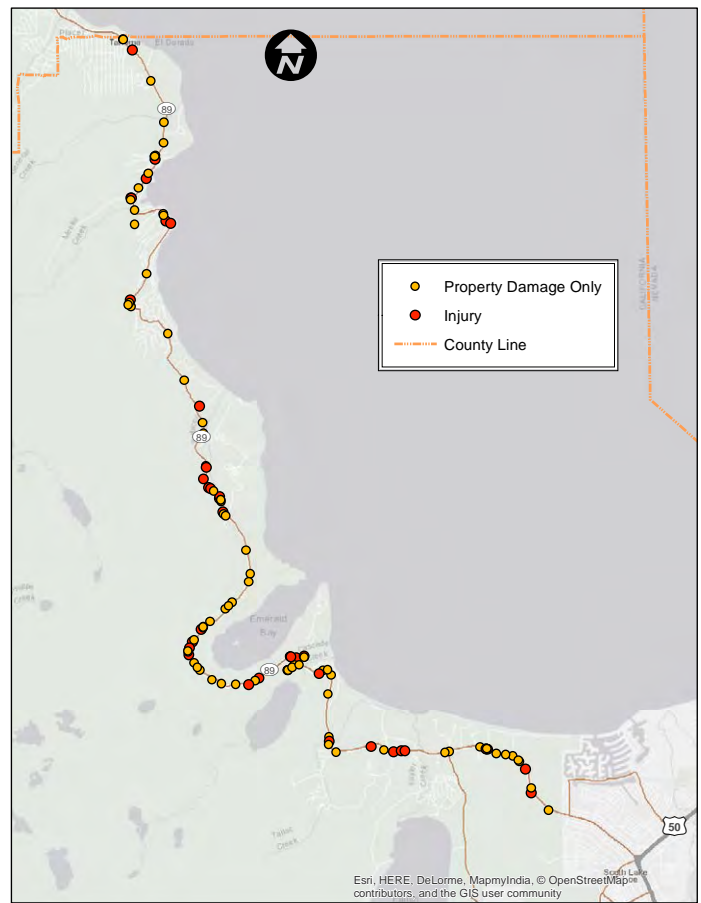


Figure 22: SR 99 Corridor Crash Severity 2013-2017

| NUMBER OF CRASHES BY ROAD CONDITION ¹ | | | | | |
|--|-----------------|-------------|-----------|-------|------------|
| | Camp Richardson | Emerald Bay | Meeks Bay | Total | % of Total |
| Dry | 32 | 58 | 20 | 110 | 77% |
| Wet | 2 | 2 | 5 | 9 | 6% |
| Snowy/lcy | 1 | 12 | 10 | 23 | 16% |

Table 4: Number of Crashes by Road Condition 1/2013-12/2017

| NUMBER OF CRASHES INVOLVING A BICYCLIST OR A PEDESTRIAN ¹ | | | | |
|--|-----------------|-------------|-----------|-------|
| | Camp Richardson | Emerald Bay | Meeks Bay | Total |
| Total # of Persons Injured | 16 | 33 | 27 | 76 |
| Total # of Peds Injured | 1 | 1 | 0 | 2 |
| Total # of Cyclists Injured | 2 | 5 | 0 | 7 |

Table 6: Number of Crashes Involving a Bicyclist or Pedestrian 1/2013-12/2017

| NUMBER OF CRASHES BY SEVERITY ¹ | | | | | |
|--|-----------------|-------------|-----------|-------|------------|
| | Camp Richardson | Emerald Bay | Meeks Bay | Total | % of Total |
| Total | 35 | 72 | 35 | 142 | |
| Injury | 14 | 27 | 16 | 57 | 40% |
| Fatality | 0 | 0 | 0 | 0 | 0% |
| Property Damage | 21 | 45 | 19 | 85 | 60% |

Table 5: Number of Crashes by Severity 1/2013-12/2017

¹Source: California Highway Patrol Statewide Integrated Traffic Records System (SWITRS)

Transit Ridership

Due to funding constraints and low ridership, the last year transit serviced the SR 89 corridor was 2018. Previously the Tahoe Transportation District (TTD) operated the Emerald Bay Trolley. The service plan has varied over the years depending on funding availability. The route typically extended from the South Tahoe Y to the Tahoe City Transit Center, except in 2014 when it only extended from the Y to Vikingsholm. The Trolley generally operated from late June to the first week in October. It typically operated daily for the week surrounding the July 4th holiday, on Friday through Monday from the 4th of July week to Labor Day, and then weekends only through the first weekend in October. Service was operated either hourly or every two hours from 8:30 AM to 5:30 PM or 6:30 PM, depending on the time of day and the year. The operation of the Trolley was impacted by the same traffic congestion that affects all travel through the corridor, as well as by the lack of shoulder space for bus stops.

Ridership in general tracked with service hours, as shown in Figure 23. In years with more service hours, ridership was higher, with the exception of 2017 when vehicle service hours increased over the previous year but ridership decreased slightly. Over the past five years, passengers per vehicle-hour averaged 10.3. Passengers per vehicle-hour were highest in 2013 at 11.5, when the trolley provided the most service hours. Ridership per vehicle-hour was also slightly higher than average in 2016 at 10.9, even though the bus ran less frequently (every 1.5 hours as opposed to every 1 hour and only from 8:30 AM to 5:00 PM).

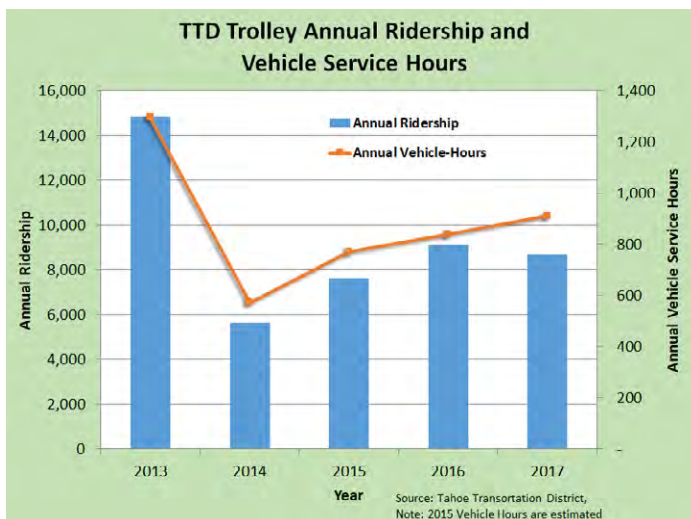


Figure 23: Trolley Ridership Compared to Service Hours

Transit Data Highlights

- The Emerald Bay Trolley hours, frequency, and route have varied over the years, due to funding limitations. While it has generated ridership up to 14,800 boardings per year and ridership per vehicle-hour of service levels that are common for transit services in rural areas, it did not reach the full potential for transit service in the SR 89 corridor.
- Ridership was higher in years when the route extended the full length from South Lake Tahoe to Tahoe City.
- Transit operations were impacted by traffic congestion and the lack of designated transit stops. This impacts the reliability of transit service for passengers and increases the costs of service.

Corridor Connection Plan Transit Vision

The LTCCP sets forth a vision for transit in Lake Tahoe. For the SR 89 corridor, the vision includes more frequent and convenient transit which would be implemented in tandem with parking management and strategies to incentivize the use of transit. This includes both in-corridor mobility hubs and connections to transit at bed bases, such as the State-line casino core area. Local ferry shuttle is also envisioned as part of a holistic strategy for the corridor.

Short-Range Transit Plan

The TTD's 2017 Short-Range Transit Plan (SRT) provides policy and financial direction to guide transit planning. The SRT includes the following recommendations relevant to the corridor.

- Create a high-frequency (every 30-minutes) express route to move people from Stateline to Emerald Bay with continuing, lower frequency service to Tahoe City.
- Construct a safe, off-highway transit center at Emerald Bay.
- Provide areas for buses to safely turn around after Emerald Bay.
- Address road design issues around Emerald Bay to allow for improved transit service.
- Address avalanche control and road closures to improve consistency and allow for year-round service along the West Shore.
- Upgrade existing and install new infrastructure to support technological connectivity and address network gaps in the corridor.

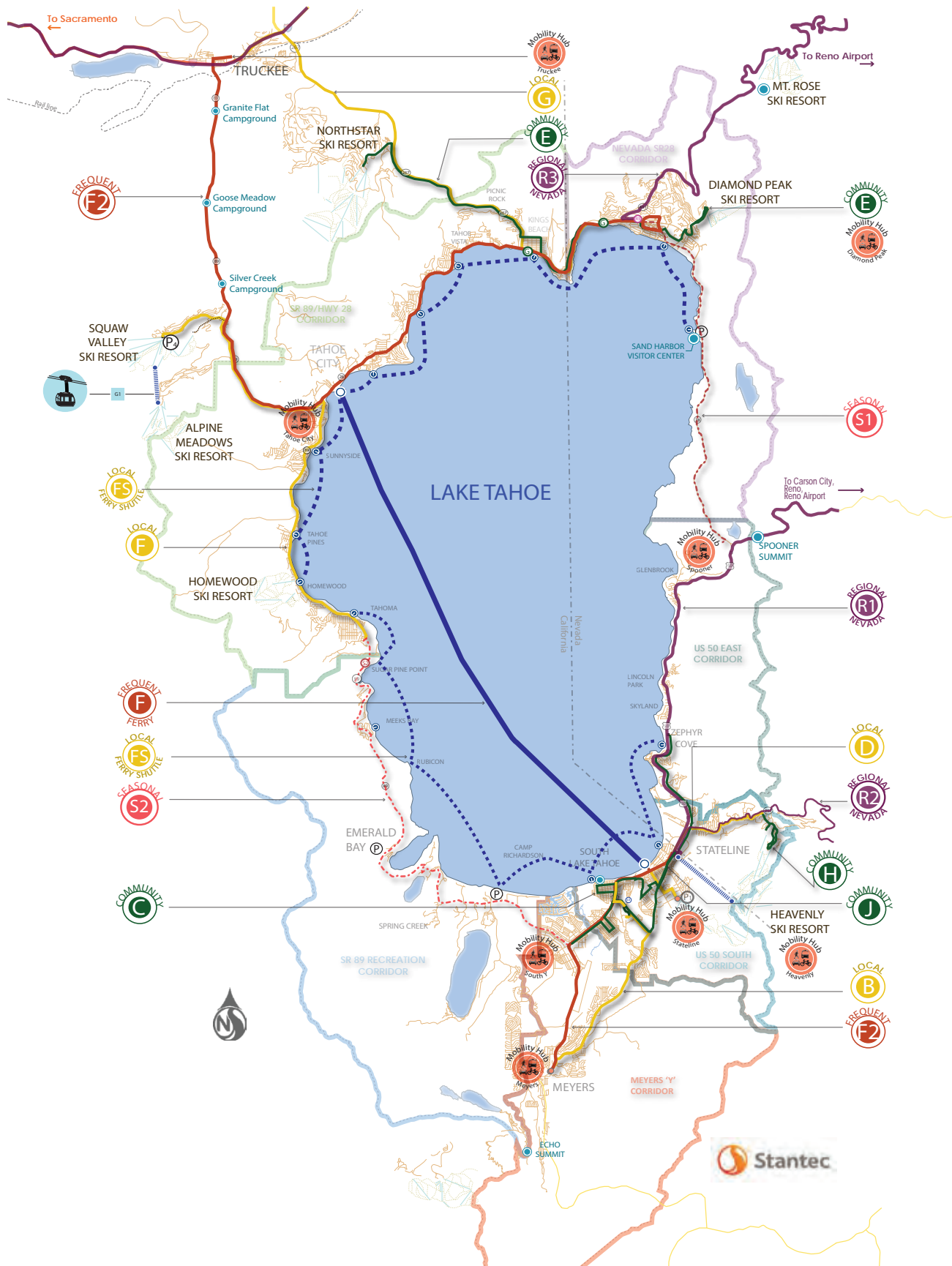


Figure 24: Corridor Connection Plan Transit System Recommendations

ORGANIZATION OF THE CORRIDOR

The corridor is organized into five segments. Each segment has defining physical characteristics, land uses, recreation opportunities, transportation, and visitor use patterns. As such, the challenges and potential strategies for each segment vary. Although opportunities for each segment are related to one another, the organization of the corridor into the different segments allows for greater focus on individual zones while also recognizing the need to address the issues and potential impacts to adjacent segments.

The five segments of the SR 89 corridor include:

- Pope to Baldwin
- Emerald Bay
- Rubicon Bay
- Meeks Bay
- Sugar Pine Point

The following chapters describe each segment in greater detail. Where available, and central to the development of transportation and visitor management strategies, information is presented regarding visitor use, parking, traffic delays, transit, land use, and bicycle facilities. An overview of each segment is summarized below.

Pope to Baldwin Segment

Defining Elements

- Popular recreation segment with multiple concessionaires operating on USFS lands with a visitor center and a historic site. Beach access and camping are top recreation activities. The LTCCP identified it as a hot spot for summer recreation.

Key Issues

- Congestion associated with beach access, pedestrian movement, and motorists searching for roadside parking after off-highway beach parking fills.

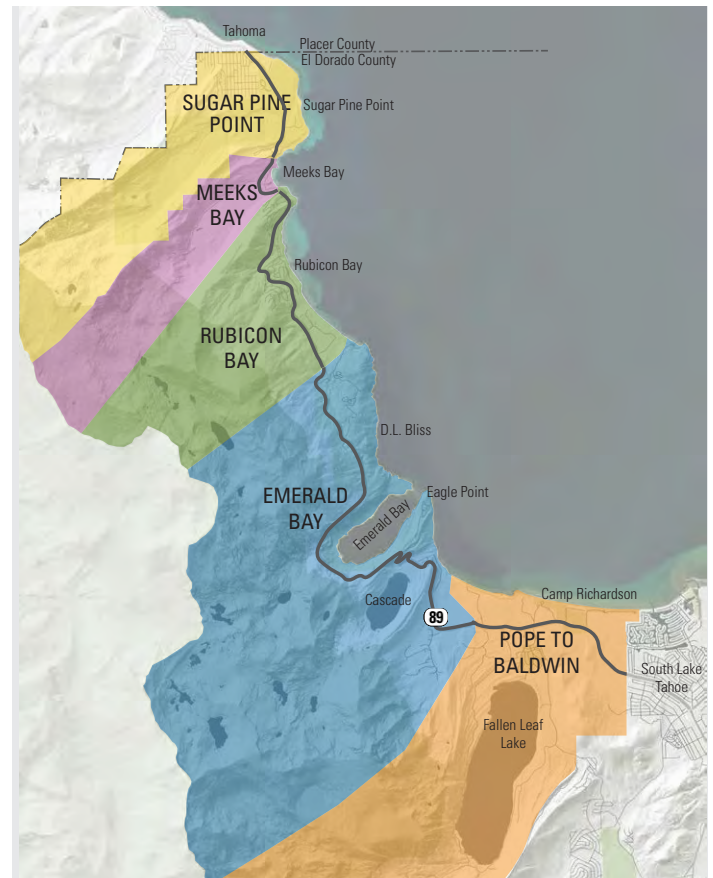


Figure 25: Segments of the SR 89 Corridor

Emerald Bay Segment

Defining Elements

- The most visited recreation segment in the corridor with a range of user activities that require different management strategies. Uses include visiting a beach, taking a day hike, camping, backpacking overnight in Desolation Wilderness, just stopping for a quick picture or to appreciate the view, and winter backcountry access. LTBMU and State Parks both have public lands in this segment. The roadway steeply climbs and winds its way from the Spring Creek Road to Emerald Bay.

Key Issues

- Congestion, roadside parking, and pedestrians walking in the roadway or on narrow shoulders due to insufficient off-highway parking to meet visitor demand. Illegal parking creates delays, impedes enforcement, reduces the visitor experience, increases erosion, and impacts stormwater quality projects. Topography, sensitive resources, and scenic impacts constrain the ability to build large amounts of new off-highway parking. Emergency access and year-round access are challenged by winter road closures due to rock slides and avalanches.

Rubicon Bay Segment

Defining Elements

- Highest percentage of privately-owned lands in comparison to other corridor segments, with a significant number of seasonal residences. Recreation Beach access is primarily private access or home owner association access. Neighborhood connectors to upland trails provide resident access to hiking trails and to backcountry ski opportunities.

Key Issues

- Narrow roadways, difficult terrain, and private lands constrain the opportunities to route the Tahoe Trail (a shared use, off-highway bike path) and provide trail connectivity between recreation destinations to encourage walking and biking to activities.

Meeks Bay Segment

Defining Elements

- Recreation area associated with Meeks Bay Resort, Meeks Bay Campground, and Meeks Bay Trailhead. The resort is operated by the Washoe Tribe and includes day use beach and picnic access and a variety of overnight lodging facilities. The Meeks Bay Trail parallels Meeks Creek, passes by several alpine lakes, and provides access to Desolation Wilderness.

Key Issues

- Transit facilities and continuation of the Tahoe Trail through the recreation area are needed. An extension of the West Shore shared-use path was built in 2018 and connects Sugar Pine Point State Park to Meeks Bay. Completion of the segment illustrates the need for shared-use path connectivity between recreation sites. Travel speeds and short sight distances make at-grade pedestrian crossings less desirable. Shoulder parking and trailhead use could increase as recreation use continues to increase for the Lake Tahoe Region. Winter recreation access needs to be accommodated.

Sugar Pine Point Segment

Defining Elements

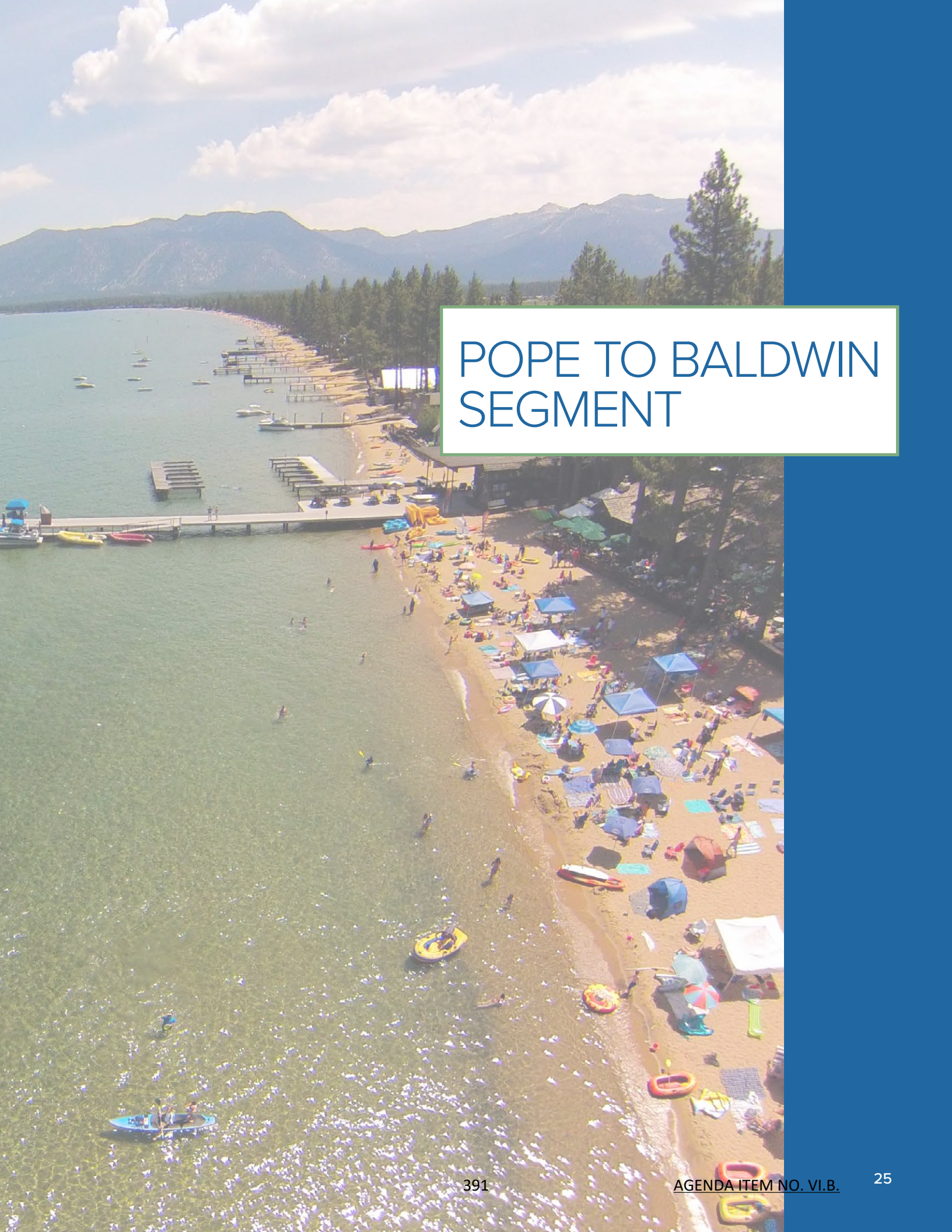
- Mix of recreation and residential land uses. Sugar Pine Point State Park and its facilities are the primary recreation destinations along with access to LTBMU trails. Recreation areas transition to residential and commercial land uses in Tahoma.

Key Issues

- Roadside parking in Tahoma, which is north of the study area, creates congestion for the corridor to the north. Visitors to the State Park often park along the highway and cross the highway to avoid an entry fee.



Recreation activities in the corridor occur year-round. Winter recreation includes activities such as cross-country skiing, snow play, sight seeing, and backcountry access.



POPE TO BALDWIN SEGMENT

POPE TO BALDWIN SEGMENT

The Pope to Baldwin Segment extends from West Way in El Dorado County north to Baldwin Beach Road.

Defining Elements

This segment serves as the southern gateway to recreation destinations along SR 89 to the north. The roadway transitions from five-lanes to two-lanes near the intersection with West Way. Federal lands flank the roadway, providing access to beaches, trails, equestrian facilities, historic and interpretive sites, a restaurant, lodging, and more.

Visitor Activities

Access to public beaches is a primary driver of recreation activity in this segment. All of the beach areas are highly visited from Memorial Day to Labor Day, with Pope Beach and Camp Richardson Resort seeing the highest concentration of visitors. This corresponds with being located close to the population center and bed base in South Lake Tahoe, Meyers, and Stateline and the level of development associated with these beaches. Trailhead access, historic tours, equestrian facilities, and the Taylor Creek Visitor Center are additional attractions. Weddings, music, theatre, and art events are also hosted throughout the summer at the Valhalla Estate of the Tallac Historic Site.

The Pope-Baldwin Bicycle Trail connects to the City of South Lake Tahoe to the south and provides a popular bike route for visitors and residents traveling to beaches, exploring the historic site, and enjoying the outdoors. Bike rental facilities are located just south of the corridor boundary along SR 89 and within the Camp Richardson Resort.

Key recreation sites include:

- Pope Beach
- Camp Richardson Resort
- Camp Richardson Corral
- Tallac Historic Site
- Fallen Leaf Campground
- Kiva Picnic Area
- Kiva Point
- Taylor Creek Visitor Center
- Taylor Creek Sno-Park
- Mt. Tallac Trailhead
- Baldwin Beach
- Desolation Wilderness Access

KEY ISSUES

Challenges within the Pope to Baldwin Segment are associated with the demand for beach access and high levels of pedestrian activity along the highway. Key issues to be addressed through the CMP include:

- Traffic congestion, especially near the SR 89/Jameson Beach Road and the SR 89/Pope Beach Road intersections, as visitors arrive to beach facilities and as drivers stop for pedestrians.
- Parking along the highway and traffic congestion associated with drivers turning around and searching for shoulder parking.
- Multiple ingress and egress off SR 89 serve individual recreation areas with few off-highway vehicular linkages between sites.
- Lack of dedicated transit infrastructure which would allow transit to bypass congested areas.
- Gaps in the multi-use trail network to connect to some of the recreation sites.
- Use of unimproved Fallen Leaf road as a bypass.
- Events in the corridor are sources of significant traffic, create additional demand for parking, and can impact traffic flow.

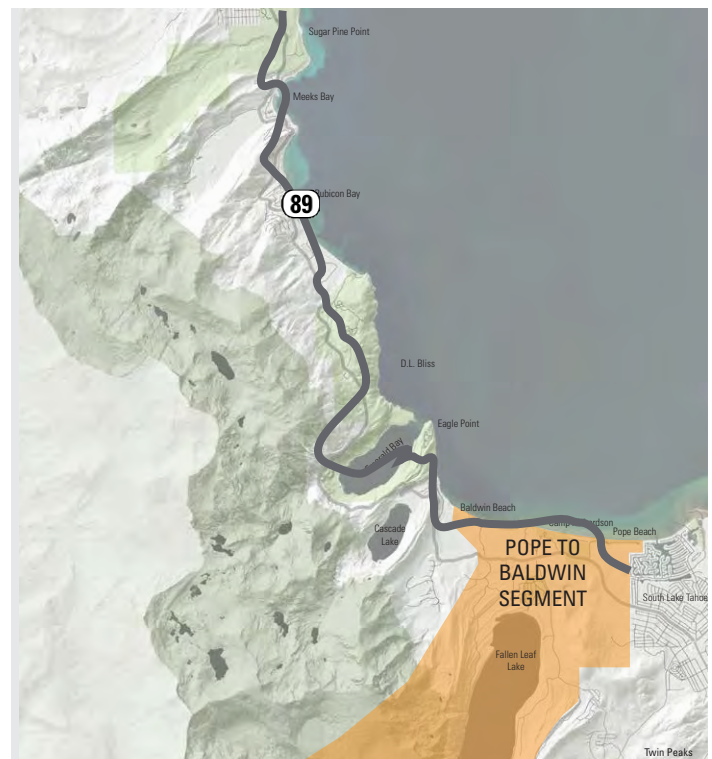


Figure 26: Pope to Baldwin Segment

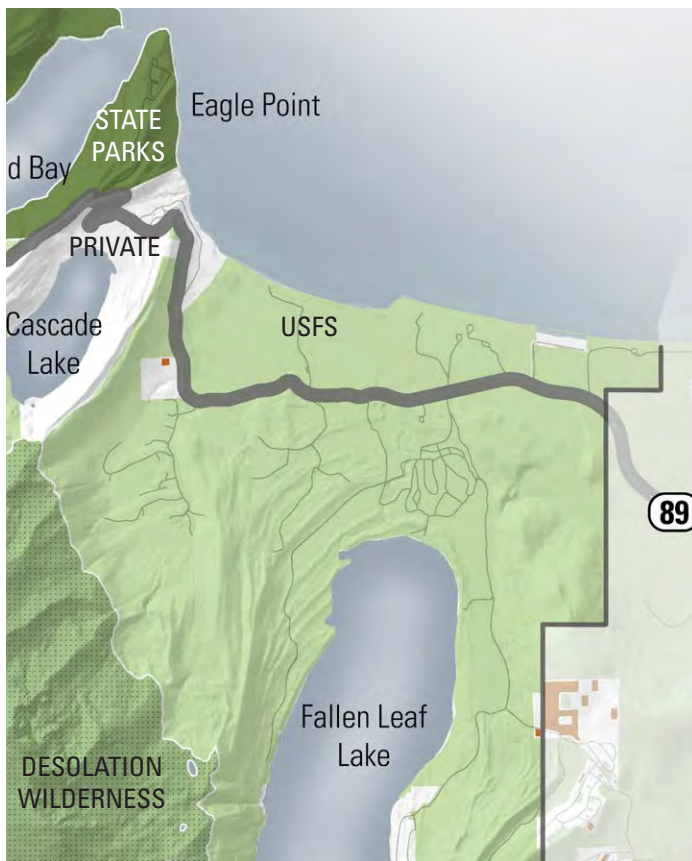


Figure 27: Ownership | Pope to Baldwin Segment

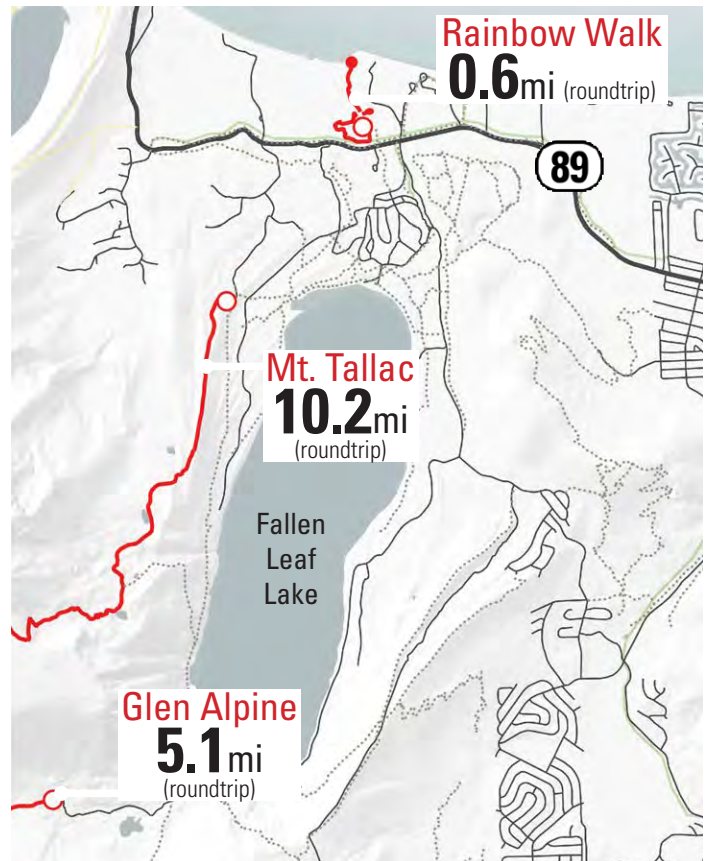


Figure 28: Trail Access | Pope to Baldwin Segment

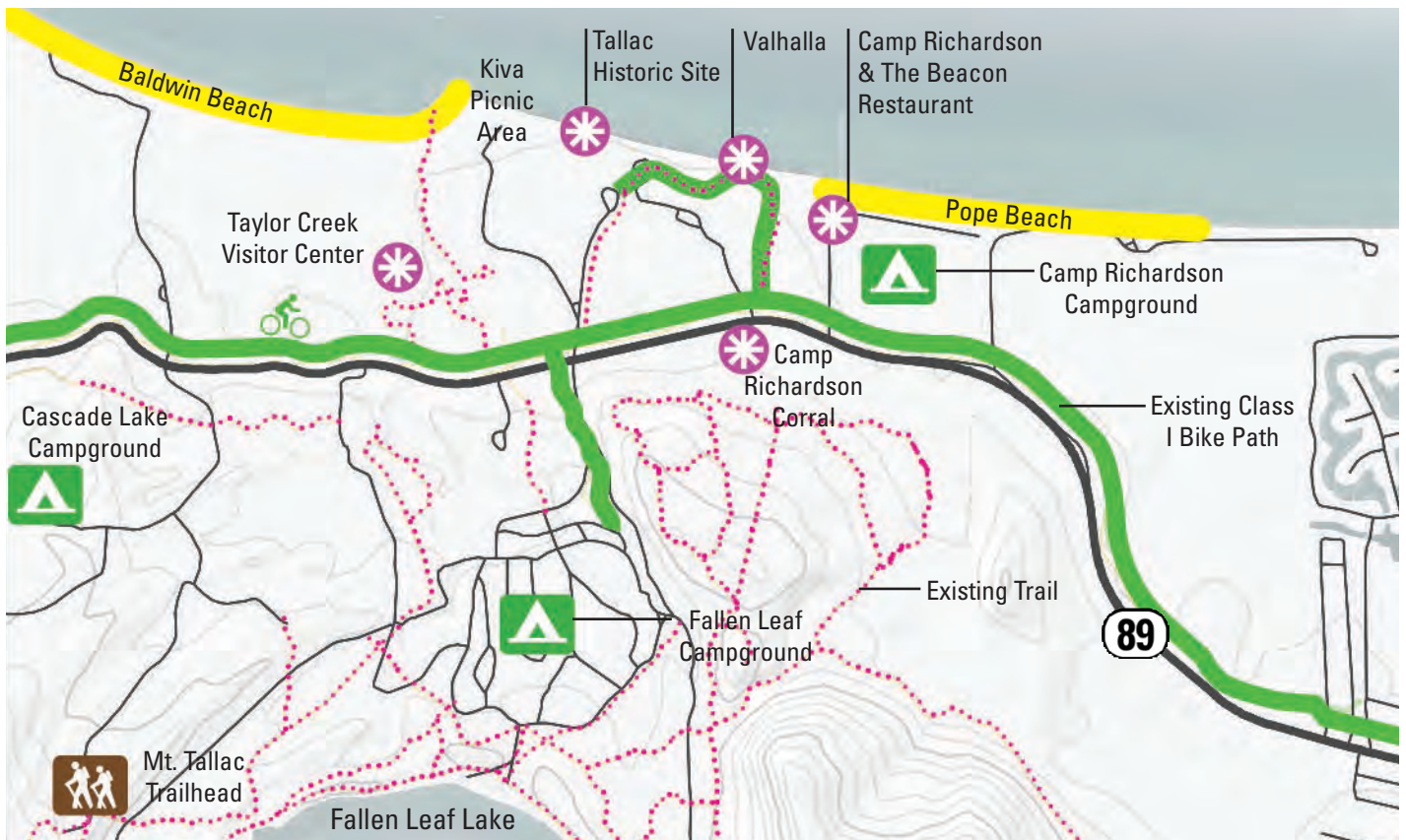


Figure 29: Recreation Areas | Pope to Baldwin Segment

VISITATION DATA

The proximity of the segment's public beaches to the communities in the South Shore makes it a highly popular destination for beach-goers. The mix of residents to visitors and overnight visitors to day visitors is similar to overall corridor averages. Eighty-three percent of survey respondents identified themselves as visitors, and 86 percent of those visitors stayed at least one night in the Lake Tahoe area.

Lodging types were fairly consistent with overall survey results, with the exception of an increase in the number of people staying at a campground. Consistent with other segments, the primary mode of travel to recreation sites was by personal vehicle. However, almost twice the percentage of respondents said they arrived to the site by bicycle than the corridorwide average. This finding is also supported by the high trail use numbers.

Length of stay is an average of 5.5 to 5.6 hours. This is longer than the corridor average, but consistent with survey responses of "spending the day at the beach". For comparison, visitor duration at Sand Harbor is about 4 hours.

Seventy-five percent of postcard survey respondents² arrived to the segment from the south and indicated they would return to the south. Twenty-five percent arrived and returned from the north. The responses indicate a transit shuttle program with a mobility hub south of the segment is likely to intercept users. It also shows that the majority of visitors to the location are likely arriving from the South Shore communities. Transit programs that originate from significant bed bases should be considered as a component of a transit solution for the segment.

A high percentage of summer visitors to the Pope to Baldwin segment are either visiting a beach or camping. Because of the concessionaires and more developed facilities in this segment, respondents (18 percent) also indicated that they visited the area to attend an event.

Comparing attendance record data to the LTCCP's estimated number of overall corridor users, almost 36 percent of the corridor visitors are visiting the recreation areas in the Pope to Baldwin segment. This is a bi-product of the variety of activities available and the proximity of the recreation to the South Shore communities and lodging areas. It should be noted that many of the sites in the segment do not track attendance or it was not provided to the analysis team. Therefore, the volume of visitors to the segment could be even higher. As shown in the visitation numbers, the highest volume of visitors visit Pope Beach and Camp Richardson Resort. This is consistent with parking and traffic patterns.

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- Developing a mobility hub with a transit system could be effective given the high percentage of overnight users and percentage of people returning from the direction from which they came.
- Providing transit can serve the recreation areas because the primary uses (camping and visiting a beach) are centrally located.
- Providing shared-use path access to the beaches can encourage walking and biking. Especially since campers are likely to walk and bike to destinations within the segment.
- Dispersing use and providing transit can help manage demand. The highest concentration of visitor demand is around Pope Beach and Camp Richardson Resort.



The Ice Cream Parlor at Camp Richardson is a popular stop for visitors.

Sources for Table 7: Visitation Statistics | Pope to Baldwin Segment:

- 1 TRPA 2014 and 2018 Travel Mode Surveys
- 2 LSC 2018 Postcard Survey (Pre-paid survey postcards were placed under windshield wipers of vehicles parked along the corridor in late July. Of the 2000 surveys distributed, 138 were returned.)
- 3 2018 SR 89 Corridor Intercept Survey
- 4 USFS Visitation Logs and Camp Richardson Summary
- 5 2018 SR 89 Online Recreation Survey
- 6 TRPA 2010 and 2014 Travel Mode Surveys

| VISITATION STATISTICS POPE TO BALDWIN SEGMENT | | | |
|---|---|---|---|
| | Pope to Baldwin Segment Information Only | Overall Corridor Comparison 2017 LTCCP | Overall Corridor Average |
| Resident Versus Visitor | | | |
| Full-Time or Seasonal Resident | 17% ¹ | 13% | 19% ¹ |
| Visitor | 83% ¹ | 87% | 81% ¹ |
| Visitor Type | | | |
| Overnight Visitors | 86% ¹ | 90% | 89% ¹ |
| Day Visitors | 14% ¹ | 10% | 11% ¹ |
| Lodging Type | | | |
| Vacation Rental | 20.5% ¹ | | 21.2% ¹ |
| Second Home | 5.4% ¹ | | 7.4% ¹ |
| Friend's Residence | 10.1% ¹ | | 8.5% ¹ |
| Timeshare | 10.4% ¹ | | 8.3% ¹ |
| Motel/Hotel | 34.2% ¹ | | 36.9% ¹ |
| Campground | 19.5% ¹ | | 17.6% ¹ |
| Length of Day Use Stay | 5.5 hours ² / 5.6 hours ³ | | 4.7 hours ² / 3.6 hours ³ |
| Number of People in Trip Party | 2.9 people ² / 4.2 people ³ | 3.7 people ² / 3.6 people ³ | |
| Travel Modes⁶ | | | |
| Car/Truck/Van | 82% | | 86% |
| Motorcycle/Moped | 1% | | 2% |
| Transit | 0% | | 1% |
| Ferry or Boat | 3% | | 2% |
| Bicycle | 9% | | 5% |
| Walk | 4% | | 5% |
| Trip Pattern² | | | |
| Arrive from and Return to South | 75% | | 52% |
| Arrive from and Return to North | 25% | | 39% |
| Traveling Through | 0% | | 9% |
| Primary Recreation Activity | | | |
| Visit a Beach | 45% ² / 36% ³ | 82% ⁵ | 25% ² / 40% ³ |
| Day Hike | 18% ² / 0% ³ | 87% ⁵ | 46% ² / 31% ³ |
| Quick Stop to See the View | 0% ² / 5% ³ | 36% ⁵ | 5% ² / 5% ³ |
| Drive Around the Lake | 0% ² / 0% ³ | 38% ⁵ | 4% ² / 1% ³ |
| Take a Bike Ride | 9% ² / 5% ³ | 51% ⁵ | 1% ² / 2% ³ |
| Overnight Backpack Trip | 0% ² / 0% ³ | 34% ⁵ | 9% ² / 5% ³ |
| Camping | N/A / 45% ³ | | N/A / 15% ³ |
| Visit a Historic Site | 0% ² / N/A | | 4% ² / 4% ³ |
| Attend an Event | 18% ² / N/A | | 1% ² / N/A |
| Other | 9% ² / 9% ³ | | 4% ² / 4% ³ |
| Number of 2017 Visitors at Paid Parking Areas (637,938 Total for Parking Areas Listed Below)⁴ | | | |
| Pope Beach and Camp Richardson Resort | 513,013 | Estimated 1.8 Million in 2014 for Entire Corridor | |
| Baldwin Beach | 124,925 | | |

Table 7: Visitation Statistics for the Pope to Baldwin Segment

TRAFFIC DELAY

Traffic delays at the SR 89 intersections with Pope Beach Road and Jameson Beach Road are a critical issue for this segment. Travel time delays and their origins have been studied by Caltrans and transportation engineers. In addition to the delays discussed below, special events impact traffic flow. Commuters often use SR 28 along the East Shore to avoid traffic during events.

Travel Time Delays

Surveyors who drove the corridor on multiple peak weekends and weekdays reported that delays were generated by pedestrian/bicycle crossing activity, queuing for beach entries, parked vehicles partially blocking travel lanes, motorists stopping to park along the highway, and drivers needing to stop to allow oncoming vehicles to take turns using the available roadway width. No construction was occurring on any of the travel time survey days.

Data points for the analysis showed the following:

- The peak delay for northbound traffic occurred at 12:00 PM. The delay was for 23 minutes and occurred between West Way and Pope Beach Road. A shorter, 4-minute, delay occurred during the same trip between Pope Beach Road and Jameson Beach Road.
- The peak delay for southbound traffic occurred at 10:30 AM for 14 minutes between Pope Beach Road.

Intersection and Queuing Studies

Caltrans staff monitored traffic queuing at SR 89 north and south of Jameson Beach Road. Traffic engineering consultants worked with the California Highway Patrol (CHP) to assess traffic flow patterns associated with pedestrians crossing the SR 89/Jameson Beach Road intersection. They also conducted surveys for pedestrian crossing the intersection to determine the potential for reducing the number of pedestrian crossings by reorganizing or relocating land uses at the intersection.

Queue Lengths

The queue length study documented northbound vehicles backed up 9,400 linear feet, or almost two miles (approximately 210 cars), from the SR 89/Jameson Beach Road intersection at 12:00 PM on a peak Saturday in July, 2017. On a Friday in July, 2017, traffic queued for 5,800 linear feet, or just over a mile (approximately 127 cars), in the northbound direction at 2:01 PM.

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- Developing parking management strategies can reduce the queue for visitors entering Pope Beach via personal vehicle, such as:
 - Moving the check-in kiosk closer to Pope Beach could increase the off-highway queuing area.
 - Shifting to automated ticketing systems would allow visitors to park and then pay at a kiosk with a roving ranger to provide oversight and user information.
 - Utilizing a reservation system with congestion-based pricing for parking could distribute arrival times and encourage turn over.
- Moving land uses at the SR 89/Jameson Beach Road intersection and adjusting intersection design could reduce delays associated with pedestrian crossings.
 - The Mountain Sports Center, Ice Cream Shop, Coffee Shop, and mountainside shoulder parking could shift to the lakeside of SR 89.
 - Moving the pedestrian crossing from the eastern leg of the intersection to the western leg would allow vehicles exiting Jameson Beach Road to turn left while pedestrians cross.
 - Conditions can be monitored and when triggered, a signalized intersection could be installed with timing to hold pedestrians for at least 60 seconds.
- Relocating roadside parking to off-highway locations and creating a no-shoulder parking zone can reduce vehicles searching for parking and reduce the number of pedestrian crossings at Jameson Beach Road.

Sources for Table 8: Traffic Delay Statistics | Pope to Baldwin Segment:

- 1 LSC SR 89 Travel Time Survey Analysis
- 2 Camp Richardson Queue Investigation, July 21 & 22, 2017, Eric Royer, PE, Caltrans District 3 Traffic Operations
- 3 LSC SR 89/Jameson Beach Road Intersection Pedestrian Crossing Control Demonstration July 7, 2018
- 4 LSC SR 89/Jameson Beach Road Intersection Pedestrian Movement Survey August 2, 2018

TRAFFIC DELAY STATISTICS | POPE TO BALDWIN SEGMENT

| Length of Delay ¹ | | | | |
|---|--|---|--|---------------------------------------|
| Segment | Northbound Traffic Peak Minutes of Delay | Northbound Traffic Peak Time of Delay | Southbound Traffic Peak Minutes of Delay | Southbound Traffic Peak Time of Delay |
| West Way to Pope Beach Road | 23 minutes | 12:00PM | 14 minutes | 10:30AM |
| Pope Beach Road to Jameson Beach Road | 4 minutes | 12:00PM | 4 minutes | 12:54PM |
| Jameson Beach Road to Baldwin Beach Road | 6 minutes | 1:30PM | 5 minutes | 2:30PM |
| Queue Lengths at Camp Richardson SR 89/Jameson Beach Road Intersection ² | | | | |
| Date of Caltrans Investigations | Time of Queue | Direction | Max. Length | Time in Queue |
| Friday, July 21, 2017 | 2:01PM | NB | 5,800FT | 12 minutes |
| | 4:23PM | SB | 5,700FT | 13 minutes |
| Saturday, July 22, 2017 | 10:00AM | NB | 7,100FT | 9 minutes |
| | 12:00PM | NB | 9,400FT | 28 minutes |
| | 4:30PM | SB | 7,700FT | 30 minutes |
| Traffic Stopped for Pedestrians at SR 89/Jameson Beach Road Intersection ² | | | | |
| Saturday Hour | Percent of Time Stopped for Pedestrians | Average/ Maximum Time Stopped for Pedestrians | Average/Maximum Time Traffic Moving | |
| 11:00AM - 1:00PM | 24.7% | 15 sec/45 sec | 39 sec/5 min 1 sec | |
| 3:00PM - 4:00PM | 29.9% | 16 sec/30 sec | 30 sec/1 min 57 sec | |
| Traffic Flow with Varied Pedestrian Hold Times ³ | | | | |
| Vehicles per Hour without Traffic Control | 728 (baseline traffic flow) | | | |
| Vehicles per Hour with 30 Seconds Ped Hold Time | 694 | 5% decrease in capacity | | |
| Vehicles per Hour with 60 Seconds Ped Hold Time | 807 | 8% increase in capacity | | |
| Pedestrian Patterns at Camp Richardson SR 89/Jameson Beach Road Intersection ⁴ | | | | |
| | Groups | | Persons | |
| | Number | Percentage | Number | Percentage |
| Crossings to Mountain Sports Center (Mountainside) | | | | |
| Crossings to/from Lakeside | 20 | 56% | 75 | 57% |
| Crossings to/from Mountainside | 16 | 44% | 56 | 43% |
| Crossings to Ice Cream Shop (Mountainside) | | | | |
| Crossings to/from Lakeside | 102 | 48% | 439 | 51% |
| Crossings to/from Mountainside | 112 | 52% | 423 | 49% |
| Crossings to Coffee Shop (Mountainside) | | | | |
| Crossings to/from Lakeside | 19 | 63% | 40 | 65% |
| Crossings to/from Mountainside | 11 | 37% | 22 | 35% |
| Potential Reduction of Highway Crossings with Land Use Changes ⁴ | | | | |
| | Net Reduction or Increase of Highway Crossings | | | |
| Moving Mountain Sports Center to the Lakeside | 25% (100% minus 43%/57%) | | | |
| Moving Ice Cream Shop to the Lakeside | 4% (100% minus 49%/51%) | | | |
| Moving Coffee Shop to the Lakeside | 46% (100% minus 35%/65%) | | | |

Table 8: Traffic Delay Statistics for the Pope to Baldwin Segment

Peak queues for southbound traffic at the SR 89/Jameson Beach Road occurred later in the day. On a peak Saturday, traffic was backed up for 7,700 linear feet, or almost one and a half miles, at 4:30 PM. On Friday, the length of vehicles was 5,700 linear feet, or over mile of slow moving cars, at 4:23 PM.

The sources of the queues were found to be as follows:

- The inability of the Pope Beach facility to admit visitors as fast as they arrive. Beach-going traffic begins to back up along the highway. The gap in the queue between Pope Beach Road and Jameson Beach Road supports this assessment. This is the first cause of congestion. Additional sources of queuing occur northbound of this location.
- Queuing starts at Jameson Beach Road when the Pope Beach lot is full and visitors shift to search for parking further to the north.
- Drivers stop to ask questions of the attendant at Jameson Beach Road which causes motorists wanting to enter the Camp Richardson area to back up on the highway.
- Drivers slow throughout the area to look for shoulder parking.
- Drivers stop at the beacon at Jameson Beach Road, even when inactive, to unload passengers.

Caltrans reported that once the Pope Beach parking lot fills up, SR 89 becomes a de-facto parking lot. The report states “drivers behave as if they are in a parking lot,” creating congestion on the highway as drivers slow for parking activity, pedestrians, and to find their own parking space. This is corroborated by the shoulder parking counts collected and analyzed as part of the SR 89 corridor data collection efforts.

Pedestrian Crossings at Jameson Beach Road Intersection

Holding Pedestrians at Longer Wait Intervals

As described previously, a source of the traffic congestion in this segment is generated by pedestrians crossing SR 89 at Jameson Beach Road. Two studies were conducted to evaluate potential strategies to address the issues created by pedestrian crossings.

The first study assessed the improvement in traffic flow by controlling the length of time pedestrians had to wait before having an opportunity to cross the highway. A baseline was established to document how many cars could pass through the intersection without any pedestrian hold times (drivers yielded to pedestrians as they arrived at the crosswalk). Then, California Highway Patrol staff worked with traffic engineers to hold pedestrians for 30-second and 60-second intervals and evaluate the number of cars that were able to move through the intersection.



Traffic can back up for two miles south of the SR 89/Jameson Beach Road intersection during a peak summer weekend.

When pedestrians were stopped and not able to cross until 30-seconds after the first pedestrian arrived at the intersection, traffic flow capacity decreased by 5 percent. When pedestrians were stopped and not able to cross until 60-seconds after the first pedestrian arrived at the intersection, traffic capacity increased by 8 percent.

This indicates congestion at the intersection would be improved by providing a 60-second hold time as part of any future signal timing.

Reorganizing Land Uses

Pedestrian surveys were conducted at the three key activity generators on the south side of the SR 89 crosswalk adjacent to Jameson Beach Road. The striped pedestrian crossing is located on the eastern leg of the intersection, north of the ice cream shop. The data is useful to assess whether relocating activity centers to the lakeside of the highway could reduce pedestrian crossing activity and reduce traffic delays and conflicts. Customers at the coffee shop, mountain sports bike rental store, and the ice cream shop were asked where they were coming from and going to within the Camp Richardson area. The locations were organized into northern (lakeside) destinations and southern (mountainside) destinations and analyzed to determine pedestrian crossing patterns across SR 89.



Pedestrians cross to the lakeside of the SR 89/Jameson Beach Road intersection.



Parking queues to get to the beach and other facilities located at the end of Jameson Beach Road.

Findings were as follows:

- 65 percent of the one-way pedestrian trips generated by the Coffee Shop customers were to/from locations on the lakeside of SR 89 and the remaining 35 percent were to/from mountainside locations. Moving the Coffee Shop to a location on the lakeside of SR 89 would reduce highway crossings by 45 percent.
- 57 percent of the Mountain Sports bike rental center pedestrian trips are to/from locations on the lakeside of SR 89 and 43 percent are to/from mountainside locations. Shifting the location of this store to the lakeside would reduce overall customer pedestrian crossings by 25 percent.
- The customer pattern for the Ice Cream Store was found to be more equal. Shifting this establishment to the lakeside would only reduce customer crossing activity by 4 percent.
- 39 percent of the people surveyed at the Ice Cream Store survey location indicated their next destination was shoulder parking along the mountainside of the highway. This accounts for 80 percent of the people who were walking to/from a mountainside location. Relocating both the Ice Cream Shop and mountainside shoulder parking to a lakeside location would reduce pedestrian crossings by 90 percent.
- The data indicates that relocating Camp Richardson's Coffee Shop, the Mountain Sports Center Rental, and mountainside shoulder parking to the lakeside of SR 89 would significantly reduce pedestrian crossings.



Beach-goers park along the highway when off-highway parking areas fill. Traffic slows as motorists search for available spaces.

PARKING DATA

As discussed in the travel delay section, roadside parking is a cause of congestion. It also reduces visitor experience, creates erosion, and impacts lake clarity. There are 921 off-highway parking spots to serve the recreation area, but the majority of people want to park near Pope Beach or Camp Richardson Resort. Parking areas such as Baldwin Beach and Kiva Picnic Area fill later in the day. These facilities are not as well known to visitors even though they are only a mile and a half away from Pope Beach. As previously stated, shoulder parking transforms SR 89 into a de-facto parking lot where drivers create congestion as they troll for spaces along the road.

Parking Data

LSC conducted parking counts along SR 89 in the Camp Richardson area in August of 2018. Counts were also conducted as part of Caltrans' evaluation of the SR 89/Jameson Beach Road intersection and as part of the USFS project planning for circulation improvements in Camp Richardson.

State Park and USFS management logs reflect that the queue to Pope Beach starts at 8:00 AM. At that time traffic begins to back up into the highway and congestion begins. The Pope Beach parking is full by 11:30 AM and turnover doesn't begin until 3:00 PM.

Baldwin Beach parking doesn't fill until later in the afternoon. The queue begins at 11:30 AM just as the Pope Beach parking typically closes. The kiosk for Baldwin Beach is farther from the highway than the Pope Beach kiosk. Therefore, traffic congestion along the highway that is associated with Baldwin Beach is not as significant as it is for Pope Beach because more vehicles can queue before reaching SR 89.

LSC monitored shoulder parking along SR 89 between the southernmost point of observed shoulder parking activity south of Pope Beach Road (about 0.2 miles to the south) and the Valhalla access drive to the north of Jameson Beach Road. The area was divided into three sections: Valhalla to Jameson Beach Road, Jameson Beach Road to Pope Beach access drive, and Pope Beach access drive to a point 0.2 miles to the south. Shoulder parking activity was relatively low until the 12:00 PM hour when the beach parking lots filled. From noon to 2:00 PM cars continued to find spaces to park along the shoulder, until it reached a peak of 232 vehicles. The average duration of all parking observed was 2.7 hours

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- Establishing a no parking zone could provide clarity and consistency in parking strategies.
- Relocating an appropriate number of shoulder parked cars to new off-highway parking facilities near Camp Richardson Resort would help accommodate demand.
- Relocating the demand for shoulder parking to a mobility hub and providing transit for beach access would help manage congestion.
- Improving wayfinding and vehicular circulation by linking off-highway parking areas and reducing the number of intersections with SR 89 would improve utilization of existing parking area and manage congestion.
- Using parking management strategies, including reservations and congestion-based pricing, would help manage visitor demands and create capacity by encouraging parking turnover.
- Considering opportunities for temporary off-highway parking locations to accommodate special event parking would manage peak congestion.
- Addressing the lack of broadband infrastructure would facilitate real-time parking management strategies and transit connectivity.



Shoulder parking occurs on both the mountainside and lakeside of the highway.

Sources Table 9: Parking Data Statistics | Pope to Baldwin Segment:

- 1 LSC 2018 Camp Richardson Parking Counts
- 2 Camp Richardson Queue Investigation, July 21 & 22, 2017, Eric Royer, PE, Caltrans District 3 Traffic Operations
- 3 USFS Camp Richardson 2013 Campground and Vehicle Circulation BMP Retrofit
- 4 LSC Assessment of USFS and CSP 2018 Parking Management Logs

PARKING DATA STATISTICS | POPE TO BALDWIN SEGMENT

| | | | | | | | | |
|---|--|---|---------|-----------------------|--|-----------------------|--------|--------|
| Number of Existing Off-Highway Parking Spaces Available (921 total) | | | | | | | | |
| Pope Beach & Camp Richardson Parking Lot Spaces | 445 | | | | | | | |
| Tallac Historic Site to Taylor Creek Parking Lot Spaces | 302 (not including lots marked as private) | | | | | | | |
| Baldwin Beach Parking Lot Spaces | 174 | | | | | | | |
| Sno-Park Parking Lot Spaces | 127 | | | | | | | |
| Observed Shoulder Parking | | | | | | | | |
| | Aug. 18, 2018 Counts ¹ | July 21 & 22, 2017 ² | | | USFS Camp Richardson 2013 Campground and Vehicle Circulation BMP Retrofit ³ | | | |
| Total Observed Number of Cars at Peak Time | 232 | Up to 270 cars from Jameson Beach Road south 4,100FT, number of cars observed to the north was not recorded | | | Identified 90 cars parked along SR 89 and 75 cars parked along Jameson Beach Road | | | |
| Pope Beach Road to 0.2 Miles South | 48 | | | | | | | |
| Pope Beach Road to Jameson Beach Road | 124 | | | | | | | |
| Jameson Beach Road to Valhalla Road | 60 | | | | | | | |
| Shoulder Parking Accumulation Times ¹ | | | | | | | | |
| | 10:00AM | 11:00AM | 12:00PM | 1:00PM | 2:00PM | 3:00PM | 4:00PM | 5:00PM |
| Total Number of Cars | 8 | 18 | 112 | 203 | 232 | 185 | 182 | 82 |
| Average Time of Parking Lot Closures ⁴ | | | | | | | | |
| | Time Entry Queue Starts | Time Parking is Full | | Time Turn Over Starts | | Average Check-in Time | | |
| Pope Beach Parking | 8:00AM | 11:30AM | | 3:00 | | 1 minute | | |
| Baldwin Beach Parking | 11:30AM | 12:15PM | | 4:30P | | N/A | | |

Table 9: Parking Data Statistics for the Pope to Baldwin Segment

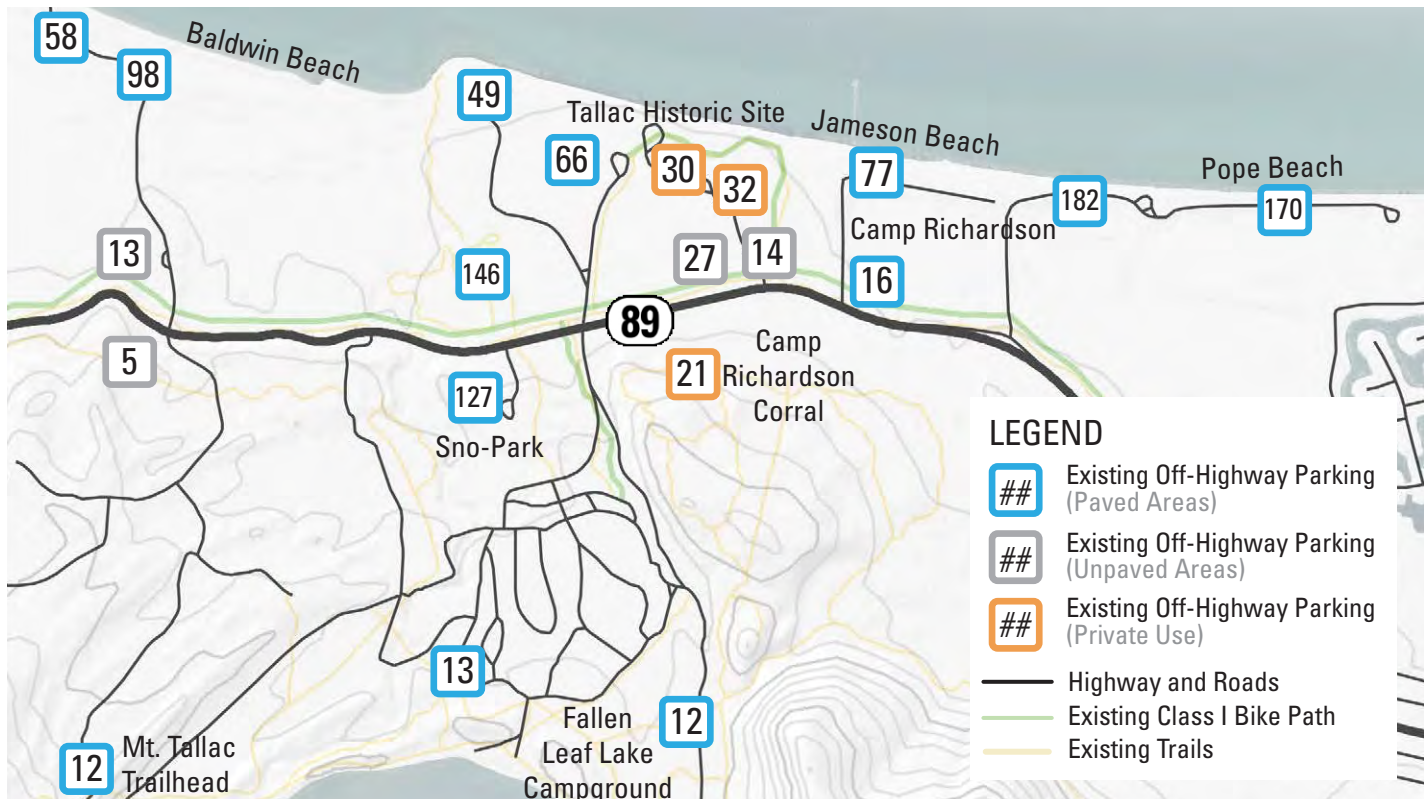


Figure 30: Off-Highway Parking Locations and Numbers | Pope to Baldwin Segment

TRANSIT FACILITIES AND RIDERSHIP

Transit stops serving the Pope to Baldwin Segment either have been or are currently located at Pope Beach Road, Lester Beach Road, near the Camp Richardson Corral, near the Taylor Creek Visitor Center, and at Baldwin Beach Road.

Transit to the segment is constrained by traffic congestion. Transit buses experience the same delays as other motorists. Congestion is created by queuing for beach access, pedestrian crossings, and trolling for parking. Because beach-goers will be sitting in the same traffic in a bus or a personal vehicle and they have a range of gear and equipment that they want to bring along, many would prefer the convenience of a personal vehicle and do not use transit. Communicating to travelers that parking is full, restricting roadside parking, and providing a convenient and frequent bus service could increase future use.

The lack of fiber and broadband infrastructure technology constrains the ability for land managers, transit service providers, and concessionaires to communicate with and connect visitors with real-time parking and transit information.

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- Accommodating beach gear and equipment such as coolers and uninflated beach toys can make transit more attractive for beach-goers.
- Provide drop-offs and pick-ups at beach sites can service recreation destinations.
- Designing transit stops so buses can pull off the highway to load and unload passengers can increase the comfort of passengers.
- Managing congestion can make transit a desirable option for visitors. A transit bypass route is likely not a feasible alternative.
- Providing infrastructure for improved technology and access to fiber communications can create the stage for successful real-time transit and parking management programs.



A northbound bus stop along SR 89 was located south of the corridor study area near 15th Street.



The southbound bus stop near Jameson Beach Road was located off the highway near the bike shop.

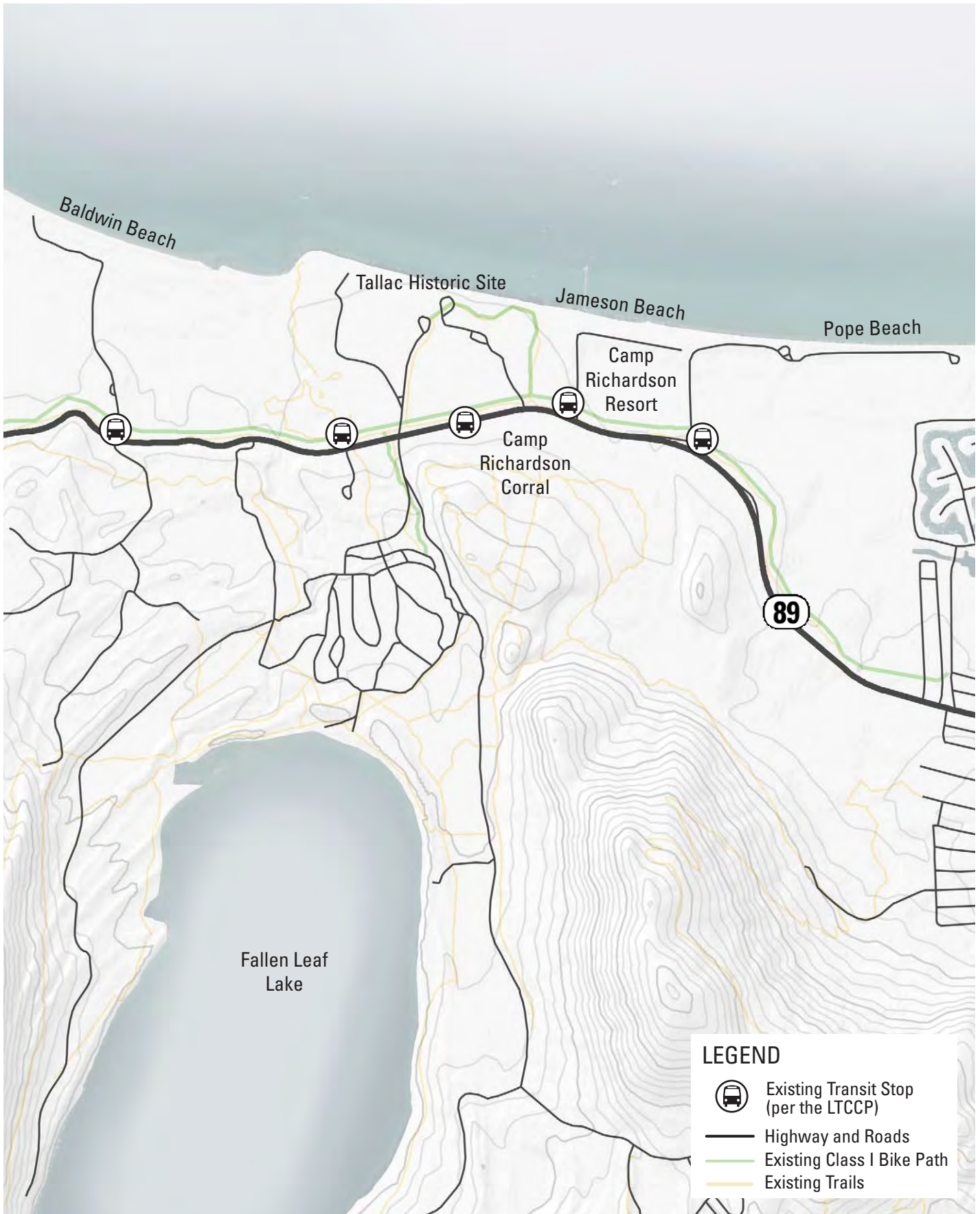


Figure 31: 2018 Transit Stop Locations | Pope to Baldwin Segment

BICYCLE AND PEDESTRIAN FACILITIES

The Pope-Baldwin Bicycle Trail is a shared use, Class I facility connecting the recreation areas around Camp Richardson to the community of South Lake Tahoe. The trail is highly used both for access to recreation areas and as a recreation activity itself for campers and visitors of the area.

Use Data

Count data shows high use volumes along the bike path. The count station south of Pope Beach recorded the highest levels of use. That portion of the trail is three to four times busier than the trail at Baldwin Beach. Overall, at both stations, use is highest in July and on Saturdays.

Use data at the Camp Richardson location includes hourly counts and a split between pedestrians and bicyclists. Total path activity occurs between noon and the 3 PM hour, with up to 235 path users in an hour. The data also indicates that 17 percent of total path use is by pedestrians and 83 percent by bicyclists.

Existing Facilities

The Pope-Baldwin Bicycle Trail extends from the residential neighborhoods of South Lake Tahoe to the south to Spring Creek Road to the north. The 3.4-mile path is a central spine through the segment. Additional Class I facilities connect to the backbone trail and provide user access to the Tallac Historic Site and to Fallen Leaf Lake. Future Class I facilities are planned to further connect users to their recreation destination via a bike path. Routes are planned along Jameson Beach Road, Baldwin Beach Road, and as part of future roadway circulation improvements in the Tallac Historic Site area.

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- Building upon the success and use of the Pope-Baldwin Bicycle Trail can continue to promote walking and biking to destinations.
- Adjusting the alignment of the shared-use path would reduce the conflict with vehicles at the SR 89/Jameson Beach Road intersection.
- Providing trail segments to beach destinations and connecting trail systems to future mobility hubs and parking areas could reduce vehicular use. This includes shared-use paths along Jameson Beach Road and Baldwin Beach Road.
- Minimizing at-grade trail crossings reduces conflicts.
- Prioritizing the use of public lands for future alternative trail alignments can increase trail feasibility.
- Utilizing shared-use path systems to provide visitor access to recreation areas can reduce vehicular use.
- Formalizing the trail corridor and connection from the Gardner Mountain neighborhood to Camp Richardson Resort with an unpaved, but improved trail can provide erosion control and increase multi-modal access.



The Pope-Baldwin Bicycle Trail has high volumes of use. The path crosses Jameson Beach Road near the SR 89 intersection which contributes to the vehicular queues at the intersection.



The Pope-Baldwin Bicycle Trail connects the neighborhoods south of the corridor to recreation destinations.

Sources Table 10: Shared-Use Path Statistics I
Pope to Baldwin Segment:

1 2018 TRPA Monitoring Data

2 TRPA Bicycle and Pedestrian Counter at Camp Richardson, Thursday, July 27, 2017

SHARED-USE PATH STATISTICS | POPE TO BALDWIN SEGMENT

| Pope-Baldwin Bicycle Trail User 2018 Monthly Counts ¹ | | | | | | | | | | |
|--|----------|-----------|-----------|-------------|----------------|-------|-------|-------|-------|------|
| | May 2018 | June 2018 | July 2018 | August 2018 | September 2018 | | | | | |
| South of Pope Beach | 17,085 | 42,262 | 62,397 | 41,437 | 24,586 | | | | | |
| Baldwin Beach | 5,437 | 13,094 | 15,672 | 11,321 | 8,020 | | | | | |
| Pope-Baldwin Bicycle Trail User 2018 Typical Daily Counts ¹ | | | | | | | | | | |
| | Sun | Mon | Tue | Wed | Thur | Fri | Sat | | | |
| South of Pope Beach | 1,961 | 1,545 | 1,612 | 1,612 | 1,620 | 1,636 | 2,228 | | | |
| Baldwin Beach | 419 | 449 | 414 | 465 | 437 | 406 | 510 | | | |
| Bicyclist and Pedestrian Users per Hour on Pope-Baldwin Bicycle Trail (Thursday, July 27, 2017) ² | | | | | | | | | | |
| | 5 AM | 6 AM | 7 AM | 8 AM | 9 AM | 10 AM | 11 AM | 12 PM | 1 PM | 2 PM |
| Bicycle | 1 | 10 | 9 | 26 | 72 | 107 | 121 | 215 | 129 | 199 |
| Pedestrian | 0 | 0 | 12 | 13 | 16 | 9 | 11 | 20 | 23 | 18 |
| | 3 PM | 4 PM | 5 PM | 6 PM | 7 PM | 8 PM | 9 PM | 10 PM | 11 PM | |
| Bicycle | 206 | 146 | 107 | 38 | 31 | 30 | 4 | 2 | 1 | |
| Pedestrian | 16 | 13 | 9 | 6 | 2 | 0 | 2 | 0 | 0 | |

Table 10: Shared-Use Path Statistics for the Pope to Baldwin Segment



Figure 32: Existing and Planned Shared-Use Paths | Pope to Baldwin Segment



Tahoe Transportation Authority





EMERALD BAY SEGMENT

EMERALD BAY SEGMENT

The Emerald Bay Segment extends from Baldwin Beach Road, wraps around Emerald Bay, and includes D.L. Bliss State Park.

Defining Elements

Emerald Bay, one of California's 36 National Natural Landmark sites, is one of Lake Tahoe's most popular and photographed locations and is the corridor's most heavily used segment. The Lake Tahoe Visitor Authority's 2015 Visitor Profile Study reported that 7 percent of summer visitors and 5 percent of fall visitors chose Tahoe South as their destination because of access to Emerald Bay. The North Lake Tahoe Resort Association's Visitor Research from the summer of 2014 found that 47 percent of survey respondents indicated spending time at Emerald Bay during their visit. This data reinforces the importance of Emerald Bay as a destination for visitors.

D.L. Bliss State Park and Emerald Bay State Park neighbor each other. The adjacency means that although Emerald Bay may receive the majority of visitors, the impacts of the visitation are also felt at D.L. Bliss. Parking at D.L. Bliss also fills quickly on a peak summer day. The two state parks are connected by the Rubicon Trail, which can be a recreation destination in and of itself. Hikers can either start to the north at the D.L. Bliss Rubicon Trailhead or to the south at the Emerald Bay Rubicon Trailhead near Eagle Point Campground. The 7.3-mile trail wraps around the edge of Lake Tahoe's cliffs and coves, has pristine views of the lake and the bay, and provides access to Vikingsholm.

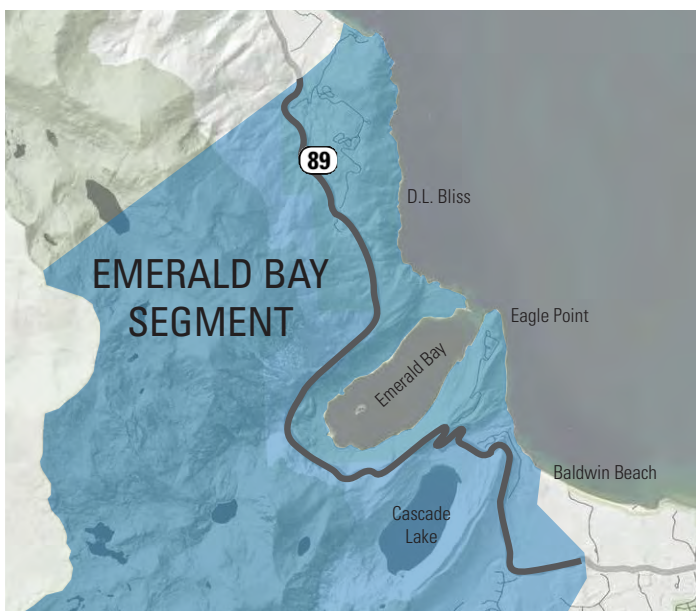


Figure 33: Emerald Bay Segment

KEY ISSUES

Challenges within the Emerald Bay Segment are tied to the site's popularity and the variety of activities which include from a quick photo, short day hikes, rock climbing, beach access, and overnight backcountry access. Visitor demand during peak season exceeds off-highway parking capacity, resulting in significant roadside parking and pedestrians walking in and along the highway. Key issues to address include:

- Parking along the highway and traffic congestion associated with drivers turning around and searching for shoulder parking.
- High volumes of pedestrians walking along and in the roadway.
- Narrow roadway design with steep shoulders and hairpin turns that impact transit access.
- Lack of avalanche control impacts year-round access for emergency responders and residents.
- Lack of designated facilities for transit pull-offs.
- Lack of shared-use path facilities for off-highway bicycle and pedestrian circulation and access.
- High volumes of visitors with limited facilities, funding, and staff resources.
- Difficulty enforcing no-parking areas. Enforcement of illegal roadside parking is constrained by lack of funding, consistent strategies, technology, ticket pricing, and operational requirements (such as an officer being present to tow a ticketed vehicle).
- A need for wildlife crossings to be assessed and accommodated for, especially at the viaduct.
- Stormwater impacts from vehicles parking on the viaduct and other shoulder areas.
- Physical constraints of the area. The viaduct and Vikingsholm parking area have subsiding soils which require creative engineering. The need for improvements also provides an opportunity to address multiple corridor issues.
- Lack of technology infrastructure to implement new strategies for parking management, transit, and enforcement.
- Off-highway parking areas are closed in the winter and a part of the off-season and snow is not removed. Therefore, people park along the highway shoulder to access the backcountry.



Figure 34: Ownership | Emerald Bay Segment

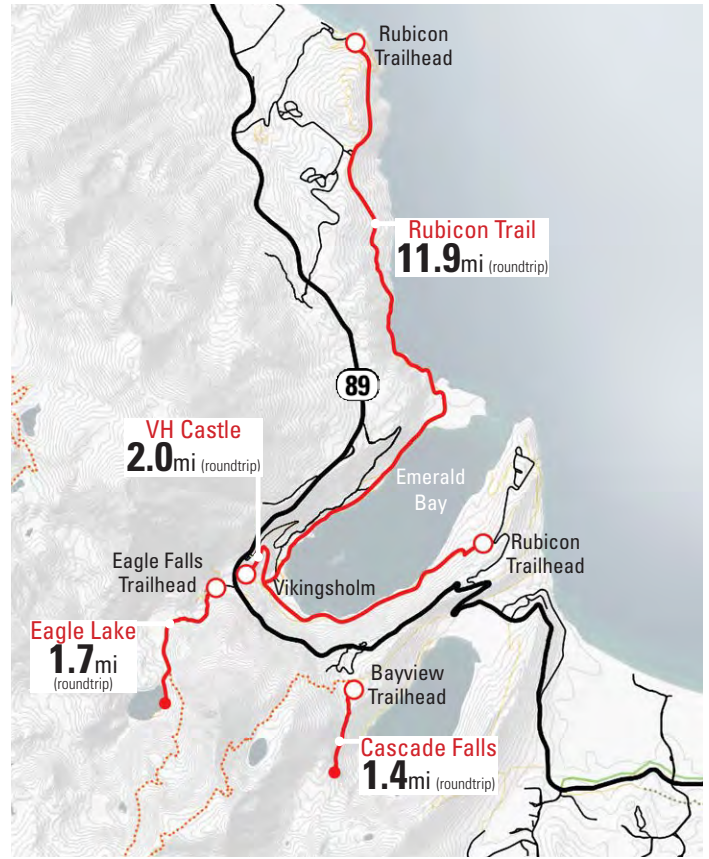


Figure 35: Trail Access | Emerald Bay Segment

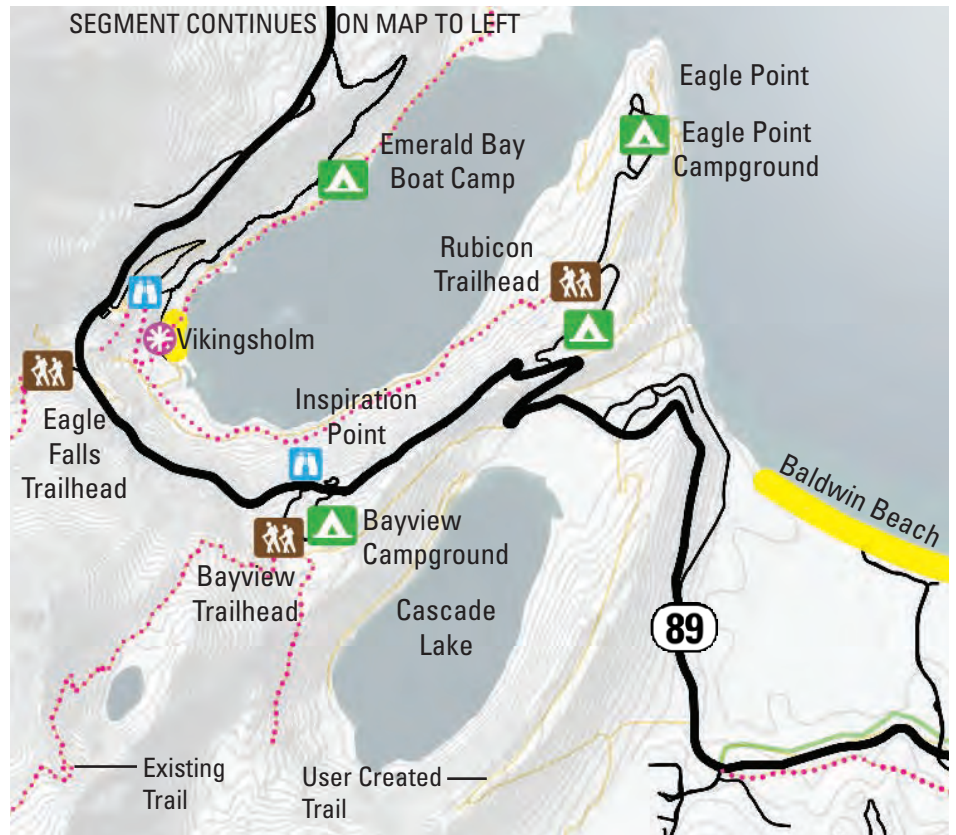


Figure 36: Recreation Areas | Emerald Bay Segment (Map to the left is the northern section and map to the right continues south through Emerald Bay)

Extending north from the Pope to Baldwin Segment, the two-lane highway climbs and winds its way through a series of switchbacks before it traverses the ridge line between Cascade Lake and Emerald Bay. The hairpin turns, narrow profile, steep adjacent slopes, magnificent views, and high levels of visitor activity slow motorists. The tight turns limit the size of vehicles that can reach Emerald Bay from the south. For example, large tour buses cannot navigate the turns and Caltrans designates the highway as a “KPRA (King Pin to Real Axle) Advisory” Route. Trucks with that have more than 30 feet between the king pin and rear axles are not advised, The steep roadway and curves also restricts the type of transit vehicles that can serve this segment.

Although the majority of the segment is comprised of public lands, there are areas of private lands around Cascade Lake and Cascade Road. Recreation residence tracts are on some USFS lands in Emerald Bay and in Spring Creek.

Visitor Activities

Public lands in this segment are primarily managed by the USFS, specifically the Lake Tahoe Basin Management Unit (LTBMU), and by California State Parks (CSP). USFS lands include facilities that support sightseeing, hiking, beach-going, boating, backpacking, and camping. Key recreation sites include:

- Eagle Point Campground
- Inspiration Point Vista
- Bayview Campground
- Bayview Trailhead (day hikes and wilderness access)
- Eagle Falls Trailhead (day hikes and wilderness access)
- Emerald Bay State Park
- Emerald Bay Boat Camp
- Vikingsholm
- Fannette Island
- D.L. Bliss State Park
- D.L. Bliss Campground
- Rubicon Trail
- Beach areas in Emerald Bay State Park and D.L. Bliss State Park

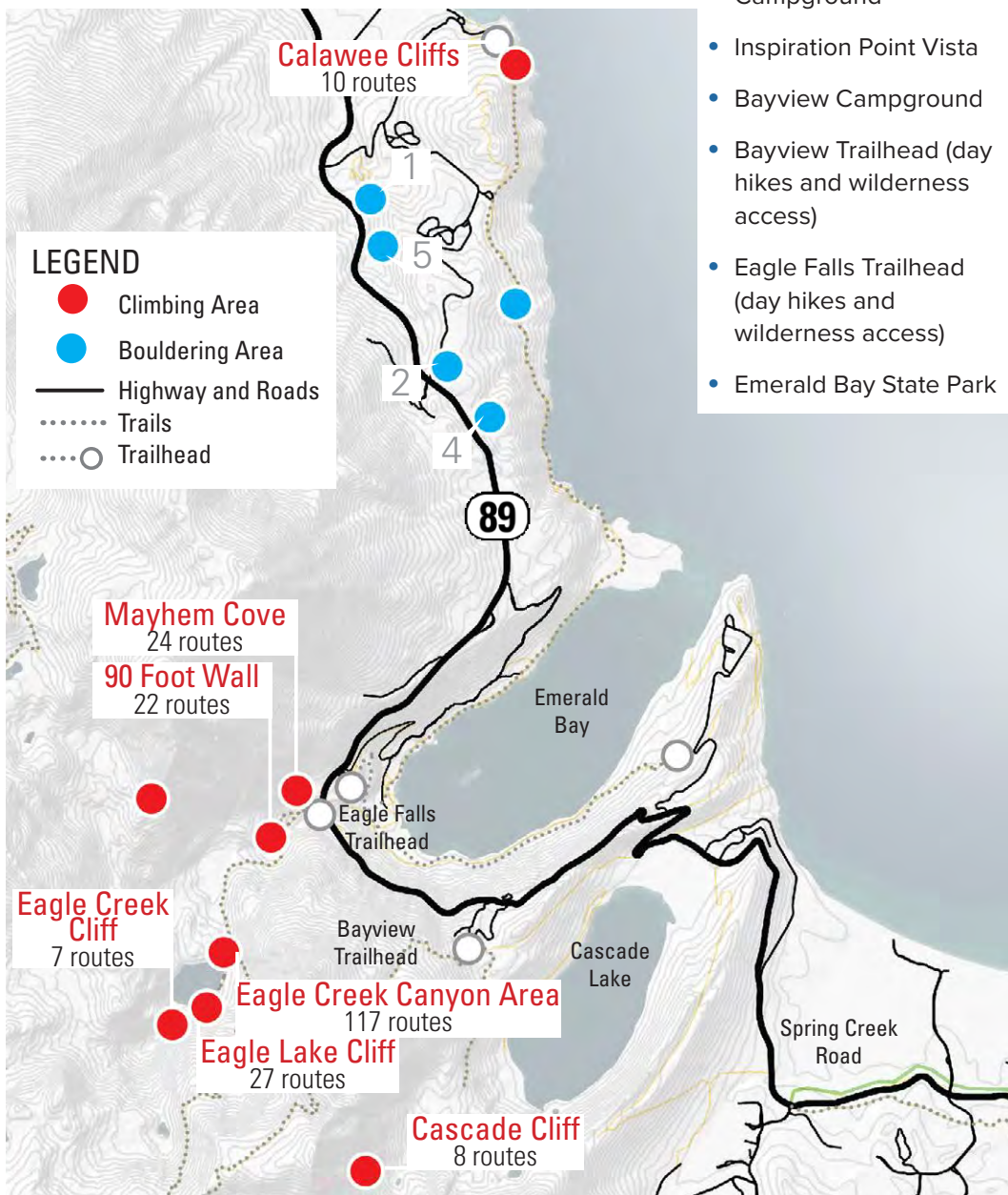


Figure 37: Rock Climbing Access | Emerald Bay Segment (Source: REI Mountain Project)

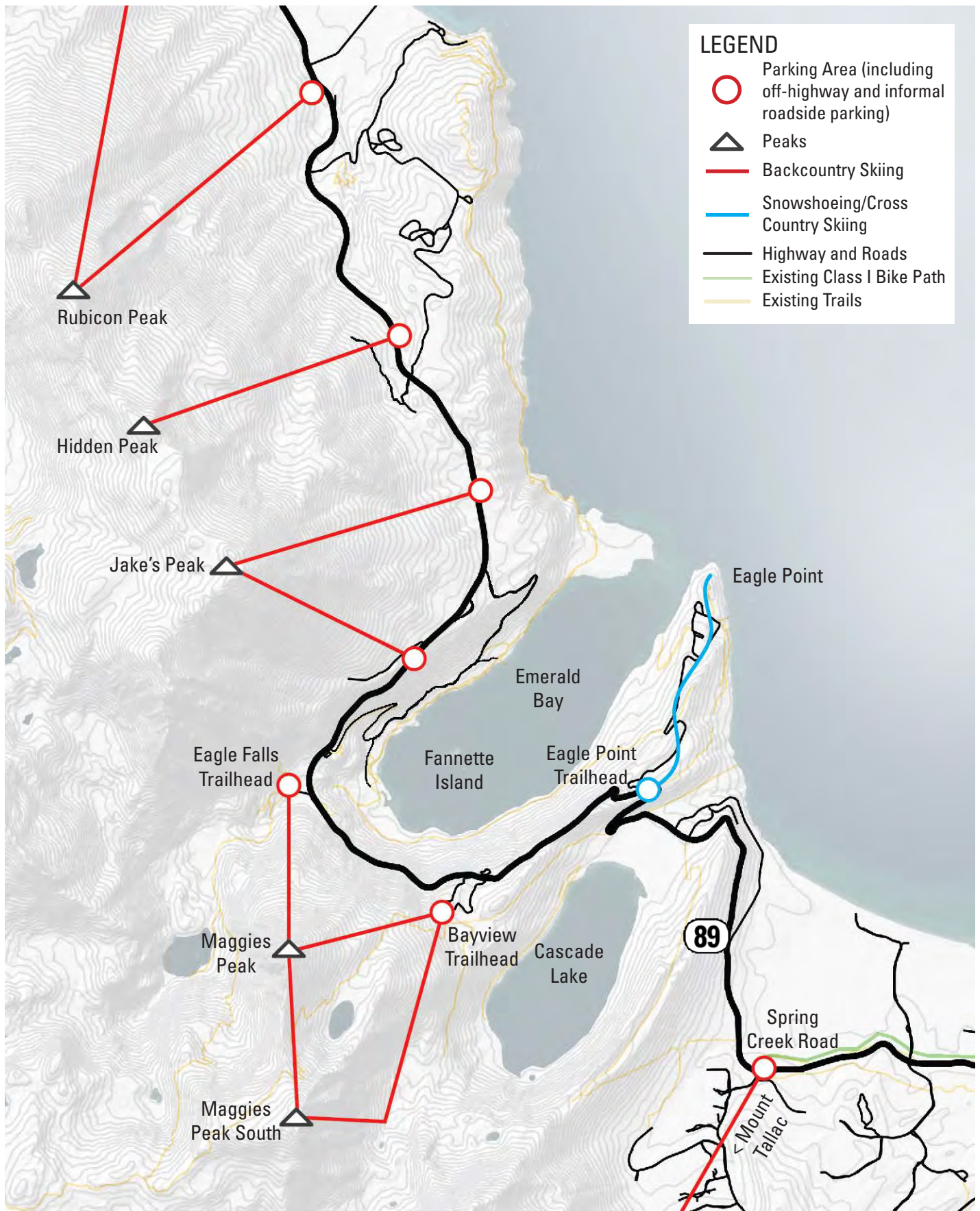


Figure 38: Winter Recreation Access | Emerald Bay Segment

VISITATION DATA

Emerald Bay has long been identified as the most photographed and visited location in Lake Tahoe. The Corridor Connection Plan hotspot data supports this theory and visitor, transportation, and parking data also reinforce its validity. USFS and State Parks attendance logs indicate the segment attracts over 750,000 visitors a year. As a qualifier, California State Park's record tracking was noted to be inconsistent and could be higher. The numbers also do not capture visitors to non-paid sites or people parking along the highway and walking to their destination.

The mix of residents to visitors and overnight visitors to day visitors is similar to overall corridor averages. Eighty percent of survey respondents identified themselves as visitors, and 93 percent of those visitors stayed at least one night in the Lake Tahoe area.

Lodging types were fairly consistent with overall survey results, with the exception of an increase in the number of people staying in a second home and at a motel/hotel. This indicates that transit programs originating from significant bed bases could reduce the number of people arriving by their personal vehicle. Consistent with other segments, the primary mode of travel to recreation sites was by personal vehicle.

Length of stay is an average of 2.9 to 3.0 hours, on par with the corridor average.

With regard to trip pattern, the majority of postcard respondents arrived from and returned to the south. Indicating the potential viability for an intercept transit program. Respondents who parked at Vikingsholm and the viaduct areas were most likely to be traveling through the segment. Respondents who parked at Eagle Falls trailhead and Vikingsholm had a higher percentage of people who arrived from and returned to the south, in comparison to other survey locations around Emerald Bay.

Emerald Bay provides a wide variety of potential recreation activities. A high percentage of summer visitors to the Emerald Bay indicated their primary recreation activity was day hiking (76 percent of intercept survey respondents and 60 percent of postcard survey respondents).

Comparing differences between recreation activities and the location of where the person parked or were surveyed, a few significant trends emerge. They include the following:

- 50 percent of people parking on the viaduct visit a beach as their primary activity (compared to 16 percent overall for the Emerald Bay area).

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- The high percentage of overnight users and percentage of people returning from the direction they came from indicates that a mobility hub with a transit system can be effective for this segment.
- Day hiking and visiting a beach are significant recreation activities. Access to the segment's trailheads and beach access can be improved by providing transit.
- The volume of visitors, different land managers, and dispersed parking areas can confuse visitors who are not sure where they can park and for how long. Developing a consistent system and providing docents to answer questions and direct users can improve the visitor experience.
- Overnight backpackers are parking in areas in and around Inspiration Point and Vikingsholm parking lots which are intended to serve as vista points and day use access. Providing for overnight backcountry users by designating select parking areas or developing operational approaches that meet access needs while not impacting day use parking areas can give greater clarity to the purpose and function to the segment's different parking areas.
- Over 50 percent of visitors are not planning their visit to Emerald Bay more than a day in advance. Visitor and travel information must be easy to find and understand.

Sources for Table 11: Visitation Statistics | Emerald Bay Segment:

- 1 TRPA 2014 and 2018 Travel Mode Surveys
- 2 LSC 2018 Postcard Survey (Pre-paid survey postcards were placed under windshield wipers of vehicles parked along the corridor in late July. Of the 2000 surveys distributed, 138 were returned.)
- 3 2018 SR 89 Corridor Intercept Survey
- 4 USFS and CSP Sierra District Visitation Logs
- 5 2018 SR 89 Online Recreation Survey
- 6 TRPA 2010 and 2014 Travel Mode Surveys

*Acronyms: IP (Inspiration Point)
EF (Eagle Falls)
Vik (Vikingsholm)
Via (Viaduct)

| VISITATION STATISTICS EMERALD BAY SEGMENT | | | | | |
|--|--|-----|---|------|---|
| | Emerald Bay Segment Information Only | | Overall Corridor Comparison 2017 LTCCP | | Overall Corridor Average |
| Resident Versus Visitor | | | | | |
| Full-Time or Seasonal Resident | 20% ¹ | | 13% | | 19% ¹ |
| Visitor | 80% ¹ | | 87% | | 81% ¹ |
| Visitor Type | | | | | |
| Overnight Visitors | 93% ¹ | | 90% | | 89% ¹ |
| Day Visitors | 7% ¹ | | 10% | | 11% ¹ |
| Lodging Type | | | | | |
| Vacation Rental | 21.9% ¹ | | | | 21.2% ¹ |
| Second Home | 15.8% ¹ | | | | 7.4% ¹ |
| Friend's Residence | 5.7% ¹ | | | | 8.5% ¹ |
| Timeshare | 6.8% ¹ | | | | 8.3% ¹ |
| Motel/Hotel | 44.8% ¹ | | | | 36.9% ¹ |
| Campground | 12.0% ¹ | | | | 17.6% ¹ |
| Length of Stay at Recreation Site | 3.0 hours ³ / 2.9 hours ² | | | | |
| Number of People in Trip Party | 3.3 people ³ / 3.6 people ² | | | | 3.6 people ³ / 3.7 people ² |
| Travel Modes⁶ | | | | | |
| Car/Truck/Van | 89% | | | | 86% |
| Motorcycle/Moped | 2% | | | | 2% |
| Transit | 2% | | | | 1% |
| Ferry or Boat | 0% | | | | 2% |
| Bicycle | 2% | | | | 5% |
| Walk | 5% | | | | 5% |
| Trip Pattern² | | | | | |
| | IP* | EF* | Vik* | Via* | |
| Arrive from and Return to South | 76% | 59% | 52% | 75% | 52% |
| Arrive from and Return to North | 24% | 37% | 33% | 13% | 39% |
| Traveling Through | 0% | 4% | 15% | 13% | 9% |
| Primary Recreation Activity | | | | | |
| Visit a Beach | 16% (50% at Via) ² / 2% ³ | | 82% ⁵ | | 25% ² / 40% ³ |
| Day Hike | 58% (47% at Via) ²⁰ / 76% ³ | | 87% ⁵ | | 46% ² / 31% ³ |
| Quick Stop to See the View | 7% (18% at IP) ² / 10% ³ | | 36% ⁵ | | 5% ² / 5% ³ |
| Drive Around the Lake | 1% (4% at Vik) ² / 2% ³ | | 38% ⁵ | | 4% ² / 1% ³ |
| Take a Bike Ride | 0% ² / 0% ³ | | 51% ⁵ | | 1% ² / 2% ³ |
| Overnight Backpack Trip | 8% (18% at IP) ² / 9% ³ | | 34% ⁵ | | 9% ² / 5% ³ |
| Camping | N/A / 0% ³ | | | | N/A / 15% ³ |
| Other | 5% (13% at Via) ² / 2% ³ | | | | 4% ² / 4% ³ |
| Number of Visitors at Paid Parking Areas (759,088 Total for Parking Areas Listed Below)⁴ | | | | | |
| Eagle Falls Trailhead (6/30/17-10/10/17) (day permit tabs) | 32,724 | | Estimated 1.8 Million in 2014 for Entire Corridor | | |
| Bayview Trailhead (2017) | 10,696 | | | | |
| Bayview Campground (2017) | 1,653 | | | | |
| D.L. Bliss State Park (2017) | 117,466 | | | | |
| Emerald Bay State Park (2001) | 596,549 (State Park reporting has not been consistent, number from highest attendance in the past 10 years is provided as a reference) | | | | |

Table 11: Visitation Statistics for the Emerald Bay Segment

- Only 38 percent of people parking at the viaduct are taking a day hike, in comparison to an average of 60 percent for the segment.
- 18 percent of people parking around the Inspiration Point area are making a quick stop to see the view, versus a segment average of 7 percent.
- 4 percent of people parking in or around the Vikingsholm lot are driving around the Lake, four times the segment average of 1 percent. It is noted that the postcard survey may not connect with people making a quick stop and driving around the lake. A visual survey of visitor parking patterns was also conducted and is described on pages 55 and 56.
- 18 percent of people parking in or around the Inspiration Point lot are taking an overnight backpack trip, twice the segment average of 9 percent.

The last statistic indicates a number of people park near or in the viewpoint parking area and stay for more than a day. The vista was intended to have a short turnover to allow people to stop, take in the view, and engage in an interpretive walk. The limited parking could be used by people staying for longer periods of time.

The variety of recreation activities creates different user needs and expectations. Strategies will need to consider the mix and determine how a consistent, easy-to-understand approach can be applied to meet the varying needs.

Of the different corridor segments, Emerald Bay visitors indicated a significant difference in their trip planning habits. Only 27 percent of respondents planned their trip more than a week or a month before arriving to Emerald Bay. In contrast in comparison to the corridor average, 34 percent more respondents planned their trip “yesterday” and 19 percent more planned their trip “Sometime Today”.

These trip planning statistics indicate people visiting Emerald Bay are making their plans more impulsively or with

less of a set itinerary. Communication and marketing is key to help those travelers identify transit opportunities and to more fully understand what alternatives they have for their trip planning.

Many of the visitors may be traveling to Emerald Bay because it is the most high profile location and they are not aware of alternatives or the challenges of finding parking. These visitors may also be less prepared to know where to park and how to access their desired recreation activity.

Winter Recreation Activities

Corridorwide, respondents to the 2018 online recreation activity survey for the SR 89 corridor, indicated their primary winter recreation activities include enjoying the views (22%), commuting/driving through (17%), and backcountry skiing (17%). Cross-tabulating responses from survey respondents who indicated they visit the Emerald Bay area, the primary winter activities are not significantly different than the corridorwide responses.

This indicates a desire for people to be able to visit Emerald Bay in the winter for backcountry access, sightseeing, and to commute or travel through. However, the roadway is often closed during the winter due to avalanches and the narrow road profile. Opportunities to manage the highway to increase the number of days it is open in the winter would improve the ability for many people to travel to and from their place of work and to participate in winter outdoor activities. USFS off-highway parking areas are closed in the winter and parking areas are generally not plowed. Winter and shoulder season recreation activities would be better supported by opening and plowing off-highway parking, when possible. LTBMU is working on addressing parking closures through a Trails Access Management Plan. Observational support of this takeaway is the image on page 49. It was taken only a few hours after the highway through Emerald Bay was reopened after being closed for snow removal and avalanche watch.

TRIP PLANNING STATISTICS | EMERALD BAY SEGMENT¹

| When Survey Respondents Planned their Trip to Emerald Bay Compared to the Corridorwide Average | | | |
|--|-------------|--------------|--------------------|
| | Emerald Bay | Corridorwide | Percent Difference |
| A Month or More Before Today | 20% | 31% | -55% |
| More than a Week Ago, but Less than a Month Ago | 7% | 11% | -57% |
| In the Last Week | 20% | 20% | 0% |
| Yesterday | 32% | 21% | 34% |
| Sometime Today | 21% | 17% | 19% |

Table 12: Trip Planning Statistics for the Emerald Bay Segment

Source for Table 12: Trip Planning Statistics | Emerald Bay Segment:

1 2018 SR 89 Corridor Intercept Survey



Vikingsholm and Emerald Bay are visited by beach-goers, boaters, and groups on commercially-operated paddleboats.



Visitors make their way to see Eagle Falls on the lakeside of the highway even though no formal path exists.



Winter access to the corridor is popular for backcountry access and for those just wanting to enjoy the view. The above picture was taken just a few hours after the road was reopened after a snowstorm.



Eagle Falls Trailhead is popular with hikers, backpackers, and climbers.



Inspiration Point is a popular area for viewing Emerald Bay.



Eagle Falls Trailhead serves overnight and day use hikers.

TRAFFIC DELAY

Although traffic delays occur throughout the corridor, delays are particularly concentrated between the Vikingsholm lot and Baldwin Beach Road (in both directions). The delays were reported by the surveyor to be generated by pedestrian/bicycle crossing activity in the Inspiration Point area and Eagle Falls area. Parked vehicles partially blocking travel lanes also created delays (including the need for on-coming vehicles to take turns using the available roadway width) . Drivers also simply stopping in the travel lanes to take pictures which delayed traffic. Note that no construction was occurring on any of the travel time survey days.

Data points showed the following:

- The peak delay for northbound traffic occurred at 3:45 PM. The delay was for 29 minutes and occurred for northbound traffic between Eagle Point Camp Road and Inspiration Point.
- A similar delay for northbound traffic occurred at 9:30 AM between Inspiration Point and Lester Beach Road. The delay was 19 minutes.
- The peak delay for southbound traffic occurred at 10:30 AM between Vikingsholm and Inspiration Point. The delay was for 23 minutes.
- At the 10:30 AM hour southbound travelers also experienced an 8-minute delay between Inspiration Point and Eagle Point Camp Road and an 18-minute delay between Eagle Point Camp Road and Baldwin Beach Road. In total, southbound travelers at 10:30 AM on July 21, 2018 had 49 minutes of delay between D.L. Bliss and Baldwin Beach Road.

Congestion not only affects visitors, but it also impacts emergency responders. In the Emerald Bay, the average delay to emergency responders from June to August was 5 minutes. The maximum delay was 12 minutes.

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- Relocating roadside parking to off-highway locations and creating a no-shoulder parking zone can reduce vehicles turning around and searching for parking.
- Parking management strategies could reduce the queue for visitors coming to Emerald Bay recreation areas, such as:
 - Automated ticketing systems could allow visitors to park and then pay at a kiosk with a roving ranger to provide oversight and user information.
 - A reservation system with demand-based pricing for parking can help distribute arrival times and encourage turn over.

TRAFFIC DELAY STATISTICS | EMERALD BAY SEGMENT

| Length of Delay (From Day with Highest Delays Recorded, July 21, 2018) ¹ | | | | |
|---|---|---|--|---|
| Segment | Northbound Traffic Peak Minutes of Delay | Northbound Traffic Peak Time of Delay | Southbound Traffic Peak Minutes of Delay | Southbound Traffic Peak Time of Delay |
| Baldwin Beach Road to Eagle Point Camp Road | 5 minutes | 1:30PM | 18 minutes | 10:30AM |
| Eagle Point Camp Road to Inspiration Point | 29 minutes | 3:45PM | 18 minutes | 9:16AM |
| Inspiration Point to Vikingsholm | 8 minutes | 9:30AM | 23 minutes | 10:30AM |
| Vikingsholm to Lester Beach Road | 11 minutes | 9:30AM | 7 minutes | 9:16AM |
| Corridor Delays ¹ | | | | |
| Peak Delay Recorded for Corridor Trip Runs July 21, 2018 | | | | |
| Northbound | 30 to 38 Minutes of Peak Southbound Delay per Northbound Trip | | | |
| Southbound | 18 to 75 Minutes of Peak Southbound Delay per Southbound Trip | | | |
| Average Delay Average for Three Weekends of Corridor Travel Time (July 21, Aug. 4, and Aug. 18, 2018; 22 Total Trips) | | | | |
| Northbound | 11 Minutes of Average Delay per Trip from West Way to Lester Beach Road | | | |
| Southbound | 10 Minutes of Average Delay per Trip from Lester Beach Road to West Way | | | |
| Emergency Response Delays ² | | | | |
| Increase to Response Times | Average | Median | Maximum | |
| Summer (June to August) | 5 minutes | 3 minutes | 12 minutes | |
| Non-Summer (September to May) | 3 minutes | 3 minutes | 7 minutes | |

Table 13: Traffic Delay Statistics for the Emerald Bay Segment

Sources Table 13: Traffic Delay Statistics | Emerald Bay Segment:

1 Length of Delay and Corridor Delays
LSC SR 89 Travel Time Survey Analysis

2 Emergency Response Delays

- Data provided by CalFire for 2012-2017
- Includes response times from Fire Departments and Law Enforcement
- Data categorized as response types FIRE, DEBRI/CAMPFIRE and FIRE, OTHER/MISC were omitted as response times reflected non-urgent events.
- LSC Transportation Consultants, Inc.

PARKING DATA

Roadside parking in the Emerald Bay segment is a critical issue for this segment. There are 221 off-highway parking spots that serve the popular visitor destination. The demand is shown in that more than twice the number of people park along the highway shoulder than can be accommodated by the off-highway parking areas. On a peak summer day, 488 cars were counted along the roadway shoulders and the parking lots were full.

Parking Data

LSC conducted parking counts along SR 89 in the Emerald Bay area in July and August of 2017 and 2018. The study area included on and off-street parking areas between Lester Beach Road (the D.L. Bliss State Park access road) on the north end of Emerald Bay and the first switchback south of Inspiration Point on the south end. The parking counts were conducted a total of eight times each, two weekdays and two Saturdays in each year, between 10:00 AM and 6:00 PM each day. These dates and time periods were selected to best capture the normal busy summer recreation activity which occurs in late July and early August. The counts were intentionally not conducted during the busy 4th of July weekend to avoid sampling on an abnormally high usage day.

The study revealed the following:

- The busiest time during the day on a peak Saturday was between 1:00 PM and 2:00 PM, when there were 687 cars parked in both on- and off-street areas.
- Motorists park illegally along the roadway shoulder and in off-highway parking lots. At the busiest time, 11:00 AM, there were 20 cars parked illegally in off-street lots.
- Most people want to park at shoulder parking locations close to their recreation destination, such as near Eagle Falls, Vikingsholm, and Inspiration Point. Along the viaduct there are no legal spaces. However, over the course of a peak Saturday the number of cars parked in that area averaged 32 with a maximum of 41.
- On average and on peak days, shoulder parking exceeds the number of “legal spaces” Inspiration Point through the viaduct. On average there are 185 percent more cars parked along the shoulders than legal parking spots in the area. On a peak day there are 227 percent more cars parked along the shoulders than legal parking spots.

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- Establishing a no parking zone to provide clarity and consistency in parking strategies would simplify enforcement and communications.
- Relocating an appropriate number of shoulder parked cars to new off-highway parking facilities and/or a mobility hub and providing transit allows for access while addressing the issues associated with shoulder parking.
- Using parking management strategies can distribute the arrival and departure times of visitors and increase turnover in parking lots.
- Relocating vehicles associated with overnight backcountry parking access to designated locations or developing other operational methods to restrict overnight parking in day use lots can allow parking to better serve the activities the spaces were designed for.



CHP tows illegally parked vehicles. But often another car will be ready to take their spot, even though it is illegal and they saw someone else being towed.

Sources Table 14: Parking Data Statistics | Emerald Bay Segment:

- 1 LSC 2017 Emerald Bay Parking Counts
- 2 LSC 2018 Parking Duration Observations
- 3 LSC 2018 Emerald Bay Parking Counts
- 4 LSC Assessment of USFS and CSP 2018 Parking Management Logs

Note: The capacity of unstriped shoulder parking was determined based on the length of shoulder with a minimum of 6.5 feet of width. This width is sufficient for a sufficient proportion of vehicles to park without overhanging the white “fog” line. A length of 22 feet per vehicle was used to define the number of spaces, based upon observed average spacing per parallel parked vehicle in the corridor. For shoulder locations where drivers typically angle park, a length of 10 feet per space was applied.

PARKING DATA STATISTICS | EMERALD BAY SEGMENT

| Number of Existing Off-Highway Parking Spaces Available (221 total) | | | | | | | | |
|--|--|--|-----------|---|--|-----------------------|--------|--------|
| Eagle Point Trailhead Parking Lot Spaces | 39 | | | | | | | |
| Inspiration Point Parking Lot Spaces | 20 | | | | | | | |
| Bayview Trailhead Parking Lot Spaces | 37 | | | | | | | |
| Eagle Falls Trailhead Parking Lot Spaces | 32 off-highway, 30 organized next to the highway | | | | | | | |
| Vikingsholm Parking Lot Spaces | 60 | | | | | | | |
| D.L. Bliss Parking Lot Spaces | 15 (+3 authorized vehicles only) | | | | | | | |
| Observed Shoulder Parking “Legal” Versus “Illegally” Parked Vehicles (July and August 2017) ¹ | | | | | | | | |
| | “Legal” Spaces | Number of Cars Parked on a Peak Day (Average/Peak) | | | Percent Parking Utilization (Ave/Peak) | | | |
| First Switchback to Inspiration Point | 63 | 7/12 | | | 11%/19% | | | |
| Inspiration Point Zone | 69 | 45/56 | | | 65%/81% | | | |
| Inspiration Point to “The Slide” | 25 | 30/43 | | | 120%/172% | | | |
| “The Slide” to Eagle Falls | 88 | 124/151 | | | 141%/172% | | | |
| Eagle Falls to Viaduct | 28 | 75/85 | | | 268%/304% | | | |
| Viaduct | 0 | 32/41 | | | All illegally parked | | | |
| Viaduct to Boat-in Campground Access | 114 | 38/58 | | | 33%/51% | | | |
| Boat-in Campground Access to Lester Beach | 113 | 24/42 | | | 21%/37% | | | |
| Total (For All Shoulder Parking) | 50 | 375/488 | | | 75%/98% | | | |
| Total 685 on and off-highway available spaces | | | | | | | | |
| Time of Paid Parking Lot Closures (Summer 2018) ⁴ | | | | | | | | |
| | Time Entry Queue Starts | Time Parking is Full | | Time Turn Over Starts | | Average Check-in Time | | |
| Vikingsholm Parking Lot | 9:24AM | 9:36AM | | 4:04PM | | 1.2 Minutes | | |
| D.L. Bliss Parking Lot | 9:48AM | 10:13AM | | 3:33PM | | 2.5 Minutes | | |
| Parking Accumulation Times (Saturday, July 28, 2018) ³ | | | | | | | | |
| | 10:00AM | 11:00AM | 12:00PM | 1:00PM | 2:00PM | 3:00PM | 4:00PM | 5:00PM |
| Total Number of Cars | 451 | 607 | 677 | 687 | 646 | 576 | 544 | 466 |
| Cars in Parking Lots | 168 | 170 | 175 | 169 | 166 | 165 | 160 | 158 |
| Cars Parked on Highway Shoulder | 283 | 437 | 502 | 518 | 480 | 411 | 384 | 308 |
| “Legal” Shoulder Parking Accumulation Times on Saturday July 29, 2017 ¹ | | | | | | | | |
| | Time “Legal” Parking is 100% Full | | | Time “Legal” Parking Returns to <80% Capacity | | | | |
| Inspiration Point Shoulder Parking Zone | Filled to 71% capacity by noon | | | Was 60% full on average throughout the day | | | | |
| Inspiration Point to “The Slide” | Before 10:00AM | | | 4:00PM | | | | |
| “The Slide” to Eagle Falls | Before 10:00AM | | | 5:00PM | | | | |
| Eagle Falls to Viaduct | Before 10:00AM | | | Did not dip below 161% utilization | | | | |
| Observed Parking Duration (August 2018) ² | | | | | | | | |
| | 0-5 min | 5-15 min | 15-30 min | 30-60 min | 60-90 min | +90 min | | |
| Inspiration Point Shoulder Parking Zone | 4% | 38% | 32% | 20% | 4% | 4% | | |
| Inspiration Point Parking Lot | 30% | 23% | 18% | 27% | 0% | 2% | | |
| Eagle Falls Pull-off on Northbound Lane | 24% | 10% | 2% | 29% | 29% | 7% | | |
| Eagle Falls Parking Lots | 25% | 5% | 18% | 15% | 12% | 26% | | |
| Vikingsholm Shoulder Parking | 22% | 17% | 8% | 17% | 14% | 22% | | |
| Vikingsholm Parking Lot | 21% | 15% | 7% | 9% | 7% | 41% | | |

Table 14: Parking Data Statistics for the Emerald Bay Segment

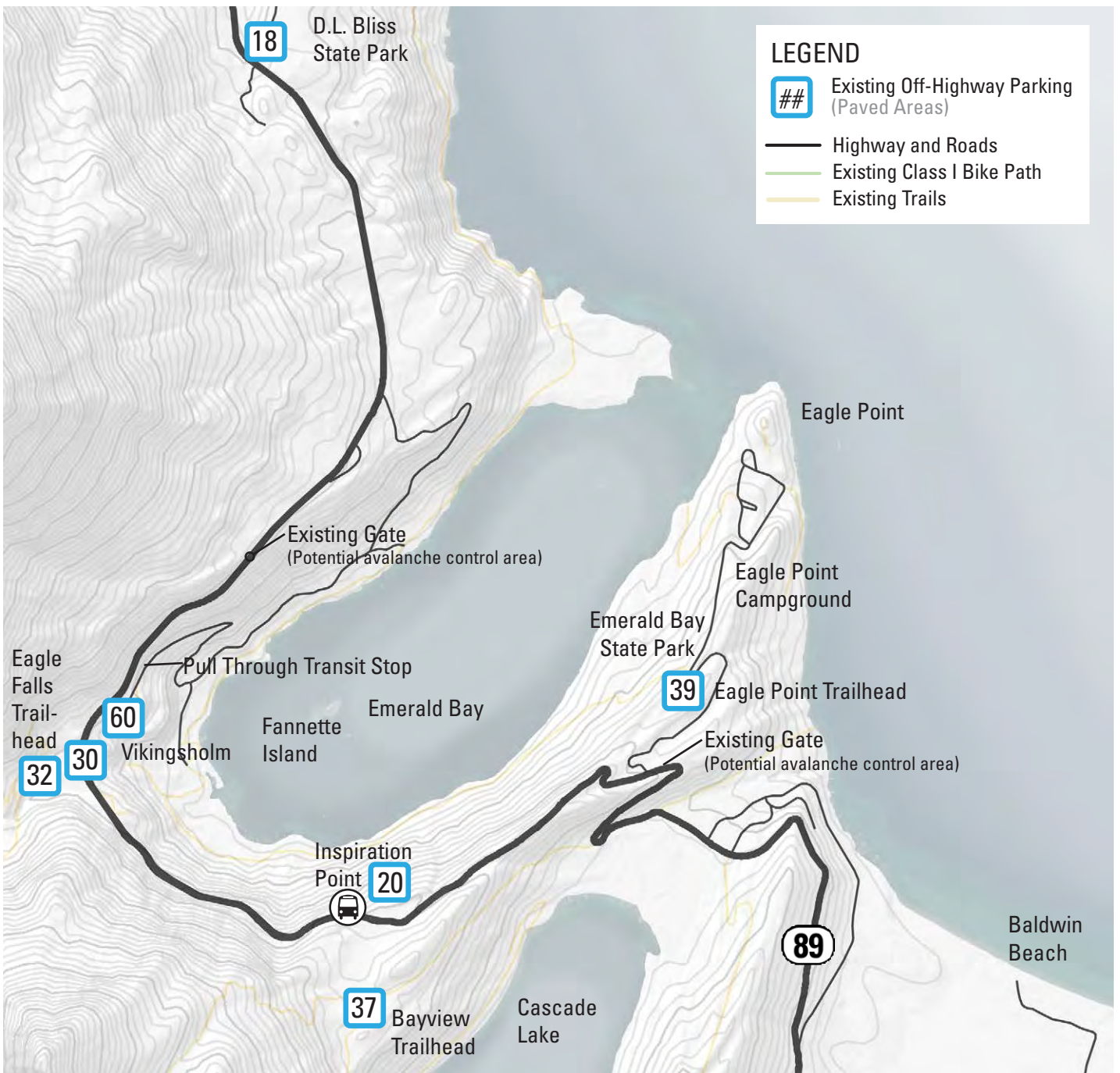


Figure 39: Off-Highway Parking Locations and Numbers | Emerald Bay Segment

Parking Accumulation and Duration

Accumulation

State Park and USFS management logs reflect that desirable parking lots typically fill throughout busy summer days between approximately 9:00 AM and 4:00 PM at Vikingsholm and D.L. Bliss. This creates congestion as drivers wait for available spaces.

The accumulation of shoulder parking is consistent with the management logs. At 10:00 AM the number of cars parked along the shoulder is almost twice the capacity of the parking lots. And by 11:00 AM the number is more than 250 percent higher. The total number of shoulder parked cars peaks at 1:00 PM and slowly declines for the remainder of the day.



The Vikingsholm parking lot fills around 9:30 AM on Saturdays during the summer.

Duration

Parking duration and turnover was captured through the 2018 Intercept Survey and the 2018 Windshield Postcard Survey. The different duration averages for each data set are as follows:

- 2018 Intercept Survey: 3.9 hours
- 2018 Postcard Survey: 2.9 hours

The visitor survey data above does not capture visitors who only stop for a short period, such as those taking a quick picture and not leaving their vehicle. To provide information about this activity period, parking turnover was directly monitored in the Emerald Bay area over two weekends in August.

Observation points were as follows:

- **Eagle Falls Parking Lots:** The USFS pay lot, the head-in shoulder parking along the west side of SR 89 and the shoulder parking on the east side of SR 89.
- **Shoulder Parking South of Eagle Falls:** The pullout area approximately 700 feet south of the Eagle Falls lot driveway.
- **Vikingsholm Lot:** The State Park lot and access driveway.
- **Vikingsholm – Shoulder Parking:** Shoulder parking on both sides of SR 89 adjacent to the State Park lot and to approximately 250 to the west of the lot driveway.
- **Inspiration Point Lot:** The USFS lot on the north side of SR 89.
- **Inspiration Point – Shoulder Parking:** Shoulder parking on both sides of SR 89 from the Inspiration Point Lot Driveway to the start of the guardrail to the west.

Overall, observed parking duration in Emerald Bay varied dramatically. This diversity indicates the need for a range of parking and transit management strategies. Key data points of the parking durations were as follows:

Eagle Falls Parking Lots

- 25 percent of vehicles were observed to be parked for 5 minutes or less
- 6 percent parked in the area between 5 and 15 minutes
- 26 percent parked for at least 90 minutes or more

Shoulder Parking South of Eagle Falls

- 23 percent parked for less than 5 minutes
- 57 percent parked for 30 to 90 minutes

Inspiration Point Parking Lot

- 53 percent parked for 15 minutes or less
- 2 percent parked for more than 60 minutes

Inspiration Point Shoulder Parking

- 4 percent were parked for less than 5 minutes
- 70 percent parked between 5 and 30 minutes
- 8 percent parked for more than 60 minutes

Vikingsholm Parking Lot

- 20 percent parked for 5 minutes or less
- 41 percent parked for over 90 minutes or more

Vikingsholm - Shoulder Parking

- 22 percent parked for less than 5 minutes
- 22 percent parked for more than 90 minutes

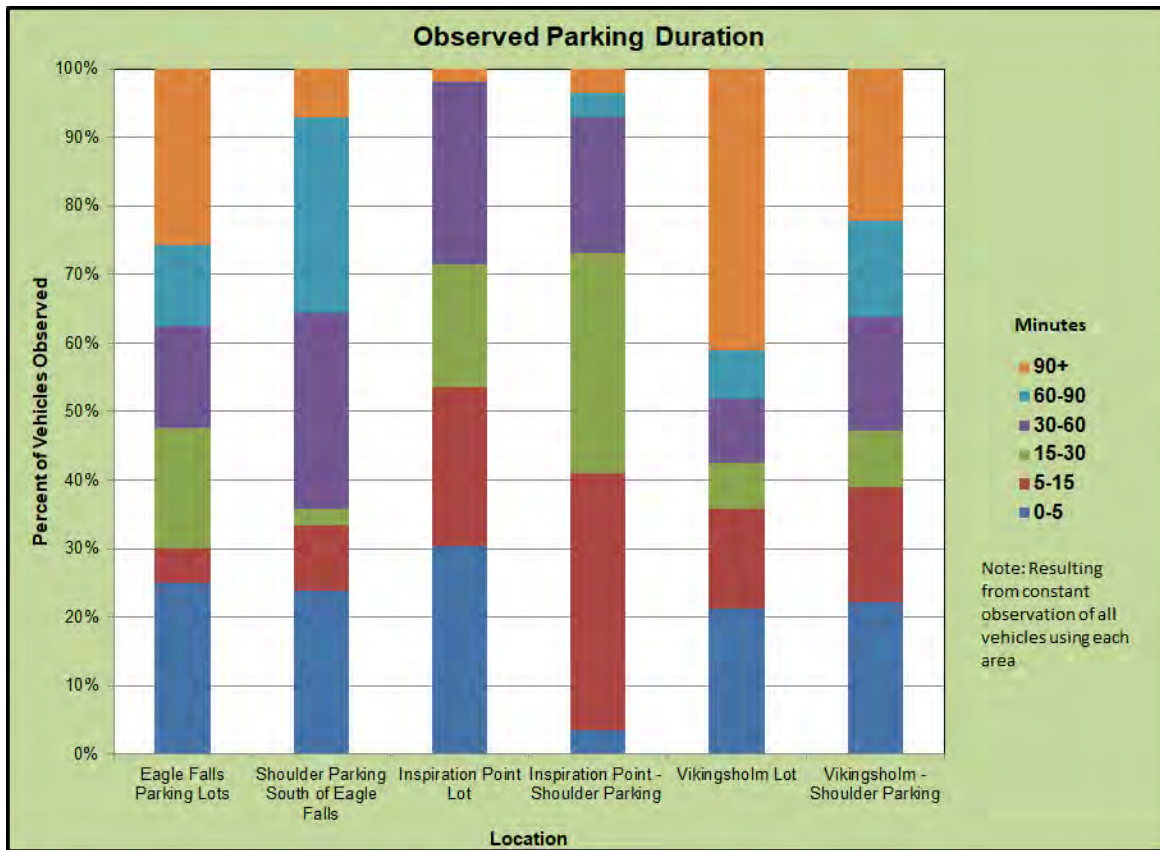
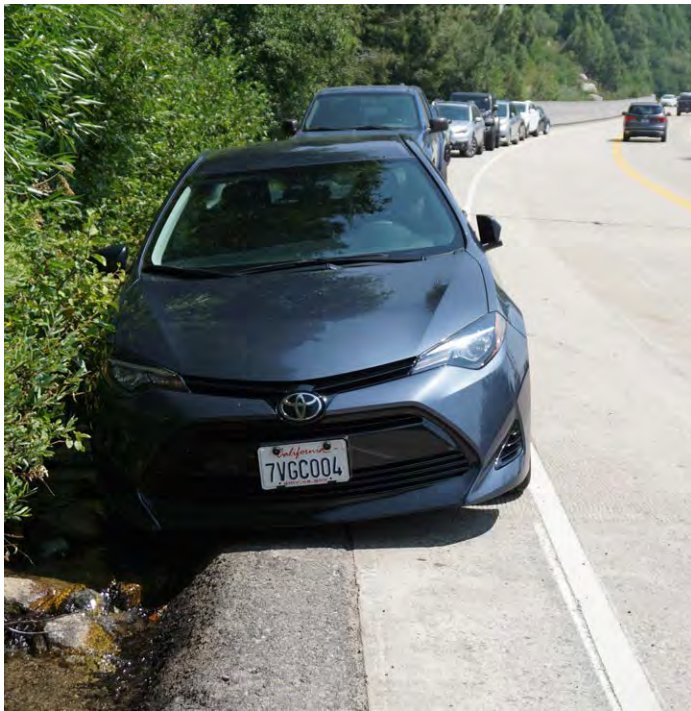


Figure 40: Observed Parking Duration in Emerald Bay



Vehicles park along the viaduct and in stormwater improvement projects.



Motorists illegally park in no parking areas and block bus stops.



Cars park over the white fog line and pedestrians regularly walk in the travel lanes to get to their destination.

TRANSIT FACILITIES

Transit services to Emerald Bay have been reduced over the past few years due to funding constraints. The last service year was 2018. The route has been canceled due to lack of funding and low ridership. Transit stops either have been previously located at Eagle Point Campground, Inspiration Point, Eagle Falls, Vikingsholm, and D.L. Bliss. As discussed in the corridorwide transit discussion, ridership was highest with increased frequency.

Roadside parking creates issues with transit stops. Motorists often illegally park in transit locations, forcing the bus to stop in the roadway or block an intersection or driveway.

Awareness of transit facilities and improved traveler communications can also be improved. Seventy-four percent of respondents to the 2018 Intercept Survey conducted in the corridor did not know there was transit. Factors that were extremely important for future use of transit to the SR 89 corridor included the amount of time to wait for the shuttle to pick them up (42% of respondents) and knowing in advance that the parking is full at the location (47% of respondents).

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- Addressing roadway design issues can enhance transit access. The Short-Range Transit Plan identifies many of these issues and recommendations for improvement, including the need for improved technology, guard rails, constraints created by hair pin turns, and required bus sizes.
- Designing transit stops so buses can pull off the highway to load and unload passengers reduces traffic flow impacts and addresses accessibility requirements.
- Managing congestion can make transit a desirable option for visitors, a transit bypass route is likely not a feasible alternative.
- Improving awareness and frequency of transit can increase ridership.
- Providing infrastructure for improved technology and access to communications is an important component for successful, real-time transit and parking management programs. For the Emerald Bay Segment, this could include adding broadband access including cellular infrastructure.



The bus stop at Eagle Falls Trailhead is regularly blocked by vehicles parked on the shoulder. The bus loads and unloads in the intersection.

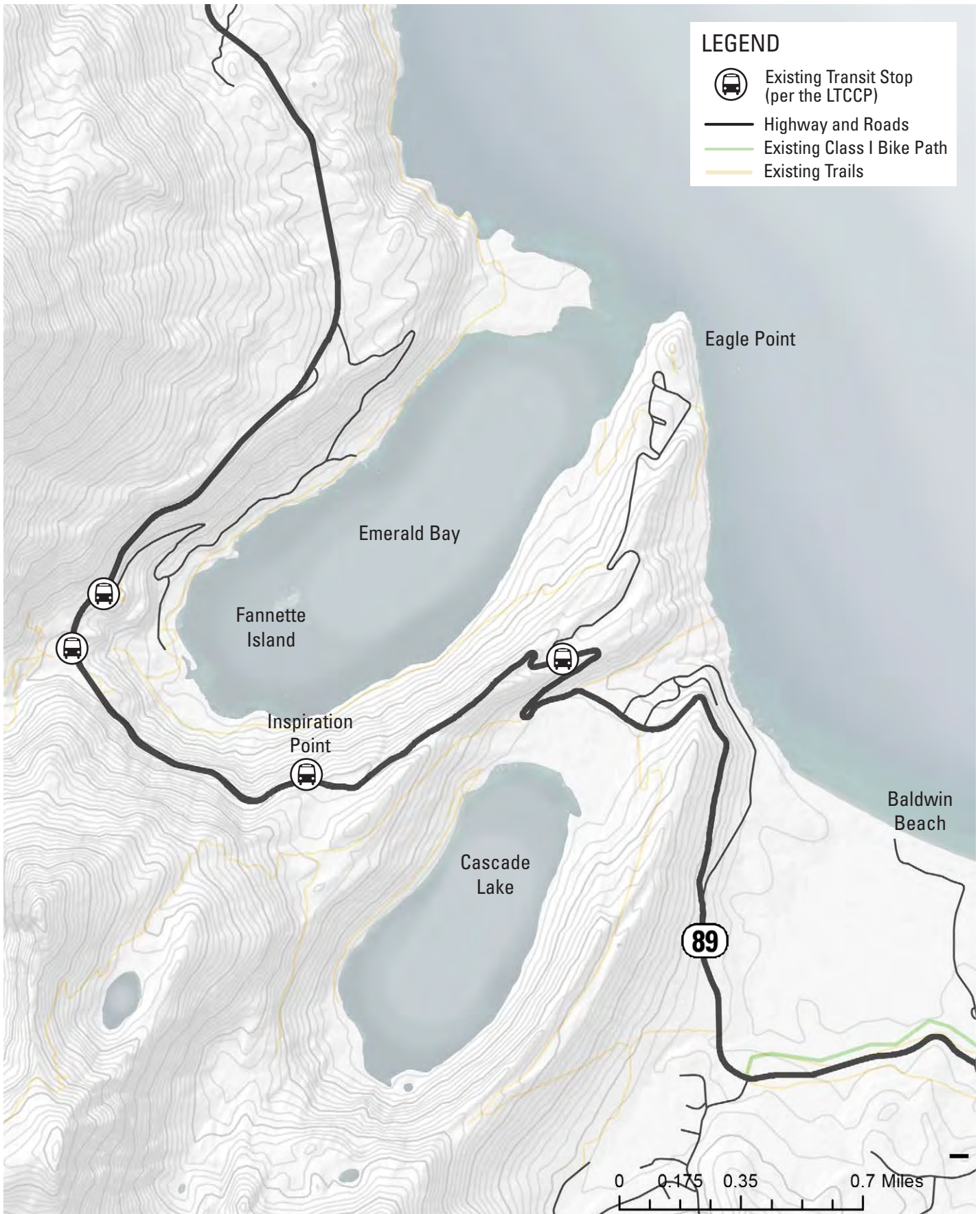


Figure 41: 2018 Transit Stop Locations | Emerald Bay Segment

PEDESTRIAN AND BICYCLE FACILITIES

Pedestrian facilities such as sidewalks and connector paths are located at some of the recreation destinations in Emerald Bay. Inspiration Point has an interpretive walkway at the vista point. The high volume of visitors can fill the walkways in the summer as people wait to take their turn for a picture or to read the interpretive panel.

Eagle Falls trailhead has improved walkways and boardwalks to connect parking areas to the natural surface trails leading to the backcountry. The boardwalk connecting SR 89 to the kiosk and trailhead winds through a riparian zone. It is an attractive path, but pedestrians still walk in the roadway because it is not sized to accommodate the volume of people in the area.

A natural surface path connects the Vikingsholm parking area to an overlook to the south. The path is separated from the highway, but sections should be evaluated for ease of mobility and accessibility.

In the summer people are regularly seen walking in the roadway or just to the right of the fog line. Visitors park along the shoulder and then walk to their destination. This situation occurs around most of Emerald Bay, including the viaduct. The viaduct does not allow for shoulder parking, yet motorists park and then walk down the highway to Vikingsholm vista point.

LSC conducted pedestrian counts to document the number of people walking on the viaduct. On a peak summer day in 2017, up to 67 people were seen in one hour along the narrow viaduct.



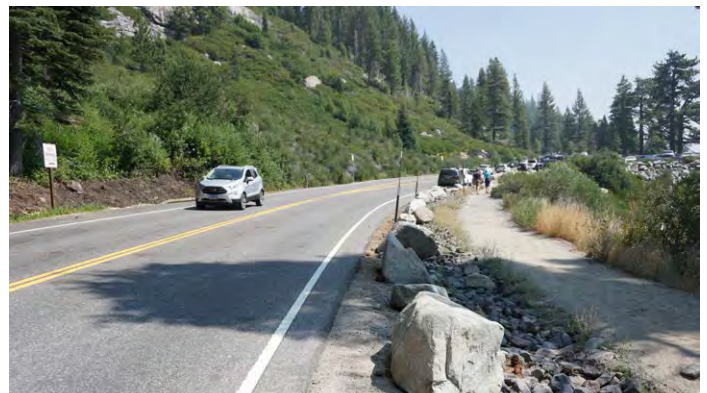
Pedestrians walking along cars parked on the viaduct have little to no shoulder area to walk out of the travel lane.

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- Developing a shared-use path that connects to the Pope-Baldwin Bicycle Trail to the south and the Tahoe Trail/West Shore Trail to the north would encourage biking to Emerald Bay.
- Developing a shared-use path near the highway corridor would provide a place off the roadway for pedestrians to walk in Emerald Bay.
- Minimizing at-grade trail crossings reduces conflicts.
- Prioritizing the use of public lands for future alternative trail alignments can increase trail feasibility.
- Utilizing shared-use path systems to provide visitor access to recreation areas can reduce vehicular use.
- Utilizing utility corridors and previous road and trail corridors reduces new disturbance and provides opportunities to underground utilities which can reduce wildfire risk.



Inspiration Point is so popular, people queue to take their turn for a picture or to read the interpretive panels.



A dirt trail provides one off-highway pedestrian connection from Vikingsholm to a viewpoint south of the parking lot.

PEDESTRIAN STATISTICS | EMERALD BAY SEGMENT¹

Pedestrians Observed Walking on the Viaduct (No Sidewalks or Shoulder Available) (Peak/Average) in 2017

| | 10:00AM | 11:00AM | 12:00PM | 1:00PM | 2:00PM | 3:00PM | 4:00PM | 5:00PM |
|-------------------------------|---------|---------|---------|--------|--------|--------|--------|--------|
| Peak Number of Pedestrians | 27 | 39 | 67 | 48 | 54 | 31 | 28 | 22 |
| Average Number of Pedestrians | 23 | 21 | 31 | 24 | 25 | 19 | 15 | 11 |

Table 15: Pedestrian Statistics for the Emerald Bay Segment

Source:

1 LSC 2017 Emerald Bay Pedestrian Counts



The boardwalk pathway at Eagle Falls Trailhead is often not used because of the volumes of visitors to the area.



Pedestrians hug the viaduct's guardrail and walk in a 12- to 18-inch shoulder as they walk from their car to their destination.



Pedestrians often walk in the travel lane, with traffic, to access their recreation destination.

The Pope-Baldwin Bicycle Trail ends at Spring Creek Road. No other designated bike facilities exist. Road cyclists ride in the highway and can be seen working their way up the switchbacks in the summer. In many locations near Emerald Bay, the narrow roadway and lack of shoulders cause cyclists to share travel lanes with vehicles. Motorists slow and often need to shift into another lane to share the road with the cyclist.

Previous studies have considered options for a shared use path alignment through the Emerald Bay segment but a preferred or final alignment has not been identified. Figures 42-47 show many of the elements for consideration when identifying potential trail corridors and alignments. A compilation map (Resource Overlay Analysis) diagrams significant opportunities and constraints. The mapped elements include:

- Slope
- Ownership
- Existing trails
- User trails
- Utility corridors
- Natural resources
- Osprey nests and buffer
- Bald Eagle nest and buffer
- Northern Goshawk protected activity centers (PAC)
- Stream environment zones

Additional features, such as cultural resources are not mapped. Coordination should occur to understand and identify potential constraints due to cultural resources. Detailed engineering and geotech studies will be conducted in future phases of trail evaluation and development.



Road cyclists ride along the highway's narrow shoulders.



Road cyclists make their way through the hairpin turns as they climb to Emerald Bay.



Inspiration Point and other viewpoints offer a place for a break and a view for both pedestrians and cyclists.

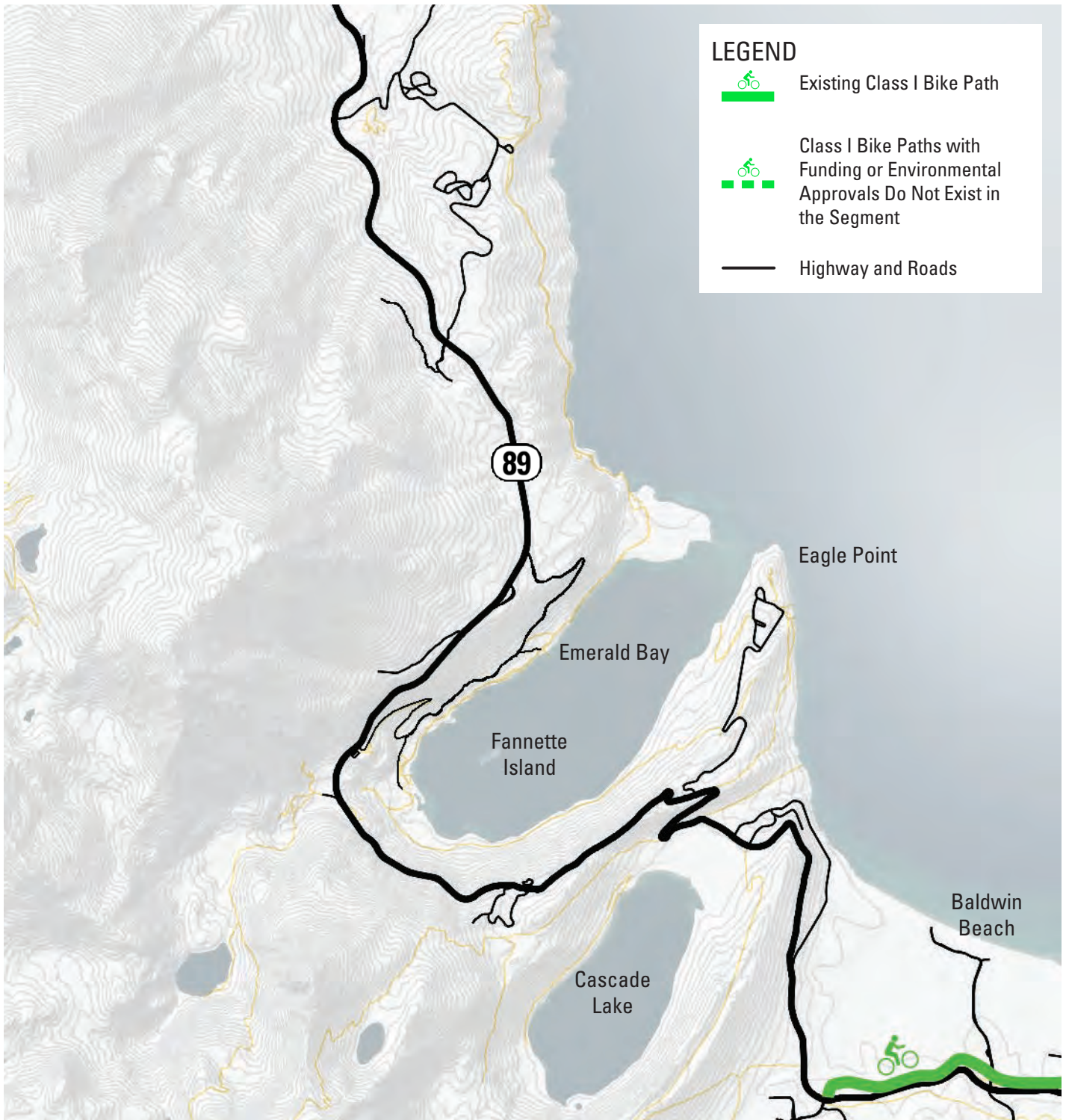


Figure 42: Existing and Funded Shared-Use Paths | Emerald Bay Segment

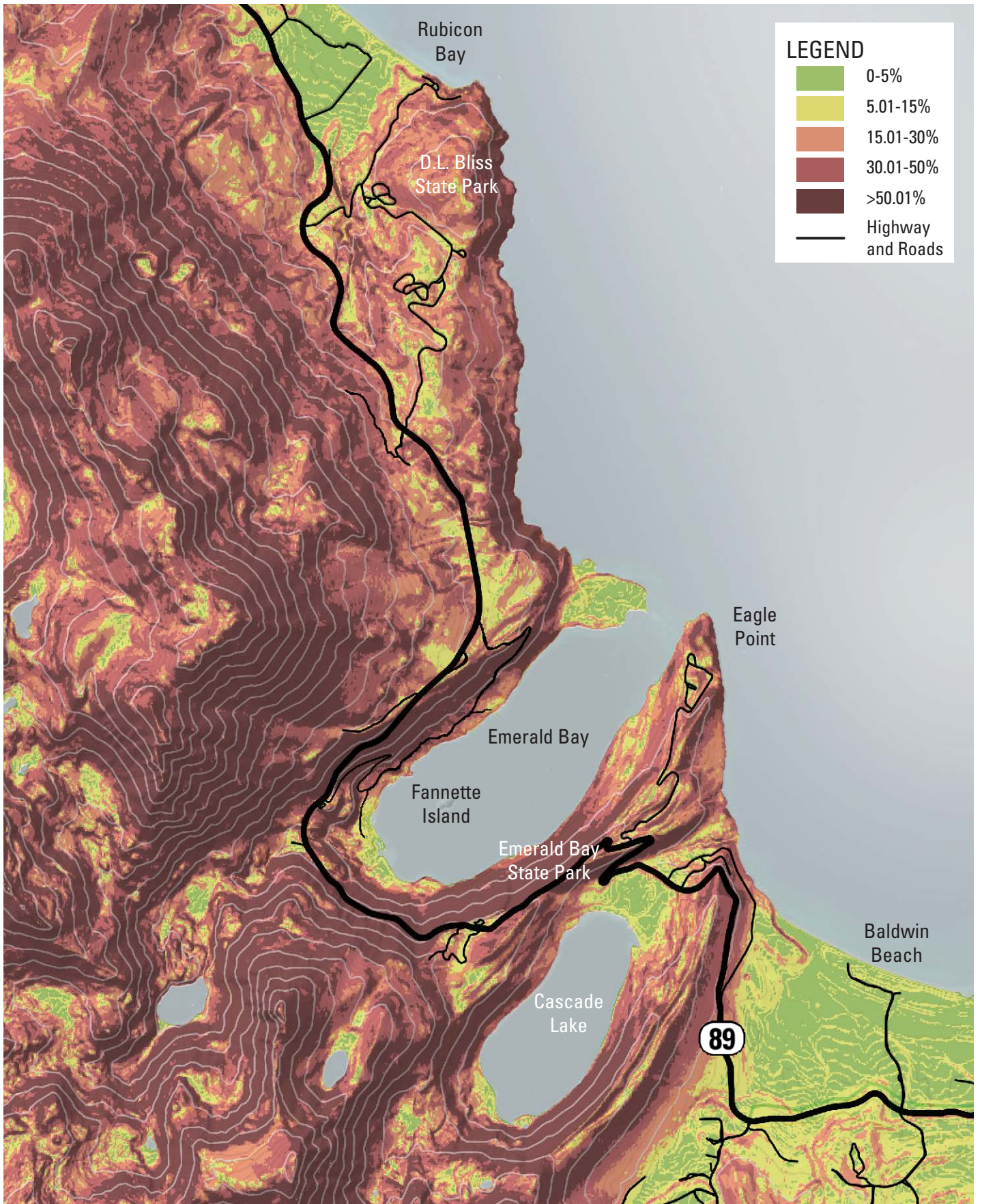


Figure 43: Slope Analysis | Emerald Bay Segment



Figure 44: Ownership, User Trails, and Utility Corridors | Emerald Bay Segment

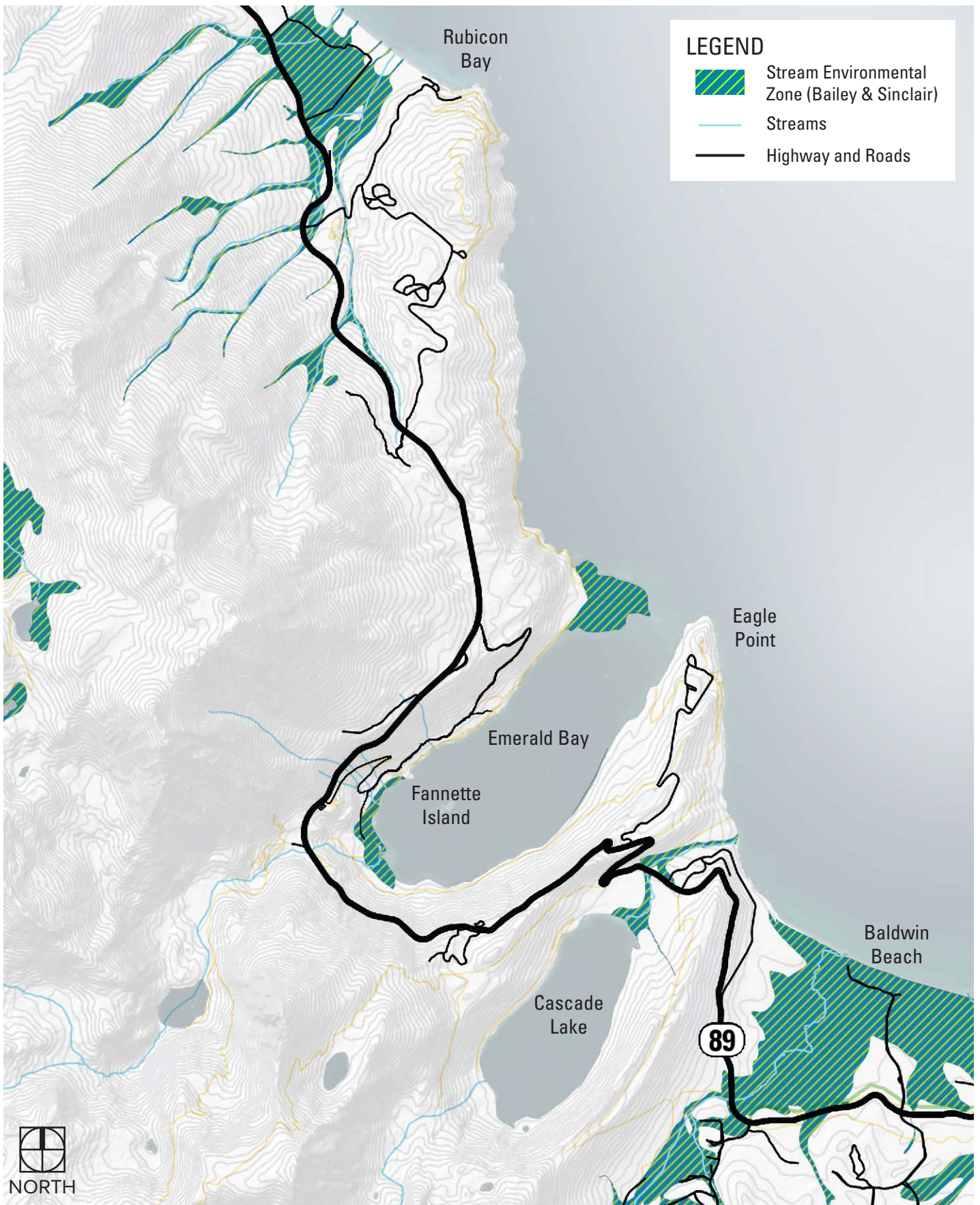


Figure 45: Stream Environment Zones and Hydrology | Emerald Bay Segment

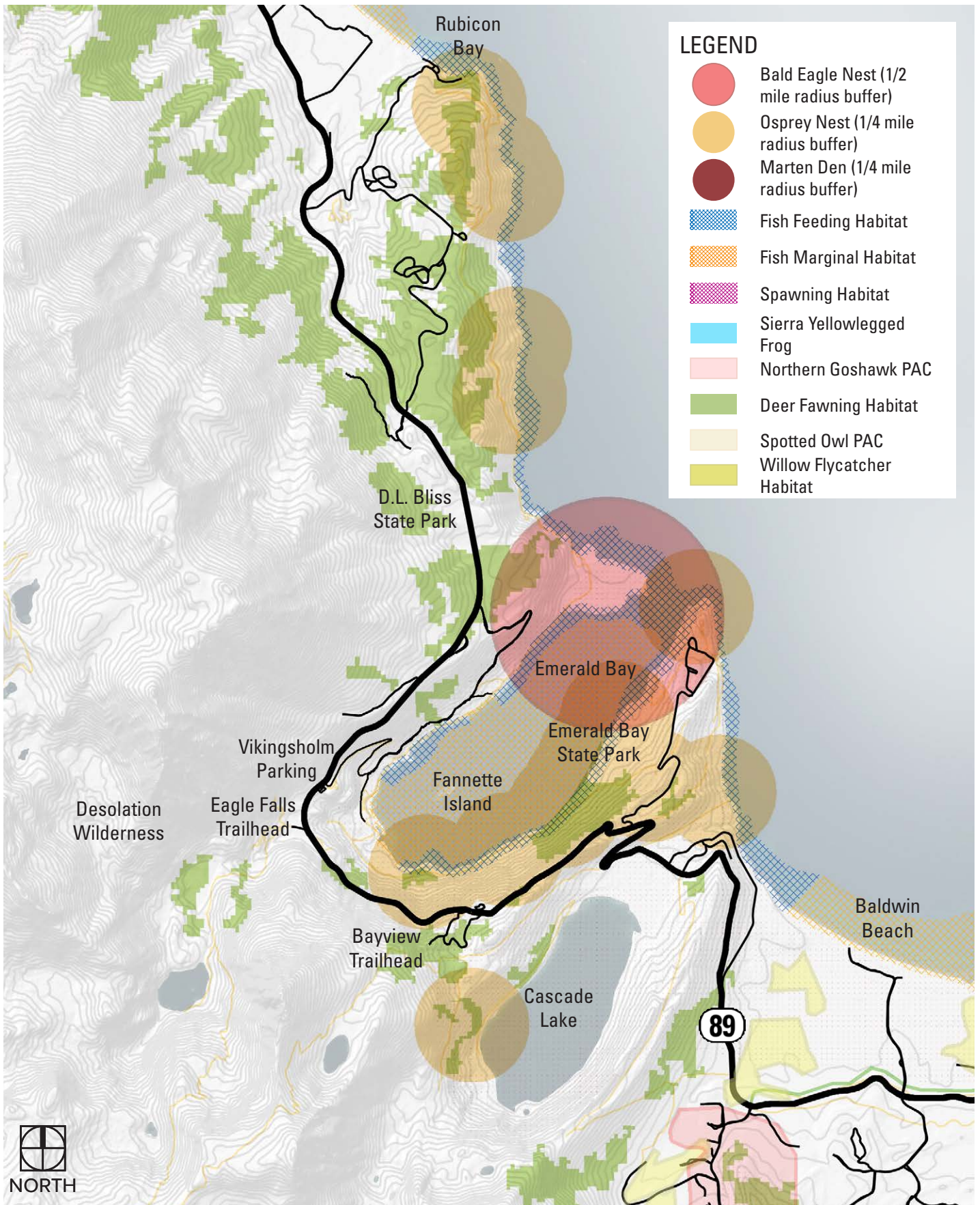


Figure 46: Natural Resources | Emerald Bay Segment

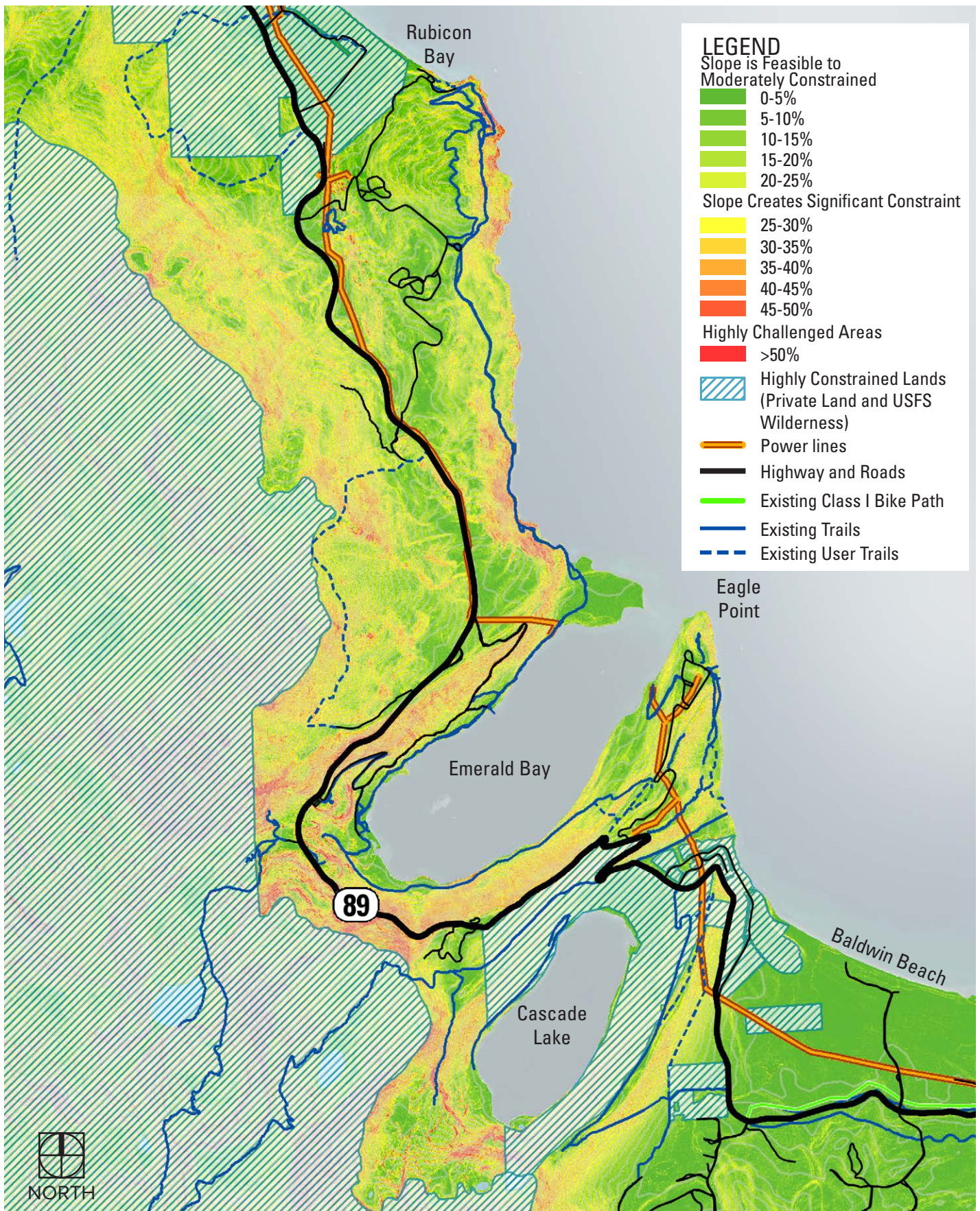


Figure 47: Resource Overlay Analysis | Emerald Bay Segment

IMPLICATIONS FOR THE TAHOE TRAIL IN THE EMERALD BAY SEGMENT

- The steep terrain and avalanche chutes around Emerald Bay mean a future trail alignment will require creative engineering solutions.
- Private ownership around Cascade Lake is a constraint. However, the majority of the Emerald Bay segment consists of public lands where a trail alignment could be feasible.
- An old roadbed alignment is located near the Eagle Point Campground road. South of the roadway, the disturbed area could provide a potential connection from Eagle Point Campground area to Bayview Campground and Inspiration Point or it could be used to reroute a portion of the highway and reduce one of the highway's hairpin turns.
- Locating a shared-use path near the roadway around Emerald Bay would provide a place for people to walk and bike that is off the highway and out of traffic.
- The terrain of public lands north of Emerald Bay is generally less steep. A shared-use path alignment could be accommodated either through Forest Service lands to the west of SR 89, through D.L. Bliss State Park to the east of SR 89, or within the vicinity of the highway. The pathway should be set back from the roadway for user comfort and a better recreational experience.
- If the pathway was routed through D.L. Bliss it should be designed to also enhance pedestrian and cyclist movement through the State Park and to the recreation destinations.
- Under-grounding electric utilities can reduce wildfire risk. Co-locating utilities with a trail corridor allows for improved maintenance access and leverages funding dollars. Adding cellular will improve communications for responding to wildfire and other emergencies.



The road corridor around Emerald Bay has constraints for trail development, but innovative solutions are possible.



The Rubicon Trail works its way around Emerald Bay. The path is narrow and aligned on a steep slope with known Osprey nests. Widening could create scenic and natural resource impacts.



North of Emerald Bay, gentler terrain offers greater opportunities for potential trail alignments



Tahoe Transportation Authority





RUBICON BAY SEGMENT

RUBICON BAY SEGMENT

The Rubicon Bay Segment extends from D.L. Bliss State Park to just south of Meeks Bay. It includes the longest lakefront section of contiguous privately-owned residential lands within the corridor.

Defining Elements

Rubicon Bay, also known as Tahoe's Gold Coast, is home to lakefront and mountainside residential properties. The highway travels north from D.L. Bliss State Park toward Meeks Bay. Private lands border the Caltrans right-of-way for the majority of the segment. Forest Service and California Tahoe Conservancy lands are interspersed in the neighborhoods and USFS lands are located upland of the residential areas.

The highway and adjacent lands have relatively gentle grades around the Four Ring Road properties. The road grades steepen as it enters Rubicon Bay and creates a bench between the lakefront properties to the east and upland properties to the west. The terrain slopes away from the highway to the east and the west. Therefore, neighborhood roads intersecting with SR 89 typically have grades steeper than 5 percent.

There are few informal pull-offs and shoulder parking areas throughout this segment. This is due in large part to the narrow shoulders, adjacent private lands that slope away from the highway, and the lack of direct access to public recreation sites.

Visitor Activities

This segment is characterized by the high percentage of private lands bordering the highway. There is no public beach access. Upland trails are accessible through the neighborhoods, but no formal trails or trailhead facilities are present. Trails are primarily intended to be accessed by walking or biking from the local neighborhoods.

KEY ISSUES

The CMP seeks to minimize visitor impacts to residential areas while providing dedicated active transportation facilities to allow people to walk or bike to recreation destinations in the adjacent Meeks Bay and Emerald Bay segments. Key issues to be addressed include:

- Lack of a shared-use path to connect people to recreation areas by an off-highway bike path.
- Lack of broadband.

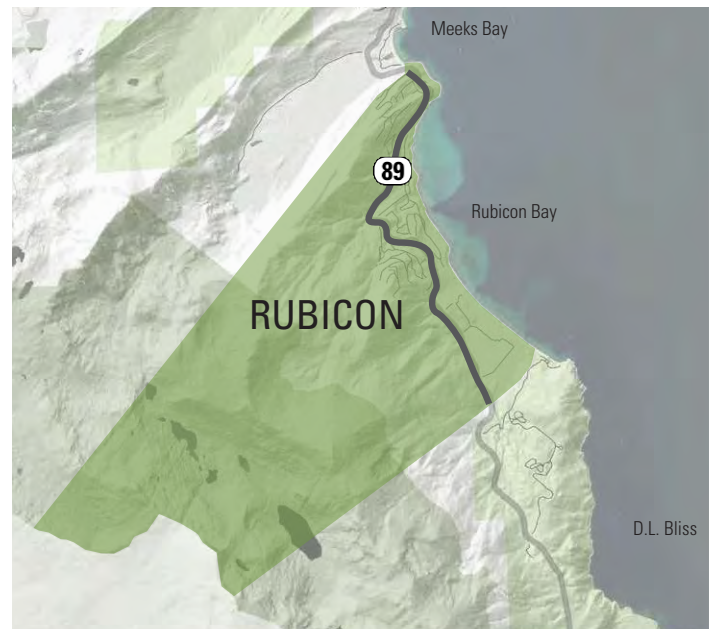


Figure 48: Rubicon Bay Segment



Figure 49: Ownership | Rubicon Bay Segment



Figure 50: Land Use | Rubicon Bay Segment

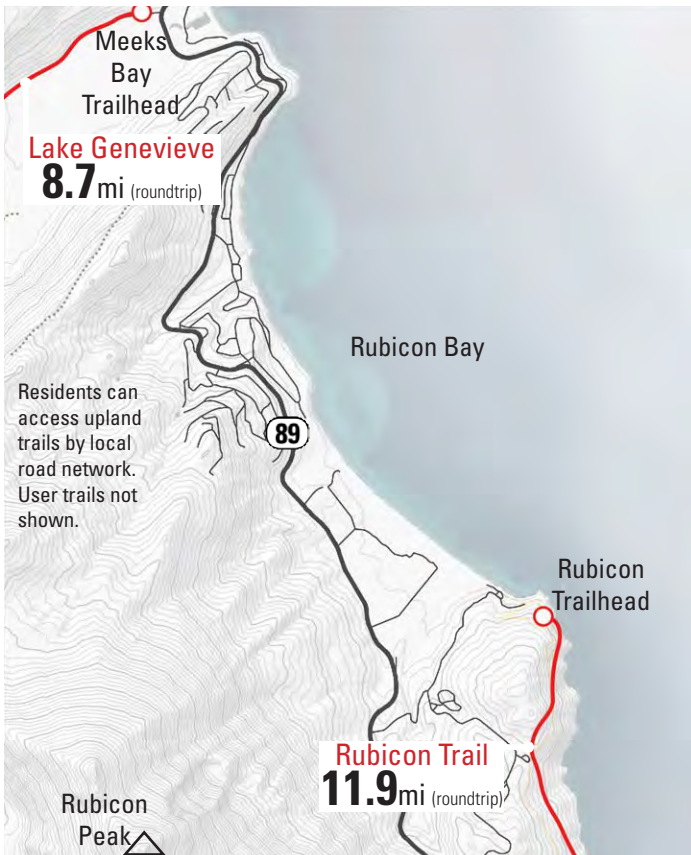


Figure 51: Trail Access | Rubicon Bay Segment

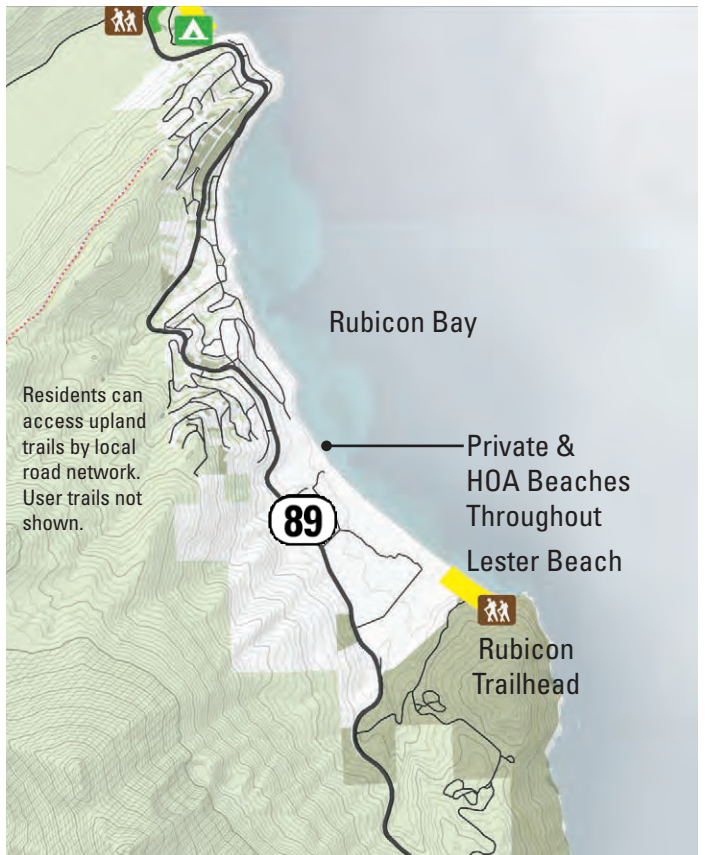


Figure 52: Recreation Areas | Rubicon Bay Segment

LAND USE AND OWNERSHIP DATA

There are no publicly accessible recreation areas in the Rubicon Bay segment. Therefore, visitation data is not included. Residents, second homeowners, and vacation rental users may use the beach facilities offered by the different home owner associations in the segment or they may visit other recreation areas not in the segment.

Overall, the SR 89 corridor has a relatively low percentage of residential units and land that is zoned for residential use. The Rubicon Bay segment has the highest concentration of residences in the corridor.

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- Working with residents and property owners to understand and address transportation needs can enhance planning and implementation strategies.
- Working with residents, property owners, and land managers could help build ownership and support for the Tahoe Trail.

LAND USE AND OWNERSHIP STATISTICS | RUBICON BAY SEGMENT

| | ESRI Business Analyst Census Data, April 2019, ACS 2012-2016 Estimate and Community Profile | Overall Corridor Comparison 2017 LTCCP |
|-------------------------------------|--|---|
| Social Demographics | | |
| Resident Population | 54 | 1,015 |
| Median Age | 57.2 | 45.4 |
| Median Household Income | \$109,954 | \$42,500 |
| Housing/Land Use | | |
| Number of Residential Units | 561 | 2,784 |
| Resident Population/Units Ratio | 0.10:1 | 0.36:1 |
| % Single Family Units | 100% | 93.5% |
| % Multi-Family Less than 20 du/bldg | 0% | 4.3% |
| % Multi-Family 20+ du/bldg | 0% | 2.0% |
| % Seasonal Resident Units | 92.3% vacant (97.8% of the vacant units are identified as being for seasonal/ recreational/occasional use) | 80.0% |
| % Owner Occupied | 5.9% | 49.7% |
| % Renter Occupied | 1.8% | 50.3% |
| Median Value (Owner Occupied) | \$660,714 | \$546,900 |

Table 16: Land Use and Ownership Statistics for the Rubicon Bay Segment

TRANSIT FACILITIES

There are no transit stops in the Rubicon Bay Segment. Transit routes may connect to destinations north and south, but they do not stop in the Rubicon Bay Segment.

BICYCLE AND PEDESTRIAN FACILITIES

There are no bike lanes or Class I bike paths in the Rubicon Bay segment. Previous studies have considered options for a shared use path alignment through the segment but a preferred or final alignment has not been identified.

Figures 54-57 map many of the elements for consideration when identifying potential trail corridors and alignments. A compilation map, Figure 58, (Resource Overlay Analysis) diagrams significant opportunities and constraints. The mapped elements include:

- Slope
- Ownership
- Existing trails
- User trails
- Utility corridors
- Natural resources
- Osprey nests and buffer
- Northern Goshawk protected activity centers (PAC)
- Stream environment zones

Additional features, such as cultural resources are not mapped. Coordination should occur to understand and identify potential constraints due to cultural resources. Detailed engineering and geotech studies will be conducted in future phases of trail evaluation and development.

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- Developing a shared-use path that connects to the West Shore Trail/Tahoe Trail to the north in Meeks Bay and a future segment of the Tahoe Trail to the south around Emerald Bay can encourage biking to Emerald Bay and Meeks Bay.
- Minimizing at-grade trail crossings reduces conflicts.
- Prioritizing the use of public lands for future alternative trail alignments can increase trail feasibility.
- Maintaining grades below five percent where possible for shared-use paths maximizes the number of people able to easily use the facility.
- Utilizing utility corridors and previous road and trail corridors reduces new disturbance and provides opportunities to underground utilities and co-locate fiber conduit. Under-grounding utilities also decreases risk of wildfire and provides scenic improvements.
- Improving access to technology, such as adding fiber conduit and adding cellular, will improve communications for responding to wildlife and other emergencies.



Figure 53: Existing and Funded Shared-Use Paths | Rubicon Bay Segment

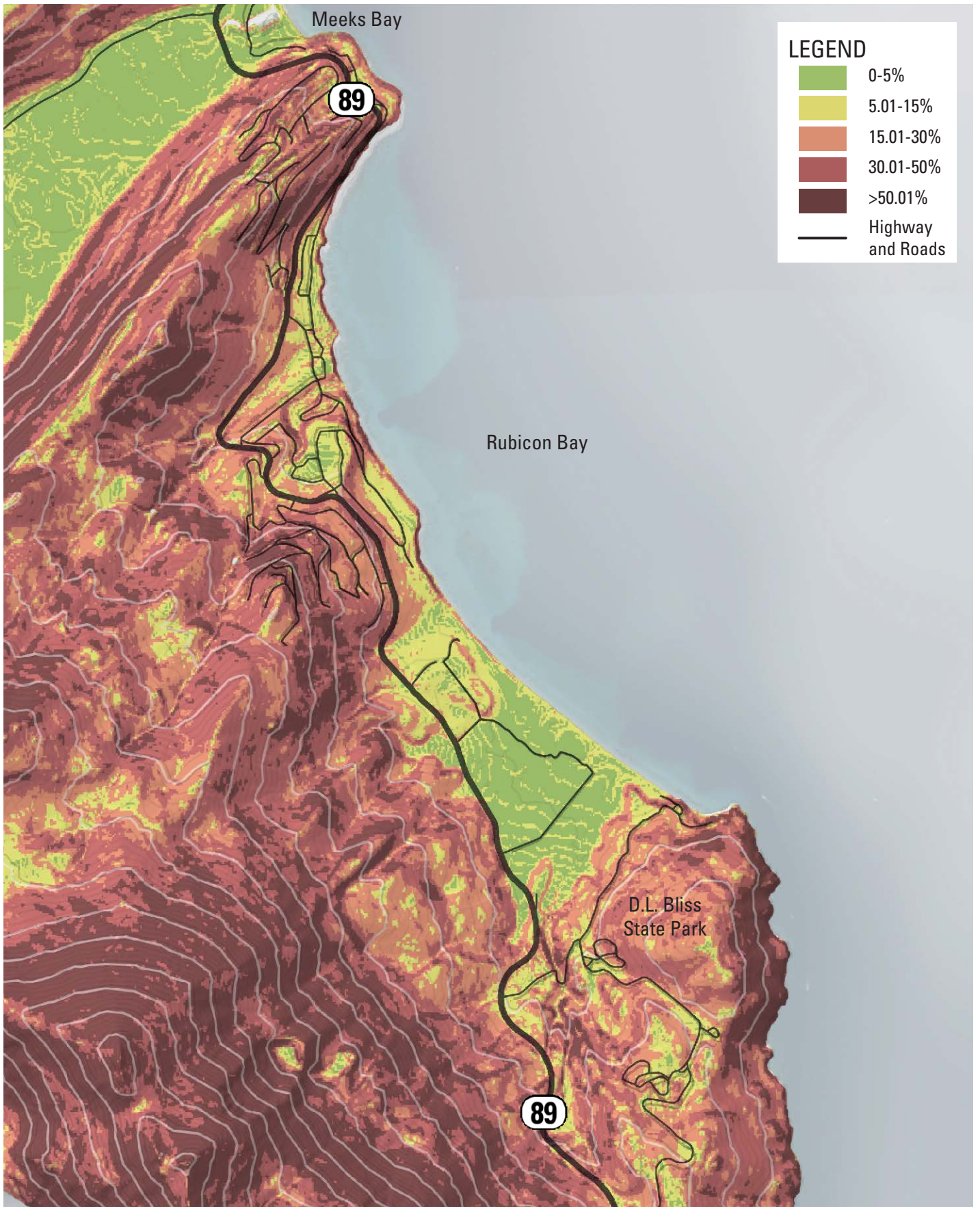


Figure 54: Slope Analysis | Rubicon Bay Segment

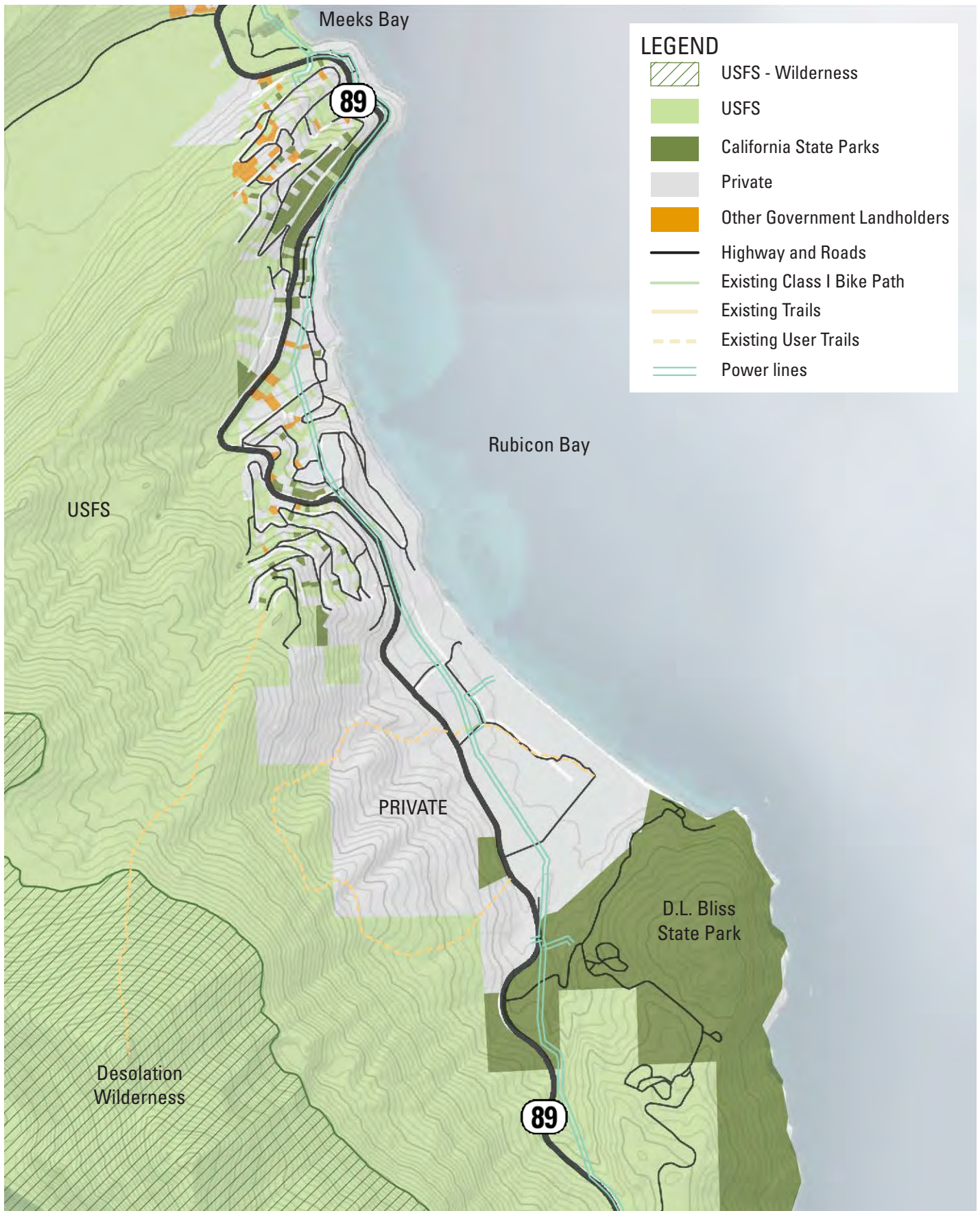


Figure 55: Ownership, User Trails, and Utility Corridors | Rubicon Bay Segment

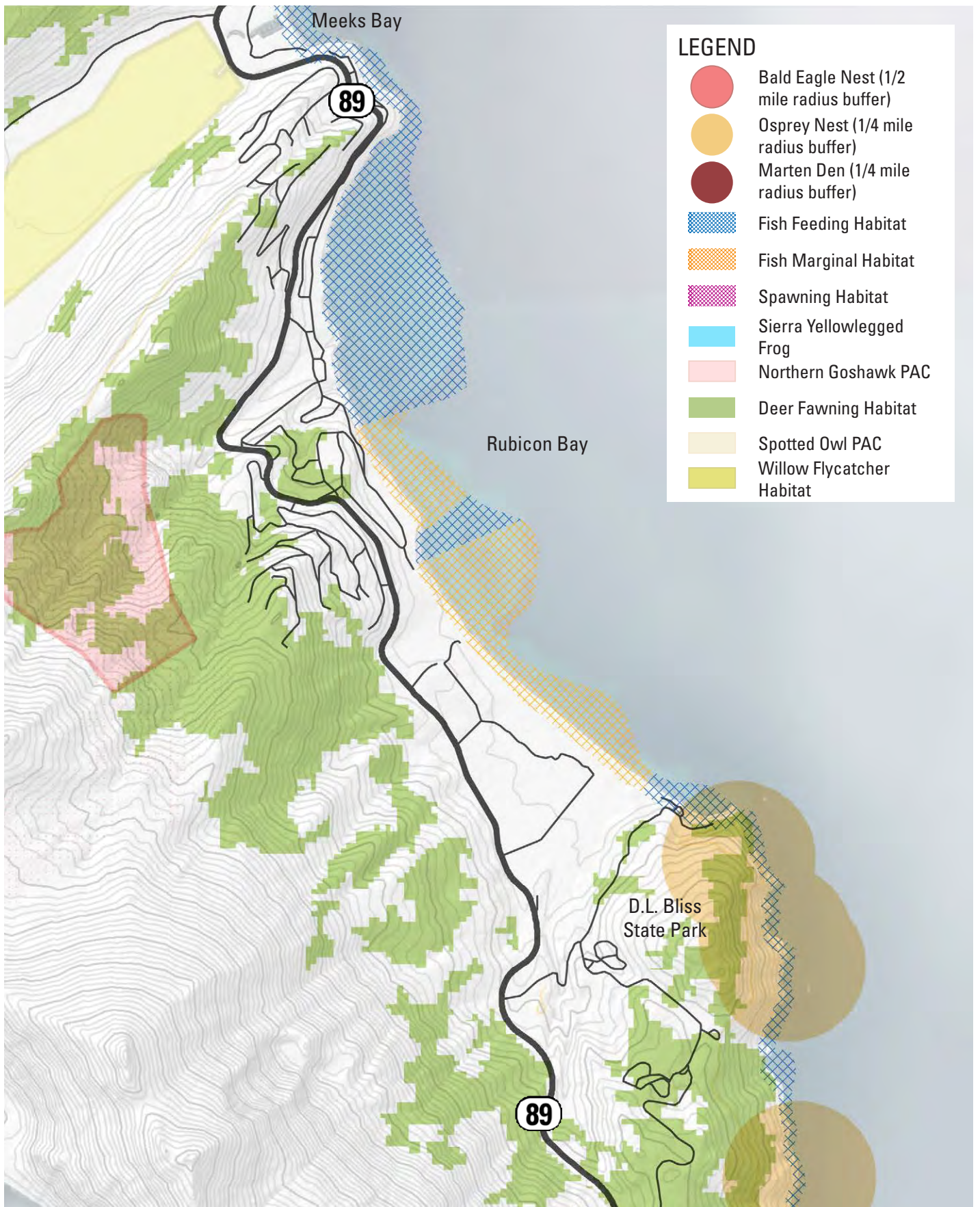


Figure 56: Natural Resources | Rubicon Bay Segment

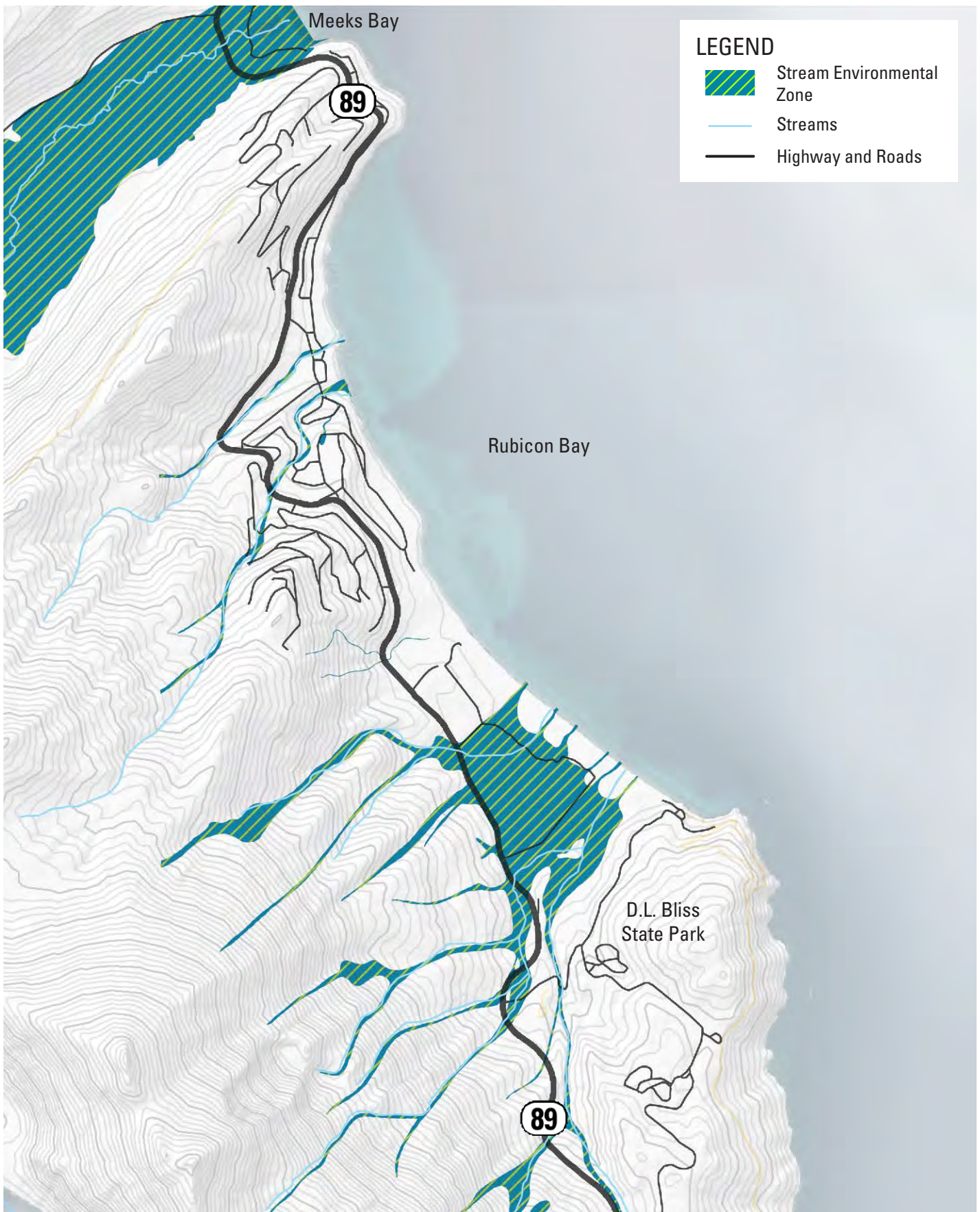


Figure 57: Stream Environment Zones and Hydrology | Rubicon Bay Segment

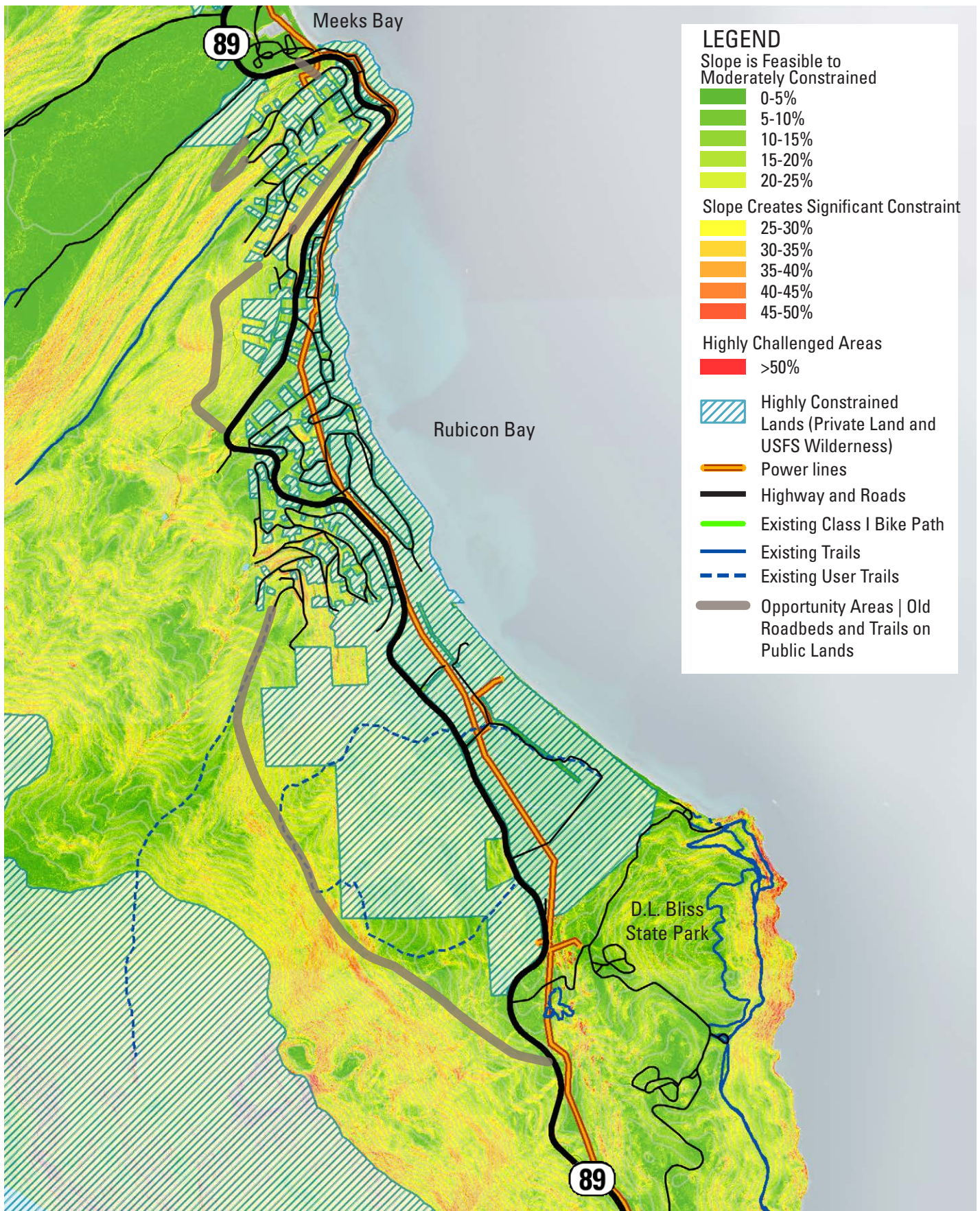


Figure 58: Resource Overlay Analysis | Rubicon Bay Segment

IMPLICATIONS FOR THE TAHOE TRAIL IN THE RUBICON BAY SEGMENT

- Slopes, private lands, a narrow roadway with steep shoulders, and sensitive resources are elements that constrain development of a separated, shared use bike path from Meeks Bay to D.L. Bliss State Park.
- Steep terrain and private properties are the most significant constraints.
- The segment includes USFS lands with old roadbeds and trail corridors that could meet accessibility requirements for Class I bike paths.
- Some of the local neighborhood roads are too narrow and steep to be considered to be part of a trail alignment. However, local roads that have adequate width and appropriate grades could be considered, pending neighborhood outreach.
- The grade separation between Meeks Bay and the roadway elevation provides an ideal layout for an underpass where users would more easily to cross the highway via the underpass instead of at-grade.
- Utility corridors and the highway right-of-way should be explored for potential alignment opportunities.
- Under-grounding electric utilities can reduce wildfire risk. Co-locating utilities with a trail corridor allows for improved maintenance access and leverages funding dollars. Adding fiber conduit will improve communications for responding to wildfire and other emergencies. Opportunities to co-locate and underground fiber broadband should be considered where possible because under-grounding fiber broadband allows communications to remain online.



Old roadbed on USFS lands provides trail opportunity



Scenic views are provided along the USFS old roadbed.



The grade difference from Meeks Bay and SR 89 provides an opportunity for an underpass that would be part of a natural circulation path.



MEEKS BAY SEGMENT



MEEKS BAY SEGMENT

The Meeks Bay Segment includes the highway corridor as it wraps around Meeks Bay from south to north.

Defining Elements

SR 89 curves around Meeks Bay Resort and Campground. Meeks Bay Resort and Campground are on Forest Service lands with residential areas located to the north and south. The Washoe Tribe operates Meeks Bay Resort and California Land Management, a concessionaire, operates the Campground.

During the summer, pedestrians often cross the highway as they walk from their car parked along the highway to the beaches and recreation areas to the west. Because the road bends around the recreation site, pedestrians often have short sight distance to see oncoming traffic. The posted speed limit is 40 miles per hour which can create a conflict with pedestrians and the recreation activity during the busy summer months.

Visitor Activities

LTBMU owns and manages the public lands in the Meeks Bay Segment. The Washoe Tribe operates Meeks Bay Resort Facilities and a concessionaire operates the campground. There is an existing marina, but there are plans for removal of the marina for environmental restoration and site improvements.

Meeks Bay trailhead is located on the west side of SR 89. The dirt parking area provides access to Lake Genevieve and Desolation Wilderness. It is a popular trailhead in the summer and winter for trail and recreation access.

Recreation activities in the summer include the following:

- Visiting the beach and swimming
- Camping
- Biking
- Boating
- Hiking
- Picnicking

KEY ISSUES

Although the Meeks Bay Segment does not have the traffic congestion and high volumes of visitation seen at other recreation sites in the corridor, there is opportunity for improvement. As visitation to Lake Tahoe increases, the pressures currently affecting the Meeks Bay area could increase. Key issues to be addressed include:

- The need to continue the Tahoe Trail and connect it to Rubicon Bay neighborhoods and other recreation destinations to the south.
- Lack of pedestrian crossing facilities to cross SR 89.
- Vehicles traveling at speeds not conducive for pedestrian crossings and volumes during peak season and roadway curves with short sight distance.
- Unmanaged roadside parking and unorganized trailhead parking.
- The need for winter access.

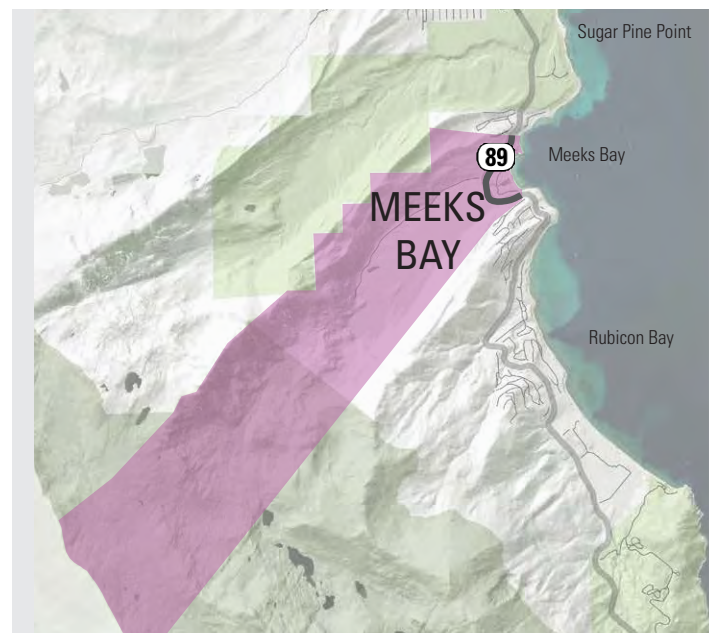


Figure 59: Meeks Bay Segment



Figure 60: Ownership | Meeks Bay Segment

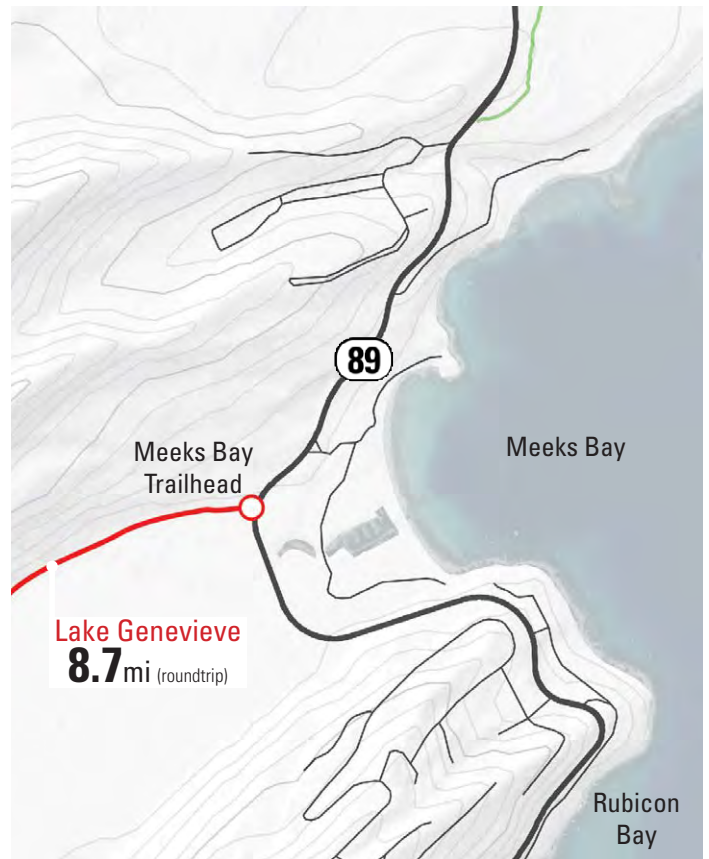


Figure 61: Trail Access | Meeks Bay Segment



Figure 62: Winter Use | Meeks Bay Segment

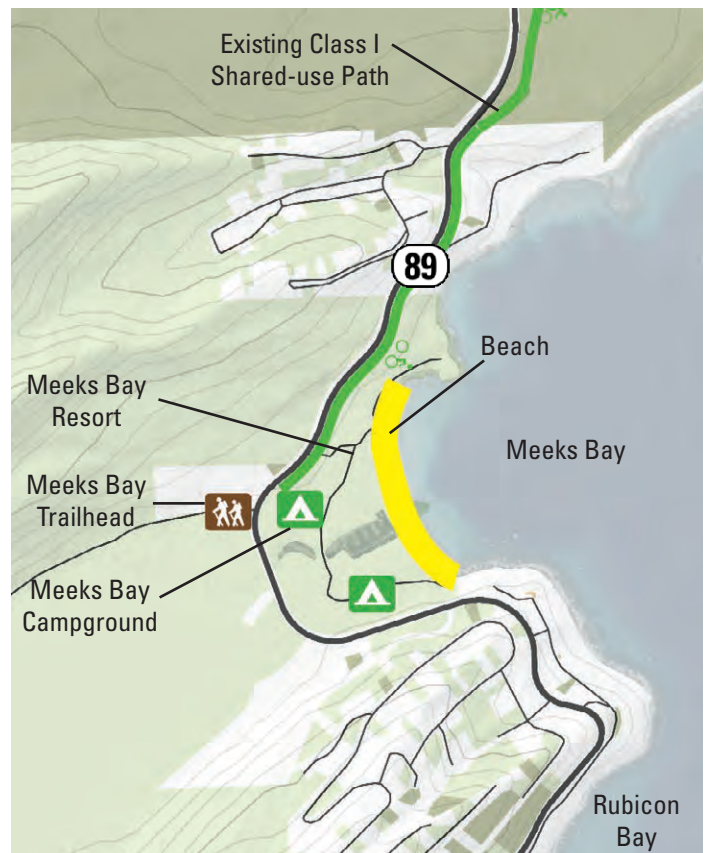


Figure 63: Recreation Areas | Meeks Bay Segment

VISITATION DATA

Meeks Bay’s proximity to West Shore residences makes it an attractive destination for visitors and residents in the area. The mix of residents versus visitor recreating at Meeks Bay differs from the overall corridor. Travel mode surveys and postcard survey results indicate full-time or seasonal residents visiting Meeks Bay make up a higher percentage of guests than in other recreation areas. Thirty-four percent of Meeks Bay visitors identified themselves as residents versus the overall corridor average of 19 percent. This is an increase of almost 80 percent.

Similarly, the Meeks Bay segment has a higher percentage of people who stay in a second home and at a campground. This data aligns with the high percentage of seasonally-occupied homes in the adjacent neighborhoods and the central location of the Meeks Bay Campground.

Length of stay was also longer for travel mode survey respondents. This is likely influenced by the number of campers at the site.

Sixty-eight percent of postcard survey respondents arrived to Meeks Bay from the north and indicated that they would return to the north. Twenty-six percent arrived and returned from the south and only 5 percent indicated that they were traveling through. Meeks Bay is more of a recreation destination for neighboring residents and visitors and people traveling from the north.

Primary recreation activities tend to be visiting the beach, taking a day hike, and going on an overnight backpacking trip. The TRPA travel mode surveys intercepted visitors using the campground, whereas it appears that either the 2018 intercept survey and postcard survey did not connect with campers or that the campers identified another activity as their primary recreation activity.

Sources for Tables 17 and 18: Trip Planning and Visitation Statistics for Meeks Bay

- 1 TRPA Travel Mode Surveys (Average of 2014 and 2018)
- 2 LSC 2018 Postcard Survey (Pre-paid survey postcards were placed under windshield wipers of vehicles parked along the corridor in late July. Of the 2000 surveys distributed, 138 were returned.)
- 3 Corridor Intercept Survey (2018)
- 4 Corridor On-line Survey (2018)
- 5 USFS Visitor Counts
- 6 TRPA Travel Mode Survey 2018 Only

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- Continuing to enhance trail connectivity can promote walking and biking to the recreation facilities. The proportion of full-time or seasonal residents visiting the recreation area could walk or bike from their residence or place of stay.
- Developing a shared-use path that connects the West Shore Trail to a future shared-use trail to the south would continue to encourage trail use and connectivity between recreation areas.
- Organizing day use parking would provide erosion control and clarify parking areas. Enhancements should be considered in coordination with the number of people desired on the trails.



Meeks Bay Resort has opportunities for water activities, camping, picnicking, and overnight lodging.

TRIP PLANNING⁶

| | Meeks Bay | Overall Corridor Average |
|--|-----------|--------------------------|
| A Month or More Before | 50% | 31% |
| More than a Week, But Less than a Month | 17% | 11% |
| In the Last Week | 25% | 20% |
| Yesterday | 0% | 21% |
| Sometime Today | 8% | 17% |

Table 17: When Survey Respondents Planned Trip to Meeks Bay

| VISITATION STATISTICS MEEKS BAY SEGMENT | | | |
|---|-------------------------------------|---|---|
| | Meeks Bay Segment Information Only | Overall Corridor Comparison 2017 LTCCP | Overall Corridor Average |
| Resident Versus Visitor | | | |
| Full-Time or Seasonal Resident | 34% ¹ | 13% | 19% ³ |
| Visitor | 66% ¹ | 87% | 81% ³ |
| Visitor Type | | | |
| Overnight Visitors | 86% ¹ | 90% | 89% ³ |
| Day Visitors | 14% ¹ | 10% | 11% ³ |
| Lodging Type | | | |
| Vacation Rental | 23.7% ¹ | | 21.2% ³ |
| Second Home | 15.8% ¹ | | 7.4% ³ |
| Friend's Residence | 10.5% ¹ | | 8.5% ³ |
| Timeshare | 0% ¹ | | 8.3% ³ |
| Motel/Hotel | 18.4% ¹ | | 36.9% ³ |
| Campground | 31.6% ¹ | | 17.6% ³ |
| Length of Stay at Recreation Site | 9.8 hours ¹ | | 3.6 hours ³ / 4.7 hours ² |
| Number of People in Trip Party | 3.6 ² | | 3.6 people ³ / 3.7 people ² |
| Travel Modes (2018 Travel Mode Surveys) | | | |
| Car/Truck/Van | 86% ⁶ | | 86% ³ |
| Motorcycle/Moped | 0% ⁶ | | 2% ³ |
| Transit | 0% ⁶ | | 1% ³ |
| Ferry or Boat | 0% ⁶ | | 2% ³ |
| Private Shuttle | 3% ⁶ | | |
| Scooter | 3% ⁶ | | |
| Bicycle | 2% ⁶ | | 5% ³ |
| Walk | 8% ⁶ | | 5% ³ |
| Trip Pattern | | | |
| Arrive from and Return to South | 26% ² | | 52% ³ |
| Arrive from and Return to North | 68% ² | | 39% ³ |
| Traveling Through | 5% ² | | 9% ³ |
| Primary Recreation Activity | | | |
| Visit a Beach | 44% ² / 83% ³ | 82 ⁴ | 25% ² / 40% ³ |
| Day Hike | 39% ² / 17% ³ | 87 ⁴ | 46% ² / 31% ³ |
| Quick Stop to See the View | 0% ² / 0% ³ | 36 ⁴ | 5% ² / 5% ³ |
| Drive Around the Lake | 0% ² / 0% ³ | 38 ⁴ | 4% ² / 1% ³ |
| Take a Bike Ride | 0% ² / 0% ³ | 51 ⁴ | 1% ² / 2% ³ |
| Overnight Backpack Trip | 17% ² / 0% ³ | 34 ⁴ | 9% ² / 5% ³ |
| Camping | 0% ² / 0% ³ | 0 ⁴ | N/A / 15% ³ |
| Other | 0% ² / 0% ³ | N/A | 4% ² / 4% ³ |
| Average Number of Annual Visitors at Meeks Bay⁵ | | | |
| 2018 Meeks Bay Day Use Season Total | 27,684 | Estimated 1.8 Million in 2014 for Entire Corridor | |
| 2015-2017 Meeks Bay Campground Annual Average Number of People | 13,133 | | |

Table 18: Visitation Statistics for the Meeks Bay Segment

TRAFFIC DELAY

Traffic delay is not a typical issue in the Meeks Bay segment. Delays can be associated with roadside parking and queuing into Meeks Bay Resort, but it is not reported to be significant at this time.

PARKING DATA

Circulation and parking within Meeks Bay Resort could be enhanced. Vehicles currently park in unpaved areas within the recreation area. A conceptual plan has been previously developed illustrating potential circulation improvements. The plan has not gone through environmental review. Therefore, it should only be considered as informational.

LSC conducted a parking study of the shoulder parking and trailhead parking during the summer of 2018. The areas south of Meeks Bay Trailhead consistently had the most cars parked along the highway. Parking accumulation peaked at 1:00 PM and remained consistent through the afternoon until 3:30 PM.

The Meeks Bay Trailhead filled by 9:00 AM and remained full throughout the day. The trailhead is unpaved and is a popular access point to Desolation Wilderness.

Because Meeks Bay does not see the high volume of visitors typical for Emerald Bay and the Pope to Baldwin areas, the challenges associated with shoulder parking are not as acute. As visitation demands increase, the area should be monitored and parking management strategies should be reviewed to address changing conditions.

TRANSIT FACILITIES

There are no active transit stops at Meeks Bay. The LTCCP identifies previous stops being located at the recreation area. Facilities should be located off the highway near the entry of the recreation area. Private lands are located on the southwestern portion of the segment. Reinvestments in now vacant properties could create an opportunity to coordinate with a southbound transit stop.

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- Organizing day use parking would provide erosion control and clarify parking areas.
- Monitoring use will enable land managers to identify if management strategies should change in response to increased use of the recreation facilities.
- Designing transit stops so buses can pull off the highway to load and unload passengers reduces traffic flow impacts.
- Connecting transit to Meeks Bay from North Lake Tahoe would provide for the high percentage of people traveling from the north to the recreation area.
- Improving access to technology, such as adding fiber conduit, will improve communications for responding to wildlife and other emergencies and enhance connectivity for parking management strategies and real-time transit communications.



The highway makes an almost 90 degree bend as it enters Meeks Bay which reduces the sight distance for pedestrians crossing the road.

Source for Tables 19: Parking Data Statistics | Meeks Bay Segment

1 LSC Meeks Bay Parking Study, Summer 2018

| PARKING DATA STATISTICS MEEKS BAY SEGMENT | | | | | | | | | | |
|--|--|--------|---------|---------|---------|--------|--------|--------|--------|--------|
| Number of Existing Off-Highway Parking Spaces Available (228 total) | | | | | | | | | | |
| Trailhead Parking Spaces | 11 (unpaved) | | | | | | | | | |
| Meeks Bay Resort Parking Lot Spaces | 141 | | | | | | | | | |
| Meeks Bay Day Use Parking Lot Spaces | 76 | | | | | | | | | |
| Observed Shoulder Parking (Number of Vehicles Parked Saturday, July 21, 2018) ¹ | | | | | | | | | | |
| | Peak Number of Cars Parked along Highway | | | | | | | | | |
| North of Trailhead Mountainside | 8 | | | | | | | | | |
| North of Trailhead Lakeside | 19 | | | | | | | | | |
| South of Trailhead Mountainside | 32 | | | | | | | | | |
| South of Trailhead Lakeside | 25 | | | | | | | | | |
| Total On-Highway Parking | 84 | | | | | | | | | |
| Trailhead and Shoulder Parking Accumulation Times (Saturday, July 21, 2018) ¹ | | | | | | | | | | |
| | 8:00AM | 9:00AM | 10:00AM | 11:00AM | 12:00PM | 1:00PM | 2:00PM | 2:30PM | 3:00PM | 3:30PM |
| Total Number of Cars | 24 | 30 | 35 | 42 | 68 | 85 | 84 | 85 | 85 | 79 |
| Trailhead | 9 | 11 | 11 | 11 | 10 | 10 | 10 | 10 | 10 | 10 |
| Total On-Highway | 15 | 19 | 24 | 31 | 58 | 75 | 74 | 75 | 75 | 69 |
| North of Trailhead Mountainside | 6 | 7 | 8 | 7 | 7 | 7 | 7 | 7 | 8 | 7 |
| North of Trailhead Lakeside | 0 | 0 | 0 | 4 | 10 | 17 | 19 | 18 | 19 | 17 |
| South of Trailhead Mountainside | 7 | 9 | 10 | 11 | 22 | 26 | 30 | 32 | 29 | 26 |
| South of Trailhead Lakeside | 2 | 3 | 6 | 9 | 19 | 25 | 18 | 18 | 19 | 19 |

Table 19: Parking Data Statistics for the Meeks Bay Segment

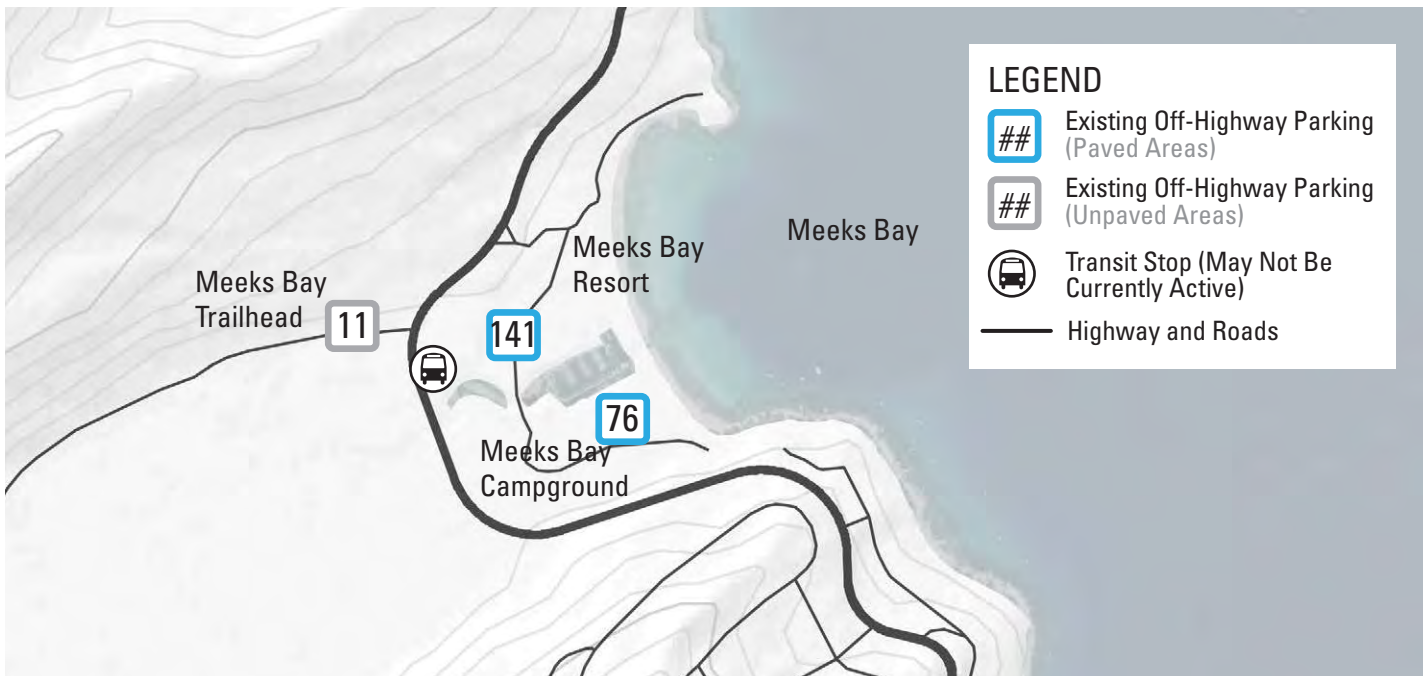


Figure 64: Off-Highway Parking Locations and Numbers and Transit Stops in Meeks Bay

BICYCLE AND PEDESTRIAN FACILITIES

A Class I shared use path runs north from Meeks Bay to Sugar Pine State Park. The pathway is part of the larger West Shore Trail network for North Lake Tahoe. It also serves as a portion of the envisioned bikeway around Lake Tahoe, otherwise known as the Tahoe Trail.

Gaps, Opportunities, and Constraints

The bike path terminates at the northern Meeks Bay Resort entry. Neighborhoods and recreation areas to the south can be connected via the trail network. The trail segment through Meeks Bay will be part of the overall trail to connect to Emerald Bay and promote walking and biking.

Alignment considerations include providing access to recreation areas while minimizing pathway disruptions to the campground. The highway's posted speed limit and road alignment make at-grade crossings undesirable. Therefore, as the path continues to the south, at-grade crossings should be minimized. A bridge replacement project is planned and is an opportunity to provide a grade-separated underpass. Within Meeks Bay recreation area, lands are owned by the USFS. This provides flexibility in routing the future pathway and providing separation from the highway.

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- Developing a shared-use path that connects the West Shore Trail to a future shared-use trail to the south would continue to encourage trail use and connectivity between recreation areas. The path would also provide a place off the roadway for pedestrians to walk.
- Connect trail systems to future mobility hubs and parking areas encourages transit use.
- Minimizing at-grade trail crossings reduces conflicts.
- Prioritizing the use of public lands for future alternative trail alignments can increase trail feasibility.
- Utilizing shared-use path systems to provide visitor access to recreation areas can reduce vehicular use.
- Reducing the speed limit during peak recreation days would enhance pedestrian crossing opportunities.



An unpaved trail through Meeks Bay Resort connects users to the different facilities.

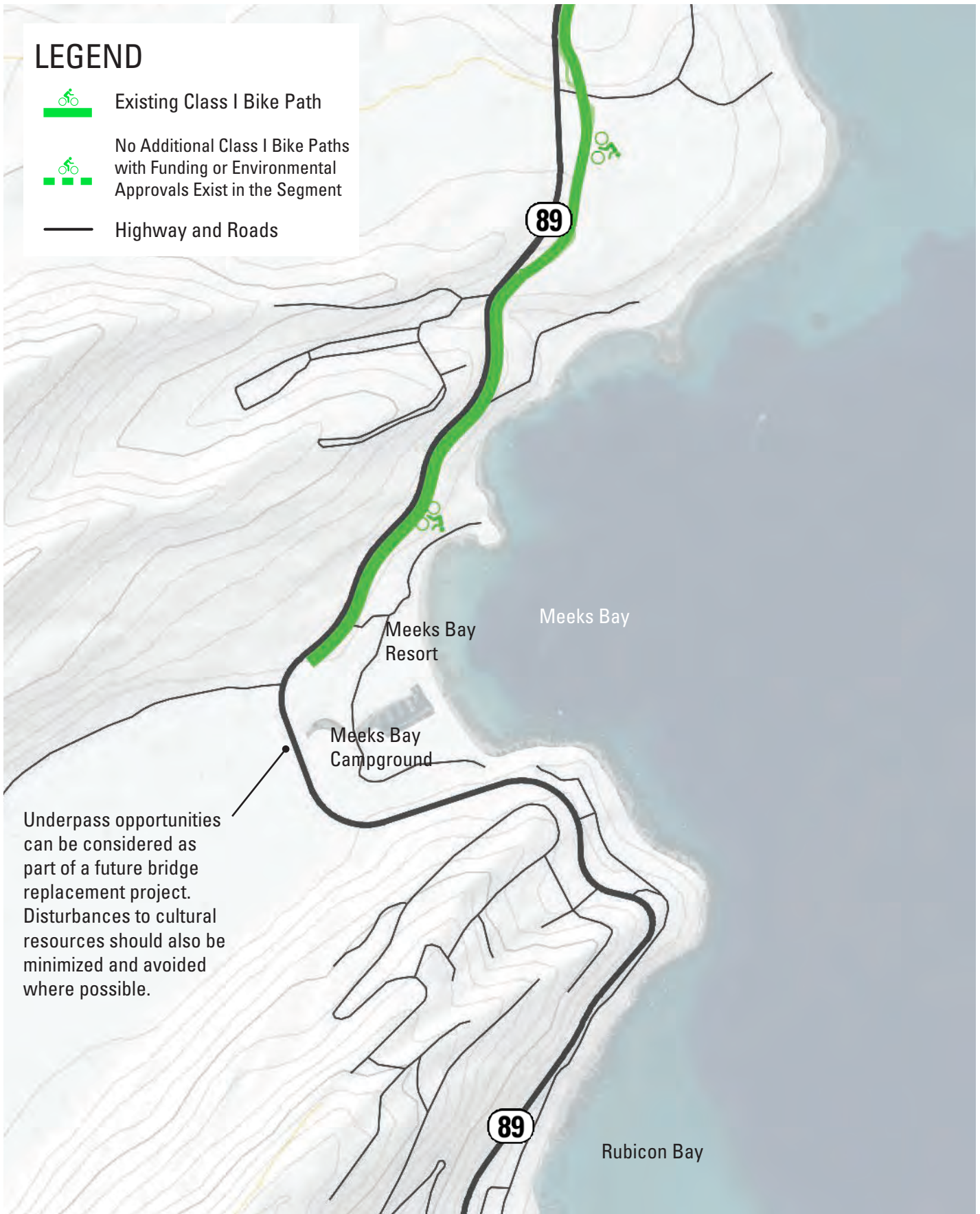


Figure 65: Existing and Funded Shared-Use Path Facilities | Meeks Bay Segment



SUGAR PINE POINT SEGMENT

SUGAR PINE POINT SEGMENT

The Sugar Pine Point Segment extends from the northern edge of Meeks Bay to the Placer County/El Dorado County line in Tahoma and includes Sugar Pine Point State Park.

Defining Elements

This segment is the northern gateway to the recreation corridor to the south. The highway is bordered by both residential and public lands. Small neighborhoods are located north of Meeks Bay. Tahoma, a census designated place, includes residential and small commercial areas in both El Dorado County and Placer County. The West Shore Trail (or Tahoe Trail) extends from the Placer County line south to Meeks Bay. Within this segment, the shared-use path mostly parallels the roadway.

Visitor Activities

California State Parks is the primary public land manager within the segment. Additional public lands are owned and managed by the USFS and CTC. In this northern segment of the corridor, the highway runs between private lands and also provides access to public recreation areas. Sugar Pine Point State Park does not see the visitor volumes associated with Emerald Bay, but visitation continues to increase.

Tahoma and Homewood areas create a northern gateway to the corridor and offer a small number of food and beverage opportunities. These are the last commercial areas before a traveler heads south through the recreation corridor. Most of the other food and beverage offerings in the corridor, such as those at Meeks Bay Resort and Camp Richardson Resort, are provided as part of concessionaire facilities on public lands.

Sugar Pine Point State Park provides opportunities to hike, swim, fish, camp, and explore a nature center and historic site. In the winter, cross-country skiing is available. Key recreation sites in the segment include:

- Sugar Pine Point State Park
- Sugar Pine Point Campground
- Beach areas in Sugar Pine Point State Park
- Hellman-Ehrman Estate picnic area, beach, and pier

Additional recreation sites, such as Homewood Resort, are located north of the corridor in Placer County.

KEY ISSUES

The Sugar Pine Point Segment includes a mix of both residential development and public recreation areas, including Sugar Pine Point State Park. Although the segment does not have the traffic congestion and high volumes of visitation seen at other recreation sites in the corridor, there is opportunity for improvement. As visitation to Lake Tahoe increases, the pressures currently affecting the Sugar Pine Point State Park could increase. Key issues to be addressed include:

- Roadside parking in Tahoma, which is north of the study area, creates congestion for the corridor to the north.
- Visitors to the State Park often park along the highway and cross the highway to avoid an entry fee.

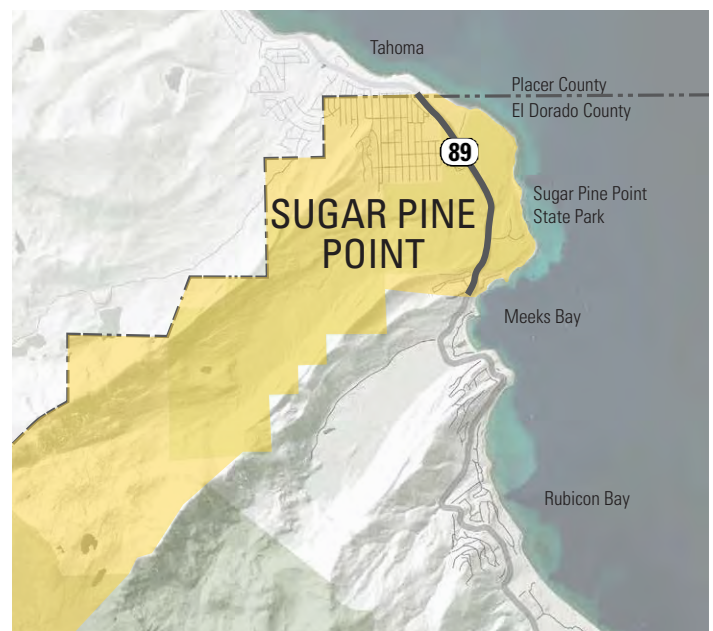


Figure 66: Sugar Pine Point Segment

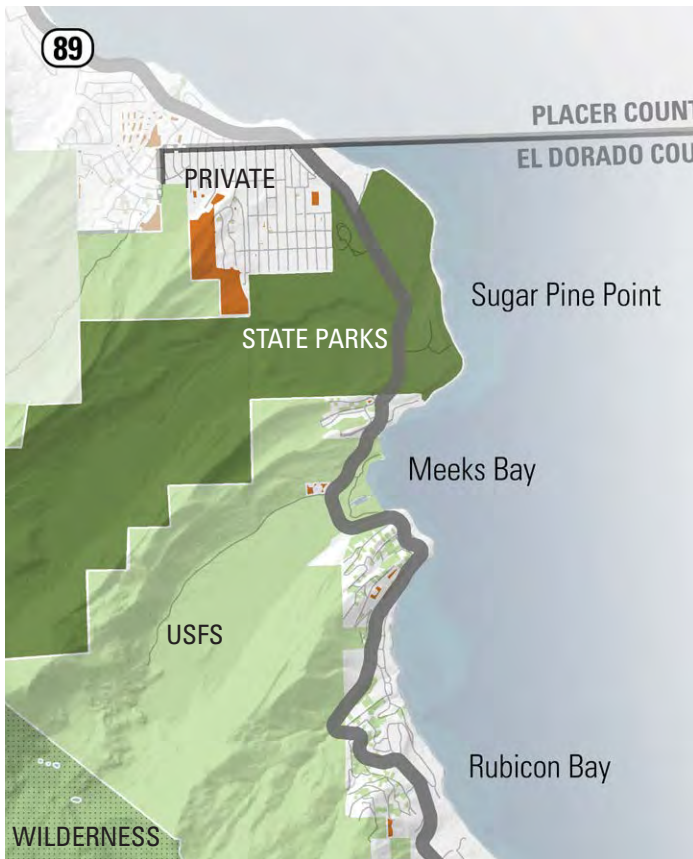


Figure 67: Ownership | Sugar Pine Point Segment

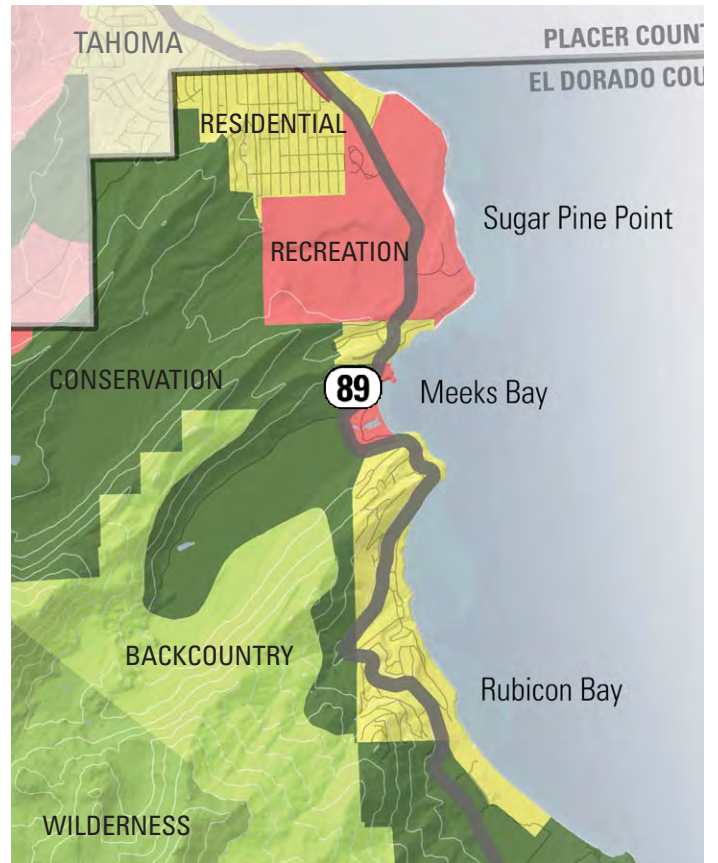


Figure 68: Land Use | Sugar Pine Point Segment



Figure 69: Trail Access | Sugar Pine Point Segment



Figure 70: Recreation Areas | Sugar Pine Point Segment

VISITATION DATA

Sugar Pine Point segment does not experience the same levels of high visitor use and transportation issues as other corridor segments. Therefore, site specific surveys and data collection efforts did not occur for the segment.

State Parks' annual attendance counts for Sugar Pine Point State Park recorded 162,520 visitors during the 2015/2016 season. Additional visitation may have occurred from people parking along the roadway and walking in or people walking or biking in from adjacent neighborhoods and lodging. The 2015/2016 saw a 31 percent increase in attendance over the previous year. This aligns with the local trend of increased summer recreation activity and visitation.

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- Monitoring use will enable land managers to identify if management strategies should change in response to increased use of the recreation facilities.
- Evaluating opportunities for using some of the State Park parking as a mobility hub could be considered as part of a transit program. There is currently underutilized parking.



Hellman-Erhman Mansion, a historic building called Pine Lodge, establishes a strong cultural sense of place for the state park.



Trails and short hikes offer a popular activity in the state park.



The pier at Sugar Pine Point State Park provides access to Lake Tahoe.

VISITATION STATISTICS | SUGAR PINE POINT SEGMENT

Number of 2016 Visitors

| | | |
|--|----------------------|---|
| Sugar Pine Point State Park 2016 Annual Attendance | 162,520 ¹ | Estimated 1.8 Million in 2014 for Entire Corridor |
|--|----------------------|---|

Table 20: Visitation Statistics for the Sugar Pine Point Segment

Source:

1 California State Park Sierra District Visitation Numbers

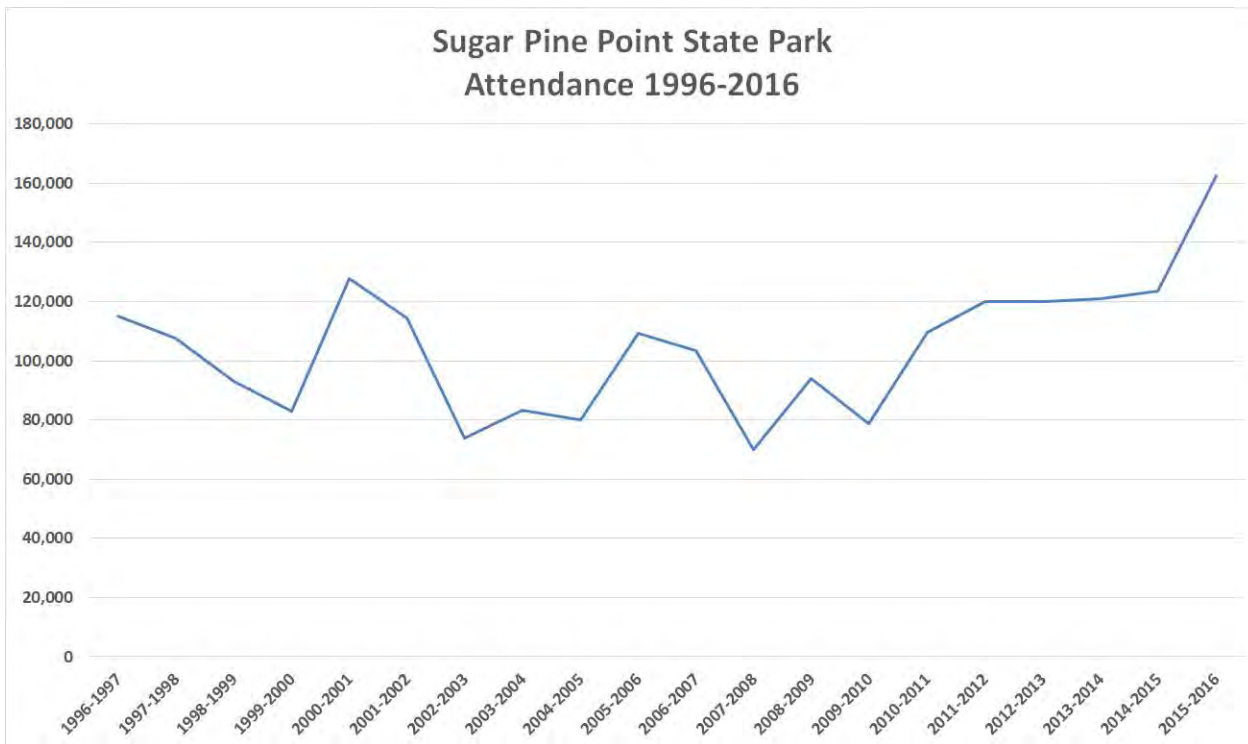


Figure 71: Sugar Pine Point State Park Annual Attendance

TRAFFIC DELAY

Traffic delay is not a typical issue in the Sugar Pine Point segment. Delays can be associated with construction projects, but are not typically associated with recreation access.

PARKING

Shoulder parking is not a typical issue in the Sugar Pine Point segment. State Park guests may park along the highway in order to not pay entrance fees, but it has not become a priority management concern. State Park staff note that off-highway parking areas do not typically fill, even on peak weekends in the summer. Sugar Pine Point State Park visitation is increasing annually, but not to the volumes experienced in the other recreation areas of the corridor.

TRANSIT FACILITIES

The Tahoe Truckee Area Regional Transit (TART) has a Mainline transit stop location at Sugar Pine Point State Park. It is the southernmost transit stop listed as part of its 2018 route.

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- Monitoring use will enable land managers to identify if management strategies should change in response to increased use of the recreation facilities.
- Evaluating opportunities for using some of the State Park parking as a mobility hub could be considered as part of a transit program. There is currently underutilized parking.
- Coordinating with the SR 89/28 Corridor Management Plan will help ensure strategies applied in Tahoma don't impact Sugar Pine Point State Park.

PARKING DATA STATISTICS | SUGAR PINE POINT SEGMENT

Number of Existing Off-Highway Parking Spaces Available (185 total)

| | |
|--|----|
| Sugar Pine Point State Park Parking Lot Spaces (West of SR 89) | 20 |
| Sugar Pine Point State Park Parking Lot Spaces (East of SR 89) | 34 |

Table 21: Parking Data Statistics for the Sugar Pine Point Segment

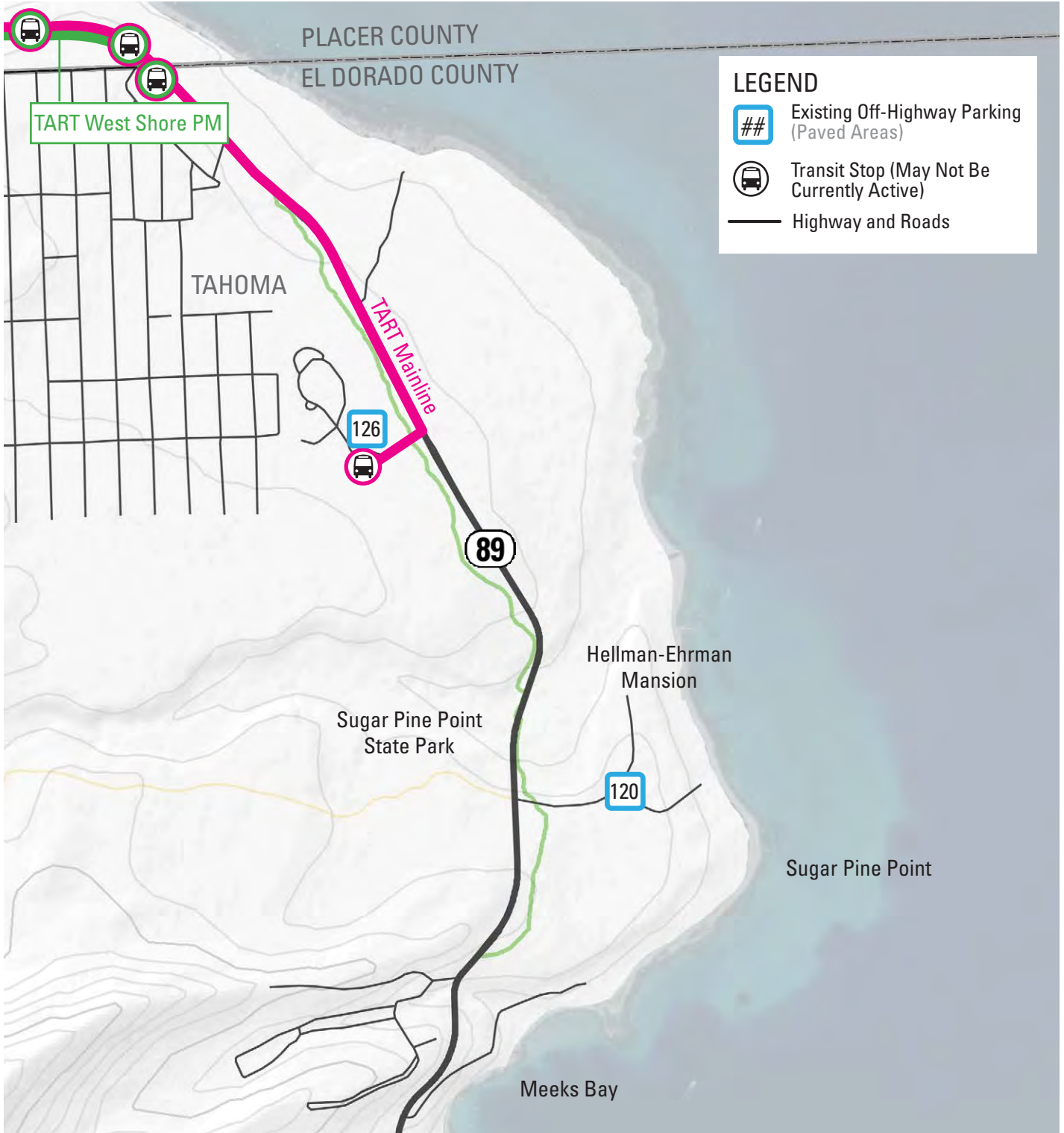


Figure 72: 2018 Transit and Parking | Sugar Pine Point Segment

BICYCLE AND PEDESTRIAN FACILITIES

In 2018, the West Shore bike trail system was extended from Sugar Pine Point State Park to Meeks Bay Resort. The trail system connects north to Tahoe City and the resort area of Squaw Valley in Olympic Valley, California. The trail will connect with the planned Resort Triangle trail system that will link North Lake Tahoe communities to Olympic Valley, Truckee, and Northstar. As part of a backbone system of trails, the path alignment through Sugar Pine Point State Park and south to Meeks Bay will encourage more people to walk or bike to their destination.

Although trail use numbers in Sugar Pine Point State Park are lower than those for the Pope to Baldwin Bike Path in the southern section of the corridor, monthly and daily counts show it is well used by North Shore residents and visitors. As future trail connections are made, user numbers are anticipated to increase and the trail could become a recreation activity in and of itself.

IMPLICATIONS FOR MANAGEMENT STRATEGIES

- Monitoring use of the Tahoe Trail segment will help land managers identify a need for new trailhead parking or for Sugar Pine Point Park to provide trailhead parking for the Tahoe Trail.



A newly constructed Class I shared-use path connects Sugar Pine Point State Park to Meeks Bay. The use of off-highway bike facilities shows the need and desire for shared-use path connectivity between recreation areas.

SHARED-USE PATH STATISTICS | HOMEWOOD¹

| Tahoe Trail Shared-use Path User 2018 Monthly Counts | | | | | | | |
|--|----------|-----------|-----------|-------------|----------------|-----|-----|
| | May 2018 | June 2018 | July 2018 | August 2018 | September 2018 | | |
| Sugar Pine Point Shared-use Path | 659 | 1,267 | 2,074 | 1,911 | N/A | | |
| Tahoe Trail Shared-use Path User 2018 Typical Daily Counts | | | | | | | |
| | Sun | Mon | Tue | Wed | Thur | Fri | Sat |
| Sugar Pine Point Shared-use Path | 70 | 53 | 48 | 49 | 55 | 49 | 71 |

Table 22: Shared-Use Path Statistics at Sugar Pine Point State Park

Source:

1 2018 TRPA Monitoring Data



Figure 73: Existing and Funded Shared-Use Path Facilities | Sugar Pine Point Segment





SUMMARY AND NEXT STEPS

SUMMARY

As described in the 2017 Linking Tahoe: Corridor Connection Plan, congestion and parking issues through Camp Richardson and Emerald Bay are the most significant transportation issues in the SR 89 Corridor. The limited parking, lack of consistent transit service, roadway design, and lack of technology infrastructure create congestion, degrade visitor experience, and impact the environment and lake clarity. A cohesive and consistent set of strategies are needed to address the issues.

In addition to the findings of the Corridor Connection Plan, key takeaways from the review and collection of transportation and visitor data include the following, organized by segment:

Pope to Baldwin Segment

Key Issues

- Congestion is associated with beach access, pedestrian movement, and motorists searching for roadside parking after off-highway beach parking fills.

Key Implications for Management Strategies

- Establishing a no parking zone while providing access through off-highway parking lots and mobility hubs could provide clarity and consistency in parking strategies.
- Relocating roadside parking to off-highway locations and creating a no-shoulder parking zone can reduce vehicles searching for parking and reduce the number of pedestrians crossing at Jameson Beach Road.
- Using parking management strategies, including reservations and congestion-based pricing, would help manage visitor demands and create capacity by encouraging parking turnover.
- Improving wayfinding and vehicular circulation by linking off-highway parking areas and reducing the number of intersections with SR 89 would improve utilization of existing parking area and manage congestion.
- Reconfiguring land uses, improving intersection function, and relocating roadside parking at the Jameson Beach Road/SR 89 intersection could reduce delays associated with pedestrian crossings.
- Considering opportunities for temporary off-highway parking locations to accommodate special event parking would manage peak congestion.

- Addressing the lack of technology access and providing fiber communications infrastructure would facilitate real-time parking management strategies and transit connectivity.
- Managing congestion is necessary to make transit a desirable option for visitors.
- Completing trail segments to beach destinations and connecting trail systems to future mobility hubs and parking areas could reduce vehicular use. This includes shared-use paths along Jameson Beach Road and Baldwin Beach Road.
- Formalizing the trail corridor and connection from the Gardner Mountain neighborhood to Camp Richardson Resort with an unpaved, but improved trail can provide erosion control and increase multi-modal access.

Emerald Bay Segment

Key Issues

- Congestion, roadside parking, and pedestrians walking in the roadway or on narrow shoulders due to insufficient off-highway parking to meet visitor demand. Illegal parking creates delays, impedes enforcement, reduces the visitor experience, increases erosion, and impacts stormwater quality projects. Topography, sensitive resources, and scenic impacts constrain the ability to build large amounts of new off-highway parking. Emergency access and year-round access are challenged by winter road closures due to rock slides and avalanches.

Key Implications for Management Strategies

- Establishing a no parking zone while providing access through off-highway parking lots and mobility hubs could provide clarity and consistency in parking strategies and simplify enforcement.
- Relocating roadside parking to off-highway locations and creating a no-shoulder parking zone can reduce vehicles searching for parking and reduce the number of pedestrians walking along the roadway.
- Using parking management strategies, including reservations and congestion-based pricing, would help manage visitor demands, distribute arrival and departure times, and create capacity by encouraging parking turnover.
- Providing infrastructure for improved technology and access to communications is an important component for successful, real-time transit and parking

management programs. For the Emerald Bay Segment, this could include adding broadband access including cellular infrastructure.

- Improved awareness and frequency of transit can increase ridership.
- Designing transit stops so buses can pull off the highway to load and unload passengers reduces traffic flow impacts and addresses accessibility requirements.
- Addressing roadway design issues can enhance transit access. The Short-Range Transit Plan identifies many of these issues and recommendations for improvement, including the need for improved technology, guard rails, constraints created by hair pin turns, and required bus sizes.
- Developing a consistent, easy to understand system and providing docents to answer questions and direct users can improve the visitor experience. The volume of visitors, different land managers, and dispersed parking areas can confuse visitors who are not sure where they can park and for how long. Over 50 percent of visitors plan their visit to Emerald Bay a day, or less than a day, in advance. Visitor and travel information must be easy to find and understand.
- Developing a shared-use path that connects to the Pope-Baldwin Bicycle Trail to the south and the Tahoe Trail/West Shore Trail to the north would encourage biking to Emerald Bay.
- Developing a shared-use path near the highway corridor would provide a place off the roadway for pedestrians to walk in Emerald Bay.
- Addressing roadside parking can eliminate the impacts to stormwater improvements. Addressing road design elements at the viaduct, such as subsidence, can create opportunities to provide wildlife crossings.
- Improving year-round access would improve emergency services and connectivity for commuters and visitors along the West Shore.

Rubicon Bay Segment

Key Issues

- Narrow roadways, difficult terrain, and private lands constrain the opportunities to route the Tahoe Trail (a shared use, off-highway bike path) and provide trail connectivity between recreation destinations to encourage walking and biking to activities. The area also lacks broadband access for enhanced communication for transportation systems.

Key Implications for Management Strategies

- Developing a shared-use path that connects to the West Shore Trail/Tahoe Trail to the north in Meeks Bay and a future segment of the Tahoe Trail to the south around Emerald Bay can encourage biking to Emerald Bay and Meeks Bay.
- Utilizing utility corridors and previous road and trail corridors reduces new disturbance and provides opportunities to underground utilities and co-locate fiber conduit. Under-grounding utilities also decreases risk of wildfire and provides scenic improvements.
- Working with residents and property owners to understand and address transportation needs can enhance planning and implementation strategies.
- Working with residents, property owners, and land managers could help build ownership and support for the Tahoe Trail.
- Improving access to technology, such as adding fiber conduit and/or adding cellular, will improve communications for responding to wildlife and other emergencies.

Meeks Bay Segment

Key Issues

- Transit facilities and continuation of the Tahoe Trail through the recreation area are needed. An extension of the West Shore shared-use path was built in 2018 and connects Sugar Pine Point State Park to Meeks Bay. Completion of the segment illustrates the need for shared-use path connectivity between recreation sites. Travel speeds and short sight distances make at-grade pedestrian crossings less desirable. Shoulder parking and trailhead use could increase as recreation use continues to increase for the Lake Tahoe Region. Winter recreation access needs to be accommodated.

Key Implications for Management Strategies

- Developing a shared-use path that connects the West Shore Trail to a future shared-use trail to the south would continue to encourage trail use and connectivity between recreation areas.
- Reducing the speed limit during peak recreation days would enhance pedestrian crossing opportunities.
- Organizing day use parking would provide erosion control and clarify parking areas. Enhancements should be considered in coordination with the number of people desired on the trails.
- Monitoring use will enable land managers to identify if management strategies should change in response to increased use of the recreation facilities.
- Designing transit stops so buses can pull off the highway to load and unload passengers reduces traffic flow impacts.
- Connecting transit to Meeks Bay from North Lake Tahoe would provide for the high percentage of people traveling from the north to the recreation area.
- Improving access to technology, such as adding fiber conduit, will improve communications for responding to wildlife and other emergencies and enhance connectivity for parking management strategies and real-time transit communications.

Sugar Pine Point Segment

Key Issues

- Roadside parking in Tahoma, which is north of the study area, creates congestion for the corridor to the north. Visitors to the State Park often park along the highway and cross the highway to avoid an entry fee.

Key Implications for Management Strategies

- Monitoring use will enable land managers to identify if management strategies should change in response to increased use of the recreation facilities.
- Monitoring use of the Tahoe Trail segment will help land managers identify a need for new trailhead parking or for Sugar Pine Point Park to provide trailhead parking for the Tahoe Trail.
- Evaluating opportunities for using some of the State Park parking as a mobility hub could be considered as part of a transit program. There is currently underutilized parking.
- Coordinating with the SR 89/28 Corridor Management Plan will help ensure strategies applied in Tahoma don't impact Sugar Pine Point State Park.

RELEVANT THRESHOLDS

In 1982, TRPA adopted nine environmental threshold carrying capacities (thresholds), which set environmental standards for the Lake Tahoe Basin and indirectly define the capacity of the Region to accommodate additional land development.

There are nine threshold areas:

- Air Quality
- Water Quality
- Soil Conservation
- Vegetation
- Fisheries
- Wildlife
- Scenic Resources
- Noise
- Recreation

Moving forward, the SR 89 Corridor Management Plan will establish metrics by which progress can be tracked and success measured. These metrics will align with the TRPA thresholds and be coordinated with elements already being regularly evaluated.

While future projects and programs will consider how they impact or benefit the thresholds, several key thresholds could be used as guiding metrics to assess recommendations. Using TRPA's 2015 Threshold Evaluation Report as a guide, below is a summary of relevant thresholds that can be used to develop benchmarks to evaluate future projects and programs.

Air Quality

Reducing vehicle miles traveled (VMT), managing congestion, and minimizing wildfire risk all benefit improved air quality. In 2015, the threshold report recommended public transit, intersection improvements, and bicycle trail infrastructure improvements as programs and actions to continue improving conditions.

Policies and strategies to support attainment of water quality thresholds that are relevant to the SR 89 Corridor include the following:

- Managing congestion through parking management strategies and providing transit will improve air quality.

- Under-grounding electric utilities and improving emergency access will reduce the risk of wildfire and increase the ability for responders to quickly address wildfires.

Water Quality

Policies and strategies to support attainment of water quality thresholds that are relevant to the SR 89 Corridor include the following:

- Reducing private automobile use through improvements to public transit and alternative transportation modes with the goal of reducing air pollution and the subsequent deposition of nitrogen and fine sediment.
- Ongoing allocation of water quality mitigation funds to support erosion control and stormwater pollution control projects.
- Ensuring road conditions are consistent with the road operations plan and road operations scenarios for reduction of pollutants.

Soil Conservation

Policies and strategies to support attainment of soil conservation thresholds that are relevant to the SR 89 Corridor include the following:

- Utilizing disturbed areas will minimize new disturbance and the addition of impervious materials.

Vegetation Preservation

Policies and strategies to support attainment of vegetation thresholds that are relevant to the SR 89 Corridor include the following:

- Supporting and providing access for forest treatment programs and wetland and meadow conservation.

Fisheries

Policies and strategies to support attainment of fisheries thresholds that are relevant to the SR 89 Corridor include the following:

- Supporting and providing access for improving fish habitat and stream flows. Bridge designs should enhance stream flows and reduce unnatural blockages for fish movement, where appropriate.

Wildlife

Policies and strategies to support attainment of wildlife thresholds that are relevant to the SR 89 Corridor include the following:

- Enhancing the connectivity of wildlife habitat areas and providing improved wildlife crossings, where appropriate.

Scenic Resources

The SR 89 highway is a scenic unit and the shoreline it parallels is a scenic unit. Items that affect scenic quality of roadway travel units include the following:

- Man-made features along the roadway.
- Physical distractions to driving along the roadways.
- Roadway characteristics.
- View of the lake from the roadways.
- General landscape views from the roadways.
- Variety of scenery from the roadways.

Except for Units 7 and 9 around Meeks Bay and Tahoma, respectively, the Scenic Roadway Units within the SR 89 Corridor are in attainment.

The 2015 Threshold Report states that “unauthorized roadway parking is occurring along a number of roadway units and in some cases is extensive. This is causing visual distraction and blocking views to Lake Tahoe and has put a number of roadway units at risk of scores dropping.” Relocating roadside parking and developing parking management strategies can help roadway units move toward attainment.

Items that affect scenic quality of shoreline travel units include the following:

- Man-made features along the shoreline.
- General landscape views within the shoreline unit.
- Variety of scenery within the shoreline unit.

Except for the Rubicon Bay and Meeks Bay Shoreline Unit 9, the Scenic Shoreline Units within the SR 89 Corridor are in attainment. Private piers and residential development along the shoreline are visual disruptions in Unit 9 and are not under the purview of the Corridor Management Plan.

As new projects such as parking areas, mobility hubs, and the Tahoe Trail are developed, consideration should be given to scenic impacts as viewed from both the highway and the shoreline.

Noise

Vehicular travel is one of the predominant noise sources in the basin. Based on available status and trend information, the 2015 Threshold Report stated that existing programs by USFS, TRPA, and CHP are “mostly effective in reducing noise in rural outdoor recreation areas”. Reducing private automobile use and improving public transit and access to bike trails will further reduce noise impacts from personal vehicles.

Recreation

Policies and strategies to support attainment of recreation thresholds that are relevant to the SR 89 Corridor include the following:

- Evaluating recreation user surveys to determine user satisfaction.
- Reviewing public land acquisitions and the development of public access amenities.
- Developing new trails and closing the gap between or addressing conflict areas on existing trails.
 - Increased connectivity of non-motorized trails to recreation sites.
 - Increased transit service to recreation sites.
 - Increased outdoor recreation opportunities within walking distance of tourist accommodation and residential areas.
 - Targeted parking expansions or increased trail or transit connections between off-site parking areas and recreation sites.
 - Information targeted at better distribution of visitors across a wider range of available recreation sites.
- Coordinating with TRPA’s Sustainable Recreation Program and LTBMU’s Forest Plan in regards to capacity and access.
- Developing General Management Plans for State Park Facilities and addressing visitor use management and demands.

NEXT STEPS

The existing conditions data and summary and stakeholder input will be used to guide the development of a set of alternatives. Recommendations will address key issues of each segment while considering the needs of the whole corridor. Review and analysis of the recommendations will be conducted and feedback will be obtained from stakeholders, the Project Development Team, and the general public.

The final set of recommendations is anticipated to include defined projects and grouping of projects and areas of additional study and feasibility analysis. Operational and funding considerations and sources will be discussed along with land manager roles and responsibilities.

STAFF REPORT

Date: September 23, 2020

To: TRPA Governing Board

From: TRPA Staff

Subject: Update of TRPA Code of Ordinances Chapter 61 (Vegetation Management and Forest Health)

Summary and Staff Recommendation:

Chapter 61 of the TRPA Code of Ordinances addresses vegetation management and forest health. Staff will present a short overview of the Forest Health and Wildfire Committee's recommended revisions to 61.3. Vegetation Protection and Management from May 2020 and recommendations from the Advisory Planning Commission from August 2020. In September, staff will then present proposed code language for Section 61.3. Vegetation Protection and Management for final recommendation by the Regional Plan Implementation Committee and approval by the TRPA Governing Board.

Motion:

To approve adoption of the ordinance amendments, the Governing Board 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 2020 - ____, amending Ordinance 87-9, to amend the Code of Ordinances as shown in Attachment A.

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

Background:

During the Forest Health and Wildfire Committee's May 2020 meeting, the Committee discussed and approved proposed direction to update Section 61.3. concerning Vegetation Protection and Management. In July 2020, staff brought back proposed code language to the FHWC incorporating potential amendments to Section 61.3. In August 2020, staff brought proposed code language to the APC for recommendation, and language was approved to move forward to RPIC and the Governing Board. Original amendments included language that deferred to state water board regulations where applicable. APC felt this amendment was limiting and should include any state regulatory agency or entity exemptions where possible. Staff considered this recommendation, but felt there was more work to be done before inclusion in this round of amendments, and because of this, the original amendment and APC-recommended amendment have been removed from consideration. Approved amendments for consideration included:

1. Updating and standardizing references throughout Section 61.3.
2. Allowing vehicles to operate over “frozen ground” as well as snow in SEZs.
3. Adding language that allows all partners to use innovative technologies once one entity proves its technology is environmentally safe.
4. Consolidating all references to SEZ protection in one section.

Proposed Code Amendments: The proposed code edits (Attachment A: Exhibit 2) focus on developing a user-friendly code, standardizing with other agencies within the Basin, and maintaining environmental protections for the areas described above. Edits include moving sections regarding SEZ protection into a consolidated sub-section, allowing mechanical treatment in SEZs over frozen ground with hard frozen soils with environmental protections, and allowing partner agencies to use innovative technology in SEZs once an entity proves the technology is environmentally safe.

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: Current Code Language
 - Exhibit 2: Code Amendments
 - Exhibit 3: Clean Version of Updated Code Language
- 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 VEGETATION PROTECTION AND MANAGEMENT.

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.

AGENDA ITEM NO. VII.A.

REGIONAL PLAN IMPLEMENTATION COMMITTEE ITEM NO. 4

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

Attachment A – Exhibit 1

Current Chapter 61.3 Code Language

determine whether the proposed burn complies with subparagraphs 61.2.4.A and 61.2.4.B;

3. Description of the timing of the prescribed burn, and meteorological information that demonstrates that the timing of the prescribed burn will normally allow complete dispersion of the smoke from the burn during each day of the burn;
4. A list of the applicable standards of TRPA and other government agencies with jurisdiction over the burn, and a discussion of how the proposed prescription complies with those standards;
5. A detailed description of the proposed burning operation, including a description of all safety procedures that will be used to prevent wildfire;
6. A certification by a qualified expert experienced in the use of fire for vegetation management that the burn prescription complies with this section; and that the expert shall oversee the conduct of the burn to ensure that the prescription is followed; and

61.3. VEGETATION PROTECTION AND MANAGEMENT

61.3.1. Purpose

In accordance with the Vegetation Conservation Element of the Regional Plan Goals and Policies, this section provides for the protection of Stream Environment Zone (SEZ) vegetation, other common vegetation, uncommon vegetation, and sensitive plants. It also provides for remedial management of vegetation to achieve and maintain environmental thresholds for plant species and structural diversity, and the maintenance of vegetation health. The management and protection of vegetation shall, at a minimum, consider the diversity of plant species and landscape pattern of plant communities, and their attributes in relationship to wildlife and fisheries habitat, scenic quality, recreation use, soil conservation, and water quality.

61.3.2. Applicability

TRPA requires the protection and maintenance of all native vegetation types. TRPA may require the preparation and implementation of a remedial vegetation management plan for any parcel where the need for remedial vegetation management has been identified for purposes of environmental threshold maintenance or attainment.

61.3.3. Protection of Stream Environment Zones

A. General Requirement

Unless excepted in B below, no project or activity shall be undertaken in an SEZ (Land Capability District 1b) that converts SEZ vegetation to a non-native or artificial state or that negatively impacts SEZ vegetation through action including, but not limited to, reducing biomass, removing vegetation, or altering vegetation composition.

B. Exceptions

The activities below are exceptions to the general requirement in A above.

1. Manipulation or management of SEZ vegetation may be permitted in accordance with the Code for purposes of SEZ vegetation health or wildlife or fish habitat improvements, and after approval of a vegetation management plan pursuant to subparagraph 61.3.5.B, or as provided in Section 30.5, subsection 30.4.4, subparagraph 30.4.6.D.3, Section 63.3, or Sections 61.1 or 61.2.

2. Maintenance of landscaping that was installed prior to the creation of TRPA, or installed for the purpose of scenic quality pursuant to Chapter 36: *Design Standards*, or pursuant to a TRPA permit, or under a TRPA exemption prior to August 1, 1997, provided that fertilizer use is restricted in accordance with the BMP Handbook and described in subparagraph 60.1.8.A, unless a remedial action pursuant to subsection 61.3.4 has been taken by TRPA.
3. Removal of vegetation may be permitted pursuant to subparagraphs 2.3.2.E, or 2.3.6.A.8, Section 33.6, Chapter 64: *Livestock Grazing*, or under defensible-space guidelines approved by TRPA.

61.3.4. Remedial Vegetation Management

TRPA and resource management agencies, including the states' forestry departments, shall identify areas where remedial management of vegetation is necessary to achieve and maintain environmental thresholds for health and diversity in vegetation. Requests by TRPA to prepare and implement a remedial vegetation management plan for a specified area shall follow the procedures set forth in Section 5.12: *Remedial Action Plans*.

61.3.5. Preparation of Remedial Vegetation Management Plans

At the request of TRPA, remedial vegetation management plans shall be prepared by the property owners of areas identified for remedial vegetation management in cooperation with TRPA and appropriate resource management agencies.

A. Plan Content

Remedial vegetation management plans shall contain, at a minimum, the following information:

1. Purpose of the management plan, including a list of objectives;
2. Description of existing vegetation, including the abundance, distribution, and age class of tree species;
3. Remedial measures necessary to achieve the stated objectives, including details of harvest and revegetation plans (see Section 61.4); and
4. An implementation schedule, including a monitoring program to report progress on monitoring of vegetation.

B. Plan Approval

TRPA may approve a remedial vegetation management plan provided the plan is necessary to achieve, and can reasonably be expected to achieve, the purposes set forth in subsection 61.3.4.

61.3.6. Sensitive and Uncommon Plant Protection and Fire Hazard Reduction

A. Purpose

This subsection sets forth standards for the preservation and management of vegetation of significant scenic, recreational, educational, scientific, or natural values of the region, and for management of vegetation to prevent the spread of wildfire.

B. Applicability

This subsection applies to all projects and activities that could have a detrimental effect on designated sensitive plants or uncommon plant communities, and to all areas where vegetation may contribute to a significant fire hazard.

C. Sensitive Plants and Uncommon Plant Communities

Designation of plants for special significance is based on such values as scarcity and uniqueness. The following standards shall apply to all sensitive plants and uncommon plant communities referenced in the environmental thresholds, and to other plants or plant communities identified later for such distinction. The general locations of sensitive plant habitat and uncommon plant communities are depicted on the TRPA Special Species map layers. The special species map layers indicate the location of habitat for threatened, endangered, rare, and special interest species and where populations of sensitive or uncommon plants have been observed.

1. Sensitive Plants

a. List of Sensitive Plants

The sensitive plants are:

- (i) *Rorippa subumbellata* (Tahoe yellow cress);
- (ii) *Arabis rigidissima* var. *demote* (Galena Creek rock cress);
- (iii) *Lewisia longipetala* (long-petaled lewisia);
- (iv) *Draba asterophora* v. *macrocarpa* (Cup Lake draba); and
- (v) *Draba asterophora* v. *asterophora* (Tahoe draba).

b. Standards for Sensitive Plants

Projects and activities in the vicinity of sensitive plants or their associated habitat shall be regulated to preserve sensitive plants and their habitat. All projects or activities that are likely to harm, destroy, or otherwise jeopardize sensitive plants or their habitat shall fully mitigate their significant adverse effects. Projects and activities that cannot fully mitigate their significant adverse effects are prohibited. Measures to protect sensitive plants and their habitat include, but are not limited to:

- (i) Fencing to enclose individual populations or habitat;
- (ii) Restrictions on access or intensity of use;
- (iii) Modifications to project design as necessary to avoid adverse impacts;
- (iv) Dedication of open space to include entire areas of suitable habitat;
or
- (v) Restoration of disturbed habitat.

2. Uncommon Plant Communities

a. List of Uncommon Plant Communities

The uncommon plant communities are:

- (i) The deepwater plants of Lake Tahoe, Grass Lake (sphagnum fen);
- (ii) Osgood Swamp, Hell Hole (sphagnum fen);
- (iii) Pope Marsh, Taylor Creek Marsh, Upper Truckee Marsh; and
- (iv) The Freel Peak cushion plant community.

b. Standards for Uncommon Plant Communities

Uncommon plant communities shall be managed and protected to preserve their unique ecological attributes and other associated values. Projects and activities that significantly adversely impact

uncommon plant communities, such that normal ecological functions or natural qualities of the community are impaired, shall not be approved.

D. Vegetation Management to Prevent the Spread of Wildfire

Within areas of significant fire hazard, as determined by local, state, or federal fire agencies, flammable or other combustible vegetation shall be removed, thinned, or manipulated in accordance with local and state law. Revegetation with approved species or other means of erosion control may be required where vegetative ground cover has been eliminated or where erosion problems may occur.

61.3.7. Old Growth Enhancement and Protection

The standards in this subsection shall govern forest management activities and projects.

A. Standards for Conservation and Recreation Lands or SEZs

Within lands classified by TRPA as conservation or recreation land use or SEZs, any live, dead, or dying tree larger than 30 inches diameter at breast height (dbh) in westside forest types shall not be cut, and any live, dead or dying tree larger than 24 inches diameter at breast height in eastside forest types shall not be cut, except as provided below.

1. Unreasonably Contribute to Fire Hazard

Trees and snags larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be cut in urban interface areas if TRPA determines that they would unreasonably contribute to fuel conditions that would pose a fire threat or hinder defense from fire in an urbanized area. Within the urban interface areas, fire management strategies favoring the retention of healthy trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types trees shall be fully considered. Urban interface areas are defined as all undeveloped lands within a 1,250 foot zone immediately adjacent to TRPA residential, commercial, or public service plan area boundaries.

2. Unacceptable Risk to Structures or Areas of High Use

A tree larger than 30 inches dbh in westside forest types and larger than 24 inches dbh in eastside forest types may be felled, treated, or removed if TRPA and the land manager determine the tree pose an unacceptable risk to occupied or substantial structures or areas of high human use. Examples of areas of high human use are campgrounds, parking lots, ski trails, and developed beaches. Where a land manager determines that a tree constitutes a physical emergency (e.g., imminent threat of falling on occupied or substantial structures, or people), the land manager may remove the tree but must provide photographic documentation and any applicable paperwork and fees to TRPA within ten working days of removal of the hazardous tree.

3. Diseased or Infested Trees

Where immediate treatment and removal is warranted to help control an outbreak of pests or disease, severely insect-infested or diseased trees larger than 30 inches dbh in westside forest types and larger than 24 inches dbh in eastside forest types may be removed. Trees to be felled, treated, or removed require TRPA review on a tree by tree basis, within 30 working days of written notification by the land manager.

- 4. Adverse Impacts to Stream or River**
Trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types that are likely to cause significant adverse impacts to a stream or river may be felled, treated, or removed. This determination shall be made by a qualified interdisciplinary team and approved by TRPA. The marking of these trees shall be done by TRPA.
- 5. Ecosystem Management Goals**
In limited cases, trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be cut if a management prescription clearly demonstrates that the identified trees need to be cut for ecosystem management goals consistent with TRPA goals and policies, such as aspen stand regeneration or achieving desired species composition. The project and prescription must be developed and reviewed by a qualified interdisciplinary team, be part of a public review process, and only the trees necessary to achieve ecosystem objectives at a specific site shall be removed. Each tree larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types shall be approved by TRPA. The marking of these trees shall be done by TRPA.
- 6. Ski Areas Master Plans**
In ski areas with existing TRPA-approved master plans, trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be removed for facilities that are consistent with that master plan. For activities that are consistent with a TRPA – approved master plan, trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be removed when it is demonstrated that the removal is necessary for the activity.
- 7. EIP Projects**
Trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be removed when it is demonstrated that the removal is necessary for the activity.
- 8. Extreme Fuel Loading**
In case of extreme fuel loading some snags larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be cut if the removal is consistent with subsection 62.3.4: Snags and Coarse Woody Debris.
- 9. Large Public Utilities Projects**
Trees larger than 30 inches dbh in westside forest types and larger than 24 inches dbh in eastside forest types may be removed for large public utilities projects if TRPA finds there is no other reasonable alternative.
- 10. Emergency Fire Suppression**
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.
- 11. Private Landowners**
Private landowners may cut trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest

types provided the landowner follows one of the planning processes set forth in subparagraph 61.1.4.C.

B. Standards for Non-SEZ Urban Lands

Within non-SEZ urban areas, individual trees larger than 30 inches dbh that are healthy and structurally sound shall be retained as desirable specimen trees having aesthetic and wildlife value, unless no reasonable alternative exists to retain the tree, including reduction of parking areas or modification of the original design.

C. Alternative Private Landowner Process

As an alternative to complying with the standards in subparagraph 61.1.4.A, a private landowner may follow one of the following planning processes to achieve or maintain the late seral/old growth threshold, goals, and policies.

1. Alternative Forest Management Plan

A private landowner, in the development of a forest management plan, shall follow the planning process described in Chapter 14: *Specific and Master Plans*, except as provided below.

- a. In relation to subparagraph 14.8.1.A only the private landowner may initiate the private forest management planning process.
- b. In relation to subparagraph 14.8.1.B the project team shall consist of a designee of the Executive Director, appropriate regulatory and land management agencies, the proponent's qualified forester, and the team shall consult with the appropriate public land management agencies if the private land is adjacent to public land.
- c. In relation to Section 14.9, the content of a forest master plan shall be described in the TRPA Forest Master Plan Guidelines. The content shall include enough information to make the required findings of Section 14.10; shall provide guidelines for salvage harvest, insect control, and fire salvage. The document shall be organized by described and mapped planning units. As an example, a non-industrial timber management plan that contains enough information to make the required findings of Section 14.10 can be submitted provided it is developed with approval of the steering committee.
- d. The harvest practices shall comply with local and state regulations.
- e. A proposed schedule (and seasonality) of harvest projects and improvement projects shall be included within the plan.
- f. Individual harvest projects proposed under the master plan within the planned schedule and proposed method shall receive a streamlined review.

2. Limited Forest Plan

Private landowners may prepare a limited forest plan when there would be limited proposed impact to large trees.

- a. A limited forest plan may be prepared if ten percent or less of the trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types within the project site are proposed to be cut within the life of the plan.
- b. The limited forest plan shall include:

- (i) The relative state permit application, if available;
 - (ii) Description of harvest activities;
 - (iii) Description of management activities;
 - (iv) Explanation of how thresholds, goals and policies shall be attained under the forest plan; and
 - (v) The expiration date of the plan. A minimum lifespan of ten years and a maximum lifespan of 50 years shall be accepted.
3. TRPA shall review proposed cutting of trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside or larger forest types on a tree-by-tree basis consistent with the forest plan.

61.3.8. Historic Resource Protection

- A. 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.
- B. 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.

61.3.9. Wildlife, Habitat, and Sensitive Plants

- A. Operations shall incorporate appropriate measures to avoid impacts to wildlife during critical wildlife nesting and denning periods in accordance with Chapter 62: *Wildlife Resources*.
- B. Snags shall be retained in accordance with subsection 62.3.4.
- C. 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.

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:

- a. 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;
- b. 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;
- c. 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;
- d. 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;
- e. 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;
- f. Operations shall incorporate appropriate measures to avoid impacts to wildlife during critical wildlife nesting and denning periods in accordance with Chapter 62: *Wildlife Resources*;
- g. Operations shall incorporate measures to protect historic resources in accordance with Chapter 67: *Historic Resource Protection*; and
- h. 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.

61.4. REVEGETATION

61.4.1. Purpose

This section provides standards for revegetation for such purposes as soil stabilization and improvement of the vegetative cover mix.

61.4.2. Applicability

This section shall apply wherever revegetation is required as a condition of project approval or where revegetation is necessary to comply with other provisions of the Code. Landscaping provisions are set forth in Chapter 36: *Design Standards*.

61.4.3. Approved Species

Revegetation programs shall use TRPA-approved plant species listed on the TRPA Recommended Native and Adapted Plant List. This list shall be a part of the *Handbook of Best Management Practices* and shall be updated from time to time based on the criteria that listed plants should be adapted to the climate of the Tahoe region, should require little water and fertilizer after establishment, and should be non-invasive. Specifications of plant materials shall be in accordance with the following requirements:

- A. Site Conditions**
Plant species selected shall be appropriate for site conditions.
- B. Small Scale Programs**
Small scale revegetation programs shall emphasize the use of TRPA-approved grass species in conjunction with mulching or other temporary soil stabilization treatments, as described in the *Handbook of Best Management Practices*.

Attachment A – Exhibit 2

Proposed Code Amendments – Edits

61.3. VEGETATION PROTECTION AND MANAGEMENT

61.3.1. Purpose

In accordance with the Vegetation Conservation Element of the Regional Plan Goals and Policies, this section provides for the protection of Stream Environment Zone (SEZ) vegetation, other common vegetation, uncommon vegetation, and sensitive plants. It also provides for remedial management of vegetation to achieve and maintain environmental thresholds for plant species and structural diversity, and the maintenance of vegetation health. The management and protection of vegetation shall, at a minimum, consider the diversity of plant species and landscape pattern of plant communities, and their attributes in relationship to wildlife and fisheries habitat, scenic quality, recreation use, soil conservation, and water quality.

61.3.2. Applicability

TRPA requires the protection and maintenance of all native vegetation types. TRPA may require the preparation and implementation of a remedial vegetation management plan for any parcel where the need for remedial vegetation management has been identified for purposes of environmental threshold maintenance or attainment.

61.3.3. Protection of Stream Environment Zones

A. General Requirement

Unless excepted in B below, no project or activity shall be undertaken in an SEZ (Land Capability District 1b) that converts SEZ vegetation to a non-native or artificial state or that negatively impacts SEZ vegetation through action including, but not limited to, reducing biomass, removing vegetation, or altering vegetation composition.

B. Exceptions

The activities below are exceptions to the general requirement in A above.

1. Manipulation or management of SEZ vegetation may be permitted in accordance with the Code for purposes of SEZ vegetation health or wildlife or fish habitat improvements, and after approval of a vegetation management plan pursuant to subparagraph 61.3.5.B, or as provided in Section 30.5, subsection 30.4.4, subparagraph 30.4.6.D.3, Section 63.3, or Sections 61.1 or 61.2.
2. Maintenance of landscaping that was installed prior to the creation of TRPA, or installed for the purpose of scenic quality pursuant to Chapter 36: *Design Standards*, or pursuant to a TRPA permit, or under a TRPA exemption prior to August 1, 1997, provided that fertilizer use is restricted in accordance with the BMP Handbook and described in subparagraph 60.1.8.A, unless a remedial action pursuant to subsection 61.3.4 has been taken by TRPA.
3. Removal of vegetation may be permitted pursuant to subparagraphs 2.3.2.E, or 2.3.7.A.8, Section 33.6, Chapter 64: *Livestock Grazing*, or under defensible space guidelines approved by TRPA.

C. 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, maintenance of utility rights-of-way, restoration or enhancement of ecosystem health and diversity, and fish and wildlife habitat improvement projects, in accordance with the standards provided below. [Reference Sections 61.3.7.A.1. through Section 61.3.7.A.10. for TRPA-approved reasons for removal of trees over 30 inches dbh in westside forest types and larger than 24 inches dbh in eastside forest types within an SEZ.]

1. Vehicle Restrictions

~~All vehicles shall be restricted to areas outside of the stream environment zones or to existing roads within stream environment zones.~~ All vehicles shall be restricted to areas outside of the SEZ or to existing roads within SEZs, except for tree removal over-snow or frozen ground with hard frozen soil conditions or use of low impact technology where permanent disturbance does not occur.

The following ~~criteria-exceptions~~ shall apply:

a. TRPA may permit the use of vehicles in /on frozen ground with hard frozen soil conditions or over-snow tree removal operations. ~~A qualified forester will TRPA shall conduct a pre-operation inspection to~~ ensure that conditions are suitable to prevent significant- visible or permanent soil disturbance and/or significant vegetation damage.

b. Winter ground-based equipment operations would take place on portions of the treatment unit where adequate snow or frozen ground with hard frozen soil conditions are present. The following criteria will be applied in determining equipment operations:

1. Frozen soil operations are permitted where operated vehicles, tractors and equipment can travel without sinking into soil, road, and/or landing surfaces to a depth of more than 2 inches for a distance of more than 25 feet. Temperatures must also remain low enough to preclude thawing of the soil surface.

2. -For over-snow operations, maintain approximately 12 inches of compacted snow/ice on undisturbed ground, and 6 inches of compacted snow/ice on existing disturbed surfaces. For over-the-snow and frozen soil operations in SEZs, exclude ground-based equipment from the 25-foot buffer around perennial and intermittent watercourse channels.

c. 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~~ watercourses 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 function or beneficial 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 reporting; a narrative for implementing corrective actions when monitoring determines such corrective action is necessary; and, a monitoring and reporting schedule.
- (ix)** Once an innovative technology has been deemed acceptable by TRPA, all partners or permittees may utilize that technology.

2. 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 frozen ground with hard frozen soil conditions or over-snow tree removal operations without causing significant soil disturbance and/or significant vegetation damage. ~~(See subparagraph 61.1.6.F).~~

3. Trees and Debris Kept from Streams

Felled trees and harvest debris shall be kept out of all watercourses ~~perennial or intermittent streams~~. If deposited in the stream, the material shall be promptly 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.

4. 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*.

5. 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.

61.3.4. Remedial Vegetation Management

TRPA and resource management agencies, including the states' forestry departments, shall identify areas where remedial management of vegetation is necessary to achieve and maintain environmental thresholds for health and diversity in vegetation. Requests by TRPA to prepare and implement a remedial vegetation management plan for a specified area shall follow the procedures set forth in Section 5.12: *Remedial Action Plans*.

61.3.5. Preparation of Remedial Vegetation Management Plans

At the request of TRPA, remedial vegetation management plans shall be prepared by the

property owners of areas identified for remedial vegetation management in cooperation with TRPA and appropriate resource management agencies.

A. Plan Content

Remedial vegetation management plans shall contain, at a minimum, the following information:

1. Purpose of the management plan, including a list of objectives;
2. Description of existing vegetation, including the abundance, distribution, and age class of tree species;
3. Remedial measures necessary to achieve the stated objectives, including details of harvest and revegetation plans (see Section 61.4); and
4. An implementation schedule, including a monitoring program to report progress on monitoring of vegetation.

B. Plan Approval

TRPA may approve a remedial vegetation management plan provided the plan is necessary to achieve, and can reasonably be expected to achieve, the purposes set forth in subsection 61.3.4.

61.3.6. Sensitive and Uncommon Plant Protection and Fire Hazard Reduction

A. Purpose

This subsection sets forth standards for the preservation and management of vegetation of significant scenic, recreational, educational, scientific, or natural values of the region, and for management of vegetation to prevent the spread of wildfire.

B. Applicability

This subsection applies to all projects and activities that could have a detrimental effect on designated sensitive plants or uncommon plant communities, and to all areas where vegetation may contribute to a significant fire hazard.

C. Sensitive Plants and Uncommon Plant Communities

Designation of plants for special significance is based on such values as scarcity and uniqueness. The following standards shall apply to all sensitive plants and uncommon plant communities referenced in the environmental thresholds, and to other plants or plant communities identified later for such distinction. The general locations of sensitive plant habitat and uncommon plant communities are depicted on the TRPA Special Species map layers. The special species map layers indicate the location of habitat for threatened, endangered, rare, and special interest species and where populations of sensitive or uncommon plants have been observed.

1. Sensitive Plants

a. List of Sensitive Plants

The sensitive plants are:

- (i) *Rorippa subumbellata* (Tahoe yellow cress);
- (ii) *Arabis rigidissima* var. *demote* (Galena Creek rock cress);
- (iii) *Lewisia longipetala* (long-petaled lewisia);

(iv) *Draba asterophora* v. *macrocarpa* (Cup Lake draba); and

(v) *Draba asterophora* v. *asterophora* (Tahoe draba).

b. Standards for Sensitive Plants

Projects and activities in the vicinity of sensitive plants or their associated habitat shall be regulated to preserve sensitive plants and their habitat.

All projects or activities that are likely to harm, destroy, or otherwise jeopardize sensitive plants or their habitat shall fully mitigate their significant adverse effects. Projects and activities that cannot fully mitigate their significant adverse effects are prohibited. Measures to protect sensitive plants and their habitat include, but are not limited to:

(i) Fencing to enclose individual populations or habitat;

(ii) Restrictions on access or intensity of use;

(iii) Modifications to project design as necessary to avoid adverse impacts;

(iv) Dedication of open space to include entire areas of suitable habitat;

or

(v) Restoration of disturbed habitat.

2. Uncommon Plant Communities

a. List of Uncommon Plant Communities

The uncommon plant communities are:

(i) The deepwater plants of Lake Tahoe, Grass Lake (sphagnum fen);

(ii) Osgood Swamp, Hell Hole (sphagnum fen);

(iii) Pope Marsh, Taylor Creek Marsh, Upper Truckee Marsh; and

(iv) The Freel Peak cushion plant community.

b. Standards for Uncommon Plant Communities

Uncommon plant communities shall be managed and protected to preserve their unique ecological attributes and other associated values.

Projects and activities that significantly adversely impact uncommon plant communities, such that normal ecological functions or natural qualities of the community are impaired, shall not be approved.

D. Vegetation Management to Prevent the Spread of Wildfire

Within areas of significant fire hazard, as determined by local, state, or federal fire agencies, flammable or other combustible vegetation shall be removed, thinned, or manipulated in accordance with local and state law. Revegetation with approved species or other means of erosion control including soil stabilization may be required where vegetative groundcover has been eliminated or where erosion problems may occur.

61.3.7. Old Growth Enhancement and Protection

The standards in this subsection shall govern forest management activities and projects.

A. Standards for Conservation and Recreation Lands ~~or SEZs~~

Within lands classified by TRPA as conservation or recreation land use ~~or SEZs~~, any live, dead, or dying tree larger than 30 inches diameter at breast height (dbh) in

westside forest types shall not be ~~felled, treated, or removed~~ ~~cut~~, and any live, dead or dying tree larger than 24 inches diameter at breast height in eastside forest types shall not be ~~felled, treated, or removed~~ ~~cut~~, except as provided below.

1. Unreasonably Contribute to Fire Hazard

Trees and snags larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be ~~felled, treated, or removed~~ ~~cut~~ in urban interface areas if TRPA determines that they would unreasonably contribute to fuel conditions that would pose a fire threat or hinder defense from fire in an urbanized area. Within the urban interface areas, fire management strategies favoring the retention of healthy trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types trees shall be fully considered. Urban interface areas are defined as all undeveloped lands within a 1,250 foot zone immediately adjacent to TRPA residential, commercial, or public service plan area boundaries.

2. Unacceptable Risk to Structures or Areas of High Use

A tree larger than 30 inches dbh in westside forest types and larger than 24 inches dbh in eastside forest types may be felled, treated, or removed if TRPA and the land manager determine the tree poses an unacceptable risk to occupied or substantial structures, ~~overhead utility lines and conductors~~, critical public or private infrastructure, or areas of high human use. Examples of areas of high human use are campgrounds, parking lots, ski trails, and developed beaches. Where a land manager determines that a tree constitutes a physical emergency (e.g., imminent threat of falling on occupied or substantial structures, or people), the land manager may remove the tree but must provide photographic documentation and any applicable paperwork and fees to TRPA within ten working days of removal of the hazardous tree.

3. Diseased or Infested Trees

Where immediate treatment and removal is warranted to help control an outbreak of pests or disease, severely insect-infested or diseased trees larger than 30 inches dbh in westside forest types and larger than 24 inches dbh in eastside forest types may be removed. Trees to be felled, treated, or removed require TRPA review on a ~~project-level basis~~ ~~tree-by-tree-basis~~, within 30 working days of written notification by the land manager.

~~**4. Adverse Impacts to Stream or River**~~

~~Trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types that are likely to cause significant adverse impacts to a stream or river may be felled, treated, or removed. This determination shall be made by a qualified interdisciplinary team and approved by TRPA. The marking of these trees shall be done by TRPA.~~

~~**4.5. Ecosystem Management Goals**~~

In limited cases, trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be ~~felled, treated, or removed cut~~ if a management prescription clearly demonstrates that the identified trees need to be cut for ecosystem management goals consistent with TRPA goals and policies ~~and to increase forest health and resilience, such as aspen stand regeneration or achieving desired species composition.~~ The project and prescription must be developed and reviewed by a qualified ~~interdisciplinary team forester, be part of a public review process,~~ and only the trees necessary to achieve ecosystem objectives at a specific site shall be removed. Each tree larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types shall be approved by TRPA. The marking of these trees shall be done by ~~TRPA a qualified forester.~~

56. Ski Areas Master Plans

In ski areas with existing TRPA-approved master plans, trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be removed for facilities that are consistent with that master plan. For activities that are consistent with a TRPA –approved master plan, trees larger than 30 inches ~~sd~~ dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be removed when it is demonstrated that the removal is necessary for the activity.

67. EIP Projects

Trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be removed when it is demonstrated that the removal is necessary for the activity.

78. Extreme Fuel Loading

In case of extreme fuel loading some snags larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be cut if the removal is consistent with subsection 62.3.4: Snags and Coarse Woody Debris.

89. Large Public Utilities Projects

Trees larger than 30 inches dbh in westside forest types and larger than 24 inches dbh in eastside forest types may be removed for large public utilities projects if TRPA finds there is no other reasonable alternative.

910. Emergency Fire Suppression

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.

101. Private Landowners

Private landowners may ~~fell, treat, or remove cut~~ trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types provided the landowner follows one of the planning processes set forth in

subparagraph 61.~~31.74~~.C.

B. Standards for Non-SEZ Urban Lands

Within non-SEZ urban areas, individual trees larger than 30 inches dbh that are healthy and structurally sound shall be retained as desirable specimen trees having aesthetic and wildlife value, unless no reasonable alternative exists to retain the tree, including reduction of parking areas or modification of the original design.

C. Alternative Private Landowner Process

As an alternative to complying with the standards in subparagraph 61.~~31.74~~.A, a private landowner may follow one of the following planning processes to achieve or maintain the late seral/old growth threshold, goals, and polices.

1. Alternative Forest Management Plan

A private landowner, in the development of a forest management plan, shall follow the planning process described in Chapter 14: *Specific and Master Plans*, except as provided below.

- a. In relation to subparagraph 14.8.1.A only the private landowner may initiate the private forest management planning process.
- b. In relation to subparagraph 14.8.1.B the project team shall consist of a designee of the Executive Director, appropriate regulatory and land management agencies, the proponent's qualified forester, and the team shall consult with the appropriate public land management agencies if the private land is adjacent to public land.
- c. In relation to Section 14.9, the content of a forest master plan shall be described in the TRPA Forest Master Plan Guidelines. The content shall include enough information to make the required findings of Section 14.10; shall provide guidelines for salvage harvest, insect control, and fire salvage. The document shall be organized by described and mapped planning units. As an example, a non-industrial timber management plan that contains enough information to make the required findings of Section 14.10 can be submitted provided it is developed with approval of the steering committee.
- d. The harvest practices shall comply with local and state regulations.
- e. A proposed schedule (and seasonality) of harvest projects and improvement projects shall be included within the plan.
- f. Individual harvest projects proposed under the master plan within the planned schedule and proposed method shall receive a streamlined review.

2. Limited Forest Plan

Private landowners may prepare a limited forest plan when there would be limited proposed impact to large trees.

- a. A limited forest plan may be prepared if ten percent or less of the trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types within the project site are proposed to be cut within the life of the plan.

- b. The limited forest plan shall include:
- (i) The relative state permit application, if available;
 - (ii) Description of harvest activities;
 - (iii) Description of management activities;
 - (iv) Explanation of how thresholds, goals and policies shall be attained under the forest plan; and
 - (v) The expiration date of the plan. A minimum lifespan of ten years and a maximum lifespan of 50 years shall be accepted.
3. TRPA shall review proposed cutting of trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside or larger forest types on a tree-by-tree basis consistent with the forest plan.

61.3.8.J. Historic and Cultural Resource Protection

~~A1. Operations and any ground disturbing activities shall be 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, ~~except in accordance with a TRPA-approved resource recovery plan~~. Flagging shall be removed at the time of completion of operations.

~~2. 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.~~

61.3.9.K. 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*.

~~B.~~ Snags shall be retained in accordance with subsection 62.3.4.

~~C.~~ 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.

Attachment A – Exhibit 3

Proposed Code Language – Chapter 61.3

61.3. VEGETATION PROTECTION AND MANAGEMENT

61.3.1. Purpose

In accordance with the Vegetation Conservation Element of the Regional Plan Goals and Policies, this section provides for the protection of Stream Environment Zone (SEZ) vegetation, other common vegetation, uncommon vegetation, and sensitive plants. It also provides for remedial management of vegetation to achieve and maintain environmental thresholds for plant species and structural diversity, and the maintenance of vegetation health. The management and protection of vegetation shall, at a minimum, consider the diversity of plant species and landscape pattern of plant communities, and their attributes in relationship to wildlife and fisheries habitat, scenic quality, recreation use, soil conservation, and water quality.

61.3.2. Applicability

TRPA requires the protection and maintenance of all native vegetation types. TRPA may require the preparation and implementation of a remedial vegetation management plan for any parcel where the need for remedial vegetation management has been identified for purposes of environmental threshold maintenance or attainment.

61.3.3. Protection of Stream Environment Zones

A. General Requirement

Unless excepted in B below, no project or activity shall be undertaken in an SEZ (Land Capability District 1b) that converts SEZ vegetation to a non-native or artificial state or that negatively impacts SEZ vegetation through action including, but not limited to, reducing biomass, removing vegetation, or altering vegetation composition.

B. Exceptions

The activities below are exceptions to the general requirement in A above.

1. Manipulation or management of SEZ vegetation may be permitted in accordance with the Code for purposes of SEZ vegetation health or wildlife or fish habitat improvements, and after approval of a vegetation management plan pursuant to subparagraph 61.3.5.B, or as provided in Section 30.5, subsection 30.4.4, subparagraph 30.4.6.D.3, Section 63.3, or Sections 61.1 or 61.2.
2. Maintenance of landscaping that was installed prior to the creation of TRPA, or installed for the purpose of scenic quality pursuant to Chapter 36: *Design Standards*, or pursuant to a TRPA permit, or under a TRPA exemption prior to August 1, 1997, provided that fertilizer use is restricted in accordance with the BMP Handbook and described in subparagraph 60.1.8.A, unless a remedial action pursuant to subsection 61.3.4 has been taken by TRPA.
3. Removal of vegetation may be permitted pursuant to subparagraphs 2.3.2.E, or 2.3.7.A.8, Section 33.6, Chapter 64: *Livestock Grazing*, or under defensible space guidelines approved by TRPA.

C. 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, maintenance of utility rights-of-way, restoration or enhancement of ecosystem health and diversity, and fish and wildlife habitat improvement projects, in accordance with the standards provided below. [Reference Sections 61.3.7.A.1. through Section 61.3.7.A.10. for TRPA-approved reasons for removal of trees over 30 inches dbh in westside forest types and larger than 24 inches dbh in eastside forest types within an SEZ.]

1. Vehicle Restrictions

All vehicles shall be restricted to areas outside of the SEZ or to existing roads within SEZs, except for tree removal over-snow or frozen ground with hard frozen soil conditions or use of low impact technology where permanent disturbance does not occur.

The following criteria shall apply:

- a. TRPA may permit the use of vehicles in/on frozen ground with hard frozen soil conditions or over-snow tree removal operations. A qualified forester will ensure that conditions are suitable to prevent visible or permanent soil disturbance and/or significant vegetation damage.
- b. Winter ground-based equipment operations would take place on portions of the treatment unit where adequate snow or frozen ground with hard frozen soil conditions are present. The following criteria will be applied in determining equipment operations:
 1. Frozen soil operations are permitted where operated vehicles, tractors and equipment can travel without sinking into soil, road, and/or landing surfaces to a depth of more than 2 inches for a distance of more than 25 feet. Temperatures must also remain low enough to preclude thawing of the soil surface.
 2. For over-snow operations, maintain approximately 12 inches of compacted snow/ice on undisturbed ground, and 6 inches of compacted snow/ice on existing disturbed surfaces. For over-the-snow and frozen soil operations in SEZs, exclude ground-based equipment from the 25-foot buffer around watercourse channels.
- c. 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 watercourses 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 function or beneficial 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 reporting; a narrative for implementing corrective actions when monitoring determines such corrective action is necessary; and, a monitoring and reporting schedule.
- (ix)** Once an innovative technology has been deemed acceptable by TRPA, all partners or permittees may utilize that technology.

2. 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 frozen ground with hard frozen soil conditions or over-snow tree removal operations without causing significant soil disturbance and/or significant vegetation damage.

3. Trees and Debris Kept from Streams

Felled trees and harvest debris shall be kept out of all watercourses.

If deposited in the stream, the material shall be promptly 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.

4. 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*.

5. 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.

61.3.4. Remedial Vegetation Management

TRPA and resource management agencies, including the states' forestry departments, shall identify areas where remedial management of vegetation is necessary to achieve and maintain environmental thresholds for health and diversity in vegetation. Requests by TRPA to prepare and implement a remedial vegetation management plan for a specified area shall follow the procedures set forth in Section 5.12: *Remedial Action Plans*.

61.3.5. Preparation of Remedial Vegetation Management Plans

At the request of TRPA, remedial vegetation management plans shall be prepared by the property owners of areas identified for remedial vegetation management in cooperation with TRPA and appropriate resource management agencies.

A. Plan Content

Remedial vegetation management plans shall contain, at a minimum, the following information:

1. Purpose of the management plan, including a list of objectives;
2. Description of existing vegetation, including the abundance, distribution, and age class of tree species;
3. Remedial measures necessary to achieve the stated objectives, including details of harvest and revegetation plans (see Section 61.4); and
4. An implementation schedule, including a monitoring program to report progress on monitoring of vegetation.

B. Plan Approval

TRPA may approve a remedial vegetation management plan provided the plan is necessary to achieve, and can reasonably be expected to achieve, the purposes set forth in subsection 61.3.4.

61.3.6. Sensitive and Uncommon Plant Protection and Fire Hazard Reduction

A. Purpose

This subsection sets forth standards for the preservation and management of vegetation of significant scenic, recreational, educational, scientific, or natural values of the region, and for management of vegetation to prevent the spread of wildfire.

B. Applicability

This subsection applies to all projects and activities that could have a detrimental effect on designated sensitive plants or uncommon plant communities, and to all areas where vegetation may contribute to a significant fire hazard.

C. Sensitive Plants and Uncommon Plant Communities

Designation of plants for special significance is based on such values as scarcity and uniqueness. The following standards shall apply to all sensitive plants and uncommon plant communities referenced in the environmental thresholds, and to other plants or plant communities identified later for such distinction. The general locations of sensitive plant habitat and uncommon plant communities are depicted on the TRPA Special Species map layers. The special species map layers indicate the location of habitat for threatened, endangered, rare, and special interest species and where populations of sensitive or uncommon plants have been observed.

1. Sensitive Plants

a. List of Sensitive Plants

The sensitive plants are:

- (i) *Rorippa subumbellata* (Tahoe yellow cress);
- (ii) *Arabis rigidissima* var. *demote* (Galena Creek rock cress);
- (iii) *Lewisia longipetala* (long-petaled lewisia);
- (iv) *Draba asterophora* v. *macrocarpa* (Cup Lake draba); and
- (v) *Draba asterophora* v. *asterophora* (Tahoe draba).

b. Standards for Sensitive Plants

Projects and activities in the vicinity of sensitive plants or their associated habitat shall be regulated to preserve sensitive plants and their habitat. All projects or activities that are likely to harm, destroy, or otherwise jeopardize sensitive plants or their habitat shall fully mitigate their significant adverse effects. Projects and activities that cannot fully mitigate their significant adverse effects are prohibited. Measures to protect sensitive plants and their habitat include, but are not limited to:

- (i) Fencing to enclose individual populations or habitat;
 - (ii) Restrictions on access or intensity of use;
 - (iii) Modifications to project design as necessary to avoid adverse impacts;
 - (iv) Dedication of open space to include entire areas of suitable habitat;
- or
- (v) Restoration of disturbed habitat.

2. Uncommon Plant Communities

a. List of Uncommon Plant Communities

The uncommon plant communities are:

- (i) The deepwater plants of Lake Tahoe, Grass Lake (sphagnum fen);
- (ii) Osgood Swamp, Hell Hole (sphagnum fen);
- (iii) Pope Marsh, Taylor Creek Marsh, Upper Truckee Marsh; and
- (iv) The Freel Peak cushion plant community.

b. Standards for Uncommon Plant Communities

Uncommon plant communities shall be managed and protected to preserve their unique ecological attributes and other associated values. Projects and activities that significantly adversely impact uncommon plant communities, such that normal ecological functions or natural qualities of the community are impaired, shall not be approved.

D. Vegetation Management to Prevent the Spread of Wildfire

Within areas of significant fire hazard, as determined by local, state, or federal fire agencies, flammable or other combustible vegetation shall be removed, thinned, or manipulated in accordance with local and state law. Revegetation with approved species or other means of erosion control including soil stabilization may be required where vegetative groundcover has been eliminated or where erosion problems may occur.

61.3.7. Old Growth Enhancement and Protection

The standards in this subsection shall govern forest management activities and projects.

A. Standards for Conservation and Recreation Lands

Within lands classified by TRPA as conservation or recreation land use, any live, dead, or dying tree larger than 30 inches diameter at breast height (dbh) in westside forest types shall not be felled, treated, or removed, and any live, dead or dying tree larger than 24 inches diameter at breast height in eastside forest types shall not be felled, treated, or removed, except as provided below.

1. Unreasonably Contribute to Fire Hazard

Trees and snags larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be felled, treated, or removed in urban interface areas if TRPA determines that they would unreasonably contribute to fuel conditions that would pose a fire threat or hinder defense from fire in an urbanized area. Within the urban interface areas, fire management strategies favoring the retention of healthy trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types shall be fully considered. Urban interface areas are defined as all undeveloped lands within a 1,250 foot zone immediately adjacent to TRPA residential, commercial, or public service plan area boundaries.

2. Unacceptable Risk to Structures or Areas of High Use

A tree larger than 30 inches dbh in westside forest types and larger than 24 inches dbh in eastside forest types may be felled, treated, or removed if TRPA and the land manager determine the tree poses an unacceptable risk to occupied or substantial structures, overhead utility lines and conductors, critical public or private infrastructure, or areas of high human use. Examples of areas of high human use are campgrounds, parking lots, ski trails, and developed beaches. Where a land manager determines that a tree constitutes a physical emergency (e.g., imminent threat of falling on occupied or substantial structures, or people), the land manager may remove the tree but must provide photographic documentation and any applicable paperwork and fees to TRPA within ten working days of removal of the hazardous tree.

3. Diseased or Infested Trees

Where immediate treatment and removal is warranted to help control an outbreak of pests or disease, severely insect-infested or diseased trees larger than 30 inches dbh in westside forest types and larger than 24 inches dbh in eastside forest types may be removed. Trees to be felled, treated, or removed require TRPA review on a project-level basis, within 30 working days of written notification by the land manager.

4. Ecosystem Management Goals

In limited cases, trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be felled, treated, or removed if a management prescription clearly demonstrates that the identified trees need to be cut for ecosystem management goals consistent with TRPA goals and policies and to increase forest health and resilience. The project and prescription must be developed and reviewed-by a qualified forester, and only the trees necessary to achieve ecosystem objectives at a specific site shall be removed. Each tree larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types shall be approved by TRPA. The marking of these trees shall be done by a qualified forester.

5. Ski Areas Master Plans

In ski areas with existing TRPA-approved master plans, trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be removed for facilities that are consistent with that master plan. For activities that are consistent with a TRPA –approved master plan, trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be removed when it is demonstrated that the removal is necessary for the activity.

6. EIP Projects

Trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be removed when it is demonstrated that the removal is necessary for the activity.

7. Extreme Fuel Loading

In case of extreme fuel loading some snags larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types may be cut if the removal is consistent with subsection 62.3.4: Snags and Coarse Woody Debris.

8. Large Public Utilities Projects

Trees larger than 30 inches dbh in westside forest types and larger than 24 inches dbh in eastside forest types may be removed for large public utilities projects if TRPA finds there is no other reasonable alternative.

9. Emergency Fire Suppression

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.

10. Private Landowners

Private landowners may fell, treat, or remove trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types provided the landowner follows one of the planning processes set forth in subparagraph 61.3.7.C.

B. Standards for Non-SEZ Urban Lands

Within non-SEZ urban areas, individual trees larger than 30 inches dbh that are healthy and structurally sound shall be retained as desirable specimen trees having aesthetic and wildlife value, unless no reasonable alternative exists to retain the tree, including reduction of parking areas or modification of the original design.

C. Alternative Private Landowner Process

As an alternative to complying with the standards in subparagraph 61.3.7.A., a private landowner may follow one of the following planning processes to achieve or maintain the late seral/old growth threshold, goals, and polices.

1. Alternative Forest Management Plan

A private landowner, in the development of a forest management plan, shall follow the planning process described in Chapter 14: *Specific and Master Plans*, except as provided below.

- a. In relation to subparagraph 14.8.1.A only the private landowner may initiate the private forest management planning process.
- b. In relation to subparagraph 14.8.1.B the project team shall consist of a designee of the Executive Director, appropriate regulatory and land management agencies, the proponent's qualified forester, and the team shall consult with the appropriate public land management agencies if the private land is adjacent to public land.
- c. In relation to Section 14.9, the content of a forest master plan shall be described in the TRPA Forest Master Plan Guidelines. The content shall include enough information to make the required findings of Section 14.10; shall provide guidelines for salvage harvest, insect control, and fire salvage. The document shall be organized by described and mapped planning units. As an example, a non-industrial timber management plan that contains enough information to make the required findings of Section 14.10 can be submitted provided it is developed with approval of the steering committee.
- d. The harvest practices shall comply with local and state regulations.
- e. A proposed schedule (and seasonality) of harvest projects and improvement projects shall be included within the plan.
- f. Individual harvest projects proposed under the master plan within the planned schedule and proposed method shall receive a streamlined review.

2. Limited Forest Plan

Private landowners may prepare a limited forest plan when there would be limited proposed impact to large trees.

- a. A limited forest plan may be prepared if ten percent or less of the trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside forest types within the project site are proposed to be cut within the life of the plan.
- b. The limited forest plan shall include:
 - (i) The relative state permit application, if available;
 - (ii) Description of harvest activities;
 - (iii) Description of management activities;
 - (iv) Explanation of how thresholds, goals and policies shall be attained under the forest plan; and
 - (v) The expiration date of the plan. A minimum lifespan of ten years and a maximum lifespan of 50 years shall be accepted.

3. TRPA shall review proposed cutting of trees larger than 30 inches dbh in the westside forest types and larger than 24 inches dbh in eastside or larger forest types on a tree-by-tree basis consistent with the forest plan.

61.3.8. Historic and Cultural Resource Protection

A. Operations and any ground disturbing activities shall be in accordance with Chapter 67: *Historic Resource Protection*. All historic resources located within the project area shall be flagged and avoided, except in accordance with a TRPA-approved resource recovery plan. Flagging shall be removed at the time of completion of operations.

61.3.9. Wildlife, Habitat, and Sensitive Plants

A. Operations shall incorporate appropriate measures to avoid impacts to wildlife during critical wildlife nesting and denning periods in accordance with Chapter 62: *Wildlife Resources*.

B. Snags shall be retained in accordance with subsection 62.3.4.

C. 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.

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 (EIC)



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PO Box 5310
Stateline, NV 89449-5310

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128 Market Street
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Contact
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ATTACHMENT C

INITIAL DETERMINATION OF ENVIRONMENTAL IMPACT CHECKLIST

Project Name:

Chapter 61 Code Amendments: Section 61.3. Vegetation Protection and Management – August 2020

Project Description:

The project would involve amending the Chapter 61 Sections 61.3. Vegetation Protection and Management of the TRPA Code of Ordinances as shown in Exhibit 2 to Attachment A. The proposed amendments include:

A. Section 61.3. Vegetation Protection and Management

Amendments to Section 61.3. Vegetation Protection and Management include reorganizing sub-sections to facilitate a logical flow within the sub-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. One area of amendment would allow for tree removal within Stream Environment Zones (SEZs) over frozen ground with frozen soil conditions. Another amendment would allow all permittees and partner agencies to use TRPA-approved, piloted innovative technology for tree removal within SEZs once proven environmentally protective by the TRPA.

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?

- Yes No
- No, With Mitigation Data Insufficient

3. Water Quality

Will the proposal result in:

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

- Yes No
- No, With Mitigation 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?

- Yes No
- No, With Mitigation Data Insufficient

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

- Yes No
- No, With Mitigation Data Insufficient

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

- Yes No
- No, With Mitigation 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?

- Yes No
- No, With Mitigation Data Insufficient

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

- Yes 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? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |
| h. Substantial reduction in the amount of water otherwise available for public water supplies? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> 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? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |
| j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> 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? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> 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

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

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

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

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

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

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

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

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

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

9. Natural Resources

Will the proposal result in:

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

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

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

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

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?

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

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

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

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

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

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

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

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

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> 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: September 23, 2020

To: TRPA and TMPO Governing Board

From: TRPA Staff

Subject: 2045 Linking Tahoe: Draft Regional Transportation Plan

Summary and Staff Recommendation:

On September 10, 2020, TRPA publicly released the Draft Linking Tahoe: 2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS). Staff will summarize the 2020 RTP/SCS at a joint Tahoe Regional Planning Agency (TRPA) Board and Tahoe Metropolitan Planning Organization (TMPO) hearing and seek comments from the Governing Board and additional public input. This is a public hearing to solicit comment and no action is required.

Required Motions:

This is for informational purposes and no action is required.

Project Description/Background:

On September 11, 2020, TRPA/TMPO released the Draft Linking Tahoe: 2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), and the associated environmental analysis in accordance with Article VII of the Tahoe Regional Planning Compact, Chapter 3 of the TRPA Code of Ordinances, and the California Environmental Quality Act (CEQA). TRPA solicits comments on the 2020 RTP/SCS through October 25, 2020. Upon the conclusion of the comment period a Final 2020 RTP/SCS will be prepared considering all relevant comments received. TRPA/TMPO Governing Board action on the 2020 RTP/SCS is currently scheduled for December 2020.

The 2020 RTP/SCS sets forth a blueprint for a comprehensive transportation system to serve resident, employee and visitor needs of the Lake Tahoe Region and meet regional goals over the next 25 years. The plan identifies a long-term vision, regional transportation goals and supportive projects, policies and programs designed to meet these goals. The 2020 RTP/SCS is designed to reduce mobile source greenhouse gas (GHG) emissions and reduce dependency on the automobile and associated vehicle miles traveled (VMT). This RTP/SCS goes beyond the California Air Resources Board (CARB) GHG reduction target for the Tahoe Region and delivers additional GHG and VMT improvements. The 2020 RTP/SCS strategies are oriented on Transit, Trails, Technology and our Communities.

The 2020 RTP/SCS integrates and satisfies TRPA Compact, State, and Federal transportation planning requirements. The plan implements the TRPA Regional Plan and includes an update to the Transportation Element of the TRPA Goals and Policies. Acting as the federally recognized Metropolitan Planning Organization (MPO), this plan satisfies federal planning requirements identified in 23 CFR 450. As an MPO in California, the plan also serves as the updated Regional Transportation Plan/Sustainable Communities Strategy aimed at reducing mobile sources of greenhouse gas emissions in accordance with California SB

375. It also satisfies the MPO requirement in Nevada and, also responds to and informs emerging Nevada GHG reduction and climate change policy.

The 2020 RTP/SCS continues to refine and improve upon previous RTPs and transportation policies established for the Lake Tahoe Region and builds on the 2012 TRPA Regional Plan that focused on making town centers more transit friendly and walkable/bikeable by enabling higher density, mixed-use development and redevelopment, and adds emphasis on achieving seamless region-wide connectivity between neighborhoods, town centers, and recreation destinations.

Public Outreach and Collaboration:

Public outreach and collaboration for the Plan started last summer and will continue until the plan is approved. To date over 40 public meetings (both in person and virtual), online webinars drawing 483 participants, and outreach videos reaching 2,383 people all provided valuable input to help shape the Draft Plan. In addition, several standing and ad hoc committees helped develop the plan.

The Environmental Improvement Program, Transportation, and Public Outreach Committee, the designated steering committee for the plan, provided feedback and focus on transit and funding for the plan. Staff made presentations multiple times over the past year on the specific topics for the Plan including transit improvements, the financial plan for the RTP, and implementation activities in response to identified Bi-State Consultation priorities.

The Bi-State Consultation on Transportation reconvened to align around priority transportation projects and explore new funding opportunities. The Bi-State Consultation is convened by the Nevada Department of Conservation and Natural Resources and the California Natural Resources Agency with additional public and private representatives from around the Basin. The identified priorities from the Bi-State Consultation included in this plan represent state, regional, and local alignment on a set of highest priority transformational projects and programs that will serve to catalyze other beneficial actions under the plan. The plan also documents the beginning of collaborative steps needed to establish new transportation funding to implement RTP priorities.

Over the last two years, TRPA convened the Tahoe Transportation Implementation Committee to discuss the update to the RTP, including the updated project list and revised policies. The Tahoe Transportation Implementation Committee meets regularly to coordinate transportation projects and funding. The committee is comprised of transportation implementors, including local jurisdictions, the California and Nevada Departments of Transportation, resource conservation districts, and the Tahoe Transportation District. TRPA staff also coordinated with all implementing partners to reflect their priorities in the project list and review funding assumptions within the 25-year horizon of the plan.

The Plan:

Lake Tahoe's transportation system serves a variety of users that fall in to three distinct groups: residents, commuters, and visitors. In order to plan for these distinct user groups, it is necessary to know "who" is using the system, when and how they are traveling, the purpose of their trip, and where they are traveling to and from. This informs the design of a transportation system that can respond to diverse needs and can scale with the variability of visitation in different seasons. The strategies for serving all users include managing demand on the system through both traditional and non-traditional mechanisms including changing densities and the mix of land uses; improving transit, trails, and technology; and as a result creating sustainable walkable, bikeable, and transit-oriented communities.

- Travel Demand Management to shift travel choices away from the private automobile through employer trip reduction programs, enhanced transit access in neighborhoods, real time travel information, parking management, and the marketing of travel options. This also includes TRPA using its unique and complementary regional land use planning role to enable higher densities and mixed uses to reduce the demand for automobile travel.
- Transit services added strategically over the next 25 years to provide 15-minute service between town centers and popular recreation destinations; 30- to 60-minute service between neighborhoods and town centers; and inter-regional service for commuters and visitors from neighboring regions. Starting with foundational services that meet daily needs, including those of transit-dependent riders and employees, makes it easier for recreational travelers to use transit to travel around the Tahoe Region, and assures visitors to Tahoe that they can do so without their personal automobiles. The Plan also includes the use of technology and expanded partnerships to supply on demand shuttles serving town centers and recreation areas.
- Trail network enhancements including completion of the Tahoe Trail and filling community gaps in the system. This includes shared-use paths, sidewalks, bicycle lanes, crosswalks, and Americans with Disabilities Act facilities. Completing the network is critical in order to increase trips by foot and bike in the Region by providing a connected system of walking and biking routes. Between 2018 and 2019, bike paths and sidewalks at Tahoe have recorded a 15 percent increase in summertime use. Completing the Tahoe Trail through tough terrain in Incline and Emerald Bay are included in the plan as well as adding more local trails connecting neighborhoods like the greenway across the south shore.
- Technology creates opportunities to better connect people with information about the many ways to travel around the Region, expands the availability of charging facilities for electric vehicles throughout the Region, and provides better data for decision-making by TRPA and its many partners. The plan identifies real-time travel information, parking availability, and other online interactive travel tools aimed at reducing transportation's impact on the environment by helping people make more informed travel decisions.
- Communities are where elements of transit, trails, and technology converge with land use to improve quality of life and experience. TRPA and partners utilize a corridor planning framework to focus on specific issues and needs in defined areas around the region and develop a comprehensive and coordinated management plan. This includes enhancing the Region's economic vitality by more efficiently connecting workers to jobs, visitors to recreation hot spots, residents to town centers, and freight to businesses. The SR89 and SR28 Corridor Management Plans have moved into implementation, and new plans are under development including the Resort Triangle Transportation Plan in North Lake Tahoe, Main Street Management Plan associated with the South Shore Community Revitalization Project, and US50 East Corridor Management Plan in Nevada.

Priorities and Funding:

The Region's transportation challenges, and the solutions needed to address them have been long standing. To realize the Plan's complete vision, there is wide agreement that new transportation funding is necessary to complete the transformative changes identified by the plan. The funding plan for the RTP recognizes various formula and competitive funding sources available to the Region in addition to reflecting the movement toward new regional revenue to fund the plan. The Lake Tahoe Bi-State Consultation on Transportation re-convened in 2020 to reinforce alignment around near-term

transportation priorities and identify new transportation revenue options that will be supported by the two states and regional partners to accelerate the plan’s implementation.

Environmental Review:

TRPA/TMPO issued on September 10, 2020 a Notice of Intent and Notice of Availability (NOI/NOA) and a joint environmental document consisting of an Initial Study/Mitigated Negative Declaration and Initial Environmental Checklist/Finding of No Significant Effect, referred to hereafter as the Initial Study/Initial Environmental Checklist (IS/IEC), for the proposed 2020 RTP/SCS. The IS/IEC was developed in compliance with the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.), CEQA Guidelines, and TRPA Compact, Code of Ordinances and Rules of Procedures. The IS/IEC is available for public review through October 25, 2020.

The IS/IEC examines updates to the policies and project list from the 2017 RTP/SCS and incorporates mitigation from the 2012 RTP/SCS EIR/EIS. For the majority of impact topic areas, the changes in policy and the project list create no impacts beyond those already disclosed by the 2017 and 2012 environmental review. Environmental impact topic areas where regulations have changed, therefore more detailed discussion is included, are: Transportation, Greenhouse Gases, Air Quality, and Recreation. The IS/IEC discloses no unmitigated significant impact and TRPA therefore intends to rely on the IS/IEC to support a Negative Declaration/Finding of No Significant Effect.

Document Availability:

The 2020 RTP/SCS and all supporting documents (environmental analysis and appendices) are available in the following formats:

- Online at trpa.org/rtp
- Online at <https://www.trpa.org/document/projects-plans/>
- CD or USB flash drive available at the TRPA offices by request
- Printed Copy available at TRPA offices by request

Approval Process and Schedule:

The 2020 RTP/SCS is scheduled for action under three TRPA transportation authorities (MPO, TRPA, and RTPA in CA), via recommendation from Tahoe Transportation Commission and the Regional Plan Implementation Committee of the TRPA Governing Board.

| Linking Tahoe: 2020 Regional Transportation Plan - Public Hearing/Approval Schedule* | | |
|---|--|---|
| September 30, 2020 | TRPA/TMPO Governing Board | Draft Public Hearing – comment period 9/10-10/25 |
| October 9, 2020 | Tahoe Transportation Commission | Draft- Public Hearing – comment period 9/10-10/25 |
| November 18, 2020 | Regional Plan Implementation Committee - TRPA/TMPO | Draft- Public Hearing |
| December 11, 2020 | Tahoe Transportation Commission | TMPO Governing Board Recommendation |
| December 16, 2020 | TRPA/TMPO Governing Board | Action on 2020 RTP/SCS |

*This schedule is proposed and is subject to change

Public Comment:

TRPA will respond to comments received through October 25, 2020 and incorporate those as appropriate in the Final 2020 RTP/SCS. Written comments may be submitted via Email mglickert@trpa.org or may be mailed to the following address:

Tahoe Regional Planning Agency
Attn: 2020 RTP/SCS Comments
P.O. Box 5310
Stateline, NV 89449

In addition to emailed or mailed written comments, verbal and/or written comments will be documented at the public hearings identified above.

Contact Information:

For questions regarding this agenda item, please contact Michelle Glickert, Principal Transportation Planner, at (775) 589-5204 or mglickert@trpa.org.

STAFF REPORT

Date: September 23, 2020

To: TRPA Governing Board

From: TRPA Staff

Subject: Appeal of Approval of a Single Family Rebuild Permit, 470 Gonowabie Road, Washoe County, NV, APN 123-131-05, TRPA File No. ERSP2019-1453 and of Approval of a Single Family Dwelling Permit, TRPA File No. ERSP2019-1471, Appeal File No. ADMIN2020-0003 and of Approval of Single Family Dwelling Permit, 480 Gonowabie Road, Washoe County, NV, APN 123-131-06 &, TRPA File No. ERSP2019-1471, Appeal File No. ADMIN2020-0004

Requested Action:

To consider and act upon an appeal filed by Robert Goldberg and Reuben Richards (the “Neighbors”) of Hearings Officer-issued permits to Gonowabie Properties LLC to build two single family dwellings on adjacent lots in Crystal Bay, Nevada. (These properties were the subject of a prior, unsuccessful, appeal over a lot line adjustment.)

Staff Recommendation:

Staff recommends that the Governing Board deny the appeal and affirm the decision of the Hearings Officer to issue the two single family dwelling permits as they meet all requirements by the TRPA Code of Ordinances.

Motion:

1. A motion to grant the appeal, which motion should fail in order to affirm the Hearings Officer’s determination

In order to deny the appeal, the Governing Board should vote “no.” The motion to grant the appeal will fail unless it receives five affirmative votes from Nevada and nine overall.

Background:

On July 21, 2020, TRPA Hearings Officer held a public hearing to consider the two applications by Gonowabie Properties LLC (“Permittee”) for residential development on 470 and 480 Gonowabie Road, Crystal Bay, Washoe County, Nevada. The Hearings Officer heard presentations from both the applicants in support of the projects and the Neighbors in opposition. After asking questions and modifying the conditions of the permits (discussed below), the Hearings Officer granted the applications and issued the permits that are the subject to this appeal. See Attachment A (470 Gonowabie permit) and B (480 Gonowabie permit).

On August 10, 2020, Appellants Robert Goldberg and Rueben Richards appealed to the Governing Board the Hearings Officer's grant of the two single family dwelling permits. On August 20, 2020, the Neighbors filed their Statement of Appeal (Attachment C) providing their grounds for overturning the Hearings Officer's action. On September 15, 2020, the Permittee submitted its Response to Statement of Appeal (Attachment D) providing its basis for upholding the Hearings Officer's action.

As described below, the Neighbors argue the Hearings Officer erroneously issued the permits because (1) TRPA should have required the 470 Gonowabie development to share a driveway with any future development on 460 Gonowabie, (2) the two homes are so inconsistent with other nearby development that the homes will negatively change the neighborhood's character, and (3) simultaneous construction impacts will significantly impact the neighborhood. Staff addresses each argument below.

Discussion:

A. Shared Driveway

The Neighbors argue that TRPA Code Sections 34.3.2.A and B required TRPA to condition approval of the 470 Gonowabie residence on a shared driveway with future development on 460 Gonowabie in order to preserve the status quo for parking and auto navigation in front of 460 Gonowabie. (A project has not been submitted for 460 Gonowabie, and it is unknown when and if a project will be forthcoming.) These code sections, however, do not require shared driveways; such shared access points are "encouraged" when applying other code provisions that address the number of driveways for certain additional or transferred development or service drives. See Code Section 34.3.2.B (referencing Sections 34.3.3 through 34.3.5). The development on 470 Gonowabie is neither additional or transferred development, or a service entrance. Instead, the residential unit was banked on site when the old residence was demolished, and the only access is for all purposes. Even if a shared drive could be considered by the agency, for the reasons set forth in the Permittees' Response to Statement of Appeal (Attachment D at 1-2), staff considers it inappropriate to mandate one in this instance.

B. Neighborhood Consistency

The proposed residences at 470 and 480 Gonowabie meet all development standards, including coverage limits, height restrictions, and scenic shoreland design constraints. The Neighbors do not contest that the Hearings Officer incorrectly applied these criteria. Instead, the Neighbors argue that TRPA should impose additional restrictions on the overall size of development as a result of the special use findings to ensure that a development does not "change the character of the neighborhood." TRPA Code Section 21.2.2.C. The Neighbors contend the proposed residence on 470 and 480 Gonowabie are too big. (In this case, the special use finding was only necessary because the Crystal Bay neighborhood is within an avalanche risk zone.)

TRPA has never used special use findings to impose a size limitation on a single-family residence developed in a single-family zoned neighborhood that otherwise met all other development restrictions. For the following reasons, TRPA does not recommend implementing one here. First, the Chapter 21 special use findings focus on "uses" not necessarily size of projects of allowed uses. Here, single family residences are an allowed use in this residential neighborhood; the nature of the use is entirely consistent with the neighborhood. Second, even if one were to consider the relative size of the structures within the neighborhood, the Neighbors provide no defensible criteria to determine whether a particular residence that meets all TRPA design standards may, nevertheless, be too big. Third, the evidence before the Hearings Officer established that the proposed residences (approximately 5,760 and 5,630 square feet respectively) fit within the range of sizes existing in the neighborhood. See

Gonowabie Properties' Response at 2-4 (chart setting forth select existing house sizes from 4,000 to 8,700 square feet). Currently, the neighborhood is residential with a mix of housing sizes; after construction of the homes on 470 and 480 Gonowabie, the neighborhood will remain the same. There is no doubt that the presence of the new homes will alter the views of the Neighbors and the unobstructed vista over these presently vacant lots as well as marginally add traffic on the road. These changes, however, do not extend to the character of the neighborhood.

C. Construction Impacts

The Hearings Officer approved the development permits subject to an additional condition that require submission to TRPA staff for approval a construction management plan ("CMP"). Gonowabie Properties subsequently submitted a draft plan, TRPA staff sought comment from the Neighbors and requested revisions, and thereafter approved the CMP and provided the Neighbors with a copy. The final CMP is appended hereto as Attachment E. Gonowabie Properties has since commenced construction in order to finish in-ground/foundation work by the October 15 grading deadline. During this time, significant excavation and construction has occurred. TRPA staff has not received any complaints regarding construction activities. In their appeal Neighbors state that they have not seen the final CMP but that construction impacts must be mitigated. Since the Neighbors provide no grounds to find the final CMP inadequate, their appeal should be denied.¹

Contact Information:

For questions regarding this agenda item, please contact John Marshall, General Counsel, at (775) 303-4882 or jmarshall@trpa.org, or Julie Roll, Senior Planner, at (775) 589-5247 or jroll@trpa.org.

Attachments:

- A. Single Family Rebuild Permit for 470 Gonowabie residence
- B. Single Family Dwelling Permit for 480 Gonowabie residence
- C. Statement of Appeal, dated August 20, 2020
- D. Response to Statement of Appeal, dated September 15, 2020
- E. Final Construction Management Plan

¹ In footnote 5 of their Statement of Appeal (at 7), the Neighbors appear to argue that Gonowabie Properties LLC should not be allowed to remove any trees not previously permitted as a hazard or required for defensible space. The remaining debate on trees appears to be limited to one 30 inch diameter at breast height ("dbh") pine tree that is within the building site and on 480 Gonowabie (the Hearings Officer conditioned the permit to retain a 42 inch dbh fir). See Response to Statement of Appeal at 5. The Neighbors make no argument that construction of the house would not materially damage the 42" fir tree and therefore present no ground to deny the applications. See also Response to Statement of Appeal at 5.

Attachment A

Single Family Rebuild Permit for 470 Gonowabie residence



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

July 21, 2020

Nick Exline
Midkiff & Associates
P.O. Box 12427
Zephyr Cove, NV 89448

GONOWABIE PROPERTIES LLC SINGLE FAMILY DWELLING REBUILD, 470 GONOWABIE ROAD, WASHOE COUNTY, NEVADA, ASSESSOR'S PARCEL NUMBER (APN) 123-131-05, TRPA FILE NUMBER ERSP2019-1453

Dear Mr. Exline:

Enclosed please find the Tahoe Regional Planning Agency (TRPA) permit and attachments for the project referenced above. If you accept and agree to comply with the Permit conditions as stated, please make a copy of the permit, sign the "Permittee's Acceptance" block on the first page of the Permit, and return the signed copy to TRPA within twenty-one (21) calendar days of issuance. Should the permittee fail to return the signed permit within twenty-one (21) calendar days of issuance, the permit will be subject to nullification. Please note that signing the permit does not of itself constitute acknowledgement of the permit, but rather acceptance of the conditions of the permit.

TRPA will acknowledge the original permit only after all standard and special conditions of approval have been satisfied. Please schedule an appointment with me to finalize your project or submit acknowledgment materials electronically via email. Due to time demands, TRPA cannot accept drop-in or unannounced arrivals to finalize plans.

Pursuant to Rule 11.2 of the TRPA Rules of Procedure, this permit may be appealed within twenty-one (21) days of the date of this correspondence.

Thank you very much for your attention to this matter. If you have questions, please feel free to contact me by phone at (775) 589-5247 or by email at jroll@trpa.org.

Sincerely

A handwritten signature in black ink that reads "Julie Roll". The signature is written in a cursive, flowing style.

Julie Roll
Senior Planner

cc. Gonowabie Properties, LLC
P.O. Box 14001-174
Ketchum, ID 83340



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

PERMIT

PROJECT DESCRIPTION: Single Family Dwelling Rebuild

APN: 123-131-05

PERMITTEE(S): Gonowabie Properties, LLC

FILE #: ERSP2019-1453

COUNTY/LOCATION: Washoe County/470 Gonowabie Road

Having made the findings required by Agency ordinances and rules, Hearings Officer approved the project on July 21, 2020 subject to the standard conditions of approval attached hereto (Attachment R) and the special conditions found in this permit.

This permit shall expire on July 21, 2023 without further notice unless the construction has commenced prior to this date and diligently pursued thereafter. Commencement of construction consists of pouring concrete for a foundation and does not include grading, installation of utilities or landscaping. Diligent pursuit is defined as completion of the project within the approved construction schedule. The expiration date shall not be extended unless the project is determined by TRPA to be the subject of legal action which delayed or rendered impossible the diligent pursuit of the permit.

NO DEMOLITION, TREE REMOVAL, CONSTRUCTION OR GRADING SHALL COMMENCE UNTIL:

- (1) TRPA RECEIVES A COPY OF THIS PERMIT UPON WHICH THE PERMITTEE(S) HAS ACKNOWLEDGED RECEIPT OF THE PERMIT AND ACCEPTANCE OF THE CONTENTS OF THE PERMIT;
- (2) ALL PRE-CONSTRUCTION CONDITIONS OF APPROVAL ARE SATISFIED AS EVIDENCED BY TRPA'S ACKNOWLEDGEMENT OF THIS PERMIT;
- (3) THE PERMITTEE OBTAINS A COUNTY BUILDING PERMIT. TRPA'S ACKNOWLEDGEMENT IS NECESSARY TO OBTAIN A COUNTY BUILDING PERMIT. THE COUNTY PERMIT AND THE TRPA PERMIT ARE INDEPENDENT OF EACH OTHER AND MAY HAVE DIFFERENT EXPIRATION DATES AND RULES REGARDING EXTENSIONS; AND
- (4) A TRPA PRE-GRADING INSPECTION HAS BEEN CONDUCTED WITH THE PROPERTY OWNER AND/OR THE CONTRACTOR.

TRPA Executive Director/Designee

7/21/2020
Date

PERMITTEE'S ACCEPTANCE: I have read the permit and the conditions of approval and understand and accept them. I also understand that I am responsible for compliance with all the conditions of the permit and am responsible for my agents' and employees' compliance with the permit conditions. I also understand that if the property is sold, I remain liable for the permit conditions until or unless the new owner acknowledges the transfer of the permit and notifies TRPA in writing of such acceptance. I also understand that certain mitigation fees associated with this permit are non-refundable once paid to TRPA. I understand that it is my sole responsibility to obtain any and all required approvals from any other state, local or federal agencies that may have jurisdiction over this project whether or not they are listed in this permit.

Signature of Permittee(s) _____ Date _____

PERMIT CONTINUED ON NEXT PAGE

- A. The site plan shall be revised to include:
- (1) Revise the note about the deed restricted project area for coverage calculation purposes "Per the deed restriction, the total coverage for all three parcels cannot exceed 5,091 square feet of base allowable IPES coverage..."
- B. The security required under Standard Condition A.3 of Attachment R shall be \$3,300.00. Please see Attachment J, Security Procedures, for appropriate methods of posting the security and for calculation of the required security administration fee.
- C. The shorezone scenic security of \$5,000 shall be required per TRPA Code of Ordinances Section 5.9. Please see Attachment J, Security Procedures, for appropriate methods of posting the security and for calculation of the required security administration fee. An \$119 non-refundable inspection/review fee is due at permit acknowledgement.
- D. The project is located within Plan Area Statement No. 034- Crystal Bay, which indicates that the project site may be subject to avalanches. For this reason, the permittee shall record the attached TRPA prepared deed restriction to hold TRPA harmless from any and all liabilities.
- E. Prior to permit acknowledgement the permittee shall submit a construction management plan to TRPA for review and approval. The plan shall address construction staging, timing, parking, and traffic control.
- F. The permittee shall submit three sets of final construction drawings and site plans to TRPA (hard copies or electronic).
4. By acceptance of this permit, the permittee agrees that the scenic mitigation authorized under this permit shall be maintained in perpetuity. Failure to meet scenic mitigation requirements is a violation of the permit and TRPA Code of Ordinance Section 5.4 and is subject to enforcement actions.
- A composite contrast rating score of 28 shall be achieved to comply with the required scenic mitigation and qualify for security return. The project has a maximum of 5 years from final inspection to meet the necessary requirements. When the scenic mitigation requirements have been met, the following documentation shall be submitted at:
- www.trpa.org/permitting/inspections-securities/
- Evidence of installation of 0-3% reflectivity glass on all glass windows and railings visible from the lake
 - Post construction photos taken from the approved scenic vantage point
 - A post construction revised scenic assessment will be required if there are significant changes from the approved scenic assessment, as determined by the Compliance Inspector at the final inspection
5. The trees on this parcel were used in the calculation of the scenic contrast rating score and shall be considered scenic mitigation. Removal or trimming of trees shall constitute a violation of project approval and may trigger additional scenic mitigation requirements.

6. All BMPs shall be maintained in perpetuity to ensure effectiveness which may require BMPs to be periodically reinstalled or replaced.
7. All exterior lighting shall be consistent with TRPA Code of Ordinances Section 36.8 Exterior Lighting Standards. Specifically, all exterior lighting shall be fully shielded and directed downward so as not to produce obtrusive glare onto the public right-of-way or adjoining properties. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures projected above the horizontal is prohibited.
8. All excavated materials that are not to be reused on site shall be hauled to a disposal site approved by the TRPA Compliance Inspector or to a location outside of the Tahoe Basin.
9. TRPA approval is subject to approval and conditions of the Washoe County building permit and Code, including, but not limited to, structural building components and building setbacks.
10. Prior to security release photos shall be provided to TRPA taken during the construction of any subsurface BMP's or of any trenching and backfilling with gravel.
11. Temporary and permanent BMPs may be field fit by the Environmental Compliance Inspector where appropriate.
12. Excavation equipment shall be limited to approved construction areas to minimize site disturbance. No grading or excavation shall be permitted outside of the approved areas of disturbance.
13. All areas where coverage is removed for relocation must be restored in accordance with the revegetation standards in Sections 61.4 and 36.7 of the TRPA Code of Ordinances.
14. The trees and vegetation on this parcel shall be considered as scenic mitigation and shall not be removed or trimmed for the purposes of view enhancement. Any such removal or trimming shall constitute a violation of project approval.
15. This approval is based on the permittee's representation that all plans and information contained in the subject application are true and correct. Should any information or representation submitted in connection with the project application be incorrect or untrue, TRPA may rescind this approval, or take other appropriate action.
16. The permittee is responsible for ensuring that the project, as built, does not exceed the approved land coverage figures shown on the site plan. The approved land coverage figures shall supersede scaled drawings when discrepancies occur.
17. To the maximum extent allowable by law, the Permittee agrees to indemnify, defend, and hold harmless TRPA, its Governing Board, its Planning Commission, its agents, and its employees (collectively, TRPA) from and against any and all suits, losses, damages, injuries, liabilities, and claims by any person (a) for any injury (including death) or damage to person or property or (b) to set aside, attack, void, modify, amend, or annul any actions of TRPA. The foregoing indemnity obligation applies, without limitation, to any and all suits, losses, damages, injuries, liabilities,

and claims by any person from any cause whatsoever arising out of or in connection with either directly or indirectly, and in whole or in part (1) the processing, conditioning, issuance, or implementation of this permit; (2) any failure to comply with all applicable laws and regulations; or (3) the design, installation, or operation of any improvements, regardless of whether the actions or omissions are alleged to be caused by TRPA or Permittee.

Included within the Permittee's indemnity obligation set forth herein, the Permittee agrees to pay all fees of TRPA's attorneys and all other costs and expenses of defenses as they are incurred, including reimbursement of TRPA as necessary for any and all costs and/or fees incurred by TRPA for actions arising directly or indirectly from issuance or implementation of this permit. TRPA will have the sole and exclusive control (including the right to be represented by attorneys of TRPA's choosing) over the defense of any claims against TRPA and over their settlement, compromise or other disposition. Permittee shall also pay all costs, including attorneys' fees, incurred by TRPA to enforce this indemnification agreement. If any judgment is rendered against TRPA in any action subject to this indemnification, the Permittee shall, at its expense, satisfy and discharge the same.

END OF PERMIT

Attachment B

Single Family Dwelling Permit for 480 Gonowabie residence



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

July 21, 2020

Nick Exline
Midkiff & Associates
P.O. Box 12427
Zephyr Cove, NV 89448

GONOWABIE PROPERTIES LLC NEW SINGLE-FAMILY DWELLING, 480 GONOWABIE ROAD, WASHOE COUNTY, NEVADA, ASSESSOR'S PARCEL NUMBER (APN) 123-131-06, TRPA FILE NUMBER ERSP2019-1471

Dear Mr. Exline:

Enclosed please find the Tahoe Regional Planning Agency (TRPA) permit and attachments for the project referenced above. If you accept and agree to comply with the Permit conditions as stated, please make a copy of the permit, sign the "Permittee's Acceptance" block on the first page of the Permit, and return the signed copy to TRPA within twenty-one (21) calendar days of issuance. Should the permittee fail to return the signed permit within twenty-one (21) calendar days of issuance, the permit will be subject to nullification. Please note that signing the permit does not of itself constitute acknowledgement of the permit, but rather acceptance of the conditions of the permit.

TRPA will acknowledge the original permit only after all standard and special conditions of approval have been satisfied. Please schedule an appointment with me to finalize your project or submit acknowledgment materials electronically via email. Due to time demands, TRPA cannot accept drop-in or unannounced arrivals to finalize plans.

Pursuant to Rule 11.2 of the TRPA Rules of Procedure, this permit may be appealed within twenty-one (21) days of the date of this correspondence.

Thank you very much for your attention to this matter. If you have questions, please feel free to contact me by phone at (775) 589-5247 or by email at jroll@trpa.org.

Sincerely

A handwritten signature in black ink that reads "Julie Roll". The signature is written in a cursive, flowing style.

Julie Roll
Senior Planner

cc. Gonowabie Properties, LLC
P.O. Box 14001-174
Ketchum, ID 83340



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

PERMIT

PROJECT DESCRIPTION: New Single-Family Dwelling APN: 123-131-06

PERMITTEE(S): Gonowabie Properties, LLC FILE #: ERSP2019-1471

COUNTY/LOCATION: Washoe County/480 Gonowabie Road

Having made the findings required by Agency ordinances and rules, Hearings Officer approved the project on July 21, 2020 subject to the standard conditions of approval attached hereto (Attachment R) and the special conditions found in this permit.

This permit shall expire on July 21, 2023 without further notice unless the construction has commenced prior to this date and diligently pursued thereafter. Commencement of construction consists of pouring concrete for a foundation and does not include grading, installation of utilities or landscaping. Diligent pursuit is defined as completion of the project within the approved construction schedule. The expiration date shall not be extended unless the project is determined by TRPA to be the subject of legal action which delayed or rendered impossible the diligent pursuit of the permit.

NO TREE REMOVAL, CONSTRUCTION OR GRADING SHALL COMMENCE UNTIL:

- (1) TRPA RECEIVES A COPY OF THIS PERMIT UPON WHICH THE PERMITTEE(S) HAS ACKNOWLEDGED RECEIPT OF THE PERMIT AND ACCEPTANCE OF THE CONTENTS OF THE PERMIT;
- (2) ALL PRE-CONSTRUCTION CONDITIONS OF APPROVAL ARE SATISFIED AS EVIDENCED BY TRPA’S ACKNOWLEDGEMENT OF THIS PERMIT;
- (3) THE PERMITTEE OBTAINS A COUNTY BUILDING PERMIT. TRPA’S ACKNOWLEDGEMENT IS NECESSARY TO OBTAIN A COUNTY BUILDING PERMIT. THE COUNTY PERMIT AND THE TRPA PERMIT ARE INDEPENDENT OF EACH OTHER AND MAY HAVE DIFFERENT EXPIRATION DATES AND RULES REGARDING EXTENSIONS; AND
- (4) A TRPA PRE-GRADING INSPECTION HAS BEEN CONDUCTED WITH THE PROPERTY OWNER AND/OR THE CONTRACTOR.



TRPA Executive Director/Designee

7/21/2020
Date

PERMITTEE’S ACCEPTANCE: I have read the permit and the conditions of approval and understand and accept them. I also understand that I am responsible for compliance with all the conditions of the permit and am responsible for my agents’ and employees’ compliance with the permit conditions. I also understand that if the property is sold, I remain liable for the permit conditions until or unless the new owner acknowledges the transfer of the permit and notifies TRPA in writing of such acceptance. I also understand that certain mitigation fees associated with this permit are non-refundable once paid to TRPA. I understand that it is my sole responsibility to obtain any and all required approvals from any other state, local or federal agencies that may have jurisdiction over this project whether or not they are listed in this permit.

Signature of Permittee(s) _____ Date _____

PERMIT CONTINUED ON NEXT PAGE

**APN 123-131-06
FILE NO. ERSP2019-1471**

Security Posted (1): Amount \$3,300 Type ____ Paid ____ Receipt No. ____

Security Administrative Fee (2): Amount \$ ____ Paid ____ Receipt No. ____

Shorezone Scenic Security (3): Amount \$5,000 Type ____ Paid ____ Receipt No. ____

Security Administrative Fee (2): Amount \$ ____ Paid ____ Receipt No. ____

Shorezone Inspection Fee (3): Amount \$119 Paid ____ Receipt No. ____

Air Quality Mitigation Fee (4): Amount \$3,258.40 Paid ____ Receipt No. ____

Water Quality Mitigation Fee (5): Amount \$6,061.74 Paid ____ Receipt No. ____

Off-site Coverage Mitigation Fee (6): Amount \$ ____ Paid ____ Receipt No. ____

Notes:

- (1) See Special Condition 3.B
- (2) See the TRPA filing fee schedule for the current administrative fee
- (3) See Special Condition 3.C
- (4) See Special Condition 3.D
- (5) See Special Condition 3.E
- (6) To be determined, see Special Condition 3.F

Required plans determined to be in conformance with approval: Date: _____

TRPA ACKNOWLEDGEMENT: The permittee has complied with all pre-construction conditions of approval as of this date:

TRPA Executive Director/Designee

Date

SPECIAL CONDITIONS

1. This permit specifically authorizes a new single-family residence at 480 Gonowabie Road, using Washoe County Allocation number WA-11-0-10. The design includes three building segments attached by enclosed walkways. The base allowable coverage, based on the IPES Determination of Allowable Coverage file LCAP2018-0070, is 3,506 square feet; the total proposed land coverage, including structures, walkways, and parking is 3,259 square feet. This property is part of a deed restricted project area for purposes of calculating coverage, along with adjacent parcels 123-131-04 and 123-131-05, and therefore any remaining available coverage not used on this property may be used within the project area, pursuant to separate TRPA review. Permanent

water quality Best Management Practices will be installed as part of this project, and a certificate of completion will be issued when the final inspection is completed.

This property is visible from Lake Tahoe, Shoreline Unit 23- Crystal Bay, which is in non-attainment. The project has been reviewed under Level 5, Option 2 of the visual magnitude system. Required scenic mitigation includes vegetative screening and use of TRPA approved non-reflective colors and materials.

2. The Standard Conditions of Approval listed in Attachment R shall apply to this permit.
3. Prior to permit acknowledgement, the following conditions of approval must be satisfied:
 - A. The site plan shall be revised to include:
 - (1) Indicate in the coverage table the amount of off-site coverage to be created in the County right-of-way as part of this project.
 - (2) Include a note about the deed restricted project area for coverage calculation purposes "Per the deed restriction, the total coverage for all three parcels cannot exceed 5,091 square feet of base allowable IPES coverage..."
 - (3) Include a note on elevation drawings that all materials must have non-glare finish
 - (4) Include the Munsell value/chroma for each proposed building material on the exterior material palette plan sheet
 - (5) The permittee shall indicate on floor plans the type of TRPA approved woodstove, fireplace insert, or zero clearance fireplace to be installed
 - (6) Indicate the location of all proposed construction staging and storage
 - (7) On sheet A100, show the 42" Fir tree on the northern property line to be retained. Removal of the tree is not authorized under this permit must be reviewed under a separate TRPA tree removal permit.
 - B. The security required under Standard Condition A.3 of Attachment R shall be \$3,300.00. Please see Attachment J, Security Procedures, for appropriate methods of posting the security and for calculation of the required security administration fee.
 - C. The shorezone scenic security of \$5,000 shall be required per TRPA Code of Ordinances Section 5.9. Please see Attachment J, Security Procedures, for appropriate methods of posting the security and for calculation of the required security administration fee. An \$119 non-refundable inspection/review fee is due at permit acknowledgement.
 - D. The permittee shall submit a \$3,258.40 air quality mitigation fee. This fee is based on the addition of 10 daily vehicle trip ends at \$325.84/trip.

- E. A water quality mitigation fee of \$6,061.74 shall be paid to TRPA. This fee is based on the creation of 3,259 square feet of land coverage at a rate of \$1.86/square feet.
 - F. The permittee shall either pay an off-site coverage mitigation fee assessed at \$20 per square foot for the creation of any impervious coverage in the public right-of-way or reduce an equal amount of land coverage being created from any remaining allowable land coverage that may exist on the parcel.
 - G. The project is located within Plan Area Statement No. 034- Crystal Bay, which indicates that the project site may be subject to avalanches. For this reason, the permittee shall record the attached TRPA prepared deed restriction to hold TRPA harmless from any and all liabilities.
 - H. Prior to permit acknowledgement the permittee shall submit a construction management plan to TRPA for review and approval. The plan shall address construction staging, timing, parking, and traffic control.
 - I. The permittee shall submit three sets of final construction drawings and site plans to TRPA (hard copies or electronic).
4. By acceptance of this permit, the permittee agrees that the scenic mitigation authorized under this permit shall be maintained in perpetuity. Failure to meet scenic mitigation requirements is a violation of the permit and TRPA Code of Ordinance Section 5.4 and is subject to enforcement actions.
- A composite contrast rating score of 28 shall be achieved to comply with the required scenic mitigation and qualify for security return. The project has a maximum of 5 years from final inspection to meet the necessary requirements. When the scenic mitigation requirements have been met, the following documentation shall be submitted at:
- www.trpa.org/permitting/inspections-securities/
- Evidence of installation of 0-3% reflectivity glass on all glass windows and railings visible from the lake
 - Post construction photos taken from the approved scenic vantage point
 - A post construction revised scenic assessment will be required if there are significant changes from the approved scenic assessment, as determined by the Compliance Inspector at the final inspection
5. The trees on this parcel were used in the calculation of the scenic contrast rating score and shall be considered scenic mitigation. Removal or trimming of trees shall constitute a violation of project approval and may trigger additional scenic mitigation requirements.
6. All exterior lighting shall be consistent with TRPA Code of Ordinances Section 36.8 Exterior Lighting Standards. Specifically, all exterior lighting shall be fully shielded and directed downward so as not to produce obtrusive glare onto the public right-of-way or adjoining properties. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures projected above the horizontal is prohibited.

7. All BMPs shall be maintained in perpetuity to ensure effectiveness which may require BMPs to be periodically reinstalled or replaced.
8. All excavated materials that are not to be reused on site shall be hauled to a disposal site approved by the TRPA Compliance Inspector or to a location outside of the Tahoe Basin.
9. TRPA approval is subject to approval and conditions of the Washoe County building permit and Code, including, but not limited to, structural building components and building setbacks.
10. Prior to security release photos shall be provided to TRPA taken during the construction of any subsurface BMP's or of any trenching and backfilling with gravel.
11. Temporary and permanent BMPs may be field fit by the Environmental Compliance Inspector where appropriate.
12. Excavation equipment shall be limited to approved construction areas to minimize site disturbance. No grading or excavation shall be permitted outside of the approved areas of disturbance.
13. The trees and vegetation on this parcel shall be considered as scenic mitigation and shall not be removed or trimmed for the purposes of view enhancement. Any such removal or trimming shall constitute a violation of project approval.
14. This approval is based on the permittee's representation that all plans and information contained in the subject application are true and correct. Should any information or representation submitted in connection with the project application be incorrect or untrue, TRPA may rescind this approval, or take other appropriate action.
15. The permittee is responsible for ensuring that the project, as built, does not exceed the approved land coverage figures shown on the site plan. The approved land coverage figures shall supersede scaled drawings when discrepancies occur.
16. To the maximum extent allowable by law, the Permittee agrees to indemnify, defend, and hold harmless TRPA, its Governing Board, its Planning Commission, its agents, and its employees (collectively, TRPA) from and against any and all suits, losses, damages, injuries, liabilities, and claims by any person (a) for any injury (including death) or damage to person or property or (b) to set aside, attack, void, modify, amend, or annul any actions of TRPA. The foregoing indemnity obligation applies, without limitation, to any and all suits, losses, damages, injuries, liabilities, and claims by any person from any cause whatsoever arising out of or in connection with either directly or indirectly, and in whole or in part (1) the processing, conditioning, issuance, or implementation of this permit; (2) any failure to comply with all applicable laws and regulations; or (3) the design, installation, or operation of any improvements, regardless of whether the actions or omissions are alleged to be caused by TRPA or Permittee.

Included within the Permittee's indemnity obligation set forth herein, the Permittee agrees to pay all fees of TRPA's attorneys and all other costs and expenses of defenses as they are incurred, including reimbursement of TRPA as necessary for any and all costs and/or fees incurred by TRPA for actions arising directly or indirectly from issuance or implementation of this

permit. TRPA will have the sole and exclusive control (including the right to be represented by attorneys of TRPA's choosing) over the defense of any claims against TRPA and over their settlement, compromise or other disposition. Permittee shall also pay all costs, including attorneys' fees, incurred by TRPA to enforce this indemnification agreement. If any judgment is rendered against TRPA in any action subject to this indemnification, the Permittee shall, at its expense, satisfy and discharge the same.

END OF PERMIT

Attachment C

Statement of Appeal, dated August 20, 2020



GREG GATTO
PO Box 85
Calpine, CA 96124
D. 530.205.6503
greg@sierralanduselaw.com
www.sierralanduselaw.com

August 20, 2020

VIA EMAIL

Tahoe Regional Planning Agency
Governing Board
c/o John Marshall, General Counsel
128 Market Street
Stateline, NV 89449

Re: Statement of Appeal and Request for Stay of Permits – 470 Gonowabie (Appeal File Number ADMIN2020-0003, TRPA Project File Number ERSP2019-1453); 480 Gonowabie (Appeal File Number ADMIN2020-0004, TRPA Project File Number ERSP2019-1471)

Dear Honorable Members of the Board and Mr. Marshall:

This Statement of Appeal and Request for Stay of Permits is respectfully submitted on behalf of Robert Goldberg and Reuben Richards, owners of the residences located at 459 and 458 Gonowabie, Crystal Bay, Washoe County, Nevada, respectively (“Appellants”). Appellants are appealing the approval of both the 470 Gonowabie Road Single Family Rebuild (TRPA File No. ERSP2019-1453) and 480 Gonowabie Road Single Family Dwelling (TRPA File No. ERSP2019-1471) (collectively the “Projects”) affecting the real property located at 470 and 480 Gonowabie Road (Washoe County APNs 123-131-05 & -06) (collectively the “Properties”) filed on behalf of Gonowabie Properties, LLC (the “Applicant”). Appellants’ residences are directly adjacent to (458 Gonowabie) and across the street from (459 Gonowabie) the Properties.

In conjunction with this Statement of Appeal, Appellants respectfully request that the Chairman of the TRPA Governing Board stay any approval of the Projects for the reasons more specifically detailed below.¹

While 470 and 480 Gonowabie are being considered as separate projects, they are in fact part of a large development (that includes a third parcel at 460 Gonowabie), the configuration of which resulted from a lot line adjustment approved by TRPA on June 24, 2020 (TRPA File No. LLAD2019-0821, subsequently referred to herein as the “LLA”). Approval of the LLA is currently being challenged in the United States District Court, District of Nevada, Case No. 3:20-cv-00468 (the “LLA Action”). Notably, a judgment in the LLA Action could reverse TRPA’s approval of the LLA, which would have the concurrent effect of nullifying the Project approvals,

¹ Appellants hereby incorporate by reference the complete administrative record of proceedings in this matter as well as the record in the related lot line adjustment (TRPA File Nos. LLAD2019-0821 and ADMIN2020-0002). Given circumstances relating to the coronavirus pandemic and difficulty in obtaining records, Appellants also respectfully request and reserve the right to submit additional information/justification in support of this appeal.



Tahoe Regional Planning Agency
Governing Board
c/o John Marshall, General Counsel
August 20, 2020
Page 2

which are entirely dependent on the LLA.

During the processing of the LLA application, Appellants warned that by failing to evaluate the cumulative impacts of the development of the three parcels at that time, the Applicant would be able to segment the entire development into bite-sized pieces to obscure the significant cumulative impacts, thwarting TRPA's Code and applicable case law prohibiting piecemeal environmental review of proposed projects. The Applicant assured the public that the ultimate impacts of development would be addressed when the subsequent permits for construction of the residences were considered. Despite the Applicant's assurances, the true impacts of this development have again been concealed, and the significant cumulative impacts associated with the simultaneous construction of three estate sized residences on a single lane street have not been mitigated. The result is an over-sized development that will irreversibly change the character of the surrounding neighborhood, lead to loss of parking and traffic and safety issues, and otherwise disturb the health, safety, enjoyment of property, and general welfare of persons in the community. Accordingly, Appellants respectfully request that the Board grant this appeal, and overturn the approval of the Projects.

I. Request for Stay

Pursuant to section 11.2 of the TRPA Rules of Procedure, a stay of a project may be granted upon appellant demonstrating the need for a stay pending a hearing on the appeal, supported by an affidavit or under penalty of perjury. The Chairman of the Board shall review any request for a stay of a project, any evidence of the hardship on the appellee, shall balance the equities, and shall determine whether or not a stay shall be issued.

This appeal raises issues relating to irreversible changes in the character of the neighborhood and the failure to consider a shared driveway as required by TRPA policy, claims that if successful, will require redesign of the Projects. Furthermore, the plans for construction of both 470 and 480 Gonowabie are entirely dependent on the District Court upholding approval of the LLA. If the LLA approval is reversed, plans will have to be reconfigured in order to conform with the original parcel configurations. Site preparation has already commenced on 470 and 480 Gonowabie, and construction is imminent.

Allowing the Projects to proceed during the pendency of this appeal, with the possibility that any construction completed may have to be demolished, would result in harm not only to the environment, the public, and Appellants, but to Appellees as well. *See Friends of Westwood, Inc. v. City of Los Angeles*, 191 Cal.App.3d 259, 264 (1987) (“[b]oth parties would suffer harm if



Tahoe Regional Planning Agency
Governing Board
c/o John Marshall, General Counsel
August 20, 2020
Page 3

the building were constructed and then had to be torn down.”)²

There are currently less than two months left in the grading season, which closes October 15. (TRPA Code of Ordinances § 33.3.1.A.) Allowing construction of the Projects to go forward pending this appeal, with the possibility that if this appeal is granted demolition, additional grading, revegetation, restoration, and site stabilization may have to occur after October 15, results in a risk of environmental injury, degradation, and unnecessary site disturbance. Under these circumstances, the balance of harms favors a stay. *See Save the Yaak Committee v. J.R. Block*, 840 F.2d 714, 722 (9th Cir. 1988). Further, any potential economic harm resulting from a delay in construction does not outweigh the environmental harms that may result from a violation of the TRPA Compact or Code. *See The Lands Council v. McNair*, 537 F.3d 981, 1005 (9th Cir. 2008) (preserving nature and avoiding irreparable environmental injury outweighs economic concerns), overruled on other grounds as stated in *American Trucking Associations, Inc. v. City of Los Angeles*, 559 F.3d 1046, 1052 n.10 (9th Cir.2009).

Given the pendency of the TRPA grading deadline, and the likelihood that any work conducted in the interim may have to be hastily removed and remediated depending on the outcome of this appeal, there is no basis to allow the Projects to proceed. Accordingly, Appellants respectfully request that TRPA stay the Projects until this appeal is heard.

II. Bases for Appeal

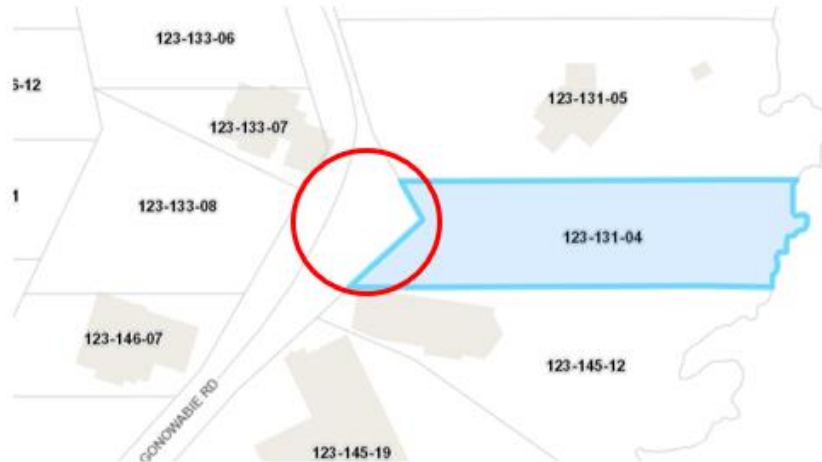
A. A Shared Driveway on 470 Gonowabie, Designed to Serve 460 Gonowabie, Would Have a Superior Effect to, and Eliminate Significant Adverse Impacts Resulting From, Three Separate Driveways.

The public right-of-way on Gonowabie Road was uniquely developed to require a large turnout directly in front of 460 Gonowabie (see below).

² While NEPA and CEQA do not directly apply to TRPA, cases interpreting these statutes may “inform interpretation of the Compact . . . where those cases rest on language analogous to that used in the Compact.” *League to Save Lake Tahoe v. Tahoe Reg'l Planning Agency*, 739 F. Supp. 2d 1260, 1274, 1276 (E.D. Cal. 2010) (noting that “like CEQA and NEPA, the Compact serves to inform the public and to protect the environment in a general sense”).



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This turnout feature serves several purposes. It functions as one of the only available on-street parking areas on Gonowabie Road. As depicted on the Google earth picture below (dated June 7, 2018), there are two cars parked in the public right of way directly fronting 460 Gonowabie.



The turnout also enhances emergency vehicular access on this narrow roadway, helps to eliminate conflicts between motor vehicles and bicycles and pedestrians, and serves as snow removal storage.

While the proposed development of the residence at 460 Gonowabie Road is not currently before the Governing Board, Section 34.3.2.A. of the Code of Ordinances states that new driveways shall be designed and located so as to cause the least adverse impacts on traffic, transportation,



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and safety, and Section 34.3.2.B. provides that TRPA shall encourage shared driveways if TRPA finds that the effect is equal or superior to the effect of separate driveways. Further, the TRPA Design Review Guidelines declare that “[o]wners of adjoining properties are encouraged to develop shared points of ingress and egress in order to reduce the number of access points onto the main roadway.” (TRPA Design Review Guidelines, Parking and Circulation, p. 4-1.) Despite these strong policies in support of shared driveways, the record is devoid of any evidence that feasibility related to a shared driveway was evaluated. *See Save Our Peninsula Committee v. Monterey County Bd. of Supervisors*, 87 Cal.App.4th 99, 142 (2001) (in reviewing the decision of an administrative agency, the reviewing court should determine whether officials considered applicable policies and the extent to which the proposed project conforms with those policies).

Because a separate and third driveway on 460 Gonowabie resulting from the development of the Gonowabie Properties would eliminate the on-street parking and turn out directly fronting 460 Gonowabie, a shared driveway between 460 and 470 Gonowabie should be required.³ A shared driveway on 470 Gonowabie will have a superior effect, and eliminate many of the significant adverse impacts on traffic, transportation, and safety, which would result from a separate driveway on 460 Gonowabie. Absent a shared driveway, the findings required under Code of Ordinances section 21.2.2.B., that the project will not be injurious or disturbing to the health, safety, enjoyment of property, or general welfare of persons or property in the neighborhood, cannot be made.

B. IF APPROVED, THE PROJECTS WILL IRREVERSIBLY AND NEGATIVELY CHANGE THE CHARACTER OF THE NEIGHBORHOOD.

Preservation of a neighborhood’s existing character is mandated by the TRPA Code. Code of Ordinances section 21.2.2.C. prohibits the approval of any project that will change the character of the neighborhood. Section 21.2.2.A provides that all projects must be of such a nature, scale, density, intensity, and type to be an appropriate use for the surrounding area. And Crystal Bay Plan Area Statement 34 similarly directs that all projects must maintain the existing character of

³ Numerous neighbors, proximate residents, and the Incline Village Crystal Bay Citizens Advisory Board have rendered public objections in various forums to the loss of nearly the only on-street public parking spaces on Gonowabie. True and correct copies of minutes from the January 6, 2020 Incline Village Crystal Bay Citizens Advisory Board hearing and draft minutes from the February 6, 2020 Washoe County Board of Adjustment hearing, both relating to parking impacts resulting from development of the Properties, are attached hereto as **Exhibit 1**. The removal of virtually the only on street public parking on Gonowabie must be mitigated via a shared driveway on 470 Gonowabie. *See Taxpayers for Accountable School Bond Spending v. San Diego Unified School Dist.*, 215 Cal.App.4th 1013, 1053 (2013) (“[t]he personal observations and opinions of local residents on the issue of parking in the area may constitute substantial evidence that a project may have a significant impact on parking and thus the environment.”).



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the neighborhood.

Contrary to the Code's requirements that the neighborhood character be preserved, the Applicant is proposing to build three oversized estates, any one of which would be nearly the largest house on Gonowabie.

Mr. Robert Heynen, an architectural consultant working globally for 45 years, and until recently, a resident of Gonowabie Road for over 20 years, has opined that the size and scope of the Projects threatens forever the character of the neighborhood and the safety of Gonowabie Road, leading to the tipping point in this community. (See August 20, 2020 comment letter from Robert Heynen, attached hereto as Exhibit 2.) The simultaneous construction of 470 and 480 Gonowabie will irreversibly change the character of the neighborhood. The addition of 460 Gonowabie will only further serve to transform the character of the neighborhood. Pursuant to Code of Ordinances section 21.2.2.A. & C., the Projects should be redesigned to more closely match the scope and context of the surrounding neighborhood, and so as not to permanently and significantly impact the neighborhood character.

C. IMPACTS RESULTING FROM THE SIMULTANEOUS CONSTRUCTION OF THE LARGEST RESIDENCES ON THE STREET WILL SIGNIFICANTLY IMPACT THE PERSONS AND PROPERTY IN THE NEIGHBORHOOD.

The applicant has acknowledged that it will have a total of 120 individuals constructing the residences on 480, 470, and 460 Gonowabie for over 2 years, with minimal onsite parking, large cranes and other heavy equipment utilizing the narrow right of way on Gonowabie Road.

Even a single truck and excavator conducting minor demolition at 470 Gonowabie disrupted traffic in the neighborhood for hours⁴:

⁴ This picture was taken on July 17, 2020, as the applicant was conducting demolition work on 470 Gonowabie.



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While an application for 460 Gonowabie is not currently before the Governing Board, the near simultaneous development of the three parcels will undoubtedly significantly impact this small neighborhood served by a nearly single lane road for years to come.

As a condition of the Projects' approval, the Hearings Officer required submittal of a construction management plan, but as of the date of this submittal, Appellants are unaware of a final plan approval. Absent construction impact mitigation, and implementation of appropriate COVID safeguards, the proposed Projects will be injurious and disturbing to the health, safety, enjoyment of property, and general welfare of persons or property in the neighborhood.⁵ (TRPA Code of Ordinances § 21.2.2.B.)

⁵ During the Hearings Officer meeting, Appellants raised several objections to the removal of trees larger than 30" dbh on 470 and 480 Gonowabie, to the extent such removal was not previously authorized under tree removal permit, TRPA File No. TREE2018-0242. It was represented that one of the trees proposed for removal would in fact be retained, and the other trees would be cross-referenced with the tree removal permit to confirm such removal had previously been authorized. To the extent trees larger than 30" dbh are proposed to be removed, and such removal was not authorized under TRPA File No. TREE2018-0242, Appellants renew their objections under Code of Ordinances sections 61.1.5.B. and 61.3.7.B.



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Based on the foregoing, Appellants respectfully request that the Governing Board set aside and rescind the approval of the Projects.

I declare under penalty of perjury that this Statement of Appeal and Request for Stay of Permits and all information submitted herewith is true and accurate to the best of my knowledge.

Respectfully,

Greg Gatto

Exhibits

EXHIBIT LIST

Statement of Appeal and Request for Stay of Permit –
Appeal File Numbers ADMIN2020-0003 & -0004

- Exhibit 1** Minutes from the January 6, 2020 Incline Village Crystal Bay Citizens Advisory Board hearing and draft minutes from the February 6, 2020 Washoe County Board of Adjustment hearing
- Exhibit 2** August 20, 2020 comment letter from Robert Heynen

EXHIBIT 1

Mike Lefrancois had the following corrections to the statements he made in the minutes: During his comment, he stated 'he doesn't believe TOT **alone** needs to be used for enforcement.' 'BMPs are regulated by TRPA. '...afterhours. **There needs to be 2 (min) staff members for 7 day coverage.**' Instead of the sentence 'STR is very specific,' it should have read 'STR regulations as proposed are very focused and don't address overlap of non-STR issues (noise, parking enforcement).

Judy Miller:

On page 2, after Jack Dalton's public comment, the minutes need to reflect that it is '**the end of public comment period.**' Judy Miller also added that a sentence after public comment that states **Judy Miller wanted to get answers to the questions raised during public comment.** Name spelling correction for a public member should be Joy **Gumz**. On page 3, it should state '**Judy Miller had prepared a sheet of comments and gave copies to the board and attendees. She wanted to emphasize the definition of residential use types as wholly or primarily non-transient.**' On the last page, last paragraph, Judy said there are a lot of un-permitted second dwelling units.

Kevin Lyon:

During the portion of the minutes where Kevin Lyons asked about break down of compliance – it should read '**Some of these are possible solutions to problems that are actual problems.**' Additionally, during his comment, it should state **public** nuisance issues such as parking and **noise** should be addressed.

Judy Miller moved to approve the minutes of **DECEMBER 12, 2019** as corrected. Kevin Lyons seconded the motion to approve the minutes as corrected. Sara Schmitz abstained. The motion carried unanimously.

6. DEVELOPMENT PROJECTS- The project description is provided below with links to the application or you may visit the Planning and Building Division website and select the Application Submittals page:

www.washoecounty.us/comdev

6.A. Variance Case Number WPVAR-0002 (Gonowabi Properties LLC)

– **Request for community feedback, discussion and possible action to forward community and Citizen Advisory Board comments to Washoe County staff on a request for a variance to reduce the required front yard setback on the subject site from 20 feet to 6.6 feet to facilitate the construction of a new dwelling with a two-car garage. (for Possible Action)**

- **Applicant\Property Owner: Gonowabi Properties, LLC**
- **Location: 460 Gonowabi Rd, between the road and shore of Lake Tahoe**
- **Assessor's Parcel Number: 123-131-04**
- **Staff: Roger Pelham, Senior Planner,; 775-328-3622; rpelham@washoecounty.us**
- **Reviewing Body: Tentatively scheduled for the Board of Adjustment on February 6, 2020**

Roger Pelham, Washoe County Planner, said he was available to answer questions. In response to the public comments, he noted delaying hearing of this item is not an option at this time. He said he can answer code, policy, process questions.

Nick Exline, Midkiff and Associates, Representative, 460 Gonowabi, provided a brief overview of the proposed variance request.

He said the proposed variance is to reduce the required front yard setback on the subject site. He said with this variance, he said they were hoping to put the development closest to Gonowabi instead of using a step down process.

He said a step up height segment process would be ideal on first street level. He said they wanted to bring the property up to the street as far as we could to maintain view corridor for the neighbor, but keep it below the view corridor for the neighbor across the street.

Nick said additional concerns were raised when they walked the site with architect and concerned neighbors. He said parking was a concern. Nick said per code, we would not be afforded the parking requirements off street parking. He said they will look to stake the corners and have another conversation with architect and community before BOA meeting on Feb. 6.

Pete Todoroff said he understands it's a fire lane, but if you build there, there won't be off street parking. Nick said we are focusing on the variance request. He said they aren't afforded the opportunity to include a driveway. Pete asked if they could put a driveway or parking on the lot next door. Pete said this is a major problem with taking away the current off-street parking. That is a major concern.

Sara Schmitz asked what the square footage and number of bedrooms proposed. Nick said it's proposed to be a single-family, 5,671 square feet with 5 bedrooms. Sara said with 5,671 sq. ft. with 5 bedrooms, off-street parking is needed. She said it's a fire lane and a snowplow needs to come down that lane. She asked where are these other people going to park; that's the reason for setbacks. Nick said onsite parking has not changed in the garage and on the bridge.

Mike Lefrancois asked if fire department has reviewed this application. Roger said they had no comments. Mike said the resident concerns are valid. He asked about parking code. Roger said two off-street, one of which should be in an enclosed garage. Both are being created within the garage on the subject site. There will be two spaces on the property.

Judy Miller asked who put the pavers in. A public member said the County installed the paver. She said this proposal will take away the public right-a-way parking for a private development. It doesn't seem equitable. Nick said that's not official parking. Kevin said pavers are on public property. Nick stated this property owner is being asked to solve issues in order to develop a single family residence. Nick said this wouldn't be an acceptable fire lane under current code.

Nick spoke about the shape of the property as pie slice. Robert (neighbor) said the property is that shape because the road used to end there. Kevin said it's a one way road. Robert said there are challenges. He said whether it is permitted or not, it's the only place to park. He said he and Rube aren't prepared to support or oppose it. He said he is sympathizes with it, but have ideas to help mitigate issues. This application not ready. He said the applicant has been collaborative to address concerns. We want to come to an agreement but we aren't ready.

Judy asked if there were conversations with the neighbors prior to notice. Nick said no.

Nick said he is not empowered to make changes now. He said we need to focus on the variance. He said he is empathic to the parking issues. Nick said they are going above and beyond. He said if we move the property away from the property, it will impact the view corridor more. Ruben said he disagrees.

Sara said she is new to this and has been a home owner for many years and has remodeled. She said the first thing we did before building was to understand the parameters of the lot which included setbacks. She asked why wasn't this type of approach taken at this location. Nick spoke about the updated area plan and changes to Gonowabi due to challenges. He said garage will be 40-50 set away from property line. This is a unique parcel configuration, steep slopes, and architectural design.

Public Comment:

Wayne Ford said variance request are based on facts. For interior lots in building placement, this has a 15 foot setback, not 20 foot. He asked Roger for his input. Roger Pelham said it does by means of topography, but 20 foot for zoning. Wayne said 15 foot setback due to steepness of property. 5 feet is a big difference. Roger said the description is correct which is required by the zoning. There is a modification based on topography that would apply in this case if not otherwise varied. Wayne said the water quality project with paving was verified. He said he spent time with a Washoe County staff member on the pavers. The pervious pavers are owned by the county. It was legally done. It took a lot of time to stabilize the area. Nick said he would look into it.

Sara Schmitz asked about the easement for utilities. Robert said there is a public access easement between the subject property and Ruben's property that isn't indicated on the map. He said when he brought the property, the public easement access showed up on the lot map. He said the owners have been responsive, but give proper time to get a decent outcome.

Roger Pelham, the notice that went out are courtesy notices, but they are not requirement. He said we began sending courtesy notices this 20 years ago. He said the legal notices are sent 10 days before the public hearing. He said we send the courtesy to engage community early in the process. This gives the citizens a better opportunity. Applications come in on 15th, courtesy notices might have been slow over holidays. This is a public forum to gather input.

Sara Schmitz asked about additional access requirements and setback. Roger said it depends on the type of public access easement. He spoke about different access easement. Robert said easements should be reflected in the plans.

Kathy Julian spoke about public access. She asked if someone does a development like this, is there a check if a development eliminates public access. She asked who checks for that. Nick said the property line is reflected on the site plan. The title report reflect the legal description. We showed legal described boundaries in the plans.

Wayne said Ann Nichols and Mark Alexander spent a lot of time researching those access easements and aren't sure how accessible they are. They don't show up on the maps except for the originals. They weren't recorded. There has been challenges with property lines in court in Crystal Bay. Public access was controversial. But there is no parking for public access. Robert asked about a property line adjustment. Wayne said that happens a lot. Wayne said new TRPA code allows for height codes. Wayne said the design is great, the only issue is parking.

Robert said we will come to reasonable solution. Ruben said issues can be address if given enough time.

Nick said it's unique burden to solve off-street parking issues for other owners who have their own parking issues. Pete said you are taking it away.

Mike asked if the property lines have already adjusted. Nick said not yet, surveyor has been out there and provided comments. Mike said the surveyor may provide comments. He spoke about the ability to have a driveway based on your property lines. There is 50 feet curbside. Mike said this can be worked out without changing much. He suggested involving fire and roads department and work it out with the neighbors.

Robert said there is a way through this, but we aren't there yet. Mike said it's a parking issue, not a setback issue.

Nick said even if we move it back 10 feet to adhere to the setback, there ultimately is no solution for parking. Robert suggested if you move the house to the north against the other lot line that would solve a problem. Robert said we can solve this before Board of Adjustment meeting.

Robert asked if applicant can ask for a delay. Roger said only the applicant can request a delay.

MOTION: Kevin Lyons moved to forward the comments to Washoe County staff. He wished them good luck. Pete Todoroff seconded the motion. Sara Schmitz opposed. The motion carried.

7. *WASHOE COUNTY COMMISSIONER UPDATE – Commissioner Berkbigler was not present.

8. *CHAIRMAN/BOARD MEMBER ITEMS- This item is limited to announcements by CAB members. (This item is for information only and no action will be taken by the CAB).

Pete requested Election of Officers item be placed on the next agenda to determine Vice President. Judy Miller said the Planning Commission is tomorrow. She asked if Phil Horan is still on the board. Roger said he wasn't sure if Phil still lived in Washoe County or Reno. Sara said planning commission is 6pm.

9. * GENERAL PUBLIC COMMENT AND DISCUSSION THEREOF –

With no requests for public comment, Pete Todoroff closed the public comment period.

ADJOURNMENT – meeting adjourned at 6:38 p.m.

Number of CAB members present: 5

Number of Public Present: 10

Presence of Elected Officials: 0

Number of staff present: 1

Submitted By: Misty Moga

- Area Plan: Sun Valley
- Citizen Advisory Board: Sun Valley
- Development Code: Authorized in Article 324, Communication Facilities
- Commission District: 3 – Commissioner Jung
- Staff: Roger Pelham, Senior Planner
Washoe County Community Services Department
Planning and Building Division
- Phone: 775.328.3622
- E-mail: rpelham@washoecounty.us

This item was moved to March 5, 2020.

F. Variance Case Number WPVAR19-0002 (Gonowabi Properties LLC) – For possible action, hearing, and discussion to approve a variance to reduce the required front yard setback on the subject site from 20 feet to 6.6 feet to facilitate the construction of a new dwelling with a two-car garage.

- Applicant/Property Owner: Gonowabi Properties, LLC
- Location: 460 Gonowabi Road, between the road and the shore of Lake Tahoe.
- APN: 123-131-04
- Parcel Size: ± .33 acres (±14,375 square feet)
- Master Plan: Suburban Residential (SR)
- Regulatory Zone: Medium Density Suburban (MDS)
- Area Plan: Tahoe
- Citizen Advisory Board: Incline Village/Crystal Bay
- Development Code: Authorized in Article 804, Variances
- Commission District: 1 – Commissioner Berkgigler
- Staff: Roger Pelham, Senior Planner
Washoe County Community Services Department
Planning and Building Division
- Phone: 775.328.3622
- E-mail: rpelham@washoecounty.us

Chair Thomas opened the public hearing.

Chair Thomas asked for Member disclosures. There were none.

Roger Pelham, Senior Planner, reviewed his staff report dated January 13, 2020.

Member Hill asked if the applicant requested an alternative design with regards to the exceptional characteristics of the site. Mr. Pelham said they don't have that luxury. He said we only look at what is submitted. He said they cannot ask to see other configurations. Member Hill asked if they can build a dwelling while keeping the front yard setback. Mr. Pelham said he isn't a design professional.

Chair Thomas asked if there is sufficient space for off-site parking for guests. He said he understands the garage; that may be full. If friends come over, he asked if there is adequate parking. Mr. Pelham said this has been the crux of the conversation. He said it's not a requirement of code. He said this particular area is utilize for off-street parking and some of that will remain. It's in front of this parcel owners' garage and will become part of the driveway. It is an area that neighbors are using to park off the right-a-way.

Member Toulouse referred to the parcel map. He said when he looks at the map, the only portion that is oddly shaped is the front part that abuts the road. He said there are other parcels that have more odd shapes.

Member Stanley asked if there will be signage to prohibit parking in front. Mr. Pelham said the driveway is two cars in width, so there will be public right-a-way. There are no signs required. Member Stanley asked

about sightlines. Mr. Pelham said that is outside his purview. He said his review is determining special circumstances. He said he cannot consider views. Member Stanley said some may argue detriment to someone personally.

Member Toulouse (no microphone) asked, if the structure was moved down the hill, would they still lose the two off-street parking spots. Mr. Pelham said yes.

Nick Exline, the applicant's representative, provided a presentation. He provided insight to the design and slope challenges.

Member Toulouse asked what is stopping the applicant from pushing the structure down 13 feet. He asked what the obstacle is. Mr. Exline said coverage, sightline, scenic implications, neighbors, and community. He said they want to use existing vegetation as screening. Member Toulouse asked if they moved down the hill there won't be any vegetation and screening. Mr. Exline spoke about TRPA view angle and screening visible facade. Member Toulouse asked about the view angle. Mr. Exline said it's a northern view aspect. He showed a photo. He said they want to reduce disturbance with grading volumes and slope cuts.

Chair Thomas said nobody is guaranteed a view corridor. He said his concern is with fire safety and the difference variances approved in the neighborhood, reducing setbacks, and defensible space. He said there is no house on the property. There is steepness and narrowness on the property. If there is no house on the property now, how is there a hardship when you choose the size of house that encroaches into the setback. Mr. Exline spoke about neighboring variances and challenges. He said they could build without a variance; however, it takes away from the enjoyment of the property.

Clare Walton, project designer, spoke to the hardship component. She said there is a height requirement for the garage that must be 28 feet from grade. In the segmented height approach, the garage would slope down, they would have to create a bridge, and they would be dealing with a steeper grade driveway. The further away from the road, the longer the driveway bridge. It's challenging and visually doesn't fit in with the neighborhood.

Chair Thomas spoke about other properties who experience hardships that require variances. Mr. Exline said it's arduous to build on Lake Tahoe. DDA Large said the hardship is the property, not with the individual owner. Chair Thomas said it becomes a hardship when someone wants to build. Mr. Lloyd said it's the physical constraints of the property – developability, steepness, shape. Mr. Pelham said state law lays it out – narrow, shallow, shape, topography – limits our evaluation of the application. Member Hill asked if they are asking for a side yard setback. Mr. Pelham said no. She said then narrowness shouldn't be considered. He said it goes into their design element.

Member Toulouse referenced the parcel map. He said it says 'exceptional' narrowness. He said the surrounding properties have approximately similar narrowness. He asked what exceptional narrowness means. He asked if there is something more finite to reference. Mr. Pelham said it's an objective standard, minimum requirement within the medium density zone. The minimum lot size is 80 ft. We have those minimum dimensions. It's an objective standard based on regulatory zoning. Slope is an objective standard of 30%. Above 30% is constraint. It's not subject to opinion.

Member Stanley asked about a boundary line adjustment. Mr. Exline said the applicant is contemplating one. There are some unknown factors. He said it would be minor. It would not change any findings. It would be 20 feet +/- . Member Stanley if sightlines were open to discussion with the neighbors. Mr. Exline said the neighbor engagement was challenging. He said at the CAB, recommendation was don't develop on the parcel because they want to park there. He said he reached out to the neighbors for suggestions. He said the neighbors asked him for 5 choices to choose from.

Member Hill (no microphone) asked the status of the boundary line adjustment with TRPA. Mr. Exline said until this piece is done, they haven't applied for the single-family residence.

Mr. Exline said 26 feet is the boundary line adjustment. It would change Mr. Pelham's report.

Member Stanley asked about definitions of what is required with a variance and if it runs with the land. He asked if it's like a deed that runs with the land. Mr. Lloyd said typically you don't list all the constraints

within a deed. If a property owner does their due diligence, it becomes evident through the process. A variance would not be subjected to a property owner. It runs with the land. He asked if it would be mentioned in a deed. Mr. Lloyd said a variance would be identified through a deed and record search.

Public Comment:

Judy Miller said she relied in good faith that a compromise with the neighbors could be reached. She said she sent in her CAB worksheet. She said she disagrees this project meets all requirements for a variance. For instance, special circumstances, it's the applicant's responsibility to show special circumstances create undue hardship. Slope by itself or narrowness by itself doesn't satisfy its requirement. She said she spoke to Julie and there is a lot line adjustment that will increase lot size by more than 4,000 sq. ft. This application shows an 80-foot width; it doesn't show 62 ft. She said she tried to flip the map she showed on the overhead. She showed the contour line. It wouldn't hurt to move the house back 10 feet. It doesn't take a lot to not require a variance. Member Toulouse asked Ms. Miller if the CAB is not supposed to make recommendation. She said Alice McQuone changed the language on the agenda. Ms. Miller said the action would be recommend forwarding citizens and CAB comments to staff. We couldn't forward a voted upon recommendation. Other CABs are still making recommendations. Member Toulouse said he will discuss this with Mr. Lloyd.

Greg Gatto said he is the attorney representing the neighbor and the neighbor across the street from the subject property. He asked for extra time to provide clarification. He said there weren't any answers from the representative. He said it was a misrepresentation. He said a boundary line adjustment has been submitted with the County. There is an application pending concurrent with the variance request. He clarified that a boundary line adjustment has been approved by TRPA and submitted to Washoe County. He addressed the hardship question. The applicant has a burden to prove with evidence there are extraordinary and special circumstances unique to the property; adherence to setback requirements would result in exceptional and undue hardships. The Nevada Supreme Court set a hard standard for variance requirements. They would have to prove the setbacks would deprive them of uses of the property or decrease the value of the property. He said the applicant recently purchased the property with the setbacks. The price reflected the value with the setbacks. Denial of the variance would not decrease the value of the property at all, nor deny beneficial uses of the property. There is no evidence of undue hardship. He addressed one hardship that was brought up with the garage. He said that is common to have a bridge design. The applicant failed to prove the special circumstances to deviant from the setbacks. The property has identical slopes and were able to construct a home. The lot line adjustment was approved by TRPA but pending in Washoe County. Special privilege should be denied. The design will not be approved by TRPA. He said the building plans were rejected due to height standards. The building segment may not exceed 28 feet. The roof pitch is 40 feet and cannot be approved. We respectfully request denial of the request.

Monica Decker said she emailed the Board last night which outlines the opposition to this as a neighbor on Gonowabie. She wanted to be present to show support with the other neighbors who had concerns. Her concerns are around access for emergency and public parking.

Ruben Richards, owner of a house south of the subject property, said he will be most significantly impacted. He said the CAB's impression was for the developer and community to work out a solution that would be acceptable. He said he understands the developer wants to squeeze in homes on a tight road. He said we engaged with developer's representative. He said they asked for feedback. He said we aren't architects. The property has been for sale for a long time. He said we don't know what the developer wants. We aren't designers. He said the representative was disingenuous. He was told this was going to be tabled in order to have a meeting. He said there has been difficulties with the developer. We understand his right to build, but we need to consider the safety of the community. That road hasn't seen development like this. We started this process not knowing if we supported it or not; we didn't know enough. We aren't at that point to find a solution.

Lee Reynolds said she is a neighbor. She spoke about speed limit concerns. She said the road has a sharp curve. People have to back up to allow cars to go by. Safety of the residents is the concern. Moving the front yard setback could create a hazard on the street. The average SUV is 15 feet. They have to

maneuver and backup to get around. Approving this deviation would be a safety hazard. Keep the standard setback enforced.

David Ehrlich, neighbor above the proposed development, said he changed his plans to attend the meeting. He said he reviewed the application and spoke to Roger and reviewed the attorney's letter. He thanked Member Toulouse for his question. They don't want a longer driveway because they want a bigger house. The developer bought the property knowing the setback. This will be a monster house. He said it's not fair. They haven't acted in good faith. He said he wonders what will happen when they start building.

Will Adler, Silver State government relations, said he used to be a contractor. This is a simultaneous development. He said you can move around the lines to build. He said they applied for a lot line adjustment at the same time but lied and said they didn't know about it. It's in the plan. He said he has been a lobbyist. He said he never used a staff member's name in a report before. They filed for this application on Christmas Eve but then say they want community feedback. You don't apply on Christmas Eve and bury it if you want feedback. They aren't acting in good faith. They misrepresented. This cannot be taken as a solo project.

Robert Goldberg thanked the Board for their service. He said he serves on EDAWN and UNR boards. He said he is about thoughtful development. He said he wanted to cover two points. Everything has been covered by the other speakers. He said we are not against development and their ability to make money on the project. He said we reached out to the developer early in the project to understand it but were stiff armed from the beginning when we submitted our ideas and concerns. He said meeting with the architect never happened. The plans were magically produced today. He said the lot line adjustment is made, there is enough room on the far side of the property to not impede the current parking pad at all, but they want to maximize the building envelope of the property. He said you could design this with a single width driveway. He said there were misstatements made during applicant's presentation.

Ardythe McCracken, resident on Gonowabie, apologized for not getting her letter to them earlier. She read from a prepared statement. She said she is opposed to the variance. There is no evidence that the applicant will experience undue hardships by not having this variance. It's evident that the negative impact of this variance affects the parking on Gonowabie. It would remove the only parking space we have on this road which would lead to visitors and guests parking someplace that would impede the use of the road for public safety and emergency vehicles. In case of fire, there would be extreme problems. She said the neighbors have expressed their concerns. This is a neighborhood concerned for each other. We feel this variance should not be approved.

With no further public comment, Chair Thomas closed the public comment period.

Member Toulouse addressed something Mr. Adler said. He said staff is honest and hardworking. There should be no question of Roger's or anyone else's integrity and they do a good job. He said he is struggling to make the findings to approve this request. We do a lot of variances in Lake Tahoe and on Gonowabie. He struggles with special circumstances and how it won't be detrimental to the public. He said if we grant this, it would grant a special privilege.

Member Stanley said he heard Mr. Alder's comment about staff differently than Member Toulouse. He said he has concerns about the boundary line adjustment and other information not available initially. He said he thought he heard the plans in packet are inaccurate in some way. He said he didn't receive the email as mentioned in public comment. Staff noted the email was handed out before the meeting and they have copies.

Member Hill echoed concern about the lot line adjustments. If plans were design for an 80 ft wide lot, that seems to discount the special circumstances because of narrowness. She said as representative of Incline Village, she uses to go down Gonowabie as a kid. She said she doesn't see many 6,000 square foot houses. They are old-timey cabins. She said she has a hard time approving a 6,000 sq. ft. house on a narrow road. It's not a hardship. It could be a modest home to fit within the setback. There are alternatives to meet the setback requirements.

DDA Large said a boundary line adjustment is not before this Board. Decisions for this application, the findings need to be separate from the boundary line adjustment. Member Hill said if the plans show 80-foot-wide lot, but it's only 62 feet, then we don't know. Chair Thomas said for us to make accurate decisions, we need accurate facts. If there are inaccurate facts, we need clarification from the applicant. DDA Large

suggested bringing the applicant or Mr. Pelham to discuss that, as we cannot consider a boundary line adjustment.

Chair Thomas said there is a discrepancy with a lot line adjustment. Mr. Exline said he hasn't had a chance to review. He guessed they wanted to show the project per completion of the lot line adjustment was approved. He said most of these things happened concurrently. If alterations take place that don't conform, we will have to come back. The plans show boundary line adjustment to 84 feet.

Chair Thomas concurred with fellow Board members. The owner of the property has the right to take away parking because they own it and have decided to do something with it. He said he doesn't believe the requirements have been met to move this forward.

Member Toulouse moved that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Board of Adjustment deny Variance Case Number WPVAR19-0002 for Gonowabi Properties, with conditions of denial included for this matter, having been unable to make the finding of Special Circumstances, No Detriment, and No Special Privileges. Member Hill seconded the motion which carried unanimously.

10. Chair and Board Items

A. *Future Agenda Items

Member Toulouse requested Soule Grading be agenized. He stated he had issues with conditions of approval (1(c), 1(e), 1(f), 2(c), 2(g)(a), 2(g), 2(h)(a)). He said he doesn't believe the conditions have been met. He would like to see it on the agenda so action can be taken. Mr. Lloyd stated staff feels these conditions have been met and requested an email from Member Toulouse outlining his concerns with the conditions. Member Toulouse stated he will clarify his concerns and forward but the condition that required the applicant to come back was not met. Member Hill requested to go by the site and review it. She said from the pictures, not much has changed, but understands it takes a while for things to grow. Chair Thomas concurred and asked the rest of the Board to review and get concerns to staff. Member Stanley asked for a follow-up review from staff and jurisdictions with state and federal. DDA Large advised not to email the entire Board in order to prevent a serial meeting. Mr. Lloyd suggested submitted questions and concerns to staff to gather and they will disseminate to the entire Board.

Chair Thomas spoke about the CAB action on topics. DDA Large stated that will be addressed with staff and the CAB. They are empowered to provide recommendations of approval or denial. Chair Thomas noted he pays attention to the CAB's direction.

B. *Requests for Information from Staff

Chair Thomas said as the county grows, the need for communication grows. We have had several wireless services requesting monopoles. He said we are faced with the term 'significant' gap. He requested a presentation regarding that topic. DDA Large said it's a presentation for legal counsel. He said our code was written 20 years ago. Regulations are not reflected in it. It may be a few months before it can come back because it needs analysis. Chair Thomas said they will rely on his expertise until an update can be provided.

11. Director's and Legal Counsel's Items

*A. Report on Previous Board of Adjustment Items

None

*B. Legal Information and Updates

None

12. *General Public Comment and Discussion Thereof

Will Adler thanked Member Toulouse for his comment regarding staff. He said he noted he used to be a developer and has worked with county staff. He said he was trying to say a smaller house could be built. Member Toulouse thanked him for clarifying and will always stick up for staff in those situations.

EXHIBIT 2

From: [Robert Heynen](#)
To: [Greg Gatto](#)
Subject: 470/480 Gonowabie Road
Date: Thursday, August 20, 2020 11:03:40 AM

I have been an international architectural consultant working globally for 45 years and until recently a resident of Gonowabie Road for over 20 years. I am familiar with design principles and have worked with TRPA on several projects around Lake Tahoe including my own residence on Gonowabie. Gonowabie is a unique road with the character of 'Old Tahoe'.

Gonowabie Road is a very narrow, one lane, one way road with challenging ingress and egress off busy Highway 28. Historically Gonowabie was a cluster of small vacation cabins and seasonal homes. Over time a number of those cabins have been torn down and replaced with more permanent homes, some enlarged and enhanced. With that transition the homes slowly became permanent residences as opposed to seasonal cabins. Off street parking is very limited, many of the homes on Gonowabie do not have garages so residents and visitors are forced to park along the narrow street. Erosion along the road is an issue because of the unstructured street parking which effects not only the property owners but eventually impacts the lake. With more full time residents the challenges of negotiating the narrow road frequented by more and more cars also raises the concern of keeping the road accessible to emergency vehicles in the event of fire or health emergencies.

Because of the soil composition and slope, TRPA's Land Capability Guidelines put most of Gonowabie in the 1-3 category of Land Capability which dictates limited allowable footprint and impervious coverage for all construction. From my own experience these guidelines are enforced to protect the sensitive nature of the soils, ensure proper flow and filtration of runoff and most importantly protect the purity of the lake Tahoe. As Gonowabie develops, each increment of additional size of new development impacts the character of this unique neighborhood, impacts the health and safety of its residents and impacts the preservation of Lake Tahoe. Fortunately until now no single project or cumulative effect of development on Gonowabie has caused a 'tipping point' ...however there is a 'tipping point'.

I have reviewed the public comments and plans where available from Gonowabie Properties and their intention to build three (3) spec houses simultaneously at over 6,000 square feet per residence (totaling potentially over 20,000 square feet of development) through the facility of a lot line adjustment that TRPA has approved. In my opinion the size and scope of this development threatens forever the character of the neighborhood and the safety of the Gonowabie Road.....this is the 'tipping point'. The houses proposed would be among, if not the largest houses on Gonowabie Road causing a negative impact to the character of the community. Gonowabie Road constitutes a 'View Corridor' as defined by TRPA guidelines which I believe would be severely impacted by the density of the development's proposed, potentially 20,000 square feet of multi story residences. Needless to say that the views from the lake will be impacted as will views from existing homes on Gonowabie and the enjoyment of residents who frequently walk the road to enjoy vistas of the lake.

While Gonowabie Properties has the right to develop the property and eventually profit from the sale of the spec houses, the development proposed for 470 and 480 Gonowabie allows the developer to in effect jeopardize the character of the community, exacerbate an already compromised traffic issue, impact the health and safety of other residents and compromise the intent of TRPA guidelines for the purpose of profit.

I encourage the TRPA Governing Board to deny the development as proposed, and instruct the applicant to design a project consistent with the scope and character of the surrounding community.

Sincerely,

Robert Heynen

International Design Consultant

Attachment D

Response to Statement of Appeal, dated September 15, 2020

FELDMAN THIEL LLP

California and Nevada Lawyers

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178 U.S. Hwy 50, Suite B
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Lewis S. Feldman
Kara L. Thiel

Of Counsel
Catherine L. DiCamillo

August 24, 2020

Bill Yeates, Chair – TRPA Governing Board
John Marshall, TRPA General Counsel
Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89449

Via Email – jwytrpa@gmail.com

Via Email – jmarshall@trpa.org

Re: Appeal and Request for Stay – File No. ADMIN2020-0003
470 Gonowabie Rd Single Family Dwelling, TRPA File No. ERSP2019-145
Appeal and Request for Stay – File No. ADMIN2020-0004
480 Gonowabie Rd Single Family Dwelling, TRPA File No. ERSP2019-1471

Dear Chair Yeates and Mr. Marshall:

On behalf of Gonowabie Properties, LLC (“GP”), owner of the above-referenced properties (“Properties”) and appellee/permittee in the above-listed files, we submit this objection to the appellants’ request to stay TRPA’s properly-issued permits for single-family dwellings at 470 and 480 Gonowabie Road for the reasons detailed below. We reserve the right to submit a separate reply to the appeal.

Pursuant to the TRPA Rules of Procedure, an appellant’s request for a stay must include credible evidence of the need for a stay pending a hearing on the appeal before the Board at its next regular meeting, and the appellee shall be given an opportunity, if possible, to provide written evidence of the hardship caused by a stay. (Rule 11.3.) We respectfully submit appellants have failed to meet their burden, that the basis for the stay is without merit, and that issuance of a stay will cause GP substantial harm as set forth below.

Following appellants’ unsuccessful hearings before TRPA’s Legal Committee and Governing Board concerning their opposition to the GP boundary line adjustment (“BLA”), TRPA conducted two public hearings on July 21, 2020, before Hearings Officer Marsha Burch concerning issuance of development permits for construction of single-family residences at 470 and 480 Gonowabie Road. After receipt of written objections from appellants and public comment, the Hearings Officer approved issuance of permits for construction of single-family residences at 470 and 480 Gonowabie Road (the “development permits”). Appellants’ crusade continues with the filing of an action in the Federal District Court challenging the Governing Board’s denial of their appeal concerning the BLA and now appeal the Hearings Officer’s determination and request for a stay of the development permits.

Notably, the hearings on the development permits were delayed pending the two hearings before TRPA’s Legal Committee and one hearing before the full Governing Board concerning appellants’ appeal of the approved BLA (“First Appeal”). Although GP intended to commence construction early this summer, the delays that occurred due to the First Appeal compressed the opportunity to construct improvements this building season.¹ In the event a stay is granted for this appeal (“Second Appeal”), the TRPA Governing Board will not hear the Second Appeal until September 23, 2020, effectively foreclosing GP’s construction on 470 and 480 this year. In other words, if the 470 and 480 development permits are stayed pending hearing on the Second Appeal, appellants’ unsuccessful opposition to the First Appeal and unsuccessful opposition to the two hearings conducted by the Hearings Officer will, in fact, be successful in that they will achieve their goal of preventing construction of single-family homes that are in compliance with TRPA’s comprehensive regulations concerning lakefront development.

As to balancing hardship, GP has completed construction documents, obtained construction financing, obtained development permits, and entered into construction contracts for 470 and 480 to commence this year. Absent a stay, GP will complete all grading and foundation work prior to October 15, which will eliminate the risk of environmental injury as alleged by appellants. As with all projects whose construction spans multiple building seasons, the sites will be stabilized and winterized by October 15 of this year. GP will work on vertical construction through the winter.

If a stay is granted, GP stands to suffer severe hardship from the delay in the start of construction from late August 2020 to May 2021. Not only would a nine-month delay in construction damage GP in the approximate sum of one million dollars in carrying costs and increased cost of construction, GP’s construction financing may be at risk. Further, favorable market conditions may reverse, compounding harm to GP.

GP respectfully submits in the unlikely event the Second Appeal is granted, it assumes the risk of demolishing the improvements and restoring the sites.

In addition to the First and Second Appeals, appellants have filed a Complaint in the U.S. District Court, District of Nevada, Case No. 3:20-cv-00468, naming TRPA, Marsha Berkbigler and GP as defendants. Although TRPA’s approval of the residences at 470 and 480 is not before the U.S. District Court, should the Court overturn TRPA’s approval of the BLA involving the properties at 460, 470 and 480 Gonowabie Road, GP acknowledges such a ruling may require it to demolish any improvements constructed on 470 and 480 and restore the sites. GP accepts this risk.

¹ TRPA deferred action on GP development permits, pending resolution of the BLA appeal.

As detailed below, appellants' claims do not justify a stay.

Shared Driveway

Appellants allege TRPA abused its discretion by approving permits for 470 and 480 by, among other things, failing to require a shared driveway for 460 and 470, even though an application to develop 460 has not been submitted. The contention a shared driveway advances either appellants' interest, TRPA's or GP's is without merit. This is a lot and block subdivision and, as noted, has limited street parking which appellants contend is at risk. Although topography (downslopes toward the Lake) impose significant engineering challenges to design and construct a shared driveway, a shared driveway would eliminate four (4) driveway parking spaces for two (2) residences. Although Appellant Goldberg has a zero front yard setback with no driveway parking, thereby contributing to the claimed parking shortfall, separate driveways for 470 and 480 will provide four (4) onsite parking spaces, reducing impacts to adjacent street parking on Gonowabie. When 460 is developed, it will also contain on-site parking spaces, two (2) within a garage and two (2) on the driveway. Obviously, if cars park on a shared driveway access, access to each residence and garage is blocked. Although GP has not submitted an application to develop 460, there is no evidence a loss of parking would result when 460 is developed.

Imposing conditions on 470 for an unrelated project on an adjoining property would be inappropriate, if not an abuse of discretion. Development of a single-family dwelling on each of 460, 470 and 480 is a separate, unrelated project but for the fact that GP currently owns all three (3) properties. GP contends three (3) public parking spaces currently exist and that when 460 is developed, three (3) parking spaces will remain. Imposition of a shared driveway between 460 and 470 is not only infeasible, it would exacerbate the very parking shortfall appellants complain about.

Appellants contend that if a shared driveway is not required for 460 and 470, both on-street parking and emergency access/turnaround will be lost. They cannot have it both ways. If cars are parked in the turnout area in front of 460, as they often are, the area is inaccessible for emergency access or turnaround. If the area is needed for emergency access, parking within the area should be prohibited. In any event, the conceptual design for 460 maintains parking for at least three (3) parking spaces or sufficient space for emergency access despite the necessary encroachment onto Gonowabie Road.

Character of the Neighborhood

The record unequivocally demonstrates development of 470 and 480 is consistent as to the scale and character of existing development on Gonowabie Road and the surrounding neighborhood.

See Slide 6 of the PowerPoint presentation presented to the Hearings Officer in July, attached hereto.

Impacts from Simultaneous Construction

The Hearings Officer required the following as an additional Condition of Approval in response to the appellants' contention that simultaneous construction of 470 and 480 will significantly impact persons and property in the neighborhood: TRPA's receipt and approval of a Construction Management Plan ("CMP"). TRPA has approved GP's CMP. As an aside, one can debate whether simultaneous construction which has significant efficiencies and schedule acceleration opportunities is preferable to years of prolonged construction, but any construction results in construction impacts. GP submits the approved CMP addresses appellants' concerns.

Based on the foregoing, it is evident the appellants have not demonstrated the need for a stay while issuance of a stay would impose substantial, irreversible hardship on GP.

Sincerely,

FELDMAN THIEL LLP

By:

Lewis S. Feldman

LSF/jps

Enclosure

cc: Gonowabie Properties, LLC
Greg Gatto, Esq.

Community Character

480 Gonowable - Consistent with Community Character

| Address | Floor Area | Floors | Years Built |
|---------------------------|--------------|------------------|-------------|
| 526 Gonowable Rd. | 4,342 s.f. | Split Level | 1978 |
| 570 Gonowable Rd | 6,019 s.f. | 3 Stories | 1958 |
| 580 Gonowable Rd. | 8,694 s.f. | 3 Stories | 2008 |
| 520 Gonowable Rd. | 4,253 s.f. | 3 Stories | 1980 |
| 515 Gonowable Rd. | 3,807 s.f. | 3 Stores | 2003 |
| 424 Gonowable Rd. | 4,294 s.f. | 3 Stories | 2017 |
| 444 Gonowable Rd. | 5,393 s.f. | 3 Stories | 2002 |
| 450 Gonowable Rd. | 3,994 s.f. | Split Level | 1995 |
| *480 Gonowable Rd. | 5,636 | 3 Stories | 2020 |

*Proposed Residence
Average Residential Size 5,458 s.f.



PHOTO: LINDSAY

Attachment E

Final Construction Management Plan

Construction Management, Staging and Parking Plan

8/25/20 (v2)

470 and 480 Gonowabie

The following plan is broken down into the following areas:

1. How the Project will be managed off site and on site, in terms of staff and offices
2. How we will stage equipment and materials.
3. How we will manage the parking involved with the project

Project Management

SierraCon Construction will manage the project from 2 offices. One in South Lake Tahoe which is home for accounting and executive management. Secondly, we have an office closer to the site in Incline Village for the project manager, meetings and space for the superintendent when needed. This allows the project manager to get to the site quickly if needed. The owner also employs a Construction Manager – Paradigm8, and several consultants who are part of the management team

Onsite the project will be managed by a full-time experienced superintendent. He will supervise a full-time employee who will be responsible for flagman duties for arrival of large loads, traffic control and parking control. He will also monitor concrete truck washout, snow removal, road sweeping and damage and repair of BMPs. This management component is critical due to the narrow, one way, right of way and lack of parking.

Material and Equipment Staging

There will be two areas for material and equipment staging. One at the site and one off-site. The offsite staging area will be used for parking of workers vehicles, delivery of loads of materials to be staged until they are transferred to site in manageable amounts. This area will also be used for building framing components, for example – wall sections for more efficient framing.

As site staging area is very limited, we will compact the excavated soils created onsite (no imported soils) within the approved disturbance areas around the future driveway locations to create temporary pull outs off Gonowabie Drive, so as not to block traffic during unloading. They will be removed as the home's driveways are completed. These areas will also serve as a short-term staging area for materials, until they are taken to the actual location of work. They will also be used for van arrival and dropping off workers. Staging of materials in the public ROW including the pullout in front of 460 Gonowabie is prohibited.

We will employ flatbed trucks and small maneuverable forklifts to transport and load and unload materials at the offsite staging area and the site. Once unloaded at the site, an onsite crane will be employed to lift the loads onto the construction area where they are needed.

Prior to starting construction, as part of the TRPA BMP pre-inspection, General Contractor will confirm the location of offsite parking/staging areas to demonstrate adequate space exists to accommodate all proposed vehicles, deliveries and materials

On special occasions where there is no other feasible alternative, we will request encroachment permits to deliver large loads to the job site. We will also work closely with Washoe County and the Fire Department to make sure these agencies are always a part of the plans, which may affect access on Gonowabie Drive. Traffic control will be provided by on site personnel when the road is impeded to allow for safe passage of residents and emergency vehicles.

Parking

Parking is also limited at the site. At 460 Gonowabie there is a 5 spot Washoe County right of way where parking is available for drop off and short-term parking needs, like Inspector visits and subcontractors who need the equipment in their truck. The bulk of the parking will be done at the offsite staging area where it can be monitored and controlled. A lot close to site will be secured for this purpose. After parking, workers will be taken by van to the site and dropped off. Parking in the public Right of Way except in areas designated as legal parking spaces is prohibited.

The Superintendent/ Logistics Manager will be the main point of control for a well-managed site. He will be scheduling subcontractor crews, deliveries, crane time, parking and traffic control. Microsoft Project software I will be used to schedule the project.

With the tight constraints on the construction site itself, including protection of BMPs, lot lines, vegetation, steep slopes and especially Lake Tahoe, careful management is key. This includes adherence to all conditions of approval, rules and regulations, by Project Management staff.

Construction Hours

Any construction activities creating noise in excess of TRPA noise standards will be conducted between the hours of 8:00 am and 6:30 pm. The construction sites will be winterized by October 15th of each construction season.

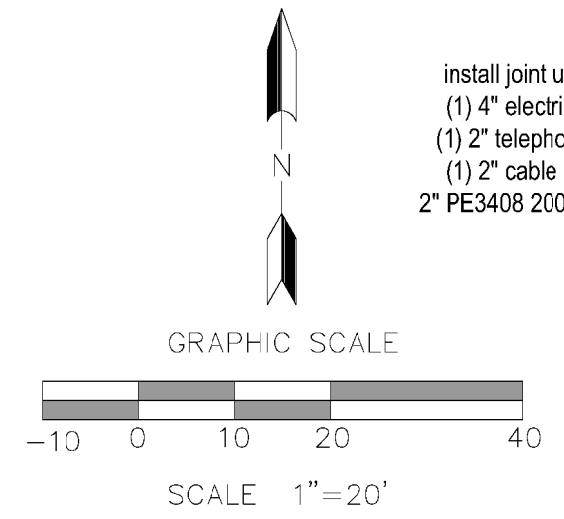
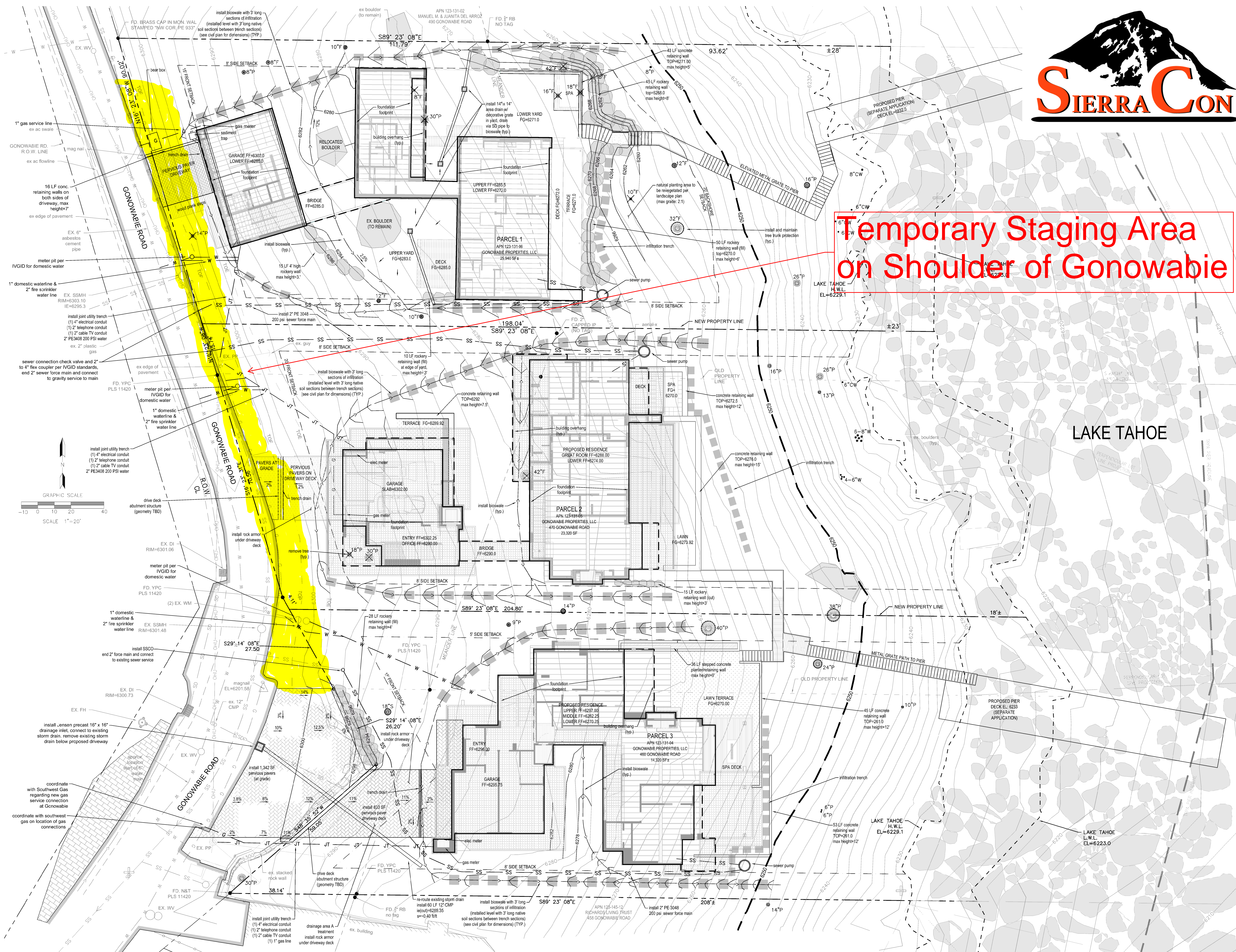


| REV | DATE | DESCRIPTION | APPROVED |
|-----|------|-------------|----------|
| | | | |
| | | | |
| | | | |

TIESLAU CIVIL ENGINEERING, INC.
 3880 NORTH LAKE BLVD
 TAHOE CITY, CA 96145
 P.O. BOX 412
 TAHOE VISTA, CA 96145
 TIESLAU@CEI.COM
 (530) 546-4805



**Temporary Staging Area
on Shoulder of Gonowabie**

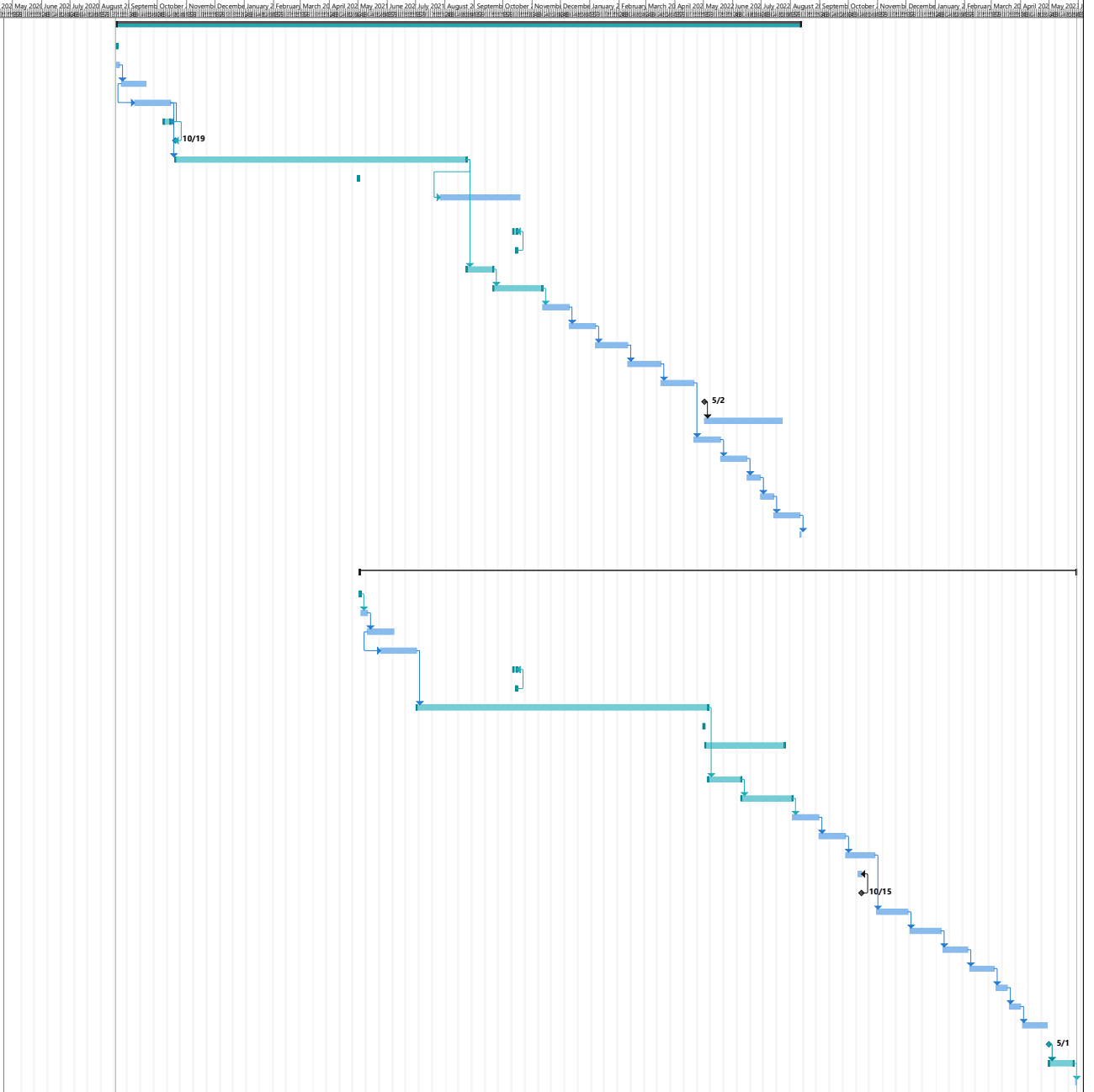


LAKE TAHOE

COMBINED SITE PLAN
GONOWABIE PROPERTIES, LLC
 460/470/480 GONOWABIE ROAD
 APN 123-131-04/05/06

COMP: _____ DESIGN: _____
 DRWN: _____ PRJ ENG: AT
 PROJECT #: 19.006
 SCALE: 1" = 10'
 HORIZONTAL: N/A
 VERTICAL: N/A
 DATE: 5/14/2020

| ID | Task Name | Duration | Start | Finish | Predecessors |
|----|--|-----------------|--------------------|--------------------|--------------|
| 1 | 470 and 480 Gonowable | 517 days | Wed 8/19/20 | Thu 8/11/22 | |
| 2 | Mobilization | 1 day | Wed 8/19/20 | Wed 8/19/20 | |
| 3 | BMP's | 3 days | Wed 8/19/20 | Fri 8/21/20 | |
| 4 | Grading & Excavation | 20 days | Mon 8/24/20 | Fri 9/18/20 | 3 |
| 5 | Footing, Foundation & backfill (by 10/15/20) | 28 days | Mon 9/7/20 | Wed 10/14/20 | 4SS+10 days |
| 6 | Winterization Project Site | 5 days | Thu 10/8/20 | Wed 10/14/20 | 5FF-1 day |
| 7 | End of Grading Season | 0 days | Mon 10/19/20 | Mon 10/19/20 | 6FF |
| 8 | Rough Framing, exterior envelope & windows | 220 days | Tue 10/20/20 | Mon 8/23/21 | 5 |
| 9 | Beginning of Grading Season | 1 day | Sat 5/1/21 | Sat 5/1/21 | |
| 10 | Site work/decks/patios/landscaping (to be complete by 10/15 or wait until 5/1) | 60 days | Tue 7/27/21 | Mon 10/18/21 | 8FS-20 days |
| 11 | Winterization Project Site | 4 days | Tue 10/12/21 | Fri 10/15/21 | 12FF |
| 12 | End of Grading Season | 1 day | Fri 10/15/21 | Fri 10/15/21 | |
| 13 | MEP Rough & Inspections | 20 days | Tue 8/24/21 | Mon 9/20/21 | 8 |
| 14 | Drywall, tape, texture and paint walls | 38 days | Tue 9/21/21 | Thu 11/11/21 | 13 |
| 15 | Cabinetry, Countertops | 20 days | Fri 11/12/21 | Thu 12/9/21 | 14 |
| 16 | Tile & Waterproofing - walls/floors | 20 days | Fri 12/10/21 | Thu 1/6/22 | 15 |
| 17 | Interior stairs and elevator | 24 days | Fri 1/7/22 | Wed 2/9/22 | 16 |
| 18 | Base / Case / Trim & Wood Ceilings | 25 days | Thu 2/10/22 | Wed 3/16/22 | 17 |
| 19 | MEP's Trim & Fixtures | 25 days | Thu 3/17/22 | Wed 4/20/22 | 18 |
| 20 | Beginning of Grading Season | 0 days | Mon 5/2/22 | Mon 5/2/22 | |
| 21 | Final Site Work - Hardscape, Spa & Landscaping | 60 days | Mon 5/2/22 | Fri 7/22/22 | 20 |
| 22 | Doors, Hardware, Glazing & Accessories | 20 days | Thu 4/21/22 | Wed 5/18/22 | 19 |
| 23 | Wood Flooring & Carpet | 20 days | Thu 5/19/22 | Wed 6/15/22 | 22 |
| 24 | Appliances & Equipment | 10 days | Thu 6/16/22 | Wed 6/29/22 | 23 |
| 25 | Final Paint / Stain Touch Up | 10 days | Thu 6/30/22 | Wed 7/13/22 | 24 |
| 26 | Punch List & Final Inspections. | 20 days | Thu 7/14/22 | Wed 8/10/22 | 25 |
| 27 | Final Completion/Occupancy | 1 day | Thu 8/11/22 | Thu 8/11/22 | 26 |
| 28 | | | | | |
| 29 | 460 Gonowable | 542 days | Mon 5/3/21 | Mon 5/29/23 | |
| 30 | Mobilization | 1 day | Mon 5/3/21 | Mon 5/3/21 | |
| 31 | BMP's | 5 days | Tue 5/4/21 | Mon 5/10/21 | 30 |
| 32 | Grading & Excavation | 20 days | Tue 5/11/21 | Mon 6/7/21 | 31 |
| 33 | Footing, Foundation & backfill (by 10/15/20) | 28 days | Tue 5/25/21 | Thu 7/1/21 | 32SS+10 days |
| 34 | Winterization Project Site | 4 days | Tue 10/12/21 | Fri 10/15/21 | 35FF |
| 35 | End of Grading Season | 1 day | Fri 10/15/21 | Fri 10/15/21 | |
| 36 | Rough Framing, exterior envelope & windows | 220 days | Fri 7/2/21 | Thu 5/5/22 | 33 |
| 37 | Beginning of Grading Season | 1 day | Sun 5/1/22 | Sun 5/1/22 | |
| 38 | Site work/decks/patios/landscaping (to be complete by 10/15 or wait until 5/1) | 60 days | Tue 5/3/22 | Mon 7/25/22 | |
| 39 | MEP Rough & Inspections | 25 days | Fri 5/6/22 | Thu 6/9/22 | 36 |
| 40 | Drywall, tape, texture and paint walls | 38 days | Fri 6/10/22 | Tue 8/2/22 | 39 |
| 41 | Cabinetry, Countertops | 20 days | Wed 8/3/22 | Tue 8/30/22 | 40 |
| 42 | Tile & Waterproofing - walls/floors | 20 days | Wed 8/31/22 | Tue 9/27/22 | 41 |
| 43 | Interior stairs and elevator | 24 days | Wed 9/28/22 | Fri 10/28/22 | 42 |
| 44 | Winterization Project Site | 4 days | Tue 10/11/22 | Sat 10/15/22 | 45FF |
| 45 | End of Grading Season | 0 days | Sat 10/15/22 | Sat 10/15/22 | |
| 46 | Base / Case / Trim & Wood Ceilings | 25 days | Mon 10/31/22 | Fri 12/2/22 | 43 |
| 47 | MEP's Trim & Fixtures | 25 days | Mon 12/5/22 | Fri 1/6/23 | 46 |
| 48 | Doors, Hardware, Glazing & Accessories | 20 days | Mon 1/9/23 | Fri 2/3/23 | 47 |
| 49 | Wood Flooring & Carpet | 20 days | Mon 2/6/23 | Fri 3/3/23 | 48 |
| 50 | Appliances & Equipment | 10 days | Mon 3/6/23 | Fri 3/17/23 | 49 |
| 51 | Final Paint / Stain Touch Up | 10 days | Mon 3/20/23 | Fri 3/31/23 | 50 |
| 52 | Punch List & Final Inspections. | 20 days | Mon 4/3/23 | Fri 4/28/23 | 51 |
| 53 | Beginning of Grading Season | 0 days | Mon 5/1/23 | Mon 5/1/23 | |
| 54 | Final site Work - Hardscape, Spa & Landscaping | 20 days | Mon 5/1/23 | Fri 5/26/23 | 53 |
| 55 | Final Completion/Occupancy | 1 day | Mon 5/29/23 | Mon 5/29/23 | 54 |





| | | | | | | | | | |
|------------|-----------|-----------------|--------------------|---------------|-----------------------|-------------|--------------------|----------|-----------------|
| Task Split | Milestone | Project Summary | Inactive Milestone | Manual Task | Manual Summary Rollup | Start-only | External Tasks | Deadline | Manual Progress |
| | Summary | Inactive Task | Inactive Summary | Duration-only | Manual Summary | Finish-only | External Milestone | Progress | |

STAFF REPORT

Date: September 23, 2020
To: TRPA Governing Board
From: TRPA Staff
Subject: Appeal of Approval of Tree Removal Permit, 1360 Ski Run Blvd, South Lake Tahoe, CA, APN 025-580-007, TRPA File No. TREE2020-1260, Appeal File No. ADMIN2020-0005

Requested Action:

To consider and act upon an appeal filed by Monica Eisenstecken of the Executive Director-issued permit to Guillian Nel to remove trees from his 1.89-acre property for defensible space and hazard purposes.

Staff Recommendation:

Staff recommends that the Governing Board deny the appeal and affirm the decision of the Executive Director to issue the tree removal permit as it meets all requirements by the TRPA Code of Ordinances.

Motion:

1. A motion to grant the appeal, which motion should fail to affirm the Executive Director's determination

In order to deny the appeal, the Governing Board should vote "no." The motion to grant the appeal will fail unless it receives five affirmative votes from Nevada and nine overall.

Background:

On July 30, 2020, TRPA issued Guillian Nel a permit to remove hazard (dead and dying) trees and those within defensible space zone on his 1.89-acre property that contains Hansen's Resort on Ski Run Blvd, in the City of South Lake Tahoe. Appellant Monica Eisenstecken's family owns a home next door. TRPA has pending before it an application from Verizon Wireless to place a cell tower on the Hansen's Resort site, a project Ms. Eisenstecken opposes. On August 20, 2020, Ms. Eisenstecken filed this appeal of the tree removal permit. Ms. Eisenstecken contends (1) the tree cutting permit supports the Verizon cell tower project and must be analyzed as part of that pending application, and (2) a deed restriction in her favor requires Mr. Nel to obtain permission from her before cutting any tree on his property for any reason including hazard conditions and defensible space. Ms. Eisenstecken's Statement of Appeal is appended as Attachment A. (Ms. Eisenstecken also sought a stay of the permit pending this appeal, which was denied as her stay request was neither supported by her substantive arguments, as described below, nor necessary as no trees were intended to be cut prior to the Governing Board considering the appeal.)

Discussion:

Neither of the grounds put forward by Ms. Eisenstecken merit reversing the Executive Director's tree removal permit. At the outset, Ms. Eisenstecken does not assert any particular tree was wrongly marked for removal; that is, it is uncontested that the trees marked as hazardous were hazardous and the tree marked to provide defensible space were necessary for fire safety.

Instead, Ms. Eisenstecken first argues that the trees marked for removal were "an integral part" of the pending Verizon Wireless cell tower application and therefore could only be approved for removal as part of a permit for that project. The tree removal permit, however, was issued on entirely independent grounds. TRPA Forester Bruce Barr marked the trees on the site that, in his professional opinion, were either dead or dying (hazardous) or necessary to provide defensible space. Mr. Barr was unaware of the pending Verizon permit and after receipt of the appeal confirmed that the trees marked for removal did not overlap with any of the small number of trees requested for removal in the Verizon cell tower application. Thus, the tree removal permit has independent utility and did not need to be reviewed in the context of another pending application. Ms. Eisenstecken does make a legitimate point that the tree removal authorized by this permit may affect TRPA's analysis of the pending cell tower application; a point relevant to the subsequent application consideration rather than to the validity of the tree removal permit.

Next, Ms. Eisenstecken fails to establish that the deed restriction appended to her Statement of Appeal (see Ex. A thereto) requires TRPA to deny the request to remove trees for defensible space and hazardous tree purposes. First, TRPA does not generally enforce private agreements between parties regarding such specific, and far reaching use of property. Second, Ms. Eisenstecken fails to establish that the properties referred to in the deed restriction are at issue here. Third, Ms. Eisenstecken's claim of blanket authority to preclude Mr. Nel from cutting any hazardous tree or tree interfering with fire safety on his property without her consent would place the agency in potential liability. Ms. Eisenstecken is entirely free to seek enforcement of her claimed deed restriction herself.

TRPA staff therefore recommends the Governing Board deny this appeal.

Contact Information:

For questions regarding this agenda item, please contact John Marshall, General Counsel, at (775) 303-4882 or jmarshall@trpa.org.

Attachments:

A. Monica Eisenstecken's Statement of Appeal, dated August 20, 2020.

Attachment A

Monica Eisenstecken's Statement of Appeal, dated August 20, 2020.

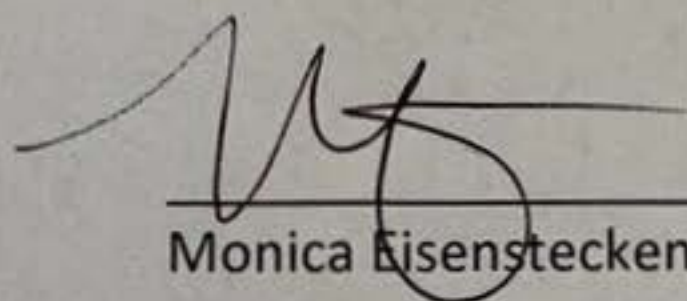
Statement of Appeal And Request For Stay of Project

I, Monica Eisenstecken, am the directly adjacent property owner to the project site, and will be directly impacted by this tree removal project. I am informed and believe that some of the tree removals requested by the applicant are an integral part of a broader application by Verizon to construct a 112-foot high cell tower project on this project site. Cutting down the trees designated will have a negative impact on scenic quality, water quality, forest health and create loss of habitat. The impacts of the tree removal permit must be considered with the context of the Verizon application. To do otherwise would be to "piecemeal" the project, with excess tree removal in advance of the Verizon project foreclosing opportunities to screen and mitigate visual impacts, as well as other impacts.

Further, the applicant has failed to disclose that there is a deed restriction affecting the project site that requires the approval neighboring property owners to approve any tree removal in advance. A copy of that deed restriction is attached to this Statement of Appeal as Exhibit "A". The last line of the Deed states, "no trees shall be cut on said property without the permission of the undersigned". As one of the owners of the beneficial interest in this restriction I do *NOT* consent to the proposed removals. Failure to disclose the restriction and my lack of consent is a misrepresentation by the applicant which should be grounds for a revocation of the permit on this basis alone.

Trees, by their nature, cannot be replaced. Once they are cut, they are gone forever. For that reason, we respectfully request that this permit be revoked, or a stay of the permit be granted until full and complete consideration of tree removal is considered in the context of the Verizon application.

I declare that the foregoing is true and correct under penalty of perjury under the laws of the State of California, this 20th day of August, 2020 at South Lake Tahoe, California.



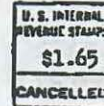
Monica Eisenstecken

JOHN E. KELLER et al

-to-

HENRY C. RINN et ux
#####

GRANT DEED



We, John E. Keller; and Marion Atwood, a widow, Edith B. Beer, a widow, and Guy E. Wentworth, a single man, by and through John E. Keller, their Attorney in Fact, in consideration of Ten Dollars, to them in hand paid the receipt of which is hereby acknowledged, do hereby grant to Henry C. Rinn and Ellen J. Rinn, his wife, as joint tenants with rights of survivorship, all that certain real property situate in the County of El Dorado, State of California bounded and described as follows:

Commencing at corner No. 1, located on the westerly side of Bijou Park Boulevard, a 3/4 inch galvanized pipe, 2 ft. long 17 inches deep in a mound of rocks, with cap stamped 28 1, 29 1, 3863; from which the closing corner of Section 1 and 2, T 12 N, R 18 E, M. D. M. bears N. 55 degrees 42' 30" E, 782.6 ft. distant. Thence along said boulevard, S 29 degrees 42' E, 330 ft. to Corner No. 2, a similar pipe 18 inches deep in a mound of rocks with cap stamped 28 2, 3863. Thence S 60 degrees 18' W, 660 feet to Corner No. 3, a similar pipe, 18 inches deep with cap stamped 28 3, 3863. Thence N. 29 degrees 42' W, 330 ft. to Corner No. 4, a similar pipe, 20 inches deep in a mound of rocks, with cap stamped 28 4, 29 2, 3863. Thence N. 60 degrees 18' E, 660 feet to corner No. 1, the place of beginning. Containing 5 acres and designated on plat as lot number 28 of Bijou Park Properties El Dorado County, State of California.

The above property is made subject to the following restrictions: The above described property shall not be used or occupied by persons not of the Caucasian Race, and no trees shall be cut on said property without the permission of the undersigned.

Dated this 10th day of July, 1943:

JOHN E. KELLER
MARION ATWOOD
GUY E. WENTWORTH
EDITH B. BAER

BY JOHN E. KELLER
THEIR ATTORNEY IN FACT:

STATE OF CALIFORNIA }
COUNTY OF EL DORADO } SS.

On this 13th day of July, in the year One Thousand Nine Hundred and Forty three, before me, PATRICIA DARLINGTON, a Notary Public, in and for the County of El Dorado, State of California, residing therein, duly commissioned and sworn, personally appeared JOHN E. KELLER known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Official Seal, at my office, in the said County of El Dorado, State of California, the day and year in this certificate first above written.

PATRICIA DARLINGTON
Notary Public in and for the County
of El Dorado, State of California.

(SEAL)

My Commission expires April 21, 1947

STAFF REPORT

Date: September 23, 2020

To: TRPA Regional Plan Implementation Committee

From: Jennifer Self, Acting Principal Planner, TRPA

Subject: Consideration and Possible Recommendation for Approval of Proposed Amendments to the Tourist Core Area Plan and Bijou-Al Tahoe Community Plan

Summary and Staff Recommendation:

TRPA staff asks the Regional Plan Implementation Committee (RPIC) to review the materials provided in this packet to ensure the proposed amendments are in conformance with the Regional Plan and recommend approval to the Governing Board of the proposed amendments to the Tourist Core Area Plan and Bijou-Al Tahoe Community Plan.

Required Motions:

To recommend approval of the draft amendments, the Committee must make the following motions, based on the staff report:

- 1) A motion to recommend Governing Board approval of the required findings, including a finding of no significant effect, for adoption of draft amendments to the Tourist Core Area Plan and Bijou-Al Tahoe Community Plan as provided in Attachment C.
- 2) A motion to recommend Governing Board adoption of Ordinance 2020-04, amending Ordinance 2020-03, as previously amended, to amend the Tourist Core Area Plan and the Bijou-Al Tahoe Community Plan to include the changes referenced in Attachment B.

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

Project Description/Background:

The City of South Lake Tahoe and the TRPA Governing Board adopted the Tourist Core Area Plan (TCAP) in 2013. The area within the TCAP boundaries functions as the South Shore's central tourist destination and provides services for tourists and permanent residents. Land uses within the TCAP are predominantly lodging, restaurants, and retail shops.

The proposed project would be the second set of amendments to the TCAP. The first amendment package, adopted by the TRPA Governing Board in April 2020 (Ordinance 2020-03), incorporated three parcels formerly located in Plan Area Statements 092 and 085, east of the intersection of Ski Run Boulevard and Pioneer Trail into the TCAP Tourist Center Mixed Use Corridor District boundary and extended the Stateline/Ski Run Town Center boundary. These amendments were intended to encourage and facilitate an affordable housing development project on the subject parcels.

This proposal would amend the TCAP Tourist Center Gateway (TSC-G) Zoning District/Town Center and the Bijou Al Tahoe Community Plan Bijou District/Town Center (B/ATCP) boundaries to add approximately 18 acres, or 49 parcels, currently located east of the TCAP boundary and lakeward of Highway 50. (Reference map included in Attachment A.) Additionally, the amendments include increasing the maximum height allowed within the Tourist Center Gateway District to align with TRPA Code of Ordinances for allowable height in Town Centers, amendments to the permissible uses of the Tourist Center Gateway (TSC-G) Zoning District, and general administrative corrections.

The proposed amendment area is located within the existing Bijou Al Tahoe Town Center. The area is commonly known as the Bijou Center and includes businesses such as the Beach Retreat, CVS, Tahoe Wellness Co-op, Heidi's, Lakeshore Lodge, and Hotel Elevation. Existing uses within the area include tourist accommodations, commercial, residential, and outdoor recreation concessions. These uses are consistent with the existing and permissible uses within the Tourist Center Gateway Zoning District. The area consists of aging infrastructure and is currently out of scenic attainment along the highway. The amendment area is significantly overcovered, with several of the commercial properties exceeding 90% land coverage.

The proposed amendments are intended to:

1. encourage private investment in environmentally-beneficial redevelopment and rehabilitation of a densely developed, over-covered, and aging Town Center;
2. further environmental threshold attainment, specially water and scenic quality;
3. include comparable, tourist-oriented uses within the boundaries of the TCAP; and
4. revise allowable height within the TCAP Tourist Center Gateway Zoning District to align with TRPA development standards for allowable height within Town Centers.

The City of South Lake Tahoe is the lead agency for the proposed amendments. The amendments were initiated in 2018 by Urbana Tahoe TC, LLC (Beach Retreat) and Lakeview Lodging, LLC. Linchris Corporation purchased the Beach Retreat property in 2019 and authorized continued support of the amendments. A redevelopment project for the proposed amendment area has not been submitted to TRPA or the City at this time.

No changes to the TRPA Code of Ordinances or town center boundaries are proposed.

Additional detailed information on the proposed amendments can be seen in Attachments A-E.

Regional Plan Conformance Review:

The City prepared the TCAP and B/ATCP amendments in consultation with TRPA staff pursuant to Chapter 13 of the TRPA Code of Ordinances. This code chapter allows a local jurisdiction to develop and amend Area Plans that contain policies and development ordinances. Area plans and subsequent amendments must be consistent with and further the goals and policies of the Regional Plan.

TRPA staff have reviewed the proposed amendments and found those to be in conformance with the Regional Plan. This packet includes a findings document, including a Finding of No Significant Effect (FONSE), as required by the TRPA Code of Ordinances and Rules of Procedure, as well as an Area Plan Conformance Checklist. (Attachments C and D)

Environmental Review:

The applicant prepared a joint California Environmental Quality Act (CEQA) Initial Study/Negative Declaration (IS/ND) and a TRPA Initial Environmental Checklist/Finding of No Significant Effect (IEC/FONSE) for the amendments.

The draft environmental document provides an analysis of potential environmental impacts of the project. Areas of analysis include aesthetics, agriculture and forestry, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, utility and services systems, and additional mandatory significance findings related to potential cumulative impacts. The analysis demonstrates that the project either has no impacts or has less than significant impacts in all these areas.

City and TRPA staff have reviewed the environmental documentation and concur that the amendments would have no significant effect on the environment. The IS/ND/IEC/FONSE is provided as Attachment E, Exhibit 1.

Additionally, TRPA and City staff prepared the attached Threshold Indicators and Compliance Measures evaluations pursuant to TRPA Code Section 4.4 and found the amendments will not negatively impact a TRPA adopted threshold indicator or compliance measure. The evaluations are provided as Attachment E, Exhibits 2 and 3.

Public Comment and Noticing:

The City followed public comment and noticing procedures as required by CEQA. A TRPA IEC does not require a public comment period or noticing. A summary of the public comment period and noticing is provided in the City's memo, Attachment A.

Additionally, the City hosted a public workshop on July 9, 2018 for interested stakeholders to learn more about the proposal and to submit comments directly to agency staff and the environmental consultants. The workshop was held at the Beach Retreat Conference Center, 3411 Lake Tahoe Blvd, South Lake Tahoe, California. Approximately five members of the public attended. Prior to the workshop, the City mailed a scoping notice to property owners with 300' of the project area.

To date, several property owners within the amendment area have submitted comments or provided testimony in support of the proposed amendments. At its June 18 regular meeting, the City Planning Commission received comments from the Tahoe Wellness Center requesting additional land uses within the Tourist Center Gateway Zoning District. These additional land uses were not included in this amendment package due to the necessary additional environmental review that would be necessary to fully evaluate the impacts of those changes. The Tahoe Wellness Center has had preliminary conversations with TRPA and City staff and intend to bring forward an amendment package at a later date.

Additional information on noticing and public hearings is provided in the "Approval Process & Public Hearings" section below.

Tribal Consultation:

The City completed requirements for consultation with Native American tribes under Assembly Bill 52 and the California Environmental Quality Act (CEQA) Guidelines. The City did not receive any comments from the United Auburn Indian Community or the Lone Bank of Miwok Indians. In addition, staff sent an

email to Chairman Serrell Smokey as well as Darell Cruz of the Washoe Tribe of Nevada and California with a link to the Draft Initial Study/Negative Declaration. City staff did not receive any comments.

Approval Process & Public Hearings:

Typically, area plans and area plan amendments are approved by both the local jurisdiction and the TRPA Governing Board. TRPA and City staff presented the draft amendments to TRPA's Regional Plan Implementation Committee (RPIC) as an informational item and public hearing in June 2019. Generally speaking, RPIC was supportive of the amendments to encourage the redevelopment of an aging, overcovered town center. The comments received from RPIC members were in regards to the following topics: height allowances, scenic quality and character of redevelopment, recreation access, and amendment boundaries. These topics will be expanded upon in the City's memo, Attachment A.

City staff presented the Draft IS/ND to the City Planning Commission on June 18, 2020 for informational purposes and public comment. Property owners within 300' of the amendment area were notified prior to the hearing. The City held a second public hearing before the City Planning Commission on July 16, 2020. Prior to this hearing the City noticed every property owner within the existing TCAP boundary and amendment area, as well as property owners within 300' of the amendment area. The City Planning Commission recommended adoption by the City Council on July 16, 2020. The City Council held a first reading of the amendment ordinance on August 11, 2020 and a second reading of the ordinance for final adoption on September 8, 2020. Prior to the August 11 hearing, the City placed a banner advertisement within the Tahoe Tribune.

After the TRPA RPIC hearing on September 30, the City and TRPA staff will present the draft amendments and environmental documentation for consideration of recommended approval to the TRPA's Advisory Planning Commission (APC) on October 14, 2020 and to the Governing Board for consideration of approval on October 28, 2020.

Contact Information:

For questions regarding this agenda item, please contact Jennifer Self, Acting Principal Planner, at (775) 589-5261 or jself@trpa.org.

Attachments:

- A. City of South Lake Tahoe Staff Memo Summarizing Proposed Amendments to the Tourist Core Area Plan and Bijou-Al Tahoe Community Plan
 - Exhibit 1: Amendment Area Map
- B. Proposed Amendments to the Tourist Core Area Plan and Bijou-Al Tahoe Community Plan
- C. Regional Plan Conformance Findings and Finding of No Significant Effect (FONSE)
- D. Area Plan Conformance Checklist
- E. Environmental Analysis
 - Exhibit 1: Tourist Core Area Plan and Bijou-Al Tahoe Community Plan Initial Study/Negative Declaration and Initial Environmental Checklist/Finding of No Significant Effect
 - Exhibit 2: Environmental Thresholds Indicators Evaluation
 - Exhibit 3: Compliance Measures Evaluation
- F. Draft TRPA Adopting Ordinance

Attachment A

City of South Lake Tahoe Staff Memo
Summarizing Proposed Amendments to the
Tourist Core Area Plan and Bijou-Al Tahoe Community Plan



"We will reflect the National Treasure in which we live"

**DEVELOPMENT SERVICES MEMO
Planning Division**

TO: TRPA Regional Plan Implementation Committee
FROM: John Hitchcock, Planning Manager
Candace H. Stowell, AICP, Associate Planner
DATE: September 23, 2020
RE: Proposed Amendments to Tourist Core Area Plan

This memo summarizes the proposed amendments to the Tourist Core Area Plan/Specific Plan and the Bijou AI Tahoe Community Plan and actions taken to date.

Background

The Tourist Core Area Plan/Specific Plan was adopted by the City of South Lake Tahoe City Council on October 15, 2013, and by the TRPA Governing Board on November 11, 2013. The TCAP replaced the former Stateline/Ski Run Community Plan and established seven new zoning districts, two overlay zoning districts, as well as design and development standards for each district. The TCAP covers approximately 281 acres beginning at the Nevada state line and continuing west along Lake Tahoe Blvd (US Highway 50) to Fairway Drive. The TCAP also includes the Ski Run Corridor, starting at the Ski Run Marina and continuing just past Pioneer Trail.

On April 25, 2018, Urbana Tahoe LLC (Beach Retreat) and Lakeview Lodging LLC submitted an application to the City of South Lake Tahoe to amend the boundary of the Tourist Core Area Plan/Specific Plan and the Bijou/AI Tahoe Community Plan. Linchris Corporation purchased Beach Retreat in 2019 and has authorized continued support for this amendment.

Proposed Amendments

The proposed amendment would extend the western boundary of the Tourist Core Area Plan to incorporate 18.0 acres currently located in the Bijou/AI Tahoe Community Plan. This area is an existing town center. The area would be called Special Area # 1 of the Tourist Center Gateway (TSC-G) Zoning District (See Exhibit 1, Amendment Area Map). The purpose of the proposed amendment is to allow an increase in density and height to incentivize redevelopment that creates environmental and scenic benefits.

The majority of the properties were developed in the 1960s and 1970s and do not meet current City and TRPA development and design standards. The amendment area is

densely developed with a mix of primarily tourist accommodation and retail uses. Specifically, the area includes tourist accommodations (Beach Retreat, Lakeshore Lodge, and Howard Johnson), commercial (e.g., John’s Cleaners, CVS, tattoo & art gallery, restaurants, retail), residential, and recreation (outdoor recreation concessions). This mix of land uses is consistent with existing uses within the Tourist Center Gateway (TSC-G) Zoning District, which includes restaurants and retail shops at Ski Run Marina, the newly redeveloped Bijou Marketplace, Lakeland Village condominium complex, and motels along US Highway 50. Existing structures within the amendment area range in height from one to three stories. All of these properties are located north of US 50.

The purpose of the proposed amendments is to include comparable, tourist-oriented uses within the boundaries of the TCAP and encourage environmentally-beneficial redevelopment within a Town Center boundary by providing increased height allowances and land use density available to parcels located in the Tourist Center Gateway (TSC-G) Zoning District of the TCAP. The amendment is in keeping with the vision for the TSC-G district to “create an attractive mixed-use commercial and tourist accommodation corridor that provides a welcoming gateway to the South Shore area.”

The proposed amendments consist of the following:

1. Amend the TCAP and Bijou/Al Tahoe Community Plan boundaries to include 49 parcels into the TCAP Tourist Center Gateway (TSC-G) Zoning District. By amending this area, the proposed project would allow the following changes to those parcels:
 - Increase density allowances for multi-family residential from 15 units an acre to 25 units and acre;
 - Increase density allowances for tourist units from 40 units an acre if over 10 percent of the units have kitchens or 15 units per acre if more than 10 percent are without kitchens to 40 units per acre; and
 - Increase density allowances for timeshares from 15 units/acre to 40 units per acre¹
 - Allow single family condominiums at one unit per parcel²;
2. Amend permissible land uses in the TCAP Gateway District to ensure all existing land uses in the amendment area would continue to be allowed or allowed by special use. This amendment would carry over permissible uses from the Bijou/Al Tahoe Community Plan into the TCAP Gateway District. Only one land use, Collection Stations, currently permissible in the community plan would not continue to be permitted.
3. Amend height allowances within the TCAP Tourist Center Gateway (TSC-G) Zoning District to align with TRPA Code of Ordinances for maximum height within Town Centers. This amendment would include increasing the maximum height for all uses other than single family within the district from 42 feet to 56 feet (or three to four stories).³

¹ The TCAP and community plan both allow hotel and motel units at a density of 40 units per acre.

² Residential condominiums, located at the Lakeshore Lodge, currently exist within the community plan and amendment area boundaries as a non-conforming use at a density of 18 units per acre or one unit per parcel.

³ Pursuant to TRPA Code of Ordinances Sections 13.5.3 and 37.7.16, height up to 56 feet in Town Centers and 95 feet in the Regional Center is permitted with the adoption of a conforming Area Plan. To ensure compatibility with adjacent uses, viewshed protection, and mitigation for potentially significant scenic impacts resulting from three- or four-story buildings in the Town Centers and from three- to six-story buildings in the Regional Center, a project shall meet findings 1, 3, 5, and 9 of Section 37.7. The existing development and

4. Include general administrative revisions, such as:
 - Adopted development rights language and policies to align with TRPA Code of Ordinances;
 - Adopted green building policy to align with City standards;
 - Mapping corrections;
 - Community Noise Equivalent Level (CNEL) standards to be consistent with TRPA threshold standards;
 - Carry over of shorezone permissible uses previously within the Stateline/Ski Run community plan; and
 - Updates to existing conditions.

The amendments would include revisions and additions to the TCAP and Bijou/Al Tahoe Community Plan documents, maps, and development and design standards. No revisions or additions are proposed for the the TRPA Code of Ordinances or town center boundaries.

Issues and Discussion

Land Uses in the Tourist Core Area Plan

TCAP Table 1 of Appendix C of the plan, Permitted Uses, would be modified to include a new TSC-G Special Area # 1. This new special area would include most of the land uses currently allowed in District 1 of the Bijou/Al Tahoe Community Plan. The only uses in District 1 of the Bijou/Al Tahoe Community Plan that would not be carried over into the proposed Special Area # 1 would be Collection Stations and Local Post Offices.

Table 1 would also be modified to incorporate the shorezone uses previously included in the Stateline/Ski Run Community Plan.

Table 2, Definitions, would be modified to add Animal Husbandry Services, which is a use currently permitted in District 1 of the Bijou/Al Tahoe Community Plan. Shorezone uses would also be added to Table 2. Instead of expanding Table 2 to include all of the shorezone use definitions, Table 2 includes a reference to TRPA Code Chapter 90.

Density in the Tourist Core Area Plan

TCAP Table 4 of Appendix C of the plan would be modified to include a new mixed-use density category as well as a new standard to regulate the maximum densities in TSC-G Special Area # 1, as further described below.

Multi-Family Development: The proposed density for multi-family development in TSC-G Special Area # 1 would be 25 dwelling units per acre as opposed to the current density of 15 dwelling units per acre in District 1 of the Bijou/Al Tahoe Community Plan.

Tourist Uses: Similar to the existing TSC-G Zoning District, the proposed density for tourist accommodation uses in Special Area # 1 would be 40 units per acre for all types of tourist accommodation uses.

Mixed-Use Density: Table 4 would include a new mixed-use density category for each zoning district since Table 4 only lists the maximum density for single land use categories.

design standards for the Tourist Center Gateway (TSC-G) Zoning District are more restrictive than the TRPA Regional Plan and Code of Ordinances by allowing a maximum height of 42 feet. Districts within the TCAP adjacent to the TSC-G Zoning District allow a maximum height of 56 to 75 feet.

All the existing zoning districts in the Tourist Core Area Plan (except Open Space and Recreation) are permitted a maximum mixed-use density of 65 units per acre, including 40 tourist accommodation units and 25 residential units. However, the maximum mixed-use density for development in the proposed TSC-G Special Area # 1 would be limited to 40 units per acre.

Height in the Tourist Core Area Plan

TCAP Table 7 of Appendix C would be modified to include a footnote to indicate that the proposed height in TSC-G Special Area # 1 would be 42 feet (three stories) for single-family dwellings and 56 feet (four stories) for uses other than single-family dwellings.

The existing TSC-G Zoning District has a height limit of 42 feet, or three stories. Standard D, which relates to viewshed protection, would apply and require compliance with TRPA height findings.

Land Use and Community Design Goals in the Tourist Core Area Plan

The proposed amendment includes revisions to Section 5 of the TCAP. Policy LU-6.1, which addresses revitalization and consolidation of development, would be revised to reflect the TRPA development rights initiative for the conversion of different development rights.

Recreation Implementation Strategy of the Tourist Core Area Plan

The proposed amendment includes a new implementation strategy for Section 8, Recreation. The new strategy recognizes current efforts by the California Tahoe Conservancy to create a second access to Connelly Beach west of the Beach Retreat property.

Revised Maps and Technical Corrections in the Tourist Core Area Plan and Bijou/Al Tahoe Community Plan

The amendment includes revising maps in the Tourist Core Area Plan and the Bijou/Al Tahoe Community Plan to reflect the proposed boundary change.

In addition, the amendment includes technical corrections to the Tourist Core Area Plan and the Bijou/Al Tahoe Community Plan. Many of these technical corrections reflect TRPA Code Amendments adopted after 2013.

Public Input Process

On July 9, 2018, the City and TRPA held a public workshop at the Beach Retreat on the proposed amendment. The City of South Lake Tahoe provided notice of the project and environmental scoping to interested parties and property owners within and immediately surrounding the amendment area prior to the workshop. The meeting was attended by a few of the hotel and condominium property owners in the area, as well as the League to Save Lake Tahoe.

Property owners within and adjacent to the proposed amendment area were noticed on June 5. All properties within and adjacent to the boundary of the existing Tourist Core Area Plan as well as the proposed amendment area were mailed notices on July 3.

Several owners of residential property within the proposed amendment area have submitted comments in support of the proposed amendment. At its June 18 regular meeting, the Planning Commission received comments from the Tahoe Wellness Center requesting additional land uses within the Tourist Center Gateway Zoning District. Public

comments were also submitted for the July 16 public hearing. Staff has provided all comments on the proposed Tourist Core Area Plan received since 2018 as part of this staff report (See Attachment 3, Public Comments).

Contact Information

For questions regarding this agenda item, please contact John Hitchcock, Planning Manager, at 530-542-7472 or jhitchcock@cityofslt.us or Candace Stowell, Associate Planner, at 530-542-7405 or cstowell@cityofslt.us.

Exhibit 1: Amendment Area Map

Exhibit 1 to Attachment A

Amendment Area Map

Attachment B

Proposed Amendments to the Tourist Core Area Plan
and Bijou-Al Tahoe Community Plan

PROPOSED AMENDMENTS TO THE TOURIST CORE AREA PLAN/SPECIFIC PLAN and BIJOU/AL TAHOE COMMUNITY PLAN, FILE # 18-068

Deleted Language is Struck Through and Proposed Language is Underlined

TOURIST CORE AREA PLAN AMENDMENTS

Table of Amendments

| | |
|--|--|
| Ordinance 1060, October 14, 2013 | City Council Adoption |
| Ordinance 2013-08, November 20, 2013 | TRPA Governing Board Adoption |
| Ordinance 2014-2, January 14, 2014 | City Council Amendments to Sections 1, 7, 10, Appendix C, and Figure 5-1, Zoning Map |
| <u>Resolution 2020-024, March 10, 2020</u> | <u>City Council Adoption of Tourist Core Area Plan/Specific Plan and Plan Area Statements 085 and 092 Boundary Amendment</u> |
| Ordinance 2020-03 | <u>TRPA Governing Board Adoption, April 22, 2020</u> |
| <u>Ordinance XX</u> | <u>City Council Adoption of Tourist Core Area Plan/Specific Plan & Bijou/Al Tahoe Community Plan Boundary Amendment</u> |
| <u>Ordinance XX</u> | <u>TRPA Governing Board Adoption</u> |

Section 1 Introduction

1.2 Organization of Area Plan

Policies and regulations in the TRPA Code of Ordinances apply to all development within the Tahoe Region. In some cases, the regulations, such as parking, design, and lighting standards adopted in the Area Plan will supersede the regulations in the TRPA Code of Ordinances. If compliant with this Area Plan, proposed projects will be reviewed and approved by the City of South Lake Tahoe pursuant to the provisions of the Memorandum of Understanding (MOU) with TRPA, as adopted by TRPA on December 18, 2014. However, projects determined to be of regional concern will require TRPA review and approval. Projects meeting any of the following criteria will require approval by the TRPA Governing Board or Hearings Officer:

- ~~Located within the High Density Tourist District~~
- Located within the Shorezone of Lake Tahoe

- Located within a Resort Recreation District
- Located within a Conservation District
- Any new building floor area meeting the criteria in the following table:

| THRESHOLDS FOR GOVERNING BOARD REVIEW OF PROJECTS IN AREA PLANS | | | |
|--|--|---|--|
| | Regional Center | Town Center | <u>Outside Not in Center</u> |
| Residential | ≥ 200,000 <u>100,000</u> sq. ft. | ≥ 100,000 <u>50,000</u> sq. ft. | ≥ 50,000 <u>25,000</u> sq. ft. |
| | >100,000 | > 50,000 | > 25,000 |
| Non-residential | <u>80,000</u> sq. ft. | <u>40,000</u> sq. ft. | <u>12,500</u> sq. ft. |

1.3 Plan Adoption

~~The South Lake Tahoe City Council and the TRPA Board will hold public hearings and take action on The Tourist Core Area Plan. Once found in conformance with the City's General Plan and TRPA's 2012 Regional Plan and adopted by both, this Area Plan will serve as the governing plan for the Tourist Core Area Plan for both the City of South Lake Tahoe and TRPA. This Aea Plan will supersede the Stateline/Ski Run Community Plan for the purposes of land use regulation for both the agencies and will provide management direction for all projects proposed within the Plan's boundaries.~~

The Tourist Core Area Plan was adopted by the South Lake Tahoe City Council on October 14, 2013 and by the TRPA Governing Board on November 11, 2013. The Area Plan was amended on January 14, 2014 to incorporate amendments requested by the TRPA Governing Board.

This Tourist Core Area Plan supersedes the Stateline/Ski Run Community Plan for the purposes of land use regulation for both the agencies and will provide management direction for all projects proposed within the Plan's boundaries.

Section 2. Legal Authority and Regulatory Setting

The purpose of the Tourist Core Area Plan is to define land use guidelines for planning decisions. The Tourist Core Area Plan presents principles, goals, policies and implementation strategies designed to encourage redevelopment, create a vibrant walkable pedestrian oriented community and provide for environmental improvements. The Area Plan is used by the ~~Community~~ Development Services staff, the City Planning Commission, and the City Council to review specific development proposals in the Tourist

Core. The Plan also provides direction to property owners, community groups, and interested individuals in formulating and review of development and redevelopment projects.

The Tourist Core Area Plan ~~once adopted~~ ~~is~~ ~~will become~~ a part of TRPA's 2012 Regional Plan and the City of South Lake Tahoe General Plan. It ~~will replaced~~ the Stateline/Ski Run Community Plan ~~which has been adopted by the City of South Lake Tahoe and TRPA and currently provides guidance for land use decisions in this area.~~

Section 2.1 Tahoe Regional Planning Agency

Town Center Overlay Districts: ~~As a~~ Areas that contain most of the region's non-residential services, Town Centers are

Regional Center Overlay Districts: Areas that includes a variety of land uses in the core of South Lake Tahoe, including the gondola and base lodge facilities for Heavenly Mountain Resort. Development patterns in the Regional Center have been, and should continue to be, more intensive than Town Centers and less intensive than the High Density Tourist District Overlay District (located in Stateline, NV). The Regional Center is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities in the region. This district functions as a pedestrian- and transit oriented, mixed-use regional tourist and recreation activity center that encourages mix of uses that promotes convenience, economic vitality and improved access to a greater range of facilities and services for tourist and permanent residents.

Transfer of Development Rights Receiving Areas: Indicates areas that are eligible to receive the transfer of existing residential, tourist and commercial uses and ~~residential development rights~~ potential residential units of use pursuant to Chapter 51 of the TRPA Code of Ordinances. Receiving Areas designated for Existing Development are eligible to receive the transfer of existing uses that are permissible uses in the Tourist Core. Receiving Areas designated for Multi-Residential Units are eligible to receive the transfer of ~~residential development rights~~ potential residential units of use and parcels within this designation area are eligible to receive one or more development rights.

Scenic Restoration Area: Indicates one or more highway units or shoreline units in the Tourist Core that are not in compliance with the Scenic Threshold rating and that this area is therefore subject to the scenic quality provisions of Chapter 66: Scenic Quality of the TRPA Code of Ordinances.

Preferred Affordable Housing Areas: Areas with the preferred affordable housing designation are eligible for subdivision of post-1997 residential projects pursuant to TRPA Code of Ordinances subparagraph 39.2.5.F

AREA PLANS

The 2012 TRPA Regional Plan and TRPA Code of Ordinances, Chapter 13, *Area Plans*, include new provisions that allow for local, state, and federal agencies, in coordination with TRPA staff, to prepare coordinated Area Plans for the implementation of land use goals, policies, and ordinances. The Area Plans, which must include implementing ordinances and zoning designations, are required to be consistent with the 2012 Regional Plan. Once an Area Plan has been found in conformance with 2012 Regional Plan, local, state, or federal agencies may assume development review authority by Memorandum of Understanding (MOU) with TRPA. ~~For the City of South Lake Tahoe's planning purposes, the objective is to replace the existing Stateline/Ski Run Community Plan with this Area Plan and assume development review authority by entering into a MOU with TRPA.~~

Chapter 13 of the TRPA Code of Ordinances defines the required content of Area Plans and establishes that Area Plans may be approved by TRPA if they contain policies and development standards that are consistent with and further the goals and policies of the 2012 Regional Plan. With an adopted conforming Area Plan, local governments can opt to take over limited permitting authority from TRPA. Upon adoption, the provisions of the Area Plan supersede the underlying Plan Area Statements or Community Plans. Chapter 13 requires that the Area Plan incorporate minimum development and community design standards consistent with Chapter 13. For TRPA to make a general finding of conformance, the Area Plan shall at a minimum address and incorporate the following:

- Identify all zoning designations;
- Be consistent with the Regional Plan growth management system;
- Demonstrate consistency with the Regional Plan Conceptual Land Use Map;
- Recognize and support planned, new or enhanced Environmental Improvement Projects;
- Promote environmentally beneficial redevelopment and revitalization within centers;
- Preserve the character of established residential areas outside a center;
- Protect and direct development away from Stream Environment Zones;
- Identify facilities and implementation measures to enhance pedestrian, bicycling and transit opportunities; and
- Where applicable, TRPA will use the local governments load reduction plans for registered catchments as the default water quality standards.

In addition, for Area Plans that include designated Town Centers or a Regional Center, the following provisions must be covered in the Area Plan:

- Include building and site design standards that reflect the unique character of each area;
- Include pPolicies and strategies to promote walking, bicycling, transit use and shared parking;
- Address the form of development that promotes pedestrian activity and transit use.
- Ensure adequate capacity for redevelopment;
- Identify an integrated community strategy for coverage reduction and enhanced storm water management; and
- Provide for threshold gain.

2.2. State of California

In addition to the TRPA requirements, the Tourist Core Area Plan is designed to meet the California requirements related to specific plans.

California State law requires every city and county in California to prepare a comprehensive, long-term general plan for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning. The general plan acts as a constitution for future development, and expresses the community's development goals and policies relative to the distribution of future land uses, both public and private. Government Code Section 65302 requires that the general plan address at a minimum the following seven topics or elements to the extent they are relevant to the community:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety

Through State law and code, the general plan must be implemented consistently through zoning, subdivision approvals, specific plans, public works projects, redevelopment plans, and many other implementation programs.

Under California State law, cities and counties may adopt specific plans for the “systematic implementation of the general plan” (Government Code Section 65450 et. Seq.). The law requires the following:

- A specific plan shall include a text and a diagram or diagrams which specify all the following in detail:
 - The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
 - The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste, disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
 - Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
 - A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the above bullets.
- The specific plan shall include a statement of the relationship of the specific plan to the general plan.

California Government Code Section 65452 provides that the specific plan may address any other subjects which in the judgment of the planning agency are necessary or desirable for the implementation of the general plan.

The Tourist Core Area Plan ~~was prepared to be~~ ~~ill be developed~~ consistent with the requirements of a specific plan under California State law and ~~will implements the~~ development goals and policies by establishing zoning districts, standards, and criteria for development and sets the distribution, location and extent of planned land uses consistent with the adopted City General Plan.

2.3 City of South Lake Tahoe

In 1999, the City of South Lake Tahoe adopted a General Plan under the requirements of California Planning Law. In conjunction with that adoption, the City adopted TRPA's system of Plan Area Statements and Community Plans in lieu of its previous traditional zoning system. The action eliminated inconsistencies between the City's and TRPA's land use plans. Subsequently, the City adopted three of four anticipated community plans including the Stateline/Ski Run Community Plan in March 1994. ~~The Community Plan provides land use and development guidance to the Stateline/Ski Run Area.~~

In 2011, the City of South Lake Tahoe updated its General Plan and amended its Land Use Element to include a policy that directs the City to periodically update and implement the three adopted Community Plans within the City's jurisdiction as a way to focus development commodities and revitalization efforts (see Policy LU-2.2, City of South Lake Tahoe General Plan, May 17, 2011).

The ~~development and~~ adoption of the Tourist Core Area Plan in 2013 meets the directive of LU-2.2 of the City's General Plan and the requirements of TRPA's Regional Plan. The Tourist Core Area Plan ~~when adopted would~~ replaced the Stateline/Ski Run Community Plan and provides future land use and development guidance.

Section 5 Land Use and Community Design

Goal LU-6 Transfer of Development

Policy LU-6.1

Encourage and allow for the revitalization and consolidation of development within centers by encouraging ~~allowing for the transfer and conversion~~ of residential units of use, and tourist accommodatios units, and commercial floor area ~~that have been converted to commercial floor area pursuant to TRPA Code Section 50.10 Chapter 51.~~

Section 8 Recreation

8.2 Implementation Strategies

This subsection outlines recreation improvements that implement the vision, guiding principles and the goals and policies of the Tourist Core Area Plan listed above.

- Expand the City’s Way-Finding program in the Tourist Center District to direct pedestrian and bicycle traffic to recreation opportunities including but not limited to: Van Sickle Bi-State Park, Lakeside Marina, Edgewood Golf Course, Heavenly Gondola and the Nevada Beach Trail.
- Prioritize the existing tourist accommodation uses east of the wildwood basins for SEZ restoration. Encourage property owners to use TRPA transfer incentives to relocate the tourist units to higher capability lands in the Tourist Core.
- Establish a dialogue with the CTC and the USFS to consider allowing access to open space parcels for passive recreation uses that conform to resource restrictions within the Tourist Core and its surroundings.
- Modify policies on CFA and coverage allocations from the City’s bank to incentivize businesses and facilities that promote the South Shore as an eco-tourism recreation destination.
- Support the California Tahoe Conservancy in its efforts to implement the Connelly Beach Public Access Project located west of the Beach Retreat parcel to provide a second access to Connelly Beach in addition to Timber Cove.

Appendix C

Table 1 Permitted Uses by Land Use Zoning District

| Table 1: PERMITTED USES BY LAND-USE ZONING DISTRICT | | | | | | | | |
|---|-------|--------|---------|---------|-------|----------------------|-----|----|
| Permitted Uses Key: | TSC-C | TSC-MU | TSC-MUC | TSC-NMX | TSC-G | TSC-G Special Area 1 | REC | OS |
| “A” – Allowed Use | | | | | | | | |
| “S” – Special Use | | | | | | | | |
| “T” – Temporary Use | | | | | | | | |
| “TRPA” – TRPA Review Required | | | | | | | | |
| “-” – Use Not Permitted | | | | | | | | |
| RESIDENTIAL | | | | | | | | |
| Domestic Animal Raising | - | - | - | - | - | - | S | - |
| Employee Housing | S | S | A | S | S | S | A | |
| Multiple Family Dwelling | A | A | A | A | A | A | - | - |
| Multi-Person Dwelling | S | S | S | S | S | S | - | - |
| Single Family Dwelling (includes condominiums) | A8 | A | A | A | A | A | S1 | - |

| Table 1: PERMITTED USES BY LAND-USE ZONING DISTRICT | | | | | | | | |
|---|-------|--------|---------|---------|-------|----------------------|-----|----|
| Permitted Uses Key: | | | | | | | | |
| | TSC-C | TSC-MU | TSC-MUC | TSC-NMX | TSC-G | TSC-G Special Area 1 | REC | OS |
| “A” – Allowed Use | | | | | | | | |
| “S” – Special Use | | | | | | | | |
| “T” – Temporary Use | | | | | | | | |
| “TRPA” – TRPA Review Required | | | | | | | | |
| “-“ – Use Not Permitted | | | | | | | | |
| TOURIST ACCOMMODATION | | | | | | | | |
| Bed & Breakfast Facilities | - | A | A9 | S | A | <u>A</u> | - | - |
| Hotel, Motel, Other Transient Dwelling Units | A | A | A9 | S | A | <u>A</u> | - | - |
| Time Sharing | A | A | A9 | S | S | <u>A</u> | - | - |
| RETAIL COMMERCIAL | | | | | | | | |
| General Retail and Personal Services | A | A | A9 | S | A | <u>A</u> | - | - |
| Building Material & Hardware | S6 | - | - | - | | <u>S</u> | - | - |
| Nursery | - | - | A9 | - | | <u>S</u> | - | - |
| Outdoor Retail Sales | A | - | S9 | - | | <u>S</u> | - | - |
| Eating & Drinking Places | A | S | A9 | S | A | <u>A</u> | - | - |
| Service Stations ¹¹ | S | S | - | - | S | <u>S</u> | - | - |
| ENTERTAINMENT COMMERCIAL | | | | | | | | |
| Amusement & Recreation | S | S | - | - | - | <u>A</u> | - | - |
| Privately Owned Assembly and Entertainment | S | S | - | - | - | <u>S</u> | S | - |
| Outdoor Amusements | - | S | S9 | - | S | <u>S</u> | S | - |
| SERVICE COMMERCIAL | | | | | | | | |

| Table 1: PERMITTED USES BY LAND-USE ZONING DISTRICT | | | | | | | | |
|---|----------------------------------|--------|---------|---------|-------|----------------------|----------|----|
| Permitted Uses Key: "A" – Allowed Use "S" – Special Use "T" – Temporary Use "TRPA" – TRPA Review Required "- " – Use Not Permitted | TSC-C | TSC-MU | TSC-MUC | TSC-NMX | TSC-G | TSC-G Special Area 1 | REC | OS |
| | <u>Animal Husbandry Services</u> | - | | | | | <u>A</u> | - |
| Business Support Services | A7 | S | S9 | - | S | <u>A</u> | - | - |
| Health Care Services | A2,5 | | A9 | - | A | <u>A</u> | - | - |
| Professional Offices | A3,4 | A | A9 | A | A | <u>A</u> | - | - |
| Schools – Business & Vocational | S | - | S9 | - | A | <u>A</u> | - | - |
| LIGHT INDUSTRIAL COMMERCIAL | | | | | | | | |
| Small Scale Manufacturing | S | S | S9 | S | - | - | - | - |
| WHOLESALE/STORAGE COMMERCIAL | | | | | | | | |
| Vehicle Storage & Parking ¹¹ | S | S | S9 | S | S | <u>S</u> | - | - |
| GENERAL PUBLIC SERVICE | | | | | | | | |
| Religious Assembly | - | S | S9 | - | S | <u>A</u> | - | - |
| Cultural Facilities | S | S | S9 | - | S | <u>A</u> | - | - |
| Daycare Centers/Preschool | A | A | A10 | A | A | <u>A</u> | - | - |
| Government Offices | - | - | A9 | - | | <u>S</u> | - | - |
| Local Assembly & Entertainment | S | S | - | - | | <u>S</u> | - | - |
| Local Public Health and Safety Facilities ¹¹ | A | A | A | A | A | <u>A</u> | A | A |

| Table 1: PERMITTED USES BY LAND-USE ZONING DISTRICT | | | | | | | | |
|---|---------------------------------------|--------|---------|---------|--------|----------------------|-----|----|
| Permitted Uses Key: "A" – Allowed Use "S" – Special Use "T" – Temporary Use "TRPA" – TRPA Review Required "- " – Use Not Permitted | TSC-C | TSC-MU | TSC-MUC | TSC-NMX | TSC-G | TSC-G Special Area 1 | REC | OS |
| | Public Owned Assembly & Entertainment | S | S | - | - | - | - | S |
| Public Utility Centers ¹¹ | - | S | - | - | - | - | - | - |
| Social Service Organizations | - | - | A9 | - | A | A | - | - |
| LINEAR PUBLIC FACILITIES | | | | | | | | |
| Pipelines & Power Transmission | S | S | S | S | S | S | S | S |
| Transit Stations & Terminals | S | S | S | S | S | S | S | S |
| Transportation Routes | S | S | S | S | S | S | S | S |
| Transmission & Receiving Facilities | S | S | S | S | S | S | S | S |
| RECREATION | | | | | | | | |
| Beach Recreation | - | - | - | - | TRPA-A | | - | - |
| Boat Launching Facilities | - | - | - | - | TRPA-S | | - | - |
| Cross Country Ski Courses | - | - | - | - | - | | S | - |
| Day Use Areas | A | A | A | A | A | A | A | A |
| Group Facilities | - | - | - | - | - | | S | - |
| Marinas | - | - | - | - | TRPA-S | | - | - |

| Table 1: PERMITTED USES BY LAND-USE ZONING DISTRICT | | | | | | | | |
|---|--------------------------------|--------|---------|---------|-------|----------------------|-----|----|
| Permitted Uses Key: "A" – Allowed Use "S" – Special Use "T" – Temporary Use "TRPA" – TRPA Review Required "- " – Use Not Permitted | TSC-C | TSC-MU | TSC-MUC | TSC-NMX | TSC-G | TSC-G Special Area 1 | REC | OS |
| | Outdoor Recreation Concessions | - | - | - | - | S | S | - |
| Participant Sport Facilities[2] | S | - | - | - | - | | - | - |
| Riding and Hiking Trails | - | - | - | - | - | | S | - |
| Rural Sports | - | - | - | - | - | | S | - |
| Snowmobile Courses | - | - | - | - | - | | S | - |
| Visitor Information Centers | S | S | - | - | S | A | - | - |
| RESOURCE MANAGEMENT | | | | | | | | |
| Forest and Timber Resource Management | A | A | A | A | A | A | A | A |
| Vegetation Resource Management | A | A | A | A | A | A | A | A |
| Water Quality Improvements and Watershed Management | A | A | A | A | A | A | A | A |
| Wildlife and Fisheries Resource Management | A | A | A | A | A | A | A | A |
| Range Management | - | - | - | - | - | - | A | - |
| OPEN SPACE | | | | | | | | |
| Allowed in all areas of the Region | A | A | A | A | A | A | A | A |
| <u>SHOREZONE</u> | | | | | | | | |
| <u>(Tolerance Districts 1 and 4)</u> | | | | | | | | |

| Table 1: PERMITTED USES BY LAND-USE ZONING DISTRICT | | | | | | | | |
|---|--|--------|---------|---------|------------|----------------------|------------|----|
| Permitted Uses Key: "A" – Allowed Use "S" – Special Use "T" – Temporary Use "TRPA" – TRPA Review Required "- " – Use Not Permitted | TSC-C | TSC-MU | TSC-MUC | TSC-NMX | TSC-G | TSC-G Special Area 1 | REC | OS |
| | <u>Water Oriented Outdoor Recreation Concessions</u> | | | | | TRPA- A | TRPA- A | |
| <u>Beach Recreation</u> | | | | | TRPA- A | TRPA- A | | |
| <u>Water Borne Transit</u> | | | | | TRPA- S | TRPA- S | | |
| <u>Boat Launching Facilities</u> | | | | | TRPA- S | TRPA- S | | |
| <u>Tour Boat Operations</u> | | | | | TRPA- S | TRPA- S | | |
| <u>Safety and Navigation Devices</u> (Shorezone District 4) | | | | | TRPA- A | TRPA- A | | |
| <u>Marinas</u> | | | | | TRPA- S | TRPA- S | | |
| <u>Buoys</u> | | | | | TRPA- A | TRPA- A | | |
| <u>Piers</u> | | | | | TRPA- S | TRPA- S | | |
| <u>Fences</u> | | | | | TRPA- S | TRPA- S | | |
| <u>Boat Ramps</u> | | | | | TRPA- S | TRPA- S | | |

| Table 1: PERMITTED USES BY LAND-USE ZONING DISTRICT | | | | | | | | | |
|---|-------------------------------------|--------|---------|---------|-------|----------------------|------------|----|--|
| Permitted Uses Key: "A" – Allowed Use "S" – Special Use "T" – Temporary Use "TRPA" – TRPA Review Required "- " – Use Not Permitted | TSC-C | TSC-MU | TSC-MUC | TSC-NMX | TSC-G | TSC-G Special Area 1 | REC | OS | |
| | <u>Floating Docks and Platforms</u> | | | | | TRPA- S | TRPA- S | | |
| | <u>Shoreline Protective Devices</u> | | | | | TRPA- S | TRPA- S | | |
| | <u>Water Intake Lines</u> | | | | | TRPA- A | TRPA- A | | |

Note: In the Regional Center all residential projects equal to or exceeding 100,000 square feet of new floor area or non-residential projects equal to or exceeding 80,000 square feet of new floor area require TRPA review and approval. In the Town Center all residential projects equal to or exceeding 50,000 square feet of new floor area or non-residential projects equal to or exceeding 40,000 square feet of new floor area require TRPA review and approval.

1. Caretaker Residence Only
2. All Health Care Services are allowed except emergency outpatient or urgent care facilities which shall only be considered along Heavenly Village Way, formerly Park Avenue.
3. Allow Realty Offices within the district and limit financial services to ATMs.
4. Allow consideration for placement of Realty Offices within the district, and only when operated in conjunction with approved Park Avenue Redevelopment fractional ownership tourist accommodation projects. Such use shall occupy no more than five percent (5%) of the commercial floor area with any project area within the district.
5. All Health Care Services uses permissible throughout special district; provided that any Health Care Services uses proposed to front on either side of US Highway 50 and/or the intersections of Heavenly Village Way (formerly Park Avenue) and Stateline Avenue are limited to second floor or higher. See TRPA Ordinance 2009-05 Exhibit 2 for specific limitation locations.
6. Outdoor storage and display is prohibited.
7. Shall not front on US Highway 50.
8. Condominiums only.
9. Use not permitted in Special Area #1, which comprises of APNs 028-081-02, 028-081-04 & 028-081-15.
10. Daycare center allowed as an accessory use.
11. Land use category is identified in TRPA Code Section 60.3 as a "possible contaminating activity," triggering special requirements pursuant to TRPA Code Section 60.4 if located within a Source Water Protection Zone.

Table 2: List of Primary Uses and Definitions

| SERVICE COMMERCIAL | |
|----------------------------------|---|
| <u>Animal Husbandry Services</u> | <u>Establishments primarily engaged in performing services for animals, such as veterinary services, animal hospitals, and animal kennels. The use does not include publicly operated animal control and wildlife care (see “Local Public Health and Safety Facilities”).</u> |
| <u>SHOREZONE</u> | <u>Refer to TRPA Code Chapter 90 - Definitions</u> |

Table 3: Community Noise Equivalent Level (CNEL)

| TABLE 3: COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) | | | | | | | | |
|---|------------------------|------------------------|------------------------------------|---|----------------|------------|-----------|--------------|
| DISTRICT | TSC-C | TSC-MU | TSC-MUC | TSC-G | TSC-NMX | REC | OS | US 50 |
| CNEL | <u>65</u> <u>60</u> | <u>65</u> <u>60</u> | <u>65</u> <u>60¹</u> | <u>65</u> <u>60²</u> (55 within the shorezone) | <u>65-60</u> | 55 | 55 | 65 |

1 Maximum CNEL for TSC-MU Special Area # 1, which comprises of APNs 028-081-02, 028-081-04, 028-081-15, is 55.

2. Maximum CNEL for TSC-G Special Area # 1 is identical to the TSC-G Zoning District.

Table 4 Lot and Density Standards

| TABLE 4: LOT AND DENSITY STANDARDS | | | | | | | | | |
|---|--------------|---------------|----------------|--------------|--|----------------|------------|----------|--|
| DISTRICT | TSC-C | TSC-MU | TSC-MUC | TSC-G | | TSC-NMX | REC | # | |
| Maximum Density: Employee Housing Family (dwelling units/ acre) | 15 | 15 | 15 | 15 | | 15 | 15 | | |
| Maximum Density: Multi-Person Dwelling (persons/ acre) | 25 | 25 | 25 | 25 | | 25 | n/a | | |
| Maximum Density: Multi-Family (dwelling units/ acre) | 25 | 25 | 25 | 25 | | 25 | n/a | | |

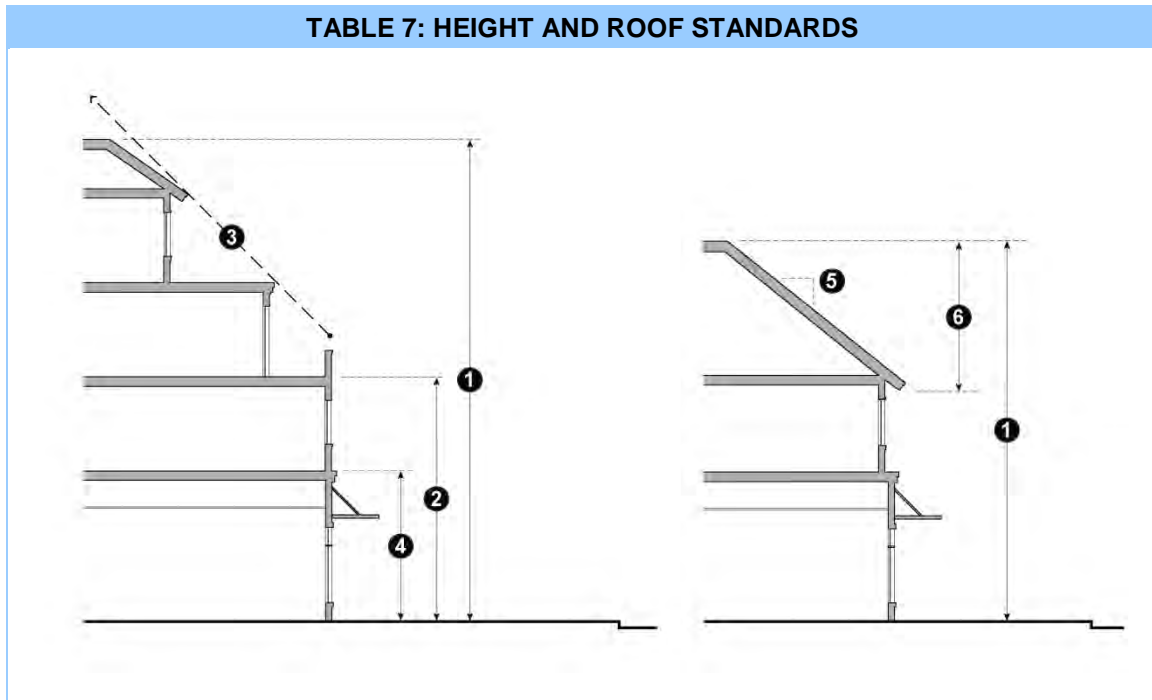
| TABLE 4: LOT AND DENSITY STANDARDS | | | | | | | | | |
|---|---|---------------|---------------|---------------|--|---------------|------------|---|--|
| DISTRICT | TSC-C | TSC-MU | TSC-MUC | TSC-G | | TSC-NMX | REC | # | |
| Maximum Density: Single Family Dwelling | 1 unit per parcel for parcels less than one acre 2 units per parcel for parcels greater than or equal to one acre, provided one unit is an authorized secondary residence | | | | | | | | |
| Maximum Density: Tourist Accommodation (dwelling units/ acre) | 40 | 40 | 40 | 40 | | 40 | n/a | | |
| <u>Maximum Density: Mixed Use</u> | <u>65 (B)</u> | <u>65 (B)</u> | <u>65 (B)</u> | <u>65 (B)</u> | | <u>65 (B)</u> | | | |
| Minimum Lot Size (sq ft) | 10,000 (A) | 10,000 (A) | 10,000 (A) | 10,000 (A) | | 6,000 (A) | 10,000 (A) | | |
| Minimum Lot Width (sq ft) | 80 (A) | 80 (A) | 80 (A) | 80 (A) | | 60 (A) | 80 (A) | | |
| Minimum Lot Depth (sq ft) | 100 (A) | 100 (A) | 100 (A) | 100 (A) | | 100 (A) | 100 (A) | | |
| Maximum Land Coverage-Base + Transferred (% of project area located within land capability districts 4-7) | Within 300 feet of the High Water Mark of Lake Tahoe, maximum coverage shall be 50 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive. Further than 300 feet from the High Water Line of Lake Tahoe, maximum land coverage shall be 70 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive. Also see Section 30.4 of the TRPA Code of Ordinances | | | | | | | | |

- A. **Reduced Minimum Lot Size and Dimensions.** Smaller lots may be approved as part of a condominium , or other airspace subdivision pursuant to City Code ~~Section 32-18~~ 6.55.190.
- B. **Mixed-Use Density.** The maximum density for mixed-use projects includes up to 40 Tourist Units per acre and up to 25 residential units per acre. If a project includes non-conforming tourist or residential density, any new tourist or residential density must take into account the overage in overall density and reduce the allowable density for new construction so that the total density does not exceed 65 units per acre.

In the case of a mixed-use project that includes a commercial use or other use that is not subject to a density calculation, combined with residential and/or tourist uses, the project may include the total allowable commercial square footage, and the maximum allowable tourist and residential units per acre, using the full parcel area as the denominator in the density calculation.

The maximum mixed-use density for TSC-G Special Area 1 is 40 units per acre. Otherwise, the lot and density standards for TSC-G Special Area 1 are identical to those in the TSC-G zoning district.

Appendix C – Development Standards – Table 7 Height and Roof Standards



| DISTRICT | TSC-C | TSC-MU | TSC-MUC | TSC-G ¹ | TSC-NMX | REC | # |
|---|--|--------|---------|--------------------|---------|-------|---|
| Building Height Maximum (feet) | 95 75 at the northeast corner of Ski Run/US Highway 50 | 56 | 56 | 42 | 36 | 36 | ① |
| Building Height Maximum (stories) | 6 (D) | 4 (D) | 4 (D) | 3 (D) | 3 (D) | 3 (D) | ① |
| Minimum Number of Stories at the Street Wall along Hwy 50/Lake Tahoe Blvd | 2 (Stateline Node Only) | n/a | | | | | ② |
| Building Step Backs | | | | | | | |
| Street Facing | Structures shall not interrupt a line of a 1:1 slope extending upward from 30 feet above existing grade of the street facing setback line | | | | n/a | | ③ |
| Adjacent to Residential District | Structures shall not interrupt a line of a 1:1 slope extending upward from 25 feet above existing grade of the setback line adjacent to the residential district (E) | | | | n/a | | ③ |

| | | | | | | |
|--|--|----|----|-----|-----|---|
| Ground Floor Minimum Height, Non-Residential Uses (ft) | 15 | 15 | 15 | n/a | n/a | ④ |
| Roof Slope | 5:12 to 12:12 (F) | | | | | ⑤ |
| Roof Height | For buildings one to three stories, the height of the sloped roof must be a minimum 40% of the height of the building. (F) | | | | | ⑥ |

¹ The maximum height for TSC-G Special Area 1 is 56 feet, or 4 stories, for uses other than single-family dwellings.

Appendix D – City of South Lake Tahoe Green Building Program

Level 2 – “Priority Plan Check, Allocation, and Recognition”

As part of this program, it is important to utilize the nationally recognized green building certification systems so that the City’s green building success is recognized beyond the City limits. Builders and building owners may also find this important in their marketing efforts. An article in the January 2010 issue of Find Homebuilding magazine emphasized this point when stating that, “builders are looking to certification programs not only because they want to build better homes but also because they want to differentiate themselves from those who aren’t building homes of similar quality.” Certification provides proof that the home has been built to a widely recognized standard. The article goes on to state that, “certification becomes a powerful marketing tool for builders as well as homeowners who plan to sell their home one day.”

Therefore, the second level of voluntary measures requires third party green building certification. Residential buildings that obtain LEED, Energy Star or GreenPoint Rated certification would be eligible for the following:

- Projects would receive priority plan check, over all other projects, by all City Departments.
- ~~Residential project would have priority on the residential allocation waiting list. 10% of residential allocations would be offered to Green Building projects before other projects on the waiting list.~~
- Projects would receive recognition at a televised City Council meeting and on the City Website.

~~When applicants are placed on the Residential Allocation waiting list, they would need to submit a signed testimony that they will pursue green building certification. Procedures for the allocation waiting list and distribution would not be changed, however, 10% of residential allocations received from TRPA each year would be offered to those pursuing green building certification before being offered to others on the waiting list. Once eligible to receive an allocation, the applicant will need to submit documentation demonstrating their pursuit of the third-party certification (i.e., proof of application submittal, contract with a LEED professional, GreenPoint Rater, or Home Energy Rater) prior to receiving a building permit. Proof of final certification will be required prior to issuing a certificate of occupancy. If certification is not obtained when occupancy is required, the applicant may post a security equal to \$10,000 in order to receive a certificate of occupancy for the building. The security would be held until green building certification is obtained. If certification is not obtained within 1 year of occupancy, the security would be forfeited and deposited into the City fund to be used for City sustainability efforts. If the project is not requesting residential allocation(s) they can still qualify for the other incentives and would need to provide a signed testimony and documentation demonstrating their intent to obtain green building certification with their building permit application and provide final certification prior to occupancy.~~

REVISED FIGURES

Figure 1-1, Location Map

Figure 2-1, Conceptual Regional Land Use Map

Figure 2-2, General Plan Land Use Diagram

Figure 3-1, Existing Land Uses

Figure 3-2, Mapped Land Capability

Figure 3-3, Existing Land Coverage

Figure 3-4, Land Coverage Reduction

Figure 3-5, Existing Water Quality Improvements

Figure 3-6, Existing Scenic Resources Map

Figure 3-7, Existing Transportation Network

Figure 3-8, Existing Recreation Facilities

Figure 3-9, Existing Public/Quasi-Public Facilities

Figure 5-1, Zoning Map

Figure 6-1, Proposed Transportation Network

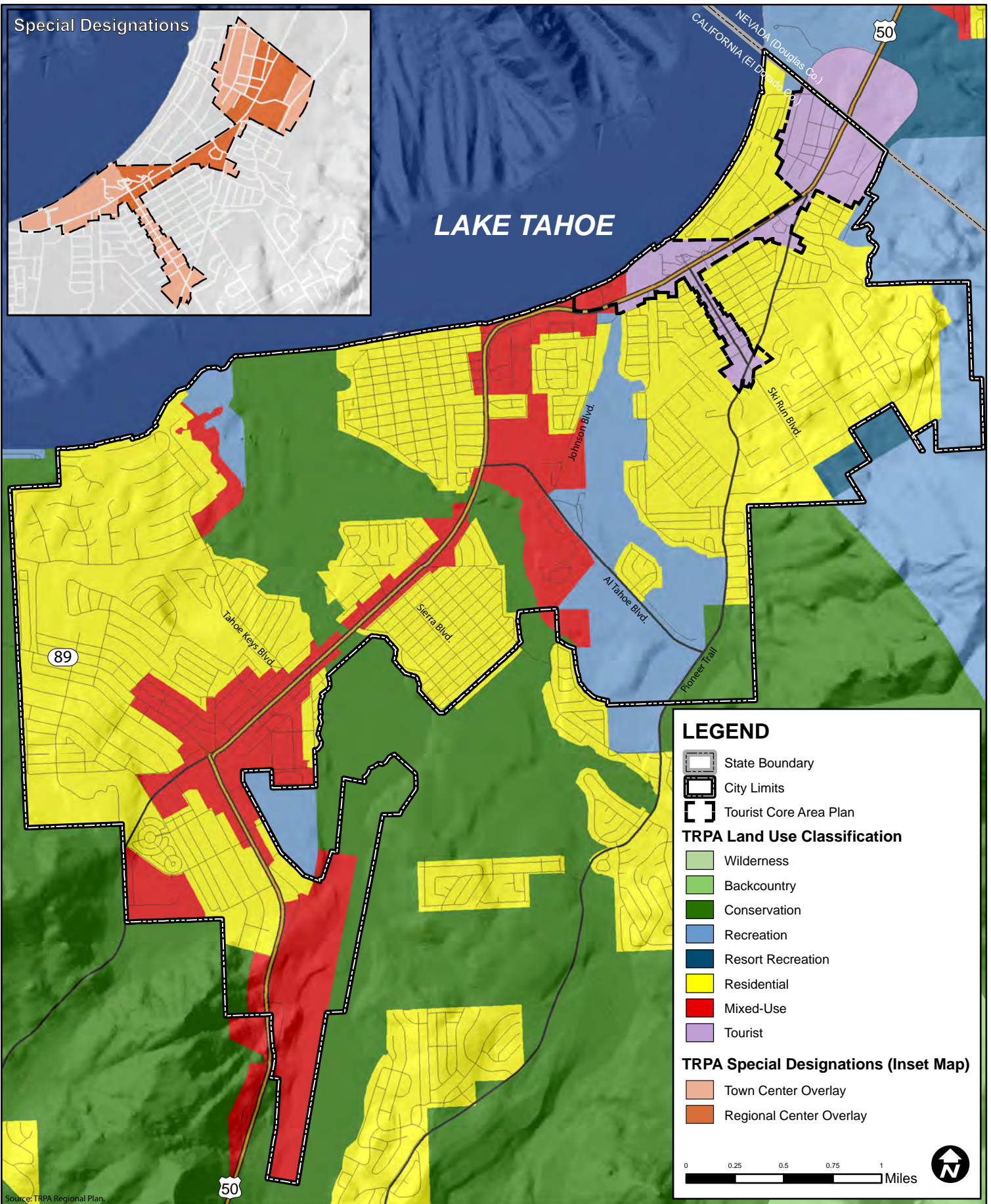
Figure 7-1, Proposed Scenic Resource Map

Figure 7-2, Proposed Water Quality Improvement Projects

Figure 7-3, Proposed Registered Catchments

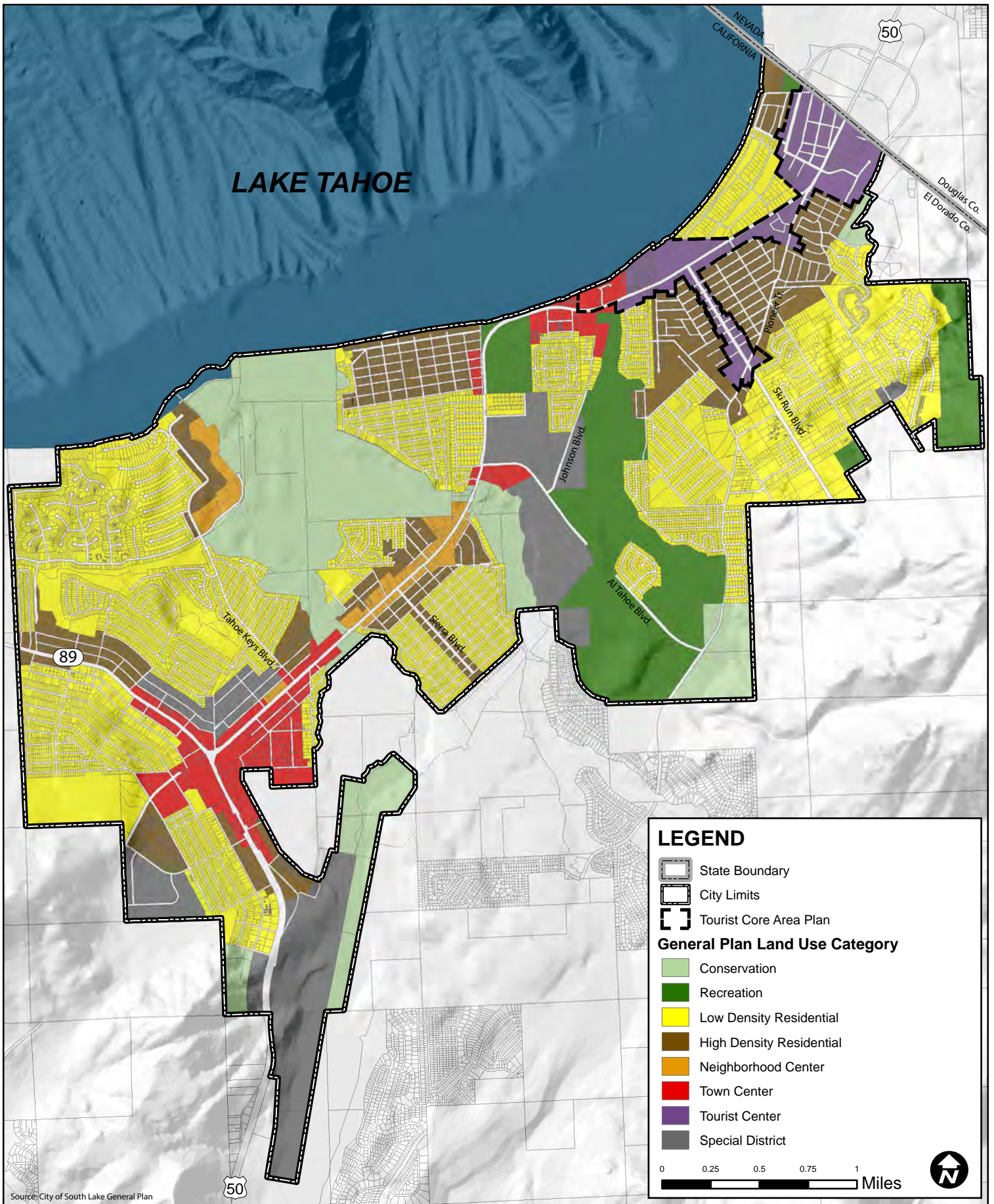
Figure 8-1, Proposed Recreation Facilities





City of South Lake Tahoe, CA
Tourist Core Area Plan

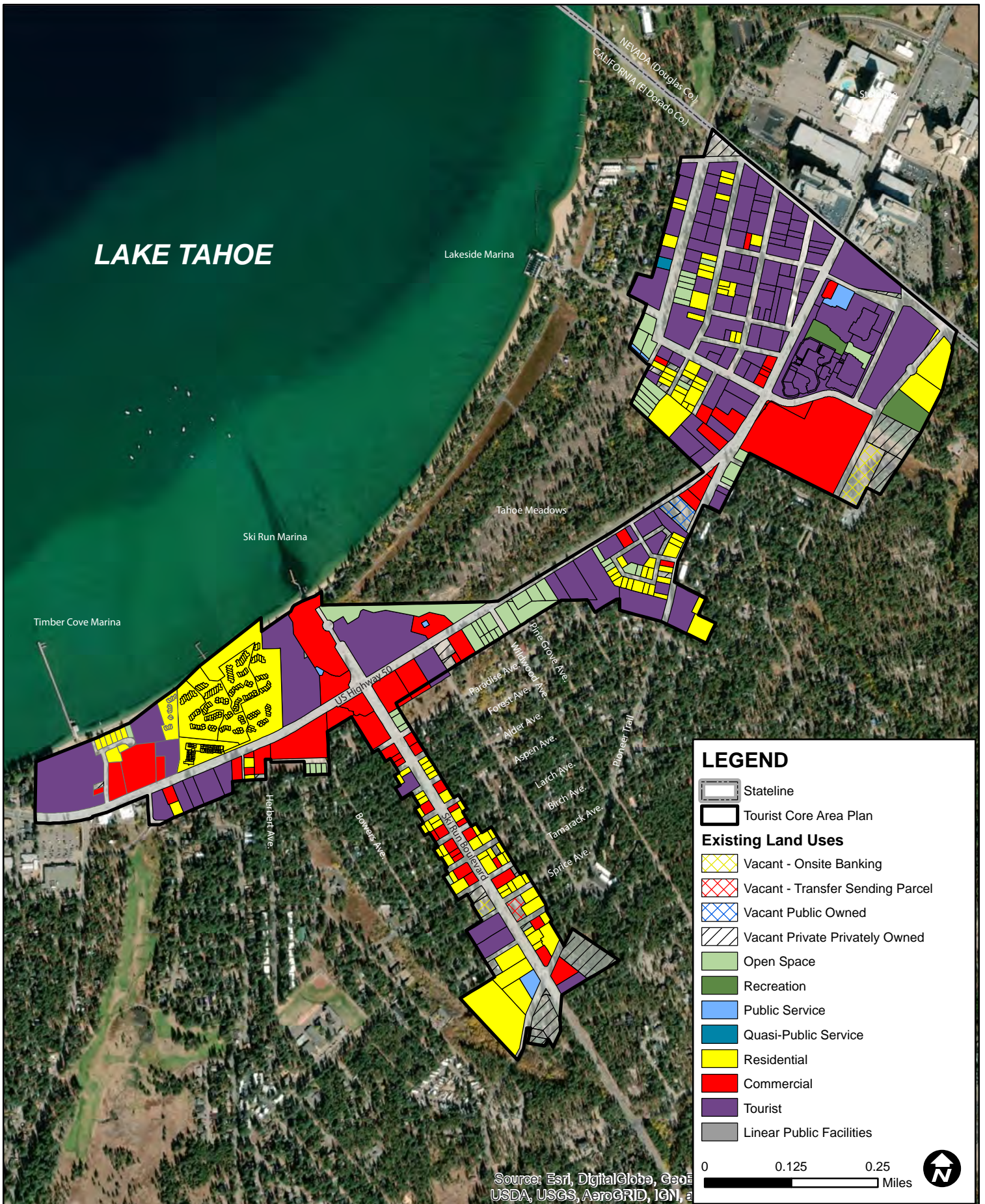
Figure 2-1
Conceptual Regional Land Use Map
 637 REGIONAL PLAN IMPLEMENTATION COMMITTEE June 2020
 AGENDA ITEM NO. 3

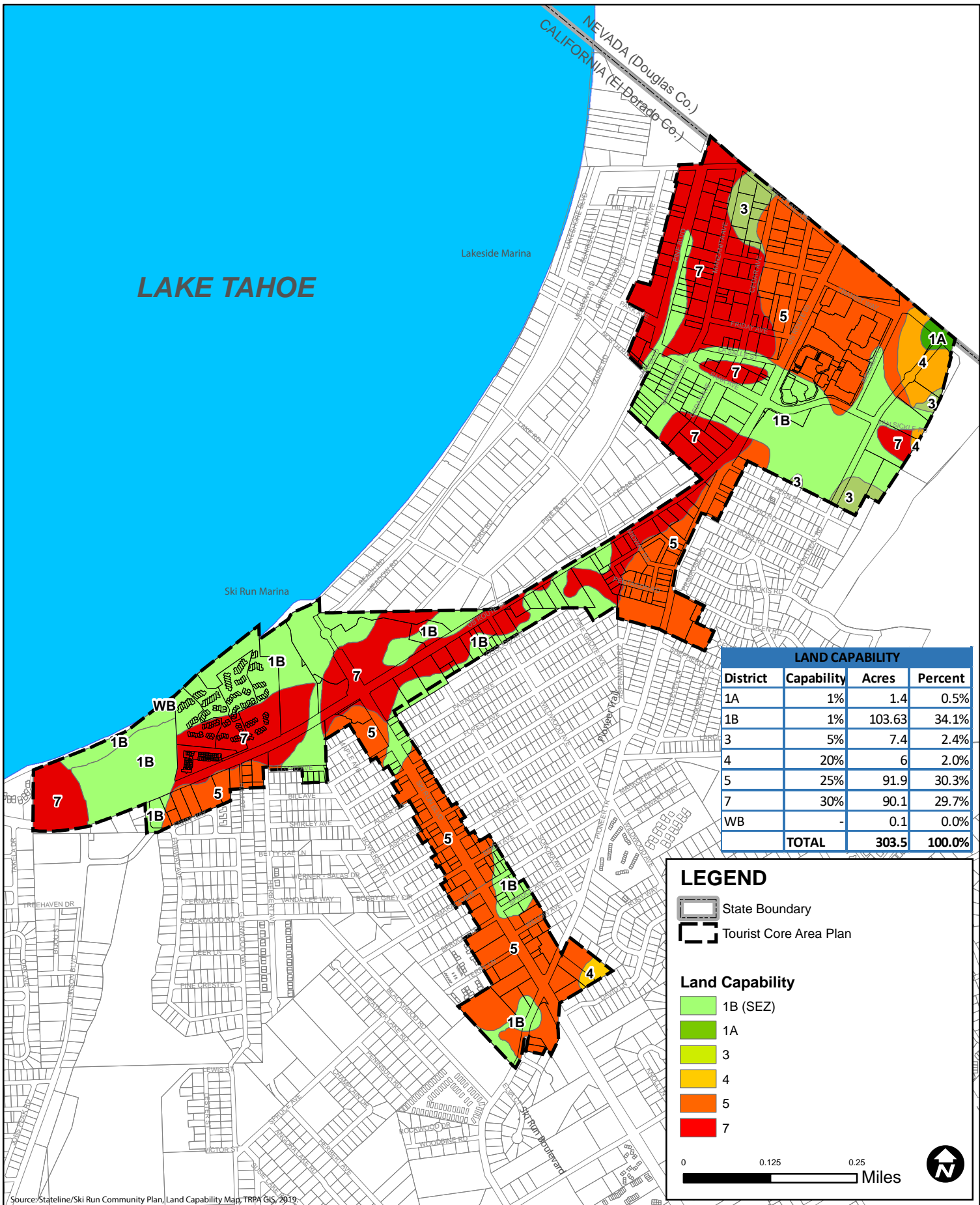


City of South Lake Tahoe, CA
 Tourist Core Area Plan

Figure 2-2

General Plan Land Use Diagram



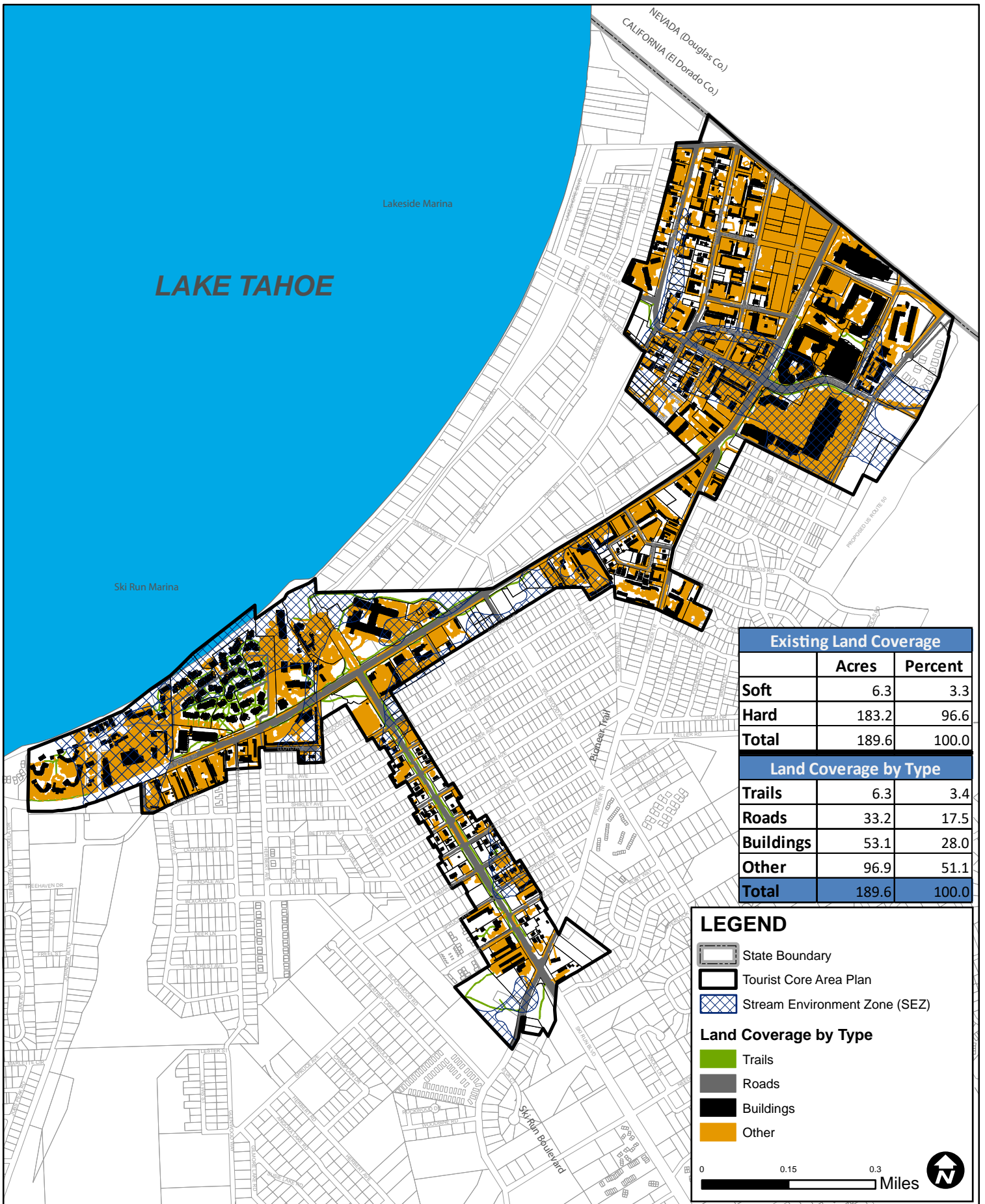


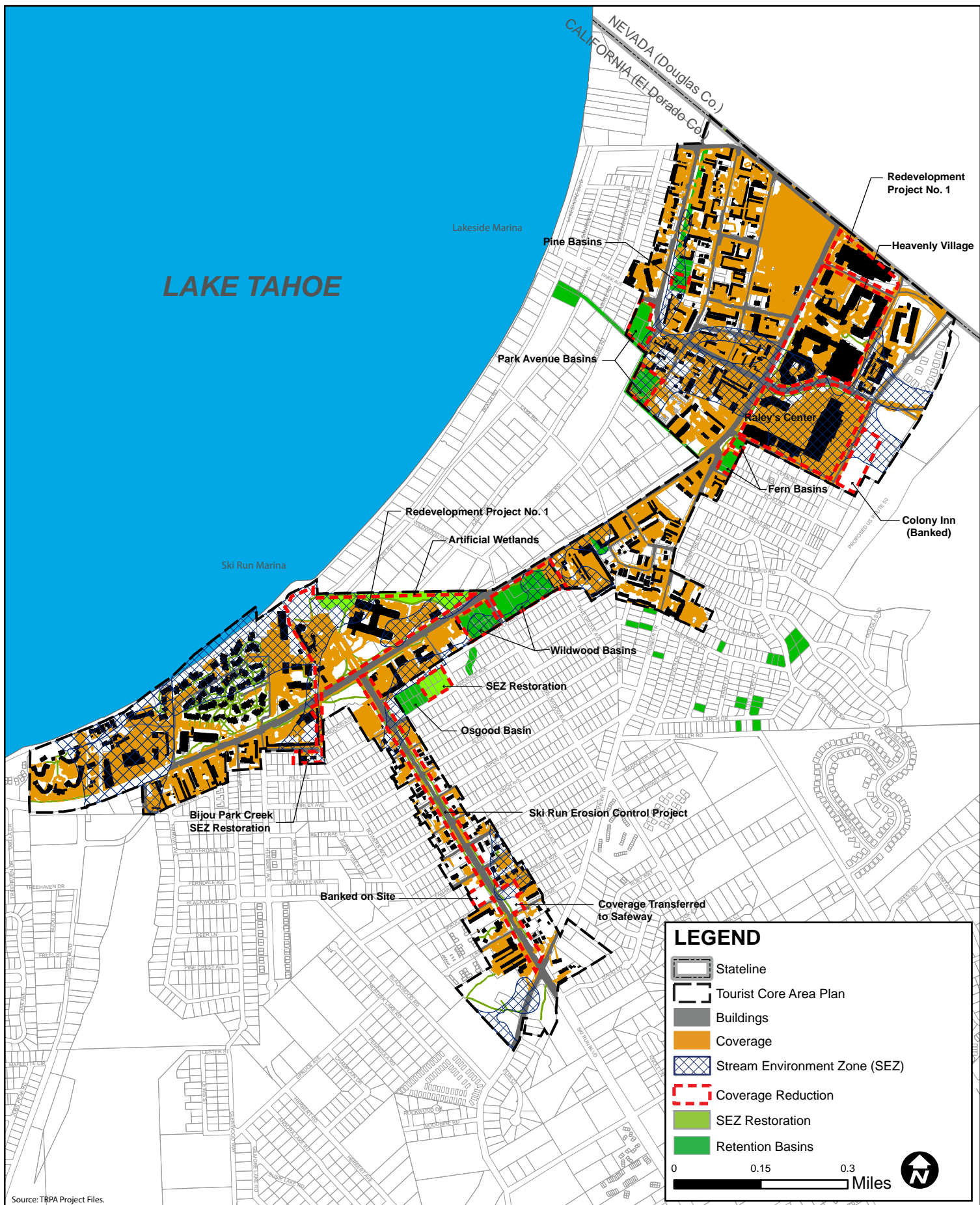
Source: Stateline/Ski Run Community Plan, Land Capability Map, TRPA GIS, 2019.



City of South Lake Tahoe, CA
 Tourist Core Area Plan

Figure 3-2





LEGEND

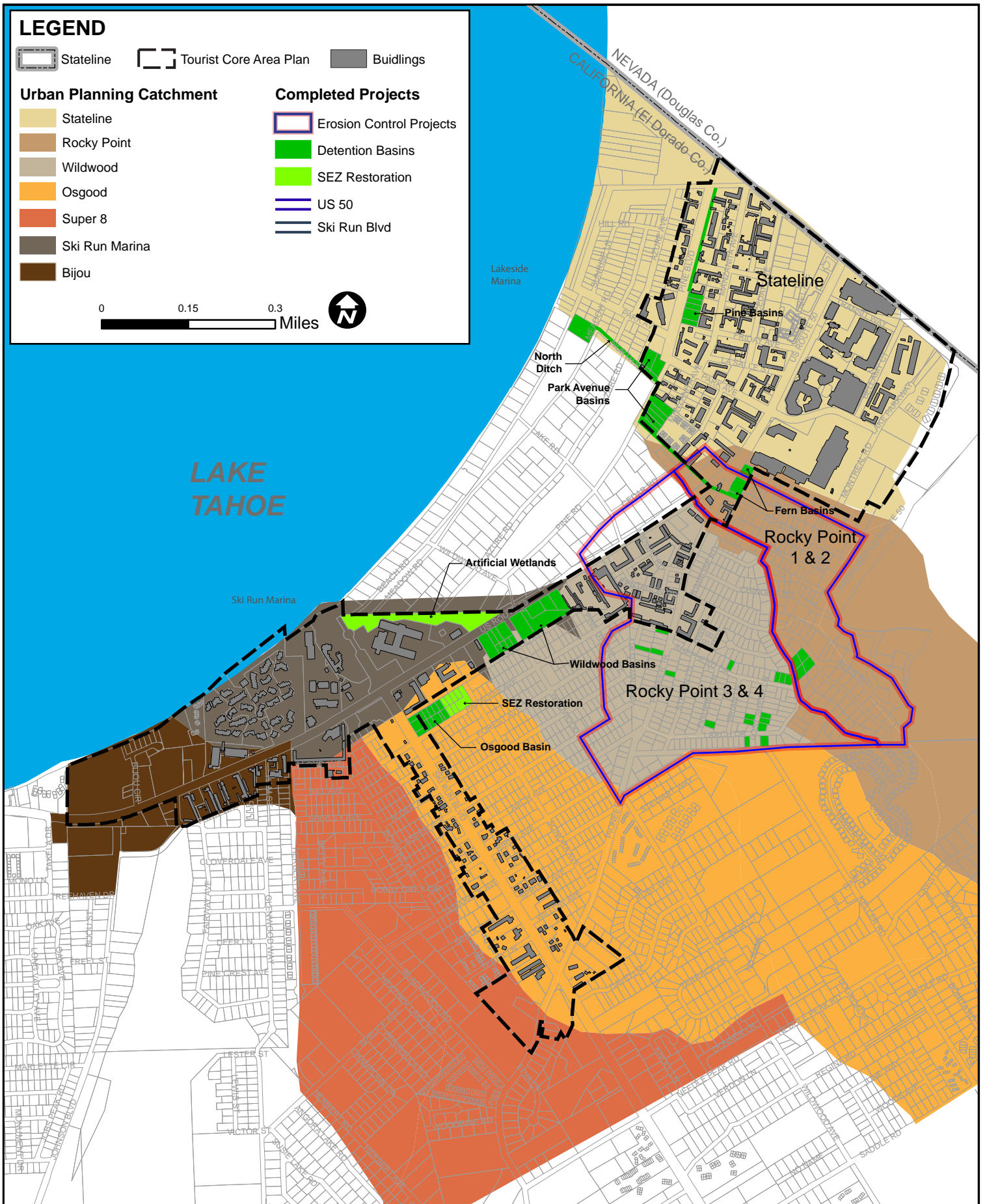
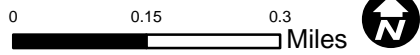
- Stataline
- Tourist Core Area Plan
- Buildings

Urban Planning Catchment

- Stataline
- Rocky Point
- Wildwood
- Osgood
- Super 8
- Ski Run Marina
- Bijou

Completed Projects

- Erosion Control Projects
- Detention Basins
- SEZ Restoration
- US 50
- Ski Run Blvd



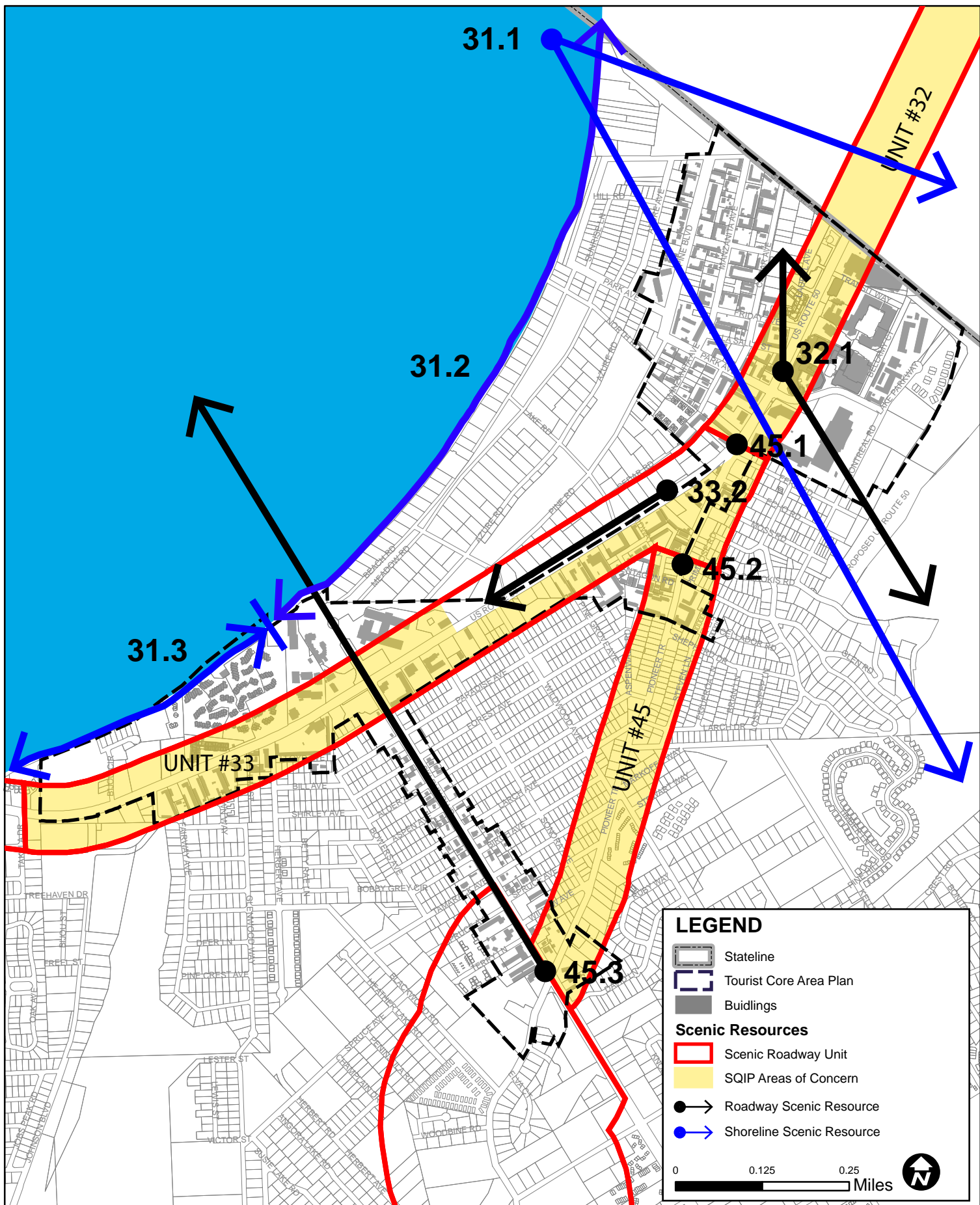
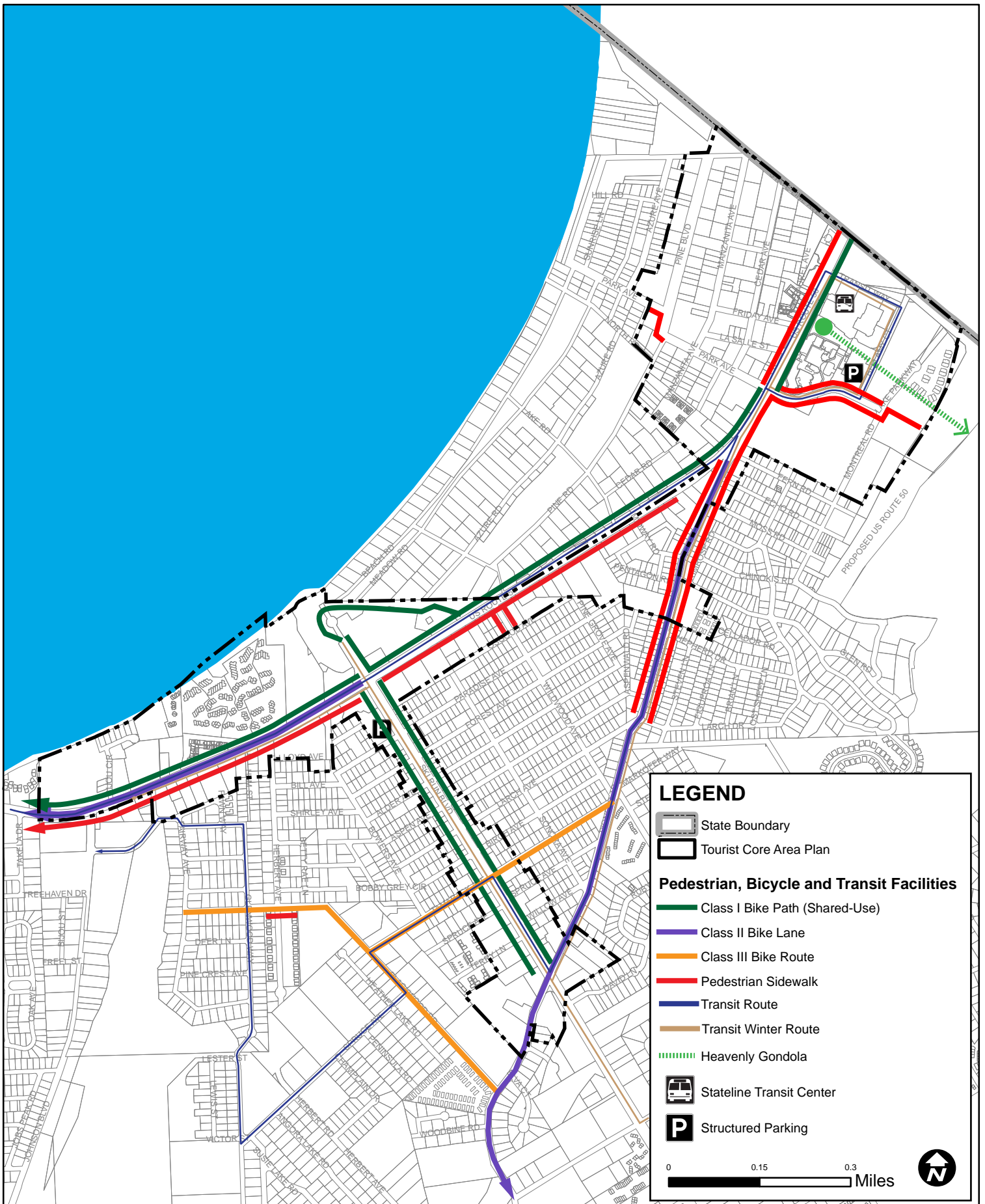


Figure 3-6



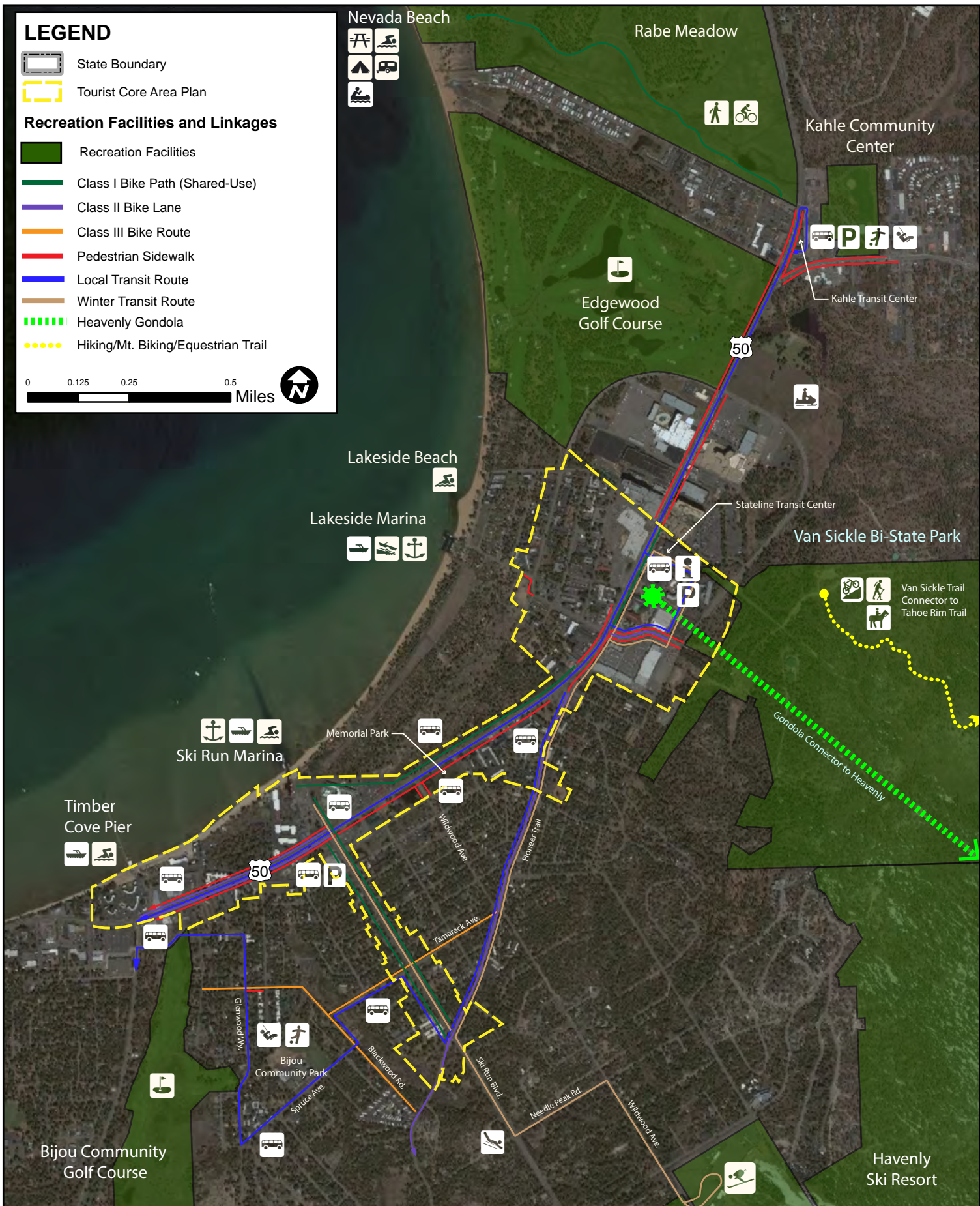


Figure 3-8

Existing Recreation Facilities

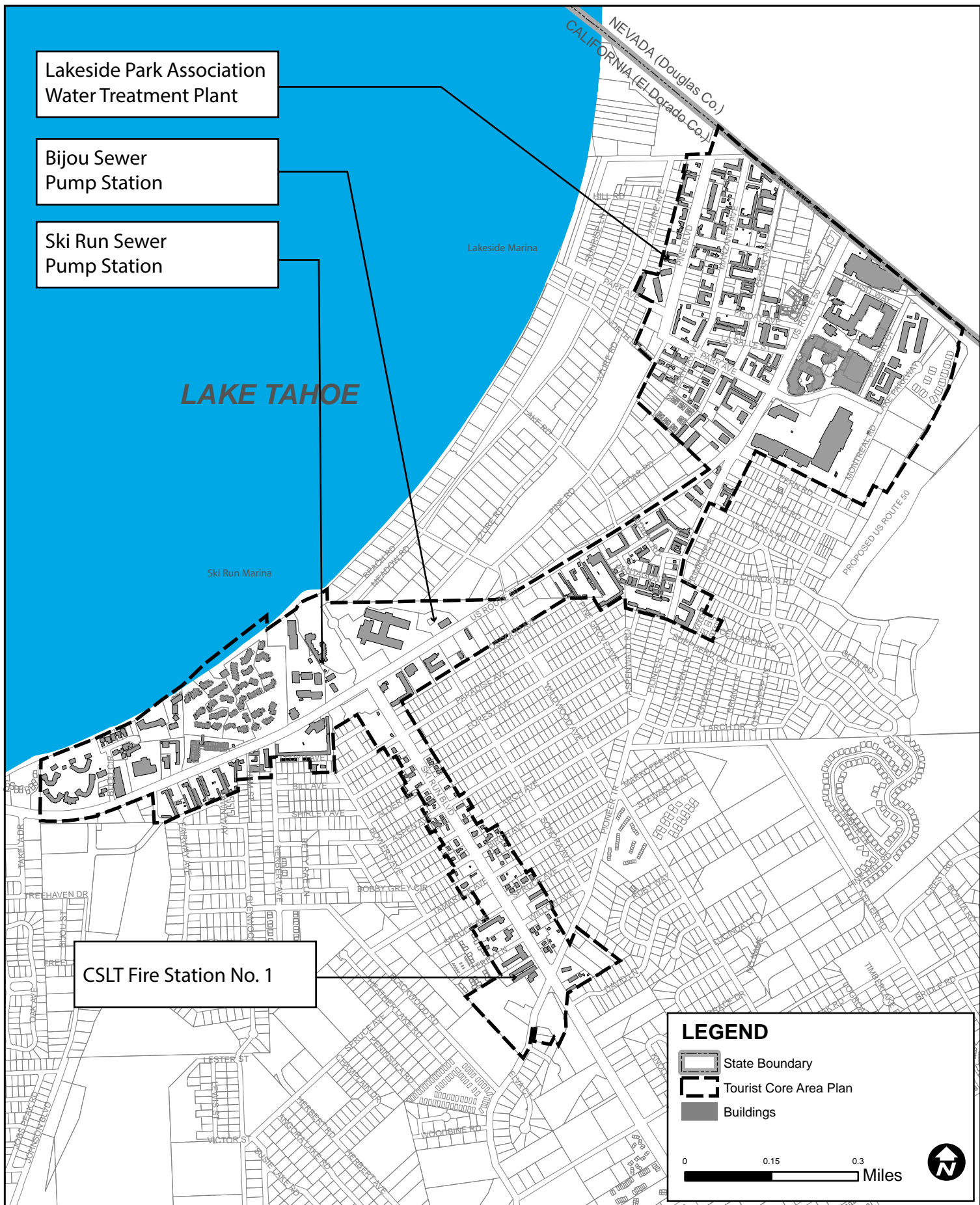
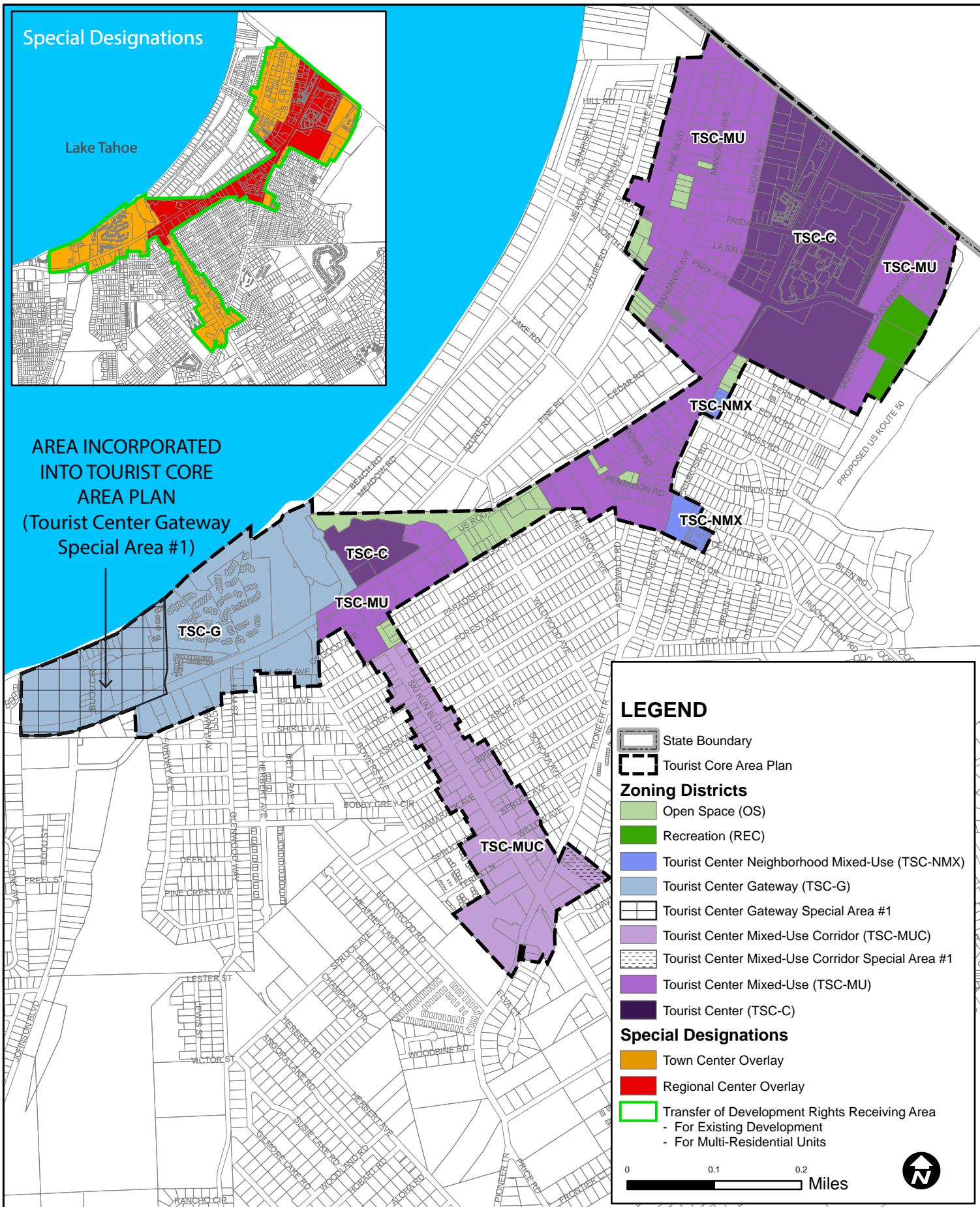


Figure 3-9



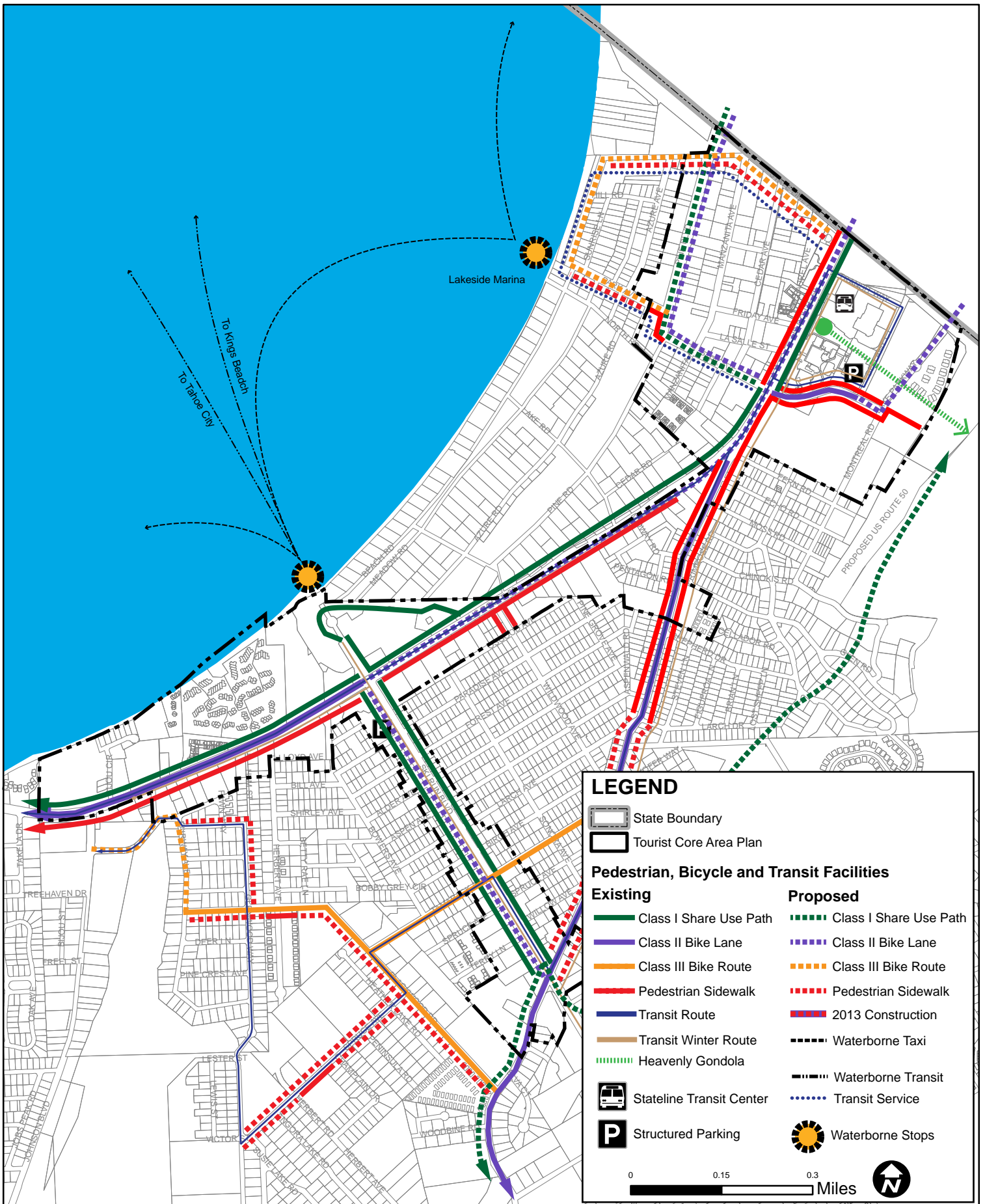
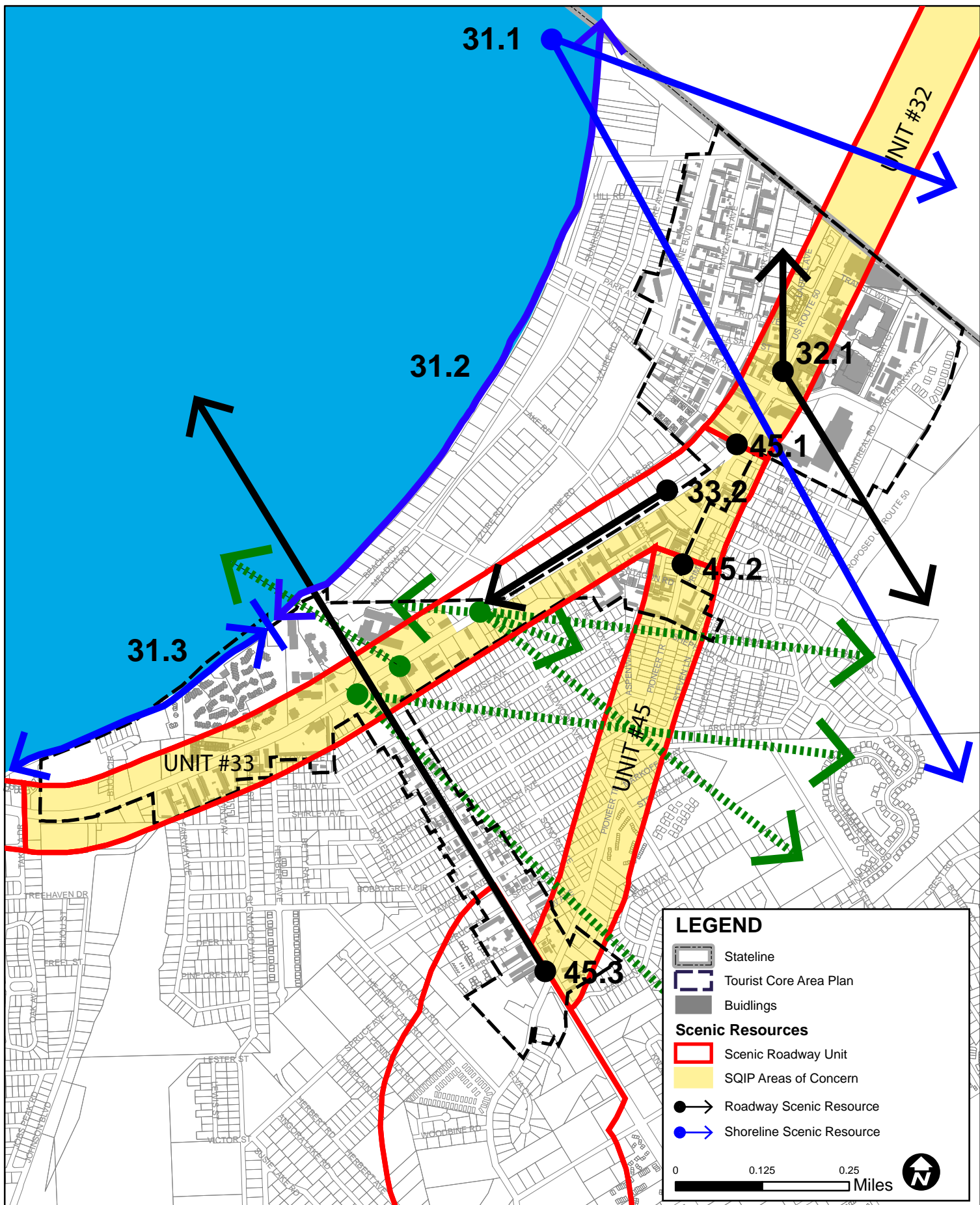


Figure 6-1



LEGEND

- Stataline
- Tourist Core Area Plan
- Buildings

Urban Planning Catchment

- Stataline
- Rocky Point
- Wildwood
- Osgood
- Super 8
- Ski Run Marina
- Bijou

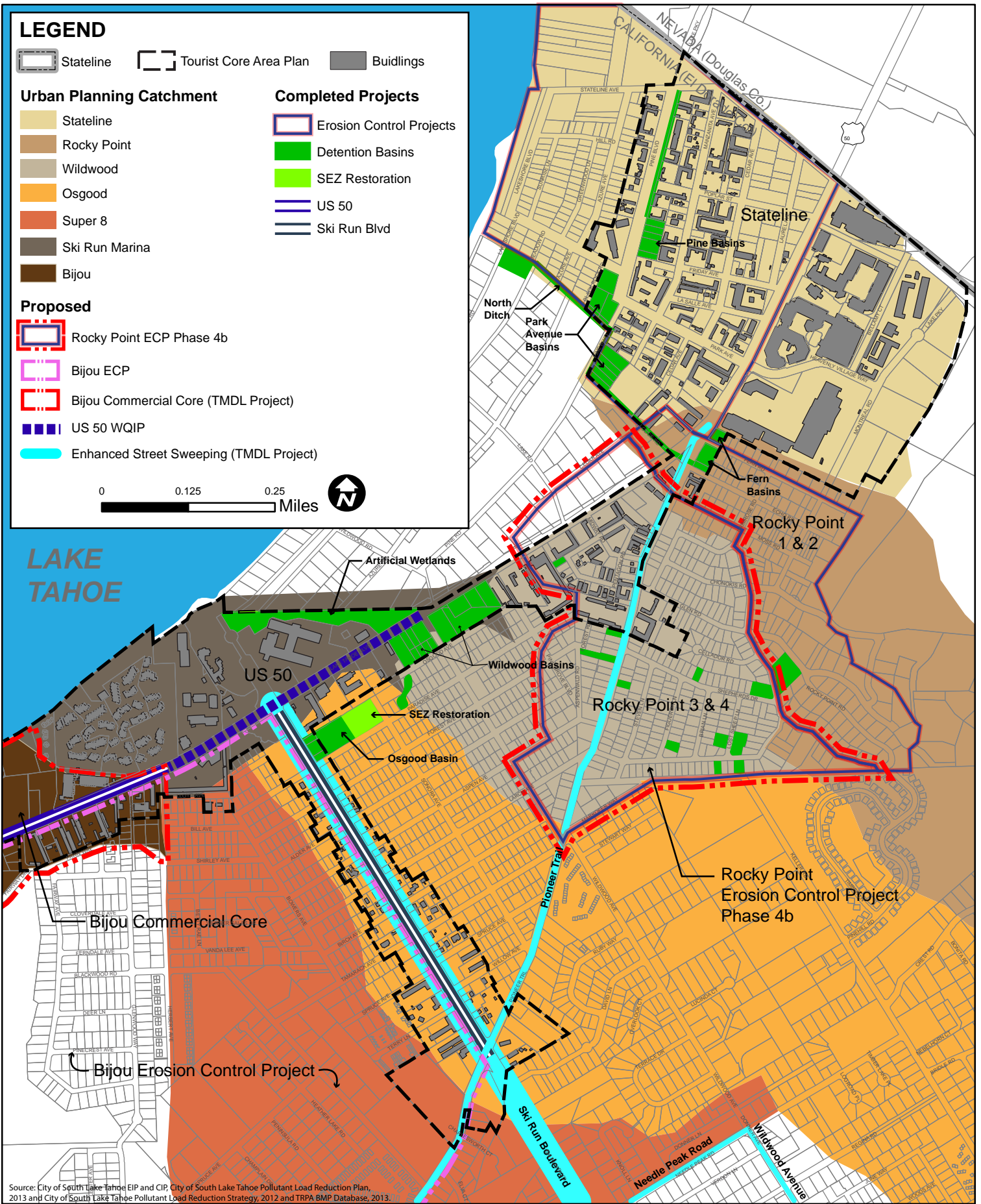
Completed Projects

- Erosion Control Projects
- Detention Basins
- SEZ Restoration
- US 50
- Ski Run Blvd

Proposed

- Rocky Point ECP Phase 4b
- Bijou ECP
- Bijou Commercial Core (TMDL Project)
- US 50 WQIP
- Enhanced Street Sweeping (TMDL Project)

0 0.125 0.25 Miles



Source: City of South Lake Tahoe EIP and CIP, City of South Lake Tahoe Pollutant Load Reduction Plan, 2013 and City of South Lake Tahoe Pollutant Load Reduction Strategy, 2012 and TRPA BMP Database, 2013.



City of South Lake Tahoe, CA
Tourist Core Area Plan

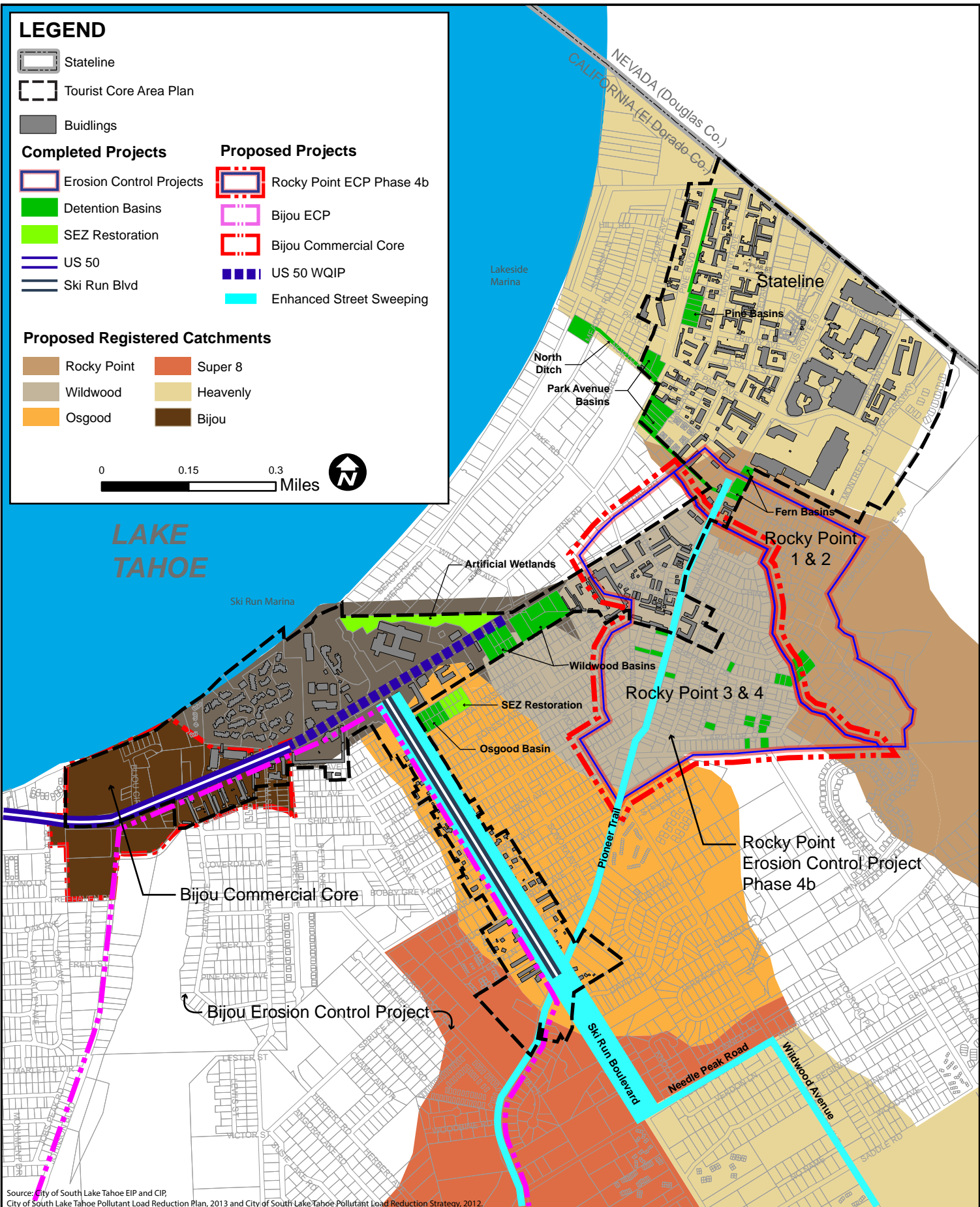


Figure 7-3

Proposed Registered Catchments

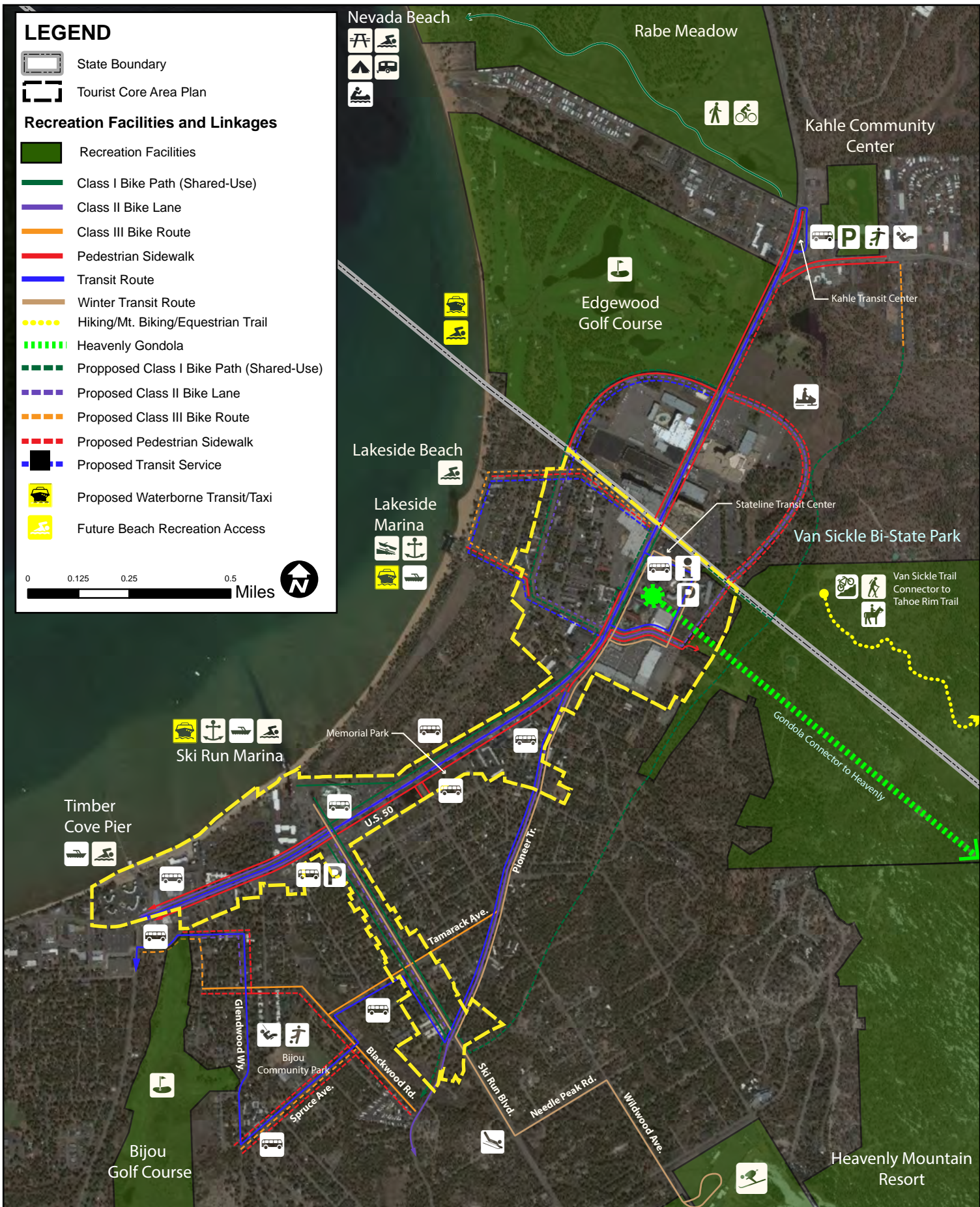


Figure 8-1

Proposed Recreation Facilities

BIJOU/AL TAHOE COMMUNITY PLAN AMENDMENTS

List of Amendments

1. Ordinance 2000-02, Chapter II, Land Use Element
February 23, 2000
2. Ordinance 2000 -04, Chapter II, Land Use Element
March 22, 2000
3. Ordinance 2001-19, Chapter II, Land Use Element
November 28, 2001
4. Ordinance 2002-02, Chapter II, Land Use Element
January 23, 2002
5. Ordinance 2006-05, Chapter II, Land Use Element
October 25, 2006
6. Ordinance 2008-10, Chapter II, Land Use Element
December 22, 2008
7. Ordinance 2008-10, Chapter II, Land Use Element
Vacated by Federal Court Judge, September 16, 2010
8. Ordinance 2020-XXX

Chapter I Introduction

A. PURPOSE

The Bijou/Al Tahoe (PAS 98) Community Plan (CP) is designed to serve as the guiding doctrine for land use related decisions in the area, ~~until the year 2007. In addition to the CP for the Bijou/Al Tahoe area, CPs have been prepared for the Stateline/Ski Run (PAS 089B & 91) area, and will be prepared for the South Y (PAS 110)/Industrial Tract (PAS 113) area.~~

The Community Plan established goals and objectives, special policies, programs, and strategies for funding and implementation. Elements of the Plan address land use, transportation, conservation, recreation and public service.

B. BACKGROUND

The Community Plan was prepared as a joint effort between the Tahoe Regional Planning Agency (TRPA), the City of South Lake Tahoe, and the Bijou/ Tahoe Community Plan Team. The Planning Team was comprised of representatives from the City of South Lake Tahoe staff, TRPA staff and citizens appointed by the City Council and the TRPA Governing Board. The citizen volunteers of the

Team included William Conlon (Chairperson), Mary Avila (Vice Chair), Frank Auten, Hal Cole, Joseph Hansen, Guy Lease, Steve Winters and John Wynn. Citizens who participated thru the Preliminary Plan included Rich Fischer, Lon Hathway, Marv Lee, John Metz, and Mary Ann VanBuskirk. The Plan is also a product of numerous workshops, public meetings, and input from a wide range of agencies, organization and individuals. The Team meetings served as a forum for public comment on the Plan.

The CP area generally extends from ~~Fairway Avenue~~ Takela Drive along US 50, just west of Al Tahoe Boulevard, as well as property between Johnson Boulevard and Hwy 50, including property on Al Tahoe Boulevard terminating at the west boundary of Bijou Park and at the east boundary of Lake Tahoe Community College. Land use patterns in this area are widely varied, although the predominant theme of businesses is retail oriented including restaurants and a sizable area devoted to public service uses.

An inventory of the Community Plan area identified a total of approximately 387,000 sq. ft. of commercial floor space. This CP has approximately 620 of the 7,100 CSLT tourist accommodation.

Much of the area has a fairly high percentage of impervious land coverage, in excess of what would normally be permitted under the Bailey Land Capability system, although the CP rules do allow coverage "bonuses" under certain circumstances. The Plan will present strategies for coverage reductions, where necessary and environmentally desirable.

D. VISION FOR 2007

The Community Plan serves as a guide for the enhancement of the Bijou/Al Tahoe area as a regional commercial node and tourist area. Through a series of programs and policies found in the Plan Elements, it provides a guide to the achievement of the Goals and Objectives. The policies and programs of the Plan are designed to be flexible enough to incorporate the changes that will come through implementation.

Recognizing that there are many possible variations of project design and location established in the Community Plan, the Vision Map is provided to give guidance when making the required TRPA Code Section ~~6-3~~ 4.4 findings of consistency. The Vision Map represents the summation and coordination of the Bijou/Al Tahoe CP Elements.

The text and map in this section are provided to indicate the overall planning direction of the Community Plan. They are intended for planning purposes and not as a specific set of enforceable standards. The actual standards of the Community Plan are found in the following Community Plan Elements and the Appendices.

Chapter II Land Use Element

A. BIJOU/AL TAHOE COMMUNITY PLAN LAND USE REGULATIONS

Community planning is an option in which the local community in partnership with TRPA and local government may prepare their own plans and propose their own standards. Chapter ~~44~~ 13 of the TRPA Code sets forth the provisions for community planning. This section indicates which

provisions of the TRPA Regional Plan are applicable and which standards are replaced with equal or superior standards.

This is a brief summary of standards applicable to the Bijou/Al Tahoe Community Plan. In general the standards of the TRPA Code apply except as noted by:

1. the policies of the six elements of this plan,
2. the mitigation fee program of Chapter VII,
3. the City Wide Sign Standards (Appendix B),
4. the City Wide Parking, Driveway, & Loading Standards (Appendix B); and
5. the City Wide Design Manual (Appendix B).

Pursuant to Subsection ~~14.5.B~~ 12.6.2 of the TRPA Code, the following community plan statement replaces the TRPA Plan Area Statements' regulations for this area and the City of South Lake Tahoe Zoning Code. The detailed checklist of applicable standards in Appendix A is provided to assist in the review of projects within the Bijou/Al Tahoe Community Plan area. The checklist also indicates which regulations are special to the Community Plan.

RESIDENTIAL BONUS UNITS: Pursuant to Chapter ~~35~~ 52 (TRPA Code) the maximum number of residential bonus units which may be permitted for this Community Plan Area is 20 units.

TOURIST ACCOMMODATION BONUS UNITS: Pursuant to Chapter ~~35~~ 52 (TRPA Code), the maximum number of tourist accommodation bonus units which may be permitted for this Community Plan Area is 0.

ADDITIONAL DEVELOPED OUTDOOR RECREATION: The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter ~~43~~ 12 (TRPA Code) to be located within the Community Plan Area. Specific projects and their timing are addressed in Chapter V and the TRPA five-year Recreation Program pursuant to Chapter ~~33~~ 50 (TRPA Code) allocation of Development. The following additional capacities allowed are measured in "persons at one time":

SUMMER DAY USES **0 PAOTs**

WINTER DAY USE **0 PAOTs**

OVERNIGHT USES **0 PAOTs**

MARINA **0 PAOTs**

COMMERCIAL FLOOR AREA ALLOCATION: ^{§§}Pursuant to Chapter ~~33~~ 50 (TRPA Code) the maximum amount of commercial floor area which may be allocated for additional development in the Community Plan Area [§] is 14,900 sq. ft.

^{§§} Amended 10/25/06

[§] Amended 3/22/2000

(2) Land Use Strategy and Economic Feasibility Goals: Maintain a balance between economic health and the environment, correcting past deficiencies in land use and being responsive to the needs and opportunities within the Bijou/Al Tahoe area.

Objective 2: Define receiving areas within the community plan boundaries and institute a system for distribution of commercial allocation. Incentive programs should assign priority to commercial development projects which emphasize area-wide improvements, rehabilitation of substandard development, restoration of stream environment zones or creation of scenic view corridors. The distribution of allocation may be reconsidered two years after the adoption of this plan.

Policy A: Consistent with the findings of the "Economic Analysis", distribute the 10,800 sq. ft. available as bonus allocation and the 4100 sq. ft. available outside community plan boundaries to eligible projects within the Bijou/Al Tahoe Plan area. Commercial floor area shall be issued by TRPA upon project approval pursuant to Chapter ~~33~~ 52, however, TRPA shall only consider for approval, projects recommended by the CSLT.

D. LAND USE PROVISIONS

PERMISSIBLE USES MATRIX: Pursuant to the TRPA Code Chapter 4 21- Permissible Uses; ~~and 7 22 – Temporary Activities~~ Temporary Uses, Structures, and Activities; ~~Chapter 18 Permissible Uses~~ and, if applicable, Chapter ~~5~~ 81 - Permissible Uses and Accessory Structures in the Shorezone and Lakezone, the following matrix describes primary uses, which are allowed by right (A), allowed subject to design review by the City of South Lake Tahoe (A1) or, must be considered under the provisions for a special use (S) within each of the land use districts. Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited, unless the matrix is amended to add it as an allowed or special use, within this Plan Area.

MAXIMUM DENSITIES: Pursuant to the TRPA Code, Chapter ~~2~~ 31 Density, the following matrix establishes the maximum allowable densities that may be permitted for any parcel located within the Community Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive programs, special use determinations, allocation limitations, and general site development standards.

SHOREZONE (not reflected in the matrix) PERMITTED USES: Within the specified shorezone tolerance district, the following primary uses may be permitted in the backshore, nearshore and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with Chapter ~~18-81~~ (TRPA Code). The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing use, allowed use located on the same or adjoining littoral parcel:

Chapter III Transportation Element

Corrections to TRPA Code Sections

Chapter IV Conservation Element

Corrections to TRPA Code Sections

Chapter VII Implementation Element

Corrections to TRPA Code Sections

Appendix A

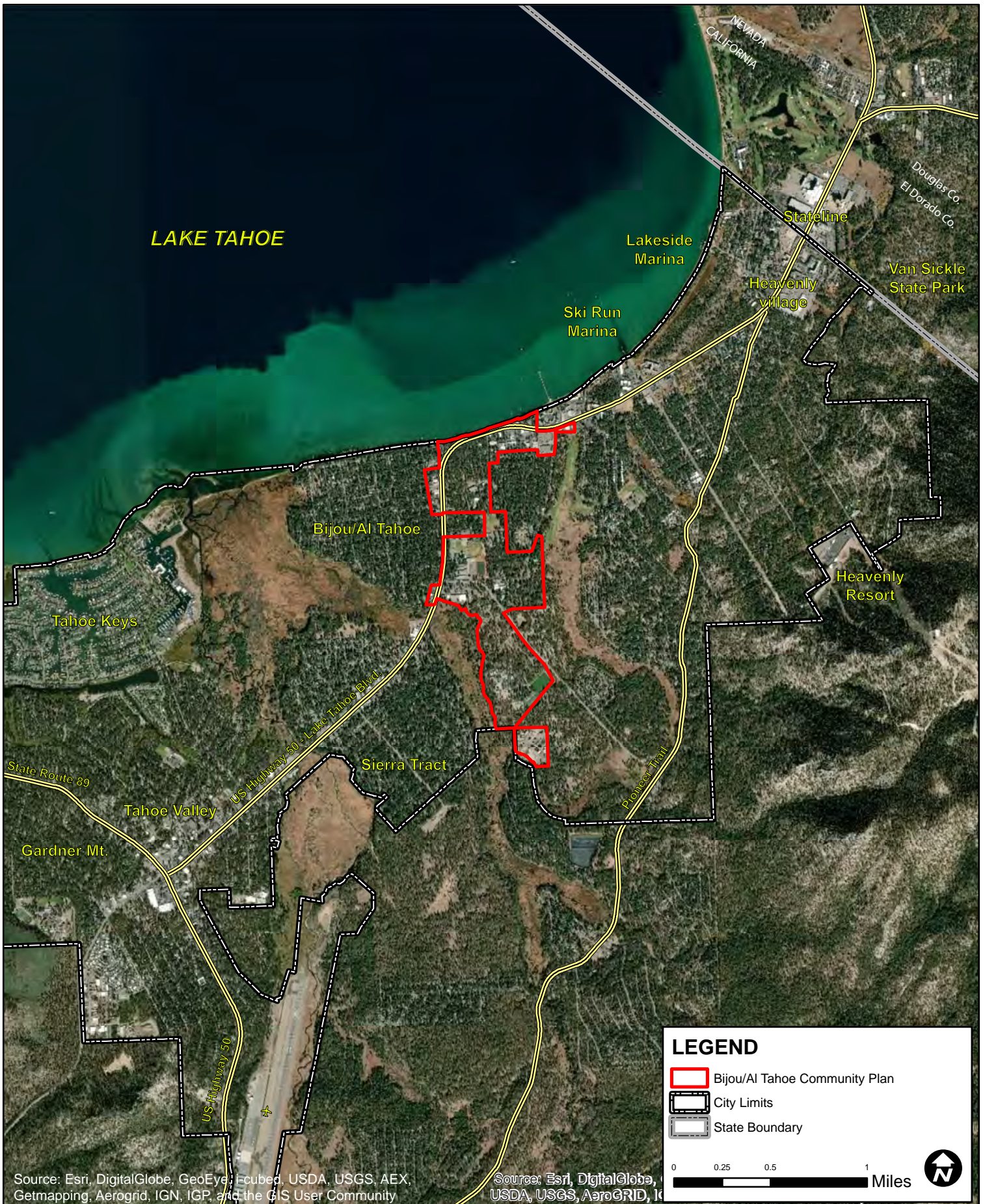
Corrections to TRPA Code Sections

Exhibits 1, 3 & 5

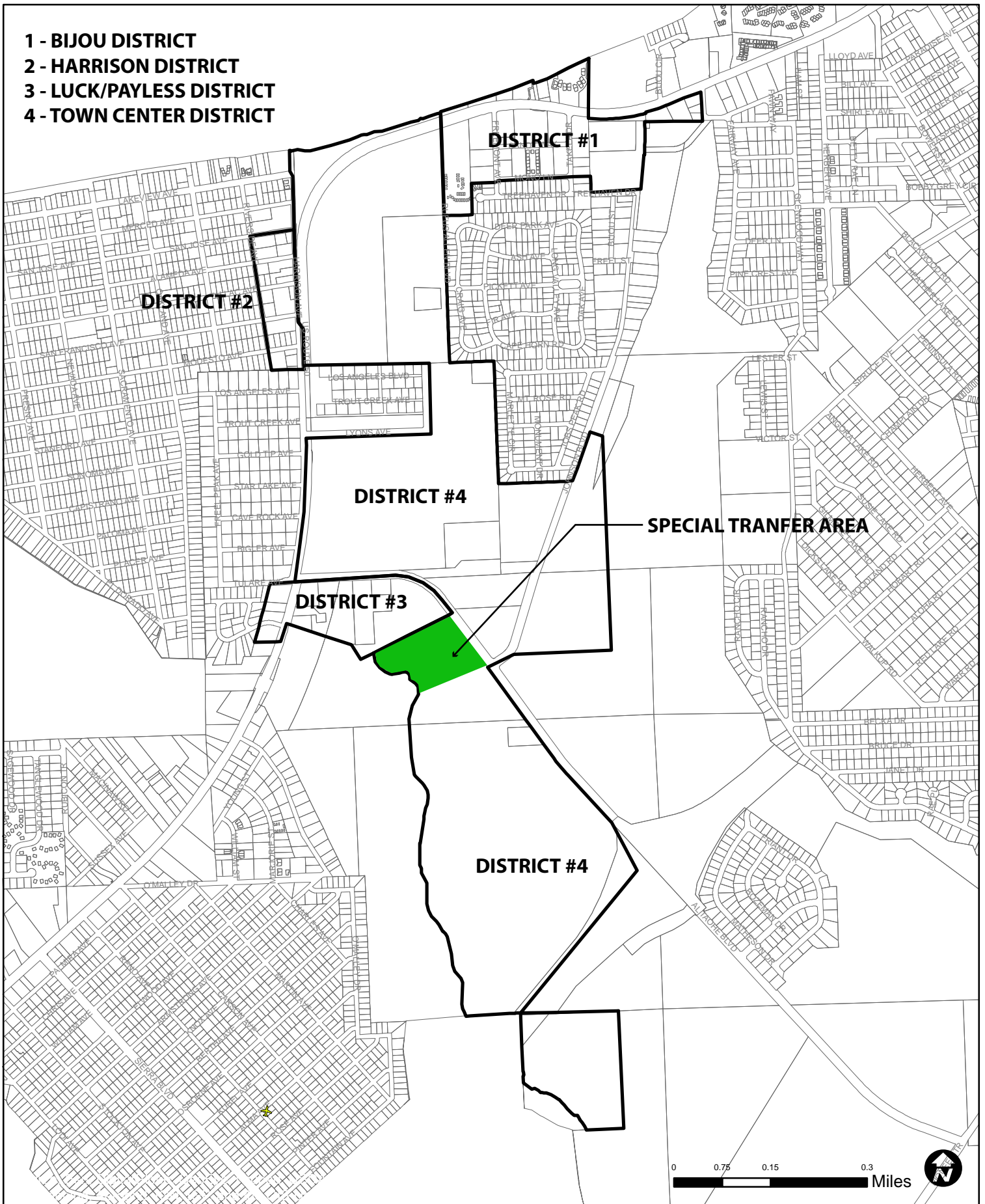
Exhibit 1: Al Tahoe/Bijou Community Plan Location Map

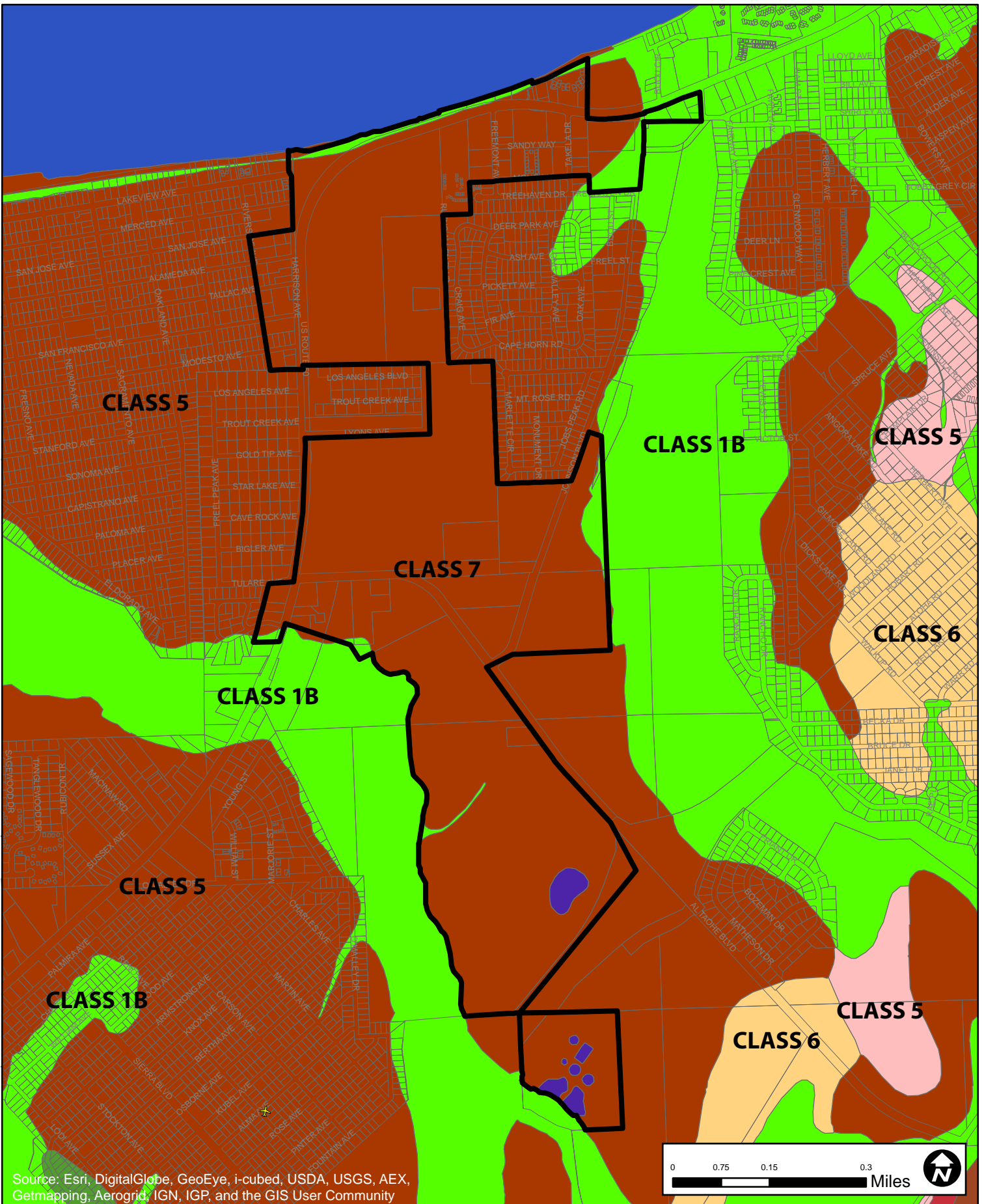
Exhibit 3: Land Use Districts

Exhibit 5: Land Capability



- 1 - BIJOU DISTRICT
- 2 - HARRISON DISTRICT
- 3 - LUCK/PAYLESS DISTRICT
- 4 - TOWN CENTER DISTRICT





Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community



City of South Lake Tahoe, CA
 Bijou/Al Tahoe Community Plan

Attachment C

Regional Plan Conformance Findings and
Finding of No Significant Effect (FONSE)

**REQUIRED FINDINGS & FINDING OF NO SIGNIFICANT EFFECT FOR
AMENDMENTS OF THE CITY OF SOUTH LAKE TAHOE’S TOURIST CORE AREA PLAN AND
BIJOU-AL TAHOE COMMUNITY PLAN**

This document contains required findings per Chapter 3, 4, 12, and 13 of the TRPA Code of Ordinances for amendments to the City of South Lake Tahoe’s Tourist Core Area Plan (TCAP) and Bijou-Al Tahoe Community Plan (B/ATCP):

Chapter 3 Findings: The following finding must be made prior to amending the TCAP:

1. Finding: The proposed amendments 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.

Rationale: Based on the completed California Environmental Quality Act (CEQA) Initial Study/Negative Declaration (IS/ND) and Initial Environmental Checklist/Finding of No Significant Effect (IEC/FONSE), no significant environmental impacts have been identified as a result of the proposed amendments. The IS/IEC was prepared to evaluate the potential environmental impacts of the amendments and tiers from and incorporates by reference specific analyses contained in the following environmental review documents:

- TRPA, *Regional Plan Update EIS*, certified by the TRPA Governing Board on December 12, 2012 (RPU EIS)
- TRPA/Tahoe Metropolitan Planning Organization (TMPO), *Mobility 2035: Regional Transportation Plan/Sustainable Communities Strategy EIR/EIS*, certified by the TMPO Board and the TRPA Governing Board on December 12, 2012 (RTP EIR/EIS)
- TRPA/TMPO, *Transportation Plan/Sustainable Communities Strategy IS/MND/IEC/FONSE*, certified by the TMPO Board and the TRPA Governing Board on April 25, 2017 (RTP IS/IEC)
- City of South Lake Tahoe, *General Plan Update EIR*, certified by City Council on May 17, 2011 (CSLT EIR)

These program-level environmental documents include a regional and county-wide cumulative scale analysis and a framework of mitigation measures that provide a foundation for subsequent environmental review at an Area Plan level. Because the amendments are consistent with the Regional Plan, Regional Transportation Plan (RTP), and General Plan, which have approved program-level EISs/EIRs, the TCAP amendment is within the scope of these program-level EISs/EIRs.

The proposed project evaluated by the IS/IEC are the amendments of the TCAP and B/ATCP as summarized in this packet.

This IS/IEC is tiered from the TRPA 2012 Regional Plan Update EIS in accordance with Section 6.12 of the TRPA Rules of Procedures. The 2012

RPU EIS is a Program EIS that was prepared pursuant to Article VI of TRPA Rules of Procedures (Environmental Impact Statements) and Chapter 3 (Environmental Documentation) of the TRPA Code of Ordinances. The 2012 Regional Plan Update (RPU) is a comprehensive land use plan that guides physical development within the Lake Tahoe Region through 2035. The 2012 RPU EIS analyzes full implementation of uses and physical development proposed under the 2012 RPU, and it identifies measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth. The proposed project is an element of the growth that was anticipated in the 2012 RPU and evaluated in the 2012 RPU EIS. By tiering from the 2012 RPU EIS, this IEC relies on the 2012 RPU EIS for the following:

- a discussion of general background and setting information for environmental topic areas;
- overall growth-related issues;
- issues that were evaluated in sufficient detail in the 2012 RPU EIS for which there is no significant new information or change in circumstances that would require further analysis; and
- assessment of cumulative impacts.

This IS/IEC evaluates the potential environmental impacts of the proposed project with respect to the 2012 RPU EIS to determine what level of additional environmental review, if any, is appropriate. As shown in the Determination in Section 5.3 of the IS/IEC and based on the analysis contained in the IS/IEC, it has been determined that the proposed project would not have significant effects on the environment. Therefore, a Finding of No Significant Effect will be prepared.

This IS/IEC concludes that many potentially significant project impacts are addressed by the measures that have been adopted as part of the approval of the 2012 RPU. Therefore, those 2012 RPU EIS mitigation measures that are related to, and may reduce the impacts of, this project are identified in the IS/IEC. There are no new mitigation measures required for the TCAP amendments. Nothing in this IS/IEC in any way alters the obligations of the City or TRPA to implement the mitigation measures adopted as part of the RPU.

The zoning changes to these parcels, boundary modifications, increases in height, and other amendments that are described in this packet will become part of the Regional Plan and will replace existing plans, maps, and ordinances for this geographical area within the City of South Lake Tahoe.

The IS/IEC assessed potential impacts to the affected physical environment from the land use change on the 18 acres resulting from the amendments but did not evaluate project specific environmental impacts. Project level environmental analysis will be required based on the specific project design once submitted. Based on the review of the evidence, the analysis and conclusion in the IS/IEC determined the amendments will not have a significant impact on the environment not otherwise evaluated in the RPU, RTP, and General Plan EISs/EIRs and potential significant impacts will be mitigated or addressed through implementation of the RPU, RTP, and General Plan.

Chapter 4 Findings: The following findings must be made prior to adopting the TCAP and B/ATCP Amendments:

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

Rationale: Land Use Policy 4.6 of TRPA's Goals and Policies encourages the development of Area Plans that improve upon existing Plan Area Statements and Community Plans or other TRPA regulations in order to be responsive to the unique needs and opportunities of the various communities in the Tahoe Region. The amendments include all required elements identified in Land Use Policies 4.8, 4.9 and 4.10 as demonstrated in the Conformance Review Checklist.

The amendments were prepared in conformance with the substantive and procedural requirements of the Goals and Policies, as implemented through TRPA Code of Ordinances, Chapter 13, *Area Plans*. The TCAP is consistent with the Tahoe Regional Plan and TRPA Code of Ordinances, as shown in the Conformance Review Checklist and as demonstrated by the IS/IEC. The amendments consist of a site-specific boundary change, height increase allowances, and administrative revisions that do not modify the intent of the TCAP.

Pursuant to Code Section 4.4.2, TRPA considers, as background for making the Section 4.4.1.A through C findings, the proposed project's effects on compliance measures (those implementation actions necessary to achieve and maintain thresholds), supplemental compliance measures (actions TRPA could implement if the compliance measures prove inadequate to achieve and maintain thresholds), the threshold indicators (adopted measurable physical phenomena that relate to the status of threshold attainment or maintenance), additional factors (indirect measures of threshold status, such as funding levels for Environmental Improvement Program (EIP) projects), and interim and target dates for threshold achievement. TRPA identifies and reports on threshold compliance measures, indicators, factors and targets in the Threshold Evaluation Reports prepared pursuant to TRPA Code of Ordinances, Chapter 16, *Regional Plan and Environmental Threshold Review*.

TRPA relies upon the project's accompanying environmental documentation, Staff's professional analysis, and prior plan level documentation, including findings and EISs, to reach the fundamental conclusions regarding the project's consistency with the Regional Plan and thresholds. A project that is consistent with all aspects of the Regional Plan and that does not adversely affect any threshold is, by definition, consistent with compliance measures, indicators and targets. In order to increase its analytical transparency, TRPA has prepared worksheets related specifically to the 4.4.2 considerations, which set forth the 222 compliance and supplemental compliance measures, the 178 indicators and additional factors, and interim and final targets. Effects of the proposed project (here the amendments) on these items, if any, are identified and to the extent possible described. TRPA cannot identify some target dates, status and trend for some threshold indicators because of a lack of available information. TRPA may still determine whether the project will affect the 4.4.2 considerations (and ultimately consistency with the Regional Plan and impact on thresholds) based on the project's specific environmental impacts related to those threshold indicators.

Based on the IS/IEC, the RPU, RTP, and General Plan EISs/EIRs, the RPU and RTP findings made by the TRPA Governing Board, and the Section 4.4.2 staff analysis, and using applicable measurement standards consistent with the available information, the amendments will not adversely affect applicable compliance and supplemental compliance measures, indicators, additional factors, and attainment of targets by the dates identified in the 2015 Threshold Evaluation. The TCAP incorporates and/or implements relevant compliance measures, and with the implementation of the measures with respect to development within the TCAP, the effects are not adverse, and with respect to some measures, are positive. (See Threshold Indicators and Compliance Measures Worksheets)

TRPA anticipates that implementation of the amendments will accelerate threshold gains as demonstrated below.

Section 4.4.2.B also requires TRPA to disclose the impact of the proposed project on its cumulative accounting of units of use (e.g., residential allocations, commercial

floor area). The TCAP Amendment does not affect the cumulative accounting of units of use as no additional residential, commercial, tourist, or recreation allocations are proposed or allocated as part of these amendments. For any specific development project proposed within the TCAP, accounting for units of use, resource utilization and threshold attainment will occur as a part of the review and approval process.

Similarly, Section 4.4.2.C requires TRPA to confirm whether the proposed project is within the remaining capacity for development (e.g., water supply, sewage, etc.) identified in the environmental documentation for the Regional Plan. The amendments do not affect the amount of the remaining capacities available, identified and discussed in the RPU EIS. The TCAP does not allocate capacity or authorize any particular development. To the extent the amendments enable the use of redevelopment incentives, those incentives are within the scope of the incentives analyzed by the RPU and RTP EISs/EIRs.

TRPA therefore finds that the amendments are consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Community Plans, Plan Area Statements, the TRPA Code or Ordinances, and other TRPA plans and programs.

2. Finding: The proposed ordinance and rule amendments will not cause the environmental threshold carrying capacities to be exceeded.

Rationale: As demonstrated in the completed IS/IEC, no significant environmental effects were identified as a result of the proposed amendments, and the IS/IEC did not find any thresholds that would be adversely affected or exceeded. As found above, the proposed Area Plan is consistent with and will help to implement the Regional Plan.

TRPA reviewed the proposed amendment in conformance with the 222 compliance measures and supplemental compliance measures, the over 178 indicators and additional factors that measure threshold progress and threshold target, and interim attainment dates. The amendments will not adversely affect applicable compliance measures, indicators, additional factors and supplemental compliance measures and target dates as identified in the 2015 Threshold Evaluation indicator summaries. TRPA anticipates that implementation of the TCAP will accelerate threshold gains as demonstrated below. Because the principal beneficial impacts of implementation of the TCAP depend upon the number and size of redevelopment projects, the specific extent and timing or rate of effects of the TCAP cannot be determined at this time. However, pursuant to Chapter 13 of the TRPA Code of Ordinances, TRPA will monitor all development projects within the TCAP through quarterly and annual reports. These reports will then be used to evaluate the status and trend of the threshold every four years.

The amendments do not affect the cumulative accounting of units of use as no additional residential, commercial, tourist or recreation allocations are proposed or allocated as part of this Regional Plan amendment. Any allocations used as a result of these amendments would be taken from available pools held by the City of South Lake Tahoe or TRPA, transferred, or converted through the transfer of development rights program (TRPA Code Chapter 51). Accounting for units of use, resource utilization and threshold attainment will occur as a part of the project review and approval process.

The amendments do not affect the amount of the remaining capacity available, as the remaining capacity for water supply, sewage collection and treatment, recreation and vehicle miles travelled have been identified and evaluated in the RPU or RTP EIR/EIS. No changes to the overall capacity are proposed in these amendments. TRPA therefore finds that the amendments will not cause the thresholds to be exceeded.

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

Rationale: Based on the following: (1) TCAP Amendment IS/IEC; (2) RPU EIS; (3) RTP EIR/EIS; (4) General Plan EIR; and (5) 2015 Threshold Evaluation Report, adopted by the Governing Board or City Council, no applicable federal, state or local air and water quality standard will be exceeded by adoption of the amendments. The proposed amendments do not affect or change the Federal, State or local air and water quality standards applicable for the Region. Projects developed under the TCAP will meet the strictest applicable air quality standards and implement water quality improvements consistent with TRPA Best Management Practices (BMPs) requirements and the Lake Tahoe Total Maximum Daily Load (TMDL) and County's Pollutant Load Reduction Plan (PLRP). Federal, State, and local air and water quality standards remain applicable for all parcels in the TCAP, thus ensuring

environmental standards will be achieved or maintained pursuant to the Bi-State Compact.

4. Finding: The Regional Plan and all of its elements, as amended, achieves and maintains the thresholds.

Rationale: **I. Introduction**

In 1980, Congress amended the Compact to accelerate the pace of environmental progress in the Tahoe Region by tasking TRPA with adopting a regional plan and implementing regulations that protect the unique national treasure that is Lake Tahoe. First, Article V(b) required that TRPA, in collaboration with Tahoe’s other regulatory agencies, adopt “environmental threshold carrying capacities” (“thresholds” or “standards”) establishing goals for a wide array of environmental criteria, including water quality, air quality, and wildlife. Second, Article V(c) directed TRPA to adopt a “regional plan” that “achieves and maintains” the thresholds, and to “continuously review and maintain” implementation of the plan.

The 1980 Compact inaugurated an era of establishing and enforcing rigorous controls on new development. In 1982, TRPA adopted the necessary thresholds for the Tahoe Region. These thresholds are a mix of both long- and short-term goals for the Tahoe Region. The Region was “in attainment” of a number of these thresholds shortly after the adoption of the Regional Plan and remains in attainment today. Other thresholds address more intractable problems; for example, TRPA established numeric water quality standards that, even under best-case conditions, could not be attained for decades. *See, e.g., League to Save Lake Tahoe v. Tahoe Reg’l Planning Agency*, 739 F. Supp. 2d 1260, 1265 (E.D. Cal. 2010).

The second phase in this process was establishing a regional plan that, when implemented through rules and regulations, would ultimately “achieve and maintain” the thresholds over time. In 1987, following years of negotiation and litigation, TRPA adopted its Regional Plan. The 1987 Regional Plan employed a three-pronged approach to achieve and maintain the adopted environmental thresholds. First, the plan established a ceiling on development in Tahoe and restricted the placement, timing, and extent of new development. Second, the plan sought to prevent new harm to the environment as well as repair the environmental damage caused by existing development, particularly for projects that pre-dated TRPA’s existence (i.e., correcting the “sins of the past”); to this end, the plan created incentives to redevelop urbanized sites under more protective regulations and to transfer development out of sensitive areas that would then be restored. Third, TRPA adopted a capital investment program that was largely but not exclusively publicly funded to achieve and maintain thresholds by improving infrastructure and repairing environmental damage. In 1997, TRPA replaced this program with its “Environmental Improvement Program” (“EIP”). In subsequent years, TRPA generated investments of well over \$1 billion in public and private money to restore ecosystems and improve infrastructure under the EIP. Recent litigation confirmed that the Regional Plan as established in 1987 and subsequently

amended over time will achieve and maintain the adopted environmental thresholds. *Sierra Club v. Tahoe Reg'l Planning Agency*, 916 F.Supp.2d 1098 (E.D. Cal. 2013) [Homewood litigation].

Regional Plan Update Process

Even though implementation of the 1987 Regional Plan would achieve and maintain the thresholds, in 2004 TRPA began public outreach and analysis of the latest science and monitoring results to identify priority areas in which the Regional Plan could be comprehensively strengthened to accelerate the rate of threshold attainment. TRPA's policymakers realized that the challenges facing the Region differed from those confronting the agency when it adopted its original Regional Plan in 1987. Uncontrolled new growth that had been the primary threat decades earlier had been brought into check by the strict growth limitations in the 1987 Regional Plan. Today's problems differed, resulting from the continuing deterioration and lack of upgrades to existing "legacy" development. In essence, to make the greatest environmental difference, the Tahoe Region needed to fix what was already in place. In addition, TRPA realized some existing land-use controls could be improved to remove barriers to redevelopment that would address ongoing environmental degradation caused by sub-standard development constructed before TRPA had an adopted Regional Plan or even came into existence. Land use regulations and public and private investment remain essential to attaining the thresholds for Lake Tahoe.

Furthermore, TRPA recognized that the social and economic fabric of the Tahoe Region could not support the level of environmental investment needed. The economic foundation of gaming had fallen away, and the level of environmental investment needed could not be supported solely by an enclave of second homes for the wealthy. Businesses and the tourism sector were faltering. Affordable housing and year-round jobs were scarce. Local schools were closing, and unemployment was unusually high. In light of these realities, TRPA sponsored an ongoing outreach program to obtain input on how to advance TRPA's environmental goals. Between 2004 and 2010, TRPA conducted over 100 public meetings, workshops, and additional outreach. More than 5,000 people provided input regarding their "vision" for TRPA's updated Regional Plan. Based on this input, TRPA identified a number of priorities to be addressed by the updated Regional Plan, including:

1. Accelerating water quality restoration and other ecological benefits by supporting environmental redevelopment opportunities and EIP investments.
2. Changing land-use patterns by focusing development in compact, walkable communities with increased alternative transportation options.
3. Transitioning to more permitting by local governments to create "one-stop" and "one permit" for small to medium sized projects, where local

government wanted to assume these duties.

On December 12, 2012, TRPA's nine-year effort culminated with the approval of the Regional Plan Update.

Regional Plan Update Amendments

The Regional Plan Update ("RPU") uses multiple strategies targeting environmental improvements to accelerate achieving and maintaining threshold standards in the Region. First, the RPU maintains both regulatory and implementation programs that have proven effective in protecting Lake Tahoe's environment. TRPA's regional growth control regulatory system, strict environmental development standards, and inter-agency partnerships for capital investment and implementation (e.g., EIP) remain in place.

Second, the RPU promotes sensitive land restoration, redevelopment, and increases the availability of multi-modal transportation facilities. The implementation of the RPU will facilitate transferring existing development from outlying, environmentally-sensitive areas into existing urbanized community centers. The RPU provides incentives so that private capital can be deployed to speed this transformation.

Third, the RPU authorizes the Area Plan process for communities and land management agencies in the Tahoe Region in order to eliminate duplicative and unpredictable land use regulations that deterred improvement projects. Area Plans, created pursuant to Chapter 13 of the TRPA Code of Ordinances, also allows TRPA and local, state, federal, and tribal governments to expand the types of projects for which local, state, federal, and tribal governments apply TRPA rules to proposed projects within the Tahoe Region. After approval of an Area Plan by TRPA, this process allows a single government entity to review, permit, and inspect projects in their jurisdiction. All project approvals delegated to other government entities may be appealed to the TRPA for final decision. In addition, the performance of any government receiving delegated authority will be monitored quarterly and audited annually to ensure proper application of TRPA rules and regulations.

As noted above, a variety of strategies in the Regional Plan will work together to accelerate needed environmental gains in the categories where threshold benefits are most needed – water quality, restoration of sensitive lands, scenic quality advances in developed roadway units, and efforts to continue maintenance and attainment of air quality standards. Area Plans that include "Centers" play a key role in the Regional Plan's overall strategy by activating environmental redevelopment incentives (e.g., increases in density and height) that also provide the receiving capacity for transfers of units from sensitive lands. The next section of this finding establishes how the City of South Lake Tahoe's TCAP fulfills the role anticipated by the RPU and RTP and the expected threshold gain resulting from its implementation.

II. TCAP Amendments and Threshold Gain

The TCAP Amendments accelerate threshold gain including water quality restoration and other ecological benefits, by supporting environmental redevelopment opportunities and Environmental Improvement Program (EIP) investments. The amendments will help to accelerate environmental redevelopment within an existing town center by allowing increased density and height provisions that serve as an incentive for private investment in redevelopment projects. These redevelopment incentives are intended to increase the rate of redevelopment and will likewise increase the rate of threshold gain by accelerating the application of controls designed to enhance water quality, air quality, soil conservation, scenic quality and recreational improvements to projects that wouldn't otherwise be redeveloped absent TCAP provisions.

The TCAP's Development and Design Standards represent a significant step forward in enhancing the aesthetics of the built environment and will result in improvements to the scenic threshold as projects are approved and built. Redevelopment of existing Town Centers and the Regional Center is identified in the Regional Plan as a high priority.

As described in more specific detail below, the amendments beneficially affects multiple threshold areas.

A. Water Quality

The 2015 Threshold Evaluation found that the trend in reduced lake clarity has been slowed. The continued improvement is a strong indication that the actions of partners in the Region are contributing to improved clarity and helping TRPA attain one of its signature goals.

An accelerated rate of redevelopment within the TCAP will result in accelerated water quality benefits. Each redevelopment project is required to comply with strict development standards including water quality Best Management Practices ("BMP") and coverage mitigation requirements and will provide additional opportunities for implementing area wide water quality systems.

Today, all developed commercial and tourist properties exceed the 50 percent maximum land coverage allowed in the Community Plan. Although the boundary change would allow up to 70%, the existing land capability and existing land coverage on the developed parcels would not afford the creation of new coverage. The benefit of the boundary change is for the mitigation of this excess land coverage.

B. Air Quality

The 2015 Threshold Evaluation found that the majority of air quality standards are in attainment and observed change suggests that conditions are improving or stable. Actions implemented to improve air quality in the Lake Tahoe Region occur at the national, state, and regional scale. The U.S. Environmental Protection Agency

and state agencies, such as the California Air Resources Board, have established vehicle tail-pipe emission standards and industrial air pollution standards. These actions have resulted in substantial reductions in the emissions of harmful pollutants at state-wide and national scales and likely have contributed to improvement in air quality at Lake Tahoe. At a regional scale, TRPA has established ordinances and policies to encourage alternative modes of transportation and to reduce vehicle idling by prohibiting the creation of new drive-through window establishments.

Facilitating projects within the approved Area Plans is an integral component in implementing regional air quality strategies and improvements at a community level. (TRPA Goals and Policies: Chapter 2, Land Use). Because the land use and transportation strategies identified in the TCAP lead to implementation of the Regional Plan, they directly contribute to achieving and maintaining the Air Quality threshold.

One of the main objectives of the TCAP is to encourage the redevelopment of the existing built environment and to provide access to recreational opportunities from walking and bike paths, as well as provide greater access to transit. Replacing older buildings with newer, more energy efficient buildings that take advantage of the City of South Lake Tahoe's Green Building Program will also help to improve air quality and ensure the attainment of air quality standards. (TCAP, Appendix D, City of South Lake Tahoe Green Building Program.)

TRPA's 2017 *Regional Transportation Plan: Linking Tahoe (RTP)* includes an analysis of its conformity with the California State Implementation Plan to ensure that the RTP remains consistent with State and local air quality planning work to achieve and/or maintain the national ambient air quality standards (NAAQS). The proposed amendment does not propose substantial changes to land use assumptions for mixed-use assigned to the amendment area and the TCAP would continue to promote higher density residential uses within one-quarter mile of transit, commercial, and public service uses, and therefore would not change the conformity determination by state regulators.

The area to be amended is currently developed. Although the amendments would increase the potential development density, the number of additional potential units would not be substantial because of the density of existing development as demonstrated in the IS/IEC. Furthermore, the "Lot and Density" policy would limit the combined density of mixed-use projects to 40 units per acre in TSC-G Special Area 1, and would therefore not conflict with implementation of an applicable air quality plan. The mixed-use density limit of 65 units per acre in the remainder of the districts within TCAP allowing mixed-use development was already addressed through the Regional Plan Update EIS and results in no additional impacts as it complies with the Regional Plan Update.

The amendment area is located within an existing Town Center and includes existing transit routes and multi-use shared path. This indicates that redevelopment is in the appropriate location to potentially generate the shorter trip lengths and lower

vehicle-miles traveled needed to meet the air quality goals of the Regional Plan and the City's General Plan.

C. Soil Conservation

The 2015 Threshold Evaluation found negligible change in the total impervious cover in the Region over the last five years and the majority of soil conservation standards in attainment. While the permitting process of partners has been effective in focusing development on less sensitive lands and encouraging removal of impervious cover from sensitive areas, there is still much work to be done. Plans for large scale SEZ restoration, recent improvements in the Development Rights program, and implementation of the Area Plans will continue to help achieve SEZ restoration goals.

All but one parcel in the amendment area is located in Land Capability Class 1b (SEZ). Today, all developed commercial and tourist properties exceed the 50 percent maximum land coverage allowed in the Community Plan. The four commercial properties within the amendment area average 90% coverage. This indicates that future redevelopment would be required to implement excess land coverage mitigation. Furthermore, redevelopment permitting would require these properties to come into modern site design standards including landscaping, BMPs, setbacks, etc. These standards would likely result in the removal of existing land coverage for properties that are severely overcovered. Therefore, the amendments will help to accelerate threshold gain through soil conservation.

D. Scenic Quality

The 2015 Threshold Evaluation found that scenic gains were achieved in developed areas along roadways and scenic resources along the lake's shoreline, the areas most in need of additional scenic improvement. Overall, 93% of the evaluated scenic resource units met the threshold standard and no decline in scenic quality was documented in any indicator category.

The amendment area is located within the Shoreline Scenic Unit #31, which is in attainment, and Urban Roadway Scenic Corridor Unit #33, which is not in attainment.

Future redevelopment within the amendment area is likely to result in a significant improvement to scenic quality from the roadway and will not be allowed to degrade the shoreline scenic attainment. Redevelopment will be required to comply with the following TCAP Goals and Policies:

Goal NCR-1 Scenic Resources

To protect and enhance the visual connection between South Lake Tahoe and the Lake Tahoe Region's scenic resources.

Policy NCR-1.1

Improve the visual quality of the built environment consistent with the general recommendations for site planning found in the TRPA Scenic Quality Improvement Program (SQIP) to attain threshold attainment for Scenic Roadway Units #32, 33 and 45.

Policy NCR-1.2

Maintain Stream Environment Zone (SEZ) restoration sites and stormwater drainage basins as view corridors and scenic resources to relieve the strip commercial character along US 50 within the Tourist Core.

Policy NCR-1.3

Adopt siting and building design standards and guidelines to protect, improve, and enhance the scenic quality of the natural and built environment and take full advantage of scenic resources through site orientation, building setbacks, preservation of viewsheds, and height limits.

Furthermore, redevelopment projects will be required to comply with the Design Review Guidelines and Standards and the TRPA Code for shoreline projects.

E. Vegetation

The 2015 Threshold Evaluation found that vegetation in the Region continues to recover from the impacts of legacy land use. The majority of vegetation standards that are currently not in attainment relate to common vegetation in the Region. This finding is consistent with those of past threshold evaluations. As the landscape naturally recovers from the impacts of historic logging, grazing, and ground disturbance activities over the course of this century, many of the standards are expected to be attained.

The proposed amendment area is developed and overcovered with minimal native vegetation. The proposed amendments would not alter or revise the regulations pertaining to native vegetation protection during construction. Consistent with existing conditions, vegetation surrounding the construction site of a future redevelopment project would be required to comply with Section 33.6, Vegetation Protection During Construction, of the TRPA Code of Ordinances. Protective requirements include installation of temporary construction fencing, standards for tree removal and tree protection, standards for soil and vegetation protection, and revegetation of disturbed areas.

Amending the boundary would not result in tree or vegetation removal. Future projects on the parcels in the amendment area would be subject to project-level environmental review and removal of any native, live, dead or dying trees would be required to be consistent with Chapter 61, Vegetation and Forest Health, of the TRPA

Code of Ordinances. The area is not within TRPA's Conservation or Recreation land use classifications.

F. Recreation

The 2015 Threshold Evaluation found that land acquisition programs and the Lake Tahoe Environmental Improvement Program have contributed to improved access and visitor and resident satisfaction with the quality and spectrum of recreation opportunities. Partner agencies have improved existing recreation facilities and created new ones, including providing additional access to Lake Tahoe, hiking trailheads, and bicycle trails. Today's emerging concerns are transportation access to recreation sites and maintaining quality recreation experiences as demand grows, concerns that may require the Region to revisit policies and goals for the recreation threshold standards.

The TCAP contains numerous recreational opportunities within its boundaries and in the immediate vicinity (i.e. Ski Run Marina and Beach, Lakeside Marina, Heavenly Resort California base, Heavenly Gondola at Heavenly Village, Van Sickle Bi-State Park, Bijou Golf course, Kahle Community Park and Community Center, Edgewood Tahoe Golf Course [golf and public beach], the Nevada Stateline-to-Stateline Bikeway, Nevada Beach, Round Hill Pines Beach, and other hiking and mountain bicycle trails).

The TCAP includes goals and policies regarding maintaining, improving and expanding recreation facilities and providing enhanced access through the construction of sidewalks and bike paths and improving public transit. The area included in the TCAP Amendment is immediately adjacent to recreation opportunities, a multi-use path, Connelley Beach, and Timber Cove pier. Development proposed within this area would be required to comply with the TCAP policies related to improving and enhancing access to these recreation opportunities.

The TCAP and B/ATCP amendments do not proposed changes to existing recreation facilities, but an amendment to the TCAP Recreation Implementation Strategies is proposed. This would be a beneficial impact by supporting the improvement of public access to Lake Tahoe. In support of Goal R-4, the following Implementation Strategy is proposed:

Support the [California Tahoe Conservancy (CTC)] in its efforts to implement the Connelley Beach Public Access Project located west of the Beach Retreat parcel to provide a second access to Connelley Beach in addition to Timber Cove.

The approval of any project proposing the creation of additional recreational capacity would be subject to subsequent project-level environmental review and permitting and, if applicable, would be subject to the Persons At One Time (PAOT) system of recreation allocations administered by TRPA as described in Section 50.9 (Regulation of Additional Recreation Facilities) of the TRPA Code of Ordinances. No

additional PAOTs are proposed by the amendment, nor are any changes to recreational land uses or policies.

G. Fisheries

While the 2015 Threshold Evaluation found standards for fisheries to generally be in attainment, the standards focus on physical habitat requirements that may not reflect the status of native fish populations. Recent population surveys in Lake Tahoe suggest significant declines in native fish species in parts of the nearshore. Declines are likely the result of impacts from the presence of aquatic invasive species in the lake. While efforts to prevent new invasive species from entering the lake have been successful, mitigating the impact of previously introduced existing invasive species remains a high priority challenge. Invasive species control projects are guided by a science-based implementation plan. Ensuring native fish can persist in the Region and the restoration of the historic trophic structure to the lake will likely require partners to explore novel methods to control invasive species and abate the pressure they are placing on native species. Climate change driven shifts in the timing and form of precipitation in the Region pose a longer-term threat to native fish that may need to be monitored.

The project area does include fish habitat near Timber Cove pier. BMPs required for project development would improve water quality and thus could contribute to improved riparian and lake conditions in receiving water bodies. The TCAP Amendment will not alter the Resource Management and Protection Regulations, Chapters 60 through 68, of the TRPA Code of Ordinances. Chapter 63: Fish Resources includes the provisions to ensure the protection of fish habitat and provide for the enhancement of degraded habitat. Development within The TCAP could benefit the Fisheries Threshold through Goals and Policies aimed at the restoration of SEZs and implementation of BMPs.

H. Wildlife

The 2015 Threshold Evaluation found that twelve of the 16 wildlife standards are in attainment. Over 50 percent of the land area in the Tahoe Region is designated for protection of listed special status species. Populations of special interest species are either stable or increasing.

Future redevelopment projects in the amendment area would be subject to project-level environmental review and permitting at which time the proposals would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of animal species. (Section 62.4 of the TRPA Code). At a project-level, potential effects on animal species would be determined based on the species' distribution and known occurrences relative to the project area and the presence of suitable habitat for the species in or near the project area. TRPA's existing policies and Code provisions address potential impacts to special-status species through site-specific environmental review, development and implementation of project-specific measures to minimize or avoid impacts through

the design process, and compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (Sections 61.3.6 and 62.4 of the TRPA Code).

Implementation of the proposed amendments would not result in the reduction in the number of any unique, rare, or endangered species of animals, including waterfowl. Future redevelopment projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations in Chapter 62 and 63 (Wildlife Resources and Fish Resources, respectively) of the TRPA Code of Ordinances. While the boundary amendments allow for some different land uses or use densities and heights in the amendment area, they do not propose specific new development or amendments that threaten protection of listed species or their habitat, and do not affect policies that protect biological resources.

I. Noise

The 2015 Threshold Evaluation found that Ambient noise levels in seven of nine land-use categories are in attainment with standards, but because of the proximity of existing development to roadways just two of seven transportation corridors are in attainment with ambient targets. Due to insufficient data, status determinations were not possible for nearly half of the single event noise standards. Limited noise monitoring resources were prioritized towards collecting more robust information to analyze ambient noise standards, which are more conducive to influential management actions than are single event sources. TRPA continues to update and evaluate its noise monitoring program to ensure standards are protective and realistically achievable.

As discussed in the IS/IEC, the TCAP and B/ATCP amendments would not alter noise policies and would reduce the existing maximum CNEL levels within the TCAP to meet the adopted TRPA CNEL threshold standards, and Regional Plan and General Plan noise policies would continue to be applied. The area is currently near maximum buildout densities as shown in Table 1-1 and all land is developed within the amendment area. Given the small number of potential additional units or traffic from redevelopment, and the similar noise generation of condominiums and timeshares to single-family units and tourist accommodation units, no notable increase in noise would occur. Noise increases associated with traffic under redevelopment buildout conditions would be similar to existing noise levels as traffic levels are relatively the same between existing and new allowed uses. Redevelopment projects would be required to implement project-specific noise reduction measures established in the Regional Plan EIS, General Plan EIR, and the TCAP. The amendments would not create a significant noise level increase. Implementation of the amendment to the CNEL

limit would result in a beneficial impact. For these reasons, TCAP and B/ATCP amendments would not contribute to an adverse cumulative increase in noise levels.

Furthermore, Policy LU7-2 of the TCAP requires an acoustical analysis as part of the environmental review process when noise-sensitive land uses are proposed in areas exposed to existing or project exterior noise levels exceeding the levels shown in Table HS-1 and HS-2 of the City General Plan, so noise mitigation may be included in the project design. The City and/or TRPA would only approve projects that can demonstrate compliance with the applicable noise standards.

To ensure that the generation of noise levels in excess of standards established for the TCAP is not exceeded, the TCAP incorporates a noise policy which is designed toward reducing traffic-related noise. Policy LU7-1 requires the mitigation of new transportation noise sources to the levels shown in Table HS-2 of the City General Plan (CSLT 2011b, page HS-10) at all outdoor activity areas and interior spaces of existing noise-sensitive land uses. Further, the City and/or TRPA would continue to evaluate individual projects within the TCAP amendment area at a project level and would enforce CNEL standards on a project-by-project basis pursuant to the noise limitations in Chapter 68 (Noise Limitations) of the TRPA Code of Ordinances.

III. Conclusion

Based on the foregoing: the completion of the IS/IEC; the previously certified RPU EIS, RTP IS/ND/IEC; and the findings made on December 12, 2012 for the RPU, TRPA finds the Regional Plan and all of its elements, as amended by the project achieves and maintains the thresholds. As described above in more detail, the amendments actively promotes threshold achievement and maintenance by, *inter alia*, (1) incentivizing environmentally beneficial redevelopment, (2) requiring the installation of Best Management Practices improvements for all projects in the Area Plan, (3) requiring conformance with the Development and Design Standards that will result in improvements to scenic quality and water quality, (4) facilitating multi-use development in proximity to alternative modes of transportation in order to reduce vehicle miles traveled (VMT); and (5) incorporating projects identified in the City's Pollutant Load Reduction Plan (PLRP) to guarantee the assigned reductions necessary to meet water quality objectives. In addition, as found in Chapter 4 Findings 1 through 3 and the Chapter 13 Findings, no element of the amendments interferes with the efficacy of any of the other elements of the Regional Plan. Thus, the Regional Plan, as amended by the project, will continue to achieve and maintain the thresholds.

Chapter 12 Findings: The following findings must be made prior to amending the boundary of the Bijou-Al Tahoe Community Plan:

1. Finding The area within the boundaries is an area where commercial, tourist, and related uses are concentrated or where commercial, tourist, or affordable residential uses should be concentrated; is served or easily served by transit systems; which has

adequate highway access; which has or can have housing in the vicinity available for employees working in the area; and which otherwise qualifies as an area suitable for continued or increased levels of commercial activity. In areas where existing and proposed development patterns are found to support affordable housing, the community plan shall limit the applicable community plan incentives to uses classified as deed restricted affordable housing or employee housing with the employment base nexus identified within close proximity to the proposed employee housing.

Rationale The project would amend the TCAP boundary to incorporate 18 acres located in the Bijou-Al Tahoe Community Plan. The 49 parcels that comprise the 18 acres, are located east of the existing TCAP boundary and north (or lakeward) of Highway 50.

The proposed amendments would not alter or conflict with the policies in the TRPA Regional Plan or City General Plan, nor would these amend policies in the adopted Bijou-Al Tahoe Community Plan. Existing land uses within the community plan but outside of the amendment area consists of commercial and residential uses. This area is served by existing transit routes and an existing multi-use path. The area outside of the amendment is bisected by Highway 50 and all areas have adequate access to the highway. The residential areas of the community plan maintain a diverse socio-economic range and have numerous opportunities for infill development, including affordable housing. Remaining commercial uses within the community plan include the revitalized Harrison Avenue area and commercial complex at the corner of Highway 50 and Al Tahoe Boulevard.

2. Finding The nature and intensity of uses proposed for the area within the boundaries is demonstrably consistent with the achievement of VMT reduction policies and level of service goals for street and highway traffic established for the plan area.

Rationale The amendments to the community plan are only for a boundary change and do not alter the existing nature and intensity of uses within the plan boundary.

3. Finding The area within the boundaries will encourage concentration of commercial development, discourage the maintenance or exacerbation of strip commercial development and shall not allow isolated areas of commercial or tourist accommodations unrelated to the central commercial area.

Rationale The community plan outside of the amendment area includes an existing Town Center boundary. The Regional Plan and TRPA Code of Ordinance establish redevelopment incentives for Town Center across the region and to concentrate commercial and tourist uses. The amendments do not alter the goals and policies, permissible uses, or development incentives within the existing community plan or TRPA Code. Additionally, the amendments would not alter the existing community plan design review guidelines and standards

which ensure redevelopment and new development within the plan area is in keeping desirable architectural and aesthetic conditions.

Chapter 13 Findings: The following findings must be made prior to adopting amendments to the TCAP:

1. Finding: The proposed Area Plan Amendment is consistent with and furthers the goals and policies of the Regional Plan.

Rationale: Regional Plan Land Use Policy 4.6 encourages the development of area plans that supersede existing plan area statements and community plans or other TRPA regulations in order to be responsive to the unique needs and opportunities of communities. The proposed TCAP amendments were found to be consistent with the goals and policies of the Regional Plan, as described in the Area Plan Findings of Conformance Checklist (Attachment D to the staff summary), and as described in Chapter 4, Finding #1, above. The amendments provide the density and height necessary to facilitate redevelopment in the overcovered, aging town center and further the attainment of environmental thresholds.

The amended area will be subject to the TCAP General Review Standards, the Load Reduction Plans, and Additional Review Standards for Area Plans with Town Centers or Regional Centers.



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STATEMENT OF NO SIGNIFICANT EFFECT

Project Description: Proposed amendments to the City of South Lake Tahoe’s Tourist Core Area Plan and Bijou-Al Tahoe Community Plan.

Staff Analysis: In accordance with Article IV of the Tahoe Regional Planning Compact, as amended, and Section 6.6 of the TRPA Rules of Procedure, TRPA staff reviewed the information submitted with the subject project.

Determination: Based on the joint Initial Study/Initial Environmental Checklist, Agency staff found that the subject project will not have a significant effect on the environment.

A handwritten signature in black ink, appearing to read "Jennifer J. Smith".

TRPA Executive Director/Designee

August 25, 2020

Date

Attachment D

Area Plan Conformance Checklist

Area Plan Finding of Conformance Checklist

Project Name: Tourist Core Area Plan Amendment
 Lead Agency: City of South Lake Tahoe
 Submitted to TRPA: 04/25/2018
 TRPA File No: PLAN2018-0001
 Lead Agency Area Plan Approval Date:
 APC Hearing Date:
 Governing Board Hearing Date:
 Appeal Deadline:
 MOU Approval Deadline: N/A (no changes to the approved MOU are required)
 Geographic Area and Description: CSLT Tourist Core
 Land Use Classifications Included in Area Plans: Tourist
 Alternative Development Specific Standards: Lighting, Landscaping and Signage

| Contents of Area Plans | Code | Conformance |
|--|--------|--|
| <p>General</p> <p>An Area Plan shall consist of applicable policies, maps, ordinances, and any other related materials identified by the lead agency, sufficient to demonstrate that these measures, together with TRPA ordinances that remain in effect, are consistent with and conform to TRPA’s Goals and Policies and all other elements of the Regional Plan. In addition to this Section 13.5, additional specific requirements for the content of Area Plans are in subsection 13.6.5.A. The Memorandum of Understanding (MOU) that is associated with an approved Area Plan is a separate, but related, approval and is not part of the Area Plan.</p> | 13.5.1 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| <p>Notes: The Tourist Core Area Plan (TCAP), as amended, consists of applicable policies, maps, ordinances and related materials that conform to the Regional Plan (RP). Annexation of approximately 18 acres of land developed with urban uses into the TCAP Gateway District and the height allowance for which certain tourist accommodation uses may be eligible are consistent with the policies of the TCAP and the TRPA Regional Plan.</p> | | |

| | | |
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| <p>Relationship to Other Sections of the Code</p> <p>This section is intended to authorize development and design standards in Area Plans that are different than otherwise required under this Code. In the event of a conflict between the requirements in this section and requirements in other parts of the Code, the requirements in this section shall apply for the purposes of developing Area Plans. Except as otherwise specified, Code provisions that apply to Plan Area Statements (Chapter 11), Community Plans (Chapter 12), and Specific and Master Plans (Chapter 14) may also be utilized in a Conforming Area Plan. If an Area Plan proposes to modify any provision that previously applied to Plan Area Statements, Community Plans, or Specific and Master Plans, the proposed revision shall be analyzed in accordance with Code Chapters 3 and 4.</p> | 13.5.2 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| <p>Notes: The TCAP Amendment proposes standards consistent with Section 15.5.2 and height allowances applicable to Town Centers for certain tourist accommodation uses in the Gateway District provided performance standards are met.</p> | | |

| Development and Community Design Standards for Area Plans | | |
|--|-------------|--|
| Area Plans shall have development standards that are consistent with those in Table 13.5.3-1. | | |
| Maximum Building Height | Code | Conformance |
| Area Plans shall have development standards that are consistent with those in Table 13.5.3-1. | | |
| Outside of Centers building height standards consistent with Code Section 37.4 | 13.5.3 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Notes: The TCAP Amendment does not propose any changes to existing height ordinances outside of Centers. | | |
| Within Town Centers up to 4 stories (56 ft.) maximum | 13.5.3 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: The TCAP Amendment's proposed height is consistent with Table 13.5.3-1. | | |
| Within the Regional Center up to 6 stories (95 ft.) maximum | 13.5.3 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Notes: | | |
| Within the High-Density Tourist District up to 197 feet maximum | 13.5.3 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Notes: The TCAP does not have any areas designated as High-Density Tourist District. | | |

| Density | Code | Conformance |
|--|------------|--|
| Single Family Dwelling consistent with Code Section 31.3 | 13.5.3 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: The TCAP proposed density is consistent with Section 31.3. | | |
| Multiple-Family Dwelling outside of Centers consistent with Code Section 31.3 | 13.5.3 | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Notes: | | |
| Within Centers Multi-Family Dwelling Residential 25 units/acre maximum Tourist 40 units/acre maximum | 13.5.3 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: The TCAP Amendment's proposed density is consistent with multi-family dwelling and tourist density standards outlined in Table 13.5.3-1. | | |
| Land Coverage | Code | Conformance |
| Land coverage consistent with Section 30.4 of the TRPA Code | 13.5.3 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: The TCAP Amendment does not involve changes to the coverage standards that are in place and consistent with Section 30.4. | | |
| Alternative Comprehensive Coverage Management System (see below) | 13.5.3.B.1 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Notes: The TCAP Amendment does not propose an Alternative Comprehensive Coverage Management System. | | |
| Complete Streets | Code | Conformance |
| Area Plan conforms to Section 36.5 of the Code of Ordinances. | 13.5.3 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: The TCAP Amendment is consistent with Section 36.5. | | |
| Within Centers plan for sidewalks, trails, and other pedestrian amenities providing safe and convenient non-motorized circulation within Centers, as applicable, and incorporation the Regional Bike and Pedestrian Plan | 13.5.3 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: See the Transportation and Circulation Element. See policies T-2.2, 2.4 and 2.5. The polices promote the expansion of adequate pedestrian and bicycle facilities such as continuous sidewalks, bike paths and bike lanes throughout the plan area, implementation of the planned bicycle and pedestrian projects identified in the City General Plan, TRPA Regional Plan, Area Plans and TRPA Bike and Pedestrian Master Plan, and requiring sidewalks as conditions of approval for projects. The TCAP Amendment does not involve changes to these policies. | | |

| Alternative Development Standards and Guidelines Authorized in Area Plans | | |
|--|-------------|--|
| Comprehensive Coverage Management Systems | Code | Conformance |
| An Area Plan may propose a comprehensive coverage management system as an alternative to the parcel-level coverage requirements outlined in Sections 30.4.1 and 30.4.2, provided that the alternative system shall: 1) reduce the total coverage and not increase the cumulative base allowable coverage in the area covered by the comprehensive coverage management system; 2) reduce the total amount of coverage and not increase the cumulative base allowable coverage in Land Capability Districts 1 and 2; and 3) not increase the amount of coverage otherwise allowed within 300 feet of high water of Lake Tahoe (excluding those areas landward of Highways 28 and 89 in Kings Beach and Tahoe City Town Centers within that zone). For purposes of this provision, “total” coverage is the greater of existing or allowed coverage. | 13.5.3.B.1 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Notes: The TCAP Amendment does not propose a Comprehensive Coverage Management System. | | |
| Alternative Parking Strategies | Code | Conformance |
| <p>Area Plan includes shared or area-wide parking strategies to reduce land coverage and make more efficient use of land for parking and pedestrian uses. Shared parking strategies may consider and include the following.</p> <ul style="list-style-type: none"> ○ Reduction or relaxation of minimum parking standards; ○ Creation of maximum parking standards; ○ Shared parking; ○ In-lieu payment to meet parking requirements; ○ On-street parking; ○ Parking along major regional travel routes; ○ Creation of bicycle parking standards; ○ Free or discounted transit; ○ Deeply discounted transit passes for community residents; and ○ Paid parking management | 13.5.3.B.2 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: The TCAP as adopted includes such strategies and this amendment does not involve any changes. | | |

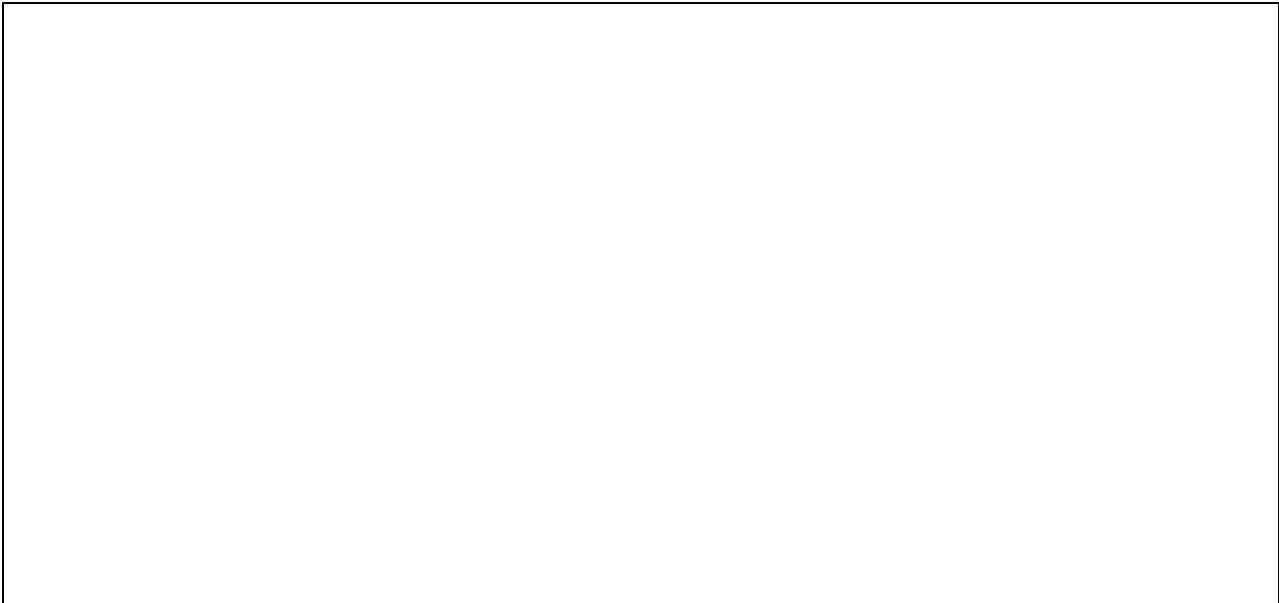
| Area-wide Water Quality Treatments and Funding Mechanisms | Code | Conformance |
|---|------------|--|
| <p>Area Plan includes water quality treatments and funding mechanisms in lieu of certain site-specific BMPs, subject to the following requirements.</p> <ul style="list-style-type: none"> ○ Area-wide BMPs shall be shown to achieve equal or greater effectiveness and efficiency at achieving water quality benefits to certain site-specific BMPs and must infiltrate the 20-year, one-hour storm; ○ Plans should be developed in coordination with TRPA and applicable state agencies, consistent with applicable TMDL requirements; ○ Area-wide BMP project areas shall be identified in Area Plans and shall address both installation and ongoing maintenance; ○ Strong consideration shall be given to areas connected to surface waters; ○ Area-wide BMP plans shall consider area-wide and parcel level BMP requirements as an integrated system; ○ Consideration shall be given to properties that have already installed and maintained parcel-level BMPs, and financing components or area-wide BMP plans shall reflect prior BMP installation in terms of the charges levied against projects that already complied with BMP requirements with systems that are in place and operational in accordance with applicable BMP standards. ○ Area-wide BMP Plans shall require that BMPs be installed concurrent with development activities. Prior to construction of area-wide treatment facilities, development projects shall either install parcel-level BMPs or construct area-wide improvements. | 13.5.3.B.3 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| <p>Notes: Policies NCR-3.2 and 3.3 refer to implementation of EIP water quality improvement projects (WQIPs) and recommendations outlined in the CSLT Pollutant Load Reduction Plan. Figure 7.2 identifies the WQIPs implemented by the TCAP. A portion of the Bijou Commercial Core WQIP, which provides area-wide treatment for constrained properties, falls within the western end of the TCAP boundary. The TCAP Amendment does not propose any changes.</p> | | |
| Alternative Transfer Ratios for Development Rights | Code | Conformance |
| <p>Within a Stream Restoration Plan Area as depicted in Map 1 in the Regional Plan, an Area Plan may propose to establish alternative transfer ratios for development rights based on unique conditions in each jurisdiction, as long as the alternative transfer ratios are determined to generate equal or greater environment gain compared to the TRPA transfer ratios set forth in Chapter 51: Transfer of</p> | 13.5.3.B.4 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |

| Development. | | |
|--|-------------|--|
| Notes: There is no Stream Restoration Plan Area located within the boundaries of the TCAP. | | |
| Development Standards and Guidelines Encouraged in Area Plans | Code | Conformance |
| Urban Bear Strategy In Area Plans, lead agencies are encouraged to develop and enforce urban bear strategies to address the use of bear-resistant solid waste facilities and related matters. | 13.5.3.C.1 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Notes: The TCAP Amendment does not propose an urban bear strategy. However, City Code, Chapter 23 Refuse and Garbage, Section 23.12.4 permits the City to mandate bear-proof refuse containers for repeat violators of single-family residences and multifamily residential properties who allow excess refuse or rubbish or waste to collect and accumulate upon or in the premises or structure for a period of time longer than allowed by law | | |
| Urban Forestry In Area Plans, lead agencies are encouraged to develop and enforce urban forestry strategies that seek to reestablish natural forest conditions in a manner that does not increase the risk of catastrophic wildfire. | 13.5.3.C.2 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Notes: The TCAP Amendment does not propose an urban forestry strategy. | | |
| Development on Resort Recreation Parcels In addition to recreation uses, an Area Plan may allow the development and subdivision of tourist, commercial, and residential uses on the Resort Recreation District parcels depicted on Map 1 of the Regional Plan and subject to the following conditions: <ul style="list-style-type: none"> ○ The parcels must become part of an approved Area Plan; ○ Subdivisions shall be limited to “air space condominium” divisions with no lot and block subdivisions allowed; ○ Development shall be transferred from outside the area designated as Resort Recreation; and ○ Transfers shall result in the retirement of existing development. | 13.5.3.C.3 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Notes: There are no districts zoned Resort Recreation within the boundaries of the TCAP. | | |

| Community Design Standards |
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| To be found in conformance with the Regional Plan, Area Plans shall require that all projects comply with the design standards in this subsection. Area Plans may also include additional or substitute requirements not listed below that promote threshold attainment. |

| Site Design | Code | Conformance |
|---|--------------|--|
| <p>Development in All Areas</p> <p>All new development shall consider, at minimum, the following site design standards:</p> <ul style="list-style-type: none"> ○ Existing natural features retained and incorporated into the site design; ○ Building placement and design that are compatible with adjacent properties and designed in consideration of solar exposure, climate, noise, safety, fire protection, and privacy; ○ Site planning that includes a drainage, infiltration, and grading plan meeting water quality standards, and ○ Access, parking, and circulation that are logical, sage, and meet the requirements of the transportation element. | 13.5.3.D.1.a | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| <p>Notes: The TCAP, as amended, complies with these standards. In addition, existing provisions of the City-Wide Design Manual for preserving natural features are still applicable in the TCAP.</p> | | |
| <p>Development in Regional Center or Town Center</p> <p>In addition to the standards above, development in Town Centers or the Regional Center shall address the following design standards:</p> <ul style="list-style-type: none"> ○ Existing or planned pedestrian and bicycle facilities shall connect properties within Centers to transit stops and the Regional Bicycle and Pedestrian network. ○ Area Plans shall encourage the protection of views of Lake Tahoe. ○ Building height and density should be varied with some buildings smaller and less dense than others. ○ Site and building designs within Centers shall promote pedestrian activity and provide enhanced design features along public roadways. Enhanced design features to be considered include increased setbacks, stepped heights, increased building articulation, and/or higher quality building materials along public roadways. ○ Area Plans shall include strategies for protecting undisturbed sensitive lands and, where feasible, establish park or open space corridors connecting undisturbed sensitive areas within Centers to undisturbed areas outside of Centers. | 13.5.3.D.1.b | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| <p>Notes: The TCAP addresses these design standards; no changes are proposed in the Amendment</p> | | |

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| <p>Building Height</p> <ul style="list-style-type: none"> ○ Area Plans may allow building heights up to the maximum limits in Table 13.5.3-1 of the Code of Ordinances ○ Building height limits shall be established to ensure that buildings do not project above the forest canopy, ridge lines, or otherwise detract from the viewshed. ○ Area Plans that allow buildings over two stories in height shall, where feasible, include provisions for transitional height limits or other buffer areas adjacent to areas not allowing buildings over two stories in height. | 13.5.3.D.2 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| <p>Notes: The TCAP Amendment proposes to adopt the Town Center Overlay height allowance in Table 13.5.3-1 for certain tourist accommodation uses in the Gateway District and includes performance standards that must be met to be eligible for the increased height.</p> | | |
| <p>Building Design</p> <p>Standards shall be adopted to ensure attractive and compatible development. The following shall be considered:</p> <ul style="list-style-type: none"> ○ Buffer requirements should be established for noise, snow removal, aesthetic, and environmental purposes. ○ The scale of structures should be compatible with existing and planned land uses in the area. ○ Viewsheds should be considered in all new construction. Emphasis should be placed on lake views from major transportation corridors. ○ Area Plans shall include design standards for building design and form. Within Centers, building design and form standards shall promote pedestrian activity. | 13.5.3.D.3 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| <p>Notes: The TCAP Amendment proposes no changes to the standards adopted in the TCAP.</p> | | |



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| <p>Landscaping</p> <p>The following should be considered with respect to this design component of a project:</p> <ul style="list-style-type: none">○ Native vegetation should be utilized whenever possible, consistent with Fire Defensible Space Requirements.○ Vegetation should be used to screen parking, alleviate long strips of parking space, and accommodate stormwater runoff where feasible.○ Vegetation should be used to give privacy, reduce glare and heat, deflect wind, muffle noise, prevent erosion, and soften the line of architecture where feasible. | 13.5.3.D.4 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
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Notes: The TCAP Amendment makes no changes to the approved parking and loading location standards in Appendix C which are intended to enhance walkability and reduce the visual dominance of surface parking lots in the area by setting them back from the street and requiring them to be screened.

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| <p>Lighting</p> <p>Lighting increases the operational efficiency of a site. In determining the lighting for a project, the following should be required:</p> <ul style="list-style-type: none">○ Exterior lighting should be minimized to protect dark sky views, yet adequate to provide for public safety, | 13.5.3.D.5 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
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| <p>and should be consistent with the architectural design.</p> <ul style="list-style-type: none"> ○ Exterior lighting should utilize cutoff shields that extend below the lighting element to minimize light pollution and stray light. ○ Overall levels should be compatible with the neighborhood light level. Emphasis should be placed on a few, well-placed, low-intensity lights. ○ Lights should not blink, flash, or change intensity except for temporary public safety signs. | | |
| <p>Notes: The TCAP Amendment makes no changes to the exterior lighting standards in Appendix C designed to provide adequate level of lighting while protecting the night time sky.</p> | | |
| <p>Signing</p> <p>Area Plans may include alternative sign standards. For Area Plans to be found in conformance with the Regional Plan, the Area Plan shall demonstrate that the sign standards will minimize and mitigate significant scenic impacts and move toward attainment or achieve the adopted scenic thresholds for the Lake Tahoe region.</p> | <p>13.5.3.D.6</p> | <p><input checked="" type="checkbox"/>Yes <input type="checkbox"/>No <input type="checkbox"/>N/A</p> |
| <p>Notes: The TCAP Amendment proposed no changes to the previously approved sign standards in the TCAP</p> | | |
| <p>Signing</p> <p>In the absence of a Conforming Area Plan that addresses sign standards, the following policies apply, along with implementing ordinances:</p> <ul style="list-style-type: none"> ○ Off-premise signs should generally be prohibited; way-finding and directional signage may be considered where scenic impacts are minimized and mitigated; ○ Signs should be incorporated into building design; ○ When possible, signs should be consolidated into clusters to avoid clutter; ○ Signage should be attached to buildings when possible; Standards for number, size, height, lighting, square footage, and similar characteristics for on-premise signs shall be formulated and shall be consistent with the land uses permitted in each district. | <p>13.5.3.D.6</p> | <p><input checked="" type="checkbox"/>Yes <input type="checkbox"/>No <input type="checkbox"/>N/A</p> |
| <p>Notes: See discussion above.</p> | | |

Modification to Centers (Town Center, Regional Center and High Density Tourist District Boundary)

When Area Plans propose modifications to the boundaries of a Center, the modification shall comply with the following:

- o Boundaries of Centers shall be drawn to include only properties that are developed, unless undeveloped parcels proposed for inclusion have either at least three sides of their boundary adjacent to developed parcels (for four-sided parcels), or 75 percent of their boundary adjacent to developed parcels (for non-four-sided parcels). For purposes of this requirement, a parcel shall be considered developed if it includes any of the following: 30 percent or more of allowed coverage already existing on site or an approved but unbuilt project that proposes to meet this coverage standard.
- o Properties included in a Center shall be less than ¼ mile from existing Commercial and Public Service uses.
- o Properties included in a Center shall encourage and facilitate the use of existing or planned transit stops and transit systems.

13.5.3.E

Yes No N/A

Notes: The Amendment will annex approximately 18 acres of developed land currently situated in the Bijou/Al Tahoe Community Plan into the TCAP's Gateway District which has a Town Center overlay. The properties within the annexation area contain existing land coverage in excess of 30 percent and are located less than 1/4 mile from existing commercial and public service uses. Existing transit stops are located within and adjacent to the annexation area on both sides of US 50.

Conformity Review Procedures For Area Plans

Initiation of Area Planning Process by Lead Agency

13.6.1

Yes No N/A

The development of an Area Plan shall be initiated by a designated lead agency. The lead agency may be TRPA or a local, state, federal, or tribal government. There may be only one lead agency for each Area Plan.

Notes: The City of South Lake Tahoe is the lead agency for the Tourist Core Area Plan

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| <p>Initial Approval of Area Plan by Lead Agency</p> <p>When TRPA is Not the Lead Agency If the lead agency is not TRPA, then the Area Plan shall be approved by the lead agency prior to TRPA's review of the Area Plan for conformance with the Regional Plan under this section. In reviewing and approving an Area Plan, the lead agency shall follow its own review procedures for plan amendments. At a minimum, Area Plans shall be prepared in coordination with local residents, stakeholders, public agencies with jurisdictional authority within the proposed Area Plan boundaries, and TRPA staff.</p> <p>When TRPA is the Lead Agency If the lead agency is TRPA, the Area Plan shall require conformity approval under this section by TRPA only. No approval by any other government, such as a local government, shall be required.</p> | 13.6.2 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Notes: As stated above, the City of South Lake Tahoe is the lead agency for the Tourist Core Area Plan | | |
| <p>Review by Advisory Planning Commission</p> <p>The TRPA Advisory Planning Commission shall review the proposed Area Plan and make recommendations to the TRPA Governing Board. The commission shall obtain and consider the recommendations and comments of the local government(s) and other responsible public agencies, as applicable. jurisdictional authority within the proposed Area Plan boundaries, and TRPA staff.</p> | 13.6.3 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: It is anticipated the TCAP Amendment will be scheduled for consideration by the TRPA Advisory Planning Commission in or around February 2019. | | |
| <p>Approval of Area Plan by TRPA</p> <p>For Area Plans initiated and approved by a lead agency other than TRPA, the Area Plan shall be submitted to and reviewed by the TRPA Governing Board at a public hearing. Public comment shall be limited to issues raised by the public before the Advisory Planning Commission and issues raised by the Governing Board. The TRPA Governing Board shall make a finding that the Area Plan, including all zoning and development Codes that are part of the Area Plan, is consistent with and furthers the goals and policies of the Regional Plan. This finding shall be referred to as a finding of conformance and shall be subject to the same voting requirements as approval of a Regional Plan amendment.</p> | 13.6.4 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: It is anticipated the TCAP will be considered by the TRPA Governing Board in or around March 2019. | | |

| Findings of Conformance with the Regional Plan | | |
|---|-------------|--|
| In making the general finding of conformance, the TRPA Governing Board shall make the general findings applicable to all amendments to the Regional Plan and Code set forth in Sections 4.5 and 4.6, and also the following specific review standards: | | |
| General Review Standards For All Area Plans | Code | Conformance |
| The submitted Area Plan shall: | | |
| Identify zoning designations, allowed land uses and development standards throughout the plan area. | 13.6.5.A.1 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: See Land Use Element and Appendix C – Development and Design Standards | | |
| Be consistent with all applicable Regional Plan policies, including but not limited to the regional growth management system, development allocations and coverage requirements. | 13.6.5.A.2 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: The TCAP Amendment does not propose any additional growth, allocations or coverage beyond that anticipated and analyzed for the Regional Plan Update. | | |
| Either be consistent with the Regional Land Use Map or recommend and adopt amendments to the Regional Land Use Map as part of an integrated plan to comply with Regional Plan policies and provide threshold gain. | 13.6.5.A.3 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: The TCAP Amendment's proposed change to the Regional Land Use Map complies with Regional Plan Policies and is intended to further threshold gain by encouraging redevelopment of dated properties. | | |
| Recognize and support planned, new, or enhanced Environmental Improvement Projects. Area Plans may also recommend enhancements to planned, new, or enhanced Environmental Improvement Projects as part of an integrated plan to comply with Regional Plan Policies and provide threshold gain. | 13.6.5.A.4 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: Policy NCR-3.2 and the EIP Projects portion of subsection 7.2 Implementation Strategies for Natural and Cultural Resources refers to implementation of EIP water quality improvement projects (WQIPs) in the TCAP. | | |
| Promote environmentally beneficial redevelopment and revitalization within town centers, regional centers and the High Density Tourist District. | 13.6.5.A.5 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: The TCAP, as amended, will promote environmentally beneficial redevelopment and revitalization within Town Centers and Regional Center by promoting TRPA transfer incentives and providing incentives outlined in section 10.3 for property investment resulting in scenic, water quality, and transportation improvements as well as land coverage reduction. | | |
| Preserve the character of established residential areas outside of town centers, regional centers and the High Density Tourist District, while seeking opportunities for | 13.6.5.A.6 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |

| | | |
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| environmental improvements within residential areas. | | |
| Notes: The TCAP, as amended, will preserve the character of established residential areas outside of Town Centers and Regional Center. | | |
| Protect and direct development away from Stream Environment Zones and other sensitive areas, while seeking opportunities for environmental improvements within sensitive areas. Development may be allowed in disturbed Stream Environment zones within town centers, regional centers and the High Density Tourist District only if allowed development reduces coverage and enhances natural systems within the Stream Environment Zone. | 13.6.5.A.7 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: See the Stream Environment Zone portion of Section 7.2 Implementation Strategies of the Natural and Cultural Resources Chapter, which prioritizes the existing tourist accommodation uses east of the wildwood basins for SEZ restoration and encourages property owners to use TRPA transfer incentives to relocate the tourist units to higher capability lands in the Tourist Core. The TCAP Amendment involves no changes to existing TCAP policies addressing SEZ restoration. | | |
| Identify facilities and implementation measures to enhance pedestrian, bicycling and transit opportunities along with other opportunities to reduce automobile dependency. | 13.6.5.A.9 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: See Figure 6.1 for the Proposed Transportation Network, which enhances pedestrian and bicycle facilities and expands transit opportunities intending to reduce automobile dependency within the TCAP. The Amendment does not alter these policies. | | |
| TRPA Utilization of Load Reduction Plans | Code | Conformance |
| TRPA shall utilize the load reduction plans for all registered catchments or TRPA default standards when there are no registered catchments, in the conformance review of Area Plans. | 13.6.5.B | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: See Natural and Cultural Resources Policies NCR-3.3 and 3.4 pertaining to the CSLT Pollutant Load Reduction Plan as well as Figure 7.3 which depicts the proposed registered catchments in the TCAP. The TCAP Amendment involves no changes. | | |
| Additional Review Standards for Town Centers and the Regional Center | Code | Conformance |
| Address all requirements of <i>Policy LU-4.8</i> | 13.6.5.C | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| LU-4.8 IN ORDER TO BE FOUND IN CONFORMANCE WITH | | |

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| <p>THE REGIONAL PLAN, ALL AREA PLANS SHALL INCLUDE POLICIES, ORDINANCES AND OTHER IMPLEMENTATION MEASURES TO:</p> <ol style="list-style-type: none"> 1) Identify zoning designations, allowed land uses and development standards throughout the plan area. 2) Be consistent with all applicable Regional Plan policies, including but not limited to the regional growth management system, development allocations and coverage requirements. 3) Either be consistent with the Regional Land Use Map or recommend and adopt amendments to the Regional Land Use Map as part of an integrated plan to comply with Regional Plan policies and provide threshold gain. 4) Recognize and support planned, new, or enhanced Environmental Improvement Projects. Area Plans may also recommend enhancements to planned, new, or enhanced Environmental Improvement Projects as part of an integrated plan to comply with Regional Plan Policies and provide threshold gain. 5) Promote environmentally beneficial redevelopment and revitalization within Centers. 6) Preserve the character of established residential areas outside of Centers, while seeking opportunities for environmental improvements within residential areas. 7) Protect and direct development away from Stream Environment Zones and other sensitive areas, while seeking opportunities for environmental improvements within sensitive areas. Development may be allowed in disturbed Stream Environment Zones within Centers only if allowed development reduces coverage and enhances natural systems within the Stream Environment Zone. 8) Identify facilities and implementation measures to enhance pedestrian, bicycling and transit opportunities along with other opportunities to reduce automobile dependency. | | |
| <p>Notes: See previous comments demonstrating conformance with all components of LU-4.8.</p> | | |
| <p>Include building and site design standards that reflect the unique character of each area, respond to local design issues and consider ridgeline and viewshed protection.</p> | <p>13.6.5.C.1</p> | <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> |
| <p>Notes: Appendix C provides development and design standards appropriate for the TCAP. Table 7 Height and Roof Standards specifies transitional height standards intended to respond</p> | | |

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| to the unique local issues of the TCAP. | | |
| Promote walking, bicycling, transit use and shared parking in town centers and regional centers, which at a minimum shall include continuous sidewalks or other pedestrian paths and bicycle facilities along both sides of all highways within town centers and regional centers, and to other major activity centers. | 13.6.5.C.2 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: See Policy T-2.2 requiring a connected pedestrian and bicycle network and Figure 6.1 for the Proposed Transportation Network enhancing pedestrian and bicycle facilities and expands transit opportunities intending to reduce automobile dependency within the TCAP. See Transportation and Circulation policies T-6.1 and 6.2 which encourages underground parking where feasible, shared parking, reduce parking, or on-street parking in TSC-C, TSC-MUC and TSC-MU districts to promote a pedestrian friendly main street. Allow projects in pedestrian areas, areas with concentration of overnight accommodations, and in areas served by transit to reduce the parking requirement of the Citywide Parking Ordinances and waive the onsite parking requirement if a parking study and a plan is completed and approved by the City. Also see Chapter V, Article VIII of the City Code (Part III, Section 3 of the Stateline/Ski Run Community Plan). The TCAP Amendment proposes no changes. | | |
| Use standards within town centers and regional centers addressing the form of development and requiring that projects promote pedestrian activity and transit use. | 13.6.5.C.3 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: Policies LU-1.3, 1.5, 1.7, 2.3 and policies under Traffic and Circulation Goal T-2 all encourage development that promotes pedestrian activity and transit use. Also see Table 5: Building Placement Standards, Table 7: Height and Roof Standards and Table 8: Building Form Standards in Appendix C. The TCAP Amendment maintains these policies. | | |
| Ensure adequate capacity for redevelopment and transfers of development rights into town centers and regional centers. | 13.6.5.C.4 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: The proposed height and density allowances provide adequate capacity for redevelopment and transfers. See Appendix C Table 4: Lot and Density Standards and Table 7: Height and Roof Standards. | | |
| Identify an integrated community strategy for coverage reduction and enhanced stormwater management. | 13.6.5.C.5 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Notes: See Section 10.3 where the TCAP provides incentives for property investments resulting in water quality improvements and land coverage reduction. The TCAP Amendment involves no changes. <hr/> | | |

Water quality improvements and implementation of BMPs is addressed under Section 7.2 and through policies under Water Quality Goal NCR-3. No changes are proposed.

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| Demonstrate that all development activity within Town Centers and the Regional Center will provide for or not interfere with Threshold gain, including but not limited to measurable improvements in water quality. | 13.6.5.C.6 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No N/A |
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Notes: The performance standards prescribed in the Amendment will ensure development will not interfere with threshold gain.

| Additional Review Standards for the High Density Tourist District | Code | Conformance |
|--|----------|---|
| <p>Address all requirements of <i>Policies LU-4.8 and LU-4.9</i>.</p> <p>LU-4.8 IN ORDER TO BE FOUND IN CONFORMANCE WITH THE REGIONAL PLAN, ALL AREA PLANS SHALL INCLUDE POLICIES, ORDINANCES AND OTHER IMPLEMENTATION MEASURES TO:</p> <ol style="list-style-type: none"> 1) Identify zoning designations, allowed land uses and development standards throughout the plan area. 2) Be consistent with all applicable Regional Plan policies, including but not limited to the regional growth management system, development allocations and coverage requirements. 3) Either be consistent with the Regional Land Use Map or recommend and adopt amendments to the Regional Land Use Map as part of an integrated plan to comply with Regional Plan policies and provide threshold gain. 4) Recognize and support planned, new, or enhanced Environmental Improvement Projects. Area Plans may also recommend enhancements to planned, new, or enhanced Environmental Improvement Projects as part of an integrated plan to comply with Regional Plan Policies and provide threshold gain. 5) Promote environmentally beneficial redevelopment and revitalization within Centers. 6) Preserve the character of established residential areas outside of Centers, while seeking opportunities for environmental improvements within residential areas. 7) Protect and direct development away from Stream Environment Zones and other sensitive areas, while seeking opportunities for environmental improvements within sensitive areas. Development may be allowed in | 13.6.5.D | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |

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| <p>disturbed Stream Environment Zones within Centers only if allowed development reduces coverage and enhances natural systems within the Stream Environment Zone.</p> <p>8) Identify facilities and implementation measures to enhance pedestrian, bicycling and transit opportunities along with other opportunities to reduce automobile dependency.</p> <p>LU-4.9 IN ORDER TO BE FOUND IN CONFORMANCE WITH THE REGIONAL PLAN, ALL AREA PLANS THAT INCLUDE TOWN CENTERS OR THE REGIONAL CENTER SHALL INCLUDE POLICIES, ORDINANCES AND OTHER IMPLEMENTATION MEASURES TO:</p> <p>1) Address all requirements of Policy LU-4.8.</p> <p>2) Include building and site design standards that reflect the unique character of each area, respond to local design issues and consider ridgeline and viewshed protection.</p> <p>3) Promote walking, bicycling, transit use and shared parking in town centers and the Regional Center, which at a minimum shall include continuous sidewalks or other pedestrian paths and bicycle facilities along both sides of all highways within town centers and the Regional Center, and to other major activity centers.</p> <p>4) Use standards within town centers and the Regional Center addressing the form of development and requiring that projects promote pedestrian activity and transit use.</p> <p>5) Ensure adequate capacity for redevelopment and transfers of development rights into town centers and the Regional Center.</p> <p>6) Identify an integrated community strategy for coverage reduction and enhanced stormwater management.</p> <p>7) Demonstrate that all development activity within town centers and the Regional Center will provide threshold gain, including but not limited to measurable improvements in water quality.</p> | | |
| <p>Notes: The TCAP does not have any areas designated at High-Density Tourist District.</p> | | |
| <p>Include building and site design standards that substantially enhance the appearance of existing buildings in the High Density Tourist District.</p> | <p>13.6.5.D.1</p> | <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A</p> |
| <p>Notes: The TCAP does not have any areas designated at High-Density Tourist District.</p> | | |

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| Provide pedestrian, bicycle and transit facilities connecting the High Density Tourist District with other regional attractions. | 13.6.5.D.2 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Notes: The TCAP does not have any areas designated at High-Density Tourist District. | | |
| Demonstrate that all development activity within the High-Density Tourist District will provide or not interfere with Threshold gain, including but not limited to measurable improvements in water quality. If necessary to achieve Threshold gain, off-site improvements may be additionally required. | 13.6.5.D.3 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Notes: The TCAP does not have any areas designated at High-Density Tourist District. | | |
| Conformity Review for Amendments to Area Plans | Code | Conformance |
| Following approval of an Area Plan, any subsequent amendment to a plan or ordinance contained within the approved Area Plan shall be reviewed by the Advisory Planning Commission and Governing Board for conformity with the requirements of the Regional Plan. Public comment before the Governing Board shall be limited to consideration of issues raised before the Advisory Planning Commission and issues raised by the Governing Board. The Governing Board shall make the same findings as required for the conformity finding of the initial Area Plan, as provided in subsection 13.6.5; however, the scope of the APC and Governing Board's review shall be limited to determining the conformity of the specific amendment only. If the Governing Board finds that the amendment to the Area Plan does not conform to the Regional Plan, including after any changes made in response to TRPA comments, the amendment shall not become part of the approved Area Plan. | 13.6.6 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Notes: The TCAP Amendment will be reviewed and, subject to the required findings, by the APC and GB in early 2019. | | |
| Conformity Review for Amendments Made by TRPA to the Regional Plan that Affect an Area Plan | Code | Conformance |
| TRPA shall provide lead agencies with reasonable notice of pending amendments that may affect Area Plans. TRPA also shall provide lead agencies with notice of Area Plan topics that may require amendment following adopted Regional Plan amendments pursuant to this section. | 13.6.7.A | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Notes: No pending amendments to the Regional Plan may affect the TCAP. | | |
| If TRPA approves an amendment to the Regional Plan that would also require amendment of an Area Plan to maintain conformity, the lead agency shall be given one year to amend the Area Plan to demonstrate conformity with the TRPA amendment. The Governing Board shall make the same findings as required for the conformity finding of the initial Area Plan, as provided in subsection 13.6.5; however, the scope of the Governing Board's review shall be limited to determining the conformity of only those amendments made by the lead agency to conform to the TRPA amendment. If the Governing Board | 13.6.7.B | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |

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| finds that the other government fails to demonstrate conformity with the TRPA amendment following the one-year deadline, then the Board shall identify the policies and/or zoning provisions in the Area Plan that are inconsistent and assume lead agency authority to amend those policies and provisions. | | |
| Effect of Finding of Conformance of Area Plan | | |
| | Code | Conformance |
| By finding that an Area Plan conforms with the Regional Plan pursuant to the requirements of this chapter and upon adoption of an MOU pursuant to Section 13.7, the Area Plan shall serve as the standards and procedures for implementation of the Regional Plan. The standards and procedures within each Area Plan shall be considered and approved individually and shall not set precedent for other Area Plans. | 13.6.8 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Notes: An MOU for the TCAP has been adopted. The proposed TCAP Amendment does not affect the MOU. | | |

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| Procedures for Adoption of Memorandum of Understanding | | |
| | Code | Conformance |
| Area Plan is consistent with Procedures for Adoption of Memorandum of Understanding | 13.7 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Notes: An MOU for the TCAP has been adopted and is not affected by the TCAP Amendment. | | |

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| Monitoring, Certification, and Enforcement of Area Plan | | |
| | Code | Conformance |
| Area Plan includes Notification, Monitoring, Annual Review, and Recertification procedures consistent Code Section 13.8 | 13.8 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Notes: The TCAP contains the required procedures which are unaffected by this Amendment. | | |

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| Appeals | | |
| | Code | Conformance |
| Area Plan Appeal Procedure is consistent with Code Section 13.9 | 13.9 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| | | |

Attachment E

Environmental Analysis

ENVIRONMENTAL ANALYSIS

- EXHIBIT 1: FINAL TOURIST CORE AREA PLAN/SPECIFIC PLAN AND BIJOU/AL TAHOE COMMUNITY PLAN BOUNDARY AMENDMENT INITIAL STUDY/NEGATIVE DECLARATION AND INITIAL ENVIRONMENTAL CHECKLIST/FINDING OF NO SIGNIFICANT EFFECT

- EXHIBIT 2: ENVIRONMENTAL THRESHOLD INDICATORS EVALUATION

- EXHIBIT 3: COMPLIANCE MEASURES EVALUATION

Exhibit 1 to Attachment E

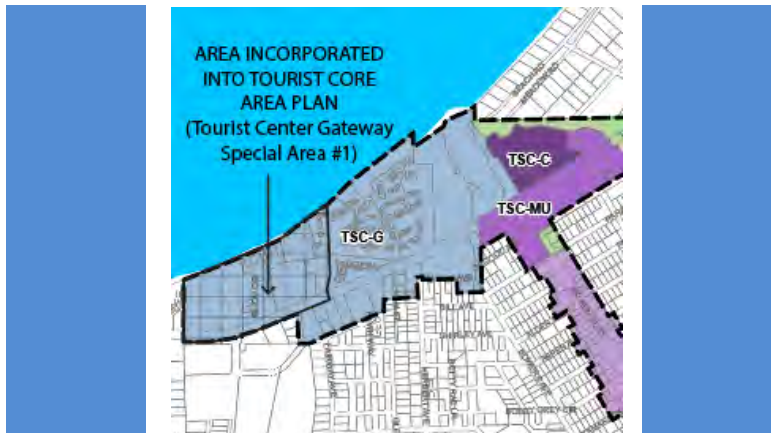
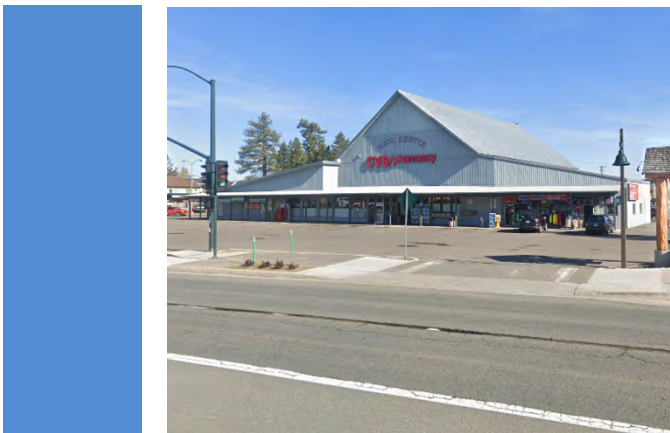
Tourist Core Area Plan and Bijou-Al Tahoe Community Plan
Initial Study/Negative Declaration and
Initial Environmental Checklist/Finding of No Significant Effect



Final Tourist Core Area Plan/Specific Plan and Bijou/Al Tahoe Community Plan Boundary Amendment Initial Study/Negative Declaration and Initial Environmental Checklist/Finding of No Significant Effect

July 9, 2020

SCH # 2020060135



**Tourist Core Area Plan and Bijou/Al Tahoe Community Plan Amendment
Initial Study/Negative Declaration**

Errata Sheet

Page 36. Policy LU-3.2 is not being deleted

Page 127. Community Noise Equivalent Table should also show the CNEL for the TSC-NMX Zoning District changing from 65 CNEL to 60 CNEL.

Page 134. Paragraph discussing Vacation Home Rentals (VHRs) is incorrect in stating that the amendment would allow existing VHRs (one single family and the Lakeshore Condos) to continue operating. These VHRs are already located within a commercial area and would be allowed to continue operating, regardless of the amendment.

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APPENDIX A – LSC TECHNICAL TRAFFIC MEMORANDUM

1.0 INTRODUCTION

1.1 INITIAL STUDY/INITIAL ENVIRONMENTAL CHECKLIST

This Initial Study/Initial Environmental Checklist (IS/IEC) has been prepared to address the potential environmental effects of amending the Tourist Core Area Plan (TCAP) and Bijou/Al Tahoe Community Plan (B/ATCP), located in the City of South Lake Tahoe, California. An Initial Study is a preliminary environmental analysis that is used by the California Environmental Quality Act (CEQA) lead agency as a basis for determining whether an EIR, a Mitigated Negative Declaration, or a Negative Declaration is required for a project under CEQA guidelines. An Initial Environmental Checklist is a preliminary environmental analysis that is used for determining whether an EIS, a Mitigated Finding of No Significant Effect, or a Finding of No Significant Effect is required for a project under TRPA Rules of Procedure.

The IS/IEC contains a project description, description of environmental setting, identification and explanation of environmental effects, discussion of mitigation for potentially significant environmental effects, evaluation of the project's consistency with existing, applicable land use controls, and the names of persons who prepared the study.

The IS has been prepared pursuant to the California Environmental Quality Act (CEQA) of 1970, Cal. Pub. Res. Code §21000 et seq. The City of South Lake Tahoe is the CEQA lead agency for this project. The IEC has been prepared pursuant to the requirements of Article VI of the TRPA Rules of Procedures and Chapter 3 of TRPA's Code of Ordinances. TRPA serves as lead agency pursuant to its own regulations.

The City of South Lake Tahoe is processing an application from private property owners for an amendment pursuant to Chapter 13 of the Tahoe Regional Planning Agency (TRPA) Code of Ordinances, which allows local governments to adopt conforming Area Plans that contain policies and development ordinances that are consistent with and further the goals and policies of the TRPA Regional Plan. Chapter 13 established a conformity process that:

- Allows local governments to adopt an Area Plan that supersedes TRPA plans and ordinances if the plan is found to be in conformance with the Regional Plan;
- Defines required content in an Area Plan that includes but is not limited to applicable policies, maps, ordinances and development and design standards; and
- Defines which development activities will not have a substantial effect on the natural resources in the Region and allows TRPA to transfer limited development permitting authority to local governments.

1.2 TIERING PROCESS

California Environmental Quality Act

The CEQA concept of "tiering" refers to the evaluation of general environmental matters in a broad program-level EIR, with subsequent focused environmental documents for individual projects that implement the program. This environmental document incorporates by reference and tiers from the discussions in the 2011 General Plan EIR (the Program EIR) and concentrates on issues specific to the TCAP and B/ATCP. CEQA and the CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process. This is

accomplished in tiered documents by eliminating repetitive analyses of issues that were adequately addressed in the Program EIR and by incorporating those analyses by reference.

Section 15168(d) of the State CEQA Guidelines provides for simplifying the preparation of environmental documents on individual parts of the program by incorporating by reference analyses and discussions that apply to the program as a whole. Where an EIR has been prepared or certified for a program or plan, the environmental review for a later activity consistent with the program or plan should be limited to effects that were not analyzed as significant in the prior EIR or that are susceptible to substantial reduction or avoidance (CEQA Guidelines Section 15152[d]).

This Initial Study is tiered from the City of South Lake Tahoe General Plan EIR, in accordance with Sections 15152 and 15168 of the CEQA Guidelines and Public Resources Code Section 21094. The 2011 General Plan EIR is a Program EIR that was prepared pursuant to Section 15168 of the CEQA Guidelines. The 2011 General Plan is a comprehensive land use plan that guides physical development within the City of South Lake Tahoe through 2030. The 2011 General Plan EIR analyzes full implementation of uses and physical development proposed under the General Plan, and it identifies measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth.

This IS/IEC will evaluate the potential environmental impacts of the proposed TCAP and B/ATCP Amendments with respect to the 2011 General Plan EIR to determine what level of additional environmental review, if any, is appropriate. As shown in the Determination in Section 5.2 of this document and based on the analysis contained in this IS/IEC, it has been determined that the proposed amendments would not have significant effects on the environment that were not adequately addressed in the 2011 General Plan EIR; therefore, a Negative Declaration will be prepared.

The IS/IEC incorporates the 2013 TCAP IS/IEC by reference. While the 2013 TCAP IS/IEC does not propose mitigation measures, it incorporates mitigation measures adopted under the 2011 General Plan EIR and the TRPA RPU EIS. These mitigation measures would continue to be applicable to the area, and no change to the application of such mitigation measures are proposed.

This IS/IEC concludes that potentially significant impacts are addressed by adopted policies and regulations applicable to the area, and the mitigation measures that have been adopted as part of the approval of the 2011 General Plan. These mitigation measures, to the extent they are applicable to the TCAP, will be incorporated into project approval. Nothing in this Initial Study in any way alters the obligations of the City to implement the General Plan mitigation measures. All future projects within the TCAP boundary would be subject to project-level environmental review and permitting by the City and/or TRPA, with the permitting agency determined based on the size, nature and location of the project (Section 13.7.3 of the TRPA Code).

Tahoe Regional Planning Agency

The TRPA concept of "tiering" refers to the coverage of general matters in a broader EIS (Program EIS) and subsequent documents incorporating by reference the general discussions and concentrating solely on the issues specific to the document subsequently prepared. Therefore, when an EIS has been certified for a project or matter, TRPA shall limit the analysis for a later related or consistent project or matter, to effects which were not examined as significant effects in the prior EIS or which are susceptible to substantial reduction or avoidance by revisions in the project or matter through conditions of approval or mitigation. Tiering is limited to situations where a later project or matter is consistent with a program, plan, policy or ordinance for which an EIS was prepared, is consistent with applicable TRPA plans, and a supplemental EIS is not required.

This Initial Environmental Checklist is tiered from the TRPA 2012 RPU EIS in accordance with Section 6.12 of the TRPA Rules of Procedures. The 2012 RPU EIS is a Program EIS that was prepared pursuant to Article VI of TRPA Rules of Procedures (Environmental Impact Statements) and Chapter 3 (Environmental Documentation) of the TRPA Code of Ordinances. The 2012 RPU is a comprehensive land use plan that guides physical development within the Lake Tahoe Region through 2035. The 2012 RPU EIS analyzes full implementation of uses and physical development proposed under the 2012 RPU, and it identifies measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth. The proposed project is an element of the growth that was anticipated in the 2012 RPU and evaluated in the 2012 RPU EIS. By tiering from the 2012 RPU EIS, this Initial Environmental Checklist will rely on the 2012 RPU EIS for the following:

- a discussion of general background and setting information for environmental topic areas;
- overall growth-related issues;
- issues that were evaluated in sufficient detail in the 2012 RPU EIS for which there is no significant new information or change in circumstances that would require further analysis; and
- assessment of cumulative impacts.

This Initial Environmental Checklist evaluates the potential environmental impacts of the proposed project with respect to the 2012 RPU EIS to determine what level of additional environmental review, if any, is appropriate. As shown in the Determination in Section 5.3 of this document, and based on the analysis contained in this Initial Environmental Checklist, it has been determined that the proposed project would not have significant effects on the environment. Therefore, a Finding of No Significant Effect will be prepared.

This Initial Environmental Checklist concludes that many potentially significant project impacts are addressed by the measures that have been adopted as part of the approval of the 2012 RPU. Therefore, those 2012 RPU EIS mitigation measures that are related to, and may reduce the impacts of, this project will be identified in this Initial Environmental Checklist. These mitigation measures will be incorporated into the approval for this project. Nothing in this Initial Environmental Checklist in any way alters the obligations of the City or TRPA to implement the mitigation measures adopted as part of the RPU.

1.3 BACKGROUND

All of the land within the Lake Tahoe Basin falls under the jurisdiction of the Tahoe Regional Planning Agency. This includes land under the local jurisdiction of the City of South Lake Tahoe. In order to be responsive to the unique needs and opportunities of the Region and local communities, the TRPA Regional Plan encourages and authorizes local jurisdictions to develop and adopt individual Area Plans that provide more specific development objectives and standards that are adapted to the needs of the specified area. Local jurisdictions are permitted to develop, adopt, and implement regulations so long as they are consistent with the TRPA Regional Plan. The General Plan and Zoning Ordinances are the City's primary policy documents that guide land use, transportation, infrastructure, community design, housing, environmental, and other decisions in a manner consistent with the planning statutes for the State of California. The TCAP and B/ATCP are designed to supplement the City's General Plan and Zoning Ordinance by designating zoning districts and providing specific guidance for the area included within the new Area Plan boundaries. The Area Plan is considered a specific plan pursuant to California State Law.

The process of amending a specific plan is provided in CA Government Code Section 65359 and generally follows the general plan amendment process outlined in Sections 65350 through 65358. This includes

public hearings with public notice, and adoption by resolution or by ordinance. Specific plans may be amended as often as necessary by the local legislative body, but the amendments must be consistent with the adopted general plan for the area. TRPA Code of Ordinances Chapter 13 also indicates plan amendments require public hearing, and must be consistent with the Regional Plan. Amendments require findings, conformance review (conformance checklist), and threshold and compliance measure evaluations.

The TCAP serves as a comprehensive land use plan, consistent with the Lake Tahoe Regional Plan (Regional Plan) and the City of South Lake Tahoe General Plan (General Plan). The plan is intended to realize the area vision, assist in achieving and maintaining TRPA's Environmental Threshold Carrying Capacities, implement the Tahoe Metropolitan Planning Organization's Sustainable Communities Strategy, and implement the policy direction of both the Regional Plan and General Plan. The TCAP Vision Statement was developed by the community through a series of public workshops, and is stated below:

"The area is envisioned as a central destination that provides full services for tourists and permanent residents and offers unique experiences related to the many outdoor recreation possibilities that surround the core area. The Revitalization of the South Shore will catalyze the transformation from a failing and vestigial gaming economy into a sustainable outdoor tourism recreational destination by incorporating active streetscapes, shopping, entertainment and outdoor dining opportunities. In addition, transit and alternative travel will provide an essential part of the envisioned destination resort experience resulting in significant environmental gain and improvised scenic quality."

The 1995 B/ATCP serves as a comprehensive land use plan, consistent with the Regional Plan and General Plan at the time it was written, although it does not address all the issues identified in the current Regional and General Plans due to age, with its most recent amendments occurring in 2006. Like the TCAP, the B/ATCP establishes the area vision and is intended to support and implement the City's and TRPA's goals, policies and strategies. The B/ATCP includes vision statements for land use, transportation, conservation, recreation, and public service. The Planning Statement indicates, "The area should be developed to provide regional commercial, recreational and public services for the South Shore." The amendment area is within the Bijou District whose vision is to:

"Increase the commercial and tourist accommodation development to offer a variety of services to the tourist and local citizen. The lake and beach access in this area should also be expanded to provide additional recreational opportunities within the district."

The Project amends the 2013 TCAP and the 1995 B/ATCP but maintains the vision and the same priorities in each plan. The amendment takes lands outside of the existing TCAP from a portion of the B/ATCP Bijou District (District 1) and integrates them into Special Area 1 within the TCAP Gateway District. Upon adoption by the City Council and TRPA Governing Board, the TCAP and B/ATCP serve as mutual plans for both the City and TRPA.

1.4 PROJECT LOCATION, SETTING AND SURROUNDING LAND USES

The TCAP functions as the central tourist destination in the South Lake Tahoe area. The boundaries of the TCAP are entirely within the City of South Lake Tahoe, located centrally along US Highway 50 and Ski Run Boulevard between Stateline and Fairway Avenue on US Highway 50 and between US Highway 50 and approximately Pioneer Trail along Ski Run Boulevard. This area serves as a direct recreation access point to Heavenly Mountain Ski Resort, Edgewood Golf Course, Ski Run and Lakeside Marinas, and Van Sickle Bi-State Park, and as such is predominantly tourist related, with numerous hotels, motels, restaurants, and retail land uses. The area is served by transit, with a Route 50 stop at Beach Retreat & Lodge at US 50 and Takela Drive and at Safeway at US 50 and Johnson Blvd., with links to other Tahoe Transportation

District routes. Additionally, the South Shore water taxi stops at Timber Cove, within the amendment area, among three other stops within the South Shore area. A bike lane within US 50 and multi-use path parallel to US 50 in the amendment area run through the City and link to other bike lanes, bike routes, and multi-use trails in the South Shore with connections extending to Stateline, Meyers, Tahoe Keys, and Camp Richardson. Currently, the TCAP covers approximately 281 acres (232 acres excluding roadway infrastructure) and the proposed amendments would add approximately 18 acres and 49 parcels within the TCAP boundary. Of these parcels, one is right-of-way (0.1 acre), one is identified as “sensitive land” where no development shall occur (0.15 acre or 1 percent of the total amendment area), and 31 are individual condominium units and the common area serving the condominium units (1.54 acres or 9 percent of the total amendment area). The remaining 16 parcels consist of commercial (24 percent of the amendment area) and tourist accommodation uses (58 percent of the amendment area), and single family residential dwellings (6 percent of the amendment area). The proposed amendment area is currently within a portion of District 1 (Bijou District) of the B/ATCP, which is a commercial and tourist accommodation district, with a TRPA land use classification of Mixed-Use.

The amendment area is a Town Center adjacent to the Ski Run commercial/tourist center, which provides a traditional commercial/tourist land use setting. This area encompasses the land uses between Lake Tahoe, US Highway 50 (Lake Tahoe Boulevard), the existing western boundary of TCAP near Fairway Drive, and extends the boundary further west to encompass tourist accommodations and commercial uses located just east of Takela Drive. Under the amendments, the area would become part of the TCAP Tourist Center Gateway (TSC-G) Zoning District that extends to Ski Run Blvd. Existing uses in the TSC-G district include restaurants and retail shops at Ski Run Marina, portions of the newly redeveloped Bijou Marketplace (partially in the TSC Mixed Use district), the Lakeland Village condominium complex, and motels and commercial uses along US Highway 50. The proposed amendment area would become TSC-G Special Area 1. Existing development in the proposed amendment area includes structures ranging from one to four stories, and ranging in age from newly remodeled buildings to units built in the 50s or 60s. Many of the buildings and infrastructure in the amendment area are aging and some of the development reflects an era when land coverage was not regulated. Therefore, there is extensive over-coverage of land, as demonstrated in Table 1-1. This also affects the visual quality of the area, with various architectural and building styles employed in a relatively small area, resulting in little cohesion or landscaping, and a roadway unit in non-attainment. The area is highly developed with existing tourist accommodations and retail uses. Existing uses within the amendment area include tourist accommodations (Beach Retreat, Lakeshore Lodge, and Hotel Elevation), commercial (e.g., John’s Cleaners, CVS, tattoo & art gallery, restaurants, retail), residential and recreation (outdoor recreation concessions). Existing density of tourist accommodation units within the amendment area is approximately 36 units/acre for the Beach Retreat (APN 027-090-25), 25 units/acre for the Lakeshore Lodge (APN 027-090-17), and 51 units/acre for Hotel Elevation (APN 027-020-10). Table 1-1 provides a listing of the parcels within the amendment area, their existing use, density, and land coverage. Figure 1-1 shows the boundary of the proposed amendment area, shown as Special Area 1. Forty-nine parcels are located therein.

Table1-1: Existing Amendment Area

| APN | Use/Units | Acreage | Density (units/ acre or parcel) | Class 7 | Class 1b | Total Area | Existing Land Coverage | | | |
|------------|--|---------|------------------------------------|------------|------------|------------|------------------------|------------|------------|-----------|
| | | | | | | | Soft | Hard | Total | % Covered |
| 027-020-17 | Tourist (Lakeshore Hotel) /46 units | 1.82 | 25 | | 79,336.48 | 79,336.48 | 65.43 | 51,801.81 | 51,867.24 | 65% |
| 027-371-15 | Sensitive land/0 units | 0.15 | 0 | | 6,336.16 | 6,336.16 | 241.01 | 549.20 | 790.21 | 12% |
| 027-371-14 | Vacant | 0.13 | 0 | | 5,649.47 | 5,649.47 | - | - | - | 0% |
| 027-371-13 | Single Family/1 unit | 0.13 | 1 | | 5,460.18 | 5,460.18 | 95.16 | 2,673.22 | 2,768.38 | 51% |
| 027-371-12 | Single Family/1 unit | 0.13 | 1 | | 5,460.17 | 5,460.17 | 203.58 | 2,269.62 | 2,473.20 | 45.30% |
| 027-371-11 | Single Family/1 unit | 0.13 | 1 | | 5,481.65 | 5,481.65 | 159.83 | 2,455.94 | 2,615.77 | 47.72% |
| 027-371-10 | Single Family/1 unit | 0.13 | 1 | | 5,448.72 | 5,448.72 | 228.58 | 2,300.79 | 2,529.37 | 46.42% |
| 027-371-09 | Single Family/1 unit | 0.13 | 1 | | 5,448.76 | 5,448.76 | 1,145.85 | 2,576.46 | 3,722.31 | 68.31% |
| 027-020-10 | Tourist (Hotel Elevation) /59 units | 1.15 | 51 | | 49,841.60 | 49,841.60 | | 43,764.84 | 43,764.84 | 87.81% |
| 027-370-04 | Multifamily/5-6 units | 0.12 | 42 | | 5,336.30 | 5,336.30 | 498.71 | 4,211.11 | 4,709.82 | 88.26% |
| 027-020-15 | Commercial (CVS) | 2.63 | -- | | 114,260.63 | 114,260.63 | 331.02 | 112,754.53 | 113,085.55 | 98.97% |
| 027-090-17 | Single Family/1 unit | 0.35 | 1 | | 15,121.80 | 15,121.80 | | 6,880.58 | 6,880.58 | 45.50% |
| 027-020-09 | Commercial (Heidis) | 0.40 | -- | | 17,564.15 | 17,564.15 | | 16,549.41 | 16,549.41 | 94.22% |
| 027-090-16 | Commercial (Tahoe Wellness Center building) | 1.05 | -- | | 45,611.55 | 45,611.55 | | 44,661.33 | 44,661.33 | 97.82% |
| 027-371-03 | Vacant (parking lot) | 0.11 | 0 | | 4,713.50 | 4,713.50 | | 2,133.00 | 2,133.00 | 45.25% |
| 027-371-02 | Commercial (rental/service) | 0.11 | -- | | 4,717.98 | 4,717.98 | | 3,186.33 | 3,186.33 | 67.54% |
| 027-090-25 | Tourist (Beach Retreat)/262 units | 7.28 | 36 | 210,740.16 | 106,191.45 | 316,931.61 | 672.59 | 202,113.38 | 202,785.97 | 63.98% |
| 027-431-31 | Lakeshore Lodge Condo Common Area/30 units* | 1.24* | 24* | | 79336.48* | 79336.48* | | 38,596.38 | 38,596.38 | 48.65% |
| 027-431-29 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-27 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-25 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-23 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-21 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-19 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |

INITIAL STUDY/INITIAL ENVIRONMENTAL CHECKLIST

| APN | Use/Units | Acreage | Density (units/ acre or parcel) | Class 7 | Class 1b | Total Area | Existing Land Coverage | | | |
|------------|--------------------|---------|------------------------------------|------------|------------|------------|------------------------|------------|------------|-----------|
| | | | | | | | Soft | Hard | Total | % Covered |
| 027-431-17 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-15 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-13 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-11 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-09 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-05 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-07 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-01 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-03 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-06 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-10 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-12 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-14 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-16 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-18 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-20 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-22 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-24 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-28 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-26 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-30 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-02 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-04 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-431-08 | Condominium/1 unit | 0.01 | 1 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| 027-370-02 | Right-of-Way | 0.01 | 0 | | 435.60 | 435.60 | | 435.60 | 435.60 | 100% |
| | TOTAL AREA | 17.59 | | 2107,40.16 | 495,484.15 | 706,224.31 | 3,641.76 | 552,981.53 | 556,623.29 | 79% |

*Includes the 30 individual condominium parcels listed below

Surrounding land uses include a similar mix of tourist and commercial uses. Lake Tahoe is directly north of the area to be amended. Land to the east and south up to Fairway Drive are within the TCAP and include various tourist accommodations including the Aston Lakeland Village Resort directly east, and several motel units to the south, such as the Beverly Lodge, Budget Inn South Lake Tahoe, Lake Tahoe Inn, Days Inn, and Travel Inn, as well as a few restaurants. From Fairway Drive west to Takela Drive the area within the B/ATCP is primarily commercial. Land uses include strip mall/commercial centers with various commercial uses ranging from restaurants to a Safeway grocery store and gas station, a bank, pawn shop, bakery, salon, bicycle rental and State, County, and local public and government service buildings, California Tahoe Conservancy land and Sierra Shores to the west.

1.5 PROJECT OBJECTIVES/PURPOSE AND NEED

The purpose of the Area Plan amendments is to include tourist-oriented uses within the boundaries of the TCAP, which would more appropriately address these uses than the B/ATCP's commercial focus. The intent of this action is to 1) include comparable existing uses in the TCAP, which more effectively addresses such uses as compared to the B/ATCP, 2) revise the height standards in the TCAP TSC-G Special Area 1 to align with the TRPA Code for Town Centers, 3) encourage redevelopment in this aging Town Center, characterized by excess land coverage, and 4) implement administrative corrections to the TCAP, including a revision to the maximum CNEL to conform to adopted TRPA Regional Plan standards. The overall objective is to encourage redevelopment of an area in need of substantial improvement in order to enhance the Town Center. Redevelopment would include a public benefit through scenic and water quality improvements, formalized public beach access, and enhanced community amenities.

These plan amendments are intended to apply consistent and integrated land use planning and development regulations for the City and TRPA in relation to tourist uses and to further the goals and policies of the Regional Plan of the Lake Tahoe Basin and the City's General Plan. The vision for the Bijou District in the B/ATCP seeks to increase the commercial and tourist accommodation development outside SEZ areas to offer a variety of services to the tourist and local citizen and lake and beach access in this area should be expanded to provide additional recreational opportunities within the district. While the existing uses fit within this vision in the B/ATCP, the amendments are intended to assist the environmentally-beneficial redevelopment of densely developed, over-covered and outdated Town Center by providing greater height limits and land use densities available to parcels within the TCAP TSC-G Special Area 1, reflecting the standards established by TRPA for Town Centers. The Project would also amend TCAP Appendix C, Development Design Standards, to allow non-single-family dwelling uses in TSC-G Special Area 1 to be eligible for maximum height of up to 56 feet with findings.

There are five specific amendments proposed to achieve these objectives:

1. Expand the boundaries of the TCAP and amend the B/ATCP boundaries;
2. Amend the permissible land uses in TSC-G Special Area 1;
3. Add a special policy limiting the combined density for residential and tourist units in mixed-use areas of TSC-G Special Area 1, to 40 units per acre (combined);
4. Amend the height allowances for non-single-family residential dwellings in TSC-G Special Area 1; and
5. Implement the following general administrative corrections:
 - TCAP:
 - a. Adopt development rights language and policies to align with TRPA Code of Ordinances;
 - b. Adopt green building policy to align with City standards;
 - c. Correct mapping inconsistencies;
 - d. Carry over of shorezone permissible uses previously within the Stateline/Ski Run community plan;

- e. Update Recreation Implementation Strategies; and
 - f. Correct maximum CNEL limits throughout the TCAP to conform to adopted standards.
- B/ATCP:
- a. Update Chapter 1 Introduction to remove outdated text
 - b. Correct outdated chapter references to TRPA Code.

The City of South Lake Tahoe adopted the TCAP on October 14, 2013 and by the TRPA Governing Board on November 11, 2013. The TCAP was amended on January 14, 2014 to incorporate amendments requested by the TRPA Governing Board. This plan provides land use guidance for future development and redevelopment and addresses land use regulations, development and design standards, transportation, recreation, public service and environmental improvements for the area. It encourages general improvement and enhancement for the built environment and provides a framework to change the existing conditions into opportunities for redevelopment with a focus on achieving environmental improvements. The TCAP is the center of tourist services and recreation access and has traditionally been the area with the highest concentration of services and density.

1.6 DOCUMENT ORGANIZATION

This IS/IEC includes the standard content for environmental documents under CEQA and TRPA Code of Ordinances and Rules of Procedures. An EIR/EIS was determined to be unnecessary, as there are not potentially significant environmental effects associated with the implementation of proposed amendments to the TCAP and B/ATCP. This IS/IEC is a full disclosure document, describing the plan amendments and their environmental effects in sufficient detail to aid decision-making.

Chapter 1 includes a description of the IS/IEC process, the tiering process, project background, the location of the Project and surrounding land uses, Project Objectives and Purpose and Needs Statement, the public involvement process and history, and the relationship of the TCAP to other land use plans, policies, and regulations.

Chapter 2 contains a description of the TCAP and B/ATCP amendments, including an overview of the proposed changes to the Area Plan and Area Plan mapping.

Chapter 3 provides the baseline conditions for the environmental analysis.

Chapter 4 contains the methods and assumptions used to analyze the potential environmental effects of the amendments.

Chapter 5 contains a detailed analysis of the environmental effects and necessary mitigation measures if applicable.

1.7 PUBLIC INVOLVEMENT

Opportunities for public participation in the amendment process included a mailed scoping notice and community workshop held on July 9, 2018. In addition to the applicant's consultants and agency planning staff, five members of the public attended the meeting. Questions posed at the meeting related to timeshares, vacation home rentals, land use consistency, and additional height allowances, as well as general comments on the amendment process and schedule. Five comment letters were received, including one from the League to Save Lake Tahoe with suggestions about height standards, development on sensitive lands and tiering from past environmental documents, and four from property owners in favor of the proposed expansion. The scoping notice was prepared and mailed to potential stakeholders and adjacent property

owners on June 29, 2018. Opportunities to comment on the environmental review process was provided in order to promote open communication and better decision-making. All persons and organizations having a potential interest in the proposed amendments are invited to provide comments during the thirty (30) day comment period for the CEQA Initial Study. The City also conducted additional public outreach with the individual property owners within the amendment area.

Pursuant to the requirements of CEQA, this IS/IEC will be sent, along with a Notice of Completion, to the California State Clearinghouse. In addition, copies of this document will be distributed to other Lake Tahoe Region reviewing agencies and interested stakeholders for review. A Notice of Availability and Notice of Public Hearing will be published in the Tahoe Daily Tribune and a Planning Commission hearing will be conducted to solicit comments during a 30-day public review period. After closure of the public review period, the City of South Lake Tahoe and TRPA staff will respond to comments. City staff will then prepare an agenda item for the City Planning Commission's recommendation and City Council's action that include the IS/IEC, comments on the IS/IEC, and responses to the comments. If the City Council determines that the amendments would not have significant adverse impacts, the City Council may adopt a Negative Declaration of environmental impact and adopt the amendments. Following City Council approval, a Notice of Determination would be filed with the El Dorado County recorder-clerk's office and with the California State Clearinghouse.

Pursuant to the TRPA's Rules of Procedure and Chapter 3 of the TRPA Code of Ordinances, the agencies IEC will be made available for public review along with the project staff report at least 14 days prior to hearings held to consider the proposed amendments. TRPA staff will prepare agenda items for the TRPA Regional Plan Implementation Committee, TRPA Advisory Planning Commission's, and TRPA Governing Board consideration. If it is determined that no significant adverse impacts would result from the proposed project, the TRPA Governing Board may issue a Finding of No Significant Effect and adopt the amendments.

1.8 RELATIONSHIP TO LAND USE PLANS, POLICIES AND REGULATIONS

The TCAP falls under the direct jurisdiction of both The City of South Lake Tahoe and the Tahoe Regional Planning Agency. In addition, federal and state agencies exercise varying levels of control concerning specific parcels or resources. This section identifies each agency's responsibility relative to the proposed amendments; it also identifies the plans and policies to which the TCAP and B/ATCP must show compliance.

Federal

The US Environmental Protection Agency (EPA) has designated Lake Tahoe an Outstanding National Resource Water (ONRW). ONRWs are provided the highest level of protection under EPA's Anti-degradation Policy. Although the amendments do not require approval from the EPA the incentives related to coverage is dependent upon EPA certifying TRPA's updated Water Quality Management Plan for the Tahoe Region (208 Plan). The 208 Plan is not area plan specific and Section 10.2.B of the 208 Plan indicates, "The WQMP shall not be amended before January 1, 2017, to alter the terms of the Bi-State Recommendations incorporated herein, with the understanding that the terms of the Bi-State Recommendations: 1) allow adoption and updating of Area Plans by local governments as appropriate, and 2) shall not be used to support or deny applications for "Resort Recreation" designation."

Regional

The Tahoe Regional Planning Agency (TRPA) is a bi-state planning agency with authority to regulate growth and development within the Lake Tahoe Region. TRPA implements that authority through a Bi-State Compact and the TRPA Regional Plan. The Regional Plan Goals and Policies establish an overall framework for development and environmental conservation in the Lake Tahoe Region.

In December 2012, the TRPA Governing Board adopted an updated Lake Tahoe Regional Plan. General priorities of the updated Regional Plan that apply to these amendments include:

- Accelerating water quality restoration and other threshold gains by supporting environmental beneficial redevelopment opportunities, restoration of disturbed lands and Environmental Improvement Program (EIP) investments.
- Transitioning to more permitting delegated to local governments to create one-stop-shopping for homeowner improvements in order to return TRPA to a more regional role that the Bi-State Compact originally intended.
- Creating walkable communities and increasing alternative transportation options.

Important policies addressed in the Lake Tahoe Regional Plan include:

- Retaining the established regional growth control system. Under this system, rampant overdevelopment was stopped and open spaces preserved. Most of the policies from the 1987 Regional Plan stayed in place.
- Creating a more efficient planning system that integrates TRPA requirements into the plans and permits of other applicable government agencies.
- Encouraging property owners to transfer development rights from sensitive and remote areas into Town/Regional Centers with the goal of restoring these lands.
- Eliminating regulatory barriers to support upgrades and environmentally beneficial redevelopment of rundown buildings with aging infrastructure.
- Simplifying overly complicated regulations for homeowners while achieving threshold gain.
- Incorporating the Linking Tahoe: Regional Transportation Plan (adopted in 2017) and the Active Transportation Plan (adopted in 2015) to support sidewalk and bike trail projects that reduce automobile dependency and increase walkability and safety.
- Continuing to deliver restoration projects under the EIP which achieves erosion control on roadways and restore forests and wetlands.

The updated TRPA Code of Ordinance allows for the development of Area Plans to refine and implement the Regional Plan policies appropriate to specific areas. Chapter 13, *Area Plans*, of the TRPA Code of Ordinances includes new provisions that allow for local, state, and federal agencies, in coordination with TRPA staff, to prepare coordinated Area Plans for the implementation of land use goals, policies, and ordinances. The Area Plans, which must include implementing ordinances and zoning, are required to be consistent with the Regional Plan. Once an Area Plan has been found in conformance with the Regional Plan and is adopted, the associated local, state, or federal agencies may assume applicable development

review authority through a Memorandum of Understanding (MOU) between TRPA and the other associated agency or organization. For City planning purposes, the objective is to amend the existing TCAP.

Chapter 13 (Area Plans) of the TRPA Code of Ordinances defines the required content of Area Plans and establishes that Area Plans may be approved by TRPA if they contain policies and development standards that are consistent with and further the goals and policies of the Regional Plan. With an adopted conforming Area Plan, local governments can opt to take over limited permitting authority from TRPA.

In addition, for Area Plans containing a designated Town Center, the following provisions shall be included:

- Building and site design standards that reflect the unique character of each area and consider ridgeline and viewshed protection;
- Community design standards to vary height and density and promote pedestrian activity and transit use;
- Policies and strategies to promote walking, bicycling, transit use, and shared parking;
- Ensure adequate capacity for redevelopment;
- Identify an integrated community strategy for coverage reduction and enhanced storm water management; and
- Demonstrate that all development activity within the Town Center will provide for and not interfere with environmental gains.

Under the 2012 Regional Plan update, Community Plans are intended to be replaced by Area Plans; however, Chapter 12 (Community Plans) of the TRPA Code of Ordinances addresses Community Plans, their applicability, contents, and process. Specifically, Section 12.8 addresses the maintenance and modification of Community Plans, stating:

“Adopted community plans shall be reviewed by TRPA at five-year intervals to determine conformance with approved schedules of development and adequacy of programs, standards, mitigation, and monitoring. TRPA may defer approval of projects within community plans if the review indicates approved goals, targets, and requirements are not being achieved. Community plans may be modified as a result of such reviews as deemed appropriate by TRPA to achieve environmental thresholds or to otherwise improve the community plans. The procedure for modification shall be consistent with this chapter.”

Section 12.7.4 indicates modification approvals occur through review of the modification and recommendation by the TRPA Advisory Planning Commissions, followed by Governing Board review, or an alternate process (Section 12.7.5) that may better facilitate the planning process.

Regional Plan Policy LU-4.3 indicates, “Community plans have been approved for some properties in the region to refine and supersede the plan area statements. These community plans were adopted in accordance with the 1987 regional plan and shall remain in effect until superseded by area plans that are developed in accordance with and found in conformance with this regional plan. If any community plan contains provisions that contradict newer provisions of the regional plan or development code, the newer provisions of the regional plan or development code shall prevail, but only to the extent that specific provisions conflict.”

State of California

Several State agencies may play a role in development decisions within the Tahoe Region. As such, these State agencies must grant permits or other forms of permission prior to physical development. Affected agency staff will review the proposed amendments for consistency with adopted plans and policies. State agencies that may have a responsible agency role in projects that may be implemented include:

California Department of Transportation (Caltrans): Caltrans is responsible for planning, designing, constructing, and maintaining all state highways (e.g., US 50). The jurisdictional interest of Caltrans extends to improvements to roadways on the state highway system (including roadways designated as U.S. highways). Any federally funded transportation improvements would be subject to review by Caltrans staff and the California Transportation Commission, either on or off of the state highway system.

California Tahoe Conservancy: The mission of the California Tahoe Conservancy (CTC) is to protect and restore the natural environment of Lake Tahoe, including the lake's exceptional clarity and diversity of wildlife habitat in the Region. The CTC implements a comprehensive set of programs to affirmatively address resource needs in the Tahoe Region, including the protection and restoration of the natural environment, especially water quality; enhancement of wildlife habitat; provision of public access and recreation opportunities; and management of acquired public land at Lake Tahoe.

Within the TCAP, the CTC has ownership of four parcels, none of which are within the amendment area. One parcel was acquired to meet excess land coverage mitigation, for bicycle trail or other public service projects, or to sell. Another parcel was purchased to provide recreation access to Van Sickle Bi-State Park. The other two parcels were purchased under the Sensitive Lands Acquisition Program. CTC has also acquired former Caltrans right-of-way for bicycle trail use.

The CTC also manages a Land Bank Program that is designed to facilitate a number of natural resource objectives, assist the needs of the general public and environmental projects, and provide funding benefits. An MOU originally signed with the Tahoe Regional Planning Agency (TRPA) in early 1988, and more recently updated in 2018, enables CTC to sell rights from the Land Bank on the open market.

The retirement of development potential on properties purchased by the CTC can generate a wide range of development rights or credits that are then available for purchase, depending on what existed or was credited to the property at the time of acquisition (either land coverage or other marketable rights). CTC periodically acquires these development rights, including those for tourist accommodations, sewer connections, residential units, and commercial floor area. Such rights are usually sold to parties building or remodeling a commercial site or a multi-family unit(s), typically located in eligible development receiving areas. The rights are recognized by the various regulatory agencies within the Region and can therefore be sold or transferred under proper circumstances. The use of these rights is reserved for projects in the areas where the rights originated in order to maintain the economic base of those communities.

Lahontan Regional Water Quality Control Board: Lahontan has water quality responsibilities including the California-side of the Lake Tahoe Region. This agency establishes water quality standards, subject to the approval of the State Board, and has broader enforcement power than TRPA. By issuing waste discharge permits and requiring monitoring to show compliance, among other activities, Lahontan actively enforces attainment of standards.

Any party responsible for construction activity over one acre must obtain a National Pollution Discharge Elimination System Permit (NPDES Permit) form Lahontan to eliminate or reduce pollutants from construction related storm water discharged to surface waters, which include riparian zones.

Lahontan is also responsible for incorporating the Lake Tahoe Daily Maximum (TMDL) pollutant load reduction targets into the NPDES permit for California municipalities in the Tahoe Region. This permit regulates stormwater discharge from El Dorado County's stormwater management infrastructure and Federal rules require that El Dorado County implement programs to control pollutant runoff. The NPDES permit issued to El Dorado County stipulates a September 30, 2020 deadline to reduce estimated 2004 baseline jurisdictional pollutant loads of fine sediment particles by 21%, total nitrogen by 14% and total phosphorus by 14%. Lahontan is expected to update the NPDES permit every five years to include additional load reduction targets. Attainment of the 2026 target, termed the Clarity Challenge, is estimated to return Lake Tahoe to an average annual transparency of 80 feet (Lahontan 2010).

The NPDES Permit requires the City to prepare an updated Pollutant Load Reduction Plan (PLRP) by March 15, 2018 detailing the approach for meeting pollutant load reduction requirements. The City Council adopted a PLRP in January 2013 that outlined the proposed strategy for meeting the first 2016 load reduction targets.

California Trustee Agencies: State agencies with trustee responsibility in the TCAP boundary include: California Division of Forestry (tree removal and forest resource concerns), State Historic Preservation Officer (cultural resources), and California Department of Fish and Wildlife (plant and wildlife resources), and State Lands Commission, which oversees state-owned sovereign lands (Lake Tahoe).

City of South Lake Tahoe

The City of South Lake Tahoe implements its regulatory authority through its General Plan and City Code. The City's 1999 General Plan adopted TRPA's Plan Area Statements (PASs) and Community Plans to replace its previous local zoning. In the City's 2011 General Plan update, the City adopted new land use designations for PASs located within the County's jurisdiction but retained the PASs and Community Plans in the Lake Tahoe Region as its zoning system. The existing PASs and Community Plan will remain in effect until superseded by an adopted conforming Area Plan or amendments to existing Area Plans.

2.0 PROJECT DESCRIPTION

2.1 AREA PLAN OVERVIEW AND DESCRIPTION OF CHANGES

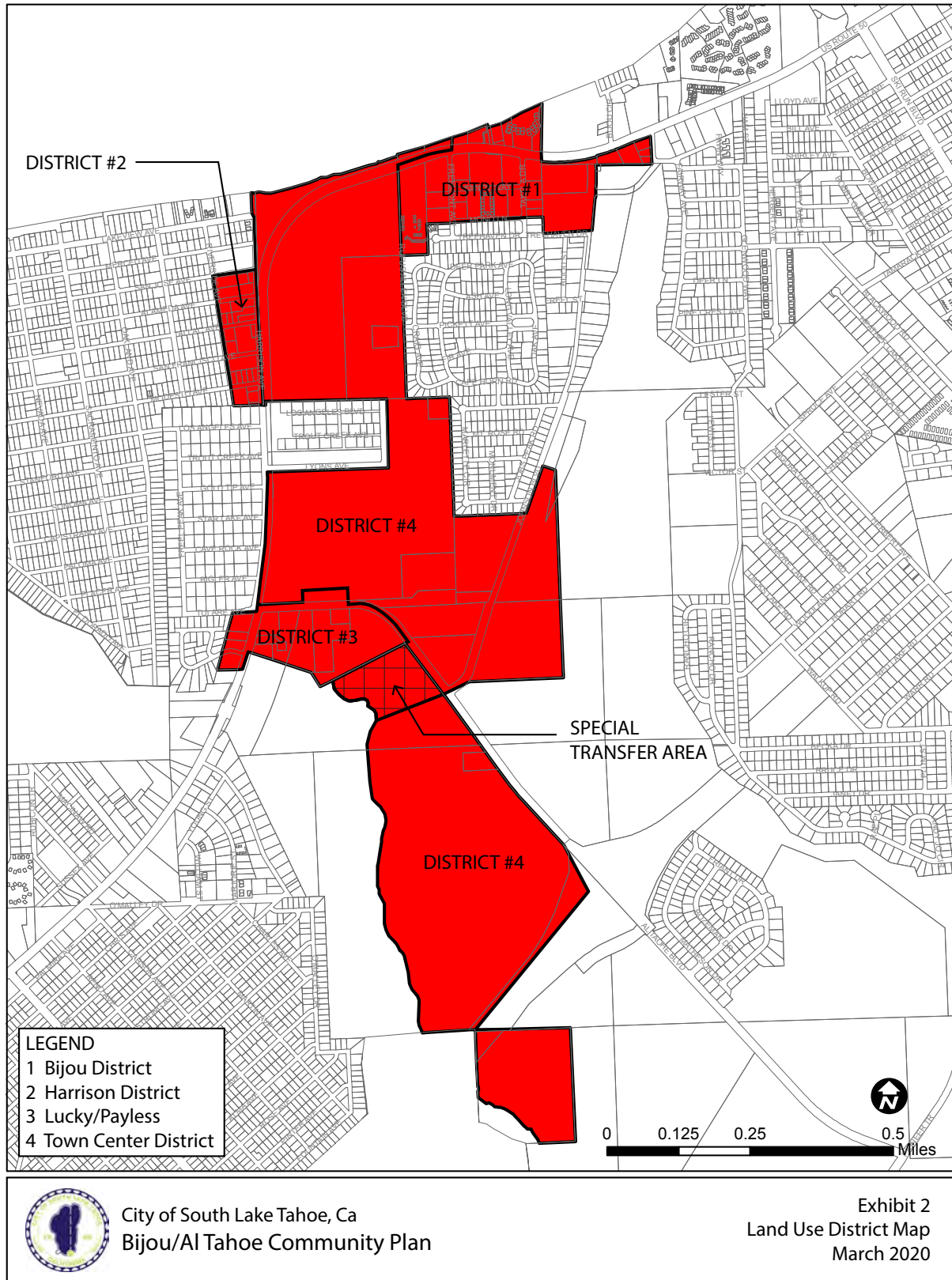
The proposed project includes five amendments to the existing TCAP and B/ATCP, specifically:

2. Expand the boundaries of the TCAP and amend the B/ATCP boundaries;
3. Amend the permissible land uses in the TSC-G Special Area 1;
4. Add a special policy limiting the combined density for residential and tourist units in mixed-use areas of the TCAP TSC-G Special Area 1, to 40 units per acre (combined);
5. Amend the height allowances for non-single-family residential dwellings in the TSC-G Special Area 1; and
6. Implement the following general administrative corrections:
 - TCAP:
 - a. Adopt development rights language and policies to align with TRPA Code of Ordinances;
 - b. Adopt green building policy to align with City standards;
 - c. Correct mapping inconsistencies;
 - d. Carry over of shorezone permissible uses previously within the Stateline/Ski Run community plan;
 - e. Update Recreation Implementation Strategies; and
 - f. Correct maximum CNEL limits throughout the TCAP to conform to adopted standards.
 - B/ATCP:
 - a. Update Chapter 1 Introduction to remove outdated text
 - b. Correct outdated chapter references to TRPA Code.

The Project is often referenced as the TCAP amendments in this document and includes amendments to both the B/ATCP and TCAP boundaries. The amended plan will serve as a mutual plan for the City of South Lake Tahoe and TRPA by providing direction for how the area should be regulated to achieve regional environmental and land use objectives. The development standards and the specific policies referenced in the amendments are the land use standards intended to administer and regulate the land use for area to be amended to the TCAP TSC-G Special Area 1.

Under the proposal, lands currently within the boundary of the B/ATCP would be amended to a new Special Area 1 within the TCAP Gateway District, extending the Gateway District from Ski Run Blvd to the western property line of Beach Retreat and Lodge. This amendment would remove 49 parcels totaling nearly 18 acres from B/ATCP District 1 and include that area within TSC-G Special Area 1. The TCAP amendments would revise the Zoning Map boundary line for the Gateway District to relocate tourist uses from an area focused on general commercial, recreational and public services for the South Shore (a portion of B/ATCP District 1) to Special Area 1 within the TCAP Gateway District, which is more focused on tourist services, and would more accurately address the existing uses in the amendment area. The amendments generally conform to the B/ATCP, but current terms and design standards from TSC-G Special Area 1 will be applied to the amendment area. Figure 1-1 depicts the area to be amended into TSC-G Special Area 1. Figure 2-1a depicts the area to be amended into TSC-G Special Area 1 and removed from the B/ATCP. Figure 2-1b (Exhibit 2 in the B/ATCP) depicts the B/ATCP area that would be removed from the B/ATCP. The boundary adjustment excludes the commercial and motel uses on the South side of US Highway 50 because the amendment was initiated by private property owners on the north side of US Highway 50, and uses on the south side would not benefit from the increased incentives afforded in the TCAP due to parcel size. Additionally, owners of these properties did not express interest in inclusion in the amendment area when they were contacted.

Figure 2-1b – Proposed Bijou/Al Tahoe Community Plan



The second portion of the amendment would alter the list of permissible land uses in TSC-G Special Area 1. The amendment includes building material and hardware, nursery, outdoor retail sales, privately owned assembly and entertainment, government offices, and local assembly and entertainment as special uses, and amusement and recreation and animal husbandry, as allowed uses. It also revises business support services, schools – business & vocational, cultural facilities, visitor information centers, and religious assembly as allowed uses, rather than special uses. It also revises marinas to be special uses, rather than allowed uses. Each of these changes reflects the allowed or special uses currently applicable to the amendment area under the B/ATCP.

Third, the TCAP “Lot and Density” standards would be amended to include a special policy limiting development density that would be applied to mixed uses in the TCAP TSC-G Special Area 1. Although the Regional Plan Update allows maximum densities of 25 units per acre for multi-family residential development and 40 units per acre for tourist accommodation with the adoption of an Area Plan, this special policy would limit density for mixed-use projects in Special Area 1 to 40 units per acre so that projects proposing both residential and tourist units would be limited to a maximum combined use density of 40 units per acre. Mixed-use development projects may include commercial and residential development or tourist and residential development. This maintains the existing maximum density levels in this amendment area.

An amendment to the height allowance for non-single-family detached residential dwellings in TSC-G Special Area 1 is also proposed. This amendment would increase the maximum allowable height for all uses other than single-family detached residential dwellings from 42 feet to 56 feet, with additional height findings established in the TCAP and TRPA Code of Ordinances. To be authorized this additional height, projects would need to demonstrate compatibility with adjacent uses and viewshed protection, may not project above the forest canopy, ridgelines, or otherwise detract from the viewshed, and Findings 1, 3, 5, and 9 of Section 37.7 of the TRPA Code of Ordinances must be made. In addition, buildings permitted the additional height adjacent to residential uses must include additional buffering in addition to the required setback. This additional buffering may include reduced height, increased side yard or rear yard setback, building orientation, and landscape buffering with oversized trees. These findings and protections are existing and currently apply to other portions of the TCAP allowing heights in excess of 42 feet. This amendment to the height allowance in TSC-G Special Area 1 revises the allowance to meet TRPA Code for allowable height in Town Centers, rather than maintain an additional height constraint applied only to this Town Center in conflict with TRPA Code.

A fifth amendment implements general administrative corrections to the TCAP and B/ATCP. Corrections to the B/ATCP text simply remove outdated text or correct chapter references to the TRPA Code. In the TCAP these corrections update recreation implementation strategies, correct mapping inconsistencies, carry over the list of shorezone permissible uses previously within the Stateline/Ski Run Community Plan that were not included in the list of permissible uses in the adopted TCAP, adopt green building policy to align with City standards, and adopt the development rights language and policies to align with the TRPA Code of Ordinances. In regard to development rights language and policies, Policy LU-6.1 is proposed to be revised as follows, “Encourage and allow for the revitalization and consolidation of development within centers by encouraging the transfer and conversion of residential units of use, tourist accommodation units, and commercial floor area pursuant to TRPA Code Chapter 51.” The City of South Lake Tahoe Green Building Program is included in the TCAP in Appendix D. This program recommends measures for residential and commercial projects, implementation of which offers incentives in addition to energy savings, such as priority plan check and public recognition. Shorezone uses were left off of the list of permissible uses in the adopted TCAP, and were generally discussed. This amendment would include an actual listing of permissible shorezone uses per shorezone tolerance districts 1 and 4. The adopted CNEL standard in the TCAP is 65, which exceeds TRPA Regional Plan standards. Therefore, the maximum CNEL for the TCAP districts will be amended 55 or 60, with distinct limits per TCAP district. For example, the

shorezone portion of the TSC-G will have a maximum CNEL of 55, with the remaining TSC-G area granted a maximum CNEL of 60 due to the current types of land uses and associated noise levels in that area. Also, the CNEL noise limit for TSC-MUC Special Area 1, would be 55 dBA, as opposed to 60 dBA in the remainder of the district. The administrative corrections also include a new TCAP Recreation Implementation Strategy: “Support the CTC in its efforts to implement the Connolley Beach Public Access Project located west of the Beach Retreat parcel to provide a second access to Connolley Beach in addition to Timber Cove.” This addition further supports Goal G-4 in Section 8 of the TCAP. Administrative corrections are also proposed for the text in Section 1.2 Organization of Area Plan and the “Thresholds for Governing Board Review for Projects in Area Plans” table, Section 1.3 Plan Adoption, and Section 2.1 Tahoe Regional Planning Agency.

There are seven existing districts in the TCAP: Tourist Center Core (TSC-C), Tourist Center Mixed-Use (TSC-MU), Tourist Center Mixed-Use Corridor (TSC-MUC), Tourist Center Gateway (TSC-G), Tourist Center Neighborhood Mixed-Use (TSC-NMX), Recreation (REC), and Open Space (OS). The amendment area would be located in Special Area 1 within the Tourist Center Gateway District (TSC-G).

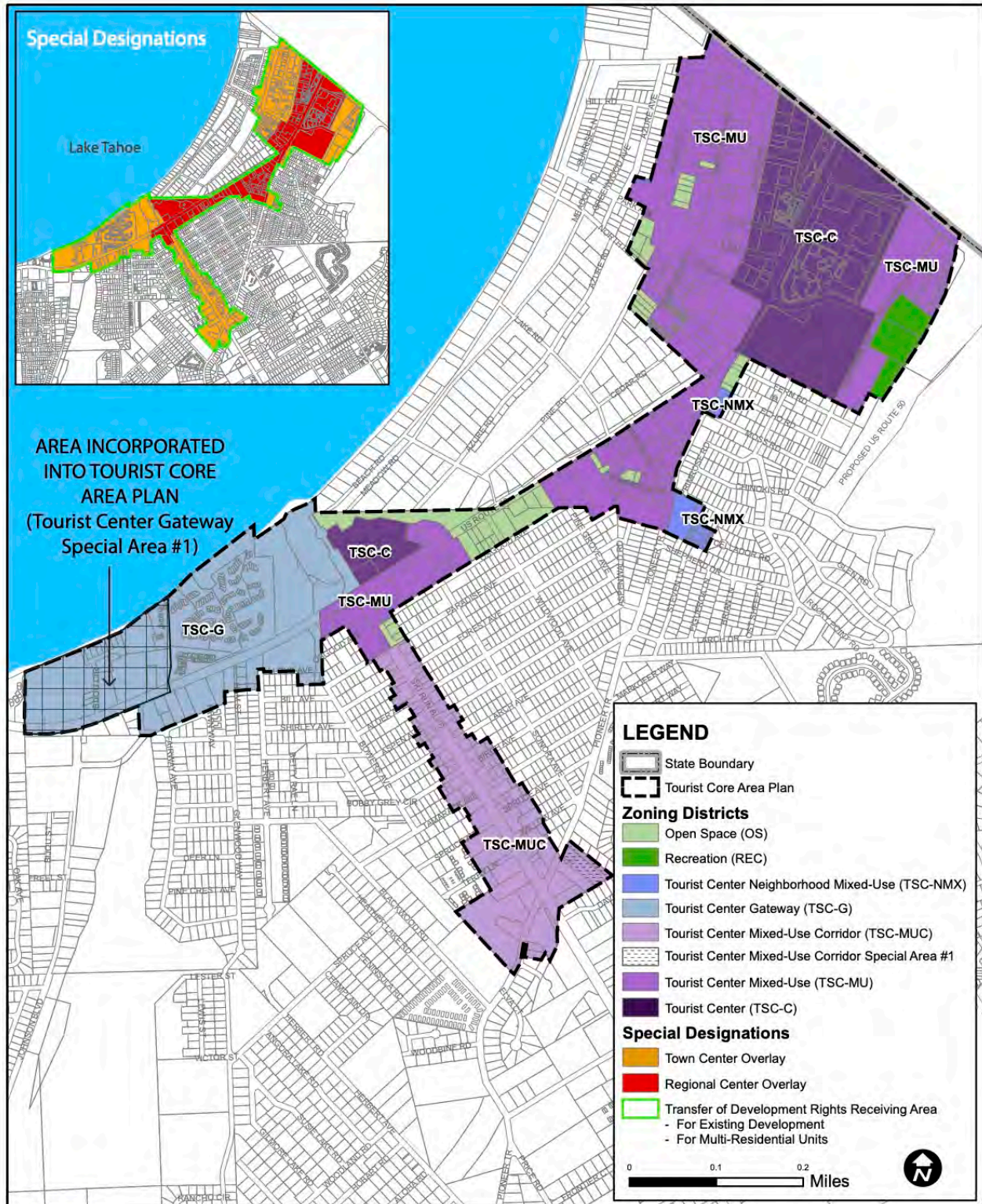
Tourist Center Gateway (TSC-G)

The existing TCAP defines the Tourist Center Gateway District as follows:

“This district is intended to create an attractive mixed-use commercial and tourist accommodation corridor that provides a welcoming gateway to the South Shore area. The physical form varies to reflect the mixed-use character of the gateway corridor and to transition to the more intensive Tourist Center Core District. Permissible uses include tourist accommodation, residential, commercial, restaurants, and recreation.”

The uses in the amendment area are consistent with the existing uses in the TSC-G. Revisions to the TCAP Zoning Map are depicted in Figure 2-2 (Figure 5-1 in the TCAP). The height amendment would alter TCAP Table 7, amending the Gateway District building height maximum from three stories to four stories and from 42 feet to 56 feet for land uses other than single family residential units within the Gateway District, subject to additional findings required for all projects as stated in the TCAP Development and Design Standards and as follows (amendment additions shown underlined):

Figure 2-2 Proposed Zoning Map – Tourist Core Area Plan



Amendment to the TCAP Design Standards include the following height allowance amendments (Appendix C, Table 7: Height and Roof Standards).

| TCAP Table 7: Height and Roof Standards | | | | | | |
|--|--|---------------|----------------|--------------------------|----------------|------------|
| District | TSC-C | TSC-MU | TSC-MUC | TSC-G¹ | TSC-NMX | REC |
| Building Height Maximum (feet) | 95 75 at the northeast corner of Ski Run/US Highway 50 | 56 | 56 | 42 | 36 | 36 |
| Building Height Maximum Stories | 6 (D) | 4 (D) | 4 (D) | 3 (D) | 3 (D) | 3 (D) |
| Minimum Number of Stories at the Street Wall along Hwy 50/Lake Tahoe Blvd. | 2 (Stateline Node Only) | n/a | | | | |
| Building Step Backs | | | | | | |
| Street Facing | Structures shall not interrupt a line of a 1:1 slope extending upward from 30 feet above existing grade of the street facing setback line. | | | | n/a | |
| Adjacent to Residential District | Structures shall not interrupt a line of a 1:1 slope extending upward from 25 feet above existing grade of the setback line adjacent to the residential district (E ₂) | | | | n/a | |
| Ground Floor Minimum Height, Non-Residential Uses (ft) | 15 | 15 | 15 | n/a | n/a | n/a |
| Roof Slope | 5:12 to 12:12 (F) | | | | | |
| Roof Height | For buildings one to three stories, the height of the sloped roof must be a minimum 40% of the height of the building. (F) | | | | | |

¹ The maximum height for TSC-G Special Area 1 is 56 feet, or 4 stories, for uses other than single-family dwellings.

Unlike the B/ATCP, Vacation Home Rentals (VHRs) in the TCAP are allowed with no cap on the number of permits issued within the TCAP boundaries. There are two single family homes and 16 condos in the amendment area that are already permitted to operate as VHRs and will be removed from the cap imposed for areas outside the TCAP; thereby potentially opening up VHR permits for homes located outside of the TCAP. In all, there are six single family dwelling units, one multi-family structure composed of five units,

and 30 condominium units, of which 18 (16 condominium and two single family dwellings) are actively permitted VHRs.

The proposed amendment area is currently located within a portion of District 1 of the B/ATCP and would be located within TSC-G Special Area 1. The primary list of permissible uses (A: Allowable or S: Special Use or --: not permissible) and maximum densities for the Community Plan and TCAP Gateway District are compared in Table 2-1. The expansion of the TCAP boundary will:

- Increase the density allowance for multi-family residential from 15 units per acre to 25 units per acre;
- Increase the density allowances for tourist units from 40 units per acre if over 10 percent of the units have kitchens or 15 units per acre if more than 10 percent are without kitchens to 40 units per acre;
- Increase density allowances for timeshares from 15 units per acre to 40 units per acre; and
- Allow single family condominiums at one unit per parcel.

The primary changes are in relation to multiple-family housing and timeshare densities. In the TCAP Gateway District, multiple family housing is an allowed use rather than a special use and density can be up to 25 units per acre compared to 15 units per acre for the B/ATCP. Timeshares, while allowed in a select few parcels in the B/ATCP, are not currently an allowed use in the amendment area. The proposed amendments would allow timeshares in the amendment area as a special use, consistent with the TCAP Gateway District, and at a maximum density of 40 units per acre, which is the allowed density for hotel/motel uses in both the TCAP and the B/ATCP. It should be noted that in the B/ATCP, hotel/motel timeshares are not permissible and residential timeshares are only allowed on the Sierra Shores property at 15 units per acre, but are not allowed within the amendment area. Additionally, residential condominiums, which are not currently allowed in the B/ATCP yet currently exist on the Lakeshore Lodge property at a density of approximately 18 units per acre or one unit per parcel (30 units within 1.66 acres), would be allowed in the TCAP at one unit per parcel. The B/ATCP currently allows hotel/motel units at 40 units per acre if over 10 percent of the units have kitchens or 15 units per acre if more than 10 percent of the units are without kitchens. The amendments would allow 40 hotel/motel units per acre with or without kitchen units.

An amendment to the TCAP “Lot and Density” standards is proposed to limit the combined density of projects in TSC-G Special Area 1 proposing both residential and tourist units to 40 units per acre. Currently, the Regional Plan Update allows projects in Area Plans to develop to the maximum density limit of both residential and tourist units separately. This new policy would limit those combined uses in a mixed-use project in TSC-G Special Area 1 so as not to exceed a combined total of 40 units per acre. The amendment maintains the density levels:

| TCAP TABLE 4: LOT AND DENSITY STANDARDS | | | | | | | |
|---|---|---------------|---------------|---------------|---------------|------------|---|
| DISTRICT | TSC-C | TSC-MU | TSC-MUC | TSC-G | TSC-NMX | REC | # |
| Maximum Density: Employee Housing Family (dwelling units/ acre) | 15 | 15 | 15 | 15 | 15 | 15 | |
| Maximum Density: Multi-Person Dwelling (persons/ acre) | 25 | 25 | 25 | 25 | 25 | n/a | |
| Maximum Density: Multi-Family (dwelling units/ acre) | 25 | 25 | 25 | 25 | 25 | n/a | |
| Maximum Density: Single Family Dwelling | 1 unit per parcel for parcels less than one acre 2 units per parcel for parcels greater than or equal to one acre, provided one unit is an authorized secondary residence | | | | | | |
| Maximum Density: Tourist Accommodation (dwelling units/ acre) | 40 | 40 | 40 | 40 | 40 | n/a | |
| <u>Maximum Density: Mixed Use</u> | <u>65 (B)</u> | <u>65 (B)</u> | <u>65 (B)</u> | <u>65 (B)</u> | <u>65 (B)</u> | <u>n/a</u> | |
| Minimum Lot Size (sq ft) | 10,000 (A) | 10,000 (A) | 10,000 (A) | 10,000 (A) | 6,000 (A) | 10,000 (A) | |
| Minimum Lot Width (sq ft) | 80 (A) | 80 (A) | 80 (A) | 80 (A) | 60 (A) | 80 (A) | |
| Minimum Lot Depth (sq ft) | 100 (A) | 100 (A) | 100 (A) | 100 (A) | 100 (A) | 100 (A) | |
| Maximum Land Coverage-Base + Transferred (% of project area located within land capability districts 4-7) | Within 300 feet of the High Water Mark of Lake Tahoe, maximum coverage shall be 50 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive. Further than 300 feet from the High Water Line of Lake Tahoe, maximum land coverage shall be 70 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive. Also see Section 30.4 of the TRPA Code of Ordinances | | | | | | |

- A. **Reduced Minimum Lot Size and Dimensions.** Smaller lots may be approved as part of a condominium , or other airspace subdivision pursuant to City Code ~~Section 32-18~~ 6.55.190.
- B. **Mixed-Use Density.** The maximum density for mixed-use projects includes up to 40 Tourist Units per acre and up to 25 residential units per acre. If a project includes non-conforming tourist or residential density, any new tourist or residential density must take into account the overage in overall density and reduce the allowable density for new construction so that the total density does not exceed 65 units per acre.

In the case of a mixed-use project that includes a commercial use or other use that is not subject to a density calculation, combined with residential and/or tourist uses, the project may include the total allowable commercial square footage, and the maximum allowable tourist and residential units per acre, using the full parcel area as the denominator in the density calculation.

The maximum mixed-use density for TSC-G Special Area 1 is 40 units per acre. Otherwise, the lot and density standards for TSC-G Special Area 1 are identical to those in the TSC-G zoning district.

The amendments would alter the range of permissible uses currently allowed within the proposed amendment area. Additionally, the following special uses currently allowed in the B/ATCP would be allowed uses: printing and publishing, local public health and safety facilities, social service organizations, insect and diseases suppression, and threshold related research facilities. Collection stations and post offices, special uses in the B/ATCP, would not be allowed in TSC-G Special Area 1, while regeneration harvest, fuels treatment and management, and prescribed fire/burning management, which are not currently allowed in the amendment area, would be allowed uses under the TCAP. It should be noted that the existing TCAP does not currently address shorezone land uses such as the existing boat launch facility and waterborne taxi, as they were inadvertently not carried over from the Stateline/Ski Run Community Plan when the TCAP was adopted. The proposed TCAP amendments address this omission for the entirety of the TCAP boundary. These changes are shown in the table below.

| Table 2-1: Comparison of Permissible Uses | | | | |
|--|----------------------------|-----------------------------------|---|---|
| Land Use Category | Existing | | Proposed | |
| | B/ATCP (District 1) | | TCAP Gateway District Special Area 1 | |
| | PERMISSIBLE | DENSITY | PERMISSIBLE | DENSITY |
| RESIDENTIAL | | | | |
| Employee Housing | S | 15 DU/acre | S | 15 DU/acre |
| Multiple Family Dwelling | S | 15 DU/acre | A | 25 DU/acre |
| Multi-Person Dwelling | S | 25 persons/acre | S | 25 persons/acre |
| Single Family Dwelling | S | 1 DU/parcel | A (includes condos) | 1 unit per parcel for parcels less than one acre, 2 units per parcel for parcels greater than or equal to one acre, provided one unit is an authorized secondary residence. |
| TOURIST ACCOMMODATION | | | | |
| Bed & Breakfast | A | 10 units/acre | A | 10 units/acre |
| Hotel, Motel, Other Transient Dwellings | A | 40 units/acre (<10% with kitchen) | A | 40 units/acre |
| | | 15 units/acre (>10% with kitchen) | | |
| Time Share – Residential Design | -- | -- | S | 40 units/acre |
| Time Share Hotel/Motel Design | -- | -- | A | 40 units/acre |
| RETAIL COMMERCIAL | | | | |
| General Retail and Personal Services (General Merchandise) | A | | A | |
| Building Material and Hardware | S | | <u>S</u> | |

| Table 2-1: Comparison of Permissible Uses | | | | |
|--|----------------------------|----------------|---|----------------|
| | Existing | | Proposed | |
| | B/ATCP (District 1) | | TCAP Gateway District Special Area 1 | |
| Land Use Category | PERMISSIBLE | DENSITY | PERMISSIBLE | DENSITY |
| Mail Order and Vending | A | | A (General Retail) | |
| Nursery | S | | S | |
| Outdoor Retail Sales | S | | S | |
| Eating & Drinking Places | A | | A | |
| Food & Beverage Retail Sales | A | | A (General Retail) | |
| Furniture, Home Furnishings & Equipment | A | | A (General Retail) | |
| Service stations | S | | S | |
| ENTERTAINMENT COMMERCIAL | | | | |
| Amusement & Recreation | A | | A | |
| Privately Owned Assembly & Entertainment | S | | S | |
| Outdoor Amusements | S | | S | |
| SERVICE COMMERCIAL | | | | |
| Animal Husbandry | A | | <u>A</u> | |
| Broadcasting Studios | A | | A (Professional Offices) | |
| Business Support Services | A | | <u>SA</u> | |
| Health Care Services | A | | A | |
| Personal Services | A | | A (Personal Services) | |
| Professional Offices | A | | A | |
| Repair Services | S | | S (Business Support Services) | |
| Schools (Business/Vocational) | A | | <u>SA</u> | |
| LIGHT INDUSTRIAL | | | | |
| Printing and Publishing | S | | A (Professional Offices) | |
| WHOLESALE/STORAGE COMMERCIAL | | | | |
| Vehicle Storage and Parking | S | | S | |
| GENERAL PUBLIC SERVICE | | | | |
| Churches/Religious Assembly | A | | <u>SA</u> | |
| Collection Stations | S | | -- | |
| Cultural Facilities | A | | <u>SA</u> | |
| Daycare Centers/Preschools | A | | A | |
| Government Offices | S | | S | |
| Post Office | S | | -- | |

| Table 2-1: Comparison of Permissible Uses | | | | |
|--|---------------------|---------|---|---------|
| Land Use Category | Existing | | Proposed | |
| | B/ATCP (District 1) | | TCAP Gateway District Special Area 1 | |
| | PERMISSIBLE | DENSITY | PERMISSIBLE | DENSITY |
| Local Assembly/Entertainment | S | | S | |
| Local Public Health and Safety Facilities | S | | A | |
| Social Service Organizations | S | | A | |
| LINEAR PUBLIC FACILITIES | | | | |
| Pipelines & Power Transmission | S | | S | |
| Transit Stations & Terminals | S | | S | |
| Transportation Routes | S | | S | |
| Transmission & Receiving | S | | S | |
| Threshold Related Research Facilities | S | | A (Professional Offices) | |
| RECREATION | | | | |
| Day Use Areas | A | | A | |
| Outdoor Recreation Concessions | S | | S | |
| Visitor Information Centers | A | | SA | |
| SHOREZONE⁷ | | | | |
| Water Oriented Outdoor Recreation Concessions ⁷ | A | | TRPA-A (Outdoor Recreation Concessions) | |
| Beach Recreation | A | | TRPA-A | |
| Water Borne Transit | S | | TRPA-S | |
| Boat Launching Facilities | S | | TRPA-S | |
| Tour Boar Operations | S | | TRPA-S | |
| Marinas | S | | TRPA- SA | |
| Safety and Navigation Devices | A | | TRPA-A (Shorezone District 4) | |
| Buoys | A | | TRPA-A | |
| Piers | S | | TRPA-S | |
| Fences | S | | TRPA-S | |
| Boat Ramps | S | | TRPA-S | |
| Floating Docks and Platforms | S | | TRPA-S | |
| Shoreline Protective Devices | S | | TRPA-S | |
| Water Intake Lines | A | | TRPA-A | |

| Table 2-1: Comparison of Permissible Uses | | | | |
|--|---|----------------|---|----------------|
| | Existing | | Proposed | |
| | B/ATCP (District 1) | | TCAP Gateway District Special Area 1 | |
| Land Use Category | PERMISSIBLE | DENSITY | PERMISSIBLE | DENSITY |
| RESOURCE MANAGEMENT | | | | |
| Forest & Timber Resource Management | A | | A | |
| Reforestation | A | | A | |
| Sanitation Salvage Cut | A | | A | |
| Selection Cut | A | | A | |
| Special Cut | A | | A | |
| Thinning | A | | A | |
| Timber Stand Improvement | A | | A | |
| Regeneration Harvest | -- | | A | |
| Vegetation Resource Management | | | A | |
| Fire Detection & Suppression | A | | A | |
| Insect & Disease Suppression | S | | A | |
| Fuels Treatment & Management | -- | | A | |
| Prescribed Fire/Burning Management | -- | | A | |
| Sensitive Plant Management | A | | A (Vegetation Resource Management) | |
| Uncommon Plant Community Management | A | | A (Vegetation Resource Management) | |
| Water Quality Improvements & Watershed Management (Erosion Control/Runoff Control) | A (excluding SEZ restoration) | | A | |
| Wildlife & Fisheries Resource Management/Early Successional Vegetation Management (CP) | A (excluding nonstructural fish habitat management) | | A | |
| OPEN SPACE | | | | |
| Allowed in all areas of Region | A | | A | |

The exact changes to TCAP Appendix C, Table 1 and 4 Permissible Uses table are as follows, and a definition for Animal Husbandry Services and Shorezone would be added to Table 2:

| TCAP Appendix C Table 1: PERMITTED USES BY LAND USE DISTRICT | | | | | | | | |
|--|--------------------|--------|---------|---------|-------|----------------------|-----|----|
| Permitted Uses Key: "A" – Allowed Use "S" – Special Use "T" – Temporary Use "TRPA" – TRPA Review Required "–" – Use Not Permitted | TSC-C | TSC-MU | TSC-MUC | TSC-NMX | TSC-G | TSC-G Special Area 1 | REC | OS |
| | RESIDENTIAL | | | | | | | |
| Domestic Animal Raising | - | - | - | - | - | - | S | - |
| Employee Housing | S | S | A | S | S | <u>S</u> | A | - |
| Multiple Family Dwelling | A | A | A | A | A | <u>A</u> | - | - |
| Multi-Person Dwelling | S | S | S | S | S | <u>S</u> | - | - |
| Single Family Dwelling (includes condominiums) | A8 | A | A | A | A | <u>A</u> | S1 | - |
| TOURIST ACCOMMODATION | | | | | | | | |
| Bed & Breakfast Facilities | - | A | A9 | S | A | <u>A</u> | - | - |
| Hotel, Motel, Other Transient Dwelling Units | A | A | A9 | S | A | <u>A</u> | - | - |
| Time Sharing | A | A | A9 | S | S | <u>A</u> | - | - |
| RETAIL COMMERCIAL | | | | | | | | |
| General Retail and Personal Services | A | A | A9 | S | A | <u>A</u> | - | - |
| Building Material & Hardware | S6 | - | - | - | - | <u>S</u> | - | - |
| Nursery | - | - | A9 | - | - | <u>S</u> | - | - |
| Outdoor Retail Sales | A | - | S9 | - | - | <u>S</u> | - | - |
| Eating & Drinking Places | A | S | A9 | S | A | <u>A</u> | - | - |
| Service Stations ¹¹ | S | S | - | - | S | <u>S</u> | - | - |
| ENTERTAINMENT COMMERCIAL | | | | | | | | |
| Amusement & Recreation | S | S | - | - | - | <u>A</u> | - | - |
| Privately Owned Assembly and Entertainment | S | S | - | - | - | <u>S</u> | S | - |
| Outdoor Amusements | - | S | S9 | - | S | <u>S</u> | S | - |
| SERVICE COMMERCIAL | | | | | | | | |
| Animal Husbandry Services | - | - | - | - | - | <u>A</u> | - | - |
| Business Support Services | A7 | S | S9 | - | S | <u>A</u> | - | - |
| Health Care Services | A2,5 | - | A9 | - | A | <u>A</u> | - | - |
| Professional Offices | A3,4 | A | A9 | A | A | <u>A</u> | - | - |
| Schools – Business & Vocational | S | - | S9 | - | A | <u>A</u> | - | - |
| LIGHT INDUSTRIAL COMMERCIAL | | | | | | | | |
| Small Scale Manufacturing | S | S | S9 | S | - | - | - | - |
| WHOLESALE/STORAGE COMMERCIAL | | | | | | | | |
| Vehicle Storage & Parking ¹¹ | S | S | S9 | S | S | <u>S</u> | - | - |
| GENERAL PUBLIC SERVICE | | | | | | | | |
| Religious Assembly | - | S | S9 | - | S | <u>A</u> | - | - |
| Cultural Facilities | S | S | S9 | - | S | <u>A</u> | - | - |
| Daycare Centers/Preschool | A | A | A10 | A | A | <u>A</u> | - | - |
| Government Offices | - | - | A9 | - | - | <u>S</u> | - | - |
| Local Assembly & Entertainment | S | S | - | - | - | <u>S</u> | - | - |
| Local Public Health and Safety Facilities ¹¹ | A | A | A | A | A | <u>A</u> | A | A |

| TCAP Appendix C Table 1: PERMITTED USES BY LAND USE DISTRICT | | | | | | | | |
|--|---------------------------------------|--------|---------|---------|--------|----------------------|-----|----|
| Permitted Uses Key: "A" – Allowed Use "S" – Special Use "T" – Temporary Use "TRPA" – TRPA Review Required "–" – Use Not Permitted | TSC-C | TSC-MU | TSC-MUC | TSC-NMX | TSC-G | TSC-G Special Area 1 | REC | OS |
| | Public Owned Assembly & Entertainment | S | S | - | - | - | - | S |
| Public Utility Centers ¹¹ | - | S | - | - | - | - | - | - |
| Social Service Organizations | - | - | A9 | - | A | A | - | - |
| LINEAR PUBLIC FACILITIES | | | | | | | | |
| Pipelines & Power Transmission | S | S | S | S | S | S | S | S |
| Transit Stations & Terminals | S | S | S | S | S | S | S | S |
| Transportation Routes | S | S | S | S | S | S | S | S |
| Transmission & Receiving Facilities | S | S | S | S | S | S | S | S |
| RECREATION | | | | | | | | |
| Beach Recreation | - | - | - | - | TRPA-A | | - | - |
| Boat Launching Facilities | - | - | - | - | TRPA-S | | - | - |
| Cross Country Ski Courses | - | - | - | - | - | | S | - |
| Day Use Areas | A | A | A | A | A | A | A | A |
| Group Facilities | - | - | - | - | - | | S | - |
| Marinas | - | - | - | - | TRPA-S | | - | - |
| Outdoor Recreation Concessions | - | - | - | - | S | S | - | - |
| Participant Sport Facilities[2] | S | - | - | - | - | | - | - |
| Riding and Hiking Trails | - | - | - | - | - | | S | - |
| Rural Sports | - | - | - | - | - | | S | - |
| Snowmobile Courses | - | - | - | - | - | | S | - |
| Visitor Information Centers | S | S | - | - | S | A | - | - |
| RESOURCE MANAGEMENT | | | | | | | | |
| Forest and Timber Resource Management | A | A | A | A | A | A | A | A |
| Vegetation Resource Management | A | A | A | A | A | A | A | A |
| Water Quality Improvements and Watershed Management | A | A | A | A | A | A | A | A |
| Wildlife and Fisheries Resource Management | A | A | A | A | A | A | A | A |
| Range Management | - | - | - | - | - | - | A | - |
| OPEN SPACE | | | | | | | | |
| Allowed in all areas of the Region | A | A | A | A | A | A | A | A |
| SHOREZONE (Tolerance Districts 1 and 4) | | | | | | | | |
| Water Oriented Outdoor Recreation Concessions | | | | | TRPA-A | TRPA-A | | |
| Beach Recreation | | | | | TRPA-A | TRPA-A | | |
| Water Borne Transit | | | | | TRPA-S | TRPA-S | | |

| TCAP Appendix C Table 1: PERMITTED USES BY LAND USE DISTRICT | | | | | | | | |
|--|-------|--------|---------|---------|--------|---------------|-----|----|
| Permitted Uses Key: "A" – Allowed Use "S" – Special Use "T" – Temporary Use "TRPA" – TRPA Review Required "–" – Use Not Permitted | TSC-C | TSC-MU | TSC-MUC | TSC-NMX | TSC-G | TSC-G Special | REC | OS |
| | | | | | | Area 1 | | |
| <u>Boat Launching Facilities</u> | | | | | TRPA-S | TRPA-S | | |
| <u>Tour Boat Operations</u> | | | | | TRPA-S | TRPA-S | | |
| <u>Safety and Navigation Devices</u> (Shorezone District 4) | | | | | TRPA-A | TRPA-A | | |
| <u>Marinas</u> | | | | | TRPA-S | TRPA-S | | |
| <u>Buoys</u> | | | | | TRPA-A | TRPA-A | | |
| <u>Piers</u> | | | | | TRPA-S | TRPA-S | | |
| <u>Fences</u> | | | | | TRPA-S | TRPA-S | | |
| <u>Boat Ramps</u> | | | | | TRPA-S | TRPA-S | | |
| <u>Floating Docks and Platforms</u> | | | | | TRPA-S | TRPA-S | | |
| <u>Shoreline Protective Devices</u> | | | | | TRPA-S | TRPA-S | | |
| <u>Water Intake Lines</u> | | | | | TRPA-A | TRPA-A | | |

Note: In the Regional Center all residential projects equal to or exceeding 100,000 square feet of new floor area or non-residential projects equal to or exceeding 80,000 square feet of new floor area require TRPA review and approval. In the Town Center all residential projects equal to or exceeding 50,000 square feet of new floor area or non-residential projects equal to or exceeding 40,000 square feet of new floor area require TRPA review and approval.

1. Caretaker Residence Only
2. All Health Care Services are allowed except emergency outpatient or urgent care facilities which shall only be considered along Heavenly Village Way, formerly Park Avenue.
3. Allow Realty Offices within the district and limit financial services to ATMs.
4. Allow consideration for placement of Realty Offices within the district, and only when operated in conjunction with approved Park Avenue Redevelopment fractional ownership tourist accommodation projects. Such use shall occupy no more than five percent (5%) of the commercial floor area with any project area within the district.
5. All Health Care Services uses permissible throughout special district; provided that any Health Care Services uses proposed to front on either side of US Highway 50 and/or the intersections of Heavenly Village Way (formerly Park Avenue) and Stateline Avenue are limited to second floor or higher. See TRPA Ordinance 2009-05 Exhibit 2 for specific limitation locations.
6. Outdoor storage and display is prohibited.
7. Shall not front on US Highway 50.
8. Condominiums only.
9. Use not permitted in Special Area #1, which comprises of APNs 028-081-02, 028-081-04 & 028-081-15.
10. Daycare center allowed as an accessory use.
11. Land use category is identified in TRPA Code Section 60.3 as a "possible contaminating activity," triggering special requirements pursuant to TRPA Code Section 60.4 if located within a Source Water Protection Zone.

| TCAP Table 2: LIST OF PRIMARY USES AND USE DEFINITIONS | |
|--|---|
| USE | DEFINITIONS |
| SERVICE COMMERCIAL | |
| <u>Animal Husbandry Services</u> | <u>Establishments primarily engaged in performing services for animals, such as veterinary services, animal hospitals, and animal kennels. The use does not include publicly operated animal control and wildlife care (see “Local Public Health and Safety Facilities”).</u> |
| <u>Shorezone</u> | <u>Refer to TRPA Code Chapter 90 - Definitions</u> |

Other general administrative corrections to the TCAP are also proposed. These include correcting the maximum CNEL limits throughout the TCAP, updating recreation implementation strategies, correcting mapping inconsistencies, adopting green building policy to align with City standards, and adopting development rights language and policies to align with TRPA Code of Ordinances. Other minor grammatical or typographical updates are also proposed, along with minor language updates to reflect completed projects. These corrections are listed below:

Mapping corrections include changes to the following figures in the TCAP to include the amendment area:

- Figure 1-1: Location Map
- Figure 2-1: Conceptual Regional Land Use Map
- Figure 2-2: General Plan Land Use Diagram
- Figure 3-1: Existing Land Uses
- Figure 3-2: Mapped Land Capability
- Figure 3-3: Existing Land Coverage
- Figure 3-4: Land Coverage Reduction
- Figure 3-5: Existing Water Quality Improvements
- Figure 3-6: Existing Scenic Resources Map
- Figure 3-7: Existing Transportation Network
- Figure 3-8: Existing Recreation Facilities
- Figure 3-9: Existing Public/Quasi-Public Facilities
- Figure 5-1: Zoning Map
- Figure 6-1: Proposed Transportation Network
- Figure 7-1: Proposed Scenic Resources Map
- Figure 7-2: Proposed Water Quality Improvement Projects
- Figure 7-3: Proposed Registered Catchments
- Figure 8-1: Proposed Recreation Facilities

Proposed updates to the bulleted list and threshold table under Section 1.2 Organization of Area Plan include:

- ~~Located within the High Density Tourist District~~
- Located within the Shorezone of Lake Tahoe
- Located within a Resort Recreation District

- Located within a Conservation District
- Any new building floor area meeting the criteria in the following table:

| THRESHOLDS FOR GOVERNING BOARD REVIEW OF PROJECTS IN AREA PLANS | | | |
|---|--|--|--|
| | Regional Center | Town Center | Outside Not in Center |
| Residential | ≥ 200,000 100,000 sq. ft. | ≥ 100,000 50,000 sq. ft. | ≥ 50,000 25,000 sq. ft. |
| Non-residential | >100,000 80,000 sq. ft. | > 50,000 40,000 sq. ft. | > 25,000 12,500 sq. ft. |

Text revisions are also proposed under TCAP Section 1.3 Plan Adoption, as follows:

~~The South Lake Tahoe City Council and the TRPA Board will hold public hearings and take action on The Tourist Core Area Plan. Once found in conformance with the City's General Plan and TRPA's 2012 Regional Plan and adopted by both, this Area Plan will serve as the governing plan for the Tourist Core Area Plan for both the City of South Lake Tahoe and TRPA. This Area Plan will supersede the Stateline/Ski Run Community Plan for the purposes of land use regulation for both the agencies and will provide management direction for all projects proposed within the Plan's boundaries.~~

The Tourist Core Area Plan was adopted by the South Lake Tahoe City Council on October 14, 2013 and by the TRPA Governing Board on November 11, 2013. The Area Plan was amended on January 14, 2014 to incorporate amendments requested by the TRPA Governing Board.

This Tourist Core Area Plan supersedes the Stateline/Ski Run Community Plan for the purposes of land use regulation for both the agencies and will provide management direction for all projects proposed within the Plan's boundaries.

TCAP Section 2 – Legal Authority and Regulatory Setting would be updated to remove outdated text and reflect current terminology:

The purpose of the Tourist Core Area Plan is to define land use guidelines for planning decisions. The Tourist Core Area Plan presents principles, goals, policies and implementation strategies designed to encourage redevelopment, create a vibrant walkable pedestrian oriented community and provide for environmental improvements. The Area Plan is used by the Community Development Services staff, the City Planning Commission, and the City Council to review specific development proposals in the Tourist Core. The Plan also provides direction to property owners, community groups, and interested individuals in formulating and review of development and redevelopment projects.

~~The Tourist Core Area Plan once adopted is will become a part of TRPA's 2012 Regional Plan and the City of South Lake Tahoe General Plan. It will replaced the Stateline/Ski Run Community Plan which has been adopted by the City of South Lake Tahoe and TRPA and currently provides guidance for land use decisions in this area.~~

Section 2.1 Tahoe Regional Planning Agency

Town Center Overlay Districts: As a Areas that contain most of the region's non-residential services.

Regional Center Overlay Districts: Areas that includes a variety of land uses in the core of South Lake Tahoe, including the gondola and base lodge facilities for Heavenly Mountain Resort. Development patterns in the Regional Center have been, and should continue to be, more intensive than Town Centers and less intensive than the High Density Tourist District Overlay District (located in Stateline, NV). The Regional Center is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities in the region. This district functions as a pedestrian- and transit oriented, mixed-use regional tourist and recreation activity center that encourages mix of uses that promotes convenience, economic vitality and improved access to a greater range of facilities and services for tourist and permanent residents.

Transfer of Development Rights Receiving Areas: Indicates areas that are eligible to receive the transfer of existing residential, tourist and commercial uses and ~~residential development rights~~ potential residential units of use pursuant to Chapter 51 of the TRPA Code of Ordinances. Receiving Areas designated for Existing Development are eligible to receive the transfer of existing uses that are permissible uses in the Tourist Core. Receiving Areas designated for Multi-Residential Units are eligible to receive the transfer of ~~residential development rights~~ potential residential units of use and parcels within this designation area are eligible to receive one or more development rights.

Scenic Restoration Area: Indicates one or more highway units or shoreline units in the Tourist Core that are not in compliance with the Scenic Threshold rating and that this area is therefore subject to the scenic quality provisions of Chapter 66: Scenic Quality of the TRPA Code of Ordinances.

Preferred Affordable Housing Areas: Areas with the preferred affordable housing designation are eligible for subdivision of post-1997 residential projects pursuant to TRPA Code of Ordinances subparagraph 39.2.5.F.

AREA PLANS

The 2012 TRPA Regional Plan and TRPA Code of Ordinances, Chapter 13, *Area Plans*, include new provisions that allow for local, state, and federal agencies, in coordination with TRPA staff, to prepare coordinated Area Plans for the implementation of land use goals, policies, and ordinances. The Area Plans, which must include implementing ordinances and zoning designations, are required to be consistent with the 2012 Regional Plan. Once an Area Plan has been found in conformance with 2012 Regional Plan, local, state, or federal agencies may assume development review authority by Memorandum of Understanding (MOU) with TRPA. ~~For the City of South Lake Tahoe's planning purposes, the objective is to replace the existing Stateline/Ski Run Community Plan with this Area Plan and assume development review authority by entering into a MOU with TRPA.~~

Chapter 13 of the TRPA Code of Ordinances defines the required content of Area Plans and establishes that Area Plans may be approved by TRPA if they contain policies and development standards that are consistent with and further the goals and policies of the 2012 Regional Plan. With an adopted conforming Area Plan, local governments can opt to take over limited permitting authority from TRPA. Upon adoption, the provisions of the Area Plan supersede the underlying Plan Area Statements or Community Plans. Chapter 13 requires that the Area Plan incorporate minimum development and community design standards consistent with Chapter 13. For TRPA to make a general finding of conformance, the Area Plan shall at a minimum address and incorporate the following:

- Identify all zoning designations;
- Be consistent with the Regional Plan growth management system;
- Demonstrate consistency with the Regional Plan Conceptual Land Use Map;
- Recognize and support planned, new or enhanced Environmental Improvement Projects;
- Promote environmentally beneficial redevelopment and revitalization within centers;
- Preserve the character of established residential areas outside a center;
- Protect and direct development away from Stream Environment Zones;
- Identify facilities and implementation measures to enhance pedestrian, bicycling and transit opportunities; and
- Where applicable, TRPA will use the local governments load reduction plans for registered catchments as the default water quality standards.

In addition, for Area Plans that include designated Town Centers or a Regional Center, the following provisions must be covered in the Area Plan:

- Include building and site design standards that reflect the unique character of each area;
- Include pPolicies and strategies to promote walking, bicycling, transit use and shared parking;
- Address the form of development that promotes pedestrian activity and transit use.
- Ensure adequate capacity for redevelopment;
- Identify an integrated community strategy for coverage reduction and enhanced storm water management; and
- Provide for threshold gain.

2.2. State of California

....

The Tourist Core Area Plan was prepared to be ~~will be developed~~ consistent with the requirements of a specific plan under California State law and will implements ~~the~~ the development goals and policies by establishing zoning districts, standards, and criteria for development and sets the distribution, location and extent of planned land uses consistent with the adopted City General Plan.

2.3 City of South Lake Tahoe

In 1999, the City of South Lake Tahoe adopted a General Plan under the requirements of California Planning Law. In conjunction with that adoption, the City adopted TRPA's system of Plan Area Statements and Community Plans in lieu of its previous traditional zoning system. The action eliminated inconsistencies between the City's and TRPA's land use plans. Subsequently, the City adopted three of four anticipated community plans including the Stateline/Ski Run Community Plan in March 1994. The Community Plan provides land use and development guidance to the Stateline/Ski Run Area.

In 2011, the City of South Lake Tahoe updated its General Plan and amended its Land Use Element to include a policy that directs the City to periodically update and implement the three adopted Community Plans within the City's jurisdiction as a way to focus development commodities and revitalization efforts (see Policy LU-2.2, City of South Lake Tahoe General Plan, May 17, 2011).

The ~~development and~~ adoption of the Tourist Core Area Plan in 2013 meets the directive of LU-2.2 of the City's General Plan and the requirements of TRPA's Regional Plan. The Tourist Core Area Plan ~~when adopted would~~ replaced the Stateline/Ski Run Community Plan and provides future land use and development guidance.

Development rights language and policies in Section 5 are proposed to be updated as follows:

Goal LU-3 Housing

~~Policy LU-3.2: Promote home ownership by allowing for condominium units in TSC-NMX district.~~

LU-6.1: Encourage and allow for the revitalization and consolidation of development within centers by encouraging allowing for the transfer and conversion of residential units of use, and tourist accommodation units, and commercial floor area that have been converted to commercial floor area pursuant to TRPA Code Section 50.10 Chapter 51.

The amendments propose to add a new Recreation Implementation Strategy under Section 8.2 in support of CTC efforts to improve public access to Connolley Beach and Timber Cove. This addition supports TCAP Recreation Goal G-4 to increase public access to the lake. The following Implementation Strategy is proposed:

- Support the California Tahoe Conservancy in its efforts to implement the Connelley Beach Public Access Project located west of the Beach Retreat parcel to provide a second access to Connelley Beach in addition to Timber Cove.

Proposed Amendment to TCAP Appendix C: Development and Design Standards, not already discussed above in terms of land use, height, or density includes an update to the CNEL limits for consistency with TRPA adopted threshold standards. The noise limits would be revised as follows:

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)

The maximum community noise equivalent level for this Area Plan is as follows:

| TCAP TABLE 3: COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) | | | | | | | | |
|---|------------------|------------------|-------------------------------|---|---------|-----|----|-------|
| DISTRICT | TSC-C | TSC-MU | TSC-MUC | TSC-G | TSC-NMX | REC | OS | US 50 |
| CNEL | 65 60 | 65 60 | 65 60 ¹ | 65 60 ² (55 within the shorezone) | 65 | 55 | 55 | 65 |

1. Maximum CNEL for TSC-MUC Special Area #1, which comprises of APNs 028-081-02, 028-081-04, 028-081-15 is 55
2. Maximum CNEL for TSC-G Special Area #1 is identical to the TSC-G Zoning District.

This project also includes amendment to TCAP Appendix D: City of South Lake Tahoe Green Building Program. The following text changes are proposed under Level 2- “Priority Plan Check, Allocation, and Recognition”:

Therefore, the second level of voluntary measures requires third party green building certification. Residential buildings that obtain LEED, Energy Star or GreenPoint Rated certification would be eligible for the following:

- Projects would receive priority plan check, over all other projects, by all City Departments.
- ~~Residential projects would have priority on the residential allocation waiting list –10% of residential allocations would be offered to Green Building projects before other projects on the waiting list.~~
- Projects would receive recognition at a televised City Council meeting and on the City Website.

~~When applicants are placed on the Residential Allocation waiting list, they would need to submit a signed testimony that they will pursue green building certification. Procedures for the allocation waiting list and distribution would not be changed, however, 10% of residential allocations received from TRPA each year, would be offered to those pursuing green building certification before being offered to others on the waiting list. Once eligible to receive an allocation, the applicant will need to submit documentation demonstrating their pursuit of the third party certification (i.e., proof of application submittal, contract with a LEED professional, GreenPoint Rater, or Home Energy Rater) prior to receiving a building permit. Proof of final certification will be required prior to issuing a certificate of occupancy. If certification is not obtained when occupancy is required, the applicant may post a security equal to \$10,000 in order to receive a certificate of occupancy for the building. The security would be held until green building certification is obtained. If certification is not obtained within 1 year of occupancy, the security would be forfeited and deposited into the City fund to be used for City sustainability efforts. If the project is not requesting residential allocation(s) they can still qualify for the other incentives and would need to provide a signed testimony and documentation demonstrating their intent to obtain green building~~

certification with their building permit application and provide final certification prior to occupancy.

As part of the TCAP Amendments, compliance with all aspects of the TRPA Regional Plan and Code of Ordinances not specifically substituted by standards within the Area Plan including mitigation measures from the RPU EIS certified by the TRPA Governing Board on December 12, 2012 is required. The adoption of these measures includes compliance with measures that have already been incorporated into the TRPA Code, Initial Environmental Checklist, and standard conditions of approval for residential and grading projects.

Amendment to the B/ATCP consists of minor text changes to remove outdated text and to correct and update chapter references to TRPA Code. Only the minor text changes are listed below as the references to the updated TRPA Code chapters are numerous and administrative:

Chapter 1 Introduction

A. PURPOSE

The Bijou/Al Tahoe (PAS 98) Community Plan (CP) is designed to serve as the guiding doctrine for land use related decisions in the area. ~~until the year 2007. In addition to the CP for the Bijou/Al Tahoe area, CPs have been prepared for the Stateline/Ski Run (PAS 089B & 91) area, and will be prepared for the South Y (PAS 110)/Industrial Tract (PAS 113) area.~~

B. BACKGROUND

The CP area generally extends from ~~Fairway Avenue~~ Takela Drive along US 50, just west of Al Tahoe Boulevard, as well as property between Johnson Boulevard and Hwy 50, including property on Al Tahoe Boulevard terminating at the west boundary of Bijou Park and at the east boundary of Lake Tahoe Community College. Land use patterns in this area are widely varied, although the predominant theme of businesses is retail oriented including restaurants and a sizable area devoted to public service uses.

3.0 BASELINE

As specified in Section 13.3.1 of the TRPA Code, all plans, policies, and regulations in the Regional Plan and the TRPA Code shall remain in effect unless superseded by the provisions of an adopted conforming Area Plan. Thus, existing baseline conditions for the purposes of this IS/IEC reflect current environmental conditions with the updated Regional Plan, TRPA Code, City of South Lake Tahoe General Plan and Zoning Ordinance in effect, and the existing TRPA plans (e.g., B/ATCP and adjacent area plans), maps, and ordinances also in effect. The TCAP has approximately 15 years left of a 20-year planning horizon.

The proposed project evaluated in this IS/IEC is the amendment of the TCAP. With approval, the TCAP amendments would become part of the TRPA Regional Plan and would amend the existing TCAP. The focus of the analyses herein is on the amendment of the existing plan, maps, and ordinances to reflect the revised boundary and the potential environmental effects of implementing the amendments to the TCAP over its plan horizon.

4.0 METHODOLOGY AND ASSUMPTIONS

This IS/IEC was prepared to evaluate the potential environmental effects of the TCAP and B/ATCP amendments using as a tool the CEQA initial study and TRPA initial environmental checklist questions, responses, and supporting narrative. The analysis tiers and incorporates by reference specific analyses contained in the following environmental review documents, as appropriate:

- TRPA, *Regional Plan Update EIS*, certified by the TRPA Governing Board on December 12, 2012 (RPU EIS)
- TRPA/Tahoe Metropolitan Planning Organization (TMPO), *Mobility 2035: Regional Transportation Plan/Sustainable Communities Strategy EIR/EIS*, certified by the TMPO Board and the TRPA Governing Board on December 12, 2012 (RTP EIR/EIS)
- TRPA/Tahoe Metropolitan Planning Organization (TMPO), *2017 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy IS/MND/IEC/FONSE*, certified by the TMPO Board and the TRPA Governing Board in April 2017 (RTP IS/IEC)
- City of South Lake Tahoe, *General Plan Update EIR*, certified by the City Council on May 17, 2011 (City GP EIR)
- City of South Lake Tahoe, *Tourist Core Area Plan IS/ND/IEC/FONSE*, certified by the City Council on October 15, 2013 and adopted by TRPA on November 11, 2013.

These program-level environmental documents include a regional and city-wide scale analysis and a framework of mitigation measures that provide a foundation for subsequent environmental review at an area plan level. These documents serve as first-tier documents for the TRPA review of the proposed TCAP Amendments. To the extent that the Area Plan is consistent with the Regional Plan and the RTP, for which the program EISs were prepared, the TCAP Amendments could be found to be “within the scope” of the program EISs.

The TCAP Amendments IS/IEC is also a program-level environmental document. No specific development projects are proposed at this time or analyzed herein. All future projects within the TCAP boundary would be subject to project-level environmental review and permitting by the City of South Lake Tahoe and/or TRPA, with the permitting agency determined based on the size, nature and location of the project (Section 13.7.3 of the TRPA Code). Project-level environmental documents would require identification of, and mitigation for any potentially significant environmental impacts.

TRPA has prepared an Area Plan Environmental Analysis Guidelines flowchart intended to assist local jurisdictions in considering environmental review requirements associated with the zoning districts and regional land uses proposed in area plans. The guidance poses the following questions:

- Does a land use district in the area plan allow a use that has a greater potential impact than the corresponding regional land use classification in the Regional Plan? This includes any community plans and/or PASs that would be wholly or partially, replaced by the area plan.
- Does a zoning district in the area plan allow a use that has a greater potential impact than the corresponding land use district in the PAS or community plan?
- Does the project have a greater potential impact than the use allowed by the zoning district in the area plan/PAS?

These questions contemplate whether land use/zoning changes resulting from the adoption or amendment of an area plan would result in new uses that could result in potential environmental impacts not previously contemplated by the community plans, PASs, and Regional Plan. The amendments do not create new districts, but shifts land within existing districts between two existing planning areas (B/ATCP and TCAP).

The amendments would allow timeshares in the amendment area as a special use, which is currently not allowed in the B/ATCP, and would define multi-family and single-family dwellings as allowable uses rather than special uses. The allowed density for multi-family dwellings and tourist accommodation units would increase from the current density allowed in the B/ATCP, but no density increase above what is currently allowed in the existing TCAP is proposed. An amendment to the TCAP “Lot and Density” policy would limit use density for mixed-use projects in TSC-G Special Area 1 to a combined 40 units per acre so that sites are not developed at the maximum density for both separate uses, which is currently allowed in Area Plans under the Regional Plan Update. Within other areas of TCAP, except for the Recreation District, the maximum mixed-use density would be 65 units per acre, in conformance with the Regional Plan Update. The amendments would also allow condominium units, not currently allowed in the B/ATCP on the parcels within the amended TCAP boundary. Since the amendments do not alter the allowances or limits established in the TCAP, except in compliance with the Regional Plan, but shifts parcels from an existing Community Plan to an Area Plan, the analysis will address the impacts of this shift within the amendment area. The checklist responses include cross-referencing to other checklist items to reduce redundancy, where appropriate.

5.0 ENVIRONMENTAL CHECKLIST AND IMPACT ANALYSIS

1. Project title: Tourist Core Area Plan Amendment
2. Lead agency name and address:

The City of South Lake Tahoe is the California Environmental Quality Act (CEQA) lead agency responsible for preparing an Initial Study/Negative Declaration (IS/ND) and the Tahoe Regional Planning Agency (TRPA) will serve as the lead agency for the Initial Environmental Checklist (IEC) under the Tahoe Regional Planning Compact.

City of South Lake Tahoe
1052 Tata Lane
South Lake Tahoe, California 96150

Tahoe Regional Planning Agency
P.O. Box 5310
Stateline, Nevada 89449

3. Contact person(s) and phone number(s):

City of South Lake Tahoe: John Hitchcock, Planning Manager, (530) 542-7472,
jhitchcock@cityofslt.us

Tahoe Regional Planning Agency: Jennifer Self, Senior Planner, (775) 589-5261, jself@trpa.org

4. Project location:

The TCAP and B/ATCP are located within the City of South Lake Tahoe, and the area proposed for amendment from the B/ATCP into the TCAP is located between US Highway 50 and Lake Tahoe, from the western end of Aston Lakeland Village Resort up to and including Beach Retreat and Lodge at Tahoe as shown on Figure 1-1.

5. Project sponsor's name and address:

LCOF Lake Tahoe Operating, LLC (Beach Retreat)
225 Water Street, Suite A-125
Plymouth, MA 02360

Lakeview Lodging, LLC
930 Bal Bijou
South Lake Tahoe, CA 96150

6. General Plan designation: The City's General Plan designates the land use as Town Center and TRPA's Conceptual Land Use Map designates it as Mixed-Use.
7. Zoning: Commercial/Public Service
8. Description of project: Refer to Chapter 2 of this document.
9. Surrounding land uses and setting: Briefly describe the project's surroundings:

Refer to Section 1.4 in Chapter 1 of this document.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

Amendment of the TCAP and B/ATCP requires the City of South Lake Tahoe City Council and the TRPA Governing Board approval. Projects that may move forward as a result of the implementation of these amendments will undergo project-level environmental review and may also require approval by the California Department of Fish and Wildlife, the California Regional Water Quality Control Board, Lahontan Region, El Dorado County Air Quality Management District, and/or the California Department of Transportation (Caltrans).

5.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

If environmental factors are checked below, there would be at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages. As discussed in the IS/IEC checklist, there are no potentially significant impacts associated with the TCAP amendment. Applicable mitigation measures for general and cumulative impacts associated with the General Plan and the RPU are incorporated into the project approval.

| | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture/Forest Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology Resources | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards/Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |
| | <input checked="" type="checkbox"/> None | <input type="checkbox"/> None with Mitigation Incorporated |

5.2 CEQA ENVIRONMENTAL DETERMINATION

On the basis of this Initial Study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

Candace H. Stowell

July 9, 2020

Candace H. Stowell, AICP
City of South Lake Tahoe

Date

5.3 TRPA ENVIRONMENTAL DETERMINATION (TO BE COMPLETED BY TRPA)

On the basis of this TRPA Initial Environmental Checklist:

- 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 Procedures 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 of 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 Procedures. Yes No

Signature of Evaluator

Date

Title of Evaluator

5.4 EVALUATION OF ENVIRONMENTAL IMPACTS

The following environmental analysis has been prepared using the CEQA Guidelines Appendix G: Environmental Checklist Form to complete an Initial Study (IS). This checklist also includes analysis of environmental impacts required in the TRPA Initial Environmental Checklist (IEC) found at: http://www.trpa.org/wp-content/uploads/Initial_Environmental_Checklist.pdf.

5.4.1 CEQA

CEQA requires a brief explanation for answers to the Appendix G: Environmental Checklist except "No Impact" responses that are adequately supported by noted information sources (see Table 5-1). Answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

| Table 5-1: CEQA Defined Levels of Impact Significance | |
|--|--|
| Impact Severity | Definition |
| No Impact | A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis). |
| Less than Significant Impact | "Less than Significant Impact" applies where the Project's impact creates no significant impacts based on the criterion or criteria that sets the level of impact to a resource and require no mitigation to avoid or reduce impacts. |
| Less than Significant Impact after Mitigation | "Less than Significant Impact after Mitigation" applies where the incorporation of mitigation measures has reduced an effect from potentially "Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. |
| Significant Impact | "Significant Impact" is appropriate if there is substantial evidence that an effect is potentially significant, as based on the criterion or criteria that sets the level of impact to a resource. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required. |
| Source: CEQA Appendix G Environmental Checklist Form 2018 | |

5.4.2 TRPA

Article VI of the TRPA Rules of Procedures presents the rules governing the preparation and processing of environmental documents pursuant to Article VII of the Compact and Chapter 3 of the Revised TRPA Code of Ordinances.

TRPA uses an IEC, in conjunction with other available information, to determine whether an EIS will be prepared for a project or other matter. This could include preparation of an Environmental Assessment, in accordance with Section 3.4 of the TRPA revised Code, when TRPA determines that an IEC will not provide sufficient information to make the necessary findings for a project.

The IEC includes a series of questions categorized by and pertaining to resources regulated by TRPA. Each checklist item requires a checked response of "Yes," "No," "No, with Mitigation," or "Data Insufficient." A checked response of "Data Insufficient" or a determination that a project may have a significant effect on the environment (Section 3.3.2 of the TRPA Code) indicates that additional environmental review in the

form of an Environmental Assessment (EA) or Environmental Impact Statement (EIS) would be required. The IEC form indicates that all “Yes” and “No, with Mitigation” responses require written explanations. This IEC provides supporting narrative for all responses. Where a checked response may not be intuitive or easily understood by the reader, that response has been marked with an asterisk (*) and a brief clarifying statement supporting the rationale for the checked response is included. Based on an initial review of the Project, TRPA and City staff determined that an IEC would provide sufficient information regarding the Project to make one of the findings below. As set forth in Code Subsection 3.3.1, based on the information submitted in the IEC, and other information known to TRPA, TRPA shall make one of the following findings and take the identified action:

1. 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.
2. 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 of Procedure.
3. 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.

When completed, TRPA reviews the IEC to determine the adequacy and objectivity of the responses. When appropriate, TRPA consults informally with federal, state, or local agencies with jurisdiction over the project or with special expertise on applicable environmental impacts.

5.4.3 Aesthetics (CEQA), Scenic Resources/Community Design and Light and Glare (TRPA)

This section presents the analyses for potential impacts to aesthetics, scenic resources/community design and light and glare. Table 5-2 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-2: Aesthetics, Scenic Resources/Community Design and Light and Glare | | | | |
|--|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.3-1. Have a substantial adverse effect on a scenic vista? (CEQA Ia) | | | X | |
| 5.4.3-2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway? (CEQA Ib) | | | | X |
| 5.4.3-3. Substantially degrade the existing visual character or quality of the site and its surroundings? (CEQA Ic) | | | X | |
| 5.4.3-4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (CEQA Id) | | | X | |
| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
| 5.4.3-5. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe? (TRPA item 18a) | | | | X |
| 5.4.3-6. Be visible from any public recreation area or TRPA designated bicycle trail? (TRPA item 18b) | | | | X |
| 5.4.3-7. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area? (TRPA item 18c) | | | | X |
| 5.4.3-8. Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan? (TRPA item 18d) | | | | X |
| 5.4.3-9. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines? (TRPA item 18e) | | | | X |

| | | | | |
|---|--|--|--|---|
| 5.4.3-10. Include new or modified sources of exterior lighting? (TRPA item 7a) | | | | X |
| 5.4.3-11. Create new illumination which is more substantial than other lighting, if any, within the surrounding area? (TRPA item 7b) | | | | X |
| 5.4.3-12. Cause light from exterior sources to be cast off-site or onto public lands? (TRPA item 7c) | | | | X |
| 5.4.3-13. Create new sources of glare through the siting of the improvements or through the use of reflective materials? (TRPA item 7d) | | | | X |

5.4.3-1. Would the Project have a substantial adverse effect on a scenic vista? (CEQA Ia)

The TCAP contains scenic vistas visible from public roadways; however, none of those vistas are visible within the amendment area. The amendment area is characterized by aging infrastructure and design, with excessive asphalt pavement and little to no landscaping, particularly the predominating area visible from U.S. 50. There is little cohesion in the design of the structures visible from the roadway and the aging design does not reflect the current design standards and practices in South Lake Tahoe. Some landscaping was included along the pedestrian walkway although minimal in extent due the existing setback limitations of existing structures to the walkway. While redevelopment could occur in the future, such changes are likely to be positive by improving the visual quality of the built environment consistent with the TRPA Code of Ordinances, City Design Guidelines, City Code Title 6, the standards of the TCAP, and the general recommendations for site planning found in the TRPA Scenic Quality Improvement Program (SQIP). Any redevelopment would improve the visual quality of the amendment area because the redevelopment would be required to implement adopted design and landscaping standards. Redevelopment would generally require a reduction in impervious coverage, increased landscaping particularly along U.S. 50, modified signage, use of materials characteristic to the area such as wood and natural stone, the use of a natural color scheme, screening of service areas and mechanical equipment, appropriate building articulation, and various other design aspects. Since many of the structures predate the B/ATCP Design Standards and Guidelines (1995), as well as City and TRPA standards, redevelopment would improve the visual quality of the amendment area.

The portion of US 50 in the amendment area is associated with Scenic Roadway Unit 33 (The Strip) viewshed #1. Views from this Roadway Unit area towards the west and east consist of mid-distant ridgelines (south and east), long-distant views of peaks through the road corridor (west), and intermittent views of Lake Tahoe (northwest). The lake is only briefly visible from U.S. 50 in the amendment area traveling west between CVS and Heidi’s restaurant. The primary near view from this corridor is urban commercial. The 2011 rating for this area included a travel route rating threshold composite score of 14 (nonattainment) and a scenic quality rating of 9 (attainment). Visual improvements to the built environment in the area occurred between 2006 and 2011 with redevelopment at the Sierra Center at Highway 50 and Ski Run, Sierra Shores Townhomes immediately west of the amendment area, and the gas station at Takela Drive; however, the analysis suggests additional improvements are warranted, particularly in terms of landscaping, variety, lake views and road structure. The 2015 evaluation rated Unit 33 as somewhat below target (non-attainment) with a threshold composite rating of 14.5, but with moderate improvement due to sidewalk and landscaping improvements and redevelopment of the Lake Tahoe Vacation Resort, which is outside the

area proposed for amendment. The project area also includes Shoreline Unit 31 (Bijou), which was in attainment with a 2011 threshold composite rating of 9.5 and scenic quality rating of 8. The 2015 evaluation identifies Shoreline Unit 31 as at target (attainment), but with little to no change as the threshold composite score remained at 9.5. Suggested improvements include removal of the sheet pile/break east of the Lakeside Marina outside the proposed amendment area and removal of the white tent at Timber Cove.

In addition to the amendment of land from B/ATCP to TCAP, the project proposes the following changes to be applied to the amendment area within the TCAP in relation to scenic resources and the visual quality of the area:

- In TSC-G Special Area 1, modifies the height standard to a maximum building height of 56 feet for structures other than single-family dwelling units that meet the findings for additional height in TCAP Appendix B and retains the existing maximum height of 42 feet for single-family dwelling unit structures or such structures that do not meet the existing findings for additional height (TCAP Appendix B).
- Increases the maximum density for multiple family units and single family condominiums to 25 units per acre (current maximum density in the TCAP TSC-G).
- Allows timeshares in the amendment area, which, except for Sierra Shores located adjacent to Beach Retreat Lodge, are not currently allowed by the B/ATCP, at a maximum density of 40 units per acre, which is the same density allowed for hotel/motel units.
- Allows hotel/motel units at a maximum density of 40 units per acre, rather than 40 units per acre if more than 10 percent of units have kitchens or 15 units per acre if more than 10 percent of the units are without kitchens.
- Although they already exist in the amendment area, allows condominium units, which were not allowed in the B/ATCP, at the same density as single-family residential uses.
- Allows timber regeneration harvest, fuels treatment and management, and prescribed fire/burning management in the amendment area, which are not currently allowed by the B/ATCP in the Bijou District.
- Prohibits collection stations and post offices, which are currently allowed as special uses in the B/ATCP Bijou District, although none currently exist in the amendment area.
- Permits printing and publishing, threshold related research facilities, local public health and safety facilities and social service organizations as allowed uses in the TCAP TSC-G, rather than allowed special uses in the B/ATCP.
- Allows cultural facilities and visitor information centers as allowed uses in TSC-G Special Area 1, as is allowed in the B/ATCP, rather than special uses in the remainder of the TSC-G.

No other changes are proposed that would affect the existing Design Standards in the TCAP. No changes are proposed to the content of the B/ATCP other than amendment of the plan maps to exclude the amendment area and minor edits to improve grammar, correct typographical errors, or update references.

Maximum building heights (42 feet with applicable findings) for Town Center areas are in accordance with the adopted TCAP and the height allowed by TRPA Code of Ordinances Section 37.7.16 and with Table 13.5.3-1 (Minimum Development Standards for Area Plans) of the Code of Ordinances, which allows

structures up to 56 feet within Town Centers if findings can be made. The height standard in the B/ATCP defers to the TRPA Code of Ordinances as 42 feet. With the requirement to meet the additional height findings for maximum building height, no adverse impact to scenic vistas would occur.

TRPA requires structures of up to 56 feet in Town Centers to meet height findings 1, 3, 5, and 9 as indicated in Section 37.7 of the TRPA Code of Ordinances. These findings ensure the additional height does not dominate views, particularly within the shoreline, is appropriately screened from public views, minimizes interference with existing views, and does not reduce the scenic threshold travel route rating. If the finding can't be made, the additional height would not be permitted. This ensures no significant impact would result from the increased height allowance within the amendment area.

37.7.1 Finding 1: When viewed from major arterials, scenic turnouts, public recreation areas, or the waters of Lake Tahoe, from a distance of 300 feet, the additional height will not cause a building to extend above the forest canopy, when present, or a ridgeline. For height greater than that set forth in Table 37.4.1-1 for a 5:12 roof pitch, the additional height shall not increase the visual magnitude beyond that permitted for structures in the shoreland as set forth in subsection 66.3.7, Additional Visual Magnitude, or Appendix H, Visual Assessment Tool, of the Design Review Guidelines.

37.7.3. Finding 3: With respect to that portion of the building that is permitted the additional height, the building has been designed to minimize interference with existing views within the area to the extent practicable.

37.7.5. Finding 5: The portion of the building that is permitted additional building height is adequately screened, as seen from major arterials, the waters of lakes, and other public areas from which the building is frequently viewed. In determining the adequacy of screening, consideration shall be given to the degree to which a combination of the following features causes the building to blend or merge with the background: a) the horizontal distance from which the building is viewed; b) the extent of screening; and c) proposed exterior colors and building materials.

37.7.9. Finding 9: When viewed from a TRPA scenic threshold travel route, the additional building height granted a building or structure shall not result in the net loss of views to a scenic resource identified in the 1982 Lake Tahoe Basin Scenic Resource Inventory. TRPA shall specify the method used to evaluate potential view loss.

The 2013 TCAP IS/IEC found that impacts from the TCAP Design Standards on scenic vistas were less than significant based on a 42-foot height limitation in the Gateway District. The height amendment would allow an additional 14 feet of height in TSC-G Special Area 1 for uses other than single family dwellings; however, height findings are required for this additional height to be permitted. If the findings cannot be made, the additional height allowance would not be approved, thereby avoiding a significant impact. The findings require that the additional height: doesn't extend above the forest canopy or a ridgeline when viewed from public areas, does not increase the visual magnitude, is designed to minimize interference with views, is screened, and results in no net loss of views to a scenic resource along scenic travel routes. The additional height would not be approved unless these findings are met. Therefore, the additional height allowance would not result in a significant impact because these findings that protect scenic resources and the scenic quality of the area are required to be met. It should be noted that the current heights of Lakeshore Lodge and Lakeland Village are 50 feet and 56 feet, respectively. Since this amendment proposes no other changes to Design Standards other than the possibility of earning additional height (up to 56 feet), no significant impact is anticipated. Implementation of the Design Standards and compliance with TRPA and

City requirements during any potential redevelopment projects would ensure no significant impact to scenic vistas would occur as these standards offset the impacts of additional height.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.3-2. Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (CEQA Ib)

US 50 is not an officially designated state scenic highway in the project area. Other than distant views of the ridgelines and tree canopy outside the area proposed for amendment, the area footprint does not contain other unique visual resources such as rock outcroppings, trees, or historical buildings, as the parcels have been substantially developed with commercial, tourist and residential structures and infrastructure. Therefore, the Project has no impact on state designated scenic highways.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.3-3. Would the Project substantially degrade the existing visual character or quality of the site and its surroundings? (CEQA Ic)

As discussed above in Question 5.4.3-1, the existing visual character of a majority of the project area consists of cluttered foreground views from urban development and traffic, signs, and other current features within the expansive US 50 right of way that limit the visual experience on the roadway by distracting viewers from high quality mid-distant and long-distant views of the lake and nearby ridgelines and mountain peaks. Views of Lake Tahoe from the roadway are virtually non-existent and only a brief, intermittent view occurs at the western end of the proposed amendment area and from the existing developed tourist units along the lakeshore. Therefore, the existing visual character of the area is urban, with little landscaping or uniformity.

The existing TCAP includes detailed design standards that are intended to ensure that the built environment complements the natural appearing landscape in the Tahoe Region while improving the quality of life and promoting livability, sustainability and walkability. The TCAP specifically regulates building form, materials and colors and includes the following: buildings shall provide adequate articulation and detail to avoid a bulky box-like appearance; a unified palette of quality materials shall be used; colors shall be used to help delineate windows are architectural features of interest; a variety of natural-appearing materials should be used on building facades to create contrast; colors should blend with the setting, with limits on bright colors, and roofs and roof-mounted equipment shall have a non-glare, earth tone finish.

The TCAP allows for higher density residential and tourist uses to promote mixed-use, walkable, and transit oriented development. Existing views from the lake and US 50 include land uses within and adjacent to the amendment area that exceed the existing density limits. A change in the amount, distribution, and type of development may occur as a result of the amendments but would not result in a significant change to visual character or quality of the area for the following reasons: the extent of existing development and development density that is currently at or above proposed density limits; the quality of built environment within and adjacent to the amendment area; the prevalence of excess land coverage; the presence of existing structures with additional height allowance in the area; and the proposal of a special "Lot and Density" policy that limits the density of future mixed-use developments in TSC-G Special Area 1 to a combined density of 40 units per acre. In compliance with the Regional Plan Update, the remainder of mixed-use

areas in TCAP would be allowed a combined density limit of 65 units per acre, which has already been evaluated under the Regional Plan Update EIS. As discussed under Impact 5.4.3-1, redevelopment would be visually beneficial to the amendment area. Redevelopment would most likely be in relation to improvements upon the existing tourist and commercial uses and no adverse impact on the visual character or quality of the area or its surroundings would occur as redevelopment would be required to adhere to current design standards and guidelines. The character and quality is expected to improve as a result of redevelopment that would incorporate the TCAP design standards discussed above, as well as the additional height design requirements established by the TRPA and City should additional height be requested. In addition, due to the volume of excess land coverage in the area, some redevelopment projects would be required to implement the excess land coverage reduction program, either by removal onsite, offsite, or payment into a mitigation banking program, as all of the parcels are within or contain land coverage within land capability Class 1b. Finally, changes to allowable building height will not impact existing US 50 or shoreline viewsheds due to the required findings for additional height which includes screening of the additional height or limits height to below the tree canopy when viewed from major roadways, the waters of the lake or public viewpoints, and also requires no net loss of views along a scenic travel route, among other findings.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.3-4. Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (CEQA Id)

The parcels to be amended are currently fully developed and no additional development is proposed. Future redevelopment of the parcels would include new or modified sources of exterior lighting that would be required to follow adopted TCAP design standards regarding light and glare (TCAP Appendix C Development and Design Standards) and would be subject to City and TRPA review. The existing lighting standards are found in Section H of the Substitute Design Standards and address exterior, pedestrian zone, street, and safety/security lighting. The standards are designed to reduce light pollution, protect nighttime views, and reduce light splay onto adjoining parcels.

The TCAP requires the use of a variety of natural-appearing material and colors that blend in with the natural setting and prohibits the use of flood lighting, reflective materials, or lighting strips, including neon/fluorescent tubing to minimize reflectivity and glare. Therefore, glare or reflectivity from a project proposed under the TCAP would not change compared to projects developed under the existing Community Plan, and will not adversely affect day or nighttime views in the area. No significant impact would occur.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.3-5. Would the Project be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe? (TRPA 18a)

The project is visible from Lake Tahoe and US 50, which is not a Caltrans Officially Designated State Scenic Highway at this location, but is a TRPA scenic corridor. US 50 is a federal highway and forms the southern border of the proposed amendment area. US 50 is designated by TRPA as an Urban Scenic Corridor. Urban Scenic Corridors are generally urbanized where man-made development is the dominant visual feature, but development still blends with the natural environment (TRPA Code Chapter 66, Scenic Quality).

As discussed in Question 5.4.3-1, the project area includes Scenic Roadway Travel Unit #33 – Bijou. The 2015 Threshold Evaluation indicates nonattainment despite recent improvements in the visual quality of the built environment. As stated in the TCAP IS/ND/IEC, the detailed design standards in Appendix C of the TCAP ensure that the built environment complements the natural appearing landscape in the Tahoe Region while improving the quality of life, promoting livability, sustainability and walkability. The TCAP specifically regulates building form, materials and colors to avoid bulky and “box-like appearance, to promote materials and colors that blend with the natural setting, to reduce glare and reflectivity, and preserve views of the lake, ridgelines and meadows. With application of the design standards, the overall visual quality and character of the amendment area is expected to improve as redevelopment occurs. Changes to the area are not expected to adversely affect the shoreline scenic unit or the scenic quality ratings for individual resources but would improve scenic conditions resulting in threshold gains. Thus, implementation of the amendments will not result in adverse impacts on views from any state or federal highway, Pioneer Trail or from Lake Tahoe.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.3-6. Would the Project be visible from any public recreation area or TRPA designated bicycle trail? (TRPA 18b)

Portions of the area may be visible from El Dorado Beach and the area would be visible from Lake Tahoe. There is a newly constructed Class I bike trail along US Highway 50 within the project area. Visual impacts have the potential to occur along the lakefront, since the area is visible from the public recreation area behind Beach Retreat and Lodge, and along US Highway 50; however, visual conditions are fair due to the existing urban environment.

Redevelopment within the amendment area would be consistent with the TCAP’s Design Standards and Chapter 66 (Scenic Quality) of the TRPA Code of Ordinances that would prohibit buildings to protrude above the forest canopy or ridgeline, include site-specific design features that minimize ground disturbance, incorporate screening, use of earth tone colors, materials and architectural style that complements the Tahoe landscape. Thus, redevelopment within the amendment area is not likely to result in impacts to views from any public recreation area or TRPA designated bicycle trails. All projects would comply with TRPA Code provisions and the TCAP Design Standards, which would result in generally improved scenic conditions.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.3-7. Would the Project block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area? (TRPA 18c)

As discussed above in Questions 5.4.3-1 (CEQA Checklist 1a) and 5.4.3-6 (TRPA 18b) scenic viewsheds designated in the TCAP are outside of the amendment area, but the amendment area is visible from the public highway and is visible from the lake and shoreline. Since the area is currently highly developed, the views of Lake Tahoe from US 50 are primarily nonexistent within the amendment area.

Redevelopment projects within the amendment area would involve development and redevelopment consistent with the TCAP’s Development and Design Standards and Chapter 66 (Scenic Quality) of the TRPA Code of Ordinances that would prohibit buildings to protrude above the forest canopy or ridgeline, include site-specific design features that minimize ground disturbance, incorporate screening, use of earth

tone colors, materials and architectural style that complements the Tahoe landscape. Signage and structures would be visible from US 50; however, impacts to overall scenic vistas would be less than significant and would not detract from the visual experience. Thus, the TCAP and B/ATCP amendments would not result in new obstructed views to and from Lake Tahoe or other scenic vistas.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.3-8. Would the Project be inconsistent with the height and design standards required by the applicable ordinance or Community Plan? (TRPA 18d)

The TCAP includes design standards with which future redevelopment in the amendment area would be required to comply. The B/ATCP, in which the area proposed for amendments is currently located, also includes design standards. The B/ATCP Design Standards and Guidelines for District 1 (Bijou) primarily defer to the TRPA Code of Ordinances, City Zoning and Sign Ordinances, City Wide Design Manual, City Lighting Standards, and South Tahoe Redevelopment Design Element. Special standards for District 1 (Bijou) include an emphasis on the use of natural wood, development of a landscape boulevard theme, parking lot landscaping, and public art. Since the B/ATCP was adopted in 1995, both the City and TRPA have revised planning documents to reflect the current direction on design. Current TRPA and City design standards are reflected in the TCAP. The TCAP amendments would not alter the adopted design standards other than the change in maximum height within TSC-G Special Area 1, which would apply only to the amendment area.

Pursuant to the Chapter 13 of the TRPA Code of Ordinances, the TCAP incorporates the height standards permitted in Table 13.5.3-1: Minimum Development Standards for Area Plans (TRPA Code, page 13-3). Table 13.5.3-1 permits up to a maximum of 56' (four stories) in areas designated as Town Centers. The amendment area is designated by TRPA as a Town Center on the Conceptual Land Use Map (TRPA 2012d). The TCAP amendments would apply the 56 foot height allowance for TSC-G Special Area 1, if the existing additional height findings can be met. Therefore, the height allowance would remain in compliance with TRPA height limits. As discussed in the Regional Plan Update EIS, there are benefits to increased height and density within Town Centers. This incentivizes redevelopment, and by concentrating development in the Town Center, development is removed elsewhere, creating a more compact development pattern to decrease use intensity outside of the area. Redevelopment and removal of excess land coverage within the amendment area, combined with development removal elsewhere in the community creates a beneficial impact. It should also be noted that the height of some existing structures in the amendment area and TCAP Gateway area, which extends to Ski Run Blvd., are at or near the 56-foot height limit, including Lakeshore Lodge (50 feet at 3 to 4 stories) and Lakeland Village (56 feet/4 stories). The increased height allowance for non-single-family residential units from the existing limit of 42 feet to 56 feet would allow for taller redeveloped structures in TSC-G Special Area 1, but the increase in height reflects the Regional Plan and other district limits in the TCAP. Combined with the other design standards, and protective measures incorporated into the adopted TCAP Design Standards, the visual quality and character of the affected area would be protected; therefore, no significant impact would result from implementing the height standards within the amendment area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.3-9. Would the Project be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines? (TRPA 18e)

The SQIP addresses the segment of US 50 in the TCAP, which is non-attainment and designated as a restoration area by the SQIP. The SQIP promotes restoration of disturbed areas and requires that visual quality ratings be maintained and that non-attainment areas improve. Therefore, development that degrades this rating constitutes a significant impact.

The evaluation presented above for Questions 5.4.3-1 through 5.4.3-7 (CEQA Checklist 1a through 1d) concludes that redevelopment within the amendment area would be subject to TCAP Design Standards, as well as TRPA and City standards and ordinances and redevelopment activity would not result in significant impacts when the design standards and protective measures of the TCAP are implemented. Furthermore, the roadway segments located within the TCAP are designated by TRPA as an Urban Scenic Corridor, which recognizes that development can be the dominant visual features provided that the development complements the natural environment.

Due to the fact that this segment of US 50 is in non-attainment and identified in the SQIP, the planning recommendations for improving the scenic quality in the roadway segments are required as appropriate during project review by the TRPA Code of Ordinances (Section 36.4, Scenic Quality Improvement Program). Recommendations include improved parking lot landscaping and utility screening and undergrounding, as appropriate.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.3-10. Would the Project include new or modified sources of exterior lighting? (TRPA 7a)

See discussion and analysis for Question 5.4.3-4, which concludes no significant impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.3-11. Would the Project create new illumination, which is more substantial than other lighting, if any, within the surrounding area? (TRPA 7b)

See discussions and analysis and for Question 5.4.3-4, which concludes no significant impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.3-12. Would the Project cause light from exterior sources to be cast off-site or onto public lands? (TRPA 7c)

See discussions and analysis for Question 5.4.3-4, which concludes no significant impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.3-13 Would the Project create new sources of glare through the siting of the improvements or through the use of reflective materials? (TRPA 7d)

See discussion and analysis for Question 5.4.3-4, which concludes no significant impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.4 Agriculture and Forestry Resources

This section presents the analyses for potential impacts to agriculture and forestry resources. Some TRPA checklist items concern impacts to vegetation, which are addressed in Section 5.4.6, Biological Resources. Table 5-3 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-3: Agriculture and Forestry Resources | | | | |
|--|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.4-1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the CA Resources Agency, to a non-agricultural use? (CEQA IIa) | | | | X |
| 5.4.4-2. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (CEQA IIb) | | | | X |
| 5.4.4-3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g), timberland (as defined by Public Resource Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (CEQA IIc) | | | | X |
| 5.4.4-4. Result in the loss of forest land or conversion of forest land to non-forest use? (CEQA IId) | | | | X |
| 5.4.4-5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (CEQA IIe) | | | | X |

5.4.4-1. Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use? (CEQA IIa)

The amendment area is developed and is not located in an area identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, and therefore poses no impact to such lands.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.4-2. Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract? (CEQA IIb)

No conflicts with zoning for agricultural use or a Williamson Act contract would occur because no contracts exist within the project area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.4-3. Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g)), timberland (as defined by Public Resource Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (CEQA IIc)

Public Resources Code section 12220(g) defines forest land as, “land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.” Since this area is already highly developed, such canopy coverage does not exist in the project area. The area is not currently identified as a commercial timber harvest zone. The amendments conflict with no zoning of and causes no rezoning of forest land, timberland or timberland zoned Timberland Production.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.4-4. Would the Project result in the loss of forest land or conversion of forest land to non-forest use? (CEQA II d)

The loss of substantial forest land, defined above for Question 5.4.4-3, or conversion of forest land to non-forest use creates a significant impact if appropriate permits are not obtained.

See Question 5.4.4-3, which concludes no significant impacts to forest land would occur.

Environmental Analysis: *No Impact*

Required Mitigation: **None.**

5.4.4-5. Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (CEQA IIe)

See discussions and analyses for Questions 5.4.4-2, -3, and -4 which conclude no impacts to farmland or forest land.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.5 Air Quality

This section presents the analyses for potential impacts to air quality. Table 5-4 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-4: Air Quality | | | | |
|--|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.5-1. Conflict with or obstruct implementation of the applicable air quality plan? (CEQA IIIa) | | | | X |
| 5.4.5-2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards? (CEQA IIIb) | | | X | |
| 5.4.5-3. Expose sensitive receptors to substantial pollutant concentrations? (CEQA IIIc) | | | X | |
| 5.4.5-4. Result in other emissions, such as objectionable odors, adversely affecting a substantial number of people? (CEQA III d) | | | X | |
| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
| 5.4.5-5. Substantial air pollutant emissions? (TRPA 2a) | | | | X |
| 5.4.5-6. Deterioration of ambient (existing) air quality? (TRPA 2b) | | | | X |
| 5.4.5-7. Creation of objectionable odors? (TRPA 2c) | | | | X |

5.4.5-1. Would the Project conflict with or obstruct implementation of the applicable air quality plan? (CEQA IIIa)

The TCAP amendments would not alter, revise, conflict or obstruct the regulations pertaining to air quality and proposes no changes to air quality policies. No changes would occur to the B/ATCP other than modification of the map boundary.

The area to be amended is currently developed. Although the amendments would increase the potential development density, the number of additional potential units would not be substantial because of the

density of existing development as shown in Table 1-1 in Section 1.4 of this IS/IEC, and the amendment to the “Lot and Density” policy would limit the combined density of mixed-use projects to 40 units per acre in TSC-G Special Area 1, and would therefore not conflict with implementation of an applicable air quality plan. The mixed use density limit of 65 units per acre in the remainder of the districts within TCAP allowing mixed-use development was already addressed through the Regional Plan Update EIS and results in no additional impacts as it complies with the Regional Plan Update. While some use density could increase slightly in the amendment area from B/ATCP to TACP for multiple family housing and timeshares, and density could change through redevelopment of a lower density use to a higher density use, limits on commercial floor area or the number of units allowed per acre, such as proposed in the amendment to the “Lot and Density” policy, maintain an overall development limit in the area that is similar to current conditions. As shown in the table, some development already exceeds the 40 unit/acre density limit for tourist accommodations, which is the highest density ratio of allowed uses. Additionally, all but one parcel is located in Land Capability Class 1b and already exceed land coverage limits, indicating that future redevelopment would be required to implement some degree of excess land coverage mitigation. Lakeshore Hotel and Beach Retreat could add 26 to 29 more units each based strictly on the allowed density ratio; however, these additional units would have to be designed in buildings with a smaller footprint since these properties already exceed land coverage limitations and redevelopment would need to decrease land coverage. Conversion of existing tourist accommodations to multi-family residential use would result in a decrease in units as the tourist accommodations currently exceed the multi-family density ratio. Conversion of all the commercial and vacant uses to tourist accommodation could increase the number of units in the area, but it is infeasible to assume that every parcel in the amendment area would be converted to tourist accommodation due to the size of each parcel, the presence of other tourist accommodations in the area and requirement for a market demand for such a change, and due to the need for commercial services that support both the community and these existing tourist accommodations. The 2018 Development Rights System Update IEC found no significant adverse impacts on the environment as a result of conversion between different types of development rights.

Consistent with existing conditions, future projects that could occur within the amendment area would be subject to subsequent environmental review and permitting, and would be required to comply with Chapter 65 (Air Quality/Transportation) of the TRPA Code of Ordinances. Chapter 65 includes standards that apply to mobile and direct sources of air pollution in the Tahoe Region, including certain motor vehicles registered in the region (vehicle inspection and maintenance program), combustion appliances and heaters installed in the region, open burning, stationary sources of air pollution, and idling combustion engines.

TRPA’s 2017 Regional Transportation Plan: Linking Tahoe (RTP) includes an analysis of its conformity with the California State Implementation Plan to ensure that the RTP remains consistent with State and local air quality planning work to achieve and/or maintain the national ambient air quality standards (NAAQS). The TCAP amendments do not propose substantial changes to land use assumptions for mixed-use assigned to the amendment area included in the RTP as the B/ATCP currently identifies the area as a mixture of tourist and commercial and the TCAP would continue to promote tourist and commercial uses within the amendment area, and therefore would not change the conformity determination by state regulators.

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to air quality. Consistent with existing conditions, redevelopment projects within the amendment area would be subject to subsequent environmental review and permitting, and would be required to comply with Chapter 65 (Air Quality/Transportation) of the TRPA Code of Ordinances. Chapter 65 includes provisions that apply to direct sources of air pollution in the Tahoe region, including combustion heaters installed in the region, open burning, stationary sources of air pollution, and idling combustion engines.

The Lake Tahoe Region is in attainment or designated as unclassified for all National Ambient Air Quality Standards (NAAQS) and is designated a nonattainment/transitional area for ozone and nonattainment for the PM10 California ambient air quality standards (CAAQS). New development has the potential to produce air pollutant emissions during project construction and operation, as discussed below.

Short-Term Construction Emissions

Future redevelopment projects in the area proposed for amendments would involve some degree of construction activity and construction emissions. Redevelopment activities could be as simple as interior remodeling or as complex as demolition and reconstruction. Construction emissions are described as short-term or temporary in duration. Reactive Organic Gases (ROG), Carbon Monoxide (CO) and Nitrogen Oxides (NOx) (ozone precursors) emissions are primarily associated with gas and diesel equipment exhaust and the application of architectural coatings. Fugitive dust emissions (PM10 and PM2.5) are primarily associated with site preparation and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage or disturbance area, and vehicle travel by construction vehicles on- and off-site.

No redevelopment projects are proposed, and the details of future redevelopment projects are not known at this time, but these projects would likely involve construction that would result in the temporary generation of ozone precursor and fugitive dust emissions from site preparation; off-road equipment, material import/export, worker commute exhaust emissions; paving; and other miscellaneous activities. Typical construction equipment associated with redevelopment projects includes dozers, graders, excavators, loaders, and trucks. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities.

Since no construction is proposed by the TCAP and B/ATCP amendments and the amendment area is currently developed, no modeling of potential construction emissions was performed. However, future development would be anticipated to result in an increase in short-term construction-generated emissions. Depending on the activities conducted, emissions associated with individual construction projects may exceed the El Dorado County Air Quality Management District's (EDCAQMD) significance thresholds.

As part of the TRPA RPU mitigation to reduce construction-generated emissions, TRPA adopted additional best construction practices policies. In Section 65.1.8.A. (Air Quality/Transportation, Idling Restrictions) of the TRPA Code of Ordinances, a new subsection was added that limits construction vehicle idling time to 15 minutes in Nevada and 5 minutes in California (previous restriction was 30 minutes). In addition to reduced idling time policies, the TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q) and Standard Conditions of Approval for Residential Projects (TRPA Permit Attachment R) includes new construction provisions that call for the use of existing power sources (e.g. power poles) or clean-fuel generators rather than temporary diesel power generators wherever feasible, location of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), closure of engine doors during operation except for engine maintenance, location of stationary equipment (e.g. generators or pumps) as far as feasible from noise-sensitive receptors and residential areas, installation of temporary sound barriers for stationary equipment, and use of sonic pile driving instead of impact pile driving, wherever feasible. Best management practices include, but are not limited to, the following, which are also included in TCAP Policy NCR-5.1, which states, "The City shall incorporate measures to reduce construction-generated emissions to the extent feasible on a project-specific basis. Such measures may include, but are not limited to, the following:

- Implement measures recommended by the El Dorado County Air Quality Management District.
- Prohibit open burning of debris from site clearing unless involved with fuels reduction project.
- Utilize low emission construction equipment and/or fuels and use existing power sources (e.g., power poles), wherever feasible.

- Restriction of idling of construction equipment and vehicles.
- Apply water to control dust as needed to prevent dust impacts offsite.”

Future development projects that are subject to discretionary review shall be evaluated in comparison to EDCAQMD-recommended thresholds of significance and, if they exceed those thresholds, shall incorporate emission-reduction measures sufficient to reduce potentially significant short-term air quality impacts to a less-than-significant level. In addition to compliance with El Dorado County Air Quality Management District-recommended measures and TRPA Code of Ordinance requirements to reduce construction-related emissions (emissions from construction vehicles, off-road equipment, and fugitive dust), mitigating measures shall be implemented for discretionary projects exceeding thresholds of significance. Examples of such measures may include, but are not necessarily limited to, the following:

- Use of low- or zero-emission construction equipment and use of existing electrical power, to the extent locally available;
- Use of low- or zero-VOC content architectural coatings, and prefinished/painted building materials, to the extent locally available; and
- Increased diversion of demolition and construction-generated waste for recycling/reuse, to the extent feasible.

Long-Term Operational Emissions

Subsequent redevelopment projects under the TCAP amendments have limited potential to affect regional air quality and create localized exposure to CO emissions because the area is already heavily developed at densities that are on average at the densities proposed by the amendments as shown in Table 1-1 and discussed above. Some existing developments currently exceed the proposed limits, and some are below, but the average is close to the density limit, indicating little additional growth potential. The amendment to the “Lot and Density” policy would further limit density increases by limiting mixed uses to a combined density of 40 units per acre in TSC-G Special Area 1. Likewise, the range of uses allowed in the TCAP amendments for the amendment area is generally the same as the range of uses allowed in the B/ATCP District 1. The mixed use density limit of 65 units per acre in the remainder of the districts within TCAP allowing mixed-use development was already addressed through the Regional Plan Update EIS and results in no additional impacts as it complies with the Regional Plan Update. Although collection stations and post offices would not be allowed, other allowed or special uses would continue to be allowed or may be allowed as a special use. Some uses requiring a special use permit in the B/ATCP would be allowed under the TCAP, such as multiple family dwellings, which occur in the amendment area, local public health and safety facilities, social service organizations, printing and publishing facilities and threshold related research facilities, and insect and disease suppression. Currently not allowed uses that would be allowed in the TCAP Gateway District include prescribed fire/burning management, fuels treatment and management, and regeneration harvest.

Consistent with the TRPA Regional Plan and the General Plan, the TCAP accommodates potential growth to improve traffic flow and resident/tourist mobility to reduce localized traffic congestion and related CO concentrations. As discussed in the 2013 TCAP IS/ND/IEC/FONSE, because the TCAP seeks to implement and is within the scope of what was envisioned in the General Plan and the Regional Plan, it would not result in congestion at intersections that would result in a violation of a CO air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. .

As discussed in the Transportation Impact Memorandum prepared for the project (Appendix A), no increase in daily vehicle trips (Community Plan versus Area Plan) is expected to occur due to similar vehicle use patterns between residential units and vacation home rentals, the decrease in trip rates for residential timeshare units as compared to hotel units, the existing development density at or above the proposed density levels, the potential reduction in trips if tourist accommodation units are converted to multi-family units in a mixed-use redevelopment, and the similarities in trip generation for different types of tourist accommodation units (see Appendix A, LSC Transportation Consultants, 2018). No increase in vehicle trip generation over what was estimated for Regional Plan build-out by the TRPA in the RPU EIS is anticipated.

With respect to other regional criteria air pollutants (ozone precursors, PM_{10} , and $PM_{2.5}$), consistent with the TRPA Regional Plan, subsequent redevelopment projects could generate long-term operational emissions, including mobile and area source emissions; however, these emissions could be expected to occur at the same rate as the existing conditions. The potential for such emissions does not increase as a result of the TCAP amendments as discussed above because no notable increase in vehicle trips or increase in daily trips of more than 100 would occur and the land use density changes or potential use changes from redevelopment result in no increase in traffic or vehicle miles traveled. Therefore, the potential for future emissions is the same with or without the amendment. If a future massive-scale redevelopment project had the potential to significantly increase trip generation (more than 100 new vehicle trips) and vehicle miles traveled, it would be required to complete a traffic analysis under TRPA requirements; however, no redevelopment project of such a scale is proposed by these amendments or has measurable potential to occur. Cumulatively, if multiple sites were to be redeveloped separately, trip generation levels would remain relatively unchanged due to the area being built out to nearly the maximum capacity at present. Because the TCAP is required to be consistent with the Regional Plan, implementation of the TCAP amendments would also be expected to result in a substantial long-term reduction in emissions of ozone precursors and CO. Because the increase in emissions of PM associated with build-out of the entire Regional Plan would be below the project-level increment considered significant by TRPA (82 lb/day), the amendments would not be anticipated to lead to nonattainment of national standards.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.5-2. Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (CEQA IIIb)

The Lake Tahoe Air Basin is designated non-attainment for PM_{10} , as presented in Table 5-5. A significant cumulative impact results if the Project causes a considerable increase in PM_{10} .

In the project area, these pollutants relate to automobile use and potential impacts measured with VMT calculations and wood burning fireplaces and stoves. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. With respect to PM_{10} , consistent with the Regional Plan, future redevelopment projects could generate long-term operational emissions, including mobile and area source emissions.

| Pollutant | State Designation | National Designation |
|-------------------------------|--------------------------|-----------------------------|
| Ozone | Attainment | Unclassified/Attainment |
| PM ₁₀ | Non-Attainment | Unclassified/Attainment |
| PM _{2.5} | Attainment | Unclassified/Attainment |
| Carbon Monoxide | Attainment | Unclassified/Attainment |
| Nitrogen Dioxide | Attainment | Unclassified/Attainment |
| Sulfur Dioxide | Attainment | Unclassified/Attainment |
| Sulfates | Attainment | Not Applicable (NA) |
| Lead | Attainment | Unclassified/Attainment |
| Hydrogen Sulfide | Unclassified | NA |
| Visibility Reducing Particles | Unclassified | NA |
| Source: EPA 2018; CARB 2019. | | |

Based on the results of the emissions modeling conducted in support of the RPU EIS, RTP EIR/EIS, and 2017 RTP IS/IEC, emissions of ozone precursors in the Region would be expected to decrease substantially by 2035. This can be explained by the fact that vehicle emissions standards would be improved substantially over the next 20 years, and limited development could occur within the Tahoe Region. Any additional population growth and associated increase in operational ozone precursor emissions in the Region would be more than offset by more stringent vehicle emissions standards, fuel economy standards, and truck and bus emission rules, over the planning period (TRPA 2012a, page 3.4-33 and TMPO 2012, page 3.4-331, TMPO 2017, page 3-17).

Emissions of PM₁₀ and PM_{2.5} were projected to increase slightly by 2035 (approximately 4 tons per year (TPY) or 21 lb/day). However, Section 65.1.4 of the TRPA Code requires that only wood stoves that meet EPA Phase II emissions standards would be installed and would allow air quality mitigation fees to be used for regional projects, which could include incentives to remove non-conforming heating appliances. The General Plan requires that all feasible EDCAQMD measures to reduce operational emissions be incorporated into project design and projects need to demonstrate compliance with TRPA's air quality mitigation program. Compliance with these requirements as well as efforts by TRPA and the EDCAQMD to replace woodstoves with air quality compliant heating fixtures, would be expected to continue the existing trend of decreasing PM emissions in the Region.

Because the TCAP amendments are consistent with the Regional Plan, implementation of the amendments would result in a substantial long-term reduction in emissions of ozone precursors. Because the increase in emissions of PM associated with full build-out densities in the amendment area would be below the project-level increment considered significant by TRPA (82 lb/day), the TCAP amendments would not be anticipated to lead to nonattainment of national standards.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.5-3. Would the Project expose sensitive receptors to substantial pollutant concentrations? (CEQA IIIc)

Typical sensitive receptors include residences, hospitals, and schools. The area proposed for amendment is currently completely developed with tourist accommodations, commercial uses, and residences. No new

uses other than residential condominiums and timeshares, regeneration harvest, fuels treatment and management, and prescribed fire/burning management are proposed as allowed uses under the amendments and the amendments would eliminate collection stations, which are currently allowed, and have the potential to emit non-mobile emissions. If the area were to be redeveloped primarily with the highest density uses, the resulting increase in pollutant concentrations would not be substantial. Please refer to the analysis for Question 5.4.5-1, above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.5-4. Would the Project result in other emissions, such as objectionable odors, adversely affecting a substantial number of people? (CEQA III d)

The occurrence and severity of odor effects depend on the nature, frequency, and intensity of the odor source, wind speed and direction, and the presence of sensitive receptors. Offensive odors rarely cause physical harm, but odors can be unpleasant and generate citizen complaints to regulatory agencies and local governments. Typical sensitive receptors include residences, hospitals, and schools. There are no hospitals or schools located within the TCAP; however, a few residences are within the boundary of the TCAP amendment area and residences are located nearby.

As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities and transfer stations, none of which are allowed in the TCAP Gateway District. No such uses currently occupy the amendment area. The proposed uses in TSC-G Special Area 1 are listed in Table 2-1, and are not characteristic of the types of uses that would result in the development of a major source of objectionable odor. While idling associated with the existing boat launch facilities can produce odors within the immediate vicinity of the marina boat launch area during peak usage periods, this is an existing use and not a new use resulting from the amendment. The amendments do not alter the use of Timber Cove, nor do the odors resulting from idling motors exceed thresholds as they dissipate rapidly and are seasonal.

In the short-term, odor impacts occur from the use of diesel engines and asphalt concrete paving during construction. These odors are both temporary and localized, affecting only the area immediately adjacent to the active construction area. Diesel exhaust emissions and asphalt concrete paving odors dissipate rapidly away from the source and cease upon completion of construction activities and would be addressed by the Chapter 65 (Air Quality/Transportation) of the TRPA Code of Ordinances idling restrictions. Implementation of the TCAP amendments do not result in substantial direct or indirect exposure of sensitive receptors to offensive odors.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.5-5. Would the Project result in substantial air pollutant emissions? (TRPA 2a)

See analysis for Question 5.4.5-1.

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore the analysis is tiered from and consistent with the RPU EIS. The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to air quality. Consistent with existing conditions, future redevelopment projects would be subject to subsequent environmental review and permitting, and would

be required to comply with Chapter 65 of the TRPA Code. Chapter 65 includes provisions that apply to direct sources of air pollution in the Tahoe region, including certain motor vehicles registered in the region, combustion heaters installed in the region, open burning, stationary sources of air pollution, and idling combustion engines. Because future redevelopment projects are required to implement air quality attainment measures established by the TRPA, City, and EDCAQMD, as well as those policies established in the TCAP regarding air quality, implementation of the TCAP amendments would not be anticipated to lead to nonattainment of emissions standards

Environmental Analysis: *No Impact*

Required Mitigation: **None.**

5.4.5-6. Would the Project result in deterioration of ambient (existing) air quality? (TRPA 2b)

See analyses for Question 5.4.5-1, which conclude a less than significant impact and Question 5.4.5-5, which concludes no impact to ambient air quality.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.5-7. Would the Project result in creation of objectionable odors? (TRPA 2c)

See discussion and analysis for Question 5.4.5-3, which addresses the creation of objectionable odors and concludes a less than significant odor impact to short-term and long-term effects to sensitive receptors.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6 Biological Resources (Stream Environment Zones, Wetlands, Wildlife and Vegetation)

This section presents the analyses for potential impacts to biological resources, including impacts to SEZs, wetlands, wildlife and vegetation. Table 5-6 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-6: Biological Resources | | | | |
|--|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.6-1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (CEQA IVa) | | | X | |
| 5.4.6-2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (CEQA IVb) | | | X | |
| 5.4.6-3. Have a substantial adverse effect on federally protected (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (CEQA IVc) | | | | X |
| 5.4.6-4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (CEQA IVd) | | | X | |
| 5.4.6-5. Conflict with any local policies or ordinances protecting biological resources, such as tree | | | | X |

| | | | | |
|--|------------|----------------------------|--------------------------|-----------|
| preservation policy or ordinance? (CEQA IVe) | | | | |
| 5.4.6-6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (CEQA IVf) | | | | X |
| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
| 5.4.6-7. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system? (TRPA 4a) | | | | X |
| 5.4.6-8. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table? (TRPA 4b) | | | | X |
| 5.4.6-9. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species? (TRPA 4c) | | | | X |
| 5.4.6-10. 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)? (TRPA 4d) | | | | X |
| 5.4.6-11. Reduction of the numbers of any unique, rare or endangered species of plants? (TRPA 4e) | | | | X |
| 5.4.6-12. Removal of streambank and/or backshore vegetation, including woody vegetation such as willows? (TRPA 4f) | | | | X |
| 5.4.6-13. 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? (TRPA 4g) | | | | X |

| | | | | |
|---|--|--|--|---|
| 5.4.6-14. A change in the natural functioning of an old growth ecosystem? (TRPA 4h) | | | | X |
| 5.4.6-15. 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)? (TRPA 5a) | | | | X |
| 5.4.6-16. Reduction of the number of any unique, rare or endangered species of animals? (TRPA 5b) | | | | X |
| 5.4.6-17. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? (TRPA 5c) | | | | X |
| 5.4.6-18. Deterioration of existing fish or wildlife habitat quantity or quality? (TRPA 5d) | | | | X |

5.4.6-1. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (CEQA IVa)

The boundary of the proposed amendment area was reviewed against 1) the California Department of Fish and Wildlife’s California Natural Diversity Database (CNDDDB), 2) the U.S. Fish and Wildlife Service’s online Planning and Conservation System (IPaC) database, and 3) TRPA’s Special Interest Species Map to identify potential habitat for candidate, sensitive, or special status species. The IPaC database identified the following: North American Wolverine (*Gulo gulo luscus*) (proposed threatened), Sierra Nevada yellow-legged frog (*Rana sierrae*) (federal endangered), and Lahontan cutthroat trout (*Oncorhynchus clarkii henshawi*) (threatened). Seven migratory birds were also listed in the IPaC database: bald eagle (*Haliaeetus leucocephalus*), Cassin’s finch (*Carpodacus cassinii*), golden eagle (*Aquila chrysaetos*), olive-sided flycatcher (*Contopus cooperi*), rufous hummingbird (*selasphorus rufus*), Williamson’s sapsucker (*Sphyrapicus thyroideus*), and willow flycatcher (*Empidonax traillii*). However, the project area is completely developed and provides no habitat for these species, particularly since Bijou Creek is culverted and piped beneath pavement and structures within the amendment area.

The CNDDDB database identified the following species within the South Lake Tahoe quadrangle: Sierra Nevada yellow-legged frog (*Rana sierrae*) (state threatened), willow flycatcher (*Empidonax traillii*) (state endangered), and Tahoe yellow cress (*Rorippa subumbellata*) (state endangered). Tahoe yellow cress has been observed within the TCAP amendment area near Lakeshore Lodge and Spa, and in other locations in the vicinity of the TCAP and B/ATCP. Plants found near Lakeshore Lodge and Spa were transplanted to a mitigation site, but the presence of the species in this area indicates suitable habitat within the beach area. Sierra Nevada yellow-legged frog and willow flycatcher were not observed in the area according to the CNDDDB records.

Future redevelopment projects would be subject to project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of animal species. (Section 62.4 of the TRPA Code). At a project-level, potential effects on animal species would be determined based on the species' distribution and known occurrences relative to the project area and the presence of suitable habitat for the species in or near the project area. TRPA's existing policies and Code provisions address potential impacts to special-status species through site-specific environmental review, development and implementation of project-specific measures to minimize or avoid impacts through the design process, and compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (Sections 61.3.6 and 62.4 of the TRPA Code). Implementation of the TCAP amendments would not result in the reduction in the number of any unique, rare, or endangered species of animals, including waterfowl. Future redevelopment projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations in Chapter 62 and 63 (Wildlife Resources and Fish Resources, respectively) of the TRPA Code of Ordinances. While the TCAP and B/ATCP amendments allow for some different land uses or use densities and heights, they do not propose specific new development or amendments that threaten protection of listed species or their habitat, and do not affect policies that protect biological resources.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.6-2. Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (CEQA IVb)

The U.S. Fish and Wildlife Service's IPaC database identifies Lake Tahoe and Bijou Creek (intermittent riverine streambed) as wetlands, but no critical habitat is identified. The proposed amendment area includes TRPA land capability district 1b (SEZs), which receive a high level of protection against new ground disturbance or activities that affect riparian and other vegetation important to wildlife. However, the area is fully developed and contains no undeveloped land.

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to existing fish or wildlife habitat quantity or quality or pertaining to resource protection measures for SEZs, which encompasses riparian habitat. The B/ATCP addresses Bijou Creek generally, and does not specifically address the portion of Bijou Creek within the amendment area. The B/ATCP indicates area-wide drainage improvements are needed, and states that proposed projects are required to demonstrate storm water containment. The completed Bijou Erosion Control Project is one such project that has addressed this need through the construction of a regional treatment system for runoff in commercial areas which is pumped through an underground force main to infiltration basins in the upper Bijou Creek watershed and replacement of the Bijou Creek storm drain systems that conveys storm water from the watershed through the commercial core area and into Lake Tahoe. In addition, the B/ATCP's conservation vision includes SEZ restoration. These objectives are reflected in the Code of Ordinances and the TCAP include policies that promote the restoration of disturbed SEZs and reduction of excess land coverage. While the amendments would hinder the B/ATCP from achieving these goals within the B/ATCP by removing an area with large potential for drainage improvements, the amendment area remains viable for achieving these improvements, although within the boundary of the TCAP rather than the B/ATCP. Restoration efforts within the boundaries of the TCAP have restored over 4.7 acres of SEZ. TCAP Figure 7-2 identifies the Bijou Commercial Core area, which includes the amendment area, as an area suitable for proposed TMDL stormwater improvement projects.

Consistent with existing conditions, redevelopment projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of riparian areas. Section 61.3.3 (Vegetation Protection and Management) of the TRPA Code of Ordinances includes provision for protecting SEZ vegetation, other common vegetation, uncommon vegetation, and sensitive plants species. Chapters 62 and 63 (Wildlife Resources and Fish Resources, respectively) of the TRPA Code of Ordinances include provisions to protect and enhance fisheries and wildlife habitats. Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the TCAP amendments would not result in the deterioration of riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.6-3. Would the Project have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (CEQA IVc)

U.S. Fish and Wildlife Service IPaC database identifies Bijou Creek as a riverine wetland, although the area overlapping the creek in the amendment area is primarily paved and developed with structures. There is no recognizable channel within the beach area adjacent to Lake Tahoe. Future redevelopment would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of riparian area. New land disturbance and activities within these areas are also subject to protection and mitigation in Chapters 30 (Land Coverage), 33 (Grading and Construction), 35 (Natural Hazard Standards), 60 (Water Quality), 61 (Vegetation and Forest Health), 62 (Wildlife Resources), and 63 (Fish Resources), and other provisions of the TRPA Code of Ordinances.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

5.4.6-4. Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (CEQA IVd)

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to the migration or movement of animals. Due to the existing development of the amendment area, the area provides poor habitat for wildlife migration or nursery sites. Future redevelopment projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations in Chapter 62 and 63 (Wildlife Resources and Fish Resources, respectively) of the TRPA Code of Ordinances.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.6-5. Would the Project conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? (CEQA IVe)

The TCAP and B/ATCP amendments do not alter or conflict with existing local policies or ordinances protecting biological resources. Redevelopment projects would be subject to project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations in Chapter 62 and 63 (Wildlife Resources and Fish Resources, respectively) of the TRPA Code of Ordinances.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-6. Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (CEQA IVf)

The TCAP and B/ATCP amendments do not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan because no such plans exist for the project area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-7. Would the Project result in removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system? (TRPA 4a)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The proposed amendment area is highly developed with little native vegetation. The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to native vegetation protection during construction. Consistent with existing conditions, vegetation surrounding the construction site of a future redevelopment project would be required to comply with Section 33.6, Vegetation Protection During Construction, of the TRPA Code of Ordinances. Protective requirements include installation of temporary construction fencing, standards for tree removal and tree protection, standards for soil and vegetation protection, and revegetation of disturbed areas.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-8. Would the Project result in removal of riparian vegetation other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table? (TRPA 4b)

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to vegetation removal and groundwater management. Water supply within the area is primarily obtained from groundwater sources through the South Tahoe Public Utility District. Consistent with existing conditions, any redevelopment project permitted in accordance with the TCAP would be required to meet TRPA

requirements for water supply. TRPA regulations prohibit the approval of any development requiring water unless there is adequate water supply within an existing water right (Section 32.4.1 of the TRPA Code). Additionally, Section 33.3.6 (Excavation Limitations) of the TRPA Code of Ordinances prohibits excavation that intercepts or interferes with groundwater except under specific circumstances and with prior approval by TRPA (Section 33.3.6.A.2). For these reasons, consistent with existing conditions, projects approved under the TCAP amendments would not directly or indirectly lower the groundwater table.

Further, vegetation removal would be required to comply with existing TRPA, federal, and state regulations, permitting requirements, and environmental review procedures that protect habitat that supports riparian vegetation and critical wildlife. Specifically, riparian vegetation and wildlife habitat are protected by Sections 61.1.6 (Management Standards for Tree Removal), 61.3.3 (Protection of Stream Environment Zones), and 63.3 (Fish Habitat Protection), and Chapter 62 (Wildlife Resources) of the TRPA Code of Ordinances. For these reasons, redevelopment associated with the TCAP amendment area is not expected to result in the removal of riparian or other vegetation associated with critical wildlife habitat.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-9. Would the Project result in introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species? (TRPA 4c)

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to new vegetation. Consistent with existing conditions, implementation of new development or redevelopment projects associated with the TCAP would be required to comply with the TRPA Code provisions (e.g., Section 61.4, Revegetation) and Goals and Policies that prohibit the release of non-native species in the Tahoe Region. Generally, native species require less fertilizer and water than non-native species. Provisions for fertilizer management and preparation of fertilizer management plans that address the type, quantity, and frequency of use of fertilizers are included in Section 60.1.8 of the TRPA Code. Projects would be subject to subsequent project-level environmental review and permitting, and at that time they would be required to demonstrate that any proposed new vegetation would not require excessive fertilizer or water, or provide a barrier to the normal replenishment of existing species.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-10. Would the Project result in 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)? (TRPA 4d)

See discussion and analyses in Questions 5.4.6-7 through 5.4.6-9, and 5.4.6-11 through 5.4.6-14.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-11. Would the Project result in reduction of the numbers of any unique, rare or endangered species of plants? (TRPA 4e)

The amendment area is highly developed and contains no unique, rare, or endangered plant species. The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to unique, rare, or endangered species of plants. The natural resource protection provisions of Chapters 61 (Vegetation and Forest Health) and 62 (Wildlife Resources) of the TRPA Code of Ordinances are still applicable to the area. Future redevelopment projects in the amendment area would be subject to subsequent project-level environmental review and permitting. At a project-level, potential effects on plant species would be determined based on the species' distribution and known occurrences relative to the project area, the presence of suitable habitat for the species in or near the project area, and preconstruction surveys. TRPA's existing policies and Code provisions address potential impacts to special-status species through site-specific environmental review, require development and implementation of project-specific measures to minimize or avoid impacts through the design process, and require compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (Sections 61.3.6, Sensitive and Uncommon Plant Protection and Fire Hazard Reduction and 62.4, Special Interest, Threatened, Endangered, and Rare Species of the TRPA Code of Ordinances). Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the TCAP and B/ATCP amendments would not result in the reduction in the number of any unique, rare, or endangered species of plants.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

5.4.6-12. Would the Project result in removal of streambank and/or backshore vegetation, including woody vegetation such as willows? (TRPA 4f)

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to removal of streambank and backshore vegetation. See discussion and analysis for Question 5.4.6-8 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-13. Would the Project result in 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? (TRPA 4g)

The area is currently developed, contains few trees, and is not within TRPA's Conservation or Recreation land use classifications.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

5.4.6-14. Would the Project result in a change in the natural functioning of an old growth ecosystem? (TRPA 4h)

See discussion and analysis for Question 5.4.6-13 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-15. Would the Project result in 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)? (TRPA 5a)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The TCAP and B/ATCP amendments would not alter the regulations pertaining to the protection of animal species. The resource management provisions contained in Chapters 60 through 68 of the TRPA Code are still applicable. Any subsequent projects allowed within the TCAP amendment area would be subject to subsequent project-level environmental review and permitting. Consistent with existing conditions, permit applicants would be required to demonstrate that any proposals would occur consistent with TRPA Code provisions related to resource management, including specifically the provisions of Chapters 62 and 63 that address protection of wildlife and fish resources, respectively. For these reasons, adoption of the TCAP amendments would not result in the change in the diversity or distribution of species, or numbers of any species or animals.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-16. Would the Project result in reduction of the number of any unique, rare or endangered species of animals? (TRPA 5b)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

See discussion and analyses for Question 5.4.6-1. The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to unique rare or endangered species of animals and the natural resource provisions of chapters 61 and 62 of the TRPA Code remain applicable.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-17. Would the Project result in introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? (TRPA 5c)

See discussion and analysis for Question 5.4.6-4 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-18. Would the Project result in deterioration of existing fish or wildlife habitat quantity or quality? (TRPA 5d)

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to existing fish or wildlife habitat quantity or quality. Consistent with existing conditions, redevelopment projects associated with the amendment area could affect fish and wildlife depending on the type, timing, and specific nature

of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of fish and wildlife contained in Chapters 62 (Wildlife Resources) and 63 (Fish Resources) of the TRPA Code. Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the TCAP and B/ATCP amendments would not result in the deterioration of existing fish or wildlife habitat quantity.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.7 Cultural Resources (CEQA) and Archaeological/Historical (TRPA)

This section presents the analyses for potential impacts to cultural, archaeological and historical resources, discussing the Project impacts on cultural resources related to the disturbance of archaeological, historical, architectural, and Native American/traditional heritage resources. The section also addresses disturbance of unknown archaeological resources, as well as paleontological resources (fossils). Table 5-7 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-7: Cultural Resources and Archaeological/Historical | | | | |
|--|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.7-1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (CEQA Va) | | | | X |
| 5.4.7-2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (CEQA Vb) | | | | X |
| 5.4.7-3. Disturb any human remains, including those interred outside of formal cemeteries? (CEQA Vc) | | | | X |
| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
| 5.4.7-4. 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? (TRPA 20a) | | | | X |
| 5.4.7-5. 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? (TRPA 20b) | | | | X |
| 5.4.7-6. Is the property associated with any historically significant events and/or sites or persons? (TRPA 20c) | | | | X |

5.4.7-1. Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (CEQA Va)

The amendments do not alter regulations pertaining to historical or cultural resources. As such, the potential effect is the same as those analyzed in the RPU EIS.

The El Dorado County General Plan EIR lists properties included on the National Register of Historic Places (NRHP) and California Register of Historic Places (CRHR) and California State Historic Landmarks. Tahoe Meadows (National Register) and Vikingsholm (National Register) are the two NRHP/CRHR listed properties in the vicinity of South Lake Tahoe, neither of which is located in the amendment area boundaries. There is no evidence of intact, potentially significant prehistoric, archaeological or Washoe cultural sites, or historical sites within the existing TCAP or proposed amendment area. There are historical sites in the surrounding area, including the Lapham Hotel which was located near the intersection of Pioneer Trail and US 50 and McCombers Station located near the intersection of Pioneer Trail and Ski Run Blvd. The TRPA RPU EIS also identifies Lake Bigler House in the immediate vicinity. The TCAP indicates the Lake Valley Lumber Pier and Railroad were located adjacent to the current Timber Cove Pier, but were demolished in the mid-1980s due to safety and navigation concerns. Currently, the amendment area is completely developed with no visible evidence of resources remaining onsite.

Federal and state regulations, the TRPA Code (Chapter 67) and City General Plan policies address protection of cultural, historical and archaeological resources and provide processes to avoid or minimize impacts to such resources. Any building, object or structure over 50 years of age is required to have a historic determination. Redevelopment within the amendment area would be required to comply with federal and state regulations, TRPA Code and General Plan policies, during project specific review, and therefore, would not alter or adversely affect archeological or historical resources.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.7-2. Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (CEQA Vb)

See discussion and analysis for Question 5.4.7-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.7-3. Would the Project disturb any human remains, including those interred outside of formal cemeteries? (CEQA Vc)

Section 7050.5(b) of the California Health and Safety Code and Section 5097.98 of the State Public Resources Code specify protocol when human remains are discovered. If human remains are discovered, the Codes require work to cease within the immediate area and notification of the County Coroner. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed. The City's General Plan Policy NCR-4.5 requires notification of the City if human remains are discovered during ground disturbing activities. Redevelopment within the amendment area would be required to comply with these requirements during ground-disturbance activities; therefore, the amendments would not alter, adversely affect or result in the loss of these resources and their associated ethnic and cultural values.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.7-4. Will the Project result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building? (TRPA 20a)

The South Lake Tahoe area has been subject to archaeological survey during the preparation of Community Plans, Redevelopment Plans, and during review of development projects. There is no evidence of intact, potentially significant prehistoric, archaeological or Washoe cultural sites within the TCAP or the amendment area. However, several potential significant historic properties located within the vicinity of the area are identified in TRPA's historic resources database, including the Lapham Hotel which was located near the intersection of Pioneer Trail and US 50 and McCombers Station located near the intersection of Pioneer Trail and Ski Run Blvd. The TRPA RPU EIS also identifies Lake Bigler House in the immediate vicinity; however, the amendment area is completely developed with no visible evidence of resources remaining onsite. The potential exists within the amendment area, like elsewhere in the Tahoe Basin and consistent with existing conditions, for previously undiscovered archaeological or historic resources to be discovered during any earth-moving activities.

Federal and state regulations, TRPA Code (Chapter 67) and General Plan policies address protection of these resources and provide processes to avoid or minimize impacts to historic and archaeological resources. Because any redevelopment in the amendment area would be required to comply with these regulations, consistent with existing practices, it would not alter or adversely affect archeological or historical resources.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.7-5. Is the 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? (TRPA 20b)

See discussion in Questions 5.4.7-1 and 5.4.7-4 above regarding the mapped resources. TRPA and City policies and regulations have been established to ensure protection of such resources. Because any redevelopment within the amendment area would be required to comply with TRPA regulations (Chapter 67, Historic Resource Protection) that prohibits grading, operation of equipment, or other soil disturbance in areas where a designated historic resource is present, except in accordance with a TRPA-approved resource protection plan, and with City General Plan Policies that prohibit modification of listed properties that would alter their listing status or eligibility, the amendments would not alter or adversely affect cultural, historical, and/or archaeological resources identified on TRPA's or other regulatory official maps.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.7-6. Is the Project associated with any historically significant events and/or sites or persons? (TRPA 20c)

See discussions and analyses discussions for Questions 5.4.7-1 through 5.4.7-5 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.8 Energy (CEQA/TRPA)

This section presents the analyses for potential impacts to energy. Table 5-8 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-8: Energy | | | | |
|---|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.8-1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (CEQA VIa) | | | | X |
| 5.4.8-2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (CEQA VIb) | | | | X |
| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
| 5.4.8-3. Use of substantial amounts of fuel or energy? (TRPA 15a) | | | | X |
| 5.4.8-4. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? (TRPA 15b) | | | | X |

5.4.8-1. Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (CEQA VIa)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The use of energy resources, beyond existing conditions would occur incrementally if existing developments are remodeled or improved. Since the area is already developed, a substantial increase in the rate of use would not occur. The RPU EIS (TRPA 2012a, page 5-3) acknowledged the potential increase in the use of energy resources resulting from increased development and redevelopment within the Tahoe Region, however any project permitted through the TCAP would be subject to project level environmental review and site-specific mitigation measures if necessary. Therefore, any increase in the rate of use of energy resources would be negligible and would not be in quantities that would result in a significant effect.

Non-renewable energy resources such as gasoline and diesel are consumed during the construction of development projects; however, the potential for new development would be limited through restrictions to TRPA regulated commodities (see project description) such as commercial floor area, residential allocations and tourist accommodation units. Furthermore, the area proposed for amendment is already developed. Because construction would be limited and would not require quantities of energy resources beyond those of typical residential and commercial construction, projects associated with the TCAP would not result in substantial depletion or wasteful use of energy resources during construction or operation.

Environmental Analysis: *No Impact*.

Required Mitigation: **None**.

5.4.8-2. Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (CEQA VIIb)

The City of South Lake Tahoe has committed to a goal of 100 percent renewable energy by 2032 and is working with the local electricity provider to reach that goal and invest in greater renewable energy sources. Businesses within the city, including those within the amendment area are eligible for free solar assessments. The TCAP and B/ATCP amendments would not conflict with or obstruct these renewable energy goals. The City Code includes requirements for water conservation devices in new or replacement facilities and requires energy efficient outdoor lighting, which conserves energy consumption and are incorporated into the Development and Design Standards of the TCAP Amendment (TCAP Amendment Appendix C). The City has also adopted the 2016 California Energy Code within the City's building regulations. The City also has a Green Building Program with recommended energy efficiency measures for residential and commercial projects. The Green Building Program is incorporated into the TCAP amendment as Appendix D.

TRPA Regional Plan Land Use Element AQ-1.5 encourages the construction of energy efficient buildings, replacement of energy inefficient buildings, and improvements to the efficiency of existing buildings. Transportation Element Goal 1 is to "Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas emissions." Furthermore, Policy 1.6 states, "Require new and encourage existing. Major commercial interests providing gaming, recreational activities, excursion services, condominiums, timeshares, hotels, and motels to participate in transportation demand programs and projects." The Conservation Element Goal E-1 is "Promote energy conservation programs and development of alternative energy sources to lessen dependence on scarce and high-cost energy supplies." These goals and policies

Redevelopment within the amendment area has the potential to improve energy efficiency through the utilization of new, energy efficient materials, fixtures, and designs. Therefore, redevelopment activity would not obstruct plans for renewable energy or energy efficiency. Redevelopment within the amendment area would be required to comply with federal and state regulations, TRPA Code and General Plan policies, during project specific review, and therefore, would not obstruct energy efficiency goals. The amendments do not propose changes that would conflict with or obstruct state or local plans for renewable energy or energy efficiency.

Environmental Analysis: *No Impact*.

Required Mitigation: **None**.

5.4.8-3. Would the Project use substantial amounts of fuel or energy? (TRPA 15a)

This potential impact was previously analyzed as part of the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

All redevelopment permitted through the amendments would occur in accordance with the Regional Plan and City Code. While any new construction would require electric and natural gas service as part of the basic services (Chapter 32, Basic Services of the TRPA Code of Ordinances) the entire area within the TCAP amendment area is currently served by existing electric and gas infrastructure. Additionally, projects requiring new or modified connections would be subject the requirements and fees of the applicable utility providers. The utility companies project that, based on their forecasting and recent growth trends, the available capacity would far exceed the demand generated at build-out of the Regional Plan (TRPA 2012a, page 3.13-20).

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.8-4. Will the Project substantially increase the demand upon existing sources of energy, or require the development of new sources of energy? (TRPA 15b)

This potential impact was previously analyzed as part of the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

See discussion in Question 5.4.8-3 above that concludes that the available capacity would far exceed the demand generated at build-out of the TRPA Regional Plan; therefore, demand created by implementation of the amendments would not exceed available capacity, or require the development of new sources of energy.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.9 Geology and Soils (CEQA) and Land (TRPA)

This section presents the analyses for potential impacts to geology, soils and land. Table 5-9 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-9: Geology and Soils and Land | | | | |
|--|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.9-1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides? (CEQA VIIa) | | | X | |
| 5.4.9-2. Result in substantial soil erosion or the loss of topsoil? (CEQA VIIb) | | | X | |
| 5.4.9-3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (CEQA VIIc) | | | X | |
| 5.4.9-4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (CEQA VIId) | | | X | |

| | | | | |
|---|------------|----------------------------|--------------------------|-----------|
| 5.4.9-5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? (CEQA VIIe) | | | | X |
| 5.4.9-6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (CEQA VIII f) | | | | X |
| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
| 5.4.9-7. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)? (TRPA 1a) | | | | X |
| 5.4.9-8. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions? (TRPA 1b) | | | | X |
| 5.4.9-9. Unstable soil conditions during or after completion of the proposal? (TRPA 1c) | | | | X |
| 5.4.9-10. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet? (TRPA 1d) | | | | X |
| 5.4.9-11. The continuation of or increase in wind or water erosion of soils, either on or off the site? (TRPA 1e) | | | | X |
| 5.4.9-12. 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? (TRPA 1f) | | | | X |
| 5.4.9-13. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards? (TRPA 1g) | | | | X |

5.4.9-1. Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

5.4.9-1.i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? (CEQA VIIa).

The amendment area is located within the Sierra Nevada-Great Basin seismic belt. Based on the Division of Mines and Geology Special Publication 42 and the Index to Official Maps of Earthquake Fault Zones (Hart and Bryant 1997), the project area is not located in the Alquist-Priolo Earthquake Fault Zone. The closest Alquist-Priolo Earthquake Fault Zone is the Genoa fault located southeast of the area and outside the Tahoe Basin.

There are four known faults that run through the City. One of these is located in the TCAP in the general vicinity of Ski Run Boulevard. These are approximately located fault traces, some associated with the Tahoe Valley Fault Zone, and are not known to be active. The relatively minor and inactive faults have shown no history of fault ruptures and do not meet the criteria for building restrictions under the Alquist-Priolo Earthquake Fault Zone Act. The risk of fault rapture is considered relatively low (CSLT 2011, pages 4.8-13 and 4.8-28).

According to the California Building Code (CBC), the amendment area is located in Seismic Zone D, a region of relatively high seismicity, and has the potential to experience strong ground shaking from earthquakes. As such, all structures must be designed to meet the regulations and standards associated with Zone D hazards as set forth in the CBC. Compliance with these existing regulations ensures that all new or redeveloped structures would be capable of withstanding anticipated ground shaking in the Region and would not create significant public safety risks or property damage in the event of an earthquake.

The City has adopted California Building Code within Title 6 of the City Code. All structures associated with redevelopment in the amendment area would be designed and constructed in accordance with design requirements of the Seismic Zone D which would minimize risks associated with seismic ground shaking and seismic related ground failure. The risk of fault rupture and ground shaking is a less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.9-1.ii) Strong seismic ground shaking?

See discussion and analysis for Question 5.4.9-1.i above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.9-1.iii) Seismic-related ground failure, including liquefaction?

The potential for seismic-related ground shaking in the Region could also contribute to public safety risks and property damage associated with ground failure including liquefaction, lateral spreading, collapse, and settlement. Relatively high ground water levels in the area can contribute to the potential for ground failure,

particularly during excavation and construction of below-grade structures (CSLT 2011, page 4.8-29). Hazards associated with seismic-related ground failure are regulated by the California Building Standards Code adopted by the City in Title 6 of the City's Code to ensure that structures are properly designed and constructed to withstand anticipated ground failure. The risk of injury or property damage from strong ground shaking or resulting ground failure would not substantially increase with the expansion or adoption of the TCAP and B/ATCP amendments and this is a less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.9-1.iv) Landslides?

The varied topography within the Lake Tahoe Region makes many areas susceptible to landslide hazards. The main hazards are associated with rock falls on steep slopes of massive granite and erosion of decomposed granite on both gentle and steep slopes. The amendment area is highly paved and generally flat. The TRPA Land Use Element Natural Hazards Subelement, Goal 1, Policy 1 of the TRPA Regional Plan restricts construction, reconstruction, or replacement of structures in identified avalanche or mass instability hazard areas. There is no significant risk of exposing people or structures to potential landslides in the amendment area and is a less than a significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.9-2. Would the Project result in substantial soil erosion or the loss of topsoil? (CEQA VIIb)

See discussions and analyses for Questions 5.4.9-8, 5.4.9-9 and 5.4.9-10 below.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.9-3. Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (CEQA VIIc)

See discussions and analyses for Questions 5.4.9-1.i through 5.4.9-1.iv above and Question 5.4.9-4 below.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.9-4. Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (CEQA VIId)

According to the Swelling Clays Map of The Conterminous United States, the Tahoe Basin Region falls within an area that is underlain with little to no clays with swelling potential (USGS 1989). However, soil units mapped within the Tahoe Basin Region contain soils with low to high shrink/well potential (NRCS 2007).

Redevelopment and infrastructure projects in the amendment area may be constructed on areas of unstable or expansive soils or geologic units, thereby increasing the risk to people and structures. Projects would be required to undergo site-specific environmental review and, as appropriate, geotechnical analysis (TRPA Code of Ordinances Section 33.4, Special Information Reports and Plans and City Code Chapter 7.20) to determine the design, grading, and construction practices required to avoid or reduce geologic hazards including those associated with unstable, expansive soils and slope failure. Adherence to existing regulations would ensure impacts would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.9-5. Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (CEQA VIIe)

The Porter-Cologne Water Quality Act requires all sewage and wastewater to be disposed of outside the Lake Tahoe Basin. Therefore, use of septic tanks or alternative wastewater disposal are prohibited in the Lake Tahoe Region.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.9-6. Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (CEQA VIII f)

There is little potential that unknown paleontological resources may be located in the area due to the extensive development and coverage in the amendment area, and the potential to destroy such features is not affected by the amendments. Paleontological remains are found in sedimentary rock formations. El Dorado County's geology is predominantly igneous (volcanic) in nature, and the type of sedimentary deposits where such remains might be present, are virtually nonexistent (GP DEIR, page 5.13-1). As stated in the 2013 IS/IEC for the TCAP and the City's General Plan EIR, "A search of the University of California Museum of Paleontology collections database identified 22 paleontological resource finds in El Dorado County; however, none were identified in the City of South Lake Tahoe" (CSLT 2011 and CSLT 2013). To ensure the protection of paleontological resources that may be discovered during construction, the City adopted General Plan Policy NCR-4.4 that requires a paleontological resource evaluation be prepared and measures to mitigate impacts to paleontological resources be identified when fossils are discovered during ground-disturbing activities (CSLT 2011b, page NCR-7).

Federal and state regulations and TRPA Code (Chapter 67, Historic Resource Protection) also address protection of paleontological resources and provide processes to avoid or mitigate impacts to identified and discovered resources. Development associated with the TCAP would be required to comply with these requirements during project specific review and construction activity. Therefore, implementation of the amendments would not alter or adversely affect paleontological resources.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.9-7. Would the Project result in compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)? (TRPA 1a)

This potential impact was previously analyzed as part of the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The TCAP amendments would not alter or revise the regulations pertaining to land capability and IPES. The land coverage limitations of the adopted Regional Plan (Chapter 30 of the TRPA Code) and existing TCAP, which allows up to 70 percent land coverage on high capability lands (Class 4 through 7) with coverage transfer, remain in effect. Since the amendment area is primarily Class 1b, higher land coverage levels would not apply to all parcels except a portion of Beach Retreat which partially lies within Class 7. The potential effects of these changes were analyzed in the RPU EIS (TRPA 2012, page 3.7-40) and were found to be less than significant.

“The additional coverage allowed in higher capability lands within Town Centers, the Regional Center, and the High Density Tourist District would be directly offset by coverage transferred from sensitive land or more than offset on an acre-by-acre basis by transfers from higher capability land, resulting in an overall reduction in coverage for the Region and, importantly, reduction in coverage from SEZs and other sensitive lands.”

Neither the existing TCAP, nor the TCAP amendments propose an alternative comprehensive land coverage management system as defined in Section 13.5.3B of the TRPA Code of Ordinances. However, adopted policy NRC-4.2 in the Natural and Cultural Resources Element directs the City to consider opportunities for land coverage reduction in all public and private redevelopment projects within community centers. Therefore, future redevelopment projects in the amendment area and elsewhere in the TCAP would be subject to permitting by the City and/or TRPA and permit applicants would be required to demonstrate that proposed compaction and land coverage would be within the limits allowed in Chapters 30 and 53 of the Code or demonstrate reduction or other mitigation of existing excess land coverage. Due to the existing excess land coverage, there is no potential for additional land coverage in the amendment area as all parcels currently exceed land coverage limits, as shown in Table 1-1.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.9-8. Will the Project result in a change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions? (TRPA 1b)

This potential impact was previously analyzed as part of the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to grading. Consistent with existing requirements, grading and construction activities would be required to comply with the provisions of Chapter 33, “Grading and Construction,” of the TRPA Code and Chapter 7.20 of the City Code. Chapter 33 includes specific provisions for timing of grading, winterization of construction sites, specifications for cut and fills areas, protection of vegetation during construction, and preparation of a Slope Stabilization Plan for projects at the request of TRPA. The City Code (Chapter 7.20) requires all projects to implement temporary best management practices (BMPs) in accordance with the *Handbook of Best Management Practices*. The BMPs must be maintained throughout the construction period until winterization and installation of permanent BMPS occurs at construction finalization.

Future projects proposed in the amendment area would be subject to permitting by the City and/or TRPA. Consistent with existing requirements, permit applicants would be required to demonstrate that all proposed grading is consistent with TRPA Code and City Code provisions protecting topography and ground surface relief features intended to retain natural conditions.

Environmental Analysis: *No Impact*.

Required Mitigation: **None**.

5.4.9-9. Will the Project result in unstable soil conditions during or after completion of the proposal? (TRPA 1c)

This potential impact was previously analyzed as part of the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to BMPs for soil erosion. Consistent with existing requirements, soil disturbance associated with future projects in the amendment area would be required to comply with Chapters 33 (Grading and Construction) and 60 through 68 (Various Resource Management Chapters) of the TRPA Code of Ordinances and Chapter 7.20 of the City Code. Future projects would be subject to permitting by the City and/or TRPA would be required to demonstrate that any proposed soil disturbance would be consistent with TRPA and City Code provisions related to BMPs. See discussion under Question 5.4.9-8 above.

Environmental Analysis: *No Impact*.

Required Mitigation: **None**.

5.4.9-10. Will the Project result in changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet? (TRPA 1d)

This potential impact was previously analyzed as part of the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to grading, excavation, and new disturbance. Consistent with existing requirements, redevelopment projects could result in new soil disturbance, changes to native geologic substructures, and grading in excess of 5 feet. However, all projects would be required to comply with the provisions of Chapter 30 (Land Coverage) of the TRPA Code of Ordinances and Chapter 7.20 of the City Code regarding permanent disturbance and Section 33.3.6 of the TRPA Code regarding protection of subsurface groundwater.

Environmental Analysis: *No Impact*.

Required Mitigation: **None**.

5.4.9-11. Will the Project result in the continuation of or increase in wind or water erosion of soils, either on or off the site? (TRPA 1e)

See discussion and analysis for Question 5.4.9-8 above.

Environmental Analysis: *No Impact*.

Required Mitigation: **None**.

5.4.9-12. Will the Project result in 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? (TRPA 1f)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to the deposition of beach sand, or changes in siltation, deposition, or erosion, including natural littoral processes. Parcels within the existing Gateway District abut Lake Tahoe as would the proposed amendment area parcels. Bijou Creek is also mapped within the area. In accordance with Section 13.7.3 of the TRPA Code, TRPA would retain responsibility for enforcing and implementing Shorezone regulations as described in Chapters 80 through 85 of the TRPA Code. Future projects that could occur in the amendment area under the TCAP with subsequent approval that would alter structures in Lake Tahoe, river or a stream would be subject to the resource management and protection and Shorezone provisions in Chapters 60 through 85 of the TRPA Code.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.9-13. Will the Project result in exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mudslides, ground failure, or similar hazards? (TRPA 1g)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to geologic hazards. Chapter 35, Natural Hazard Standards, of the TRPA Code includes provisions addressing avalanche, floodplains, and wildfire and Chapter 6.15 of the City Code, addresses CBC and IBC building standards that include protections for persons and property from seismic and geologic hazards. In accordance with Section 13.7.3 of the TRPA Code, TRPA would retain responsibility for enforcing and implementing regulations specific to the backshore environment as described in Chapter 85 of the TRPA Code. Consistent with existing conditions, any subsequent project allowed within the amendment area would be subject to project-level permitting and environmental review by the City and/or TRPA. Such projects would be required to meet all applicable building codes and standards and would be required to undergo site-specific geotechnical analysis as specified by Section 33.4 (Special Information Reports and Plans) of the TRPA Code of Ordinances and Chapter 7.20 of the City Code. The TCAP amendments would not expose people or property to geologic hazards.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.10 Greenhouse Gas Emissions (CEQA) and Air Quality (TRPA)

This section presents the analyses for potential impacts to greenhouse gas (GHG) emissions. Table 5-10 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-10: Greenhouse Gas Emissions and Air Quality | | | | |
|---|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.10-1. Greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (CEQA VIIIa) | | | X | |
| 5.4.10-2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (CEQA VIIIb) | | | X | |
| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
| 5.4.10-3. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? (TRPA 2d) | | | | X |
| 5.4.10-4. Increased use of diesel fuel? (TRPA 2e) | | | | X |

5.4.10-1. Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (CEQA VIIIa)

Implementation of the TCAP and B/ATCP amendments could result in a small increase in development density if redevelopment of existing uses to multi-family dwellings or tourist accommodation uses occurs. Impacts of conversion have already been analyzed through previous Code amendments and impacts of specific projects will be analyzed through their project-specific environmental analyses. The amendments affect greenhouse gas emissions in that they allow 10 additional multi-family residential units over what is currently allowed in the B/ATCP, and the amendments also allow for timeshares, amusement and recreation, privately owned assembly and entertainment, local assembly and entertainment, government offices, threshold-related research facilities, regeneration harvest, fuels treatment, and prescribed fire/burning management, and would no longer allow post offices or collection stations in the amendment area. These additional land new uses do not result in the generation of emissions at a higher rate than those uses already allowed in the area. Elimination of collection stations results in a potential beneficial impact for greenhouse gas emissions. The amendment area is currently fully developed, and, in most cases, tourist accommodation developments are already at or near maximum densities allowed in the TCAP (e.g., each

tourist accommodation property is developed at densities above the multi-family residential maximum density of 25 units/acre).

Emissions would not significantly increase from traffic due to: 1) similar vehicle use patterns between residential units and vacation home rentals, 2) the existing development density is already at or above the proposed density levels, 3) the potential reduction in trips if tourist accommodation units are redeveloped into multi-family units, and 4) the similarities in trip generation for different types of tourist accommodation units (see Appendix A, LSC Transportation Consultants, 2018). Some commercial or retail uses such as restaurants or strip commercial uses can generate a higher number of trips per acre (1,200 and 400, respectively) than 40 unit motels and hotels (360), but these are all uses that are currently allowed in the TCAP and B/ATCP, and therefore, the amendments would not result in an increased potential for emissions over existing conditions. The potential loss of commercial uses serving tourist uses does not increase as a result of the amendments, and the potential to convert uses from commercial to tourist accommodation also does not increase from current conditions.

Greenhouse gas (GHG) emissions are global pollutants and addressed on a regional scale through the TRPA RPU and City General Plan rather than just at the Area Plan scale. Increases in GHG emissions are primarily attributed to mobile-source emissions, and to a lesser extent, electricity and natural gas consumption and use of wood-burning devices. Although development and population growth occurring during the planning horizon of the TRPA Regional Plan would result in an increase in overall GHG emissions that would make a cumulative contribution to global climate change, many of the sustainability- and conservation-oriented land use and transportation policies of the Regional Plan, General Plan, and TCAP would reduce VMT, increase opportunities for transit and non-motor vehicle travel, and allow or encourage redevelopment that would improve energy efficiency. The Regional Plan and General Plan include methods to substantially reduce GHG emissions through actions such as increased and improved pedestrian, bicycle and transit access, intersection improvements to reduce vehicle emissions associated with traffic delays, incentives to concentrate development in Centers, incentives for sustainable design, and encouraging replacement of woodstoves and combustion heaters with cleaner-burning, TRPA-approved units. The TCAP amendments would not alter existing GHG policies and redevelopment of aging structures in the amendment area would improve energy efficiency to reduce GHG emissions and offset GHG increases that could result from additional residential or tourist accommodation units.

An increase in greenhouse gas emissions would be considered significant if the project would obstruct implementation of any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. This standard of significance approach for analysis of climate change impacts is generally supported by the California Air Resources Board (Preliminary Draft Staff Proposal - Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act, October 2008 and ARB Climate Change Scoping Plan, December 2008). The 2014 First Update to the Climate Change Scoping Plan indicates the state is poised to maintain and continue GHG reductions beyond 2020 (ARB 2014:ES_2) through the Plan's statewide measures, such as the Low Carbon Fuel Standard, energy efficiency measures, and renewable electricity standards. AB 32 requires total statewide GHG emissions to be reduced to the 1990 emissions levels by 2020, which represents an approximate 15 percent reduction, in comparison to current GHG emissions. Given that TRPA's TransCAD region-wide traffic model is designed to provide VMT data for the entire Tahoe Region and cannot provide reliably accurate vehicle miles travel (VMT) data for the TCAP amendment area, the mobile emission analysis was based on a comparison of year 2030 conditions under the 1987 TRPA Regional Plan to the TRPA Regional Plan Update. The amendments would be considered to have a significant impact if proposed policies and actions would be inconsistent with GHG reduction measures recommended by the California Attorney General. In addition, the proposed amendments would be considered to have a significant impact from global climate change if it would result in the exposure of residents to hazards associated with climate change.

It is important to note that estimated increases in mobile-source GHG emissions attributable to future development are based on net changes in VMT that are region-wide (i.e., within the entire Lake Tahoe Air Basin) and are not limited to VMT within the TCAP and B/ATCP amendment boundaries. It is typically not possible to determine the extent to which proposed amendment-generated GHGs would contribute to global climate change or the physical effects often associated with global climate change (e.g., loss of snowpack and clarity changes to Lake Tahoe) because of the negligible amount of GHGs attributed to the TCAP and B/ATCP amendments compared to the overall Tahoe Region.

As part of the TRPA RPU EIS mitigation measure to reduce stationary sources of GHG emissions, TRPA recently (November 20, 2013) adopted several provisions intended to reduce GHG emissions. The GHG reduction provisions include additional best construction practices policies, a requirement to include a Greenhouse Gas (GHG) reduction strategy in Area Plans, a woodstove rebate program, and revisions to TRPA Code sections to remove unintended barriers to sustainable design. In Section 65.1.8.A. (Air Quality/Transportation, Idling Restrictions) of the TRPA Code of Ordinances, a new subsection was added that limits construction vehicle idling time to 5 minutes in California (previous restriction was 30 minutes). In addition to reduced idling time policies, the TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q) and Standard Conditions of Approval for Residential Projects (TRPA Permit Attachment R) include new construction provisions that call for the use of existing power sources (e.g. power grid) or clean-fuel generators rather than temporary diesel power generators wherever feasible, location of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), and closure of engine doors during operation except for engine maintenance. Lastly, the TRPA Code of Ordinances Section 36.6.1 General Standards, Design Standards removes barriers for incorporating alternative energy or emission reducing vegetated roofs into structures.

The City's General Plan contains policies and specific, enforceable requirements or restrictions and performance standards applicable to the TCAP amendment area that reduce VMT and air quality emissions such as construction and operational-related GHG emissions. These policies promote the use of alternative fuels, alternative transportation, energy conservation, strategies to reduce travel demand, and promotion of sustainable development. The General Plan also contains sustainability policies including measures such as energy conservation, sustainable development, and green building, as well as actions to reduce VMT and mobile-source GHG emissions.

The TCAP also includes policies to address short-term construction emissions, such as implementing EDCAQMD recommended measures, prohibition of burning debris, restriction of equipment and vehicle idling, dust control measures, and utilization of low emission construction equipment. Due to the age of the B/ATCP, it does not currently include GHG-specific policies, although RPU and General Plan policies are applicable; therefore, integrating the amendment area into the current TCAP increases the potential for future projects to comply with GHG-specific policies established in the TCAP, as well as the RPU and General Plan. The policies in the existing TCAP would not be amended and these policies are consistent with measures established by the California Office of the Attorney General and efforts by the state under AB 32 to reduce GHG emissions to the reduction goals.

Future development projects that are subject to discretionary review shall be evaluated in comparison to EDCAQMD-recommended thresholds of significance and shall incorporate emission-reduction measures sufficient to also reduce potentially significant GHG impacts, if identified, to a less-than-significant level.

Because implementation of the Regional Plan, General Plan, and existing TCAP policies would not change under the TCAP amendment, and because the new allowable land-uses and associated densities would not generate more VMT than what is already allowable in the B/ATCP, redevelopment under the proposed amendments is not expected to make a measurable increase in GHG emissions. Thus, this impact is less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.10-2. Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (CEQA VIIIb)

The TCAP amendments do not alter adopted TCAP policies regarding GHG, and the existing TCAP is consistent with applicable plans, policies and regulations adopted in the TRPA Regional Plan, Sustainable Communities Strategy, and City General Plan to reduce emissions of greenhouse gases. As discussed in Question 5.4.10-1 above, the TRPA would continue to implement existing practices described in Mitigation Measure 3.5-1 of the RPU EIS, General Plan Policy NCR-5.10, and TCAP Policy NCR-5.1 which includes developing GHG reduction measures on a project-specific basis within the TCAP. The TCAP would continue to implement policies of the TRPA Regional Plan which calls for concentrating development in town centers in a pedestrian- and transit-oriented environment that focuses on enhancing non-auto modes such as walking, biking, and transit as a strategy to reduce greenhouse gas emissions.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.10-3. Would the Project result in alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? (TRPA 2d)

The proposed TCAP amendments would result in the same potential for redevelopment activity as compared to the B/ATCP, although the density of development could increase for multi-family housing, depending on the redevelopment proposal. While increased redevelopment and construction activity could occur, resulting in an increase in overall greenhouse gas (GHG) emissions, TRPA concluded that this impact (analyzed in the TRPA RPU EIS) was cumulatively significant, mitigated to the extent feasible, and otherwise unavoidable.

Redevelopment at higher unit densities would contribute some level of greenhouse gas emissions (GHG) to the regional output; however, even if the development density increased, the impact would not be greater than what was previously allowed, and the amendments would not result in a new impact. Construction-related emissions associated with future redevelopment projects would primarily be associated with heavy-duty construction equipment and truck and vehicle exhaust associated with subsequent project development. Operational sources of GHG emissions associated with subsequent projects in the amendment area under the TCAP amendments would include area sources (e.g., landscaping and snow removal equipment), mobile sources (e.g., vehicle exhaust), energy consumption (e.g., electricity and natural gas), solid waste (e.g., emissions that would occur at a landfill associated with solid waste decomposition), and water consumption (e.g., electricity used to deliver and treat water to serve the Region).

Because many of the sustainability- and conservation-oriented land use and transportation policies and strategies of the TRPA Regional Plan, General Plan and the TCAP would effectively reduce VMT, increase transit and non-motor vehicle travel, and allow or encourage mixed-use redevelopment that would improve energy efficiency, the combined influence of planned development and population growth would by itself result in a less-than-significant increase in overall GHG emissions (approximately 3,330 metric tons of carbon dioxide equivalent (MT CO₂e)/year, well below the 25,000 MTO CO₂e/year significance threshold [TRPA 2012a, page 3.5-14]). However, when the emissions are considered in combination with basin-wide GHG emission resulting from TRPA Regional Plan implementation, the emissions would be a cumulatively

considerable contribution to global climate change as identified in the RPU EIS and described below (TRPA 2012a, page 3.5-15).

TRPA adopted several provisions intended to reduce GHG emissions in November, 2013. The GHG reduction provisions include additional best construction practices policies, a requirement to include a Greenhouse Gas (GHG) reduction strategy in Area Plans, a woodstove rebate program, and revisions to TRPA Code sections to remove unintended barriers to sustainable design. In Section 65.1.8.A. (Air Quality/Transportation, Idling Restrictions) of the TRPA Code of Ordinances, a new subsection was added that limits construction vehicle idling time to 15 minutes in Nevada and 5 minutes in California (previous restriction was 30 minutes). In addition to reduced idling time policies, the TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q) and Standard Conditions of Approval for Residential Projects (TRPA Permit Attachment R) include new construction provisions that call for the use of existing power sources (e.g. power grid) or clean-fuel generators rather than temporary diesel power generators wherever feasible, location of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), and closure of engine doors during operation except for engine maintenance. As described above, TRPA and the EDCAQMD have funded state and locally administered woodstove incentive programs in the Lake Tahoe Region, resulting in reductions in long-term GHG emissions.

Additionally, the TCAP incorporates General Plan policies to address short-term construction emissions and incorporate measures to reduce construction related GHG emissions on a project specific basis, such as equipment idling restriction, application of dust suppressants, and utilization of low emission equipment, as well as additional measures recommended by the EDCAQMD. Long-term operational GHG emissions reduction measures include increasing the use renewable energy sources, providing credits and incentives for “green buildings”, utilizing energy efficient appliances and fixtures, rehabilitating the housing stock to achieve greater energy efficiency, and others.

Since the TCAP amendments do not alter existing policies related to GHG emissions, and the existing policies and regulations addressing GHG emissions would remain in effect, and because the amendment area is currently developed, the potential to increase GHG emissions as a result of the TCAP amendments is insignificant. The existing measures adopted by the TRPA, City, and EDCAQMD would remain applicable and no new impact would occur.

Environmental Analysis: *No (new) Impact.*

Required Mitigation: **None.**

5.4.10-4. Would the Project result in increased use of diesel fuel? (TRPA 2e)

As with construction of projects under the B/ATCP, construction in the amendment area associated with subsequent projects under the TCAP would require the use of diesel fuel for the operation of construction equipment. From an air quality perspective, one of the primary concerns related to diesel fuel consumption is the resultant exposure of sensitive receptors to emissions of toxic air contaminants (TACs) that can occur during both the construction and operational phases of a project. Based on a review of the proposed permissible uses in the TCAP Gateway District, the amendments would not include the construction or operation of any major sources of TAC emissions such as power-generating plants or other heavy industrial uses.

The construction of redevelopment projects under the TCAP amendments could result in short-term diesel exhaust emissions, including diesel particulate matter (PM), from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities. Diesel PM was identified

as a TAC in 1998. The potential cancer risk from the inhalation of diesel PM is a more serious risk than the potential non-cancer health impacts (TRPA 2012a, page 3.4-39). However, the TCAP amendments do not include changes in land use or design standards that would increase exposure over what is allowed in the B/ATCP. Therefore, the exposure of sensitive receptors to TACs or potential for exposure would not increase as a result of the TCAP amendment.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.11 Hazards and Hazardous Materials (CEQA) and Risk of Upset and Human Health (TRPA)

This section presents the analyses for potential impacts to hazards and hazardous materials and risk of upset and human health. Table 5-11 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-11: Hazards and Hazardous Materials and Risk of Upset and Human Health | | | | |
|--|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.11-1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (CEQA IXa) | | | X | |
| 5.4.11-2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (CEQA IXb) | | | X | |
| 5.4.11-3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (CEQA IXc) | | | X | |
| 5.4.11-4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (CEQA IXd) | | | | X |
| 5.4.11-5. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? (CEQA IXe) | | | | X |

| | | | | |
|---|------------|----------------------------|--------------------------|-----------|
| 5.4.11-6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (CEQA VIII f) | | | | X |
| 5.4.11-7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (CEQA IX g) | | | X | |
| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
| 5.4.11-8. 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? (TRPA 10a) | | | | X |
| 5.4.11-9. Involve possible interference with an emergency evacuation plan? (TRPA 10b) | | | | X |
| 5.4.11-10. Creation of any health hazard or potential health hazard (excluding mental health)? (TRPA 17a) | | | | X |
| 5.4.11-11. Exposure of people to potential health hazards? (TRPA 17b) | | | | X |

5.4.11-1. Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (CEQA IXa)

Redevelopment as a result of implementation of the TCAP and B/ATCP amendments could result in increasing the transport, storage, use and/or disposal of hazardous materials as a result of normal construction and operation of land uses and improvement. However, all development would be required to adhere to federal, state, and local regulations regarding the handling, transportation, and disposal of hazardous materials.

Transportation of hazardous materials on area roadways is regulated by the California Highway Patrol, US Department of Transportation, and Caltrans. The Resource Conservation and Recovery Act gives the USEPA the authority to control the generation, transportation, treatment, storage, and disposal of hazardous waste. The El Dorado County Department of Environmental Management is responsible for consolidating, coordinating and making consistent the administration requirements, permits, inspection, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in the county and the Tourist Core. The City has incorporated specific, enforceable requirements and/or restrictions and corresponding performance standards that address hazardous materials. General Plan Policy HS-6.4 would require private waste collectors to provide household hazardous waste collection programs and Policy HS-6.5 requires private waste collectors to transport hazardous waste during non-peak hours (CSLT 2011b, page HS-7).

All existing and new development in the amendment area would be required to comply with federal, state, and local regulations regarding the handling and transportation, disposal, and cleanup of hazardous materials. The amendment area is already developed with residential, recreational, tourist, and commercial uses, and the amendments do not allow new uses not previously prohibited that have the potential to increase the transport, use or disposal of hazardous materials. Since the amendments would not allow collection stations, which are currently allowed in the amendment area, the risk of a hazardous release decreases. Therefore, this impact would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.11-2. Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (CEQA IXb)

The GP EIR (2011) identified that development and redevelopment within the City limits could result in the release of hazardous materials into the environment under reasonably foreseeable upset or accident conditions. Exposure to such materials could occur either through routine use or due to accidental release and concluded that this was a potentially significant impact requiring mitigation (CSLT 2011, pages 4.3-38-39). The GP EIR identified two mitigation measures that were incorporated into the final adopted General Plan (2011). Policy HS-6.1 requires existing and new commercial and industrial uses involving the use, handling, transport, or disposal of hazardous materials within the city to disclose their activities in accordance with El Dorado County guidelines and the requirements of state law. Policy HS-6.2 requires that all construction activity cease if contamination is discovered on construction projects. Remediation is required to the satisfaction of the appropriate responsible agency (i.e., El Dorado County Department of Environmental Management, Lahontan Regional Water Quality Control Board, Department of Toxic Substances Control, or the City of South Lake Tahoe) (CSLT 2011b, page HS-7). All existing and future development is required to and will implement and is consistent with regional, federal, state, and local regulations regarding the release of hazardous materials into the environment due to reasonably foreseeable upset and accident conditions. Therefore, this impact would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.11-3. Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (CEQA IXc)

The nearest schools are the South Tahoe Middle School, located approximately three-quarters of a mile from the amendment area, and the Bijou Community School, located over a half-mile from the amendment area. The use, storage, and transport of hazardous materials are required to be in compliance with local, state, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards and the discovery of contamination requires construction sites to cease operations. Since all existing and future development in the amendment area is required to comply with regional, federal, state, and local regulations addressing safety from hazards, including hazardous materials, the impacts of this impact are anticipated to be less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.11-4. Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (CEQA IXd)

No hazardous waste facilities or contaminated sites are identified within the amendment area. There are two GeoTracker Leaking Underground Storage Tank (LUST) cleanup sites in the area: one at the Lakeside Service Station and one at Timber Cove Marina. The cleanup status for each of these sites is complete and each case has been closed.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.11-5. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area? (CEQA IXe)

The TCAP and amendment area are not located within the City's Airport Comprehensive Land Use Overlay district as depicted in the 2019 Airport Land Use Compatibility Plan, and therefore have no impact on public safety in the vicinity of a public-use airport or FAA safety regulations.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.11-6. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (CEQA IXf)

The City is responsible for emergency operations within the city limits, which includes the amendment area. The City's Natural Hazard Mitigation Plan was approved by the Federal Emergency Management Agency (FEMA) and included as a local appendix to the El Dorado County Natural Hazard Mitigation Plan. This plan provides guidance for the development of pre-mitigation and post-mitigation recovery for disasters in all hazard classification. Title 1 of the City Code addresses plans for the protection of persons and property within the City in the event of an emergency and the coordination of the emergency functions of the City with all other public agencies, corporations, organizations, and affected private persons. The City's Disaster Council is responsible for reviewing and recommending emergency operation plans for adoption by the City Council, and is also responsible for the review and potential amendments to the Emergency Management Plan. Moreover, the City's adopted General Plan policies in the Health and Safety Element include: Policy HS-1.1 requires the City to periodically review and update the City's Local Emergency Operations Plan; Policy HS-1.3 requires the City to maintain a reverse 911 system; and HS- 1.4 requires the City to identify pre-planned areas for disaster staging and evacuations (CSLT 2011b, page HS-2).

The amendments would not alter or revise the existing regulations or amend the City's Local Emergency Operations Plan or Emergency Management Plan. The amendments also would not impair the implementation of or physically interfere with the City Natural Hazard Management Plan or Emergency Management Plan and therefore results in no impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.11-7. Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (CEQA IXg)

The amendment area is currently fully developed with a mix of commercial, residential, and tourist accommodation units. There are few trees located within the amendment area due to the prevalence of existing development. Amending the area into the TCAP and future redevelopment would not increase the risk of exposing people and structures to hazards involving wildland fires in wildland-urban interface areas. Redevelopment is required to be consistent with and will implement state, regional, and local regulations designed to reduce the risk of wildfire. All new structures are required to comply with the California Fire Code, which establishes minimum standards for materials and material assemblies to provide a reasonable level of exterior wildfire exposure protection for buildings in wildland-urban interface areas. Chapter 5.05 of the City Code, which is currently applicable to the proposed amendment area, contains fire regulations adopted to safeguard life and property from fire and explosion hazards. City General Plan policies require the use of fire resistant materials, installation and maintenance of defensible space, and meeting fire flow requirements in new or rehabilitated structures. Implementation of these policies, in conjunction with the existing California Fire Code and City Code requirements would reduce impacts associated with wildland fires to a less than significant level.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.11-8. Will the Project 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? (TRPA 10a)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

Future redevelopment construction activities could involve the storage, use, and transport of hazardous materials. However, use of hazardous materials would be typical of urban development projects in the Tahoe Region and would occur in compliance with all local, state, and federal regulations. Further, the types of uses that would be permissible within the area are not of the nature that would involve storage, use, and transport of large quantities of hazardous substances that would increase the risk of incident. The types of uses (e.g., commercial, residential, and tourist) are consistent with the types of uses already allowed under existing conditions, such that the TCAP amendments would not be expected to create a new risk of accident or upset conditions. Therefore, the TCAP and B/ATCP amendments would not result in a risk of explosion or the release of hazardous substances.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.11-9. Will the Project involve possible interference with an emergency evacuation plan? (TRPA 10b)

See discussion and analysis for Question 5.4.11-6 above that concludes that implementation of the TCAP and B/ATCP amendments will not impact existing emergency evacuation plans.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.11-10. Will the Project result in creation of any health hazard or potential health hazard (excluding mental health)? (TRPA 17a)

See discussions and analyses for Questions 5.4.11-1 through 5.4.11-4 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.11-11. Will the Project result in exposure of people to potential health hazards? (TRPA 17b)

See discussions and analyses for Questions 5.4.11-1 through 5.4.11-4 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12 Hydrology and Water Quality

This section presents the analyses for potential impacts to hydrology and water quality. Table 5-12 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-12: Hydrology and Water Quality | | | | |
|---|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.12-1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? (CEQA Xa) | | | | X |
| 5.4.12-2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (CEQA Xb) | | | X | |
| 5.4.12-3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would i) Result in substantial erosion or siltation on- or off-site; ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) Impede or redirect flood flows? (CEQA Xc) | | | X | |
| 5.4.12-4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (CEQA Xd) | | | X | |

| | | | | |
|---|------------|----------------------------|--------------------------|-----------|
| 5.4.12-5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (CEQA Xe) | | | | X |
| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
| 5.4.12-6. Changes in currents, or the course or direction of water movements? (TRPA 3a) | | | | X |
| 5.4.12-7. 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? (TRPA 3b) | | | | X |
| 5.4.12-8. Alterations to the course or flow of 100-year flood waters? (TRPA 3c) | | | | X |
| 5.4.12-9. Change in the amount of surface water in any water body? (TRPA 3d) | | | | X |
| 5.4.12-10. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? (TRPA 3e) | | | | X |
| 5.4.12-11. Alteration of the direction or rate of flow of ground water? (TRPA 3f) | | | | X |
| 5.4.12-12. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? (TRPA 3g) | | | | X |
| 5.4.12-13. Substantial reduction in the amount of water otherwise available for public water supplies? (TRPA 3h) | | | | X |
| 5.4.12-14. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches? (TRPA 3i) | | | | X |
| 5.4.12-15. The potential discharge of contaminants to the | | | | X |

| | | | | |
|--|--|--|--|----------|
| groundwater or any alteration of groundwater quality? (TRPA 3j) | | | | |
| 5.4.12-16. Is the Project located within 600 feet of a drinking water source? (TRPA 3k) | | | | X |

5.4.12-1. Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? (CEQA Xa)

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to discharge into groundwater or surface waters and groundwater and surface water quality applicable to the amendment area. Chapter 60 of the TRPA Code of Ordinances (Water Quality) includes standards for discharge limits to surface and ground waters. Chapter 7.15 of the City Code regulates urban runoff and stormwater quality. All redevelopment and infrastructure improvements within the amendment area would be required to meet the discharge standards of the Lahontan Regional Water Control Board. Projects that would create more than one acre of disturbance are required to prepare a Storm Water Pollution Prevention Plan (SWPPP). The TCAP amendments do not alter these requirements and no change in the application of these requirements and standards would occur. Since all existing state and local protections for surface water would remain in place and would not be altered by the TCAP amendment, and water quality BMPs (in accordance with Chapter 60 of the TRPA Code) would continue to be required for all development (existing and proposed), the amendments would not result in adverse discharges to surface waters or alteration of surface water quality.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-2. Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (CEQA Xb)

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to surface water management. Surface water and water rights in California are managed by the California State Water Resources Control Board. Consistent with existing conditions, future projects that require additional water supply affecting the amount of surface water in Lake Tahoe or another water body would be required to comply with Chapters 32 (Basic Services) and 60 (Water Quality) of the TRPA Code of Ordinances. These regulations pertain to the provision of basic services to projects and the protection of source water.

Although there is potential for redevelopment projects to increase unit density from existing conditions with implementation of the TCAP amendment, the potential increase in units above existing conditions is not substantial as the area is fully developed at or near the proposed density limits, and in some cases currently exceeds allowed density limits. Due to the existing excess land coverage, there is no potential for additional land coverage in the amendment area as all parcels currently exceed land coverage limits; therefore, new impediments to groundwater recharge or management would not occur. Because TRPA Code of Ordinances Section 32.4 (Water Service) requires demonstration of adequate available water supply within an existing water right prior to permit approval, implementation of the amendments would not result in a substantial reduction in the amount of surface water or the water available for public water supplies.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.12-3. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would (CEQA Xc):

5.4.12-3.i) Result in substantial erosion or siltation on- or off-site?

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to the course or direction of water movements. In accordance with Section 13.7.3 of the TRPA Code, TRPA would retain responsibility for enforcing and implementing Shorezone regulations as described in Chapters 80 through 86 of the TRPA Code. Section 80.4.1 of the TRPA Code includes measures designed to preserve the natural littoral processes driven by currents and wave action within Lake Tahoe. Stream modifications are limited by the provisions of Chapter 63 (Fish Resources) of the TRPA Code of Ordinances, which requires protection of fish resources, and Sections 61.3.3 (Protection of Stream Environment Zones) and 30.5 (Prohibition of Additional Land Coverage in Land Capability Districts 1a, 1c, 2, 3, and 1b referred to as Stream Environment Zones-SEZ), which requires protection of SEZ areas, thereby protecting streams as well. Consistent with existing requirements, redevelopment projects that could occur in the amendment area that could alter the course or direction of water movements would be subject to subsequent permitting and environmental review, and TRPA Code of Ordinances sections described above as well as all other federal, state, and local regulations pertaining to the course or direction of water movements. Due to the existing excess land coverage, there is no potential for additional land coverage or impervious surfaces in the amendment area as all parcels currently exceed land coverage limits.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.12-3.ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to surface water runoff. All projects must demonstrate compliance with the land capability and land coverage provisions of Chapter 30 (Land Coverage) of the TRPA Code of Ordinances, which is incorporated into the existing TCAP (see TCAP Development and Design Standards). For parcels located within the Gateway district and within 300 feet of the high water line of Lake Tahoe, these provisions allow a maximum land coverage of 50 percent on high capability lands or up to 70 percent on high capability lands outside the high water line. The amendment area is currently highly developed, with the majority of the area covered by pavement or structures. All the developed commercial and tourist properties already exceed the 50 percent maximum allowed in a Community Plan. Although amendment of the area into the TCAP would allow up to 70 percent land coverage on properties in land capability Classes 4 through 7, all but a portion of one parcel is located entirely in land capability Class 1b, so no new land coverage can be created. One parcel (APN 027-090-25) as shown in Table 1-1 includes land capability Class 7 and does not exceed 70 percent land coverage, but the existing land coverage in the land capability Class 7 portion already exceeds 70 percent. Alternatively, the amendments provide a beneficial opportunity for redevelopment through which mitigation of excess land coverage could occur, thereby creating potential to decrease runoff.

Bijou Creek is mapped within the area, but no stream channel is visible due to the prevalence of development and waters are piped through an outfall into the lake. The completed Bijou Erosion Control Project constructed a regional treatment system for runoff in commercial areas which is pumped through an underground force main to infiltration basins in the upper Bijou Creek watershed and replaced the Bijou

Creek storm drain system that conveys storm water from the watershed through the commercial core area and into Lake Tahoe. Due to the existing amount of development in the amendment area, and the prevalence of existing excess land coverage due to a high percentage of land coverage in an area predominantly comprised of Class 1b soils or general excess land coverage on Class 7 soils, no new land coverage would occur and an increase in surface runoff or additional coverage to alter the drainage pattern is not anticipated. Redevelopment within the amendment area would be required to meet existing BMP standards to control stormwater runoff and pollutant loading and redevelopment has the potential to improve runoff management. Since each of the parcels in the amendment area exceeds land coverage limits as shown in Table 1-1, redevelopment would not be allowed to add additional excess land coverage and runoff rates can be expected to either remain the same or decrease in the future. As specified in Section 60.4.6 of the TRPA Code of Ordinances (Standard BMP Requirements), except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year one-hour storm are required for approval of all projects within the Lake Tahoe Region. Therefore, future projects would not inhibit the ability to infiltrate surface water runoff from a 20-year one-hour storm event.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.12-3.iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Redevelopment within the TCAP amendment area would be required to meet existing BMP standards to control potential increases in stormwater runoff and pollutant loading onsite. As specified in Section 60.4.6 of the TRPA Code of Ordinances (Standard BMP Requirements), except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year one-hour storm are required for approval of all projects within the Lake Tahoe Region. Therefore, future redevelopment projects in the amendment area are not expected to create or contribute additional runoff that would exceed the capacity of existing or planned stormwater drainage system. Redevelopment has the potential to improve drainage systems to meet current standards.

Recent drainage improvements (2014) in the TCAP include the Bijou Erosion Control Project Phase 1 which focused on replacing the Bijou Creek storm drain system that conveys runoff from the 1,300-acre Bijou Creek watershed to Lake Tahoe and constructing a comprehensive regional treatment system for runoff generated in the Bijou commercial core, which includes the amendment area.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.12-3.iv) Impede or redirect flood flows?

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to floodplains in Section 35.4 of the TRPA Code of Ordinances (Floodplains) or Chapter 6.65 of the City Code. Portions of the amendment area are located within the FEMA-mapped flood hazard area (primarily the commercial uses in Bijou Center, a few residences, Lakeshore Lodge, and the shoreline). Future redevelopment projects would be required to meet both the requirements of Chapter 35 (Natural Hazard Standards) of the TRPA Code of Ordinances and Chapter 6.65 of the City Code related to floodplain management. Chapter 35 of the TRPA Code of Ordinances (or more specifically Section 35.4.2) prohibits additional development, grading or filling within the 100-year floodplain except for public outdoor recreation, public service and water quality control facilities, and floodplain crossings. Chapter 6.65 of the City Code restricts or prohibits

uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities; requires that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction; controls the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel flood waters; controls filling, grading, dredging, and other development which may increase flood damage; and prevents or regulates the construction of flood barriers which will unnaturally divert flood waters or which may increase flood hazards in other areas.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.12-4. Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (CEQA Xd)

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to water-related hazards. Future development projects would be required to meet the requirements of Chapter 35 (Natural Hazard Standards) of the TRPA Code of Ordinances and Chapter 6.65 of the City Code related to floodwater management. Consistent with existing conditions, because the TRPA Code prohibits the development, grading, or filling of lands within the 100-year floodplain and in the area of wave run-up (TRPA Goals and Policies, Policy NH-1.2), implementation of the TCAP amendments would not expose people or property to flooding or wave action from 100-year storm events.

There are active faults in the Lake Tahoe Basin, which could be sources of ground shaking at locations within the amendment area boundaries during a seismic event. Seismic events could also result in tsunami or seiche within Lake Tahoe, potentially affecting low-lying areas. Structures redeveloped within the amendment area would be designed and constructed in accordance with the current design requirements of the California Building Code and International Building Code Seismic Zone D. Therefore, there would be no substantial increased risk of loss, injury or death or property damage from ground shaking alone. Based on studies by Ichinose et al. (2000), a potential exists for tsunami and seiche-related waves between 10 and 30 feet in height to occur along the shore of Lake Tahoe, potentially threatening low-lying lakeside communities. While experts have characterized the risk as far less than the risk of an approaching wildfire in the Tahoe Region, they have called for the risk of inundation to be factored into emergency plans for the region (Kaye 2011).

The TCAP and B/ATCP amendments would continue to implement the policies of the Regional Plan (TRPA 2012d) which provides for increased density of development in Town Centers and the Regional Center. The amendment area is located in a low-lying area adjacent to Lake Tahoe and could be at risk from tsunami or seiche. Increasing the density of development within this area could place additional people and properties at risk to tsunami and seiche; however, as discussed previously, and shown in Table 1-1, the amendment area is already highly developed and if redeveloped, the number of total structures and density/population would not measurably change. New land uses that have the potential to release pollutants if inundated by a seiche are not proposed under the TCAP and B/ATCP amendments. The City has prepared and adopted a Natural Hazard Mitigation Plan which provides guidance to the City for the development of pre-mitigation and post-mitigation recovery for disasters in all hazard classifications. Emergency procedures in the City are guided by South Lake Tahoe's Emergency Management Plan (EMP) and the South Lake Tahoe Fire Department's Fire Planning Process. The EMP provides a framework to guide the City's efforts to mitigate and prepare for, respond to, and recover from major emergencies or disasters. Future projects within the amendment area would be required to undergo subsequent project-level permitting and environmental review, which would require the evaluation of hazards related to earthquake-

related tsunami and seiche and measures (e.g., site-specific notification and evacuation procedures) may be required as appropriate.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None**.

5.4.12-5. Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (CEQA Xe)

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to water quality control plans or sustainable groundwater management plans applicable to the amendment area. Chapter 60 of the TRPA Code of Ordinances (Water Quality) includes standards for discharge limits to surface and ground waters. Chapter 7.15 of the City Code regulates urban runoff and stormwater quality. The TRPA Lake Tahoe Water Quality Management Plan (208 Plan) would continue to apply to the area and the amendments propose no changes to this plan. The City of South Lake Tahoe Pollutant Load Reduction Plan would also continue to apply to the area. The TCAP recognizes these plans and TRPA Water Quality Improvement Projects, none of which are altered by the amendments. All redevelopment and infrastructure improvements within the amendment area would be required to meet the discharge standards of the Lahontan Regional Water Control Board. Projects that would create more than one acre of disturbance are required to prepare a Storm Water Pollution Prevention Plan (SWPPP). The TCAP amendments do not alter these requirements and no change in the application of these requirements and standards would occur.

South Tahoe Public Utility District implements the Tahoe Valley South Basin Groundwater Management Plan, which includes the entire STPUD service area in which the amendment area is located. The TCAP and B/ATCP amendments do not propose to change groundwater management and do not propose new uses that would affect the groundwater management plan.

Since all existing state and local protections for surface water and groundwater would remain in place and would not be altered by the amendments, and water quality BMPs (in accordance with Chapter 60 of the TRPA Code) would continue to be required for all development (existing and proposed), the amendments would not result in adverse discharges to surface or groundwaters or alteration of surface or groundwater quality, and would not conflict with or obstruct implementation of plans protecting surface water and groundwater resources.

Environmental Analysis: *No Impact*.

Required Mitigation: **None**.

5.4.12-6. Will the Project result in changes in currents, or the course or direction of water movements? (TRPA 3a)

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to the course or direction of water movements. TRPA would retain responsibility for enforcing and implementing Shorezone regulations as described in Chapters 80 through 85 of the TRPA Code. Section 80.4.1 of the TRPA Code includes measures designed to preserve the natural littoral processes driven by currents and wave action within Lake Tahoe. Stream modifications are limited by the provisions of Chapter 63 (Fish Resources) of the TRPA Code of Ordinances, which requires protection of fish resources, and Sections 61.3.3 (Protection of Stream Environment Zones- SEZs) and 30.5 (Prohibition of Additional Land Coverage in Land Capability Districts 1a, 1c, 2, 3, and 1b – SEZs), which require protection of SEZ areas.

In this area, Bijou Creek is routed to Lake Tahoe via underground piping, culverts, and outfalls and no stream channel is visible due to the existing intensity of development. Future projects would be subject to subsequent permitting and environmental review, and TRPA Code sections described above as well as all other federal, state, and local regulations pertaining to the course or direction of water movements.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-7. Will the Project result in 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? (TRPA 3b)

See discussions and analyses for Question 5.4.12-3.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-8. Will the Project result in alterations to the course or flow of 100-year floodwaters? (TRPA 3c)

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to floodplains in Section 35.4 (Floodplains) of the TRPA Code of Ordinances or Chapter 6.65 of the City Code. Portions of the amendment area are located within the 100-year floodplain, as discussed under Question 5.4.12-3 above. All future redevelopment within the amendment area would be required to meet both the requirements of the TRPA Code of Ordinances and City Code related to floodplain management and structural development.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-9. Will the Project result in change in the amount of surface water in any water body? (TRPA 3d)

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to surface water management. Surface water and water rights in California are managed by the California State Water Resources Control Board. Future redevelopment projects that would require additional water supply affecting the amount of surface water in Lake Tahoe or another water body would be required to comply with Chapters 32 (Basic Services) and 60 (Water Quality) of the TRPA Code of Ordinances, which address the provision of basic services to projects and the protection of source water.

The potential impact of development and redevelopment within the Tahoe Region on the availability of public water supplies was analyzed in the RPU EIS (TRPA 2012a, page 3.13-11). While the TCAP amendments would slightly increase the maximum allowable density for multiple family and timeshare units, the amendment area is currently highly developed and the potential increase in use as a result of redevelopment projects would not be substantial as existing uses are at, near or even exceed the current allowable density limits. Because the regional water demand at build-out would be less than the regional surface water allocation, and because TRPA Code of Ordinances Section 32.4 requires demonstration of adequate available water supply within an existing water right prior to permit approval, implementation of

the TCAP and B/ATCP amendments would not result in a substantial reduction in the amount of surface water or the water available for public water supplies.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-10. Will the Project result in discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? (TRPA 3e)

See discussions and analyses for Question 5.4.12-1 above. The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to discharge into surface waters and surface water quality. Chapter 60 (Water Quality) of the TRPA Code of Ordinances includes standards for discharge limits to surface and ground waters and Chapter 7.15 of the City Code regulates urban runoff and stormwater quality. All redevelopment and infrastructure improvements within the amendment area would be required to meet the discharge standards of the Lahontan Regional Water Quality Control Board and applicable stormwater discharge permits. All projects that would create more than one acre of disturbance are required to prepare a Storm Water Pollution Prevention Plan (SWPPP) in compliance with the City's Stormwater Management Plan.

Since all existing state and local protections for surface water would remain in effect, including requirements for water quality BMPs (per Chapter 60 of the TRPA Code of Ordinances), the TCAP amendments would not result in discharges to surface waters or alteration of surface water quality.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-11. Will the Project result in alteration of the direction or rate of flow of ground water? (TRPA 3f)

The TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to excavations that could intercept or otherwise interfere with groundwater. Section 33.3 (Grading Standards) of the TRPA Code of Ordinances prohibits excavations, except under certain defined and permitted conditions, that interfere with or intercept the high water table by: altering the direction of groundwater flow; altering the rate of flow of groundwater; intercepting groundwater; adding or withdrawing groundwater; or raising or lowering the groundwater table. Additionally, excavation in excess of 5 feet below ground surface (or less in areas of known high groundwater) is generally prohibited because of the potential to intercept or interfere with groundwater (Section 33.3.6 Excavation Limitations, TRPA Code of Ordinances). Such excavations may be permitted under certain defined conditions (Section 33.3.6.B of the TRPA Code of Ordinances), and in such cases it must be demonstrated in a soils/hydrologic report that no interference or interception of groundwater would occur as a result of the excavation. Future projects in the amendment area would be subject to subsequent environmental review and permitting by the City and/or TRPA, and the project applicant would be required to demonstrate compliance with Chapter 33 (Grading and Construction) of the TRPA Code of Ordinances and the protection of groundwater.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-12. Will the Project result in change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? (TRPA 3g)

See discussions and analyses for Questions 5.4.12-9 through 5.4.12-11 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-13. Will the Project result in substantial reduction in the amount of water otherwise available for public water supplies? (TRPA 3h)

See discussion and analysis in Question 5.4.12-9 above and analyses in Questions 5.4.21-1 and 5.4.21-2 below which conclude that potential impact of redevelopment on the availability of public water supplies would not have an impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-14. Will the Project result in exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches? (TRPA 3i)

See discussions and analyses for Questions 5.4.12-3, 5.4.12-4, and 5.4.12-8 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-15. Will the Project result in potential discharge of contaminants to the groundwater or any alteration of groundwater quality? (TRPA 3j)

See discussions and analyses for Questions 5.4.12-9 through 5.4.12-11 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-16. Is the Project located within 600 feet of a drinking water source? (TRPA 3k)

Although there are no wells onsite, the amendment area is located within 600 feet of drinking water sources; however, the TCAP and B/ATCP amendments would not alter or revise the regulations pertaining to source water protection and is therefore consistent with the goals of the Regional Plan and the RPU EIS. Chapter 60 (Water Quality) of the TRPA Code of Ordinances includes protections for drinking water sources. Section 60.3.3.C.1 of the TRPA Code of Ordinances identifies a Source Water Protection Zone that includes a 600-foot radius around wells, lake intakes, and springs assessed by TRPA. TRPA's Source Water Assessment Map identifies four (4) wells located just outside the boundary of the amendment area; however, the buffer of these wells (600 ft. radius around the well) intersects portions of the western and southern borders of the amendment area. All development within Source Water Protection Zones is subject to the requirements of Section 60.3.3.D (Review of Proposed Possible Contaminating Activities Located in Source Water Protection Zones), including installation of water quality BMPs and development of a spill control plan. Any subsequent projects allowed in the area would be subject to permitting by the City and/or

TRPA. Permit applicants within 600 feet of a drinking water source would be required to demonstrate compliance with the source water protection provisions in Chapter 60 (Water Quality) of the TRPA Code of Ordinances and Section 60.3, Source Water Protection.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.13 Land Use and Planning

This section presents the analyses for potential impacts to land use and planning. Table 5-13 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-13: Land Use and Planning | | | | |
|---|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.13-1. Physically divide an established community? (CEQA XIa) | | | | X |
| 5.4.13-2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (CEQA XIb) | | | X | |
| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
| 5.4.13-3. Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan? (TRPA 8a) | | | | X |
| 5.4.13-4. Expand or intensify an existing non-conforming use? (TRPA 8b) | | | | X |

5.4.13-1. Would the Project physically divide an established community? (CEQA XIa)

The amendment area is already fully developed and there are no plans to divide the area with roads, trenches, railroads, fences or other divisive features. While the TCAP amendments would amend the Bijou Center area from the B/ATCP, the amendments would not physically divide the community and would result in little change from existing conditions as the area would remain subject to TRPA and City policies and regulations.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.13-2. Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (CEQA XIb)

The TCAP and B/ATCP amendments would not alter or conflict with the policies in the TRPA Regional Plan or City General Plan, nor would they amend policies in the adopted TCAP or B/ATCP. However, the amendments would result in changes to the boundaries of the TCAP and B/ATCP and the land use designation within the amendment area. The City’s General Plan designates the area as “Town Center” and as an “Economic/Tourist Center” while the adjacent area in the TCAP Gateway District is designated as “Tourist”. The TRPA Regional Plan identifies the amendment area as “Mixed-Use” and the adjacent parcels in the TCAP Gateway District as “Tourist”. The B/ATCP identifies the Bijou District as “Commercial and Tourist Accommodation”. The amendment area is part of the Town Center Special Planning District Overlay on the Regional Plan Land Use Map, which includes adjacent areas in the existing TCAP boundary as well as adjacent areas in the B/ATCP. While the TCAP area is clearly identified as “Tourist” the amendment area is labeled by various land use plans as both Commercial and Tourist or Mixed-Use, which reflects the commercial and tourist accommodation units currently in the area. The area is identified by each of the plans as a Town or Economic/Tourist Center, which would not be affected by the amendments.

While the designations between the TCAP and B/ATCP differ, and this difference is reflected in the General Plan and Regional Plan, the uses allowed in and that are present within the amendment area are relatively the same between the two plans, and are indicative of both a Commercial or a Tourist designation/zone. The allowed uses within the amendment area would change slightly from the range of existing uses applied under the B/ATCP, as shown in Table 2-1 and simplified in the table below:

| Land Use Category | B/ATCP (District 1) | Existing TSC-G | Proposed TSC-G Special Area 1 |
|--|--|--|--|
| Multiple Family Dwelling | S 15 DU/acre | A 25 DU/acre | A 25 DU/acre |
| Single Family Dwelling | S (excludes condos) 1 DU/parcel | A (includes condos) 1 unit per parcel for parcels less than one acre, 2 units per parcel for parcels greater than or equal to one acre, provided one unit is an authorized secondary residence. | A (includes condos) 1 unit per parcel for parcels less than one acre, 2 units per parcel for parcels greater than or equal to one acre, provided one unit is an authorized secondary residence. |
| Time Share – Residential Design | -- | S 40 units/acre | A 40 units/acre |
| Time Share Hotel/Motel Design | -- | S 40 units/acre | A 40 units/acre |
| Building Material and Hardware | S | -- | S |
| Nursery | S | -- | S |
| Outdoor Retail Sales | S | -- | S |
| Amusement & Recreation | A | -- | A |
| Privately Owned Assembly & Entertainment | S | -- | S |
| Animal Husbandry | A | -- | A |
| Business Support Services | A | S | A |
| Schools (Business/Vocational) | A | A | A |
| Printing and Publishing | S | A (Professional Offices) | A (Professional Offices) |
| Churches/Religious Assembly | A | S | A |

| Land Use Category | B/ATCP (District 1) | Existing TSC-G | Proposed TSC-G Special Area 1 |
|---|---------------------|--------------------------|-------------------------------|
| Collection Stations | S | -- | -- |
| Cultural Facilities | A | S | A |
| Government Offices | S | -- | S |
| Post Office | S | -- | -- |
| Local Assembly/Entertainment | S | -- | S |
| Local Public Health and Safety Facilities | S | A | A |
| Social Service Organizations | S | A | A |
| Threshold Related Research Facilities | S | A (Professional Offices) | A (Professional Offices) |
| Boat Launching Facilities | -- | TRPA-S | TRPA-S |
| Marinas | S | TRPA-S | TRPA-S |
| Visitor Information Centers | A | S | A |
| Regeneration Harvest | -- | A | A |
| Insect & Disease Suppression | S | A | A |
| Fuels Treatment & Management | -- | A | A |
| Prescribed Fire/Burning Management | -- | A | A |
| SEZ Restoration | -- | A | A |
| Structural/Nonstructural Fish/Wildlife Habitat Management | -- | A | A |

The uses are primarily the same although some allowed uses in one plan are special uses in the other. The primary changes address multiple family and timeshare units. Implementation of the TCAP amendments would increase the maximum number of permissible multiple family units in the amendment area from 15 units per acre to 25 units per acre. In addition, timeshare uses would be allowed in the amendment area and at a maximum density of 40 units per acre, which is the same density allowed for hotel units in both the TCAP and the B/ATCP. Uses currently allowed in the B/ATCP either as an allowed or special use that would not be allowed in the TCAP TSC-G Special Area 1 include only post offices and collection stations. Although not specifically listed in the TCAP list of permissible uses, the following uses are allowed under the definition of “General Retail”: mail order and vending, furniture, home furnishings an equipment, and food and beverage retail sales. Likewise, printing and publishing, threshold related research facilities, and broadcast studios are allowed and included under “professional offices” while repair services are allowed as a special use under “business support services”. Special or allowed uses in TSC-G Special Area 1, not allowed in District 1 of the B/ATCP include timeshares, condominiums, boat launching facilities, SEZ restoration, structural/non-structural fish/wildlife habitat management, regeneration harvest, fuels treatment and management, and prescribed fire/burning management. Special uses in District 1 of the B/ATCP that would be allowed uses in the TCAP Gateway District include multiple family and single family dwellings, local public health and safety facilities, social service organizations, threshold related research facilities, printing and publishing, and insect and disease suppression.

Within TCAP TSC-G Special Area 1, the amendments would add amusement and recreation and animal husbandry as allowed uses and local assembly and entertainment, government offices, privately owned assembly and entertainment, outdoor retail, nursery, and building material and hardware as special uses. In addition, the amendments would permit business support services, schools – business and vocational, and religious assembly as allowed uses instead of special uses in TSC-G Special Area 1, whereas marinas would become special uses rather than allowed uses. Although the list of uses changes, the changes in allowed land uses do not alter the land use direction of the area or conflict with goals and implementation measures in the Regional Plan or General Plan.

The amendments also propose to limit mixed-use density in TSC-G Special Area 1. An amendment is proposed for the “Lot and Density” policy, which states, “The maximum mixed-use density for TSC-G Special Area 1 is 40 units per acre. Otherwise, the lot and density standards for TSC-G Special Area 1 are identical to those in the TSC-G zoning district.” Although the Regional Plan Update allows Area Plans maximum densities of 25 units per acre for multi-family residential plus 40 units per acre for tourist accommodation units, for a combined mixed-use density of 65 units per acre, this amendment limits the density to a maximum of 40 units per acre for a mixed use project in TSC-G Special Area 1, regardless of whether the use is residential or tourist so that development densities cannot exceed the 40 unit per acre limit. Within the remainder of the TCAP Districts that allow mixed-use, the maximum density would be 65 units as established in the Regional Plan Update. This special policy maintains development density within the amendment area and avoids potentially significant density impacts.

The amendment area, as well as other developed areas in the Lake Tahoe Basin, can be characterized as legacy development, or development constructed prior to the initial Regional Plan, which typically does not include environmental or design features that correspond to the environmental requirements and design standards and guidelines in the Regional Plan. These older developments often did not account for land coverage, water quality enhancement, sprawl, sensitive habitat, or other considerations that are prioritized today. Although environmental improvement programs (EIPs) can be implemented to treat particular problems, they focus on a particular aspect, such as stormwater runoff treatment, rather than the multitude of issues surrounding legacy developments, which can only be addressed through redevelopment. The Regional Plan’s priority is to redevelop legacy development and Town Centers (Policy LU-1.2), which states, “Many of the Region’s environmental problems can be traced to past and existing development which often occurred without recognition of the sensitivity of the area’s natural resources. To correct this, environmentally beneficial redevelopment and rehabilitation of identified Centers is a priority.” LU-4.1 also indicates that Town Centers are “areas where sustainable redevelopment is encouraged.....Town centers are targeted for redevelopment in a manner that improves environmental. Conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities in the Region.” Although the Project proposes to alter the allowed density of some uses (multi-family and timeshare) within the amendment area, and revises the allowable uses within the Gateway District, these revisions to the TCAP boundary and the uses allowed within that boundary and the Gateway District support the Regional Plan’s redevelopment goals and vision for Town Centers by encouraging redevelopment and allowing a range of uses appropriate for Town Center purposes and densities.

The General Plan description of Town Center states, “This designation provides for a mixture of uses including tourist accommodation, commercial, intensive recreation, high-density residential, and mixed-use residential. This designation is applied to areas that are currently developed as commercial/visitor centers, have excess land coverage, where vertical mixed-use projects are appropriate, and are near commercial, employment, transit, and public services.” The General Plan also identifies the amendment area as an “Economic and/or Tourist Center.” The existing Gateway District area adjacent to the amendment area is considered Tourist Center by the TCAP, but with a Town Center overlay, and the Gateway District is defined similarly in the TCAP to the description for Town Center in the General Plan. The amendments would not hinder the existing allowable uses in the remainder of the B/ATCP, and would not limit the uses in the existing TCAP Gateway District, but would change the range of uses allowed in the amendment area as discussed above. The General Plan does not indicate the types of land uses allowed, prohibited, or that are special uses to the degree the community and area plans establish. The General Plan categorizes areas into different types of commercial, residential, recreation, or conservation areas, but does not establish of list of specific allowed uses, such as single family dwellings, professional offices, bed and breakfasts, marinas, or other uses. Since the amendment area is a Town Center that provides for a mixture of uses including residential, commercial, tourist, and recreation, the proposed uses under the amendments would not conflict with the General Plan. Like the TCAP amendment, the General Plan allows for land coverage

of up to 70% within Class 4 through 7 lands within the Town Center, resulting in no conflict between the two planning documents in regard to land coverage limits.

In addition to changes in the allowed uses from what is currently applied to the amendment area, the TCAP amendments would also apply the additional height allowance for non-single family dwellings that meet the height findings in the TCAP to the amendment area (TSC-G Special Area 1). The maximum building height would be raised from 42 feet to 56 feet, subject to additional findings, as is currently allowed in other districts in the TCAP and by the Regional Plan for Town Centers. Single-family dwelling structures and structures unable to make the additional height allowance findings would continue to be limited to a maximum of 42 feet, which is consistent with the B/ATCP and TRPA Code. Although the maximum allowable height would increase in the amendment area (TSC-G Special Area 1) under the amendment, the additional height allowance reflects existing conditions within the area, where the height or stories of some structures already exceeds 42 feet, and also reflects the existing height standards established in the TCAP. The number of allowable stories would be from three to four stories for non-single-family dwelling structures that meet the existing, required findings for additional height as discussed above.

The amendment area currently includes a number of residential homes that are used as vacation home rentals (VHRs). The TCAP allows VHRs without limit to the number of VHRs which can be permitted. Since there are existing VHRs in the amendment area (two residential properties and many of the Lakeshore condominium units), moving the area from the B/ATCP into the TCAP would more appropriately place these VHRs in the tourist core. The City is the only jurisdiction that reserves allocations specifically for the development of housing in its area plans and is working with several developers for large multi-family projects either within or outside the TCAP. Currently there is no waiting list for multi-family allocations. The City is working with developers to move forward with affordable housing projects throughout all areas of the City, although none are within the amendment area.

The proposed revisions more accurately reflect existing uses, and are consistent with and do not obstruct implementation of the Regional Plan and General Plan policies.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.13-3. Will the Project include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan? (TRPA 8a)

As discussed in Question 5.4.13-2, the TCAP amendments would result in a different range of allowed land uses applied to the amendment area as the land would be relocated to within the boundaries of the TCAP, rather than the B/ATCP. Uses permissible in the Gateway District, but not currently permissible in the portion of District 1 to be amended include timeshares, condominiums, regeneration harvest, fuels treatment and management, prescribed fire/burning management, SEZ restoration, boat launching facilities, and structural/nonstructural fish/wildlife habitat management. While the Community Plan does allow timeshares on specific parcels, none of these parcels are within the amendment area, and timeshare uses are not currently allowed. Timeshare units, while different from hotel/motel units, are similar in nature as a tourist accommodation, and would be allowed at the same density (40 units per acre) as the already allowed hotel/motel uses. Although they already exist in the amendment area, the amendments allow condominium units, which were not allowed in the B/ATCP, at the same density as single-family residential uses. Since condominiums function in the same way as a single-family dwelling, no impact from this addition would occur. No significant change in the mix of land uses currently in the amendment area is expected and it would continue to accommodate a mixture of predominantly commercial and tourist uses.

The amendments would allow boat launching facilities and marinas as a special use with TRPA review and approval. Timber Cove Marina currently exists and has the capacity to place boats into the water, so additional boat launching facilities within the amendment area would not be feasible. Given the developed nature of the area and the presence of other boat launch and marina facilities in the vicinity, no new marina or boat launch facilities are anticipated as a result of future redevelopment outside of public access improvements. It is expected the existing marina and beach access would continue to operate in the same way into the future, with public access improvements as identified in the proposed TCAP Recreation Implementation Strategy, “Support the CTC in its efforts to implement the Connelley Beach Public Access Project located west of the Beach Retreat parcel to provide a second access to Connelley Beach in addition to Timber Cove.”

Other uses allowed under the TCAP that are special uses in the B/ATCP include multi-family dwellings, single family dwellings, social service organizations, insect and disease suppression, printing and publishing, threshold related research facilities and local public health and safety facilities. Since these uses are permissible with special review, and since single family and multi-family dwellings already exist in the amendment area, allowing them as permissible instead of special uses would not cause an impact as these uses would not be further limited by the amendment.

Two uses currently allowed as a special use in the B/ATCP, collection stations and post offices, would no longer be allowed under TCAP. There are no collection stations or post offices currently within the amendment area, and the amendment area is developed with tourist and commercial uses that would not encourage the siting of a collection station, nor would a collection station be desirable within an area focused on tourism and commercial services. A few resource management uses that are not currently allowed within the B/ATCP would be allowed under the TCAP, including regeneration harvest, fuels treatment and management, and prescribed fire/burning management. The amendment area is urbanized and does not include lands that would be considered “forest”, therefore, this change in allowed use would have little impact. Adding SEZ restoration and structural/nonstructural fish/wildlife habitat management would be beneficial.

The amendments would also change the permissibility of uses within the Gateway District to absorb the uses identified in B/ATCP District 1 to avoid creation of non-conforming uses. These changes are shown in the table in 5.4.13-2 and include new special uses (building material and hardware, nursery, outdoor retail, privately owned assembly and entertainment, government offices, and local assembly and entertainment) and new allowed uses (amusement and recreation and animal husbandry). Marinas would change from an allowed use to a special use and business support services, schools – business and vocational and religious assembly would change from special uses to allowed uses.

Also the amendments to the TCAP addresses the erroneous exclusion of shorezone uses from the TCAP, including water oriented outdoor concessions, waterborne transit, tour boat operations, safety and navigation devices, buoys, piers, fences, boat ramps, floating docks and platforms, shoreline protective devices, and water intake lines, all of which would have the same allowed or special use designation as in the B/ATCP. These uses were previously allowed in the Stateline/Ski Run Community Plan that was replaced by the TCAP in 2013.

No other changes to the land use matrix in the adopted TCAP are proposed by the amendments and no significant impact is anticipated.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.13-4. Will the Project expand or intensify an existing non-conforming use? (TRPA 8b)

Implementation of the TCAP amendments would result in changes to permissible uses applied within the amendment area as discussed in Questions 5.4.13-2 and 5.4.13-3. None of the uses currently in the amendment area are non-conforming uses in the TCAP, however, the existing condominiums are actually not allowed in the B/ATCP. Timeshares and condominiums are not allowed in the B/ATCP area. While timeshares are a non-conforming use in the B/ATCP, they would be an allowed use in the TCAP and could be developed per TRPA standards and City Code. Timeshares are also consistent with the types of uses envisioned in the TCAP and Regional Plan and typical of uses found in tourist/commercial area and within the amendment area. Residential condominiums would also be an allowed use as single-family dwellings. There are currently 30 condominium units in the amendment area. No land use conflict would be expected as a result of implementing the TCAP amendment. Furthermore, if uses not conforming with the TCAP were within the amendment area, they would be prohibited from expanding by provision of TRPA Code of Ordinances Section 21.2.3 and City Code Chapter 6.55; however, there are currently no non-conforming uses.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.14 Mineral Resources (CEQA) and Natural Resources (TRPA)

This section presents the analyses for potential impacts to mineral resources and natural resources. Table 5-14 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-14: Mineral Resources and Natural Resources | | | | |
|---|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.14-1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (CEQA XIIa) | | | | X |
| 5.4.14-2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (CEQA XIIb) | | | | X |
| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
| 5.4.14-3. A substantial increase in the rate of use of any natural resources? (TRPA 9a) | | | | X |
| 5.4.14-4. Substantial depletion of any non-renewable natural resource? (TRPA 9b) | | | | X |

5.4.14-1. Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (CEQA XIIa)

There are no mapped mineral resources within the TCAP or the proposed amendment area in the B/ATCP, nor does any specific plan or other applicable plan identify any sites within the amendment area as an important mineral recovery site.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.14-2. Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (CEQA XIIb)

See discussion and analysis for Question 5.4.14-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.14-3. Will the Project result in a substantial increase in the rate of use of any natural resources? (TRPA 9a)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The use of natural resources, such as construction wood or metals, or gasoline would occur incrementally if existing developments are remodeled or improved. Since the area is already developed, a substantial increase in the rate of use would not occur. The RPU EIS (TRPA 2012a, page 5-3) acknowledged the potential increase in the use of natural resources resulting from increased development and redevelopment within the Tahoe Region, however any project permitted through the TCAP would be subject to project level environmental review and site-specific mitigation measures if necessary. Therefore, any increase in the rate of use of natural resources would be negligible and would not be in quantities that would result in a significant effect.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.14-4. Will the Project result in a substantial depletion of any non-renewable natural resource? (TRPA 9b)

Non-renewable natural resources such as gasoline and diesel are consumed during the construction of development projects; however, the potential for new development would be limited through restrictions to TRPA regulated commodities (see project description) such as commercial floor area, residential allocations and tourist accommodation units. Furthermore, the area proposed for amendment is already developed. Because construction would be limited and would not require quantities of non-renewable resources beyond those of typical residential and commercial construction, projects associated with the TCAP would not result in substantial depletion of any non-renewable natural resource.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.15 Noise

This section presents the analyses for potential impacts related to noise. Table 5-15 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-15: Noise | | | | |
|--|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.15-1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or other applicable local, state, or federal standards? (CEQA XIIIa) | | | X | |
| 5.4.15-2. Generation of excessive groundborne vibration or groundborne noise levels? (CEQA XIIIb) | | | X | |
| 5.4.15-3. For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels? (CEQA XIIIc) | | | | X |
| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
| 5.4.15-4. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan? (TRPA 6a) | | | | X |
| 5.4.15-5. Exposure of people to severe noise levels? (TRPA 6b) | | | | X |
| 5.4.15-6. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold? (TRPA 6c) | | | | X |

| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
|--|-----|---------------------|-------------------|----------|
| 5.4.15-7. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible? (TRPA 6d) | | | | X |
| 5.4.15-8. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses? (TRPA 6e) | | | | X |
| 5.4.15-9. Exposure of existing structures to levels of ground vibration that could result in structural damage? (TRPA 6f) | | | | X |

5.4.15-1. Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or other applicable local, state, or federal standards? (CEQA XIIIa)

The TCAP amendments alter the CNEL standards set forth in the TCAP, but no change is proposed to the noise standards in the B/ATCP. The existing TCAP noise standard for the Gateway District is 65 CNEL, which is also the applicable CNEL for the US 50 corridor and for the B/ATCP. However, TRPA Threshold Standards indicate the following maximum background noise level CNEL limits:

N16) 55 dBA CNEL (Average Noise Level) in the High Density Residential Areas Land Use Category.

N18) 60 dBA CNEL (Average Noise Level) in the Hotel/Motel Areas Land Use Category.

N19) 60 dBA CNEL (Average Noise Level)) in the Commercial Areas Land Use Category.

TRPA threshold standards only allow 65 dBA CNEL in industrial areas and along major transportation corridors. The existing CNEL limit in the TCAP exceeds these threshold standards and therefore, the amendments propose to correct this inconsistency. The amendments will limit the maximum CNEL to either 55 or 60 dBA in the TCAP per the uses in each TCAP district, and will maintain the 65 CNEL limit along the US 50 corridor.

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)

The maximum community noise equivalent level for this Area Plan is as follows:

| DISTRICT | TSC-C | TSC-MU | TSC-MUC | TSC-G | TSC-NMX | REC | OS | US 50 |
|----------|--------------|--------------|---------------------------|---|---------|-----|----|-------|
| CNEL | <u>65</u> 60 | <u>65</u> 60 | <u>65</u> 60 ¹ | <u>65</u> 60 ² (55 within the shorezone) | 65 | 55 | 55 | 65 |

1. **Maximum CNEL for TSC-MUC Special Area #1, which comprises of APNs 028-081-02, 028-081-04, 028-081-15 is 55**
2. **Maximum CNEL for TSC-G Special Area #1 is identical to the TSC-G Zoning District**

The maximum CNEL in the TSC-G would be reduced from 65 dBA to 60 dBA in accordance with current TRPA threshold standards for a predominantly tourist use area. Although no CNEL amendment is proposed for the US 50 corridor, the reduction in maximum CNEL applied within the amendment area would not result in an increased noise impact and would ensure the CNEL limits are in compliance with the current TRPA CNEL standards. Therefore, no increase in allowed CNEL is proposed.

The amendment area is fully developed with commercial, tourist, and residential uses. The potential for noise level increases would not change from the baseline existing conditions because newly allowed uses (condominiums and timeshares) produce similar noise levels as single-family dwellings and tourist accommodation units, which are already allowed and exist in the amendment area. Although timber regeneration harvest, fuels treatment and management, and prescribed fire and burning management would also be newly allowed uses in the amendment area, these uses would not occur other than general wildfire safety management that is already applied, given the developed nature of the amendment area. Although development density for tourist accommodation and multi-family units would increase with the amendment, the proposed density limits are similar to the density of existing land uses. The amendment to the “Lot and Density” policy that limits the maximum combined mixed-use density to 40 units per acre within TSC-G Special Area 1 would also ensure that no noise increase over adopted threshold standards would occur. Redevelopment of commercial, tourist, recreational, and residential uses may result in short-term construction-related noise increases (discussed in Question 5.4.15-5 below), and redevelopment associated with the TCAP amendments would not result in a significant long-term increase in existing CNEL levels, as discussed below. Furthermore, future redevelopment projects in the amendment area would be subject to subsequent environmental review and permitting by the City and/or TRPA, and the project applicant would be required to demonstrate compliance with noise limits.

Noise/Land Use Compatibility

Policy LU7-2 of the TCAP requires an acoustical analysis as part of the environmental review process when noise-sensitive land uses are proposed in areas exposed to existing or project exterior noise levels exceeding the levels shown in Table HS-1 and HS-2 of the City General Plan, so noise mitigation may be included in the project design. The City and/or TRPA would only approve projects that can demonstrate compliance with the applicable noise standards.

Traffic-Related Noise

Code of Ordinances Section 68.8.3 requires all substantial transportation projects in transportation corridors that are not in attainment of adopted CNEL standards incorporate mitigating design features to achieve

adopted standards. Redevelopment projects under the TCAP amendments could result in some increases in vehicle travel and traffic volumes on roadways; however, as indicated in the traffic memo (Appendix A), no increase in traffic would occur as a result of the amendment; therefore, no increase in traffic-related noise would occur as a result of the amendment. The addition of timeshares, which operate as tourist accommodations, and condominiums, which already exist in the area and function similarly to single-family dwellings, as allowed uses in the amendment area would not increase traffic related noise conditions above the baseline condition. The proposed amendment to the “Lot and Density” policy ensures mixed-use development densities do not exceed 40 units per acre within TSC-G Special Area 1. Existing development would need to be converted to another more noise intensive use or expanded for any noticeable change in traffic-related noise to occur.

To ensure that the generation of noise levels in excess of standards established for the TCAP is not exceeded, the TCAP incorporates a noise policy which is designed toward reducing traffic-related noise. Policy LU7-1 requires the mitigation of new transportation noise sources to the levels shown in Table HS-2 of the City General Plan (CSLT 2011b, page HS-10) at all outdoor activity areas and interior spaces of existing noise-sensitive land uses. Further, the City and/or TRPA would continue to evaluate individual projects within the TCAP amendment area at a project level and would enforce CNEL standards on a project-by-project basis pursuant to the noise limitations in Chapter 68 (Noise Limitations) of the TRPA Code of Ordinances.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.15-2. Would the Project generate excessive groundborne vibration or groundborne noise levels? (CEQA XIIIb)

The TCAP and B/ATCP amendments would not alter existing noise policies. The amendment area is fully developed with commercial, tourist accommodation and residential uses, but redevelopment could occur within the area, regardless of which area plan or community plan in which it is located. Future construction activities associated with redevelopment projects could potentially expose noise-sensitive receptors to levels that exceed TRPA noise standards and/or expose noise-sensitive receptors to excessive noise levels. Construction activities redevelopment could include site preparation (e.g., demolition, clearing, excavation, grading), foundation work, paving, building construction, utility installation, finishing, and cleanup. These activities typically involve the use of noise-generating equipment such as cranes, excavators, dozers, graders, dump trucks, generators, backhoes, compactors, and loaders. Noise levels associated with these types of equipment are typically between 70 and 85 dBA L_{max} at 50 feet. In unique circumstances, specialized construction equipment (such as pile drivers) or techniques (such as blasting) that are inherently louder than typical construction equipment (typically between 94 and 101 dBA L_{max} at 50 feet) may be required (TRPA 2012a: pages 3.6-16 and 3.6-17).

During construction, residents and tourists could be exposed to noise levels that exceed TRPA standards outside of the exempt hours between 8:00 a.m. and 6:30 p.m., and/or expose nearby noise-sensitive receptors to excessive or severe noise levels. Therefore, construction activities could expose people to severe and/or nuisance noise levels unless measures are incorporated on a project-specific basis. TRPA adopted (November 20, 2013) additional best construction practices policies and revisions to the Initial Environmental Checklist (IEC) to address these issues. The TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q) and Standard Conditions of Approval for Residential Projects (TRPA Permit Attachment R) include new construction provisions that call for the location of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), closure of engine doors during operation except for engine maintenance, location of stationary equipment

(e.g. generators or pumps) as far as feasible from noise-sensitive receptors and residential areas, installation of temporary sound barriers for stationary equipment, and use of sonic pile driving instead of impact pile driving, wherever feasible. As required by TRPA Code Chapter 3, any project with potentially significant impacts would require mitigation.

The TCAP incorporates the City's General Plan noise policies and provides expanded protection from groundborne vibration and groundborne noise levels. Policy LU7-3 requires an analysis of a vibration impact be conducted for all construction activities that include impact equipment and activities such as pile driving, soil compaction, or vibratory hammers that occur within 200 feet of existing structures. These policies ensure that construction operations are designed to avoid or mitigate for vibrations above 0.02 inches/second (0.5 mm/second).

With implementation of policies and regulations already applicable to the project area the TCAP and B/ATCP amendments would not result in significant groundborne vibration or noise levels.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.15-3. For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels? (CEQA XIIIc)

The amendment area is not within the vicinity of a private airstrip or within two miles of a public airport or public use airport and therefore does not expose people working in the project area to excessive noise levels from aircrafts.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.15-4. Would the Project result in increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan? (TRPA 6a)

See the response to Question 5.4.15-1, above. The maximum CNEL for the amendment area would be reduced with the amendments to comply with current TRPA threshold standards.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.15-5. Would the Project result in exposure of people to severe noise levels? (TRPA 6b)

See the response to Question 5.4.15-1, above. The maximum CNEL allowed in the B/ATCP is the same as the maximum allowed in the TCAP Gateway District. The amendments propose to reduce the maximum CNEL levels in the TCAP to comply with TRPA threshold standards. Therefore, future redevelopment within the amendment area would be required to meet a lower maximum CNEL than is currently required in the TCAP and B/ATCP. No land use changes proposed by the TCAP amendments would result in exposing persons to severe noise above existing conditions.

Construction activities associated with redevelopment projects in the amendment area could include site preparation (e.g., demolition, clearing, excavation, grading), foundation work, paving, building construction, utility installation, finishing, and cleanup. These activities typically involve the use of noise-generating equipment such as cranes, excavators, dozers, graders, dump trucks, generators, backhoes, compactors, and loaders. Noise levels associated with these types of equipment are typically between 70 and 85 dBA L_{max} at 50 feet. In unique circumstances, specialized construction equipment (such as pile drivers) or techniques (such as blasting) that are inherently louder than typical construction equipment (typically between 94 and 101 dBA L_{max} at 50 feet) may be required (TRPA 2012a: pages 3.6-16 and 3.6-17). Construction activities that occur between 8:00 a.m. and 6:30 p.m. are exempt from TRPA CNEL standards.

TRPA adopted (November 20, 2013) additional best construction practices policies regarding noise generation. The TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q) and Standard Conditions of Approval for Residential Projects (TRPA Permit Attachment R) include new construction provisions that call for the location of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), closure of engine doors during operation except for engine maintenance, location of stationary equipment (e.g. generators or pumps) as far as feasible from noise-sensitive receptors and residential areas, installation of temporary sound barriers for stationary equipment, and use of sonic pile driving instead of impact pile driving, wherever feasible.

The TCAP incorporates a General Plan Mitigation Measure 4.6.6 (CSLT 2011, page 4.6-33) to reduce the impacts of ground borne vibration and noise as a result of construction activity that would provide expanded protection. Policy LU7-3 requires an analysis of a vibration impact be conducted for all construction activities that include impact equipment and activities such as pile driving, soil compaction, or vibratory hammers that occur within 200 feet of existing structures. The City will ensure that construction operations are designed to avoid or mitigate for vibrations above 0.02 inches/second (0.5 mm/second).

Therefore, the TCAP amendments would not expose onsite-sensitive receptors to levels that exceed TRPA noise standards and/or expose noise-sensitive receptors to excessive noise levels.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.15-6. Will the Project result in single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold? (TRPA 6c)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

Single-event noise standards are set forth in Section 68.3.1 of the TRPA Code of Ordinances for aircraft, water craft, motor vehicles, motorcycles, off-road vehicles, and over-snow vehicles. Development allowed within the existing PASs and community plans, as well as with adoption of the TCAP amendment, could involve uses that include these types of motorized vehicles. As is the case under existing conditions, new uses generating an increase in the use of motorized vehicles would be required to meet the TRPA Code provisions pertaining to single-event noise. The TCAP and B/ATCP amendments do not propose a change in the current land uses and no significant noise increase is expected.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.15-7. Will the Project result in the placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible? (TRPA 6d)

The existing allowable CNEL within the amendment area is 65 dBA in both the TCAP and the B/ATCP. The amendments would reduce the allowed maximum CNEL in the TCAP to 60 dBA in the TSC-G, thereby reducing the allowed noise level to comply with TRPA standards. The TCAP amendments do not propose uses that are substantially different from the Community Plan. The TCAP and B/ATCP amendments would not increase incompatible uses or alter the existing noise policies to allow an increase in noise levels, nor does it propose new projects in the amendment area. It can be expected that the existing noise levels and types of uses would persist. Any new project subsequent to these proposed amendments would be subject to environmental review and approval.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.15-8. Will the Project result in the placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses? (TRPA 6e)

The TCAP amendments remove the Bijou Center area from the B/ATCP. Land uses allowed in the Gateway district of the TCAP, would be applied to the amendment area; however, the land uses are, for the most part, the same as those currently allowed in the B/ATCP as shown in Table 2-1, although collection stations and post offices would no longer be allowed in the amendment area under the TCAP and regeneration harvest, fuels treatment and management, and prescribed fire/burning management would be allowed. The amendment area is currently developed with commercial, tourist accommodation, and some residential uses. Redevelopment projects in the amendment area subject to environmental review would be required to comply with TRPA and City noise standards. Since it is already a mixed-use area, continuation of the uses and types of allowed uses through the TCAP amendments would not result in incompatible uses.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.15-9. Will the Project expose existing structures to levels of ground vibration that could result in structural damage? (TRPA 6f)

See the response to Question 5.4.15-2, above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.16 Population and Housing

This section presents the analyses for potential impacts to population and housing. Table 5-16 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-16: Population and Housing | | | | |
|---|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.16-1. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (CEQA XIVa) | | | X | |
| 5.4.16-2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (CEQA XIVb) | | | X | |
| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
| 5.4.16-3. Alter the location, distribution, density, or growth rate of the human population planned for the Region? (TRPA 11a) | | | | X |
| 5.4.16-4. Include or result in the temporary or permanent displacement of residents? (TRPA 11b) | | | | X |

| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
|--|-----|---------------------|-------------------|----|
| <p>5.4.16-5. Affect existing housing, or create a demand for additional housing?</p> <p>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? (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? (TRPA 12a)</p> | | | | X |
| <p>5.4.16-6. Will the proposal result in the loss of housing for lower-income and very-low-income households? (TRPA 12b)</p> | | | | X |

5.4.16-1. Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (CEQA XIVa)

The TCAP amendments transfers 49 developed parcels into the TCAP Gateway District from a portion of the B/ATCP District 1, increases the development density for multiple family and timeshare units, and allows for an increase in the maximum allowable height of tourist accommodation units within TSC-G Special Area 1. With the limited growth allowed by the TRPA Regional Plan that results in a projected growth rate of 10.8% for the next twenty years or 0.58% a year (TRPA 2012a, page 3.12-12) the implementation of the TCAP and B/ATCP amendments is not expected to exceed the existing capacity or result in a need for new development. While the population within the TCAP boundary would increase, and equivalently decrease in the B/ATCP, the overall population in this portion of the City would be unchanged, as it would just transfer existing uses from the B/ATCP to the TCAP. The increased density of multiple family dwellings from 15 units to 25 units could increase future population in the TCAP area, however this growth is consistent with what was envisioned and allowed for in the Regional Plan, as it concentrates development in centers, and overall population growth in the Region would still be limited by the available development rights allowable under the Regional Plan. The density of hotel units would not change as kitchen units are already allowed at 40 units/acre, and while timeshare units would be allowed, and at a density equivalent to hotel units, these are tourist units and would not entice resident population growth. Should future redevelopment convert tourist units or commercial uses to multifamily units, the allowable density of units would increase if the change occurred under the TCAP, as opposed to the B/ATCP, by 10 units per acre. Five existing tourist or commercial parcels are an acre or more, and only one is not entirely within Land Capability Class 1b. There are also two other commercial parcels sized less than one half acre in the amendment area. If all the commercial and tourist units were completely converted to multifamily units, the increase in units from the amendments would be 143 units. The area is primarily commercial and tourist accommodation units, with many of the single family units currently used as vacation rentals; therefore, the potential to develop a multi-family or non-vacation rental residential unit is low. The limits on development through the Regional Plan prevent unplanned population growth, resulting in insignificant

potential for future full time resident population growth. The TCAP and B/ATCP amendments propose no new development of homes, businesses, or extension of infrastructure. Since the amendments do not actually propose substantial population growth, the impact is less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.16-2. Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (CEQA XIVb)

The Project does not displace housing or necessitate the construction of replacement housing elsewhere. While residential units could be converted to other uses, such a change could already occur without the amendments and the amendments do not create an impact or intensify displacement. The amendment area is currently fully developed and there are six single family homes in the amendment area, one multi-family unit composed of five units, 30 condominium units, and no employee or multi-person housing units. The TCAP and B/ATCP amendments do not propose to eliminate any residential units. As shown in Table 2-1, the same types of residential uses are allowed in the TCAP Gateway District as the B/ATCP District 1, except the TCAP amendments acknowledge condominium units, which are not acknowledged in the B/ATCP, as single-family dwellings and would increase the allowable density for multiple family dwellings from 15 to 25 units per acre. The existing multi-family use is developed at a density of 42 units/acre, which greatly exceeds both the existing and proposed density limits. As discussed in Question 5.4.16-1, redevelopment in the amendment area could occur that changes one use to another type of use; however, such redevelopment could occur with or without the amendment. The TCAP amendments do not propose to remove or construct any units.

Unlike in the B/ATCP, VHRs are an allowable use in the TCAP and there is no maximum quantity of VHR permits that can be issued in the TCAP. Currently, two single-family dwellings, and 16 condominiums at Lakeshore have active VHR permits, leaving 4 single-family homes, five multi-family units, and 14 condominiums with the potential to be converted to VHRs. By placing these units in the TCAP rather than the B/ATCP, those 18 units already permitted to operate as VHRs would be removed from the maximum limit imposed in the B/ATCP; thereby opening up 18 units for VHRs outside the TCAP. However, the potential to convert units to VHRs already exists, as disclosed in the 2012 Regional Transportation Plan and 2010 General Plan, and the amendments do not alter that potential or create a new impact. Although the proposed amendments could increase the number of VHRs within the City outside the TCAP, the number of new potential VHRs is low given the small number of residential units in the amendment area. With passage of Measure T, new VHR permits will not be available outside of the TCAP boundary and eventually existing VHRs would cease to operate in those locations. The City is the only jurisdiction that reserves allocations specifically for the development of housing in its area plans and is working with several developers for large multi-family projects either within or outside the TCAP. Currently there is no waiting list for multi-family allocations. The City is working with developers to move forward with affordable housing projects throughout all areas of the City, although none are within the amendment area.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.16-3. Will the Project alter the location, distribution, density, or growth rate of the human population planned for the Region? (TRPA 11a)

See discussion and analysis for Question 5.4.16-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.16-4. Will the Project include or result in the temporary or permanent displacement of residents? (TRPA 11b)

See discussion and analysis for Question 5.4.16-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.16-5. Will the Project affect existing housing, or create a demand for additional housing?

(1) Will the proposal decrease the amount of housing in the Tahoe Region? (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? (TRPA 12a)

- (1) The amendment area is currently fully developed and there are six single family homes, a multi-family use with 5 units, and 30 condominium units in the amendment area and no employee or multi-person housing units. The TCAP and B/ATCP amendments do not propose to eliminate any residential units. As shown in Table 2-1, the same types of residential uses are allowed in the TCAP Gateway District as the B/ATCP District 1, except the TCAP amendments would increase the allowable density for multiple family dwellings from 15 to 25 units per acre, which would potentially increase the number of units available, and residential condominium units would be allowed as single-family units. The TCAP amendments do not propose the removal of housing, nor does it reduce the housing density. While the TCAP allows multiple family and single family dwellings to be used as vacation rentals (VHRs) with the appropriate permit, VHRs are limited in the B/ATCP and other areas outside Town Centers in the City, making it more difficult to utilize residential units as vacation rentals in the B/ATCP. Although the TCAP amendments increase the potential for housing units to be used as vacation rentals, it does not eliminate housing units or require existing housing units to be used as vacation rentals. Therefore, the TCAP amendments would not result in a decrease in the amount of housing available in the Lake Tahoe Region.
- (2) This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

There are no deed-restricted affordable housing units within the amendment area; however, the TRPA Regional Plan Conceptual Land Use Map classifies the amendment area as Town Center District, and the TCAP area is a preferred affordable housing area. Since there are currently no such units in the amendment area, none would be removed. The TCAP amendments do not propose any new development or redevelopment, nor does it alter the area's status or policies as a preferred affordable housing area. Such projects could be constructed within the amendment area, subject to appropriate review and approval and the amendments do not include any policies that would limit such use. However, since the area is currently highly developed and tourist accommodations and commercial uses very active, the likelihood of redeveloping the existing uses for affordable housing is low.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.16-6. Will the Project result in the loss of housing for lower-income and very-low-income households? (TRPA 12b)

See discussion and analysis for Question 5.4.16-5 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.17 Public Services

This section presents the analyses for potential impacts to public services. Table 5-17 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-17: Public Services | | | | |
|--|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.17-1. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| Fire protection? | | | X | |
| Police protection? | | | X | |
| Schools? | | | X | |
| Parks? | | | X | |
| Other public facilities? (CEQA XVa) | | | X | |
| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
| 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? | | | | |
| 5.4.17-2. Fire protection? (TRPA 14a) | | | | X |
| 5.4.17-3. Police protection? (TRPA 14b) | | | | X |
| 5.4.17-4. Schools? (TRPA 14c) | | | | X |
| 5.4.17-5. Parks or other recreational facilities? (TRPA 14d) | | | | X |
| 5.4.17-6. Maintenance of public facilities, including roads? (TRPA 14e) | | | | X |
| 5.4.17-7. Other governmental services? (TRPA 14f) | | | | X |

5.4.17-1. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection? Police protection? Schools? Parks? Other public facilities? (CEQA XVa)

The TCAP amendments would facilitate localized increases in density and redevelopment within the amendment area. These changes could result in localized population increases that create an additional demand for police, fire protection, emergency services and to a lesser degree, schools. With respect to police protection services, the South Lake Tahoe Police Department provides law enforcement services within the area. The California Highway Patrol (CHP) Valley Division, which includes the greater Sacramento area and the Sierra Nevada foothills to the west, is responsible for all traffic related incidents and assists the Police Department when necessary. The CHP area office is located at 2063 Hopi Avenue in Meyers. The Valley Division oversees four major highways and miles of county roads in the Region including US 50 and SR 89. Jail facilities are managed by the El Dorado County Sheriff's Department and are located at 1051 Al Tahoe Boulevard. The jail is a Type II facility and may house both pre-sentenced and post-sentenced male and female defendants. The jail has a capacity of 158 beds.

The proposed amendment area is currently served by the South Lake Tahoe Police Department, CHP, and County jail so the amendments would not result in any change to service demand. The proposed amendments would increase the allowed density of development for multiple family, condominiums and timeshare units, which could increase the population within the amendment area if the existing commercial and tourist accommodation uses are converted to residential uses. The City's public service policies ensure that the City provides adequate law enforcement services and the necessary funding to ensure adequate law enforcement services and future facilities to meet demands. The density increase in multiple family dwelling units within the amendment area (25 units per acre) would result in an allowed increase of 10 units per acre over the existing allowance in B/ATCP (15 units per acre). Since the use density of multiple family, condominium or timeshare units, although greater than what is currently allowed in the B/ATCP, would be equal to or less than the density of the existing tourist accommodations, no significant increase in demand for law enforcement would occur. Likewise, uses that have the potential to increase demand, such as assembly and entertainment uses allowed in the B/ATCP, would continue to have the same use permission in the TCAP, although local public health and safety facilities would be allowed uses, rather than special uses. Future projects developed within the amendment area are subject to environmental review and would be required to ensure that staffing needs are identified and any physical effect on the environment is properly mitigated. Therefore, impacts associated with implementation of the amendments would be less than significant.

The South Lake Tahoe Fire Department is a municipal fire department that is primarily organized, equipped, and trained to perform fire suppression duties in structural firefighting, initial attack wildland firefighting, vehicular fires, and initial attack for most incipient events. They operate three fire stations in the City at Fire Station One, Fire Station Two, and Fire Station Three, and their equipment includes a ladder truck, two engines, a reserve engine, two brush trucks, medic trucks, a squad truck and battalion vehicle. Currently, the Department operates with eight personnel on duty within the City and has the capability to ladder to a maximum of 18 feet (Meston, 2018). A new ladder truck with a maximum reach of 100 feet for rescue and master stream use will be available in 2020 (Drennan, 2020). Emergency medical services are delivered through Advanced Life Support paramedic engine companies; however, ambulance service is provided by Cal Tahoe Ambulance through the Cal Tahoe Joint Powers Authority. The Fire Department currently serves the amendment area, and the amendments would not affect current service or demand. The amendments would increase allowable development density in the amendment area for timeshare and multiple family units; however, future new or redevelopment projects would be required to ensure adequate

fire protection services per the City's General Plan and permitting process. General Plan policies also require the installation of fire resistant materials, and incorporation of fire safe landscaping and defensible space in all remodeled or new construction. Furthermore, new construction or redevelopment would be required to follow current California Fire Code to prevent or minimize fires. The proposed amendments would allow structures of up to four stories in TSC-G Special Area 1, an increase compared to the current limit of three, and would increase the maximum allowable building height from 42 feet to 56 feet. The Department's new ladder truck is capable of responding to fire incidents in new or redeveloped multi-story structures with the allowed additional height.

The Lake Tahoe Unified School District (LTUSD) serves a 10.1 square mile area that includes the TCAP area as well as the B/ATCP area and the entire City of South Lake Tahoe. LTUSD operates eight schools, but has had to close schools in the recent past due to declining enrollment. Given the current facilities and stagnant enrollment, LTUSD is not experiencing any capacity issues and does not expect any such issue to occur in the future. With the limited growth allowed by the TRPA Regional Plan that results in a projected growth rate of 10.8% for the next twenty years or 0.58% a year (TRPA 2012a, page 3.12-12) the implementation of the TCAP amendments is not expected to exceed the existing capacity or result in a need for new or physically altered governmental facilities. The TCAP amendments slightly increase the allowable development density of multiple family units in the amendment area, which could increase population density if a residential redevelopment project is proposed, but given the small area of amendment, significant population increases that would affect schools are not anticipated. Therefore, impacts associated with implementation of the TCAP amendments would be less than significant.

See discussion and analysis in Question 3.4.17-5, below, for parks and recreation impacts.

Within the TCAP, other public facilities include Fire Station #1, the transit center, and Explore Tahoe Visitor Center at Heavenly Village, none of which are in the proposed amendment area. Implementation of the TCAP amendments is not expected to result in increased demand for community facilities and services or a need for new or physically altered governmental facilities as the amendment area is currently fully developed and the amendments to the TCAP would not substantially create new populations. Redevelopment is possible, that would allow increased density of development for multiple family and timeshare units than is currently allowed in the B/ATCP. However, the changes in demand to community services and facilities are not expected to be significant or result in substantial effects to the physical environment. As with other future projects proposed in the City, and environmental review of specific projects would be required to ensure that physical impacts on the environment area fully mitigated.

Given current public service staffing levels, the proximity of services, implementation of City policies to minimize fire risk and reduce demand, declining school enrollment, and since the amendment area is already served by these services, it is not anticipated that implementation of the TCAP amendments would create a need to construct new facilities that, in turn, could require new or improved facilities, the construction of which could result in adverse effects to the environment. As with other projects developed within the City, environmental review of specific projects would be required to ensure that staffing needs are identified and properly mitigated.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.17-2. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: fire protection? (TRPA 14a)

See discussion and analysis for Question 5.4.17-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.17-3. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: police protection? (TRPA 14b)

See discussion and analysis for Question 5.4.17-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.17-4. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: schools? (TRPA 14c)

See discussion and analysis for Question 5.4.17-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.17-5. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: parks or other recreational facilities? (TRPA 14d)

Redevelopment associated with the TCAP amendment area could generate recreation demand by insignificantly increasing the number of residents and visitors in the area. However, existing recreation opportunities are numerous and can meet that potential increase in demand within and in the immediate vicinity of the TCAP (i.e. Timber Cove Marina, Connelley Beach, Ski Run Marina and Beach, Lakeside Marina, Heavenly Resort California Base, Heavenly Gondola, Van Sickle Bi-State Park, Bijou Golf Course [and public beach], the Nevada Stateline to Stateline Bikeway at Rabe Meadow, Nevada Beach, Round Hill Pines Beach and other bike paths, hiking and mountain bicycle trails, and other public parks). The existing TCAP includes policies and implementing strategies to enhance public recreation facilities, as does the City's General Plan. By providing access to a wider range of public recreation opportunities within and outside the boundary, visitor usage is spread out, avoiding demand that causes substantial deterioration of any one facility. Therefore, the increased use of existing neighborhood and regional parks or other recreational facilities as a result of implementing the TCAP amendments is not expected to result in a substantial physical deterioration of recreation facilities to occur or be accelerated, and demand created by redevelopment could be easily met. In addition, recreation demand would be considered at a project-level during subsequent environmental review and permitting of individual proposed projects.

The TCAP and B/ATCP amendments do not proposed changes to existing recreation facilities, but an amendment to the TCAP Recreation Implementation Strategies is proposed. This would be a beneficial impact by supporting the improvement of public access to Lake Tahoe. In support of Goal R-4, the following Implementation Strategy is proposed:

- Support the CTC in its efforts to implement the Connelley Beach Public Access Project located west of the Beach Retreat parcel to provide a second access to Connelley Beach in addition to Timber Cove.

The approval of any project proposing the creation of additional recreational capacity would be subject to subsequent project-level environmental review and permitting and, if applicable, would be subject to the

Persons At One Time (PAOT) system of recreation allocations administered by TRPA as described in Section 50.9 (Regulation of Additional Recreation Facilities) of the TRPA Code of Ordinances. No additional PAOTs are proposed by the amendment, nor are any changes to recreational land uses or policies.

Environmental Analysis: *No Impact*

Required Mitigation: **None.**

5.4.17-6. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services in maintenance of public facilities, including roads? (TRPA 14e)

The TCAP and B/ATCP amendments would not alter or revise policies and practices pertaining to public facility and roadway maintenance. The City's existing policies in the Public/Quasi-Public Facilities and Services Element regarding public facility and road maintenance remain in effect (Goal PQP-1.1, Policy PQP-1.5, and Policy PQP-1.8). Subsequent projects in the amendment area would be required to pay all appropriate fees associated with the maintenance of public facilities and would be subject to permitting by City and/or TRPA. Permit applicants would be required to demonstrate how any additional public maintenance requirements would be accomplished.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.17-7. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services in other governmental services? (TRPA 14f)

There are no other known governmental services that would be directly affected by redevelopment associated with the amendment.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.18 Recreation

This section presents the analyses for potential impacts to recreation. Table 5-18 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-18: Recreation | | | | |
|--|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.18-1. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (CEQA XVIa) | | | X | |
| 5.4.18-2. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (CEQA XVIa) | | | X | |
| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
| 5.4.18-3. Create additional demand for recreation facilities? (TRPA 19a) | | | | X |
| 5.4.18-4. Create additional recreation capacity? TRPA 19b) | | | | X |
| 5.4.18-5. Have the potential to create conflicts between recreation uses, either existing or proposed? (TRPA 19c) | | | | X |
| 5.4.18-6. Result in a decrease or loss of public access to any lake, waterway, or public lands? (TRPA 19d) | | | | X |

5.4.18-1. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (CEQA XVIa)

Redevelopment associated with the amendment area could generate recreation demand by insignificantly increasing the number of residents and visitors in the area. However, existing recreation opportunities are numerous and can meet increases in demand within and in the immediate vicinity of the TCAP (i.e. Timber

Cove Marina, Connolley Beach, Ski Run Marina and Beach, Lakeside Marina, Heavenly Resort California Base, Heavenly Gondola, Van Sickle Bi-State Park, Bijou Golf Course [and public beach], the Nevada Stateline to Stateline Bikeway at Rabe Meadow, Nevada Beach, Round Hill Pines Beach and other bike paths, hiking and mountain bicycle trails, and other public parks). The existing TCAP includes policies and implementing strategies to enhance public recreation facilities, as does the City's General Plan. By providing access to a wider range of public recreation opportunities within and outside the boundary, visitor usage is spread out, avoiding demand that causes substantial deterioration of any one facility. Therefore, the increased use of existing neighborhood and regional parks or other recreational facilities as a result of implementing the amendments is not expected to result in a substantial physical deterioration of recreation facilities to occur or be accelerated, and demand created by redevelopment could be easily met. In addition, recreation demand would be considered at a project-level during subsequent environmental review and permitting of individual proposed projects.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.18-2. Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (CEQA XVb)

Redevelopment associated with the TCAP amendments could generate recreation demand by insignificantly increasing the number of residents and visitors in the area if commercial uses are converted to residential or tourist accommodation uses. However, existing recreation opportunities are numerous and can meet an increase in demand within and in the immediate vicinity of the Gateway District and TCAP as discussed in Question 5.4.18-1 above. Therefore, any new demand that is created by redevelopment within the amendment area is expected to be easily met. In addition, recreation demand would be considered at a project-level during subsequent environmental review and permitting of individual proposed projects. The approval of any project proposing the creation of additional recreational capacity would be subject to subsequent project-level environmental review and permitting and, if applicable, would be subject to the Persons At One Time (PAOT) system of recreation allocations administered by TRPA as described in Section 50.9 (Regulation of Additional Recreation Facilities) of the TRPA Code of Ordinances. No additional PAOTs are proposed by the amendment, nor are any changes to recreational land uses or policies.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.18-3. Will the Project create additional demand for recreation facilities? (TRPA 19a)

As discussed in Question 5.4.18-1, existing recreation opportunities are abundant in the area and can meet an increase in demand from redevelopment within and in the immediate vicinity of the TCAP. In addition, the existing TCAP includes expansion of public recreation opportunities within the TCAP boundary limits. Any increase in demand is expected to be easily met by existing, as well as future, recreation facilities. In addition, recreation demand would be considered at a project-level during subsequent environmental review and permitting of individual proposed projects.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.18-4. Will the Project create additional recreation capacity? (TRPA 19b)

See discussions and analyses in Questions 5.4.18-1 and 5.4.18-2 above that conclude that any potential new demand that is created by redevelopment within the amendment area is expected to be easily met. Furthermore, the existing TCAP includes policies and implementing strategies to enhance transit, and biking and pedestrian linkages to recreation uses within and beyond the boundaries of the TCAP. The TCAP and B/ATCP amendments do not affect recreation capacity.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.18-5. Will the Project have the potential to create conflicts between recreation uses, either existing or proposed? (TRPA 19c)

No specific projects are being considered under the amendments and the amendment actions would not affect recreation. Future projects permitted through the TCAP would be subject to project-level environmental review and permitting. Goal R-5 of the Regional Plan specifically addresses incompatibility of recreational uses and the associated system for regulating PAOTs (Section 50.9 of the TRPA Code), which would preclude any conflicts between existing or proposed recreational uses (TRPA 2012d, pages 5-7 and 5-8). Additionally, the potential for expanded land uses to create conflicts between existing land uses was analyzed in Impact 3.11-2 of the RPU EIS (TRPA 2012a, page 3.11-21) and was found to be less than significant due to the existing protections in the goals and policies of the Regional Plan.

The TCAP amendments propose to add a Recreation Implementation Strategy. This would be a beneficial impact by supporting the improvement of public access to Lake Tahoe at Connolley Beach and Timber Cove. In support of Goal R-4, the following Implementation Strategy is proposed:

- Support the CTC in its efforts to implement the Connelley Beach Public Access Project located west of the Beach Retreat parcel to provide a second access to Connelley Beach in addition to Timber Cove.

Support of CTC's efforts to improve public beach access would not create recreation use conflicts.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.18-6. Will the Project result in a decrease or loss of public access to any lake, waterway, or public lands? (TRPA 19d)

Direct public access to Lake Tahoe and public lands within the amendment area is available at Connolley Beach near Timber Cove Marina. Public parking and signage are available at the beach at the end of Balbijou Rd. Access is also available to guests of private lakefront tourist accommodation uses that provide access to paying guests. There are other public access areas in other portions of TCAP. The amendments would not affect access to these parcels and the number and variety of existing recreation uses allowed in the area would not decrease as a result of the amendment. The proposed TCAP Implementation Strategy supports lake access improvements to Connolley Beach and Timber Cove, resulting in a beneficial impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.19 Transportation (CEQA) and Traffic and Circulation (TRPA)

This section presents the analyses for potential impacts to transportation, traffic and circulation. Table 5-19 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level. A technical memorandum regarding transportation impacts of the TCAP amendments is attached (Appendix A).

| Table 5-19: Transportation, Traffic and Circulation | | | | |
|---|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.19-1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? (CEQA XVIIa) | | | X | |
| 5.4.19-2. Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (CEQA XVIIb) | | | X | |
| 5.4.19-3. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (CEQA XVIIc) | | | X | |
| 5.4.19-4. Result in inadequate emergency access? (CEQA XVIId) | | | X | |
| TRPA Initial Environmental Checklist Item | Yes, | No, With Mitigation | Data Insufficient | No |
| 5.4.19-5. Generation of 100 or more new Daily Vehicle Trip Ends (DVTE)? (TRPA 13a) | | | | X |
| 5.4.19-6. Changes to existing parking facilities, or demand for new parking? (TRPA 13b) | | | | X |
| 5.4.19-7. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities? (TRPA 13c) | | | | X |
| 5.4.19-8. Alterations to present patterns of circulation or movement of people and/or goods? (TRPA 13d) | | | | X |

| | | | | |
|--|--|--|--|----------|
| 5.4.19-9. Alterations to waterborne, rail or air traffic? (TRPA 13e) | | | | X |
| 5.4.19-10. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? (TRPA 13f) | | | | X |

5.4.19-1. Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? (CEQA XVIIa)

The TCAP, B/ATCP, City General Plan, City Code, TRPA Linking Tahoe Regional Transportation Plan, TRPA Regional Plan, and TRPA Code of Ordinances contain traffic goals, policies, implementation measures, and mitigation requirements applicable to the amendment area. Performance levels are established through level of service (LOS) criteria, which is set at LOS C for rural recreation roads, and D on rural and urban developed roads and signalized intersections, and may be LOS E during peak hours in urban hours of less than four hours per day (TRPA Regional Plan Transportation Element Policy 4.6). Likewise, the standard in General Plan Policy TC-1.2, B/ATCP Objective 8 Policy A, and TCAP Policy T-1.2 is LOS D on all streets and intersections, with up to 4 hours of LOS E acceptable during peak periods. Other policies seek to increase multi-modal and non-motorized travel, although there is no performance threshold for these policies.

The TCAP and B/ATCP amendments do not propose to alter or revise and would not conflict with an applicable plan, ordinance or policy establishing the measures of effectiveness for the performance of the circulation system. Existing plans, ordinances, and policies would continue to be applicable and implemented in the project area. The amendment area is currently fully developed, and the amendments would not significantly increase vehicle trips so as to conflict with LOS standards because the traffic impacts of newly allowed uses and densities (condominiums, timeshare units and multi-family) are the same or lower than what is already allowed through the B/ATCP. As stated in the traffic memo prepared for the project (Appendix A), no increase in traffic would occur as a result of the amendments. Future projects in the area would be required to complete a traffic analysis under TRPA rules if they may generate an increase in daily trips of 100 or more. The amendment area would be subject to the policies in the TCAP rather than the older B/ATCP. Likewise, redevelopment projects would be required to meet current transportation policies and ordinances regarding LOS, transit, and non-motorized travel, which would also improve non-auto transportation systems.

The TCAP and B/ATCP amendments would continue to implement policies of the adopted TRPA Regional Plan and City General Plan, which encourages a land use pattern that promotes the use of alternative modes of transportation. These policies currently apply to the amendment area and would continue to apply regardless of its location within the TCAP or the B/ATCP. The TCAP policies regarding transit, bicycle and pedestrian facilities would apply to the amendment area. The existing TCAP goals include promoting the area as a pedestrian and transit oriented center and seek to establish development and design standards that improve the pedestrian and transit environment through complete streets. Recent improvements in the vicinity include enhanced pedestrian sidewalks and bike lanes along U.S. 50. The amendment area is currently served by sidewalks and transit routes. No adverse change to the existing facilities is proposed. Future redevelopment projects would be subject to review to ensure a decrease in performance or safety of transit, bicycle, or pedestrian facilities would not result.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.19-2. Would the Project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (CEQA XVIIIb)

The TCAP and B/ATCP amendments would not alter, revise or conflict with an applicable congestion management program including but not limited to, level of service standards and travel demand measures, or other standards established by the congestion management agency for designated roads or highways.

Increasing development density and amending high-density use areas into TCAP TSC-G Special Area 1 allows for increased concentration of development within an existing mixed-use area. This area is already served by transit, bicycle, and pedestrian facilities, and includes a mixture of residential, tourist and commercial uses within walking distance of each other. As Town Centers redevelop, a balance of uses within walking distance or adjacent to transit, reduces vehicle dependence and VMT. Therefore, these amendments and future redevelopment can result in a beneficial impact.

Since the City has not adopted separate VMT thresholds, TRPA thresholds are used. TRPA is the designated Regional Transportation Planning Agency in the Lake Tahoe Region and has established Level of Service (LOS) standards for roadways and intersections and Vehicle Miles of Travel (VMT) standards. TRPA and TMPO administer regional programs to reduce Vehicle Miles Travelled (VMT) and achieve regional VMT standards in the Tahoe Basin. The effect of daily trip generation is important as it relates to region-wide VMT. VMT is dependent on the origin and destination of persons traveling to and from uses within the TCAP boundary and the net increase in region-wide trips after accounting for transferred development. VMT is a measure of automobile travel within the transportation system, and an indicator of the degree of integration between the transportation system and planned uses (i.e., a lower VMT indicates greater beneficial integration of transportation systems and land uses to reduce personal vehicle travel). VMT is also a proxy for regional traffic congestion, as well as for air quality. TRPA adopted a VMT Threshold Standard of 2,067,600 VMT for air quality purposes, which represents a 10 percent reduction from the 1981 VMT level. The most recent estimate of annual VMT provided by TRPA is 1,937,070 (Linking Tahoe: Regional Transportation Plan, 2017).

With the proposed amendment, greater building height limits and land use densities would be available to parcels within TCAP TSC-G Special Area 1. However, even if the area were redeveloped, there would be no significant impact because new land uses and densities proposed in the amendments result in substantively the same or lower impacts than what is currently allowed, and no notable transportation impacts are identified. The notable land use changes resulting from the amendments are as follows:

- The maximum density for multi-family dwellings would increase from 15 to 25 units per acre. Although there are no existing vacant lands, it is possible that a future redevelopment project could include a multi-family or residential condominium component that could potentially increase the theoretical number of dwelling units in the amendment area. There are two scenarios for potential development of multi-family dwellings. One would see them added under the redevelopment of one of the three existing tourist properties. The other would see them constructed under the redevelopment of one of the commercial properties. Under both scenarios, the total number of multi-family units could potentially be higher under the amended TCAP compared to the existing B/ATCP. However, given the fact that tourist accommodation uses were already allowed under the B/ATCP to be constructed at 40 units per acre and residential units will only be allowed to be constructed at up to 25 units per acre under the amendment, the total unit count for a mixed-use redevelopment project would likely go down if multi-family units were included, and would be capped at 40 total units. If commercial properties are redeveloped for residential, tourist or mixed-uses, the number of trips associated with those uses is typically less, as discussed in the traffic memo (Appendix A), and mixed-uses would reduce reliance on motorized trips due to walkability or transit access. Multi-family residential units have lower trip generation rates than

hotel units, and considering that the three existing hotels in the amendment area are constructed near the maximum allowable density of 40 units per acre, there is no potential that a future redevelopment project would result in a substantial traffic impact. Finally, as a measurable increase in traffic (100 daily vehicle trips) is not anticipated, per the “Guidance for Assessment of Vehicle Miles Traveled (VMT) Impacts of Projects in the Tahoe Basin,” the impacts on Vehicle Miles Traveled (VMT) in the Tahoe Basin would not be substantial.

- Under the second scenario where an existing commercial parcel would be redeveloped with only multi family residential uses, the number of multi-family units available would be higher under the TCAP standard than the B/ATCP. There are four parcels totaling approximately four acres of commercial uses in the proposed amendment area and as a result, the multi-family residential unit count could be up to 40 units greater under the proposed amendment. Each commercial parcel includes existing development that must be removed to realize the maximum number of units. Removal of the existing commercial floor area would offset the traffic generated from the construction of multi-family residential units. In summary, an increase in traffic would not occur, and the impacts on Vehicle Miles Traveled (VMT) in the Tahoe Basin would also not occur.
- The maximum density for hotel and motel units (with more than 10% of the units including a kitchen) would increase from 15 to 40 units per acre. The B/ATCP and former Stateline/Ski Run Community Plan (the predecessor to the TCAP) included two types of hotel and motel land uses – one with less than 10% kitchen units (40 units/acre) and one with more than 10% kitchen units (15 units/acre). With the adoption of the TCAP, the City simplified the hotel and motel land use description and removed the limit on number of units with kitchens. For traffic purposes, there is no difference between the trip rate for hotel units with and without kitchens. As such, the amendments would result in no measurable increase in traffic or VMT.
- Residential timeshares, which are not allowed under the existing B/ATCP, would be allowed at 40 units per acre. Trip generation rates for timeshares (9.73 trips per unit) is lower than hotels (12.23 trips per occupied room and 14.34 trips per employee). As such, any potential replacement of hotel units with timeshares would result in reduced traffic and VMT.
- The number of Vacation Home Rentals (VHRs) is not capped in the TCAP. There are six single-family residences in the amendment area that currently require approval from the City to be operated as a VHR. However, an increase in the number of residential homes used as VHRs would not be expected to result in transportation impacts during busy season conditions, as both types of units are assumed to be occupied during busy periods.

Increases in trip generation and VMT would not be significant or conflict with applicable congestion management plans. Measures and policies to address VMT and vehicle trips included in the existing TCAP would be applicable to the amendment area. A future redevelopment project in the amendment area would be required to complete a traffic analysis under TRPA rules if it may generate an increase in daily trips of 100 or more. Therefore, potential impacts related to the VMT standard are considered to be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.19-3. Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (CEQA XVIIc)

Consistent with the TRPA Regional Plan and City General Plan, implementation of the TCAP amendments does not increase hazards. The amendment area is currently fully developed and no roadway design changes are proposed. A future redevelopment project would be required to comply with appropriate federal state,

and local roadway, sidewalk, and intersection design standards (e.g., ASHTOO, MUTCD, Caltrans Highway Design Manual and City Roadway Design Standards) for public health and safety reasons. The uses allowed in the amendment area under the TCAP amendments are the same or similar to the existing allowed uses and no incompatible uses are allowed.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.19-4. Would the Project result in inadequate emergency access? (CEQA XVIII)

See discussion and analysis for Questions 5.4.11-6, 5.4.11-9, and 5.4.17-1 above that conclude that implementation of the TCAP and B/ATCP amendments will not impact emergency evacuation plans or access. The amendments do not include changes to roadways that would impair access and does not propose new public roadways. Likewise, the TCAP amendments do not propose new land uses or developments that would impair existing access. Redevelopment projects would be required to meet state and/or local requirements for roadway design to ensure emergency vehicles have appropriate access and turning radius for emergency response.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.19-5. Will the Project result in generation of 100 or more new Daily Vehicle Trip Ends (DVTE)? (TRPA 13a)

As discussed in Question 5.4.19-2, no increase in traffic above the 100 DVTE threshold would occur as a result of the amendments. The amendment area is currently fully developed at or near the densities proposed by the amendment. As discussed in the Transportation Impact Analysis Memo prepared for the project (Appendix A), a new redevelopment project would not generate more than 100 trips because trip generation rates would decrease under a change in use given the existing uses in the amendment area. Redevelopment of a hotel into multi-family or timeshare units results in a decrease in trips as both the density and trip generation rate would decrease. Given that proposed land use changes in the annexation area do not differ with respect to trip and VMT generation from what is currently allowable, the potential to exceed the threshold does not increase with implementation of the amendments.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.19-6. Will the Project result in changes to existing parking facilities, or demand for new parking? (TRPA 13b)

Proposed land use changes in the annexation area do not differ with respect to trip and VMT generation from what is currently allowable. Future redevelopment projects would be subject to the existing parking requirements in the TCAP, City parking ordinance, and TRPA Code, and would be reviewed by the City and/or TRPA prior to issuance of permits. Consistent with existing conditions, permit applicants would be required to demonstrate that adequate parking would be provided for any new parking demand that is created and for any changes in parking facilities, in accordance with the City Code. It is anticipated that redevelopment projects would have no increase in trip generation, and have the potential to promote pedestrian and non-auto access, potentially resulting in beneficial impacts.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.19-7. Will the Project result in substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities? (TRPA 13c)

See discussions and analyses for Questions 5.4.19-3, 5.4.19-5, 5.4.19-6, 5.4.19-8, 5.4.19-9 and 5.4.19-10.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.19-8. Will the Project result in alterations to present patterns of circulation or movement of people and/or goods? (TRPA 13d)

As discussed in Question 5.4.19-2, no measurable increase in trip generation or VMT would occur. Proposed land use changes in the annexation area do not differ with respect to trip and VMT generation from what is currently allowable. The list of allowed land uses is the same or similar to the existing range of allowed uses, and no change would occur that would significantly alter the circulation pattern or movement of people or goods. As discussed in the Transportation Impact Analysis Memo (Appendix A), new projects could not generate more than 100 trips and therefore would not exceed the threshold. Any impacts on roadway or intersection LOS would require mitigation at a project level.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.19-9. Will the Project result in alterations to waterborne, rail or air traffic? (TRPA 13e)

No alterations to waterborne, rail or air traffic are proposed.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.19-10. Will the Project result in increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? (TRPA 13f)

See Questions 5.4.19-1, 5.4.19-3, and 5.4.19-4. The TCAP and B/ATCP amendments would not alter existing policies or requirements in regard to traffic safety or the provision of bicycle and pedestrian facilities. The existing TCAP, City, and TRPA policies regarding traffic safety would continue to be applied to the amendment area. By placing the amendment area within TSC-G Special Area 1, as opposed to the B/ATCP, the enhanced pedestrian and bicycle facilities proposed in the TCAP would apply, potentially resulting in improvements. No changes to U.S. 50 or the existing roadway system within the amendment area is proposed. Future redevelopment projects would be subject to review to ensure traffic hazards would not result.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.20 Tribal Cultural Resources (CEQA) and Archaeological/Historical (TRPA)

This section presents the analyses for potential impacts to tribal cultural, archaeological and historical resources, discussing the Project impacts on tribal cultural resources related to the disturbance of archaeological, historical, and Native American/traditional heritage resources. Table 5-20 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-20: Tribal Cultural Resources and Archaeological/Historical | | | | |
|--|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| Has a California Native American Tribe requested consultation in accordance with Public Resources Code section 21080.3.1(b)? Yes: X No: | | | | |
| Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| 5.4.20-1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? (CEQA XVIIIa) | | | | X |
| 5.4.20-2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (CEQA XVIIIb) | | | | X |
| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
| 5.4.20-3. Does the proposal have the potential to cause a physical change which would affect unique | | | | X |

| | | | | |
|--|--|--|--|----------|
| ethnic cultural values? (TRPA 20d) | | | | |
| 5.4.20-4. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area? (TRPA 20e) | | | | X |

5.4.20-1. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? (CEQA XVIIIa)?

The proposed amendments do not alter regulations pertaining to cultural resources.

There is no evidence of intact, potentially significant Washoe cultural sites within the existing TCAP or proposed amendment area. Pursuant to AB 52, the City of South Lake Tahoe contacted the Ione Band of Miwok Indians and the United Auburn Indian Community on August 23, 2018. No response has been received to date. Since the timeline for response established in AB 52 (30 days) has been exceeded, no further consultation action is required with those tribes. The City will send a Notice of Availability and Notice of Intent to the Washoe Tribe of Nevada and California office and will follow up those efforts with an email.

Federal and state regulations, the TRPA Code (Chapter 67) and City General Plan policies address protection of cultural resources and provide processes to avoid or minimize impacts to such resources. Redevelopment within the amendment area would be required to comply with federal and state regulations, TRPA Code and General Plan policies during project specific review, and therefore, would not alter or adversely affect tribal cultural resources.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

5.4.20-2. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (CEQA XVIIIb)

See discussion and analysis for Question 5.4.20-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

5.4.20-3. Does the Project have the potential to cause a physical change which would affect unique ethnic cultural values? (TRPA 20d)

See discussions and analyses for Questions 5.4.7-1, 5.4.7-4, and 5.4.7-5 above. Implementation of, federal and state regulations, TRPA Code (Chapter 67) and General Plan policies address protection of historic, cultural, archaeological and paleontological resources and provide processes to avoid or mitigate impacts to these resources. Therefore, any development associated with the amendments would not result in a physical change that would affect unique ethnic cultural values.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.20-4. Will the Project restrict historic or pre-historic religious or sacred uses within the potential impact area? (TRPA 20e)

See discussion and analysis for Questions 5.4.7-1, 5.4.7-4, and 5.4.7-5 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21 Utilities and Service Systems (CEQA) and Utilities (TRPA)

This section presents the analysis for potential impacts to utilities and service systems. Table 5-21 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-21: Utilities and Service Systems | | | | |
|--|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.21-1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? (CEQA XIXa) | | | | X |
| 5.4.21-2. Have sufficient water supplies available to serve the and reasonably foreseeable future development during normal, dry, and multiple dry years? (CEQA XIXb) | | | | X |
| 5.4.21-3. Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project’s projected demand in addition to the provider’s existing commitments? (CEQA XIXc) | | | | X |
| 5.4.21-4. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (CEQA XIXd) | | | X | |
| 5.4.21-5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (CEQA XIXe) | | | | X |

| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
|--|-----|---------------------|-------------------|----------|
| Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities: | | | | |
| 5.4.21-6. Power or natural gas? (TRPA 16a) | | | | X |
| 5.4.21-7. Communication systems? (TRPA 16b) | | | | X |
| 5.4.21-8. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider? (TRPA 16c) | | | | X |
| 5.4.21-9. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? (TRPA 16d) | | | | X |
| 5.4.21-10. Storm water drainage? (TRPA 16e) | | | | X |
| 5.4.21-11. Solid waste and disposal? (TRPA 16f) | | | | X |

5.4.21-1. Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? (CEQA XIXa)

Amendment of the project area and amendment of the TCAP and B/ATCP would not require additional wastewater conveyance or treatment capacity. In the South Tahoe Public Utility District, existing average wastewater flow rates are little more than half of the total export capacity (see Table 5-22 below). Additionally, the area to be amended is already developed and connected to/served by the wastewater treatment system. Although density could increase with redevelopment, the redevelopment would not double wastewater flow rates, thus, it is reasonable to assume that sufficient capacity would be available.

Furthermore, all development permitted by the TCAP would be required to comply with Section 32.5 (Waste Water Treatment Service) of the TRPA Code of Ordinances, which requires that all projects be served by facilities that provide treatment and export of wastewater from the Tahoe Region. Section 50.5.1(C.4) of the TRPA Code of Ordinances prohibits distribution of allocations to jurisdictions with insufficient wastewater capacity to support residential development.

Additionally, any project proposing construction, reconstruction, or expansion of a structure would be required to meet the Basic Services and Facilities Standards contained in the TRPA Code of Ordinances. Therefore, implementation of the amendments would not cause sewage treatment capacity to exceed the permitted capacity of the service provider.

| Table 5-22: Average Flow Rates and Total Capacity | | | |
|--|---------------------------|-----------------------------|---|
| Export District | Average Flow (mgd) | Total Capacity (mgd) | Average Remaining Capacity (mgd) |
| South Tahoe Public Utility District | 4.0 | 7.7 | 3.7 |
| Source: STPUD 2015 | | | |

All redevelopment permitted through the TCAP would be required to meet TRPA BMP standards to reduce runoff and pollutant loading from impervious cover. As specified in Section 60.4.6 (Standard BMP Requirements) of the TRPA Code of Ordinances, except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year, one-hour storm are required for approval of all projects. Therefore, there would be no unplanned alterations or improvements to existing stormwater drainage systems associated with the TCAP amendment.

See Question 5.4.8-3 above that concludes that the available capacity would far exceed the demand generated at build-out of the TRPA Regional Plan; therefore, demand created by implementation of the amendments would not result in a need for new or altered power or natural gas systems.

The amendment area is currently served by telecommunications systems. The City Code requires any communication wires to be installed underground (Chapter 6.15 SLTCC). Any redevelopment permitted through the TCAP would be located within existing service areas for communication systems providers, and each project would be responsible for any elected connection or subscription to communication systems within the region. Additionally, the potentially increased redevelopment density could stimulate investment in improved broadband service, which was identified as a need in the Lake Tahoe Basin Prosperity Plan (WNDD 2010).

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-2. Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? (CEQA XIXb)

Implementation of the TCAP amendments could result in some increased demand for water supply if redevelopment occurs in the amendment area. However current surface water allocation to the Tahoe Region pursuant to the Truckee River Operating Agreement (TROA) is 34,000 acre feet/year (afy), and current Region-wide demand is approximately 28,079 afy (TRPA 2012, page 3.13.-11). Additional demand generated by the TRPA Regional Plan is approximately 1,725 afy which, given remaining water supply availability, could be accommodated with existing supplies. Thus, it is reasonable to assume that sufficient capacity would be available to accommodate redevelopment at higher densities in the TCAP amendment area.

Furthermore, all redevelopment permitted by the TCAP would be required to comply with Section 32.4 (Water Service) of the TRPA Code of Ordinances, which requires that a project applicant demonstrate the availability of adequate water quantity and quality for both domestic consumption and fire protection prior to project approval. This is demonstrated at a project-level through the acquisition of a Will Serve Letter from the applicable water purveyor.

Additionally, any project proposing construction, reconstruction, or expansion of a structure would be required to meet the Basic Services and Facilities Standards contained in the TRPA Code of Ordinances. Therefore, implementation of the TCAP amendments would not create water use in excess of the maximum permitted capacity of the service provider.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-3. Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments? (CEQA XIXc)

Redevelopment under the TCAP would be required to comply with Section 32.5 (Waste Water Treatment Service) of the TRPA Code of Ordinances, which requires that all projects be served by facilities that provide treatment and export of wastewater from the Tahoe Region. Section 50.4.1(C) of the TRPA Code of Ordinances prohibits distribution of allocations to jurisdictions with insufficient wastewater capacity to support residential development, and Section 13.10.7 of the TRPA Code of Ordinances requires demonstration of adequate sewer capacity prior to occupancy of a transferred unit (TRPA 2012a, page 3.13-16).

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-4. Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (CEQA XIXd)

South Tahoe Refuse (STR) is under contract with the City to collect solid waste from area households and businesses as well as to process and transfer all solid waste for disposal or recycling. STR's main facility, which consists of a transfer station and materials recovery facility located at the transfer station, has a total permitted capacity of 370 tons per day, but currently receives approximately 275 tons per day. The remaining capacity of 95 tons per day is sufficient to serve the anticipated growth. Any additional staffing or equipment required to increase service to the area would be funded through the additional service rates that would be collected by STR from the new development. Solid waste is disposed of at the Lockwood Regional Landfill in Sparks, Nevada. This landfill has a total capacity of approximately 302 million cubic yards as a result of recent expansion, currently contains 32.8 million cubic yards of waste and is not expected to reach capacity for over 100 years, with implementation of approved expansions (NDEP, 2013 and Washoe County, 2016).

Both the STR main facility and the Lockwood Regional Landfill have sufficient capacity to manage additional growth. Therefore, this impact is considered to be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.21-5. Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (CEQA XIXe)

The Lockwood Regional Landfill receives solid waste generated within the City and has sufficient capacity to serve the needs as discussed in 5.4.21-4 above. Existing resource recovery operations provide recycling of various materials, including green waste and construction material, which further reduces the quantity of waste sent to the landfill pursuant to state law. All projects proposed within the TCAP are subject to TRPA Regional Plan Land Use Element Goal 5, Policy 1 Public Services Element Goal 3, Policy 2, requiring the transport of solid waste outside the Basin in compliance with California state laws and the City General Plan Policies PQP-3.3 and PQP-3.4 requiring determination of adequate public utilities and services, including solid waste capacity, prior to development approval. Thus, the TCAP amendments comply with federal, state, and local statutes and regulations related to solid waste.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-6. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to power or natural gas? (TRPA 16a)

See Question 5.4.8-3 above that concludes that the available capacity would far exceed the demand generated at build-out of the TRPA Regional Plan; therefore, demand created by implementation of the amendments would not result in a need for new or altered power or natural gas systems.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-7. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to communication systems? (TRPA 16b)

Communication systems are not listed as a required basic service by TRPA Code of Ordinances; however, the City Code requires any communication wires to be installed underground (Chapter 6.15 SLTCC). Any redevelopment permitted through the TCAP would be located within existing service areas for communication systems providers, and each project would be responsible for any elected connection or subscription to communication systems within the region. Additionally, the potentially increased redevelopment density could stimulate investment in improved broadband service, which was identified as a need in the Lake Tahoe Basin Prosperity Plan (WNDD 2010).

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-8. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to utilize additional water which amount will exceed the maximum permitted capacity of the service provider? (TRPA 16c)

See Questions 5.4.21-1 and 5.4.21-2 above that conclude additional capacity exists in the Tahoe Region and therefore a need for new systems, or substantial alterations to utilize additional water would not occur.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-9. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? (TRPA 16d)

See Questions 5.4.21-1 and 5.4.21-3 above, which conclude additional sewage capacity exists in the Tahoe Region and therefore a need for new systems, or substantial alterations to utilize additional treatment capacity would not occur.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-10. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to storm water drainage? (TRPA 16e)

See discussion and analysis for Question 5.4.21-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-11. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to solid waste and disposal? (TRPA 16f)

Implementation of the proposed amendments may result in redevelopment that could increase the Region's overall solid waste generation. Solid waste generation under the TRPA Regional Plan is anticipated to increase to 115,200 tons per year with some portion of that attributable to the amendment area. Given the substantial existing capacity of 22 million tons, and planned expansion that would allow for a total capacity of 204 million tons at the Lockwood Regional Landfill, waste disposal needs for redevelopment under the TCAP could be adequately served in the future.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.22 Wildfire (CEQA)

This section presents the analysis for potential impacts related to wildfire. Table 5-23 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-23: Wildfire | | | | |
|--|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| Is the Project located in or near state responsibility areas or lands classified as high fire hazard severity zones? Yes: X No: | | | | |
| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | | | | |
| 5.4.22-1. Substantially impair an adopted emergency response plan or emergency evacuation plan? (CEQA XXa) | | | | X |
| 5.4.22-2. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (CEQA XXb) | | | X | |
| 5.4.22-3. Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (CEQA XXc) | | | | X |
| 5.4.22-4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (CEQA XXd) | | | | X |

5.4.22-1. Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan? (CEQA XXa)

Portions of the project area are located within the local responsibility area very high fire hazard severity zone as mapped by CAL FIRE.

See discussion and analysis for Questions 5.4.11-6, 5.4.11-9, and 5.4.17-1 above that conclude that implementation of the TCAP and B/ATCP amendments will not impact emergency evacuation plans or access. The amendments do not include changes to roadways that would impair access and does not propose new public roadways. Likewise, the TCAP amendments do not propose new land uses or developments that would impair existing access. Redevelopment projects would be required to meet state and/or local requirements for roadway design to ensure emergency vehicles have appropriate access and turning radius for emergency response.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.22-2. Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (CEQA XXb)

The amendment area is currently fully developed with a mix of commercial, residential, and tourist accommodation units. There are few trees located within the amendment area due to the prevalence of existing development. Amending the area into the TCAP and future redevelopment would not increase the risk of exposing people and structures to hazards involving wildland fires in wildland-urban interface areas. Redevelopment is required to be consistent with and will implement state, regional, and local regulations designed to reduce the risk of wildfire. All new structures are required to comply with the California Fire Code, which establishes minimum standards for materials and material assemblies to provide a reasonable level of exterior wildfire exposure protection for buildings in wildland-urban interface areas. Chapter 5.05 of the City Code, which is currently applicable to the proposed amendment area, contains fire regulations adopted to safeguard life and property from fire and explosion hazards. City General Plan policies require the use of fire resistant materials, installation and maintenance of defensible space, and meeting fire flow requirements in new or rehabilitated structures. Implementation of these policies, in conjunction with the existing California Fire Code and City Code requirements would reduce impacts associated with wildland fires to a less than significant level.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.22-3. Would the Project require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (CEQA XXc)

See discussion and analysis for Question 5.4.22-2 above. The amendment area is currently fully developed and only redevelopment of the area could occur; therefore, new roads, fuel breaks, utilities lines, and water would not be constructed. Utilities are required to be located below ground, and no increased fire risk would occur.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.22-4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (CEQA XXd)

See discussion and analysis for Questions 5.4.9-1, 5.4.9-8, 5.4.9-11, 5.4.9-13, and 5.4.12-3 above. As discussed above, the amendment area is relatively flat and highly paved and developed. Downstream flooding or landslides following a fire would not occur. The TCAP and B/ATCP amendments would not affect wildfire risk.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.23 Mandatory Findings of Significance

This section presents the analyses for mandatory findings of significance. Table 5-24 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

| Table 5-24: Mandatory Findings of Significance | | | | |
|--|---------------------------------------|---|-------------------------------------|------------------|
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
| 5.4.23-1. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory? (CEQA XXIa) | | | X | |
| 5.4.23-2. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (CEQA XXIIb) | | | X | |
| 5.4.23-3. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (CEQA XXIc) | | | X | |
| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
| 5.4.23-4. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish | | | | X |

| | | | | |
|--|--|--|--|---|
| 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? (TRPA 21a) | | | | |
| 5.4.23-5. 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.) (TRPA 21b) | | | | X |
| 5.4.23-6. 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?) (TRPA 21c) | | | | X |
| 5.4.23-7. Does the Project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly? (TRPA 21d) | | | | X |

5.4.23-1. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory? (CEQA XXIa)

Fish and Aquatic Habitat

The TCAP and B/ATCP amendments would not affect, alter, or revise any TRPA Regional Plan or City General Plan policies pertaining to the Shorezone and Lakezone, management of aquatic resources, or permitting of projects affecting these habitats. The TCAP amendments would permit development and redevelopment only in accordance with the TRPA Regional Plan and City General Plan, and any projects proposed within the plan area that could affect aquatic habitats would be subject to TRPA’s existing regulations requiring project-specific environmental review and development and implementation of

project-specific measures for any significant effects on fish habitat as a condition of project approval. This potential impact was analyzed in the RPU EIS and, with implementation of TRPA's existing policies and code provisions, found to be less than significant (TRPA 2012a). Construction activities could result in temporary increases in sedimentation, small amounts of fill placed in aquatic habitats, and the release and exposure of construction-related contaminants. As under existing conditions, these impacts would be minimized and mitigated through construction BMPs and compensatory mitigation requirements as specified in TRPA and City policies and code provisions, and other applicable federal and state regulations.

Rare, Threatened, or Endangered Species and Communities

The TCAP and B/ATCP amendments would not affect, alter, or revise TRPA Regional Plan policies regarding the protection of rare, endangered, or sensitive plant and animal communities. Compliance with all provisions in Chapter 67 of the TRPA Code of Ordinances is still required for all project review. Future redevelopment could only occur in accordance with the TRPA Regional Plan, City General Plan, and the existing TCAP, and any projects proposed within the amendment area that could affect sensitive plant or animal communities would be subject to TRPA's existing regulations requiring project-specific environmental review and development and implementation of project-specific measures for any significant effects on habitat as a condition of project approval. This potential impact was analyzed in the RPU EIS and, with implementation of TRPA's existing code provisions and requirements, found to be less than significant (TRPA 2012a, page 3.10-50). During project-level environmental review, potential impacts to protected plant or animal communities would be identified and minimized through design and/or mitigation, as required under TRPA, federal, and state regulations.

Cultural, Historical, and Archeological Resources

The TCAP and B/ATCP amendments would not affect, alter, or revise TRPA Regional Plan policies regarding the protection of cultural, historical, or archeological resources. Compliance with Chapter 67 of the TRPA Code of Ordinances is still required for all project review. In addition, federal and state regulations address protection of these resources and provide mechanisms to minimize impacts. The amendment area is fully developed, leaving little potential for resources to persist in the area. The TCAP amendments would permit redevelopment only in accordance with the TRPA Regional Plan and the City General Plan, some of which could occur on properties with unknown buried resources. During project-level environmental review, on-site cultural, historical, and archeological resources, if any, would be identified, significance determined, and appropriate mitigation implemented in accordance with federal, state, City, and TRPA regulations.

The adopted TCAP is consistent with the TRPA Regional Plan and City General Plan, which achieve environmental improvement and maintain environmental threshold carrying capacities. Since no changes to existing policies regarding habitats, special status plant or animal communities, or to cultural, historical, and archeological resources are proposed by the amendment, and federal, state, and TRPA protections are already in place, implementation of the TCAP amendments would not result in the degradation of these resources.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.23-2. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (CEQA XXIIb)

The adopted TCAP is a collection of both short- and long-term goals, policies, and measures designed to guide the development of the plan area and support the Region in attaining environmental thresholds and other important objectives. These goals, policies, and measures are inherently cumulative in nature as they are applied over a long-term basis, for the planning area as a whole, and in compliance with City and TRPA goals, policies, measures, and thresholds. The TCAP and B/ATCP amendments do not propose new policies or alterations to existing policies that would be cumulatively considerable. TCAP amendment text that allows for greater flexibility in design is limited to a distinct location and with additional limitation and standards that must be met, thereby restricting the potential for cumulatively considerable impacts. The area is currently fully developed, resulting in little cumulative impact potential should redevelopment occur in the future.

Cumulative projects contemplated in the RPU EIS (TRPA 2012a) include Environmental Enhancement, Land Management Plans, TTD/TMPO projects and programs, and other development projects. These projects and programs also apply to the TCAP, B/ATCP, and therefore, the proposed amendment area. The TCAP amendments do not propose specific projects for which cumulative impacts could be analyzed. The Regional Plan EIR cumulative impacts analysis applies to the amendment area regardless of the Community or Area Plan in which it is located.

Air Quality/GHG Emissions

As discussed in Questions 5.4.10-3 and 5.4.8-1, although redevelopment could occur that could increase development density from existing conditions and therefore contribute to an increase in overall greenhouse gas (GHG) emission that would cumulatively contribute to global climate change, redevelopment also has the potential to decrease emissions through increased energy efficiency. Also, the potential increase in development density is small given the existing development densities and fully developed nature of the amendment area. The City General Plan EIR identified significant GHG emissions impacts and the City adopted mitigation measures to address this issue, which remain in effect. The TCAP amendments would not interfere with implementation of these measures, GHG reduction targets, or GHG emissions reduction strategies. Because development and potential population increases are low in association with the TCAP amendment, it is not anticipated to contribute considerably to global climate change and the impact is less than significant.

Traffic

The amendments would not affect, alter, revise or conflict with applicable plans, ordinances or policies establishing the measures of effectiveness for the performance of the circulation system. Increasing development density and amending high-density use areas into the TCAP allows for increased concentration of development within an existing mixed-use area. This area is already served by transit, bicycle, and pedestrian facilities, and includes a mixture of residential, tourist and commercial uses within walking distance of each other. As Town Centers redevelop, a balance of uses within walking distance or adjacent to transit, reduces vehicle dependence and VMT. Therefore, these amendments and future redevelopment can result in a beneficial impact. Due to the existing development within the amendment area, there is no potential for significant traffic increases. Redevelopment could increase land use density, and thereby increase vehicle trips however, the area is fully developed at, over, or near the density limits. Increases in vehicle trips associated with redevelopment at the proposed density limits would not be significant. Consistent with the Regional Plan, individual redevelopment projects in the TCAP that would

generate a net increase of 200 daily vehicle trips or more would be required to prepare a project-level traffic analyses in accordance with Sections 65.2.4.B and 65.2.5.B of the TRPA Code. For any new trips that are generated, TRPA requires an applicant to offset the potential regional traffic and air quality effects of the new trips by requiring an applicant either to: (1) contribute to the Air Quality Mitigation Fund, or (2) implement regional and cumulative mitigation measures equivalent or greater in cost than the calculated Air Quality Mitigation Fee. Regional and cumulative mitigation measures may include, but are not limited to transit facility construction; transportation system management measures (such as bicycle and pedestrian facilities and use of alternative fuels in fleet vehicles); or transfer and retirement of offsite development rights. The air quality mitigation fee amount would be assessed in accordance with the current mitigation fee schedule in the TRPA Rules of Procedure. Furthermore, all individual projects would be required to meet all applicable LOS standards for roadways and intersection and Vehicle Miles of Travel (VMT) standards. For these reasons, the TCAP amendments would not contribute to an increase in traffic levels that results in cumulatively adverse impacts.

Water Quality

Redevelopment within the area would be required to meet existing BMP standards to control potential increases in stormwater runoff and pollutant loading onsite. Except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year 1-hour storm are required for approval of all projects within the Tahoe Basin (TRPA Code Ordinances, Section 60.4.6). Therefore, new development within the TCAP is not expected to cumulatively create or contribute additional runoff that would exceed the capacity of existing or planned stormwater drainage system. The area is also fully developed, with little potential for an increase in stormwater volumes from future projects. Since existing land coverage in the amendment area averages 79% and the majority of the area is Land Classification 1b, redevelopment of the area has potential to reduce excessive asphalt pavement with coverage reduction and increased landscaping, which would improve water quality. The amendment area is also part of Bijou Erosion Control Project (EIP#01.01.01.0002) and while some owners have installed their own BMPs, there is an option to be included in the project, further improving water quality in the area.

Cultural Resources

Because federal and state regulations, the TRPA Code of Ordinances (Chapter 67), and City General Plan policies address protection of these resources and provide processes to avoid or minimize impacts to historic and archaeological resources, the amendment area is fully disturbed and developed, and any redevelopment would be required to comply with federal and state regulations, TRPA Code of Ordinances and the City General Plan policies during project specific review, the amendments would not contribute to an adverse cumulative effect on archeological or historical resources.

Noise

The TCAP and B/ATCP amendments would not alter noise policies and would reduce the existing maximum CNEL levels within the TCAP to meet the adopted TRPA CNEL threshold standards, and Regional Plan and General Plan noise policies would continue to be applied. The area is currently near maximum buildout densities as shown in Table 1-1 and all land is developed within the amendment area. Given the small number of potential additional units or traffic from redevelopment, and the similar noise generation of condominiums and timeshares to single-family units and tourist accommodation units, no notable increase in noise would occur. Noise increases associated with traffic under redevelopment build-out conditions would be similar to existing noise levels as traffic levels are relatively the same between existing and new allowed uses. Redevelopment projects would be required to implement project-specific noise reduction measures established in the Regional Plan EIS, General Plan EIR, and the TCAP. Therefore,

the amendments would not create a significant noise level increase. Implementation of the amendment to the CNEL limit would result in a beneficial impact. For these reasons, TCAP and B/ATCP amendments would not contribute to an adverse cumulative increase in noise levels.

Geologic Hazards

The TCAP and B/ATCP amendments would not alter any policies regarding geologic resources or hazards. Because existing TRPA and City protections are in place, the area is fully developed, and project-specific environmental review would be required for all redevelopment projects, implementation of the TCAP and B/ATCP amendments would not result in increased exposure of people or property to geologic hazards.

Scenic Resources

As discussed in the analysis, the TCAP amendments would alter height standards and density limits in TSC-G Special Area 1; however, the proposed changes would be highly limited and subject to TRPA's additional height findings to ensure the scenic threshold is maintained, if not improved. Roadway Unit 33 is in non-attainment, the lakefront is in attainment and the amendment area includes no scenic vistas. Redevelopment would improve the scenic quality of the amendment area. The existing TCAP scenic protections would not be altered, and all permitted projects would still be required to meet the TRPA scenic threshold non-degradation standard. Therefore, the TCAP amendments would not contribute to an adverse cumulative effect on scenic resources. Application of more current TCAP design standards on the amendment area, as compared to the older B/ATCP design standards also increases the potential for improvements in the scenic value of the built environment.

Recreation

The TCAP protects existing recreational resources and provides for the development of increased recreation opportunities through the construction of trailheads, bike paths and lanes, and the TCAP and B/ATCP amendments would not alter these improvement measures. The TCAP amendments include a Recreation Implementation Strategy to support beach access improvements to Connolley Beach and Timber Cove. This amendment would be a beneficial impact. No restrictions to public access or new limitations on recreational resources is proposed by the TCAP and B/ATCP amendments.

Implementation of the TCAP and B/ATCP amendments would be consistent with policies contemplated and analyzed in the General Plan EIR, from which this analysis tiers, including their potential to contribute to cumulative environmental effects. The General Plan EIR identified resources with localized cumulative issues such as traffic, water quality, cultural resources, noise, geologic hazards, and scenic impacts, which were analyzed in the TCAP IS/IEC and this IS/IEC and were not found to have adverse cumulative effects. Therefore, implementation of the TCAP and B/ATCP amendments would not result in a considerable contribution to cumulative adverse conditions.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.23-3. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (CEQA XIXc)

As described above, projects permitted under the TCAP amendments would require project-level environmental review and would be required to comply with applicable TRPA, federal, state, and City regulations, including protections for human health and safety. The area is already fully developed and the

potential for new impacts is low. Therefore, implementation of the amendments would not create a substantial direct or indirect adverse effect on human beings.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.23-4. 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? (TRPA 21a)

See analysis in Question 5.4.23-1 that concludes implementation of the TCAP and B/ATCP amendments would not degrade the quality of the environment, reduce habitat of a fish population, threaten or eliminate a plant or animal community or eliminate important examples of a major period of California or Nevada history or prehistory.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.23-5. Does the Project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (TRPA 21b)

The TCAP implements the TRPA Regional Plan's policies, ordinances, and land use controls designed specifically to achieve long-term environmental goals, and the City's policies, ordinances, and land use controls which are also designed to achieve long-term goals and guide City development over a period of decades. The TCAP implements these policies, which promote concentrating development and redevelopment in town centers, such as the Gateway District, combined with transfer of land coverage and development rights from sensitive lands and lands more distant from community center, and restoration of those areas (TRPA 2012a). The TCAP and B/ATCP amendments would not alter this long-term goal, nor does it propose changes to land use or design that would be substantially different from what is currently allowed or that achieve a short-term goal at the expense of long-range planning for the area. While short-term impacts could occur during redevelopment activities, redevelopment projects have the potential to achieve long-term goals. Since the proposed amendment area is currently fully developed, with sensitive land protected, new permanent alterations to raw land would not occur, and redevelopment projects are anticipated to support environmental, social, and economic improvements.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.23-6. 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?) (TRPA 21c)

Like the Regional Plan, the TCAP is a collection of goals, policies, and measures designed to guide the development of the plan area and support the Region in attaining environmental thresholds and other important objectives. Because these policies are implemented in the TCAP over the long-term (i.e., 20

years) and are applicable to all programs and projects over this period, they are inherently cumulative in nature. The TCAP amendments do not propose changes to these goals, policies, and measures, but propose to amend a fully developed area from the B/ATCP, to which the TCAP goals, policies, and measures would be applied, and to which the TRPA Regional Plan and City General Plan goals, policies, and measures would continue to be applied. The amendments would alter the development density allowed for some uses (timeshares and multiple family dwellings) and would increase the height limit for tourist accommodation uses with the application of additional conditions in TSC-G Special Area 1.

The cumulative projects contemplated in the RPU EIS (TRPA 2012a, pages 4-2 through 4-10) include Environmental Enhancement, Land Management Plans, TTD/TMPO projects and programs, and other development projects. These projects and programs also apply to both the TCAP and the B/ATCP, and their scope and characteristics are not known to have substantially changed. Since the TCAP and amendments are consistent with the Regional Plan and because no specific projects are proposed for which contributions to cumulative impacts may be defined and assessed, the cumulative impacts analysis prepared for the Regional Plan is also applicable to the TCAP.

Additional consideration is provided in Question 5.4.23-2 above for those resources that could result in more localized cumulative effects, including noise, geologic hazards, scenic resources, and recreation, as well as regional cumulative effects such as GHG emissions.

Implementation of the TCAP and B/ATCP amendments would be consistent with policies contemplated and analyzed in the RPU EIS, including their potential to contribute to cumulative environmental effects. The RPU EIS identified resources with localized cumulative issues such as noise, geologic hazards, scenic impacts, and recreation impacts, which were further analyzed in the TCAP IS/ND/IEC as well as this IS/IEC and were not found to have adverse cumulative effects. The proposed TCAP and B/ATCP amendments would not result in a considerable contribution to cumulative adverse conditions.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.23-7. Does the Project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly? (TRPA 21d)

See discussion and analysis for Question 5.4.23-3 above that concludes that future projects permitted through the TCAP would require project-level environmental review and would be required to comply with all applicable TRPA, federal, state, and City regulations, including protections for human health and safety. Therefore, implementation of the TCAP and B/ATCP amendments would not create a substantial direct or indirect adverse effect on human beings.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.5 CERTIFICATION [TRPA ONLY]

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

IEC Preparer

Date

5.6 REFERENCES

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APPENDIX A – LSC TECHNICAL TRAFFIC MEMORANDUM



TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING CONSULTANTS

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TECHNICAL MEMORANDUM

Date: September 12, 2018

TO: Rob Brueck, Hauge Brueck Associates

FROM: Sara Hawley, PE, LSC Transportation Consultants, Inc.

RE: Tourist Core Area Plan Amendment - Transportation Impacts

This memorandum presents a limited evaluation of the potential transportation impacts resulting from the land use changes associated with the proposed Tourist Core Area Plan (TCAP) and Bijou/Al Tahoe Community Plan Amendment, located along US 50 in the City of South Lake Tahoe. The approximately 18-acre project area that would be annexed from the Bijou/Al Tahoe Community Plan into the TCAP is located on the north side (lake side) of the highway at Balbijou Road and opposite Johnson Boulevard and Fairway Drive. The following existing uses are included:

- Beach Retreat
- Bijou Center/CVS
- Lakeshore Lodge
- Howard Johnson
- Single-family homes
- Recreational uses (outdoor concessions)

With the proposed amendment, greater building height limits and land use densities would be available to parcels within the TCAP. Specifically, additional height may be designated for the tourist accommodation uses in the project area. However, as this would not result in additional units, no notable transportation impacts are identified. Additionally, if a public beach is located within the parcel – approval of additional height must include an improvement to the existing public access. As there would be no increase in public beach parking spaces, there would be no increase in traffic. Improving public access would be expected to result in beneficial transportation impacts, especially for non-auto travel modes.

The notable land use changes resulting from the annexation are as follows:

- The maximum density for multi-family dwellings would increase from 15 to 25 units per acre. Although there are no existing vacant lands, it is possible that a future redevelopment project could include a multi-family component that could potentially increase the theoretical number of multi-family dwelling units in the annex area. That is, the total number of units could potentially be higher under the amended Area Plan compared to the existing Community Plan. However, given the fact that tourist accommodation uses can be constructed at 40 units per acre and residential units can only be constructed at 25 units per acre, the total unit count for a mixed-use redevelopment project would likely go down if multi-family units were included. Furthermore, multi-family residential units have lower trip generation rates than hotel units. Considering that the three existing hotels in the annex area are constructed near the maximum allowable density, the potential that a future redevelopment project would result in a substantial traffic impact is extremely low. Finally, as a notable increase in traffic is not anticipated, the impacts on Vehicle Miles Traveled (VMT) in the Tahoe Basin would also not be substantial.
- The maximum density for hotel and motel units (with more than 10% of the units including a kitchen) would increase from 15 to 40 units per acre. The Bijou/Al Tahoe Community Plan and former Stateline/Ski Run Community Plan (the predecessor to the TCAP) included two types of hotel and motel land uses – one with less than 10% kitchen units (40 units/acre) and one with more than 10% kitchen units (15 units/acre). With the adoption of the TCAP, the City simplified the hotel and motel land use description and removed the limit on number of units with kitchens. For traffic purposes, there is no difference between the trip generation rates for hotel units with and without kitchens. As such, the maximum density under the amendment would result in no measurable increase in traffic or VMT.
- Residential timeshares, which are not allowed under the existing Bijou/Al Tahoe Community Plan, would be allowed at 40 units per acre. It is unlikely that timeshares would be included in a future project. Daily and PM peak-hour trip generation rates for timeshares (8.63 and 0.63 trips per unit, respectively) are slightly higher but very similar to hotels (8.36 and 0.60). As such, replacement of hotel units with timeshares would not be expected to result in a notable increase in traffic or VMT.
- The number of Vacation Home Rentals (VHRs) is not capped in the TCAP. There are single-family residences in the annex area that currently require discretionary approval from the City to be operated as a VHR. However, an increase in the number of residential homes used as VHRs would not be

expected to result in transportation impacts during busy season conditions, as both single-family homes and VHRs are assumed to be occupied during busy periods.

Conclusion

In summary, the change in trip generation and Vehicle Miles Traveled (VMT) resulting from the project is not expected to be notable or substantial. Furthermore, a future redevelopment project in the annex area would be required to complete a traffic analysis under TRPA rules if it may generate an increase in daily trips of more than 100.

Exhibit 2 to Attachment E

Environmental Thresholds Indicators Evaluation

Attachment E, Exhibit 2: Threshold Indicators Evaluation

| ID | Threshold Category | TRPA 2006 Threshold Evaluation "Threshold Indicators" | Applicable Indicator Reporting Category | Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard) | Interim Target for 2016 (See 2011 Threshold Evaluation) | Status (2011) | Trend (2011) | Threshold Indicator | Unit of Measure | Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation) | Source |
|----|--------------------|---|---|--|---|-----------------------------------|----------------------|--|---|---|---------------------------|
| 1 | Air Quality | AQ-1 | Carbon Monoxide | Highest 1-hour Carbon Monoxide Concentration | N/A-Indicator already in attainment with standard | Considerably Better Than Standard | Rapid Improvement | Highest annual 1-hour concentration CO | ppm | Threshold indicator Used | 2011 Threshold Evaluation |
| 2 | Air Quality | AQ-1 | Carbon Monoxide | Highest 8-hour Carbon Monoxide Concentration | N/A-Indicator already in attainment with standard | Considerably Better Than Standard | Rapid Improvement | Highest annual 8-hour concentration CO | ppm | Threshold indicator Used | 2011 Threshold Evaluation |
| 3 | Air Quality | AQ-2 | Ozone | Highest 1-hour Ozone Concentration | N/A-Indicator already in attainment with standard | At or Better Than Target | Little or No Change | Ozone Concentration - highest 1-hour | ppm | Threshold indicator Used | 2011 Threshold Evaluation |
| 4 | Air Quality | AQ-2 | Ozone | Highest 8-hour Ozone Concentration | N/A-Indicator already in attainment with standard | At or Better Than Target | Little or No Change | Ozone Concentration - highest 8-hour | ppm | Threshold indicator Used | 2011 Threshold Evaluation |
| 5 | Air Quality | AQ-3 | Visibility | Annual Average PM ₁₀ | Insufficient data to determine interim target | Unknown | Unknown | Annual Average Concentration of PM ₁₀ | micrograms/cubic meter (ug/m ³) | Threshold indicator Used | 2011 Threshold Evaluation |
| 6 | Air Quality | AQ-3 | Visibility | Highest 24 hour PM ₁₀ Concentrations | 59 ug/m ³ by 2016 | Somewhat Worse Than Target | Moderate Improvement | Highest 24 hour PM ₁₀ concentration | microgram/cubic meter (ug/m ³) | Threshold indicator Used | 2011 Threshold Evaluation |
| 7 | Air Quality | AQ-4 | Visibility | Regional Visibility 50th percentile | N/A-Indicator already in attainment with standard | At or Better Than Target | Little or No Change | extinction coefficient - visibility | Mm ⁻¹ | Threshold indicator Used | 2011 Threshold Evaluation |
| 8 | Air Quality | AQ-4 | Visibility | Regional Visibility 90th Percentile | N/A-Indicator already in attainment with standard | At or Better Than Target | Little or No Change | extinction coefficient - visibility | Mm ⁻¹ | Threshold indicator Used | 2011 Threshold Evaluation |
| 9 | Air Quality | AQ-4 | Visibility | Sub-Regional Visibility 50th percentile | Insufficient data to determine interim target | Unknown | Unknown | extinction coefficient - visibility | Mm ⁻¹ | Threshold indicator Used | 2011 Threshold Evaluation |
| 10 | Air Quality | AQ-4 | Visibility | Sub-Regional Visibility 90th Percentile | Insufficient data to determine interim target | Unknown | Unknown | extinction coefficient - visibility | Mm ⁻¹ | Threshold indicator Used | 2011 Threshold Evaluation |
| 11 | Air Quality | AQ-5 | Carbon Monoxide | Winter Traffic Volume | N/A-Indicator already in attainment with standard | At or Better Than Target | Moderate Improvement | Volume of vehicle traffic measured on presidents weekend (Saturday) between 4pm and midnight | Number of Vehicles | Threshold indicator Used | 2011 Threshold Evaluation |

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| 12 | Air Quality | AQ-7 | Visibility | VMT | N/A-Indicator already in attainment with standard | At or Better Than Target | Moderate Improvement | VMT Estimated from Peak Traffic Volumes in 2nd weekend in August | Vehicle Mile Traveled | Ratio of current year VMT estimate to Traffic Volume was used as a constant to backcast historic annual VMT values | 2011 Threshold Evaluation |
| 13 | Air Quality | AQ-8 | Nitrate Deposition | Reduce external and In-Basin NOx emissions | N/A-Indicator already in attainment with standard | Implemented | N/A | Modeled NOx Emissions in Tons | Tons | Threshold indicator Used | 2011 Threshold Evaluation |
| 14 | Air Quality | Not Addressed | Odor | Diesel Engine Emission Fumes | N/A-Indicator already in attainment with standard | Implemented | N/A | Evaluation Criteria and Evidence | Number of Evaluation Criteria Satisfied | Threshold indicator Used | 2011 Threshold Evaluation |
| 15 | Air Quality | Not Addressed | Ozone | 3-year Average of 4th Highest Concentration | N/A-Indicator already in attainment with standard | At or Better Than Target | Little or No Change | 3-year average of the 4th highest Ozone Concentration | ppm | Threshold indicator Used | 2011 Threshold Evaluation |
| 16 | Air Quality | Not Addressed | Ozone | Oxides of Nitrogen Emissions | N/A-Indicator already in attainment with standard | At or Better Than Target | Moderate Improvement | Average tons of NOx per day | Average tons/day | Threshold indicator Used | 2011 Threshold Evaluation |
| 17 | Air Quality | Not Addressed | Visibility | 3-year Average of the 98th percentile 24-hour PM _{2.5} Concentration | N/A-Indicator already in attainment with standard | Considerably Better Than Standard | Unknown | 3-year average of the 98th percentile 24-hour PM _{2.5} concentration | microgram/cubic meter (ug/m ³) | Threshold indicator Used | 2011 Threshold Evaluation |
| 18 | Air Quality | Not Addressed | Visibility | Highest 24-hour PM _{2.5} Concentration | Non established | Not yet evaluated | Not yet evaluated | 24-hour PM _{2.5} Concentration | micrograms/cubic meter (ug/m ³) | Threshold, State or Federal indicator used | Not yet evaluated |
| 19 | Air Quality | Not Addressed | Visibility | Annual Average PM _{2.5} | N/A-Indicator already in attainment with standard | Considerably Better Than Standard | Little or No Change | Annual Average Concentration of PM _{2.5} | microgram/cubic meter (ug/m ³) | Threshold indicator Used | 2011 Threshold Evaluation |

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| Impact of Project on Air Quality Indicators/Targets/Other Factors (Y/N) | Y | Comments | <p>The California Environmental Quality Act (CEQA) Initial Study/Negative Declaration and Tahoe Regional Planning Agency (TRPA) Initial Environmental Checklist/Finding of no Significant Effect (or "IS/ND/IEC") prepared for the TCAP identified potential significant impacts to Air Quality in response to the following two questions: Will the proposal result in: 1) Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?; and 2) Increased use of diesel fuel? Although potential significant effects were identified, the environmental document determined that the potential significant effects are the same as the Regional Plan Update (RPU), and therefore consistent with the RPU Environmental Impact Statement (EIS) and are being mitigated through RPU EIS mitigation measures requiring a Greenhouse Gas (GHG) Emissions Reduction Policy, a Best Construction Practices Policy for Toxic Air Contaminants (TAC) Emissions During Construction, and existing measures to reduce GHG emissions and exposure to TAC emissions during construction.</p> <p>In addition, the TCAP incorporates City of South Lake Tahoe General Plan (GP) EIR Mitigation Measures and Policies addressing GHG and TAC emissions during construction. Moreover, the TCAP includes sustainability- and conservation-oriented land use and transportation policies and strategies to reduce VMT, increase transit and non-motor vehicle travel, and allows for and encourages redevelopment that would improve energy efficiency that will benefit the Air Quality Threshold Standards and Indicators. (TCAP, Section 5, Land Use, and Section 6, Transportation) Furthermore, the TCAP would not alter or revise existing regulations pertaining to air quality and project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Refer to Section 6.4.5, Air Quality, Pages 47 through 61, and Section 6.4.9, Greenhouse Gas Emissions, in the TCAP IS/ND/IEC for additional information on air quality. As demonstrated in the RPU EIS (Volume III, Chapter 3.3, Transportation; Chapter 3.4, Air Quality; and Chapter 3.5 Greenhouse Gas and Climate Change), the compact land use pattern and transportation improvements proposed in the TCAP are expected to reduce air pollution emissions from vehicle use and benefit all Air Quality Threshold Indicators. Additionally, the EIS for the RPU and the EIS/EIR for the Regional Transportation Plan demonstrated that the types of improvements proposed in the TCAP would allow the Region to achieve and maintain air quality thresholds, including the VMT threshold (see RPU DEIS, Chapter 3.3, Transportation, and Chapter 3.4, Air Quality; Regional Transportation Plan Draft EIR/EIS, Chapters 3.3, Transportation and Chapter 3.4, Air Quality). As summarized here, the TCAP is expected to benefit all Air Quality Threshold Standards and Indicators.</p> | | | | | | | | |
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| 20 | Fisheries | F-1 | Lake Habitat | Littoral Substrate | N/A-Indicator already in attainment with standard | At or Better Than Target | Unknown | Acres of "prime" habitat (rocky substrates in littoral zone) | Acres | Threshold indicator Used | 2011 Threshold Evaluation |
| 21 | Fisheries | F-2 | Stream Habitat | Stream Habitat Quality | Insufficient data to determine interim target | Unknown | Unknown | Miles of stream in "excellent" condition class | Miles | Benthic Macroinvertebrate O/E, Fish passage ratings | 2011 Threshold Evaluation |
| 22 | Fisheries | F-2 | Stream Habitat | Stream Habitat Quality | Insufficient data to determine interim target | Unknown | Unknown | Miles of stream in "good" condition class | Miles | Benthic Macroinvertebrate O/E, Fish passage ratings | 2011 Threshold Evaluation |
| 23 | Fisheries | F-2 | Stream Habitat | Stream Habitat Quality | Insufficient data to determine interim target | Unknown | Unknown | Miles of stream in "marginal" condition class | Miles | Benthic Macroinvertebrate O/E, Fish passage ratings | 2011 Threshold Evaluation |
| 24 | Fisheries | F-3 | Instream Flows | Stream Flow protection | N/A-Indicator already in attainment with standard | Implemented | N/A | Evaluation Criteria and Evidence | Number of criteria Satisfied | Evaluation Criteria and Evidence | 2011 Threshold Evaluation |

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| 25 | Fisheries | F-3 | Instream Flows | Water Diversions | N/A-Indicator already in attainment with standard | Implemented | N/A | Evaluation Criteria and Evidence | Number of criteria Satisfied | Evaluation Criteria and Evidence | 2011 Threshold Evaluation |
| 26 | Fisheries | F-4 | Lahontan Cutthroat Trout | Reintroduction | N/A-Indicator already in attainment with standard | Implemented | N/A | Evaluation Criteria and Evidence | Number of criteria Satisfied | Evaluation Criteria and Evidence | 2011 Threshold Evaluation |
| Impact of Project on Fisheries Indicators/Targets/Other Factors (Y/N) | | | Y | Comments | The TCAP makes no changes to regulations affecting fisheries. Previous restoration efforts and proposed policies to promote the restoration of disturbed SEZs, reduction of coverage, implementation of BMPs, and implementation of the Total Maximum Daily Load (TMDL)/Pollutant Load Reduction Plan (PLRP), and associated implementation measures, have and will benefit the Fisheries Threshold Standards and Indicators. The TCAP IS/ND/IEC did not identify any potential negative impacts to Fisheries because any proposed project within the TCAP would be required to comply with the natural resource protection provisions of the TRPA Code of Ordinances (Chapters 60 through 65), including protection of SEZs, forest resources, and fisheries. Refer to Section 6.4.6, Biological Resources (Stream Environment Zones, Wetlands, Wildlife and Vegetation), Pages 62 through 71, in the TCAP IS/ND/IEC for additional information on fisheries. Stream modifications are limited by the provisions of Chapter 63 of the TRPA Code of Ordinances, which requires protection of fish resources, and Sections 61.3.3 and 30.5, which requires protection of SEZ areas, thereby protecting streams. Consistent with existing requirements, projects that could occur under the TCAP that could alter the course or direction of water movements would be subject to subsequent permitting and environmental review, and TRPA Code of Ordinance sections addressed above as well as all other federal, state, and local regulations pertaining to the course or direction of water movements. As a result, it is anticipated that the TCAP could benefit Threshold Indicators 21 - 23 . | | | | | | |
| 27 | Noise | N-1 | Single Event Noise | Aircraft 8am to 8pm | Trend expected to flatten then remain stable | Somewhat Worse Than Target | Moderate Decline | dBa Level and Number of Exceedances of Standard | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 28 | Noise | N-1 | Single Event Noise | Aircraft 8pm to 8am | Insufficient data to determine interim target | Unknown | Unknown | dBa Level and Number of Exceedances of Standard | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 29 | Noise | N-2 | Single Event Noise | Motor Vehicles Greater Than 6,000 GVW | Insufficient data to determine interim target | Unknown | Unknown | dBa Level and Number of Exceedances of Standard | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 30 | Noise | N-2 | Single Event Noise | Motor Vehicles Less Than 6,000 GVW | Insufficient data to determine interim target | Unknown | Unknown | dBa Level and Number of Exceedances of Standard | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 31 | Noise | N-2 | Single Event Noise | Motorcycles | Insufficient data to determine interim target | Unknown | Unknown | dBa Level and Number of Exceedances of Standard | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 32 | Noise | N-2 | Single Event Noise | Off-Road Vehicles | Insufficient data to determine interim target | Unknown | Unknown | dBa Level and Number of Exceedances of Standard | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 33 | Noise | N-2 | Single Event Noise | Snowmobiles | Insufficient data to determine interim target | Unknown | Unknown | dBa Level and Number of Exceedances of Standard | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 34 | Noise | N-2 | Single Event Noise | Watercraft - Pass by | Insufficient data to determine interim target | Unknown | Unknown | dBa Level and Number of Exceedances of Standard | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |

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| 35 | Noise | N-2 | Single Event Noise | Watercraft - Shoreline | Insufficient data to determine interim target | Somewhat Worse Than Target | Unknown | dBa Level and Number of Exceedances of Standard | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 36 | Noise | N-2 | Single Event Noise | Watercraft - Stationary | Insufficient data to determine interim target | Unknown | Unknown | dBa Level and Number of Exceedances of Standard | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 37 | Noise | N-3 | Cumulative Noise Events | Commercial Areas | N/A-Indicator already in attainment with standard | At or Better Than Target | Little or No Change | Community Noise Equivalent Level (dBA) in designated zone | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 38 | Noise | N-3 | Cumulative Noise Events | Critical Wildlife Habitat Areas | Insufficient data to determine interim target | Considerably Worse Than Target | Unknown | Community Noise Equivalent Level (dBA) in designated zone | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 39 | Noise | N-3 | Cumulative Noise Events | High Density Residential Areas | Unable to be determined due to lack of trend | Somewhat Worse Than Target | Little or No Change | Community Noise Equivalent Level (dBA) in designated zone | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 40 | Noise | N-3 | Cumulative Noise Events | Hotel/Motel Areas | N/A-Indicator already in attainment with standard | At or Better Than Target | Little or No Change | Community Noise Equivalent Level (dBA) in designated zone | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 41 | Noise | N-3 | Cumulative Noise Events | Industrial Areas | N/A-Indicator already in attainment with standard | At or Better Than Target | Little or No Change | Community Noise Equivalent Level (dBA) in designated zone | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 42 | Noise | N-3 | Cumulative Noise Events | Low Density Residential Areas | Unable to be determined due to lack of trend | Somewhat Worse Than Target | Little or No Change | Community Noise Equivalent Level (dBA) in designated zone | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 43 | Noise | N-3 | Cumulative Noise Events | Rural Outdoor Recreation Areas | Unable to be determined due to lack of trend | Somewhat Worse Than Target | Little or No Change | Community Noise Equivalent Level (dBA) in designated zone | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 44 | Noise | N-3 | Cumulative Noise Events | Transportation Corridors - Highway 50 | N/A-Indicator already in attainment with standard | At or Better Than Target | Rapid Improvement | Community Noise Equivalent Level (dBA) in designated zone | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 45 | Noise | N-3 | Cumulative Noise Events | Transportation Corridors - Highways 207 | Unable to be determined due to lack of trend | Somewhat Worse Than Target | Little or No Change | Community Noise Equivalent Level (dBA) in designated zone | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 46 | Noise | N-3 | Cumulative Noise Events | Transportation Corridors - Highways 267 | Unable to be determined due to lack of trend | Considerably Worse Than Target | Little or No Change | Community Noise Equivalent Level (dBA) in designated zone | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |

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| 47 | Noise | N-3 | Cumulative Noise Events | Transportation Corridors - Highways 28 | CNEL 62 dBA | Somewhat Worse Than Target | Little or No Change | Community Noise Equivalent Level (dBA) in designated zone | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 48 | Noise | N-3 | Cumulative Noise Events | Transportation Corridors - Highways 431 | CNEL 56 dBA | Somewhat Worse Than Target | Little or No Change | Community Noise Equivalent Level (dBA) in designated zone | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 49 | Noise | N-3 | Cumulative Noise Events | Transportation Corridors - Highways 89 | CNEL 59 dBA | Somewhat Worse Than Target | Little or No Change | Community Noise Equivalent Level (dBA) in designated zone | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 50 | Noise | N-3 | Cumulative Noise Events | Transportation Corridors - South Lake Tahoe Airport | Insufficient data to determine interim target | Somewhat Worse Than Target | Unknown | Community Noise Equivalent Level (dBA) in designated zone | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 51 | Noise | N-3 | Cumulative Noise Events | Urban Outdoor Recreation | Unable to be determined due to lack of trend | Somewhat Worse Than Target | Little or No Change | Community Noise Equivalent Level (dBA) in designated zone | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| 52 | Noise | N-3 | Cumulative Noise Events | Wilderness and Roadless Areas | N/A-Indicator already in attainment with standard | At or Better Than Target | Moderate Improvement | Community Noise Equivalent Level (dBA) in designated zone | decibels - dBA | Threshold indicator Used | 2011 Threshold Evaluation |
| Impact of Project on Noise Indicators/Targets/Other Factors (Y/N) | | | N | Comments | The TCAP IS/ND/IEC did not identify any potential impacts to Noise because the proposed noise standards were either retained from the Stateline/Ski Run Community Plan or brought into compliance with the TRPA Threshold Noise Standards. (TCAP IS/ND, IEC, Section 6.4.14, Noise, Page 117) Therefore, the potential effects are the same as the RPU and consistent with the RPU EIS. Mitigation measures identified in the RPU EIS and GP EIR that would reduce noise effects to the extent feasible will also be adopted as part of the TCAP. Refer to Section 6.4.14, Noise, Pages 116 through 126, in the IS/ND/IEC for additional information on noise. | | | | | | |
| 53 | Recreation | R-1 | High Quality Recreation Experience | High Quality Recreation Experience | N/A-Indicator already in attainment with standard | Implemented | N/A | Evaluation Criteria and Evidence | Number of criteria Satisfied | Evaluation Criteria and Evidence | 2011 Threshold Evaluation |
| 54 | Recreation | R-2 | Fair Share | Fair Share | N/A-Indicator already in attainment with standard | Implemented | N/A | Evaluation Criteria and Evidence | Number of criteria Satisfied | Threshold indicator Used | 2011 Threshold Evaluation |
| Impact of Project on Recreation Indicators/Targets/Other Factors (Y/N) | | | Y | Comments | The TCAP IS/ND/IEC did not identify any potential significant impacts to Recreation because existing recreation opportunities are numerous within and in the immediate vicinity of the TCAP (i.e. Ski Run Marina and Beach, Lakeside Marina, Heavenly Resort California base, Heavenly Gondola at Heavenly Village, Van Sickle Bi-State Park, Bijou Golf Course, Kahle Community Park and Community Center, Edgewood Tahoe Golf Course [golf and public beach], the Nevada Stateline-to-Stateline Bikeway, Nevada Beach, Round Hill Pines Beach, and other hiking and mountain bicycle trails). Refer to Section 6.4.17, Recreation, Pages 138 through 141, in the TCAP IS/ND/IEC for additional information on recreation. The TCAP also includes Goals and Policies to improve and expand recreation facilities and provide enhanced access through the construction of sidewalks and bike paths and public transit. (TCAP, Section 6, Transportation) Thus, the implementation of the TCAP will benefit Recreation Threshold Standards and Indicators, which would benefit Recreation indicator 54. | | | | | | |
| 55 | Scenic Resources | SR-1 | Roadway and Shoreline Units | Roadway Travel Units | Increase the number of units meeting the minimum score by at least two by 2016 | At or Better Than Target | Moderate Improvement | Average of unit composite scores | Composite Score | Evaluation Criteria and Evidence | 2011 Threshold Evaluation |
| 56 | Scenic Resources | SR-1 | Roadway and Shoreline Units | Shoreline Travel Units | increase the number of units meeting the minimum score by at least one by 2016 | At or Better Than Target | Little or No Change | Average of unit composite scores | Composite Score | Evaluation Criteria and Evidence | 2011 Threshold Evaluation |

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| 57 | Scenic Resources | SR-2 | Roadway and Shoreline Units | Roadway Scenic Resources | N/A-Indicator already in attainment with standard | At or Better Than Target | Little or No Change | Average of unit composite scores | Composite Score | Evaluation Criteria and Evidence | 2011 Threshold Evaluation |
| 58 | Scenic Resources | SR-2 | Roadway and Shoreline Units | Shoreline Scenic Resources | N/A-Indicator already in attainment with standard | At or Better Than Target | Little or No Change | Average of unit composite scores | Composite Score | Evaluation Criteria and Evidence | 2011 Threshold Evaluation |
| 59 | Scenic Resources | SR-3 | Other Areas | Other Areas (Recreation Sites and Bike Trails) | N/A-Indicator already in attainment with standard | At or Better Than Target | Little or No Change | Average of unit composite scores | Composite Score | Evaluation Criteria and Evidence | 2011 Threshold Evaluation |
| 60 | Scenic Resources | SR-4 | Built Environment | Built Environment | N/A-Indicator already in attainment with standard | Implemented | N/A | Evaluation Criteria and Evidence | Number of criteria Satisfied | Evaluation Criteria and Evidence | 2011 Threshold Evaluation |
| Impact of Project on Scenic Resources Indicators/Targets/Other Factors (Y/N) | | | Y | Comments | The TCAP IS/ND/IEC identifies potential significant impacts to Scenic Resources/Community Design and Light and Glare in response to the six following questions: Will the proposal: 1) Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?; 2) Be visible from any public recreation area or TRPA designated bicycle trail?; 3) Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?; 4) Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?; 5) Include new or modified sources of exterior lighting?; and 6) Create new illumination which is more substantial than other lighting, if any, within the surrounding area? However, the environmental document concludes that the TCAP's development and design standards and the required scenic quality findings of the TRPA Code of Ordinances will ensure that future projects both avoid and minimize potential significant impacts to the Scenic Threshold Standard; that the TCAP's policies and provisions are consistent with the recommendations in the Scenic Quality Improvement Plan; and that view sheds will be maintained and protected. Overall, the environmental document finds that the TCAP will benefit the Scenic Threshold Standards through redevelopment and the implementation of the design standards. Refer to Section 6.4.4, Aesthetics (CEQA), Scenic Resources/Community Design and Light and Glare (TRPA), Pages 28 through 43, in the TCAP IS/ND/IEC for additional information on scenic resources/community design. | | | | | | |
| 61 | Soil Conservation | SC-1 | Impervious Cover | Bailey Land Coverage Coefficients – Class 1a (1%) | N/A-Indicator already in attainment with standard | Considerably Better Than Standard | Unknown | Percent impervious cover in land capability class | Percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |
| 62 | Soil Conservation | SC-1 | Impervious Cover | Bailey Land Coverage Coefficients - Class 1b (1%) | Insufficient data to determine interim target | Considerably Worse Than Target | Unknown | Percent impervious cover in land capability class | Percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |
| 63 | Soil Conservation | SC-1 | Impervious Cover | Bailey Land Coverage Coefficients - Class 1c (1%) | N/A-Indicator already in attainment with standard | At or Better Than Target | Unknown | Percent impervious cover in land capability class | Percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |
| 64 | Soil Conservation | SC-1 | Impervious Cover | Bailey Land Coverage Coefficients - Class 2 (1%) | Insufficient data to determine interim target | Somewhat Worse Than Target | Unknown | Percent impervious cover in land capability class | Percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |
| 65 | Soil Conservation | SC-1 | Impervious Cover | Bailey Land Coverage Coefficients - Class 3 | N/A-Indicator already in attainment with standard | Considerably Better Than Standard | Unknown | Percent impervious cover in land capability class | Percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |
| 66 | Soil Conservation | SC-1 | Impervious Cover | Bailey Land Coverage Coefficients - Class 4 | N/A-Indicator already in attainment with standard | Considerably Better Than Standard | Unknown | Percent impervious cover in land capability class | Percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |
| 67 | Soil Conservation | SC-1 | Impervious Cover | Bailey Land Coverage Coefficients - Class 5 | N/A-Indicator already in attainment with standard | Considerably Better Than Standard | Unknown | Percent impervious cover in land capability class | Percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |
| 68 | Soil Conservation | SC-1 | Impervious Cover | Bailey Land Coverage Coefficients - Class 6 | N/A-Indicator already in attainment with standard | Considerably Better Than Standard | Unknown | Percent impervious cover in land capability class | Percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |
| 69 | Soil Conservation | SC-1 | Impervious Cover | Bailey Land Coverage Coefficients - Class 7 | N/A-Indicator already in attainment with standard | At or Better Than Target | Unknown | Percent impervious cover in land capability class | Percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |

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| 70 | Soil Conservation | SC-2 | Stream Environment Zone | Stream Restoration, 1,100 acres restored | 88 acres of SEZ restoration by 2016 | Considerably Worse Than Target | Moderate Improvement | Acres (and percent) of SEZ Restored | Acres and percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |
| Impact of Project on Soil Conservation Indicators/Targets/Other Factors (Y/N) | | | Y | Comments | The TCAP IS/ND/IEC did not identify any adverse potential impacts to Soils because the TCAP does not include provisions to alter or revise regulations pertaining to land capability and Individual Parcel Evaluation System (IPES), grading, excavation, or new disturbance, deposition of beach sand, changes in siltation, deposition, or erosion, including natural littoral processes, geologic hazards, or BMPs to control soil erosion. The TCAP includes the land coverage limitations of the adopted Regional Plan, including allowing up to 70 percent coverage on high capability lands within Town Centers and the Regional Center. The potential effects of these changes were analyzed in the RPU EIS and found to be less than significant. In order to improve existing soil conditions, the TCAP also includes a policy (NRC-4.2) directing the City to consider opportunities for coverage reduction in all public and private redevelopment projects within community centers. The TCAP also will help to increase the rate of excess coverage mitigation for over-covered parcels through redevelopment projects. Refer to Section 6.4.8, Geology and Soils (CEQA) and Land (TRPA), Pages 77 through 85, in the TCAP IS/ND/IEC for additional information on soils. As described in the RPU EIS (Volume III, Chapter 3.7), redevelopment may result in the placement of new coverage on high capability lands within Town Centers and the Regional Center. The placement of this coverage would require the removal and transfer of existing coverage elsewhere as required by TRPA Code of Ordinance, Chapter 30, resulting in a net decrease in coverage and a decrease in coverage on sensitive lands. Thus, the TCAP will benefit the Soil Conservation Threshold Standards and Indicators. | | | | | | |
| 71 | Vegetation Preservation | V-1 | Common Vegetation | Appropriate Management Practices | N/A-Indicator already in attainment with standard | Implemented | N/A | Evaluation Criteria and Evidence | N/A | Evaluation Criteria and Evidence | 2011 Threshold Evaluation |
| 72 | Vegetation Preservation | V-1 | Common Vegetation | Land Capability to Support Native Vegetation | N/A-Indicator already in attainment with standard | Implemented | N/A | Evaluation Criteria and Evidence | N/A | Evaluation Criteria and Evidence | 2011 Threshold Evaluation |
| 73 | Vegetation Preservation | V-1 | Common Vegetation | Protect and Expand Riparian Vegetation | N/A-Indicator already in attainment with standard | Implemented | N/A | Evaluation Criteria and Evidence | N/A | Evaluation Criteria and Evidence | 2011 Threshold Evaluation |
| 74 | Vegetation Preservation | V-1 | Common Vegetation | Vegetation Pattern - Juxtaposition | N/A-Indicator already in attainment with standard | Implemented | N/A | Evaluation Criteria and Evidence | N/A | Evaluation Criteria and Evidence | 2011 Threshold Evaluation |
| 75 | Vegetation Preservation | V-1 | Common Vegetation | Relative Abundance - Deciduous Riparian Hardwoods | Increase total acreage by 2016 | Considerably Worse Than Target | Unknown | Acres (and percent cover) of Riparian Deciduous Hardwoods | Acres and percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |
| 76 | Vegetation Preservation | V-1 | Common Vegetation | Relative Abundance - Meadows and Wetlands | Increase total acreage by 2016 | Somewhat Worse Than Target | Unknown | Acres (and percent cover) of vegetation types meeting meadow and wetland classification type | Acres and percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |
| 77 | Vegetation Preservation | V-1 | Common Vegetation | Relative Abundance - Shrub | N/A-Indicator already in attainment with standard | Considerably Better Than Standard | Unknown | Acres (and percent cover) of vegetation types meeting shrub classification | Acres and percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |
| 78 | Vegetation Preservation | V-1 | Common Vegetation | Relative Abundance - Small Diameter Red Fir | Insufficient data to determine interim target | Considerably Worse Than Target | Unknown | Acres (and percent cover) of vegetation types meeting small diameter (<10.9"dbh) red fir classification | Acres and percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |

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| 79 | Vegetation Preservation | V-1 | Common Vegetation | Relative Abundance - Small Diameter Yellow Pine | Insufficient data to determine interim target | Considerably Worse Than Target | Unknown | Acres (and percent cover) of vegetation types meeting small diameter (<10.9"dbh) Jeffrey pine classification | Acres and percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |
| 80 | Vegetation Preservation | V-1 | Common Vegetation | Vegetation Community Richness | N/A-Indicator already in attainment with standard | At or Better Than Target | Little or No Change | Number of different vegetation associated as defined in resolution 82-11 | Number (#) | Threshold indicator Used | 2011 Threshold Evaluation |
| 81 | Vegetation Preservation | V-2 | Uncommon Plant Communities | Deep-water plants of Lake Tahoe | Insufficient data to determine interim target | Unknown | Unknown | Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist | Presence/Absence | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 82 | Vegetation Preservation | V-2 | Uncommon Plant Communities | Freel Peak Cushion Plant community | N/A-Indicator already in attainment with standard | At or Better Than Target | Little or No Change | Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist | Presence/absences | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 83 | Vegetation Preservation | V-2 | Uncommon Plant Communities | Grass Lake (sphagnum bog) | N/A-Indicator already in attainment with standard | At or Better Than Target | Little or No Change | Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist | Presence/absences | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 84 | Vegetation Preservation | V-2 | Uncommon Plant Communities | Hell Hole | N/A-Indicator already in attainment with standard | At or Better Than Target | Little or No Change | Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist | Presence/absences | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 85 | Vegetation Preservation | V-2 | Uncommon Plant Communities | Osgood swamp | Insufficient data to determine interim target | Somewhat Worse Than Target | Moderate Decline | Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist | Presence/absences | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 86 | Vegetation Preservation | V-2 | Uncommon Plant Communities | Pope Marsh | Unable to be determined due to lack of trend | At or Better Than Target | Little or No Change | Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist | Presence/absences | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 87 | Vegetation Preservation | V-2 | Uncommon Plant Communities | Taylor Creek Marsh | N/A-Indicator already in attainment with standard | At or Better Than Target | Little or No Change | Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist | Presence/absences | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |

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| 88 | Vegetation Preservation | V-2 | Uncommon Plant Communities | Upper Truckee Marsh | Insufficient data to determine interim target | Somewhat Worse Than Target | Little or No Change | Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist | Presence/absences | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 89 | Vegetation Preservation | V-3 | Sensitive Plants | Galena Rock Cress - Arabis rigidissima v. demote | Insufficient data to determine interim target | Unknown | Unknown | Number of occupied sites | Number | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 90 | Vegetation Preservation | V-3 | Sensitive Plants | Cup Lake Draba - Draba asterophora v. macrocarpa | N/A-Indicator already in attainment with standard | Considerably Better Than Standard | Little or No Change | Number of occupied sites | Number | Threshold indicator Used | 2011 Threshold Evaluation |
| 91 | Vegetation Preservation | V-3 | Sensitive Plants | Long-petaled Lewisia - Lewisia pygmaea longipetala | N/A-Indicator already in attainment with standard | Considerably Better Than Standard | Little or No Change | Number of occupied sites | Number | Threshold indicator Used | 2011 Threshold Evaluation |
| 92 | Vegetation Preservation | V-3 | Sensitive Plants | Tahoe Draba - Draba asterophora v. asterophora | N/A-Indicator already in attainment with standard | Considerably Better Than Standard | Little or No Change | Number of occupied sites | Number | Threshold indicator Used | 2011 Threshold Evaluation |
| 93 | Vegetation Preservation | V-3 | Sensitive Plants | Tahoe Yellow Cress - Rorippa subumbellata | N/A-Indicator already in attainment with standard | Considerably Better Than Standard | Moderate | Number of occupied sites | Number | Threshold indicator Used | 2011 Threshold Evaluation |
| 94 | Vegetation Preservation | V-4 | Late Seral/Old Growth | Late Seral/Old Growth - Montane | Increase in percent cover of large diameter dominated stands by 2016 | Considerably Worse Than Target | Unknown | Acres (and percent cover) of stands dominated by conifer trees > 24"dbh (relative abundance) | Acres and percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |
| 95 | Vegetation Preservation | V-4 | Late Seral/Old Growth | Late Seral/Old Growth - Sub Alpine | Increase in percent cover of large diameter dominated stands by 2016 | Considerably Worse Than Target | Unknown | Acres (and percent cover) of stands dominated by conifer trees > 24"dbh (relative abundance) | Acres and percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |
| 96 | Vegetation Preservation | V-4 | Late Seral/Old Growth | Late Seral/Old Growth - Upper Montane | Increase in percent cover of large diameter dominated stands by 2016 | Considerably Worse Than Target | Unknown | Acres (and percent cover) of stands dominated by conifer trees > 24"dbh (relative abundance) | Acres and percent (%) | Threshold indicator Used | 2011 Threshold Evaluation |
| Impact of Project on Vegetation Preservation Indicators/Targets/Other Factors (Y/N) | | | N | Comments | The TCAP IS/ND/IEC did not identify any potential impacts to Vegetation because the TCAP does not include provisions to alter or revise regulations pertaining to native vegetation protection during construction, vegetation removal or groundwater management, new vegetation, unique, rare, or endangered species of plants, stream bank or backshore vegetation, or tree removal. Refer to Section 6.4.6, Biological Resources (Stream Environment Zones, Wetlands, Wildlife and Vegetation), Pages 62 through 71, in the TCAP IS/ND/IEC for additional information on vegetation. | | | | | | |
| 97 | Water Quality | WQ-1 | Littoral Lake Tahoe | Turbidity At Non-Stream Mouths (<1 NTU) | Insufficient data to determine interim target | Unknown | Unknown | Average turbidity measures at nearshore areas other than stream mouths | NTU | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |

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| 98 | Water Quality | WQ-1 | Littoral Lake Tahoe | Turbidity At Stream Mouths (<3 NTU) | Insufficient data to determine interim target | Unknown | Unknown | Average turbidity measures at nearshore at than stream mouths | NTU | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 99 | Water Quality | Not Addressed | Littoral Lake Tahoe | Attached Algae | | Not yet evaluated | Not yet evaluated | | | | 2011 Threshold Evaluation |
| 100 | Water Quality | Not Addressed | Littoral Lake Tahoe | Aquatic Invasive Species | | Not yet evaluated | Not yet evaluated | | | | 2011 Threshold Evaluation |
| 101 | Water Quality | WQ-2 | Pelagic Lake Tahoe | Annual Average Secchi Disk | 23.8m or 78ft by 2016 | Somewhat Worse Than Target | Moderate Decline | Annual Average Secchi Depth | meter and feet | Threshold indicator Used | 2011 Threshold Evaluation |
| 102 | Water Quality | WQ-3 | Pelagic Lake Tahoe | Primary Productivity | Predicted to be approximately 221 gC/m ² /yr in 2016 | Considerably Worse Than Target | Rapid Decline | annual phytoplankton primary productivity | gC/m ² /year | Threshold indicator Used | 2011 Threshold Evaluation |
| 103 | Water Quality | WQ-4 | Tributaries | 90% Percentile Suspended Sediment Concentrations (60mg/l) | N/A-Indicator already in attainment with standard | Somewhat Worse Than Target | Moderate Improvement | Suspended Sediment Concentration | mg/l and number of standard exceedances | Threshold indicator Used | 2011 Threshold Evaluation |
| 104 | Water Quality | WQ-4 | Tributaries | State Standard for DIN Concentration | Unable to be determined due to lack of trend | No Target Established | Little or No Change | Proportion of samples meeting State Total Nitrogen Concentration standard. | mg/l; and number and percent of standard exceedances | Threshold indicator Used | 2011 Threshold Evaluation |
| 105 | Water Quality | WQ-4 | Tributaries | State Standard for Dissolve Phosphorus | Unable to be determined due to lack of trend | No Target Established | Little or No Change | Annual Total Phosphorus Concentration | mg/l and number of standard exceedances | Threshold indicator Used | 2011 Threshold Evaluation |
| 106 | Water Quality | WQ-5 | Surface Runoff | Discharge to Surface Water - Grease & Oil | Insufficient data to determine interim target | Unknown | Unknown | concentration of grease and oil | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 107 | Water Quality | WQ-5 | Surface Runoff | Discharge to Surface Water - Total Iron | Insufficient data to determine interim target | Unknown | Unknown | concentration of total iron | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 108 | Water Quality | WQ-5 | Surface Runoff | Discharge to Surface Water - Total Nitrogen as N | Insufficient data to determine interim target | Unknown | Unknown | concentration of total nitrogen | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |

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| 109 | Water Quality | WQ-5 | Surface Runoff | Discharge to Surface Water - Total Phosphate as P | Insufficient data to determine interim target | Unknown | Unknown | concentration of total phosphate | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 110 | Water Quality | WQ-5 | Surface Runoff | Discharge to Surface Water - Turbidity (not to exceed 20 NTU) | Insufficient data to determine interim target | Unknown | Unknown | Turbidity level | NTU | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 111 | Water Quality | WQ-6 | Groundwater | Discharge to Ground Water - Grease & Oil | Insufficient data to determine interim target | Unknown | Unknown | Concentration of grease and oil | Visual Residue | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 112 | Water Quality | WQ-6 | Groundwater | Discharge to Ground Water - Iron | Insufficient data to determine interim target | Unknown | Unknown | Concentration of total iron | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 113 | Water Quality | WQ-6 | Groundwater | Discharge to Ground Water - Total Nitrogen as N | Insufficient data to determine interim target | Unknown | Unknown | Concentration of total nitrogen | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 114 | Water Quality | WQ-6 | Groundwater | Discharge to Ground Water - Total Phosphate | Insufficient data to determine interim target | Unknown | Unknown | Concentration of total phosphate | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 115 | Water Quality | WQ-6 | Groundwater | Discharge to Ground Water - Turbidity | Insufficient data to determine interim target | Unknown | Unknown | Turbidity level | NTU | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 116 | Water Quality | WQ-7 | Other Lakes | Boron | Insufficient data to determine interim target | Unknown | Unknown | Concentration of Boron | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 117 | Water Quality | WQ-7 | Other Lakes | Chloride | Insufficient data to determine interim target | Unknown | Unknown | Concentration of Chloride | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |

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| 118 | Water Quality | WQ-7 | Other Lakes | Chlorophyll-a | Insufficient data to determine interim target | Unknown | Unknown | Concentration of Chlorophyll-a | gC/m ² /year | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 119 | Water Quality | WQ-7 | Other Lakes | Dissolved Inorganic Nitrogen | Insufficient data to determine interim target | Unknown | Unknown | Concentration of Inorganic Nitrogen | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 120 | Water Quality | WQ-7 | Other Lakes | Dissolved Oxygen | Insufficient data to determine interim target | Unknown | Unknown | Concentration of Dissolved Oxygen | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 121 | Water Quality | WQ-7 | Other Lakes | pH | Insufficient data to determine interim target | Unknown | Unknown | pH level | pH | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 122 | Water Quality | WQ-7 | Other Lakes | Phytoplankton cell counts | Insufficient data to determine interim target | Unknown | Unknown | Phytoplankton cell count | Number cells | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 123 | Water Quality | WQ-7 | Other Lakes | Secchi Disk | Insufficient data to determine interim target | Unknown | Unknown | Depth of Secchi Disk | meters or feet | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 124 | Water Quality | WQ-7 | Other Lakes | Soluble Reactive Iron | Insufficient data to determine interim target | Unknown | Unknown | Concentration of Soluble Reactive Iron | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 125 | Water Quality | WQ-7 | Other Lakes | Soluble Reactive Phosphorus | Insufficient data to determine interim target | Unknown | Unknown | Concentration of SRP | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 126 | Water Quality | WQ-7 | Other Lakes | Sulfate | Insufficient data to determine interim target | Unknown | Unknown | Concentration of Sulfate | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 127 | Water Quality | WQ-7 | Other Lakes | Temperature | Insufficient data to determine interim target | Unknown | Unknown | Water temperature | Celsius | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |

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| 128 | Water Quality | WQ-7 | Other Lakes | Total Dissolved Solids | Insufficient data to determine interim target | Unknown | Unknown | Concentration of TDS | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 129 | Water Quality | WQ-7 | Other Lakes | Total Nitrogen | Insufficient data to determine interim target | Unknown | Unknown | Concentration of TN | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 130 | Water Quality | WQ-7 | Other Lakes | Total Phosphorus | Insufficient data to determine interim target | Unknown | Unknown | Concentration of TP | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 131 | Water Quality | WQ-7 | Other Lakes | Total Reactive Iron | Insufficient data to determine interim target | Unknown | Unknown | Concentration of TRI | mg/l | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 132 | Water Quality | WQ-7 | Other Lakes | Vertical Extinction Coefficient | Insufficient data to determine interim target | Unknown | Unknown | Vertical extinction | per meter vertical extinction coefficient | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 133 | Water Quality | Not Addressed | Tributaries | Reduce Dissolved Inorganic Nitrogen Load | at least one stream will attain adopted concentrations by 2016 | Considerably Worse Than Target | | Annual load of nitrogen (and nitrogen species) | MT/year or kg/year | Flow-weighted loads of N | 2011 Threshold Evaluation |
| 134 | Water Quality | Not Addressed | Tributaries | Reduce Dissolved Phosphorus Load | 3 of 10 monitored streams in compliance by 2016 | Considerably Worse Than Target | Moderate Improvement | Annual load of total phosphorus (and phosphorus species) | MT/year or kg/year | Flow-weighted loads of P | 2011 Threshold Evaluation |
| 135 | Water Quality | Not Addressed | Tributaries | Reduce Suspended Sediment Load | Unable to be determined due to lack of trend | No Target Established | Little or No Change | Annual load of suspended sediment from all monitored tributaries | MT/year or kg/year | Flow-weighted loads of Suspended Sediment | 2011 Threshold Evaluation |
| 136 | Water Quality | Not Addressed | Tributaries | State Standard for Dissolve Iron Concentration | Insufficient data to determine interim target | Unknown | Unknown | Annual Dissolved Iron Concentration | mg/l and number of standard exceedances | Literature referenced or reviewed and professional judgment | 2011 Threshold Evaluation |
| 137 | Water Quality | Not Addressed | Littoral and Pelagic Lake Tahoe | DIN Loading - Atmospheric Source (20% Reduction) 1973 to 1981 levels | Insufficient data to determine interim target | Unknown | Unknown | Metric tons of nutrients loaded via rain and snow deposition ("wet deposition") at Ward Creek site per year from atmospheric sources | g/hectare/year or MT/year | Threshold indicator Used | 2011 Threshold Evaluation |
| 138 | Water Quality | Not Addressed | Littoral and Pelagic Lake Tahoe | DIN Loading - Groundwater Source (30% Reduction) 1973 to 1981 level | Insufficient data to determine interim target | Unknown | Unknown | Metric tons of DIN/year | MT/year | Threshold indicator Used | 2011 Threshold Evaluation |

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| 139 | Water Quality | Not Addressed | Littoral and Pelagic Lake Tahoe | DIN Loading - Surface Runoff Source (50% reduction) 1973 to 1981 level | Insufficient data to determine interim target | Unknown | Unknown | Metric tons of DIN/year | MT/year | Threshold indicator Used | 2011 Threshold Evaluation |
| 140 | Water Quality | Not Addressed | Littoral and Pelagic Lake Tahoe | Reduce DIN Loading by 25% from all sources | Insufficient data to determine interim target | Unknown | Unknown | Annual DIN Load in metric tons/year or kg/year | kg/year | Threshold indicator Used | 2011 Threshold Evaluation |
| 141 | Water Quality | Not Addressed | Littoral Lake Tahoe | Reduce DIN, DP, iron from all sources to meet the 1967-71 mean values | Insufficient data to determine interim target | Unknown | Unknown | Annual DIN, DP, Iron Load in metric tons/year or kg/year | kg/year | Threshold indicator Used | 2011 Threshold Evaluation |
| Impact of Project on Water Quality Indicators/Targets/Other Factors (Y/N) | | | Y | Comments | The TCAP IS/ND/IEC identified one potential significant impact to water quality when responding to the following question: Is the Project located within 600 feet of a drinking water source. However, an impact is not anticipated because the TCAP would not alter or revise the regulations pertaining to source water protection and is therefore consistent with the Goals and Policies of the Regional Plan and RPU EIS. The TCAP also contains provisions intended to promote redevelopment and transfers of development from sensitive lands onto non-sensitive lands within Centers and retains TRPA Code of Ordinances regulations pertaining to water quality, including Chapter 60 which includes standards for discharge limits to surface and ground waters and requires compliance with Lahontan Regional Water Control Board requirements and the City's municipal stormwater discharge permit. It retains provisions to protect and restore SEZs, includes coverage reduction provisions, and BMP compliance requirements. (IS/ND/IEC, Pages 100 and 101) It also makes reference to existing water quality and erosion control projects that have and are being constructed, as well as future projects that have been identified to help achieve TRPA's water quality threshold and the TMDL pollutant load reduction targets in Chapter 10, Implementation. (TCAP Pages 10-3 and 10-4) Through redevelopment, the TCAP is expected to result in an increased rate of water quality improvements on private lands and a reduction of coverage in sensitive lands. (TCAP, Section 7, Natural and Cultural Resources) These changes would reduce a variety of non-point source pollutant sources, reduce storm water runoff, and increase water quality treatment infrastructure, which would benefit a variety of threshold standards related to water quality in Lake Tahoe, tributaries, and groundwater quality. As a result, the TCAP is expected to benefit Threshold Indicators and Compliance Measures. Refer to Section 6.4.11, Hydrology and Water Quality, Pages 98 through 110, in the TCAP IS/ND/IEC for additional information on potential impacts to hydrology and water quality and how they are being addressed by the TCAP. | | | | | | |
| 142 | Wildlife | W-1 | Special Interest Species | Disturbance Zones Management Standard | N/A-Indicator already in attainment with standard | Implemented | N/A | Road Density and Recreation disturbance within protected areas | Miles road/acre | Evaluation Criteria and Evidence | 2011 Threshold Evaluation |
| 143 | Wildlife | W-1 | Special Interest Species | Bald Eagle (Nesting, 1 site) | N/A-Indicator already in attainment with standard | At or Better Than Target | Little or No Change | Number of active nest sites | Number of Nests | Threshold indicator Used | 2011 Threshold Evaluation |
| 144 | Wildlife | W-1 | Special Interest Species | Bald Eagle (Winter, maintain 2 sites) | Maintain wintering sites | No Target Established | Moderate Improvement | Winter Bald Eagle Count | Number of individuals observed | Threshold indicator Used | 2011 Threshold Evaluation |
| 145 | Wildlife | W-1 | Special Interest Species | Deer (No Target) | increase in deer counts | No Target Established | Moderate Improvement | Annual NDOW deer counts | Number of individuals observed | Threshold indicator Used | 2011 Threshold Evaluation |
| 146 | Wildlife | W-1 | Special Interest Species | Golden Eagle (4 sites) | at least two active nests by 2016 | Insufficient Information | Little or No Change | Number of active nest sites/year | Number of Nests | Threshold indicator Used | 2011 Threshold Evaluation |
| 147 | Wildlife | W-1 | Special Interest Species | Northern Goshawk (12 Sites) | 4-8 reproductively active territories by 2016 | Somewhat Worse Than Target | Little or No Change | Number of active nest sites/year | Number of Nests | Threshold indicator Used | 2011 Threshold Evaluation |
| 148 | Wildlife | W-1 | Special Interest Species | Osprey (4 Sites) | N/A-Indicator already in attainment with standard | Considerable Better Than Target | Moderate Improvement | Number of active nest sites/year | Number of Nests | Threshold indicator Used | 2011 Threshold Evaluation |
| 149 | Wildlife | W-1 | Special Interest Species | Peregrine (2 Sites) | N/A-Indicator already in attainment with standard | At or Better Than Target | Moderate Improvement | Number of active nest sites/year | Number of Nests | Threshold indicator Used | 2011 Threshold Evaluation |
| 150 | Wildlife | W-1 | Special Interest Species | Waterfowl (maintain 18 Sites) | Increase in the percentage of waterfowl relative to detrimental species | Somewhat Worse Than Target | Moderate Improvement | Evidence of nesting waterfowl and disturbance within protected areas | Disturbance rating | Threshold indicator Used | 2012 Threshold Evaluation |

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| 151 | Wildlife | W-2 | Habitats of Special Significance | Riparian Habitat Protection | N/A-Indicator already in attainment with standard | Implemented | N/A | Implemented control measures and restoration effort | level of effort | Evaluation Criteria and Evidence | 2013 Threshold Evaluation |
| Impact of Project on Wildlife Indicators/Targets/Other Factors (Y/N) | | | N | Comments | <p>The TCAP IS/ND/IEC did not identify any potential significant impacts to Wildlife because the TCAP does not include provisions to alter or revise regulations pertaining to the protection of animal species, special-status or listed species of animals, introduction of new species and barriers to the migration or movement of animals, or existing fish or wildlife habitat quantity or quality. Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval and would therefore not result in the deterioration of existing fish or wildlife habitat quantity or quality. Refer to Section 6.4.6, Biological Resources (Stream Environment Zones, Wetlands, Wildlife and Vegetation), Pages 62 through 71, in the TCAP IS/ND/IEC for additional information on wildlife.</p> | | | | | | |

Exhibit 3 to Attachment E
Compliance Measures Evaluation

Attachment E, Exhibit 3: Compliance Measures

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
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| WATER QUALITY/SEZ - IN PLACE | | | | |
| 1 | BMP requirements, new development: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish | Y | The proposed Amendment makes no changes to the TCAP's BMP requirements and implementation programs. |
| 2 | BMP implementation program -- existing streets and highways: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Trans, Fish | Y | |
| 3 | BMP implementation program -- existing urban development: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish | Y | |
| 4 | BMP implementation program -- existing urban drainage systems: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Trans, Fish | Y | |
| 5 | Capital Improvements Program for Erosion and Runoff Control | WQ, Soils/SEZ, Trans, Fish | Y | The proposed amendment makes no changes to the TCAP's policies regarding implementation of the CIP. |
| 6 | Excess coverage mitigation program: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | Y | The proposed amendment does not change excess coverage mitigation requirements and is expected to accelerate the rate of excess coverage mitigation through Goals and Policies that promote redevelopment. The annexation of additional land into the TCAP is intended to promote redevelopment of those lands, including the reduction and mitigation of excess land coverage |

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| 7 | Effluent limitations: California (SWRCB, Lahontan Board) and Nevada (NDEP): <i>Code of Ordinances</i> Chapter 5 | WQ, Soils/SEZ, Fish | N | The effluent limitations in Chapter 5 of the TRPA Code of Ordinances are not being modified. |
| 8 | Limitations on new subdivisions: (See the Goals and Policies: Land Use Element) | WQ, Soils/SEZ, Rec, Scenic | N | All new subdivisions will continue to be limited by the provisions in Chapter 39, Subdivision, of the TRPA Code of Ordinances. No changes are proposed. |
| 9 | Land use planning and controls: See the Goals and Policies: Land Use Element and Code of Ordinances Chapters 11, 12, 13, 14, and 21 | WQ, Soils/SEZ, Trans, Scenic | Y | The TCAP was developed to meet the requirements of Chapter 13, Area Plans, and to implement the 2012 Regional Plan. The proposed amendment is consistent with Chapter 13 and its incentives are intended to promote the redevelopment of the lands being annexed into the TCAP. |
| 10 | Residential development priorities, The Individual Parcel Evaluation System (IPES): Goals and Policies: Implementation Element and Code of Ordinances Chapter 53 | WQ, Soils/SEZ | N | The TCAP maintains the existing Growth Management regulations, Chapters 50 through 53, of the TRPA Code. No changes are proposed with the amendment. |

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| 11 | Limits on land coverage for new development: Goals and Policies: Land Use Element and Code of Ordinances Chapter 30 | WQ, Soils/SEZ, Scenic | Y | The TCAP incorporates the existing land coverage provisions in Chapter 30 of the TRPA Code as well as the provisions that allow for high capability lands in Town Centers and the Regional Center to be covered up to 70%. It also includes provisions to protect and restore SEZs, maximize opportunities to remove or mitigate excess land coverage, implement EIP projects (including area wide water quality and erosion control projects), and accelerate BMP implementation. No changes are proposed with the amendment. |
| 12 | Transfer of development: Goals and Policies: Land Use Element and Implementation Element | WQ, Soils/SEZ | Y | The proposed amendment is consistent with Goal LU-6 which is included in the TCAP: To focus development in centers in order to maximize incentives and create transit-, bicycle-, and pedestrian-oriented places that serve the needs of both residents and visitors and LU-6.1: Encourage and allow for the revitalization and consolidation of development within centers by allowing for the transfer of residential units of use and tourist accommodation units that have been converted to commercial floor area pursuant to TRPA Code Section 50.10. Thus, the TCAP includes Goals and Policies from the Land Use Element and Implementation Element of the Regional Plan regarding the transfer of development. |
| 13 | Restrictions on SEZ encroachment and vegetation alteration: <i>Code of Ordinances</i> Chapter 30 | WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic | N | The TCAP Amendment will not alter existing restrictions on SEZ encroachment and vegetation alteration in the TRPA Code of Ordinances, Chapter 30. |
| 14 | SEZ restoration program: Environmental Improvement Program. | WQ, Soils/SEZ, Veg, Wildlife, Fish, Scenic | N | The TCAP benefits the EIP's SEZ restoration program through policies and provisions for the protection and restoration of SEZs. No changes are proposed with the amendment. |
| 15 | SEZ setbacks: <i>Code of Ordinances</i> Chapter 53 | WQ, Soils/SEZ, Veg, Wildlife, Fish | N | SEZ setback requirements in the TRPA Code of Ordinances, Chapter 53, IPES, Section 53.9, were not altered by the TCAP. No changes are proposed. |

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| 16 | Fertilizer reporting requirements: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish, Rec | N | The TCAP maintains the Resource Management and Protection regulations in the TRPA Code, including fertilizer reporting and water quality mitigation requirements. No changes are proposed with the amendment. |
| 17 | Water quality mitigation: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | |
| 18 | Restrictions on rate and/or amount of additional development | WQ, Soils/SEZ, Wildlife, Scenic | N | The TCAP incorporates the RPU's restrictions on the rate and amount of additional development. No changes are proposed. |
| 19 | Improved BMP implementation/enforcement program | WQ, Soils/SEZ | Y | See response to Compliance Measures 1 through 4. |
| 20 | Increased funding for EIP projects for erosion and runoff control | WQ, Soils/SEZ | N | The TCAP does not increase funding for EIP erosion and runoff control projects but may help to accelerate implementation. No changes are proposed with the amendment. |
| 21 | Artificial wetlands/runoff treatment program | WQ, Soils/SEZ | N | The TCAP does not alter the artificial wetlands/runoff treatment program. No changes are proposed in the amendment. |
| 22 | Transfer of development from SEZs | WQ, Soils/SEZ, Scenic | Y | The TCAP provides incentives for property owners to hasten the transfer of development rights from sensitive lands, including SEZs, or outlying areas to Town Centers and the Regional Center where redevelopment is better suited and will have beneficial or reduced adverse environmental impacts. No changes are proposed with the amendment. |
| 23 | Improved mass transportation | WQ, Trans, Noise | Y | The TCAP includes provisions for improved mass transportation from the Mobility 2035: Lake Tahoe Regional Transportation Plan. No changes are proposed with the amendment. |
| 24 | Redevelopment and redirection of land use: Goals and Policies: Land Use Element and Code of Ordinances Chapter 13 | WQ, Soils/SEZ, Scenic | Y | One of the main objectives of the TCAP is to encourage the environmental redevelopment of the built environment and implement the Goals and Policies in the Land Use Element of the Regional Plan. Also see response to Compliance Measure 12. No changes are proposed with the amendment. |
| 25 | Combustion heater rules, stationary source controls, and related rules: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ | N | No changes are being proposed that would impact these Compliance Measures. The existing TRPA Code of Ordinance provisions will remain in effect. |

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| 26 | Elimination of accidental sewage releases: Goals and Policies: Land Use Element | WQ, Soils/SEZ | N | |
| 27 | Reduction of sewer line exfiltration: Goals and Policies: Land Use Element | WQ, Soils/SEZ | N | |
| 28 | Effluent limitations | WQ, Soils/SEZ | N | |
| 29 | Regulation of wastewater disposal at sites not connected to sewers: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | |
| 30 | Prohibition on solid waste disposal: Goals and Policies: Land Use Element | WQ, Soils/SEZ | | |
| 31 | Mandatory garbage pick-up: Goals and Policies: Public Service Element | WQ, Soils/SEZ, Wildlife | N | |
| 32 | Hazardous material/wastes programs: Goals and Policies: Land Use Element and <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | |
| 33 | BMP implementation program, Snow and ice control practices: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, AQ | N | The TCAP did not change BMP requirements. See response to Compliance Measures 1 through 4. No changes are proposed with the amendment. |
| 34 | Reporting requirements, highway abrasives and deicers: Goals and Policies:, Land Use Element and <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish | N | |
| 35 | BMP implementation program--roads, trails, skidding, logging practices: <i>Code of Ordinances</i> Chapter 60, Chapter 61 | WQ, Soils/SEZ, Fish | N | |
| 36 | BMP implementation program--outdoor recreation: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish, Rec | N | |
| 37 | BMP implementation program--livestock confinement and grazing: <i>Code of Ordinances</i> Chapter 21, Chapter 60, Chapter 64 | WQ, Soils/SEZ, Veg, Wildlife, Fish | N | |

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| 38 | BMP implementation program--pesticides | WQ, Soils/SEZ | N | |
| 39 | Land use planning and controls -- timber harvesting: <i>Code of Ordinances</i> Chapter 21 | WQ, Soils/SEZ, AQ, Wildlife, Fish, Scenic | Y | The amendment will not alter the effectiveness of compliance measures relating to timber harvesting or outdoor recreation. |
| 40 | Land use planning and controls - outdoor recreation: <i>Code of Ordinances</i> Chapter 21 | WQ, Soils/SEZ, Wildlife, Noise, Rec, Scenic | Y | |
| 41 | Land use planning and controls--ORV use: Goals and Policies: Recreation Element | WQ, Soils/SEZ, AQ, Wildlife, Fish, Noise, Rec, Scenic | N | Regional Plan Policy R-1.5 states that "Off-road vehicle (ORV) use is prohibited in the Lake Tahoe Region except on specified roads, trails, or designated areas where the impacts can be mitigated." The TCAP did not expand ORV use, and no changes are proposed with the amendment. |
| 42 | Control of encroachment and coverage in sensitive areas | WQ, Soils/SEZ, Wildlife, Rec, Scenic | N | The existing TRPA Code provisions remain in effect, and no changes are proposed with the amendment. |
| 43 | Control on shorezone encroachment and vegetation alteration: <i>Code of Ordinances</i> Chapter 83 | WQ, Soils/SEZ, Scenic | N | The existing Code provisions related to the Shorezone remain in effect, and not changes are proposed that would impact Compliance Measures 43 through 50. |

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| 44 | BMP implementation program--shorezone areas: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | |
| 45 | BMP implementation program--dredging and construction in Lake Tahoe: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | |
| 46 | Restrictions and conditions on filling and dredging: <i>Code of Ordinances</i> Chapter 84 | WQ, Soils/SEZ, Fish | N | |
| 47 | Protection of stream deltas | WQ, Soils/SEZ, Wildlife, Fish, Scenic | N | |
| 48 | Marina master plans: <i>Code of Ordinances</i> Chapter 14 | WQ, AQ/Trans, Fish, Scenic | N | |
| 49 | Additional pump-out facilities: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | |
| 50 | Controls on anti-fouling coatings: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish | N | |
| 51 | Modifications to list of exempt activities | WQ, Soils/SEZ | N | The TCAP did not alter the list of exempt activities. No changes are proposed. |
| WATER QUALITY/SEZ - SUPPLEMENTAL | | | | |
| 52 | More stringent SEZ encroachment rules | WQ, Soils/SEZ, Wildlife, Fish | N | The proposed amendment does not include any provisions that would impact Compliance Measures 52 though 61. |
| 53 | More stringent coverage transfer requirements | WQ, Soils/SEZ | N | |
| 54 | Modifications to IPES | WQ, Soils/SEZ | N | |
| 55 | Increased idling restrictions | WQ, Soils/SEZ, AQ | N | |
| 56 | Control of upwind pollutants | WQ, Soils/SEZ, AQ | N | |
| 57 | Additional controls on combustion heaters | WQ, Soils/SEZ, AQ | N | |

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| 58 | Improved exfiltration control program | WQ, Soils/SEZ | N | |
| 59 | Improved infiltration control program | WQ, Soils/SEZ | N | |
| 60 | Water conservation/flow reduction program | WQ, Soils/SEZ, Fish | N | |
| 61 | Additional land use controls | WQ, Soils/SEZ, Wildlife | N | |
| AIR QUALITY/TRANSPORTATION - IN PLACE | | | | |
| 62 | Fixed Route Transit - South Shore: STAGE | Trans, Rec | N | The TCAP includes Goals and Policies that support the implementation of the City's General Plan, adopted Mobility 2035: Lake Tahoe Regional Transportation Plan, and Lake Tahoe Region Bicycle and Pedestrian Plan (refer to the TCAP, Section 6, Transportation). The plans include a number of projects to improve pedestrian and bike access, including the U.S. 50 South Shore Community Revitalization Project (Loop Road), South Tahoe Greenway, and Pioneer Trail Pedestrian Upgrades. These elements of the TCAP are expected to accelerate implementation of Compliance Measures 71 & 72. No changes are proposed with the amendment. |
| 63 | Fixed Route Transit - North Shore: TART | Trans, Rec | N | |
| 64 | Demand Responsive Transit - South Shore: Bus Plus, STAGE | Trans | N | |
| 65 | Seasonal Trolley Services - North and South Shores: South Shore TMA and Truckee-North Tahoe TMA | Trans, Rec | N | |
| 66 | Social Service Transportation | Trans | N | |
| 67 | Shuttle programs | Trans | N | |
| 68 | Ski shuttle services | Trans, Rec | N | |
| 69 | Intercity bus services | Trans | N | |
| 70 | Passenger Transit Facilities: South Y Transit Center | Trans | N | |
| 71 | Bikeways, Bike Trails | Trans, Noise, Rec, Scenic | Y | |
| 72 | Pedestrian facilities | Trans, Rec, Scenic | Y | |
| 73 | Wood heater controls: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ | N | The TRPA Code provisions related to Compliance Measures 73 through 75 remain in effect, and no changes are proposed with the amendment. |
| 74 | Gas heater controls: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ | N | |
| 75 | Stationary source controls: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ | N | |

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| 76 | U.S. Postal Service Mail Delivery | Trans | N | The TCAP amendment will not impact U.S. Postal Service Delivery. |
| 77 | Indirect source review/air quality mitigation: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ | N | The TRPA Code provisions related to Compliance Measures 77 through 78 remain in effect, and no changes are proposed with the amendment. |
| 78 | Idling Restrictions: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ | N | |
| 79 | Vehicle Emission Limitations(State/Federal) | WQ, AQ | N | No changes are proposed to the Code's provisions related to established vehicle emission limitations. |
| 80 | Open Burning Controls: <i>Code of Ordinances</i> Chapters 61 and Chapter 65 | WQ, AQ, Scenic | N | No changes are proposed. |
| 81 | BMP and Revegetation Practices | WQ, AQ, Wildlife, Fish | Y | See response to Compliance Measures 1 through 4. |
| 82 | Employer-based Trip Reduction Programs: <i>Code of Ordinances</i> Chapter 65 | Trans | N | No changes are proposed. |
| 83 | Vehicle rental programs: <i>Code of Ordinances</i> Chapter 65 | Trans | N | |
| 84 | Parking Standards | Trans | Y | No changes are proposed. |
| 85 | Parking Management Areas | Trans | Y | |
| 86 | Parking Fees | Trans | Y | |
| 87 | Parking Facilities | Trans | Y | |
| 88 | Traffic Management Program - Tahoe City | Trans | N | |
| 89 | US 50 Traffic Signal Synchronization - South Shore | Trans | Y | |
| 90 | General Aviation, The Lake Tahoe Airport | Trans, Noise | N | |
| 91 | Waterborne excursions | WQ, Trans, Rec | N | |
| 92 | Waterborne transit services | WQ, Trans, Scenic | N | |
| 93 | Air Quality Studies and Monitoring | WQ, AQ | N | |
| 94 | Alternate Fueled Vehicle - Public/Private Fleets and Infrastructure Improvements | Trans | N | |
| 95 | Demand Responsive Transit - North Shore | Trans | N | |

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|--|--|---------------|---|---------------------------|
| 96 | Tahoe Area Regional Transit Maintenance Facility | Trans | N | |
| 97 | Heavenly Ski Resort Gondola | Trans | N | |
| AIR QUALITY/TRANSPORTATION - SUPPLEMENTAL | | | | |
| 98 | Demand Responsive Transit - North Shore | Trans | N | No changers are proposed. |
| 99 | Coordinated Transit System - South Shore | Trans | Y | |
| 100 | Transit Passenger Facilities | Trans | Y | |
| 101 | South Shore Transit Maintenance Facility - South Shore | Trans | N | |
| 102 | Transit Service - Fallen Leaf Lake | WQ, Trans | N | |
| 103 | Transit Institutional Improvements | Trans | Y | |
| 104 | Transit Capital and Operations Funding Acquisition | Trans | N | |
| 105 | Transit/Fixed Guideway Easements - South Shore | Trans | Y | |
| 106 | Visitor Capture Program | Trans | N | |
| 107 | Pedestrian and Bicycle Facilities--South Shore | Trans, Rec | Y | |
| 108 | Pedestrian and Bicycle Facilities--North Shore | Trans, Rec | N | |
| 109 | Parking Inventories and Studies Standards | Trans | N | |
| 110 | Parking Management Areas | Trans | N | |
| 111 | Parking Fees | Trans | N | |
| 112 | Establishment of Parking Task Force | Trans | N | |
| 113 | Construct parking facilities | Trans | Y | |
| 114 | Intersection improvements--South Shore | Trans, Scenic | Y | |
| 115 | Intersection improvements--North Shore | Trans, Scenic | N | |
| 116 | Roadway Improvements - South Shore | Trans, Scenic | Y | |
| 117 | Roadway Improvements - North Shore | Trans, Scenic | N | |
| 118 | Loop Road - South Shore | Trans, Scenic | Y | |
| 119 | Montreal Road Extension | Trans | N | |

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| 120 | Kingsbury Connector | Trans | Y | |
| 121 | Commercial Air Service: Part 132 commercial air service | Trans | N | |
| 122 | Commercial Air Service: commercial air service that does not require Part 132 certifications | Trans | N | |
| 123 | Expansion of waterborne excursion service | WQ, Trans | N | |
| 124 | Re-instate the oxygenated fuel program | WQ, AQ | N | |
| 125 | Management Programs | Trans | N | |
| 126 | Around the Lake Transit | Trans | N | |
| VEGETATION - IN PLACE | | | | |
| 127 | Vegetation Protection During Construction: <i>Code of Ordinances</i> Chapter 33 | WQ, AQ, Veg, Scenic | N | The TCAP did not alter the provisions of Chapter 33, and no changes are proposed with the amendment. |
| 128 | Tree Removal: <i>Code of Ordinances</i> Chapter 61 | Veg, Wildlife, Scenic | N | The TCAP did not alter the provisions of Chapter 61, and no changes are proposed with the amendment. |
| 129 | Prescribed Burning: <i>Code of Ordinances</i> Chapter 61 | WQ, AQ, Veg, Wildlife, Scenic | N | |
| 130 | Remedial Vegetation Management: <i>Code of Ordinances</i> Chapter 61 | WQ, Veg, Wildlife | N | |
| 131 | Sensitive and Uncommon Plant Protection and Fire Hazard Reduction: <i>Code of Ordinances</i> Chapter 61 | Veg, Wildlife, Scenic | N | |
| 132 | Revegetation: <i>Code of Ordinances</i> Chapter 61 | WQ, Veg, Wildlife, Scenic | N | |
| 133 | Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5 | WQ, Veg | N | The TCAP, as amended, is consistent with Chapter 5 of the TRPA Code. |
| 134 | Handbook of Best Management Practices | WQ, Soils/SEZ, Veg, Fish | N | The Handbook of Best Management Practices will continue to be used to design and construct BMPs. |

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| 135 | Shorezone protection | WQ, Soils/SEZ, Veg | N | See response to Compliance Measures 43 through 50. |
| 136 | Project Review | WQ, Veg | Y | Projects within the annexation area will be reviewed according to the MOU between the City and TRPA. |
| 137 | Compliance inspections | Veg | Y | |
| 138 | Development Standards in the Backshore | WQ, Soils/SEZ, Veg, Wildlife, Scenic | N | See response to Compliance Measures 43 through 50. |
| 139 | Land Coverage Standards: <i>Code of Ordinances</i> Chapter 30 | WQ, Veg, Wildlife, Fish, Scenic | N | See response to Compliance Measure 11. |
| 140 | Grass Lake, Research Natural Area | WQ, Veg, Wildlife, Fish, Scenic | N | N/A |
| 141 | Conservation Element, Vegetation Subelement: Goals and Policies | Veg, Wildlife, Fish | N | No changes are proposed. |
| 142 | Late Successional Old Growth (LSOG): <i>Code of Ordinances</i> Chapter 61 | Veg, Wildlife, Fish | N | No changes are proposed. |
| 143 | Stream Environment Zone Vegetation: <i>Code of Ordinances</i> Chapter 61 | WQ, Veg, Wildlife, Fish | N | |
| 144 | Tahoe Yellow Cress Conservation Strategy | Veg | N | No changes are proposed. |
| 145 | Control and/or Eliminate Noxious Weeds | Veg, Wildlife | N | |
| 146 | Freel Peak Cushion Plant Community Protection | Veg | N | N/A |
| VEGETATION - SUPPLEMENTAL | | | | |
| 147 | Deepwater Plant Protection | WQ, Veg | N | No changes are proposed. |
| WILDLIFE - IN PLACE | | | | |
| 148 | Wildlife Resources: <i>Code of Ordinances</i> Chapter 62 | Wildlife, Noise | N | No changes are proposed. |

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| 149 | Stream Restoration Program | WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic | N | No changes are proposed. |
| 150 | BMP and revegetation practices | WQ, Veg, Wildlife, Fish, Scenic | N | No changes are proposed. |
| 151 | OHV limitations | WQ, Soils/SEZ, AQ, Wildlife, Noise, Rec | N | No changes are proposed. |
| 152 | Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5 | Wildlife | N | See response to Compliance Measure 133. |
| 153 | Project Review | Wildlife | Y | See response to Compliance Measures 136 and 137. |
| FISHERIES - IN PLACE | | | | |
| 156 | Fish Resources: <i>Code of Ordinances</i> Chapter 63 | WQ, Fish | N | No changes are proposed. |
| 157 | Tree Removal: <i>Code of Ordinances</i> Chapter 61 | Wildlife, Fish | N | The TCAP does not change tree removal provisions of Chapter 61. |
| 158 | Shorezone BMPs | WQ, Fish | N | See response to Compliance Measures 43 through 50. |
| 159 | Filling and Dredging: <i>Code of Ordinances</i> Chapter 84 | WQ, Fish | N | |
| 160 | Location standards for structures in the shorezone: <i>Code of Ordinances</i> Chapter 84 | WQ, Fish | N | |
| 161 | Restrictions on SEZ encroachment and vegetation alteration | WQ, Soils/SEZ, Fish | N | No changes are proposed. |
| 162 | SEZ Restoration Program | WQ, Soils/SEZ, Fish | N | No changes are proposed. |
| 163 | Stream restoration program | WQ, Soils/SEZ, Fish | N | No changes are proposed. |
| 164 | Riparian restoration | WQ, Soils/SEZ, Fish | N | |

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| 165 | Livestock: <i>Code of Ordinances</i> Chapter 64 | WQ, Soils/SEZ, Fish | N | |
| 166 | BMP and revegetation practices | WQ, Fish | N | See response to Compliance Measures 1 through 4. |
| 167 | Fish habitat study | Fish | N | No changes are proposed. |
| 168 | Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5 | Fish | N | See response to Compliance Measure 133. |
| 169 | Mitigation Fee Requirements: <i>Code of Ordinances</i> Chapter 86 | Fish | N | No changes are proposed. |
| 170 | Compliance inspection | Fish | N | No changes are proposed. |
| 171 | Public Education Program | Wildlife, Fish | N | The TCAP does not include a public education component, but does address the City's education and outreach efforts regarding green building. No changes are proposed. |
| NOISE - IN PLACE | | | | |
| 172 | Airport noise enforcement program | Wildlife, Fish | N | No changes are proposed. |
| 173 | Boat noise enforcement program | Wildlife, Fish, Rec | N | |
| 174 | Motor vehicle/motorcycle noise enforcement program: <i>Code of Ordinances</i> Chapters 5 and 23 | Wildlife, Fish | N | |
| 175 | ORV restrictions | AQ, Wildlife, Noise, Rec | N | No changes are proposed. |
| 176 | Snowmobile Restrictions | WQ, Wildlife, Noise, Rec | N | |
| 177 | Land use planning and controls | Wildlife, Noise | N | See response to Compliance Measure 9. |
| 178 | Vehicle trip reduction programs | Trans, Noise | Y | The TCAP should reduce VMT via installation of pedestrian and bike paths and improving public transit. No changes are proposed. |
| 179 | Transportation corridor design criteria | Trans, Noise | Y | The City of South Lake Tahoe, CalTrans, and Mobility 2035 standards will continue to apply, where applicable. |
| 180 | Airport Master Plan South Lake Tahoe | Trans, Noise | N | N/A |

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| 181 | Loudspeaker restrictions | Wildlife, Noise | N | No changes are proposed. |
| 182 | Project Review | Noise | N | See response to Compliance Measures 136 and 137. |
| 183 | Complaint system: <i>Code of Ordinances</i> Chapters 5 and 68 | Noise | N | Existing compliant systems are not being modified. |
| 184 | Transportation corridor compliance program | Trans, Noise | N | None of these compliance measures will be modified with the TCAP Amendment. |
| 185 | Exemptions to noise limitations | Noise | N | |
| 186 | TRPA's Environmental Improvement Program (EIP) | Noise | N | |
| 187 | Personal watercraft noise controls | Wildlife, Noise | N | |
| NOISE - SUPPLEMENTAL | | | | |
| 188 | Create an interagency noise enforcement MOU for the Tahoe Region. | Noise | N | An interagency noise enforcement MOU for the Tahoe Region is not being proposed as part of the TCAP amendment. |
| RECREATION - IN PLACE | | | | |
| 189 | Allocation of Development: <i>Code of Ordinances</i> Chapter 50 | Rec | N | See response to Compliance Measure 10. |
| 190 | Master Plan Guidelines: <i>Code of Ordinances</i> Chapter 14 | Rec, Scenic | N | No changes are proposed. |
| 191 | Permissible recreation uses in the shorezone and lake zone: <i>Code of Ordinances</i> Chapter 81 | WQ, Noise, Rec | N | See response to Compliance Measures 43 through 50. |
| 192 | Public Outdoor recreation facilities in sensitive lands | WQ, Rec, Scenic | N | The TCAP amendment is not altering provisions regarding public outdoor recreation in sensitive lands. |
| 193 | Hiking and riding facilities | Rec | Y | The TCAP includes hiking and riding facilities reflected in the adopted Mobility 2035: Lake Tahoe Regional Transportation Plan and Lake Tahoe Region Bicycle and Pedestrian Plan. Therefore, the TCAP is expected to accelerate implementation of this compliance measure. No changes are proposed with the amendment. |

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| 194 | Scenic quality of recreation facilities | Rec, Scenic | N | All proposals for new recreation facilities within the TCAP will have to meet Scenic Quality standards. No changes are proposed. |
| 195 | Density standards | Rec | N | Table 4: Lot and Density Standards, prescribes density standards consistent with Regional Plan's limits. The standards for the TCAP Gateway District will apply to the annexation area proposed in the Amendment. |
| 196 | Bonus incentive program | Rec | N | The TCAP amendment does not alter existing bonus incentive programs. |
| 197 | Required Findings: <i>Code of Ordinances</i> Chapter 4 | Rec | N | All applicable TRPA Code Of Ordinance findings will continue to have to be met with the future approval of projects within the TCAP, as amended. |
| 198 | Lake Tahoe Recreation Sign Guidelines | Rec, Scenic | N | No changes are proposed. |
| 199 | Annual user surveys | Rec | N | No changes are proposed. |
| RECREATION - SUPPLEMENTAL | | | | |
| 200 | Regional recreational plan | Rec | Y | No changes are proposed. |
| 201 | Establish fairshare resource capacity estimates | Rec | N | The TCAP does not establish or alter fair share resource capacity estimates, alter reservations of additional resource capacity, or include economic modeling. No changes are proposed with the amendment. |
| 202 | Reserve additional resource capacity | Rec | N | |
| 203 | Economic Modeling | Rec | N | |
| SCENIC - IN PLACE | | | | |
| 204 | Project Review and Exempt Activities: <i>Code of Ordinances</i> Chapter 2 | Scenic | Y | See response to Compliance Measures 136 and 137. |
| 205 | Land Coverage Limitations: <i>Code of Ordinances</i> Chapter 30 | WQ, Scenic | Y | See response to Compliance Measure 11. |

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| 206 | Height Standards: <i>Code of Ordinances</i> Chapter 37 | Scenic | Y | The TCAP Development and Design Standards (see Table 7) include height standards that are consistent with Chapter 37 of the TRPA Code of Ordinances, as well as take advantage of the new height provisions in the Regional Plan and Chapter 13 of the TRPA Code of Ordinances. The TCAP amendment prescribes performance standards that must be met for tourist accommodation uses in the annexation area to be eligible for additional height up to 56 feet in the Gateway District. |
| 207 | Driveway and Parking Standards: <i>Code of Ordinances</i> Chapter 34 | Trans, Scenic | Y | No changes are proposed. |
| 208 | Signs: <i>Code of Ordinances</i> Chapter 38 | Scenic | Y | No changes are proposed. |
| 209 | Historic Resources: <i>Code of Ordinances</i> Chapter 67 | Scenic | N | See response to Compliance Measures 16 and 17. |
| 210 | Design Standards: <i>Code of Ordinances</i> Chapter 36 | Scenic | Y | No changes are proposed. |
| 211 | Shorezone Tolerance Districts and Development Standards: <i>Code of Ordinances</i> Chapter 83 | Scenic | N | See response to Compliance Measures 43 through 50. |
| 212 | Development Standards Lakeward of Highwater: <i>Code of Ordinances</i> Chapter 84 | WQ, Scenic | N | |

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| 213 | Grading Standards: <i>Code of Ordinances</i> Chapter 33 | WQ, Scenic | N | No changes are proposed. |
| 214 | Vegetation Protection During Construction: Code of Ordinances Chapter 33 | AQ, Veg, Scenic | N | |
| 215 | Revegetation: <i>Code of Ordinances</i> Chapter 61 | Scenic | N | See response to Compliance Measures 16 and 17. |
| 216 | Design Review Guidelines | Scenic | Y | No changes are proposed. |
| 217 | Scenic Quality Improvement Program(SQIP) | Scenic | Y | See response to Compliance Measure 194. |
| 218 | Project Review Information Packet | Scenic | N | |
| 219 | Scenic Quality Ratings, Features Visible from Bike Paths and Outdoor Recreation Areas Open to the General Public | Trans, Scenic | Y | |
| 220 | Nevada-side Utility Line Undergrounding Program | Scenic | Y | N/A |
| SCENIC - SUPPLEMENTAL | | | | |
| 221 | Real Time Monitoring Program | Scenic | N | No changes to the real time monitoring program are being proposed with the TCAP amendment. |
| 222 | Integrate project identified in SQIP | Scenic | Y | The TCAP amendment is expected to result in an increased rate of redevelopment in the Gateway District, which would increase the rate of SQIP project implementation. |

Attachment F

Draft TRPA Adopting Ordinance

TAHOE REGIONAL PLANNING AGENCY
ORDINANCE 2020-04

AN AMENDMENT TO ORDINANCE NO. 2020-03, AS PREVIOUSLY AMENDED, TO ADOPT
AMENDMENTS TO THE TOURIST CORE AREA PLAN AND BOUNDARY LINE AMENDMENTS TO THE
BIJOU-AL TAHOE COMMUNITY PLAN

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 2020-03 by amending the Tourist Core Area Plan and Bijou-Al Tahoe Community Plan to further implement the Regional Plan pursuant to Article VI (a) and other applicable provisions of the Tahoe Regional Planning Compact.
- 1.20 The Tourist Core Area Plan and Community Plan 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 Tourist Core Area Plan and Community Plan 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 Tourist Core Area Plan and Community Plan 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 Tourist Core Area Plan and Community Plan 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 these amendments, 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 2020-03, as previously amended, is hereby amended by amending the Tourist Core Area Plan and the Bijou-Al Tahoe Community Plan 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 Tourist Core Area Plan and Bijou-Al Tahoe Community Plan shall become effective on_____

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at a regular meeting held on _____, 2020, by the following vote:

Ayes:

Nays:

Abstentions:

Absent:

William Yeates, Chair
Tahoe Regional Planning Agency,
Governing Board

STAFF REPORT

Date: September 23, 2020

To: Regional Plan Implementation Committee

From: TRPA Staff

Subject: Update of TRPA Code of Ordinances Chapter 61 (Vegetation Management and Forest Health)

Summary and Staff Recommendation:

Chapter 61 of the TRPA Code of Ordinances addresses vegetation management and forest health. Staff will present a short overview of the Forest Health and Wildfire Committee's recommended revisions to 61.3. Vegetation Protection and Management from May 2020 and recommendations from the Advisory Planning Commission from August 2020. Staff will then present proposed code language for Section 61.3. Vegetation Protection and Management for final recommendation by the Regional Plan Implementation Committee.

Motion:

To recommend adoption of the ordinance amendments, 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 2020 - ____, amending Ordinance 87-9, to amend the Code of Ordinances as shown in Attachment A.

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

Background:

For background information on this agenda item and associated attachments, please see TRPA Governing Board Agenda Item No VII.A. of the Governing Board packet.

Contact Information:

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

Attachments:

See Agenda Item No. VII.A.

