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

NOTICE IS HEREBY GIVEN that on **Wednesday, March 22, 2023,** commencing **no earlier than 12:30 p.m.,** at the **Tahoe Regional Planning Agency, 128 Market Street, Stateline, NV,** the **Governing Board** of the Tahoe Regional Planning Agency will conduct its **regular business meeting.**

Pursuant to TRPA Rules of Procedure, 2.16 Teleconference/Video Conference Meetings and Participation, Board members may appear in person or on Zoom. Members of the public may observe the meeting and submit comments in person at the above location or on Zoom. Details will be posted on the day of the meeting with a link to Zoom.

To participate in any TRPA Governing Board or Committee meetings please go to the Calendar on the https://www.trpa.gov/ homepage and select the link for the current meeting. Members of the public may also choose to listen to the meeting by dialing the phone number and access code posted on our website. For information on how to participate by phone, please see page 4 of this Agenda.

NOTICE IS FURTHER GIVEN that on **Wednesday, March 22, 2023,** commencing **8:30 a.m.,** at the **Tahoe Regional Planning Agency,** the **TRPA Operations & Governance Committee** will meet. The agenda will be as follows: **1)** Approval of Agenda; **2)** Approval of Minutes; **(Page 9) 3)** Recommend approval of February Financials (action); **(Page 113) 4)** Recommend approval for Release of El Dorado County Stream Environment Zone (SEZ) Mitigation Funds ($110,000.00), for the Meyers Stream Environment Zone/Erosion Control Project (action); **(Page 133) 5)** Recommendation regarding proposed amendments to Rules of Procedure, Section 2.16, Teleconference/Video conference (action); **(Page 147) 6)** Shoreline Implementation Update; **(Page 369) 7)** Upcoming Topics; **8)** Committee Member Comments; Chair – Aldean, Vice Chair – Laine, Aguilar, Diss, Hoenigman; **9)** Public Interest Comments

NOTICE IS FURTHER GIVEN that on **Wednesday, March 22, 2023**, commencing **no earlier than 9:30 a.m.**, at the **Tahoe Regional Planning Agency** and on **Zoom**, the **TRPA Legal Committee** will meet. The agenda will be as follows: **1)** Approval of Agenda; **2)** Approval of Minutes; **(Page 13) 3)** Recommendation regarding resolution of TRPA v. Parker, U.S. District Court for the Eastern District of California No. 2:21-cv-02243-TLN-CKD; Unauthorized Mooring of a Watercraft in Lake Tahoe; Regan Beach, City of South Lake Tahoe, California; APN: 026-050-006 (action); **(Page 139) 4)** Closed Session with Counsel to Discuss Existing and Potential Litigation; **5)** Potential Direction Regarding Agenda Item No. 4 (action); **6)** Committee Member Comments; Chair – Williamson, Vice Chair – Aldean, Faustinos, Gustafson, Hicks, Rice; **7)** Public Interest Comments

NOTICE IS FURTHER GIVEN that on **Wednesday, March 22, 2023,** commencing **no earlier than 10:00 a.m.,** at the **Tahoe Regional Planning Agency,** the **TRPA Environmental Improvement, Transportation, & Public Outreach Committee** will meet. The agenda will be as follows: **1)** Approval of Agenda; **2)** Approval of Minutes; **(Page 21) 3)** Informational Briefing on the Transportation Performance and Recommendations Report Framework; **(Page 373) 4)** Informational Briefing on Cascade to Meeks Trail Feasibility Study; **(Page 379) 5)** Upcoming topics; **6)** Committee Member Comments; Chair – Faustinos, Vice Chair – Rice, Conrad-Saydah, Friedrich, Settelmeyer; Williamson; **7)** Public Interest Comments

NOTICE IS FURTHER GIVEN that on **Wednesday, March 22, 2023,** commencing **no earlier than 11:00 a.m.,** at the **Tahoe Regional Planning Agency,** the **TRPA Regional Plan Implementation Committee** will meet. The agenda will be as follows: **1)** Approval of Agenda; **2)** Approval of Minutes; **(Page 35) 3)** Recommendation regarding Proposed Amendments to Washoe County's Tahoe Area Plan to Allow Single Family Condominium Uses in Special Area 1 of the Incline Village Commercial Regulatory Zone (action); **(Page 385)**

4) Recommendation regarding the 2023-2024 distribution of residential allocations to El Dorado County, City of South Lake Tahoe, Placer County, Washoe County, and Douglas County (action); **(Page 487) 5)** Recommendation regarding proposed code amendments to the "Achievable" deed restriction category definition, including changes to Sections 52.3.4 and 90.2, and an amendment to Section 34.3.3 regarding driveways for accessory dwelling units (action); **(Page 541) 6)** Committee Member Comments Chair Hoenigman, Vice Chair – Diss, Aldean, Gustafson, Hill, Settelmeyer **7)** Public Interest Comments

Julie W. Regan

Julie W. Regan,
Executive Director

This agenda has been posted at the TRPA office and at the following locations and/or websites: PostOffice, Stateline, NV, North Tahoe Event Center, Kings Beach, CA, IVGID Office, Incline Village, NV, North Lake Tahoe Chamber/Resort Association, Tahoe City, CA, and Lake Tahoe South Shore Chamber of Commerce, Stateline, NV

TAHOE REGIONAL PLANNING AGENCY	
GOVERNING BOARD	
Tahoe Regional Planning Agency	March 22, 2023
128 Market Street, Stateline, NV	No earlier than 12: 30 p.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 appearand may, for good cause, be continued until a later date.

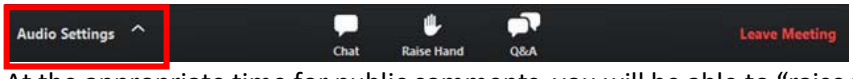
Members of the public may email written public comments to the Clerk to the Board, mambler@trpa.gov. All public comments should be as brief and concise as possible so that all who wish to participate may do so; testimony should not be repeated. The Chair of the Board shall have the discretion to set appropriate time allotments for individual speakers (3 minutes for individuals and group representatives as well as for the totaltime 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. All written comments will be included as part of the public record. Public comment will be taken for each appropriate item at the time the agenda item is heard and a general public comment period will be provided at the end of the meeting for all other comments.

TRPA will make reasonable efforts to assist and accommodate physically handicapped persons that wish toattend the meeting. Please contact Marja Ambler at (775) 589-5287 if you would like to attend the meeting and are in need of assistance. The Governing Board agenda and staff reports will be posted at https://www.trpa.gov/governing-board- documents-march 22-2023/ no later than 7 days prior to the meeting date. Any member of the public withquestions prior to the meeting may contact Marja Ambler, mambler@trpa.gov or call (775) 589-5287. On meeting day please contact TRPA admin staff at virtualmeetinghelp@trpa.gov or call (775) 588-4547.

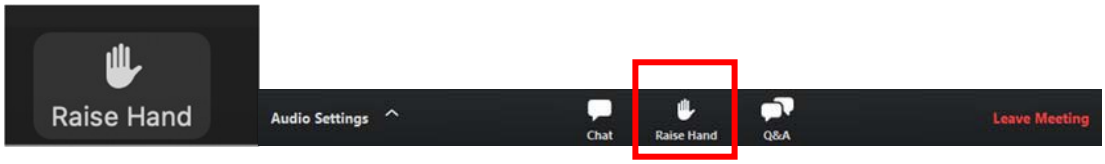
Zoom Webinar - Public Participation

To Participate Online:

1. Download the Zoom app on your computer, tablet, or smartphone.
    - The computer app can be downloaded here: https://us02web.zoom.us/client/latest/ZoomInstaller.exe
    - The tablet or smartphone app can be found in the app store on your device.
2. On the day of the meeting, join from the link or phone numbers posted under the appropriate meeting date and time on the TRPA website (www.trpa.gov).
3. Ensure that you are **connected to audio** either through your computer (provided it has a microphone) or using your phone as a microphone/speaker. You can manage your audio settings in the tool bar at the bottom of the Zoom screen.



4. At the appropriate time for public comments, you will be able to "raise your hand" by clicking on the Hand icon located on the bottom of your Zoom screen **OR by dialing *9 if you are on your phone**. With your hand raised, a TRPA staff member will unmute you and indicate that you can make your comment.



To Participate on the phone:

1. Dial the call-in number posted at the calendar event for the appropriate meeting (www.trpa.gov).
2. At the appropriate time for public comments, you will be able to "raise your hand" **by dialing *9 if you are on your phone**. With your hand raised, a TRPA staff member will unmute you and indicate that you can make your comment.

If you do not have the ability or access to register for the webinar, please contact TRPA admin staff at virtualmeetinghelp@trpa.org or (775) 588-4547.

Additional Resources from Zoom:

- Joining and Participating in a Zoom Webinar
- Joining a Zoom Webinar by Phone
- Raising Your Hand in a Webinar

AGENDA

I. CALL TO ORDER AND DETERMINATION OF QUORUM

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

IV. APPROVAL OF MINUTES

January 25, 2023	**Page 45**
February 22, 2023	**Page 85**

V. TRPA CONSENT CALENDAR (see Consent Calendar agenda below for specific items)

VI. PLANNING MATTERS

A. Lake Tahoe Community College (LTCC) Student Housing Project, 33-unit/100 bed facility for students and one resident director office/apartment, 1 College Drive, South Lake Tahoe, California, APN: 025-041-023, TRPA File #ERSP2022-1992	**Possible Action**	**Page 219**
B. Permitting Improvements Action Plan - Implementation Recommendations	**Discussion and Possible Action/ Direction to Staff**	**Page 307**

VII. REPORTS

A. Executive Director Status Report	**Informational Only**	
1) Tahoe In Brief – Governing Board Monthly Report	**Informational Only**	**Page 357**
B. General Counsel Status Report	**Informational Only**	

VIII. GOVERNING BOARD MEMBER REPORTS

IX. COMMITTEE REPORTS

A. Local Government & Housing Committee	**Report**
B. Legal Committee	**Report**
C. Operations & Governance Committee	**Report**
D. Environmental Improvement, Transportation, & Public Outreach Committee	**Report**
E. Forest Health and Wildfire Committee	**Report**

F. Regional Plan Implementation Committee **Report**

X. 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.

XI. ADJOURNMENT

TRPA CONSENT CALENDAR

Item	**Action Requested**	
1. February Financials	**Action/Approval**	**Page 113**
2. Release of El Dorado County Stream Environment Zone (SEZ) Mitigation Funds ($110.000.00), for the Meyers Stream Environment Zone/Erosion Control Project	**Action/Approval**	**Page 133**
3. Resolution of TRPA v. Jacob Parker, U.S. District Court for the Eastern District of California No. 2:21-cv-02243-TLN- CKD; Unauthorized Mooring of a Watercraft in Lake Tahoe; Regan Beach, City of South Lake Tahoe, California; APN: 026-050-006	**Action/Approval**	**Page 139**
4. Rules of Procedure, 2.16, Teleconference/Video conference	**Action/Approval**	**Page 147**
5. Memorandum of Understanding for Permit delegation between Washoe County and TRPA	**Action/Approval**	**Page 179**

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, Cindy Gustafson, Placer County Supervisor Representative; Vice Chair, Hayley Williamson, Nevada At-Large Member; Francisco Aguilar, Nevada Secretary of State; Shelly Aldean, Carson City Supervisor Representative; Ashley Conrad-Saydah, California Governor's Appointee; Jessica Diss, Nevada Governor's Appointee; Belinda Faustinos, California Assembly Speaker's Appointee; John Friedrich, City of South Lake Tahoe Councilmember; A.J. Bud Hicks, PresidentialAppointee; Alexis Hill, Washoe County Commissioner; Vince Hoenigman, California Governor's Appointee; Brooke Laine, El Dorado County Supervisor; Wesley Rice, Douglas County Commissioner; James Settelmeyer, Nevada Dept. of Conservation & Natural Resources Representative; Open, California Senate Rules Committee Appointee.

TAHOE REGIONAL PLANNING AGENCY
OPERATIONS AND GOVERNANCE COMMITTEE

TRPA/Zoom Webinar February 22, 2023

Meeting Minutes

CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Ms. Aldean called the meeting to order at 8:31 a.m.

Members present: Ms. Aldean, Mr. Di Chiara (for Mr. Aguilar), Ms. Diss, Mr. Hoenigman, Ms. Laine

I. APPROVAL OF AGENDA

Ayes: Ms. Aldean, Ms. Diss, Ms. Hill, Mr. Hoenigman

Agenda approved.

II. ELECTION OF VICE CHAIR

Chair Aldean asked if there were any questions, comments, or nominations for this item. Hearing none, Chair Aldean nominated Brooke Laine as Vice Chair of the Operations & Governance Committee.

Public Comment

None.

Committee Comments & Questions

Ms. Diss made a motion to elect Ms. Brook Laine to serve as Vice Chair of the Operations and Governance Committee.

Ayes: Ms. Aldean, Mr. Di Chiara (for Mr. Aguilar), Ms. Diss, Mr. Hoenigman, Ms. Laine

Motion carried.

III. APPROVAL OF MINUTES

Minutes approved as amended.

IV. RECOMMENDATION ON JANUARY 2023 FINANCIALS

TRPA Financial Director Mr. Chris Keillor presented the item, and began with an update on TRPA's budget status with the two States. He said that TRPA had their first hearing before the joint subcommittees of the Senate Assembly in Nevada on January 14, 2023. Mr. Keillor said that he, Julie Regan, and Carl Hasty had all testified, and he believes the hearing went well. He added that TRPA

did receive support from other parties, and that there was no real pushback on any of their requests. Subsequent to the meeting, Mr. Keillor has been working with the Governor's finance office and TRPA have received two formal questions from the subcommittee. The first question, concerning transportation, requested an update on the status, and the funding mechanism for transportation in the Basin, which is quite complicated. The second question concerned TRPA's turnover rates and vacancies in reference to the request for additional money for staffing. TRPA HR Director Angela Atchley has responded to the second question, and Nick Haven, Devin Middlebrook and Carl Hasty will provide a response to the transportation question. Mr. Keillor added that it is on the record that the data in the Nevada Executive Budget System (NEBS) is incorrect, so that will be adjusted/modified with a later update to Nevada Executive Budget System (NEBS). Mr. Keillor added that Governing Member Ms. Hill has arranged a meeting with the Governor's office for the week commencing February 27, 2023.

Moving on to the California side, Mr. Keillor said that things are much worse. He said that when Governor Newsom released his initial budget in February, he was talking about a 21 billion dollar deficit. Last week, the California Legislative Analyst's Office (LAO) said they think the revenue will be 10 billion dollars less than that, and estimated the deficit at about 7 billion dollars higher - in the 28 billion dollar range. All TRPA budget requests in California have been put on hold or are not included. Mr. Keillor explained that TRPA are not in the California General Fund, which has the budget problems - TRPA are in the Environmental License Plate Fund, and the Harbor's and Watercraft Revolving Fund. He added that there is no chance of getting a good hearing in Sacramento right now, when California are dealing with an almost 30-billion-dollar shortfall.

Referring to Mr. Keillor's comprehensive knowledge of the California budget, Ms. Aldean asked if it was possible that the California funds that TRPA rely on could be raided, and applied against the deficit. TRPA Executive Director, Julie Reagan, responded that she had been in Sacramento yesterday, where this question was discussed. It is her understanding, that while there is still some uncertainty until the Governor's budget is released in May (the May Revise), the Environmental License Plate Fund, where TRPA drives most of its general fund appropriations, is stable and not looking at a deficit. Ms. Regan said they are feeling fairly confident that the baseline is secure. The Harbors and Watercraft Fund that funds the invasive species program and the watershed and water education program are in good shape. Ms. Regan added that while it is possible that could change following final budget negotiations, having spoken with their delegation, the Senate, the Assembly, and with the Secretary of Natural Resources, Wade Crowfoot, she feels confident that the baseline is secure, but with no additional budget change proposals to be considered.

Referring to the chart on slide 1, Mr. Keillor said they have a positive fund balance for all funds, having just billed all the second quarter grant invoices. He said that the balance in the State and local columns will obviously go down over time as they spend down through the balance of the year. Looking at 'performance against budget' on slide 2, Mr. Keillor said everything is on track and where they would expect to be at this point in time. Grants are on track on expenditure. Compensation is pretty much where it would be given the turnover and vacancies. Contract costs always lag, but they're slowly building up as expected.

Addressing Mr. Hoenigman, Mr. Keillor apologized that he had not had a chance to amend the cash flow chart on slide 3 to remove the Excess Coverage Mitigation & Mitigation Funds. He will try to include that next month. So right now, the chart shows a negative cash flow for the month, but the 3.8 million dollars of disbursements include 2.7 million dollars going to the Nevada Division of State Lands (NDSL) for Excess Coverage Mitigation (ECM). In reality, if you take out the mitigation funds, they are actually positive $800,000 for the month. That's because they build a bunch of grants in January, and using a program called ASAP they can electronically draw down on funds for most of the Forest Service grants. Mr. Keillor said they get paid on those grants much faster than would normally be the case - by comparison, transportation grants will take a month or 2 to get to get the cash in the door. So basically, cash flow is fine except for the Excess Coverage Mitigation Funds. If the California Tahoe Conservancy (CTC) transaction closes, there will be an additional, larger disbursement to them.

Committee Comments & Questions
Referring to page 70 of the staff report, Ms. Aldean said it was indicated that TRPA had a positive cash flow of $900,000. She asked if that had been drawn down in the interim. Mr. Keillor responded that was just a rounded figure.

Public Comment

None.

Motion

Mr. Hoenigman made a motion to recommend the Governing Board approve the January Financials.

Ayes: Ms. Aldean, Mr. Di Chiara (for Mr. Aguilar), Ms. Diss, Mr. Hoenigman, Ms. Laine

Motion carried.

V. Recommendation on TRPA Application Filing Fee Schedule

Mr. Chris Keillor, TRPA Finance Director presented the item. Mr. Keillor explained that in October 2023, staff had brought planning rates to the Governing Board for an inflation adjustment of 8.3%. When they did that, they did not realize that the 2022 rates had not been converted from a calculation to a fixed number. So when they plugged in the 8.3 escalation factor, it escalated both years. 2022's escalation was only about 5%, so they wound up putting in a rate schedule that was about 3% higher than it should have been. Unfortunately, those rates got into Accela before it got caught – although it did get caught within a matter of days.

Mr. Keillor said they are using a provision in the Rules of Procedure that allows the Executive Director to reduce the rates if they are recovering too much money. So they have corrected the rates in Accela in order to minimize overcharging and any refunds, but they now need the Governing Board to approve the corrected version of the rate chart, which is attached to the stuff report.

Committee Comments & Questions
Ms. Aldean asked if refunds have been issued to all of the affected applicants. Mr. Keillor responded that overall, there were about 23 applicants who were overcharged by about $475. Some of them were very small, so they would like to set a limit, and refund everything over $20.

Public Comment

None

Motion

Ms. Laine made a motion to recommend the Governing Board approve the attached Resolution 2023-____, as show in Attachment A, and Exhibit 1, amending the TRPA application filing fee schedule

Ayes: Ms. Aldean, Mr. Di Chiara (for Mr. Aguilar), Ms. Diss, Mr. Hoenigman, Ms. Laine

Motion carried.

VI. Upcoming Topics

Mr. Keillor said next month's items will include the monthly financials and a Water Quality Mitigation Fund Request from El Dorado County. Longer term, conversations will continue on state and TRPA budgets, and staff are working towards the April retreat, where the Governing Board will set the strategic direction for the agency.

Public Comment

None.

VII. Committee Member Comments

None.

VIII. Public Interest Comments

None.

ADJOURNMENT

Ms. Laine made a motion to adjourn.

Ayes: [All]

Chair Ms. Aldean adjourned the meeting at 8:51 a.m.

Respectfully Submitted,

Tracy Campbell

Tracy Campbell
Executive Assistant

The above meeting was recorded in its entirety. Anyone wishing to listen to the recording of the above mentioned meeting may find it at https://www.trpa.gov/meeting-materials/. In addition, written documents submitted at the meeting are available for review. If you require assistance locating this information, please contact the TRPA at (775) 588-4547 or virtualmeetinghelp@trpa.gov.

TAHOE REGIONAL PLANNING AGENCY
LEGAL COMMITTEE

TRPA
Zoom

February 22, 2023

Meeting Minutes

CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Williamson called the meeting to order at 8:55 a.m. on February 22, 2023.

Members present: Ms. Aldean, Ms. Williamson, Mr. Hicks, Ms. Faustinos, Ms. Gustafson, and Mr. Rice (Mr. Rice arrived at 9:00 a.m.).

Members absent: None.

I. APPROVAL OF AGENDA

Mr. Marshall stated there were no changes to the agenda.

Ms. Williamson deemed the agenda approved as posted.

II. ELECTION OF VICE CHAIR

Ms. Gustafson nominated Ms. Aldean to serve as Vice Chair of the TRPA Legal Committee. Ms. Aldean accepted the nomination.

Committee Member Comments

None.

Public Comment

None.

Ms. Gustafson made a motion to elect Shelly Aldean as Vice Chair of the TRPA Legal Committee.

Ayes: Ms. Aldean, Ms. Williamson, Mr. Hicks, Ms. Faustinos, Ms. Gustafson, and Mr. Rice.
Nays: None.

Motion carried unanimously.

III. APPROVAL OF MINUTES

Ms. Aldean indicated that she submitted some corrections to Marja Ambler, TRPA Governing Board clerk. Ms. Aldean made a motion to approve the December 14, 2022 Legal Committee meeting minutes as amended.

Motion carried by unanimous voice vote.

IV. BRIEFING ON UPDATES TO TELECONFERENCING RULES

TRPA General Counsel John Marshall presented this item to the Legal Committee. He noted this item is specifically on teleconferencing because the Agency's standard practice since the COVID-19 Emergency Orders is coming to an end. [Slide 9] Per the Tahoe Regional Planning Compact Article III(d) directs the Agency that "All meetings shall be open to the public to the extent required by the law of the State of California or the State of Nevada, whichever imposes the greater requirement, applicable to local governments at the time such meeting is held." First, Mr. Marshall drew the committee's attention to the first part of the sentence that "All meetings shall be open to the public to the extent required by the law of the State of California…and Nevada". This does incorporate either Nevada Open Meeting Law ("OML") or the State of California equivalent. "Open to the public" is what TRPA is focusing on here, not necessarily all of the agenda requirements which TRPA has rules for in their own Rules of Procedure. Next, "…applicable to local governments…" which means the Nevada OML and in California, the Brown Act as opposed to Bagley-Keene. TRPA follows the Brown Act if they're following the local law in California because that's what's applicable to local governments.

On to the imposition of the "greater requirements"; TRPA has historically followed the Nevada OML because it has more restrictive provisions for when you can go into a closed session. Otherwise, [both states requirements] are about the same. Mr. Marshall will be presenting that, for teleconferencing, that may be slightly different now. What TRPA has done regarding teleconferencing is adopted it's own rule: Article 2.16 of the Rules of Procedure ("ROP"). [Slide 10] Mr. Marshall has prepared a generalized comparison of the Nevada OML, the California Brown Act, and TRPA's ROP 2.16 regarding teleconferencing. Because the emergency declarations in both states, which allowed local governments to work remotely during the pandemic, are coming to an end and, more specifically, the emergency declaration for the Brown Act in California is ending at the end of this month [February]. Therefore, next month TRPA moves back to operating under ROP 2.16 for remote participation in meetings. The left most column of the chart is a shorthand for different requirements that arise under law when members want to appear remotely. This does not apply to staff, only to the public members of a public body. ROP 21.6 currently has some provisions that the Board may be interested in changing out for future meetings.

The first requirement for justification and approval required, this is for when individual members can participate remotely. Under the Nevada OML, there is no specific requirement as to a justification for the individual members. Under the new provisions of the California Brown Act AB 2449, there are two different provisions. There is a "just cause" provision which allows members to appear remotely for "just cause" which is things like childcare, taking care of family members, etc. Then there's an emergency basis for which criteria isn't provided but typically has to be something more extreme than just cause. For example, for pandemics, not necessarily bad snow days. Another new element is that approval is required for a member to appear remotely under the Emergency provisions of the Brown Act. This means that a member would need to

make a small presentation to Board members and the a vote would need to be taken to allow the member to appear remotely. TRPA has a hardship requirement which is essentially Just Cause and Emergency and adverse road conditions. Under TRPA ROP, if it's unsafe to drive, that's an acceptable justification for a member to appear remotely.

Next, Mr. Marshall discusses the quorum requirement; if a quorum in person is required when there are some members remote. In Nevada OML, there's no requirement that the quorum be in person i.e. physically present in the meeting room. In California, there is a requirement that a quorum be physically present; only a minority of the Board or committee members may appear remotely. Under TRPA ROP, a quorum needs to appear within the jurisdictions within the local agencies. That means that members can appear remotely as long as that remote location is within the local jurisdiction i.e. Placer County, El Dorado County, Douglas County, etc.

Ms. Aldean points out that 2.16.3 says that during teleconference, a quorum of the members shall participate from within the Tahoe Basin which would preclude a member participating from Carson City even though that's within Douglas County. Mr. Marshall confirms. Mr. Marshall wants to discuss with the Legal Committee whether they want to update the quorum requirement since it makes remote participation available to a minority of TRPA Board members. Particularly in winter conditions, commuting in[to the Basin] is the major hardship.

The next requirement is whether the remote location is open to the public and if the agency is required to allow public comment in the remote location. In both the California Brown Act and the Nevada OML, the answer is no. In TRPA ROP 2.16 the answer is yes; the remote location has to be open to the public and the members have to allow any public comment from commenters who are present at that [remote] location. That used to be a requirement of the Brown Act but California no longer requires that individual locations be open. The next requirement is remote posting of agenda and materials which is not required under Nevada OML or the Brown Act but is required under TRPA ROP. Where this raises some concern is requiring Board members to post something on the outside of their houses and being able to provide for materials that are handed out during the meeting. Electronic provision may work here but it's a little unclear.

The requirement for remote opportunity to comment is new for California. The Brown Act now requires California local jurisdictions need to provide a call-in number, a web-based participation, and in-person capabilities in real time. The next one is a frequency restriction; under Nevada and TRPA rules, there's no limit on the amount of times that a Board member may appear remotely. Under California, there are two different limitations. There's a 2 times per year limitation for the just case justification, and the maximum under either justification is 3 times in row. The next requirement which is new in California is a required disclosure of persons 18 and over in the remote location room and what that person's relationship is to the member. This is to resolve when members of the public are no allowed to access the remote location that there's a disclosure of any potential of people with conflicts of interest or someone who has a specific interest being in the room.

The final requirement to discuss is committees. Neither Nevada OML nor California Brown Act distinguishes committees but TRPA does. There are fewer restrictions under TRPA's current rule and there's more flexibility provided to committees. Mr. Marshall reminds the committee that the Compact directs TRPA to follow the stricter of the two laws. When TRPA added ROP 2.16 is essentially codify the prior Brown Act which allowed the Agency to follow the Nevada OML for everything else because California was more strict than Nevada for remote participation. California's law is still more strict and right now the California Brown Act in some provisions is more strict than the TRPA ROP. On the other hand, is less strict regarding quorum and whether

or not your personal location is open to the public. Mr. Marshall invites the discussion from the Legal Committee of how ROP 2.16 should be amended. He proposes several options. He clarifies that TRPA cannot use the Nevada OML for teleconferencing. Either the Agency has to develop something that more suits members' needs but is consistent with the Brown Act or simply follow the Brown Act. That allows the Agency to maintain the same compliance with the Nevada OML. The Agency could eliminate ROP 2.16 and follow the Brown Act for all requirements but there may be a middle ground that satisfies the Brown Act.

Mr. Marshall suggests the committee discusses whether the Just Cause/Emergency provisions should be expanded to allow hardship as TRPA defines it including road conditions and other unsafe conditions including fire. He also suggests the committee discuss if there is a need for a frequency restriction and if the committee members are comfortable with the required disclosure which most likely will need to be included. The frequency requirements in the Brown Act have a formula to follow but, essentially, for TRPA Board members, the just cause justification can be used 2 times per year. Mr. Marshall informs the committee that any rules update will need to stick quite close to the California Brown Act requirement regarding frequency of remote appearances.

Committee Member Questions & Comments

Ms. Aldean comments that the objective is to have sufficient people participating so that a meeting wouldn't need to be cancelled due to lack of quorum. She understands that TRPA has chosen to follow the stricter of the two open meeting laws and she wonders if it is possible to apply to maximums to the California members of the Governing Board?

Mr. Marshall responds that this is not possible. Article III(d) of the Compact applies to the Agency as a whole so it's impossible to make distinctions between members. Mr. Marshall corrects Ms. Aldean that TRPA does not have the discretion to follow the stricter of the two laws; the Agency is required to by the Compact. TRPA does have some discretion in how the ROP are crafted in order to follow the stricter of the two state laws as it best serves the Agency.

Ms. Williamson wonders if the Compact could be amended to follow the Nevada OML.

Mr. Marshall responds that the Compact has only been amended 3 times; in 1969, 1980, and more recently as part of the mechanism to keep the two states together within the Compact. It is a difficult task. Perhaps, the next time an amendment to the Compact is brewing, TRPA could attach a change to the Open Meeting Law requirements.

Ms. Williamson thinks that having the remote option has been a game changer in a good way. She's attended meetings under evacuation orders, while stuck in snowstorms and caring for small children. She feels it's important to have everyone's voice participate in anyway they're able.

Ms. Gustafson suggests using "hardship" as a justification and add more to the frequency available for that option, perhaps not to exceed 6 times a year, and then stay with the California Brown Act for the just cause justification or 3 times in a row total. She'd like to find a way to craft an update to the ROP to meet the intent of the Brown Act but understands Tahoe's geography, weather, and fire.

Mr. Marshall responds that the Board has discussed the remote participation requirements in the past and, when it was debated then, there was an express policy of the Board to get members in-person together since it only happens once per month. He thinks Ms. Gustafson's suggestions could work. He cautions that the requirement to not appear remotely more than 3 times in a row is pretty express and most likely will need to be followed. He feels the Board can live with this requirement. The maximum use of just cause twice a year along with the quorum requirement to have members within the bounds of a local jurisdiction in the Brown Act suggests that the Act does not contemplate an entity such as TRPA where members are coming from significantly further away from the jurisdiction. He feels that TRPA may be able to include flexibility there recognizing that difference.

Ms. Gustafson continues that the question to the Board would be what is the appropriate maximum number of times to allow members to appear remotely. She agrees there's value in getting members together with each other and with staff, in person.

Ms. Aldean wonders if there's an opportunity to carve out an exception for TRPA at the California legislative level?

Executive Director Regan responds that she was in Sacramento yesterday and that this is a hot topic around the State capital. There are a lot of interest groups engaged with members because California has a lot of Commissions, for example the Sierra Nevada Conservancy Board. There's a large advocacy arm of the disabled community who's been able to participate on Boards more because of the remote and virtual opportunities and there are a few bills moving through the legislature. So there's an opportunity for TRPA to engage if that's the will of the Board for either a carve out or engaging so that TRPA's wishes are harmonized into whatever legislative vehicle might flow into the next few months. TRPA will track it either way but staff still needs a sense of where the Board is going with these new provisions in order to engage constructively to take care of TRPA needs as well. These kinds of issues originally weren't contemplated but they have emerged with other constituencies within the State in recent years.

Mr. Marshall distinguishes that, absent the Board directing staff not to, TRPA will continue with remote participation for members of the public. They are not discussing here removing those remote participation opportunities. TRPA sees the value of expanding people's ability to participate without having to come physically to this location. This is focusing on Board members and their ability to appear remotely. Absent direction from the Board, TRPA will continue to satisfy the requirements for remote opportunities to comment.

Ms. Gustafson notes she would like to remove the requirement for Board members to post materials at their remote location.

Mr. Marshall agrees that that requirement could be removed. The trade-off for that is complying with the disclosure requirement.

Ms. Faustinos states that the most significant consideration for members outside of the Basin is the hardship justification for weather, etc. that could prevent them from attending in person. She feels comfortable with all the other discussed changes. Ms. Gustafson asks Ms. Faustinos if setting maximum on remote attendance is agreeable. Ms. Faustinos replies that a maximum of three in row is reasonable and appreciates that it would encourage Board members to attend meetings in person to the best of their ability. She notes that an extensive health issue could be an exception to that requirement.

Mr. Marshall notes that there's a provision in the Compact that states that if Board members miss more than three meetings in a row, they lose their seat. That's not remote participation but missing meetings entirely.

Mr. Rice wonders about alternates being able to participate in Board meetings given that he, along with other Board members, participate on many other Boards. Mr. Marshall responds that TRPA allows alternates for Board members unless the individual is named as the Board member. Mr. Marshall notes that there's a distinction between hardship and convenience. Convenience may not be a bad thing as a justification to appear remotely if TRPA wants to adopt the widest rules possible; that's nearly how TRPA has been practicing to date. Coming out of the Emergency Declarations, at least in California, they're moving back to a world where convenience does not allow you to participate remotely. This requirement doesn't exist in Nevada. Mr. Marshall states that TRPA should maintain the hardship provisions especially if TRPA wants to propose a specific carve out for hardship provisions.

Ms. Gustafson wants to clarify the remote quorum requirements and proposes that members could appear anywhere within their local jurisdiction i.e. the Douglas County Commissioner could be anywhere within Douglas County. Mr. Marshall responds that for the quorum issue that the Brown Act's requirement that the quorum be within the jurisdiction can be worked with because it doesn't recognize that TRPA jurisdiction in unique and the TRPA Board members are not required to be residents of the TRPA jurisdiction unlike in most local governments. Ms. Gustafson proposes that TRPA Board members who are state representatives simply have to be within their appointing state and the local representatives have to be within their local jurisdiction in order to be remote but also count towards maintaining a quorum. Mr. Marshall agrees to look at the proposal that a quorum has to be present within their representative jurisdictions even when appearing remotely.

Mr. Hicks wonders about participating while on a vacation out of state. Mr. Marshall reminds him that this requirement is about maintaining a quorum, not restricting from where a member could appear remotely. The intent of that provision is to drive people together and the Board needs to consider how much they'd like to relax that purpose. It also serves a public disclosure purpose. Mr. Marshall states that the Compact sets the Board quorum requirements at four members per state.

Ms. Aldean states that she is supportive of Ms. Gustafson's recommendations. She wonders if, rather than getting a legislative change, could this be submitted to the Attorney General of California for an opinion letter. Mr. Marshall states that those are very hard to get and take a long time. That request would also force the question out of the Attorney General if whether or not what TRPA proposes to adopt would be consistent with their view of the relatively strict provision within the Compact. He does not recommend that course of action. He recommends going through the State agencies and making certain that State agency partners are comfortable with what TRPA is proposing.

Ms. Aldean continues that while the committee is looking at TRPA ROP 2.16, 2.16.6 states that all votes taken at a teleconference meeting shall be by roll call. This is not what TRPA has been doing on votes like adjourning; that's done by acclamation. Perhaps this provision should be revised. Mr. Marshall agrees to draft a revision.

Mr. Rice asks what the consequences would be to a member who violated the OML or the Brown Act. Mr. Marshall responds that the most severe consequences, without discussing the criminal implications, is threatening the integrity of the Board's decision-making. It could

undermine Code changes or potentially project-level decisions; it could make decisions subject to reversal for not following the stricter of the two laws.

Mr. Marshall continues that the question Mr. Rice poses is whether the individual liability provisions, particularly in the Nevada OML, would apply. He thinks there are good arguments to say that those provisions are not incorporated. He would argue that those remedy provisions lie outside of what is incorporated by Article III(d) of the Compact. Nevertheless, Mr. Marshall can't say that individual members would be free from liability from knowing actions.

Ms. Aldean wonders historically how many times has the Agency not been able to take action on an item because of lack of quorum due to inclement weather or extenuating circumstances. As an Agency, TRPA needs to take action on certain important issues and if the only way to do that at times is to be a little more lenient with respect to teleconferencing, it seems like a worthy trade-off.

Mr. Marshall responds that TRPA can't do that in an *ad hoc* fashion unless there's a specific rule that allows it and he recommends against because there is no opportunity to do that and stay in compliance with the stricter of the two state laws. Rather the Agency plans around those quorum issues by putting action items first and undertaking other strategies to ensure appropriate quorums for the Board to take action. He reminds the committee that the quorum and voting requirements are in the Compact so if the Agency has a rule about remote quorums that is sufficiently consistent with the Brown Act, the Agency will achieve the requirements of the Compact. Mr. Marshall states that this discussion needs to be had with the full Board when adopting the updated rule for teleconferencing quorum requirements and not on an *ad hoc*, case-by-case basis. That would potentially lead to inconsistencies in application and the threat of invalidation of the action taken. Mr. Marshall states that there are ways to ensure a quorum presence without putting the decision made at risk.

Ms. Aldean states that she's not suggesting Board action when there isn't a quorum but rather using that as a rationale for using a technology that wasn't available 20 years ago. Mr. Marshall agrees that that is evident in California's amendments to the Brown Act. Ms. Gustafson states that the Brown Act is really crafted for local agencies and for the public being able to show up and talk to their elected officials; it's not set up necessarily for the state-wide and Bistate issues. She states that this makes sense since it's not the Brown Act that applies to California state entities; it's Bagley-Keene.

Mr. Marshall suggests that it could be a potential fix in a future Compact amendment to clarify which California open meeting law applies to TRPA.

Mr. Marshall states that he will be bringing some rule changes forward but until those are approved, TRPA will be following ROP 2.16 with regards to teleconferencing procedures.

Public Comment

None.

Presentation can be found here: https://www.trpa.gov/wp-content/uploads/documents/Legal-Committee.pdf

V. CLOSED SESSION WITH COUNSEL TO DISCUSS EXISTING AND POTENTIAL LITIGATION

Ms. Gustafson made a motion to move the committee to closed session.

Motion carried by unanimous voice vote.

VI. POTENTIAL DIRECTION REGARDING AGENDA ITEM NO. 5

No direction.

VII. COMMITTEE MEMBER COMMENTS

None.

VIII. PUBLIC INTEREST COMMENTS

None.

IX. ADJOURNMENT

Mr. Hicks moved to adjourn.

Meeting adjourned at 10:01 a.m.

Respectfully Submitted,

Katherine Huston
Paralegal

The above meeting was recorded in its entirety. Anyone wishing to listen to the recording may find it at https://www.trpa.gov/meeting-materials/. In addition, written documents submitted at the meeting are available for review. If you require assistance locating this information, please contact the TRPA at (775) 588-4547 or virtualmeetinghelp@trpa.gov.

TAHOE REGIONAL PLANNING AGENCY
ENVIRONMENTAL IMPROVEMENT, TRANSPORTATION, & PUBLIC OUTREACH COMMITTEE

Zoom February 22, 2023
TRPA

Meeting Minutes

CALL TO ORDER AND DETERMINATION OF QUORUM

Vice Chair Ms. Faustinos called the meeting to order at 11:30 a.m. on February 22, 2023.

Members present: Ms. Conrad-Saydah, Ms. Faustinos, Mr. Bass, Mr. Rice, Mr. Settlemeyer and Ms. Williamson.

Members absent: None.

I. APPROVAL OF AGENDA

Ms. Regan stated no changes to the agenda.

Vice Chair Faustinos deemed the agenda approved as posted.

II. APPROVAL OF MINUTES

Ms. Williamson moved approval of the January 25, 2023 minutes as presented.

Motion carried by voice vote. Commissioner Bass abstained.

III. ELECTION OF CHAIR AND VICE CHAIR

Ms. Williamson nominated Ms. Faustinos to be Chair and Mr. Rice to be Vice Chair of the Environmental Improvement, Transportation, and Public Outreach Committee

Public Comment

None.

Ms. Faustinos and Mr. Rice accepted their respective nominations. Ms. Conrad-Saydah made a motion to elect Ms. Faustinos as committee chair and Mr. Rice as committee vice chair.

Motion carried unanimously.

IV. BRIEFING ON TAHOE TRANSPORTATION DISTRICT ACTIVITIES

TRPA Executive Director Julie Regan began the presentation on this item. She reminds the Committee that a few months ago, Board Member Alexis Hill, who sits on both the TRPA and the Tahoe Transportation District ("TTD") boards, gave a report to the TRPA board and staff found it

was appropriate to bring regular briefings on TTD activities to this committee. Ms. Regan reminds the public that the Highway 50 Corridor Management Plan is not agendized for this meeting.

Carl Hasty, TTD District Manager, presented on TTD activities. [Slide 1] TTD is a Bistate Compact agency under the same Compact as TRPA and have their authority under Article IX of the Tahoe Regional Planning Compact. TRPA has a huge responsibility and a broad mission to make sure transportation is fully integrated with land use and the environmental thresholds. TTD's distinction is they focus entirely on transportation and primarily on implementation of transportation. TTD and TRPA work together as they are the only two entities who have the responsibility to look at the region as a whole. There are at least 18 organizations who have transportation responsibilities in the Tahoe basin alone. TTD rolls all that up to deal with transportation as directed by the Compact and especially with the multi-modal approach to dealing with capacity and congestion. While everyone is familiar with transportation, the business of transportation development and operations is quite arcane; not common knowledge to the public. [Slide 2] This slide shows the responsibility of the Metropolitan Planning Organization ("MPO") who have primary responsibility for Long Range Planning. The reality is that TTD is involved in every step along the way in some shape. TRPA is both the Agency and the MPO, they have the biggest role in things such as the Regional Transportation Plan ("RTP") but all of the partners along with the public are giving input and helping to build those plans. TTD's responsibilities fall on the other end of the spectrum focusing on implementation.

TTD became staffed in 2009 even though it's been around since 1980 through some earmarks that were passed through the MPO for about 5 years. TTD was in agreement with TRPA to take on a series of difficult projects that have been on the books for a long time but tough to deliver on. Among those are the traffic improvements in Tahoe City including the short re-alignment of SR-89 and the roundabouts. That project is nearing completion and should be going back out to bid to complete. TTD planned, did the environmental documentation, brought it to the TRPA Board to get it permitted, and put the funding together. TTD is very flexible as to how they approach implementation of projects. In this case, for Tahoe City, the primary source of Federal funds secured were Federal Lands Access funds. Along with that comes the regional Division of Federal Highways to deliver the projects so the Federal Highways has been the construction lead for that project.

The Nevada Stateline to Stateline bike trail was first completed through a feasibility analysis for the entire stretch and then TTD was charged with getting two demonstration projects up and going. TTD completed the South Shore Demonstration project which goes from Edgewood Golf Course to Round Hill Pines Resort. The second stretch is the 3 miles from Incline Village to Sand Harbor State Park. The Nevada Department of Transportation ("NDOT") was the lead agency of that project and combined it with some erosion control and water quality improvements for that stretch of highway.

Other projects are the US 50 project at Stateline which is in process. SR-28 trail project is planned to be continued for the next 8 miles to Spooner Junction. There are a number of partners involved with that who are addressing getting more parking off of the highway and into designated locations off of the highway. With that project there would be a total of 11 miles of trail from Incline Village to Spooner Junction. In the future, there would be another stretch from Crystal Bay from that Stateline to Incline Village.

[Slide 3] In 2010, shortly after getting staffed, TTD took on the transit system on the South Shore when the non-profit previously running it could no longer sustain itself and no other public

entity was able to step up at the time. TTD has been running the transit service on the South Shore and doing it inter-regionally by connecting to Minden-Gardnerville and Carson City. TTD has put together a variety of funding sources to do this. The map on the slide is an update to the Short Range Transit Plan which TTD is engaged in right now. This concept is discussions right now with a Technical Advisory Committee TTD has convened on the South Shore including the City of South Lake Tahoe, the South Shore Transportation Management Association, TRPA, Douglas County, and consultants. The solid line on the map is a fixed route, here along highway 50. The areas with different colors are micro-transit zones in order to get folks to the buses, called in transit lingo the "first/last mile". Zone 1 on the map is the existing Lake Link area that is associated with mitigation for the Event Center. The City of South Lake Tahoe is interested in expanding that service to the rest of the City and Douglas County would like to expand it to Zones 3 and 4. This map is a draft and in discussions now with the Technical Advisory Group to look at how this could be accomplished in a short period of time to get some efficiencies and integrate the two systems so that they're working together. On the dashed line on the Lake is the existing private water taxi service which TTD is also working to integrate into this short range transit plan.

[Slide 4] This slide shows the potential longer-term vision, beyond 5 years, assuming there's interest on the part of partners. This is a more expansive look at fixed-route service and additional zones for micro-transit. The marked zones 5, 6, and 7 is looking at the unincorporated portions of El Dorado County. TTD hasn't had dialogue with El Dorado County yet but they're contemplating the possibilities. The map shows a route from Zone 2, the intersection of US 50 and 89 ("the Y") following 89 to go to Emerald Bay and a more expansive Lake service with a passenger ferry and more expansive water taxi service to get to Emerald Bay and other locations on the North Shore.

[Slide 5] This slide illustrates the bigger picture. This map is representative of the application that TTD and co-applicants including the town of Truckee and Placer County, just submitted to the California State Transportation Agency ("CalSTA") under their Transit Intercity Rail Capital Program ("TIRCP"). This is the first time TTD or anyone up in the Sierras has made application to this program. In Mr. Hasty's opinion, after dealing with grants for a number of years, this program understands systemic approaches, therefore they're willing to look at support over multiple years. They understand that for transit programs, it's about building a network, and that's missing at Lake Tahoe; the comprehensive network that ties together the North and South Shores and starts to tie beyond the Basin; reaching Truckee, Minden-Gardnerville, Carson City and getting to the Reno area, Sacramento, Central Valley, Bay Area.

The proposal in this application is a series of seven projects, the first of which is looking for planning money to finish planning some of these projects. The dark round circles on the map are mobility hubs; on the South shore, out in Meyers, at the Y intersection, and at Ski Run Marina. On the right side [of the map] that is a location that TTD and Douglas County are looking at where there could be a larger and more modern transit facility. On the North Shore, Kings Beach transit up at the intersection of 267 and 89 and the resort triangle tie-in. Placer County is interested in looking at a dedicated transit lane on each of those two state routes to help with the congestion and enhance transit mobility options as alternatives to the automobile. TTD is also working with the town of Truckee for some additional mobility hub locations to capture visitors but also to provide commuting options for the workforce coming up from Reno.

The Town of Truckee is also looking at new maintenance facilities. The Placer County Transportation Planning Agency is working in partnership and are expecting to see a third passenger rail line coming from the Bay Area into Roseville. Therefore, TTD proposes a

motorcoach service to complete the trip for folks until we can actually see train [service] up the 80 and 50 corridors to address and create a different transit option.

This is obviously California biased since it's a California funding option but Nevada is not being left out in thought or in pursuit to match the other side [of the basin] with transit services and other mobility hubs both in and out of the Basin to complete the type of systemic network that is needed to address travel at Lake Tahoe.

The two boards of TRPA and TTD have a critical partnership role to play to achieve the transportation system that's needed for Tahoe and the Resort Triangle and to provide an alternative method to arrive, travel around, and return home from this recreation destination. The staffs of TRPA, TTD, and all of the partner agencies, are also technical support and delivery staff to get a multi-modal network on the ground and operating.

Committee Member Comments

Commissioner Bass was excited to hear about the rail projects proposed in California but really wants know if a rail project that goes between Reno and Carson City that could come up Spooner Summit to serve South Shore is in the TTD Long range plan?

Mr. Hasty responds that it's not something currently in the TTD long range plan and he's not aware of any dialogue on the Nevada side for that project but that doesn't mean TTD can't query Washoe RTC or Carson City to see if they're contemplating something like that.

Commissioner Bass thinks this should be in the long range, 25 year plan, knowing that if there's a high speed rail option between San Francisco and Reno it'll be a 2 hour trip. With an additional high speed line between Reno and Carson and then up to the South Shore that could be a 3 hour trip which would transform the way people come to Tahoe. Mr. Hasty laid out TTD's regional role. Commissioner Bass asks for Mr. Hasty's opinion on a different entity providing transportation for the South Shore, if that would help TTD's overall focus for the region.

Mr. Hasty responds that Commissioner Bass is aware, since he sits on TTD's board, that the TTD board is open to that and the City has interest in that. They'll be coming to the TTD Board to adoption of the short-range transit plan for adoption. After they get public comment on these proposals coming forward, they'll make those decisions.

Commissioner Bass continues to let the committee know that the City has unanimously agreed that they [the City of South Lake Tahoe] should be the recipient of transit funds, similar to Placer County, which would come with a commitment to operate transit at a level to meet climate and other goals. If the City Council decides they should be the recipients of transit funds, would TTD oppose that? He believes that would be TRPA Board approval to move that forward.

Mr. Hasty responds that it's not up to him, it's up the board, and they've said that they're open to hearing that proposal.

Commissioner Bass says in terms of the electrification goals, is there a plan to meet not only the City's goals, but also California's mandates for electrification in transit. Mr. Hasty responds that the TTD Board has adopted a goal that's consistent with the State of California goals for compliance. TTD has funds and will be moving into a fleet conversion and infrastructure plan for

their service area and hopefully the entire Region dovetailing with what Placer County has done and looking at what else needs to be done. That will be happening over the next year.

Commissioner Bass comments that with the planning for these sites, especially with regards to the transit hubs, to not have included the Y as a major hub for transit when we know the needs for Emerald Bay, the needs for the City, needs to be looked at again and be included. The facility planned to be built at Zephyr Cove, Mr. Bass feels would be better suited "down the hill" to serve Minden and Carson City moving into the electrified fleet.

Mr. Hasty notes that 5 of the 7 projects on the [TIRCP] application were projects that were on the 10-year Bistate consultation list, so this application is a way of moving those forward and TTD is pleased with the support including our resources agencies for the application.

Public Comment

Phillip Schloss comments as a resident of Stateline. He finds it interesting that so far, and others have not mentioned the cost of these projects over what time period and where the revenue is to either initiate them or to keep them going.

Ellie Waller, Douglas County, Carson Valley Resident. she use the roads in both areas and come up here off often. This morning's ride was a little harrowing; NDOT could do a better job. It's not your problem. But just to let you know. Also Carl mentioned a possible expansion of the Douglas County Mobility Center in the long term. I'm wondering when that will surface to the Board of Commissioners so we have a better idea of funding expectations. Micro transit was funded for the remainder of the fiscal year at 520 from Douglas County, the missing piece, as the applicant stated, to keep it running for the rest of the year. We're looking forward to that service expansion into Douglas County for fair share service into the Douglas County area, and also there wasn't a mention of the Incline Village potential mobility hub at the closed elementary school. That'll be nice to get an update on that. I know there is a future meeting on the agenda for the members of the community there to come out, but it would be nice if it came back to this board as well.

My name is Scott Robbins. I'm a member of the South Lake Tahoe City Council, but my comments here are in my individual capacity as a member of that Council. I'm not speaking on behalf of the city as a whole, nor of the South Lake City Council as a whole. I thought Mr. Hasty's presentation was very interesting. It showed real ambition at what an integrated transit plan would look like, particularly around the South Shore area and expanding it to areas like Emerald Bay. And I think ambition is good, I think having a vision is good. What I think the presentation significantly lacked was any acknowledgement of the reality of the current execution of that plan. At the moment bus service in the south shore, which used to be every half hour in November, was cut to every hour. Not only are we not heading towards this ambitious future transportation plan, we are headed away from it. Service is not getting expanded, or better, it's getting worse. That is the actual lived reality of the people who might whom are my constituents. The lift operators, the ski instructors, the snow groomers. They are hitchhiking to work in the morning, and if you drive along Highway 50, you can see them hitchhiking to work in the morning because the buses are not running. So, I admire the ambition. I think it's the right kind of vision that we need, but we are not actually executing on the real current fundamental needs of transit in the south shore. I am very concerned by the fact that there was no acknowledgement at any point in Mr. Hasty's presentation about this current reality, and there was no effort to address the these problems and to demonstrate what actions are going to be

taken by the TTD to address this critical transit shortfall that we have now. So ambition is good, plans are good, vision is good, all that's excellent. But we're not executing on the reality is in the present, and I think before we spend a lot of time and a lot of effort thinking about a grand vision for the future, I think we also need to have pragmatic execution in the presence. And we're not doing that. And this is a failure of the TTD that severely impacts the people who are at the foundation of the South Shore's economic vitality. Thank you very much.

Elizabeth Lernhardt, Zephyr Cove. I also would like to really applaud what the previous commenter said. I have seen it on social media. I've experienced it in myself. We are going backwards, not forward. I would like to leave the road diet for today, since you got a little tired about hearing me talk about it, and I would like to talk about TTD's One Tahoe plan. I have studied it as it is available to the public. It's a little dated and stale in its numbers, so I think the numbers will come out much higher when it's actually being executed. So when Congress granted TTD and TRPA the compact, it was concerned about preserving the Lake Tahoe natural environment. It seems that 54 years later, the focus of this agency is to study how to maximize revenue and implement up unproven ideologies rather than finding custom-fitted solution to this unique place. It applies the cookie cutter approach like the road diets. The main creativity I see in this plan, as I read it on the Internet, is directed towards improving revenue by taxation or fees, whatever you call it. So problem might be unique but I can assure you it is not as unique to find solutions to it. If you, the members ever traveled to the Alps in Europe, you would have seen what is possible and has been for the last 50 years. Swiss engineers, Austrian and German engineers have tackled much more challenging solutions, and have come up with unique long-term solutions to it that do not encroach on the local residents, as you are proposing here. There's still hurdles ahead for you the legislator of both States has to be so persuaded to agree this taxation. In Nevada the agency lobbied the 81st Assembly to waive this requirement, the assessment was that that it was a fatal flaw to ask California and Nevada for statewide vote to approve these monies with a two-thirds majority as mandated by your Congressional Compact. So the consultants went on to a phishing expedition for acceptable ideas how to fund this project. The first one was to call the tax a fee and comparator utility Fees. This begs the question of whether looking at the lake was the benefit the user was charged for. 28 methods were identified, and 5 determined to have the potential to be accepted by the public and you came up with a user fee of $84 per property tax collected by property tax, $4.10 per day per visitor as well as $852 per year per business, and $1.06 per day commuter fee for employees living outside the basin, no fees for bikes.

Nick Speal from South Lake Tahoe. Thank you for this report on some of the exciting transportation projects around the lake. There's lots to dream up here, but local transit needs more attention. I appreciate Mr. Bass's questions to focus attention on the local transit system, and would like to encourage the TRPA to consider a restructuring of who is responsible for local transit operations so that a focus on the needs for transit on the South Shore can be achieved thank you.

Doug Flaherty. In Mister Hasty's delivery and explanation of this very far-reaching proposals set of proposals, he mentioned that it's going to help with congestion. I want to reiterate that you guys, you know, the planners continue to hold on to the half-truth that these projects are going to reduce congestion. Those comments are arbitrary, capricious, subjective, controversial, and the outcomes of their reasons are highly subjective. Second of all the TRPA and governing partners are destroying our east shores. The last thing left of the what appears to be wild and scenic of the Lake Tahoe Basin; you guys are destroying it. We need to move that east shore trail to the to the east side of Highway 28. We need to get rid of those bridges. There's erosion underneath those bridges, there's algae. This is opened up the lake to an unbelievable number

of people that basically subject the east shore to overcapacity. The urinate, they defecate their dogs defecate, there's trash, and there's plastic. We need to move that section to the east side of Highway 28, and for the rest of the trail to Spooner Summit everything should be on the uphill, east side of 2. Other than that, I like this whole idea of going local. We've got these grandiose plans, but it really comes down to the environmental impacts locally on not only the communities, but also the Lake Tahoe Basin on a whole. These are all symptoms of your current pro-development, pro- contractor approach, which continue to add to the tyranny of incremental projects that result in negative impacts on accumulated basis.

Presentation can be found here: https://www.TRPA.gov/wp-content/uploads/EITPO-Agenda-Item-No-4-Briefing-on-Tahoe-Transportation-District-Activities.pdf

V. LAKE TAHOE VISION ZERO STRATEGY SAFETY PLAN UPDATE

Rachael Shaw, Assistant Transportation Planner, presented an informational update on the Lake Tahoe Region Vision Zero Strategy. This plan ties directly into the next Regional Transportation Plan, helping to improve safety and implement policies. It also ties into Michelle Glickert's presentation about the Transportation Performance and Recommendations Report. As the committee will hear, safety is one of the many metrics tracked to assess progress.

Vision Zero is a strategy improve safety for all modes of transportation on roadways with a focus on reducing fatal and severe crashes. Implementing this strategy will bring us in conformance with both states, which have adopted Vision Zero goals and also aligns TRPA at the Federal level as the Department of Transportation has a National Roadway Safety Strategy inline with Vision Zero Elements and just launched a Call to Action campaign asking stakeholders to commit to specific actions in 2023 to reduce serious injuries and deaths on roadways.

[Slide 2] Ms. Shaw outlined the presentation to start with a brief background on the previous strategy and TRPA's role in general in safety and then go more specifically into this strategy update and the Vision Zero elements. [Slide 3] This is not a new plan, but rather an update to the 2019 Safety Strategy but with the focus on Vision Zero. The presentation will be revisiting some of the recommendations and MOUs (Memoranda of Understanding) that came out of that previous strategy. This update is going to support the Regional Transportation Plan ("RTP") both the existing one and the update in 2025, and it aligns with the strategic initiative, Keeping Tahoe Moving. [Slide 4] TRPA has a few different roles when it comes to safety. First as the MPO, TRPA is required to establish and report on annual safety targets to both States. Next, TRPA also establishes safety policies in the RTP. TRPA also provides that regional coordination role to have a systemic approach which is especially important for safety. And then, lastly, TRPA provides funding for safety projects such as through the regional grant program and support local eligibility for funding opportunities. [Slide 5] Why does Tahoe need a Vision Zero strategy? One of the main reasons is the number of crashes that we're seeing on Tahoe roadways. The last Safety Strategy was based on crash data from 2012 to 2016, and since then there have been 19 fatalities and 109 severe injuries on Tahoe's roadways, an average of 4 fatalities in 22 severe injuries each year. This is with the caveat that 2021 data is still coming in, and these numbers may change. This is being called a preventable health crisis on the national level, and we have our role to address our portion of this crisis in Tahoe. I want to acknowledge when I mention this data that these are not just numbers, but family members, friends, colleagues, and community members that have been greatly impacted by these crashes.

[Slide 6] The second main need for a Vision Zero [strategy] is eligibility for new and existing funding sources. We know that in order to make significant impacts on crazes, we need infrastructure. And in order for local jurisdictions to implement infrastructure, they need more funding. And so TRPA is designing this plan with funding in mind. One of the new funding sources is Safe Streets and Roads for All or SS4A. This was established by the bipartisan infrastructure law, making 5 billion available over 5 years. One of the requirements to apply for this grant is to have an existing Vision Zero Action plan that covers your area. Therefore, TRPA's Vision Zero strategy makes not only TRPA, but the locals [jurisdictions] eligible to apply for $5 to $30 million in implementation grants. We just saw the average implementation award for the cycle recently awarded was $16 million, and these were comprehensive projects covering multiple safety improvements across cities and counties and this could have a big impact on Tahoe. [Slide 7] Staff is also considering other State and Federal funding and using this strategy to make agencies more eligible for not just SS4A, but other funding sources, and part of that is including equity considerations. Equity is becoming an increasingly important consideration, and sometimes a requirement for transportation grant sources. So TRPA is going to be looking at some of the recommendations that come out of the transportation equity study which you're going to hear about later today from Kira Smith, and incorporating that into this strategy.

[Slide 8] Vision Zero isn't a new concept and many of you are familiar with it. But since this is the guiding principle for this strategy, Ms. Shaw gives some background to make sure everyone's, the Board and the public, are grounded and on the same page. It originated in Sweden in the 1990s. It's since spread to several other European countries, and more than 45 communities in the US. Since its inception, Swedish fatalities have decreased by more than 50%, even with traffic volumes increasing. There are similar results in other places that this approach has been adopted. While Vision Zero seems to be more of a buzzword or a slogan, it's more than just a tagline. It's a fundamentally different way to approach traffic safety. So this traditional approach on the bottom left [of the slide] says that traffic deaths are inevitable. We design roadways for perfect human behavior that seeks to prevent collisions and puts responsibility on individuals. Vision Zero seeks to shift away from that narrative to say that while human mistakes are inevitable, we can design roadways to incorporate human mistakes and prevent the most fatal and severe crashes. With taking a system's approach, saving lives does not have to be expensive. Tahoe is not necessarily still in this traditional approach. Tahoe has already taken steps toward to move towards Vision Zero, even if it hasn't been called Vision Zero yet and so Tahoe falls somewhere in the middle. But this strategy will just be one step to move closer towards that approach.

[Slide 9] This strategy seeks to have 4 main objectives. The first one is to achieve significant decline in roadway fatalities and severe injuries with a long-term goal of 0. TRPA is considering a goal of 0 by 2050 as this aligns with both California and Nevada Strategic Highway Safety Plans. Next the strategy will aim to support and accelerate attainment of RTP goals. TRPA is also are seeking to establish a way to measure our progress in meeting that Vision Zero goal over time. One of that ways will be is in establishing an adaptive management framework and by annual reports, and we can look at safety as one of those metrics in those reports. Another way to measure progress will be our targets that we set and report onto each State. Then, lastly, TRPA wants to enable agencies to be eligible for new and existing funding to get some safety improvements on the ground.

[Slide 10] TRPA intends to include the elements (with asterisks next to them on the slide) in this updated strategy: Vision Zero goal, Equity Considerations, How Progress Will Be Measured, and Funding Opportunities. Those elements are new to this update. Ms. Shaw highlights all the work that went into the last strategy in all of the other aspects, particularly the crash data analysis

and developing a countermeasures toolbox that's specifically for the Tahoe region and this really lays the groundwork and foundation for this strategy.

[Slide 11] This strategy is going to be developed with input from a technical advisory committee ("TAC"). Staff convened the first meeting in January and invited to participate are both State Departments of Transportation, local and State law enforcement, local jurisdictions, and some advocacy, groups. Staff will be coordinating with local plans. The committee may know that the City of South Lake Tahoe was just awarded SS4A planning funds to develop their own Vision Zero Action Plan. Staff will be coordinating with them to ensure both plans are cohesive and aligned with each other. [Slide 12] Finally, these are the next steps that the committee can expect as a strategy moves forward. Staff has already hosted the first TAC meeting, and they're aiming to hold at least 2 more. There will be opportunities for public outreach throughout, but particularly from April to the end of June. In August, staff expects to come to the full Board for consideration of a Resolution committing to this goal of Vision Zero. Commitment from leadership or Governing Body or city council, most often in the form of resolution, is a key part in all Vision Zero plans, and we are considering the goal of zero roadway fatalities and severe injuries 2050. The next SS4A cycle is expected in September so staff will wrap up this strategy by September.

Committee Member Comments

Vice Chair Rice comments to make sure that it's clear that we are not pursuing the original Highway 50 plan of restricting Hwy 50 to one lane in each direction. I believe that we're looking at other goals and other ways of getting to 0 fatalities. That in a way that is more palatable to the people that live here.

Executive Director Regan responds that this is a more holistic strategy. TRPA is waiting for NDOT's revision to the Hwy 50 plan. TRPA is collaborating with NDOT and looking at how they might change their plans. They have a big overlay project that they're looking to do on the highway and before that happens, the need to finalize that Hwy 50 plan. The Vision Zero safey strategy is a Region-wide approach and doesn't get into that level of specificity.

Chair Faustinos comments that the 4-year reporting period is a long time and with the funding structures and active community engagement, it would be great to have more frequent report outs. It's important to get feedback from pedestrians in this development, not just from vehicles and bicycles.

Public Comment

Elizabeth Lernhardt from Zephyr Cove commented. I really appreciate the Vision Zero. The locals have really a great interest in reducing any kind of accidents living close between 2 of these dead men curves, I can only say personally, and my neighbors would appreciate an improvement. In addition, I've blogged on Nextdoor, and since I put the micro transit on in the public transportation, I've had 1,500 people reading the blog so these 2 issues are really catching. And if the engagement with the public would be more in a constructive manner, I'm sure we would come to a better solution. Regarding Vision Zero, I've studied the crash data on the android web page from 2016 to 2019 as it is available at this point. It stated the number one reason for fatalities are impairment. You do not address it with one word in your presentation you need to talk about impairment. When it comes to impairment it is not just alcohol. There is actually a shift which I found very interesting from alcohol to multidrug use. As long as we are allowing marijuana and other drugs to be legalized, we need to look at how that impacts us alcohol the half-life in your body is very short, and for marijuana it's 30 days. These are facts that are not going get improved by reconfiguring roads, not by road diets or anything else. This is another societal issue that needs to be addressed by this committee.

Helen Neff comments as a resident of Incline Village. First of all, I'd like to thank Ms. Shaw for bringing this briefing before the committee. I know that TRPA, and especially Ms. Shaw have safety as a priority in your planning, and I'm so grateful that for that. Unfortunately, I am one of the victims in the headlines that Ms. Shaw showed on one of her slides. I was injured while crossing State Route 28 in a crosswalk, doing everything legally. So the briefing in the board packet for this presentation, said the strategy is in line with the strategic initiative, Keeping Tahoe Moving, which aims to provide transformative changes to Tahoe's transportation system, including complete streets, pedestrian-friendly town centers, and improved safety. TRPA has been encouraging the implementation of complete streets for over a decade now, but in Incline Village, we do not have complete streets. We do not have a pedestrian, friendly town center. We do not have safety along State Route 28. The TRPA regional plan amended in April of 2021, in chapter 3 4.1 one addresses level of service for intersections, and the plan states the lowest level that may be acceptable is level E and then only certain hours, but the intersection of 28 and northward-Southwood, the gateway intersection into Inclined village, when approaching from the east shore, has a level of service designation of F. F in failed, and that is before taking into account final approval of the 947 Tahoe Condo project that will bring more construction vehicles. The entire section of State route 28 through Incline Village has a crash rate over the national average, and it's well established that speed is a determining factor in how severe crashes are. So, while I understand that Vision Zero is a holistic approach, please do more than just evaluate Tahoe regional safety performance in 3 to 5 years. Instead, I encourage you to please use your authority to help those of us living around the lake, and especially in inclined village, to require and to make safety changes along 28 to the F-rated intersection, the speed limit within Incline Village, and redesign state route 28, using complete streets. I'm grateful that you're serious about Vision Zero, but for it to be a reality. These changes are necessary. Thank you.

Pam Strayley comments as a resident of Incline Village. If you're looking at zero roadway fatalities, there’s been no mention of motorcycles and electric bikes which I equate; especially class 2 and class 3 bikes are throttled just like motorcycles right now. Those classes of e-bikes are allowed on, or ride on, the so-called multi-use paths, and I equate multi-use paths with sidewalks. They are overrun with pedestrians as they should be, pedestrians, dog walkers, people pushing strollers, and as such they are sidewalks and no bicycle of any kind should be allowed on them. I understand that the East Shore path to Sand Harbor was specifically

designed to get road bikes off of Highway 28. Well, I guess that design came in before electric bikes, because electric bikes are now a great danger on that path. I personally was seriously injured on a "multi-use" path on the top, along the Truckee River and apparently there is no jurisdiction for the sheriff or CHP in this case to come and when an accident occurs. I was unconscious and bleeding, and both CHP Plaster County sheriff refused to come to the accident. So that's another situation when you consider safety, and those are my main concerns. Do consider e-bikes. I realize they are important alternative to gas guzzling cars, but they also create safety risks.

Doug Flaherty commented Keep Tahoe Moving. Not just on a daily basis, but how about during a wildfire evacuation? It only takes one or two cars, blinded by smoke, to rear end each other, and trap thousands of people to prevent them from safely evacuating. So, any sort of a safety element approach needs to address the impacts of increased height, density, coverage that are being currently proposed in the area plans and regional plans. All those proposals are increasing capacity. We are over capacity. TRPA has not adequately defined a public safety threshold, carrying capacity to safely evacuate visitors and residents from the Tahoe Basin. Yet you guys can continue to push, push, push for more, more, more height, density, and coverage. It defies logic. Not only that you're not addressing any specific substantial evidence to support these increases of height, density, and coverage as they apply to preventing the perils of public safety, wildfire evacuation. This is gone on way too long. You guys need to do an EIS going back supplemental EIS to the 2012 regional plan and include all these public transportation safety issues and take a hard look at this.

Kathie Julian commented that first, any 0 envision safety plan should tackle the critical issue of the interface between pedestrians and E-bikes, especially class 2 and 3 E-Bikes with throttles that are essentially motorcycles so fully support that point made, Secondly, the last speaker spoke of the evacuation plans so any plan on transportation should also factor in transportation during an evacuation due to Wildfire. I believe the Washoe County folks have come up with an overall Washoe County Plan for evacuation that encompasses a segment on the North Tahoe area. But that plan was flawed, at least in its first phase, because it did not factor in tourism or visitors to the to the Basin in terms of its numbers. So, I think any sort of approach you have for transportation needs to factor in the safety aspects of getting people out during an evacuation due to Wildfire. Thank you very much.

Final Committee Member Comments

Ms. Shaw clarifies that this strategy will be looking at all modes of transportation so that's bicycles, pedestrians, motorcycles, vehicles, everything on Tahoe roadways that's impacted by these crashes. Staff will also be doing an Active Transportation Plan this year, specifically just looking at those active modes of transportation, of biking and walking and rolling, and that will be looking at E-bikes as well. There will be coordination between both of those strategies. Finally, staff is more than happy to come back to the board more frequently to update on the progress with safety.

Commissioner Bass adds that they got unanimous support from the City Council to explore a Gondola project that will stretch between Stateline transit center all the way to the Y with 5 different stops throughout town and the town centers. Caltrans last week thought it was a very interesting project and something that they would like to also look at. City Council will be coming back and meeting support from our partner agencies to look at the feasibility of it. This

is something long range, but something that would bring a lot of pedestrians out of vehicles and move them through the most densely populated part of our highway and the Tahoe region.

Presentation can be found here: https://www.TRPA.gov/wp-content/uploads/EITPO-Item-No-5-Vision-Zero-Strategy-Safety-Plan-Update.pdf

VI. INFORMATION BRIEFING ON THE TRANSPORTATION PERFORMANCE AND RECOMMENDATIONS REPORT FRAMEWORK

This item was continued with the opportunity for public comment.

Public Comment

None.

VII. UPCOMING TOPICS

Executive Director Regan reminded the committee that they will not only be hearing about Environmental Improvement Program ("EIP") projects, restoration initiatives, Forest Health matters, but also Transportation, as it's one of the biggest EIP projects.

Michelle Glickert informs the committee that next month they'll hear the Transportation Performance Report and the SR-89 Trail Feasibility study. In April, there are a handful of items related to the topics heard today; the Regional Grant Program recommendations and Nick Haven will give an update on Transportation Funding.

Committee Comments & Questions

None.

Public Comments

None.

VIII. COMMITTEE MEMBER COMMENTS

Chair Faustinos comments that it's great to have so many Transportation Policy issues coming forward and to see all of the hard work staff is doing on those. In the near future, she'd like to hear an update on the EIP projects and where those are going in the next quarter. Perhaps the May meeting would be an appropriate time for that.

IX. PUBLIC INTEREST COMMENTS

None.

X. ADJOURNMENT

Ms. Williamson moved to adjourn. The meeting was adjourned 12:50 p.m.

Respectfully Submitted,

Katherine Huston
Paralegal, TRPA

The above meeting was recorded in its entirety. Anyone wishing to listen to the recording may find it at https://www.TRPA.gov/meeting-materials/. In addition, written documents submitted at the meeting are available for review. If you require assistance locating this information, please contact the TRPA at (775) 588-4547 or virtualmeetinghelp@TRPA.gov.

TAHOE REGIONAL PLANNING AGENCY
REGIONAL PLAN IMPLEMENTATION COMMITTEE

Zoom/TRPA February 22, 2023

Meeting Minutes

CALL TO ORDER AND DETERMINATION OF QUORUM

Ms. Gustafson called the meeting to order at 4:14 p.m.

Members present: Ms. Aldean, Ms. Diss, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Mr. Settelmeyer

I. APPROVAL OF AGENDA

Mr. Hester said Item 5: Informational presentation on proposed code amendments to the "Achievable" deed restriction category definition, including changes to Chapters 34.3.3, 52.3.4, and 90.2 will be rescheduled to next month.

Members of the public will have an opportunity to make public comment on this item.

Mr. Hoenigman moved approval.
Ms. Gustafson deemed the agenda approved as posted.

II. ELECTION OF CHAIR AND VICE CHAIR

Ms. Gustafson nominated Mr. Hoenigman as Chair and Ms. Diss as Vice Chair.

Ms. Gustafson made a motion to approve Mr. Hoenigman as Chair and Ms. Diss as Vice Chair.

Ayes: Ms. Aldean, Ms. Diss, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Mr. Settelmeyer
Motion carried.

III. APPROVAL OF MINUTES

Ms. Gustafson made a motion to approve the January 25, 2023, minutes as presented.
Voice vote.
Motion carried.

IV. Informational presentation on proposed amendments to Washoe County's Tahoe Area Plan to allow single family condominium uses in Special Area 1 of the Incline Village Commercial Regulatory Zone

TRPA staff Mr. Stock and Ms. Weiche, Washoe County provided the presentation.

Mr. Stock said the Tahoe Area Plan was approved in 2021, it encompasses the entirety of Washoe

County's jurisdiction in the basin. This proposed amendment aims to allow single family housing limited to condominiums in Special Area 1 of the Incline Village Commercial Town Center. This zoning change will allow for the option to subdivide multifamily rentals into owner occupied condominiums. The amendment also codifies up an existing policy in the plan requiring that condominiums are only allowed in this zone when part of the mixed-use or affordable housing development.

A development code amendment applying this change has already been approved by the Washoe County Board on January 17, 2023. TRPA Governing Board approval is still required for the amendment to go into effect. TRPA staff review any area plan amendments for Regional Plan conformance. They reviewed an initial draft of the Initial Environmental Checklist for this amendment and returned comments to county staff. At this time, they don't anticipate any conformance issues with the county's proposal. Based on comments today, Washoe County will work with TRPA to complete any revisions and bring an amendment to the Advisory Planning Commission and back to the Regional Plan Implementation Committee next month. If recommended for adoption, they anticipate holding a Governing Board hearing in April.

Ms. Weiche said the request is to amend the Tahoe Area Plan, Appendix A, Development Code Standards, Article 220, Tahoe area to add single family dwellings limited to air space condominiums as an allowed use in Incline Village Commercial Regulatory Zone Special Area 1 and to amend Article 220.15 to add reference to existing Tahoe Area Plan Land Use Policy 2-9, which states single-family dwellings shall only be allowed in the Incline Village Commercial Regulatory Zone when they are a part of a mixed-use development or when they are affordable housing units.

The Tahoe Area Plan was adopted by the Board of County Commissioners in January of 2021.

It was adopted as a Master Plan amendment incorporating the Tahoe area plan there to and adopted an amendment to the Development Code incorporating basically Appendix A, which is Article 220 Tahoe Area Plan in Article 220.1 Tahoe Area Design Standards. In May of 2021, the TRPA Governing Board adopted the Washoe County Tahoe Area Plan and amendments as necessary to the TRPA Code of Ordinances. In late 2021, the County received an application for a special use permit to develop a 40 unit multi-family project on two properties in the Incline Village Commercial Special Area 1 Regulatory Zone. It was later determined a special use permit was not required for a multi-family dwelling in this regulatory zone as it was in allowed use. Subsequently the applicant submitted a tentative map to subdivide the proposed multi-family dwelling project into single-family dwelling condominiums. It was at this time that it was discovered by both TRPA and county staff that those single-family dwellings, even as condominiums, were not an allowed use in Special Area 1. Even though it is allowed in the broader regulatory zone of Incline Village commercial.

As a result, in July of 2022, the same applicant submitted a development Code amendment application WDCA22-002 to the County to add single-family dwellings limited condominiums as an allowable use in the Incline Village Commercial Special Area 1 Regulatory Zone. For the County the requested amendment only impacts the development code as the county adopted Appendix A, Development Code Standards of the Tahoe Area Plan separately from the Master Plan into the development code. Since TRPA adopts the whole document as one area plan, the same request for TRPA purposes is an area plan amendment.

In November of 2022, the Washoe County Planning Commission reviewed the proposed

amendments to Washoe County Code Chapter 110, Development Code, Article 220, and voted unanimously to recommend approval of the amendment to the Board of County Commissioners. In December of 2022, the Board of County Commissioners introduced and conducted a first reading for Bill 1888 and ordinance amending the applicable sections of the Development Code as discussed. On January 17, 2023, the Board of County Commissioners held a public hearing and conducted a second reading for Bill 1888 and adopted Ordinance number 1696 which amended Washoe County Code Chapter 110, Article 220, Tahoe Area. All of that meetings were opened to the public, and appropriately noticed.

The County did require that the applicant host a community meeting prior to any of the Washoe County required public hearings. The applicant held a community meeting on August 22, 2022, approximately 3,200 individual email recipients received the meeting invitation and 34 people were in attendance. Public comment included a mix of both support and opposition for the proposed amendment. Many of the comments focused on a specific project known as Nine 47 Tahoe which was the project that she discussed earlier in the impetus for the requested amendment.

The Special Area 1 is outlined in red on slide 5 and is within the Incline Village Commercial Regulatory Zone. Special Area 1 parallels Tahoe Boulevard, it begins on the east side at Southwood Boulevard and extends to the west boundary at 836 Tahoe Boulevard. It encompasses roughly one to two parcels deep or adjacent from Tahoe Boulevard.

The text change or amendment to the area plan is shown in red on slides 6 and 7. The amendment would add single-family dwelling as an allowed use with one unit per parcel, subject to *only when associated with an approved tentative subdivision map of a multi-family project into air space condominiums. In other words, single-family detached dwellings are still prohibited. This would be limited to air space condominiums.

The second portion of the request would add reference to existing Land Use Policy, LU2-9 of the Tahoe Area Plan clarifying that this policy will apply to all of Incline Village Commercial including Special area 1. This would add the policy requiring that single-family dwellings shall only be allowed in the Incline Village Commercial Regulatory Zone when they are part of a mixed-use development or when they are affordable housing units.

Mr. Hester said pointed out again that they're just looking for input from committee members today and it’s not a decision.

Presentation can be found at: https://www.trpa.gov/wp-content/uploads/Regional-Plan-Implementation-Committee-Item-No-4-Washoe-County-Tahoe-Area-Plan-Amendment.pdf

Committee Comments & Questions

Ms. Aldean said reading the memorandum received from Washoe County, it did indicate under background information that the applicants indicated at the time of their application their desire to eventually subdivide these multi-family dwellings into air space condominiums. Is that correct?

Ms. Weiche said at this time, the amendment before TRPA is specific to the Special Area 1 addition of single-family dwellings. It is her understanding that the applicant to the County for the development code amendment is intended to provide the option for a project within Special Area 1,

the ability to apply for a tentative subdivision map of a previously approved, multi-family dwelling project by TRPA late last year.

Ms. Aldean said she's trying to establish is that when this application was made to Washoe County as of October 8, 2021, the County was aware of the applicant's intent to eventually subdivide these multi-family dwellings into air space condominiums. Someone may have misunderstood that this was always, as she understands it that it was the intent of the developer, that this was never an affordable housing project. There are folks in Incline Village that would like it to be affordable housing but doesn't believe that was ever the intent of the developer. She's trying to determine whether or not there were any blatant misrepresentations by the applicant of any sort.

Ms. Weiche said yes, that is correct. In regard to the application in October, which was when it was determined that these Special Area 1 uses are not in addition to all of the uses allowed in the broader Incline Village Commercial Regulatory Zone. Instead, are separate from an independent and that was when they determined that they could not accept the tentative subdivision map, because single-family dwellings were not permissible. That has been the intent specific to that project from the beginning when they first applied for a multi-family dwelling project via a special use permit.

Mr. Settelmeyer asked for more background information, because he's not familiar with it. Would this be going forward, or does that include the project that was being discussed? Because it seems to him that they have a pretty good case of reasonable detrimental reliance, if they were to deny it and is why he's a little concerned.

Mr. Marshall said no, the applicant was well aware that there was not the ability to subdivide when the application for the original multi-family came before TRPA. It was discovered, during that process that they were going to have to do something in the future to allow them to subdivide an existing structure. So, there's no detrimental reliance on some sort of promise that there was the ability to subdivide. This would add that ability to the area in which the project is located.

Mr. Settelmeyer said he'll research and follow up offline.

Public Comments & Questions

Lew Feldman on behalf of Nine 47 Tahoe, the applicant that has started this ball rolling. He thanked Ms. Weiche and Mr. Stock for their assistance in this. Ms. Aldean's comments were completely accurate. This project was approved, as a multi-family residential project by TRPA in June of 2022, and in the fall of 2021, when the application was made, it was unknown to the applicant, he thinks various staff members that single-family use was not allowed use within the special area. That's fairly unique within the urban areas and Tahoe. He's processed a number of these projects through the years and typically, the processes is a two-step subdivision. First, it gets approved as a multi-family residential project, which is how this project was submitted with full disclosure, that it was intended to be condominiumized. It was later discovered that there was a policy in the original community plan from the 1990s that was carried forward into the area plan, quite frankly, with really no review or comment. Upon further investigation, and as you look at the map that was shown earlier, it was the intention of the planners and there's some evidence in the record to this effect from a former TRPA staff member, Andrew Strain that the intention was not to prohibit condominiumization of a multi-family residential project as is the custom and practice in the basin but to prohibit a lot and block subdivision which would be inappropriate along Tahoe Boulevard in

this urban core. There was a disconnect, it's created a little bit of stress and struggle, but they are pleased that Washoe County has embraced the proposed amendment and look forward to the process continuing through the Regional Plan Implementation Committee, the Advisory Planning Commission, and the Governing Board.

Royal Kuckhoff, local businessperson and homeowner in Incline Village. He arrived in Incline Village in 1970, nine years old, grew up there, raised 3 daughters and has seen many changes to our town over those years, some good, some bad. Nine 47 Tahoe definitely lands on the good side of the ledger. He voiced his strong support for Nine 47 Tahoe project plan amendment to allow for condominium ownership. This form of ownership will benefit our local community to bring full and part-time owners into our community versus transient long-term renters which has already been approved for rental, he thinks, not for ownership. That's the difference. The project has already been approved for rental, MFD form of ownership. No short-term rentals will be allowed at the project per the HOA, Covenants, Conditions, and Restrictions (CC&Rs). The amendment process is necessary to update the old and outdated development code by allowing the condominium form of ownership. As stated, Washoe County Commissioners approved this last month. Incline Village needs this investment to help our local economy, environment, and community. For too long, these two parcels for more than 20 years have been sitting dormant and stagnant. He grew up with the respected families of the business that used to be there which was the Parson's family; Stanley's Restaurant and Parks family where the Chevron gas station used to be. The only decision here is whether units are for sale or for rent and is advocating that it is a for sale project. Pride of ownership rather than transient long term rentals. He doesn't understand why ownership would be questioned here. The developers also a community longtime resident philanthropist. He's also in the planning process on an affordable housing project in another location that he already owns in Incline Village. Incline Village wins twice, what's to argue. The condominium form of ownership will directly deliver the greatly good investment in environmental improvements to our community and is in alignment with the Tahoe Area Plan.

Randy Fleischer thanked Ms. Weiche and Mr. Stock for their hard work on this. Mr. Fleischer is one of the co-developers on Nine 47 Tahoe. The project was unanimously approved for multi-family rental. It met all the TRPA requirements in terms of environmental, reduced trip usage and all the criteria. There really no difference between multi-family and condominium in terms of use as affecting the Lake. It's fully in line with the Regional Plan in terms of walkability and using the bike paths and all those things. Hopefully, this informational session gives you the information needed to move forward with the Tahoe Area Plan.

Stacey Hanna strongly support the Nine 47 project in the Development Code Amendment for the allowed use of condominium form of ownership. She's been a resident of Incline Village since 1979. She and her husband have raised their family in Incline Village, volunteered their time to local organizations and have grown their business right here. They are a permanent part of Incline Village and care about our community. She's currently representing Nine 47 Tahoe. The amendment allows for the sale of 40 condominiums with permanent residence. The Nine 47 Tahoe will be built with a sense of place fitting into our community as well as creating a more walkable town corridor. There's an urgent need for newly constructed condominiums and homes in our area, with housing needs at all levels. Currently buyers are purchasing workforce housing and extensively remodeling these units. Once these condos and homes are back on the market they are too expensive for our workforce, whether they're purchasing or renting. The resale value of these remodeled units make them unobtainable for our workforce. Nine 47 Tahoe can change this by creating condominium units

that buyers want. Centrally located walkable and bikeable, Nine 47 Tahoe is a place for every generation. There's a significant amount of interest in purchasing these units with many potential owners already homeowners in Incline Village. Residents of Incline want to grow old in our village. They need walkability, convenient underground parking and ease of maintenance, and especially elevators. Nine 47 Tahoe is fully entitled for 40 apartments for rent and is in favor of ownership amendment. The community needs to address our housing shortage and especially needs to create solutions which leaves the current workforce housing in place.

Susan Lowe a 45 year resident of Lake Tahoe who has raised two children here. She started her career in the casino business and then went into the real estate business. She's the President, co-owner, and corporate broker for Chase International Real Estate who have offices around the entire basin, Truckee, Reno, and the Carson Valley. They employ over 70 people and have over 350 agents in our region. They are in dire need of housing inventory in all income levels. They are experiencing historic, low inventory levels in all of our all of our region marketplaces. This project will help address the housing shortage by adding four new living units at Town Center. In addition, as previously stated, the developer, Randy who just spoke, is planning on an affordable housing project for our community. This project also implements the goals of the Tahoe Area Plan to concentrate development in the Town Center and create walkable communities. It reduces trip generation by 1,500 daily vehicle trips, and vehicle miles traveled. It contributes over 45 million across two years to the local economy for annual taxes, job creation, new economy activity, and of course, housing. It reduces dependence on autos and parking demand with the direct access to the bike and walking path trails. It certainly increases property values and attracts more investment, it upgrades stormwater management controls, and it enhances the community vibrance and connectivity. As stated before, the only issue here is whether it's going to be for rent or for sale and she's advocating that it is for sale. That would benefit the community and the environment. She's been an active member of this community and voiced her strong support for Nine 47 Tahoe project in Incline, and the Development Code Amendment to allow for the condominium ownership.

Doug Flaherty said there's a red herring going on here. There's lots of mention about Nine 47 Tahoe, yes, that is a project at the corner of Southwood Boulevard and State Route 28. It's two parcels, yet the developer asks for an extended coverage amendment that affects the area plan, for he believes, 30 some odd parcels. Why didn't the developer simply go through a similar process to ask for a variance for this particular corner? Instead, they ask for the ability to completely do away with the potential for workforce housing by adding this amendment area plan Special Area 1 throughout and up and down the main highway of SR 28. He hopes this committee considers, you have it within your power to simply say, Okay, you want to do Nine 47 Tahoe then we'll approve an area plan amendment for these two parcels rather than a developer driven request to transform the entire Special Area 1 into single-family condominiums that basically, whether they stated or not in the CC&Rs those can be changed. That's going to be a continued glide path to short term rentals. Right now, the far reaching Special Area 1 amendment greatly diminishes the solution opportunities for workforce achievable on affordable housing throughout the entire Incline Village Special Area 1. Let's limit it to two parcels, runs counter to the goals and policies of the area plan, encouraging affordable, moderate, achievable employee housing by removing one out of three preferred areas to achieve this preferred purpose, and continues to perform a glide path for increased numbers of short term rentals. As we go through this process, he urged TRPA, it's committees to take this into consideration. It's a very extended request, based on a developer wanting to basically build on two parcels.

Kathie Julian noted that a number of realtors have commented in support of the zoning change and somehow there is some bias against renters in some of these comments. She hopes TRPA is focused on the need for rental housing for our workforce. This is critical. They cannot at this stage be supporting a zoning change in our commercial area that discourages workforce housing, and in particular rentals. She completely agreed with the previous speaker, who suggested that, why don't they simply limit this zoning change to these two parcels, and let alone the other areas of our commercial centers for the development of truly mixed-use, workforce housing. With this zoning change a number of people in this community and far beyond the 34 that showed up at that meeting are concerned that this zoning change will result in commercial area properties in that flat land of Incline increasing in value because you can build $2.5 to $5 million condos which those 40 units will be sold for $2.5 to $5 million. It is hardly contributing to the necessary housing inventory for Incline Village at those rates. Small businesses will find it even more difficult to develop their businesses in our commercial area when developers will want to build luxury condos. The zoning change will do nothing to encourage affordable workforce housing. It will make it more difficult to incentivize rental housing which we so desperately need. Renters are not scum bags of the Tahoe Basin. They are your vital network of employees, and they need professionally managed rental properties, so that these people can be properly housed in areas that can benefit from the walkability and proximity to stores and commercial centers. Please look at this zoning amendment with an eagle eye and parse it so that you can satisfy what the developer needs but nonetheless don't undermine the incentive for workforce housing and Incline Village.

Helen Neff, resident of Incline Village and neighbor close by to this project. Since the first neighborhood meeting which was held in January 21, she told the developer she’s not against this project or something being built on that corner, but there's so many issues. Like the previous speakers, just wondering why this is a complete Washoe County Tahoe Area Plan change. The plan was created by the community and the purpose of the area plan was to implement what was the character and vision expressed by the community, and that included affordable workforce housing on a safe pedestrian bicycle network and neither of those have been accomplished. Nothing is on the table for either of those. The many letters included in the board packet are in favor of one project, Nine 47 Tahoe condominiums, and not an entire development code change. It’s bewildering why one project located at the far end of the commercial zone requires a wide sweeping change for the entire district. The intersection where this development is being proposed is rated. F. It needs attention before construction vehicles and residents are brought in. The condominium is being sold as pedestrian friendly. She tells you from personal experience, it is not pedestrians friendly. They need to think about the safety of the people that no matter how much they're spending or how little they're spending on a project. The restricting of short term rentals in the CC&Rs are not enough if this project goes forward, it needs to be in the deed. The County is proposing that it be approved as a mixed-use development. It has how many square feet of condominiums? and 900 square feet of commercial area. There does have to be a definition of what mixed-use is, or you are going to see all commercial space in this zone eliminated and high-end luxury condominiums built. She feels for these developers, and understands what they're going through, she’s not against development, just need smart planning for our village.

Ronda Tycer, as you’ve been hearing, she and most Incline Village residents are not against the Nine 47 development, and sincerely wish the project developers well. Although there are many valid Incline resident complaints that should be taken into consideration the project itself could, with a few changes, be a plus for Incline Village. These changes would ensure that the development does not further load infrastructure, and it truly contributes to Incline as a village. A compromise that

could be made, so that this project can move forward with the support of the entire community, many of whom are concerned about the long-term consequences of changing the Washoe Tahoe Area Plan. These consequences have been well explained to you in previous meetings, and our public input. One of their greatest concerns is that such condos will eventually be used as short-term rentals rather than for actual resident housing. If this possibility could be eliminated, many Incline residents might support this and future development in their Town Center. Addressing this concern just requires all condominiums within special areas in Incline to be deed restricted upon sale, so that they may not be rented out for less than four months at a time. If as the Nine 47 developer claims, after long discussions with prospective buyers, that these buyers do not want to use the condos as short term rental then there should be no reason not to deed restrict these condominiums from the get-go. Thank you reconsidering the change to the Washoe Tahoe Area Plan and for affecting the simpler solution of requiring air space condominiums in Inclines special commercial zones to be deed restricted to eliminate short term rentals.

Scott Robbins, member of the South Lake City Council on behalf of himself in his own individual capacity, and not representative of the City Council as a whole, nor are they reflective of the city government as an entity. He was not intending particularly to comment on this project in Incline as it's not in his home turf. He's a South Lake resident, and a South Lake representative. But a number of the things that came up in the other public commenters and from the developers thought warranted attention.

The description from those involved in the project, and some of those supporting the project of renters as being transients, is offensive. As these projects are deliberated at the TRPA level, and those who are involved in zoning, those should be considered. He's a renter, he cannot afford to buy a house in the City of South Lake Tahoe, and has tried and still working on it. He doesn't consider himself a transient. He's an elected representative of the people of the City of South Lake Tahoe. He's served search and rescue and has been a community advocate for more than half a decade. He is a valid member of this community as much as anyone who can afford to own a home, and certainly as much as a second homeowner. So, when they consider projects like this going forward and is not here to be pro or con about this particular project. But when we consider the value of the lives of those who rent homes in our community in order to live here because they cannot afford to buy them, those voices and those lives matter. They are relevant to our community, they are the people who form the basis of our economy, and they are the people who serve the drinks, the food, cook our meals, serve the tourists, load the lifts, run the snowmaking, teach the ski lessons, rent the boats, and serve the tourists. The idea that those are somehow lesser people and merely transients and not worthy of protection and consideration is offensive.

When these projects are considered and they are thinking about how they will impact the rental market, impacts that reduce the availability of rental housing, that is often the only kind that is affordable to the majority of the people who actually live here should be a top consideration. That's not a negative, it's not a good thing to eliminate rental housing. It's not merely a positive to say, we should all have pride and ownership, therefore we should get rid of rental housing. He urged this committee and agency to consider the full spectrum of the people who live here.

<u>Staff Response</u>

Ms. Weiche said this has been brought up at the Washoe County public hearings or meetings regarding the direction that they went in with the application to allow for single-family dwelling

condominiums to allow for those in all of Special Area 1. There was actually a couple of different approaches that they discussed with TRPA staff, on how they could potentially allow or support for that use to be allowed in that area. To restrict it, or to only allow it on these two parcels related to the project that they've been discussing lends itself to spot zoning. The special areas in general, at least to her understanding, were intended to provide additional uses or different uses or different standards within a broader regulatory zone. In a sense, if they were to only address or allow for single-family dwellings on these two parcels, they'd almost be creating another special area within a special area because you're looking at only allowing certain uses on two parcels and is not something that the county was willing to support.

Some of this will come out as part of the Initial Environmental Checklist and Conformance Review Checklists and all the other TRPA environmental documents. The County's position is that allowing or adding single-family as a permissible use to the list of allowed uses in Special Area 1 is furthering the goals of mixed-use development, walkable communities, and having residential uses in commercial uses within the Town Centers. This not prohibiting affordable housing. There is no impact on whether or not a person or a property owner wants to develop affordable housing. Instead this is adding the option for property owners throughout all of Special Area 1 the ability to pursue single a single-family dwelling limited to condominium only if it is a part of a mixed-use project, or is an affordable housing unit. That is the only use that actually has that requirement.

There was also a comment about why they didn't do a variance. A variance would not address this sort of request. For the County, variances are specific to certain standards such as a setback or a height limitation.

Mr. Stock said for those who are less familiar with the TRPA system, they're sort of in a unique position of not being able to grant variances because of our threshold requirements. That's another reason why a variance would not be an option.

Committee Comments & Questions

Ms. Aldean said tiering off of that, it was also mentioned that considering the size of the project with the 40 units, there's a relatively small amount of commercial. She presumes that Washoe County's code does not include some ratio with respect to commercial square footage versus residential use.

Ms. Weiche said she believes both TRPA and Washoe County, is well aware that this is something that they would like to see clarified and have a ratio. Unfortunately, her understanding is that both TRPA and the County have a mixed-use definition, but they don't necessarily have the a ratio, or what specifically makes a project mixed-use. Is it 200 square feet of commercial versus more residential units, what is mixed-use? Washoe County will be pursuing a broader area plan amendment within the next year addressing some additional concerns which include housing issues and mixed-use is high on that list. Specifically, because this project has brought to light because that is something that they need to define in order to see these mixed-use projects meet the goals of the area plan specifically within the Special Area 1 which requires if somebody was to pursue single-family dwellings, mixed-use, or affordable housing components.

Ms. Aldean encouraged them to do that. The 225 square feet is less space than a Subway shop. The objective as she understands it for mixed-use projects is to reduce the necessity of people occupying

these units to having to travel any distance for basic goods and services. It's an opportunity for them to shop where they live. In furtherance of that objective, TRPA, Washoe County, and the other local jurisdictions need to take a hard look at what that ratio should be.

Ms. Aldean asked Mr. Feldman about the restrictions on short term rentals. As she understands it, there is no deed restriction, it's just a prohibition in the CC&Rs, but CC&Rs can be amended. Did the developer consider deed restricting these to prevent short term rentals?

Mr. Feldman said on behalf of Nine 47 Tahoe. That's a topic of conversation that they will have before the next meeting is convened and can report back on that. The intention was to prohibit short term rentals through the CC&Rs. But whether or not there's a more aggressive opportunity to address that, stay tuned.

V. Informational presentation on proposed code amendments to the "Achievable" deed restriction category definition, including changes to Chapters 34.3.3, 52.3.4, and 90.2

This agenda item will be rescheduled to March.

Public Comments & Questions

None.

VI. COMMITTEE MEMBER REPORTS

None.

VII. PUBLIC INTEREST COMMENTS

Doug Flaherty provided a hypothetical opinion. Does Washoe County along with TRPA have the ability to remove parcels from special area designations in the area plan?

VIII. ADJOURNMENT

Ms. Aldean moved to adjourn.

Chair Mr. Hoenigman adjourned the meeting at 5:16 p.m.

Respectfully Submitted,

Marja Ambler

Marja Ambler
Clerk to the Board

The above meeting was recorded in its entirety. Anyone wishing to listen to the recording of the above mentioned meeting may find it at https://www.trpa.gov/meeting-materials/. In addition, written documents submitted at the meeting are available for review. If you require assistance locating this information, please contact the TRPA at (775) 588-4547 or virtualmeetinghelp@trpa.gov.

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

TRPA/Zoom January 25, 2023

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Ms. Gustafson called the meeting to order at 1:03 p.m.

Members present: Ms. Aldean, Mr. Aguilar, Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Mr. Friedrich, Ms. Gustafson, Mr. Hicks, Mr. Hoenigman, Ms. Laine, Mr. Settelmeyer, Ms. Williamson

Members absent: Ms. Hill, Mr. Rice

New member introduction:

Mr. Aguilar, Nevada Secretary of State. He's excited to be here and look forward to representing the great state of Nevada.

Mr. Settelmeyer, Director for the Nevada Department of Conservation and Natural Resources. He had the pleasure of working on Tahoe issues with your executive director, and many of you in the capacity in the State Senate and State Assembly serving on the Interim Committee looking at Tahoe issues, and Marlette Lake. He looks forward to continuing those efforts and addressing resource concerns and issues.

Ms. Laine, El Dorado County Supervisor. Many may remember that she served the City of South Lake Tahoe for about ten years and was on the TRPA Governing Board from 2018 to 2020 and is glad to be back.

II. PLEDGE OF ALLEGIANCE

Ms. Aldean led the Pledge of Allegiance.

III. APPROVAL OF AGENDA

Ms. Gustafson deemed the agenda approved as posted.

IV. APPROVAL OF MINUTES

Ms. Aldean said she provided her clerical edits to Ms. Ambler and moved approval of the December 14, 2022, minutes as amended.

Voice vote- Motion carried.

V. TRPA CONSENT CALENDAR

1. December Financials
2. 2022 Audited Financial Statements
3. 2023 Watercraft Inspection Fee Schedule
4. Amendment to Plan Area Statement 146 (Emerald Bay) and Plan Area Statement 147 (Paradise Flat) to incorporate six (6) parcels into the boundary of the Paradise Flat Plan Area Statement, (currently located in the Emerald Bay Plan Area Statement), Assessor's Parcel Numbers: 017-041-017, -018, -025, -027, -029, -031 located in El Dorado County
5. Amendment to Plan Area Statement 100 (Truckee Marsh) and the Bijou/Al Tahoe Community Plan to incorporate one parcel into the boundary of the Bijou/Al Tahoe Community Plan as originally approved by the City of South Lake Tahoe, 2833 Lake Tahoe Boulevard, South Lake Tahoe, CA (currently located in the Truckee Marsh Plan Area Statement), Assessor's Parcel Number: 026-221-029
6. Resolution in Recognition of National Radon Action Month
7. Governing Board Committee Membership Appointments
8. APC Membership reappointment for the Carson City Lay Member, Kevin Hill and the City of South Lake Tahoe Lay Member, Susan Chandler

Ms. Aldean said the Operations and Governance Committee unanimously recommended approval of items one, two, and three. The budget is on track, all expenditures are within budget, and revenues are at or exceed projections. Davis Farr, Auditor Jeff Ball provided a presentation on the 2022 Audited Financial Statements. The auditor issued an unmodified report, meaning that the Agency is compliant with the Governmental Accounting Standards Board (GASB) accounting standards. One issue was identified regarding the untimely receipt of El Dorado County's TDA. TRPA staff will work more closely with El Dorado County staff to prevent this from happening in the future. Item three was the 2023 Watercraft Inspection Fee Schedule which had no proposed changes for this year. Although, there was a minor change on the sticker fee schedule confirming that the single decontamination fee was $25 last year and will remain $25 for the current season. Staff also noted a correction in the third to last, Whereas in the resolution, correcting the estimated funding for the Watercraft Inspection plan for the 2023 season which is actually $2.38 million.

<u>Board Comments & Questions</u>

None.

Ms. Aldean said the Regional Plan Implementation Committee unanimously recommended approval of items four and five. Both items are amendments to plan area statements, and they are administrative in that they are to correct some inaccuracies that were previously undetected. There was one public comment on one of the amendments, but other than that, there was no public comment on either of these proposed amendments. Staff presented them in an effort to correct some inaccuracies in our mapping process.

<u>Board Comments & Questions</u>

None.

Ms. Gustafson said items six, seven, and eight were not heard by any committee.

Board Comments & Questions

None.

Public Comments & Questions

None.

Mr. Hoenigman moved approval.

Ayes: Ms. Aldean, Mr. Aguilar, Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Mr. Friedrich, Ms. Gustafson, Mr. Hoenigman, Ms. Laine, Mr. Settelmeyer, Ms. Williamson

Absent: Ms. Hill, Mr. Rice

Motion carried.

Mr. Hoenigman made a motion to adjourn as the TRPA and convene as the TMPO.
Motion carried.

VI. TAHOE METROPOLITAN PLANNING ORGANIZATION CONSENT CALENDAR

1. Authorize Executive Director to submit an application to the California Department of Housing and Community Development's Higher Impact Transformative Allocation of the Regional Early Action Planning 2.0 (REAP 2.0) funding program

Mr. Gabor, Forest Service Lake Tahoe Basin Management Unit is present today as the TMPO Board representative.

Ms. Aldean said the Operations and Governance Committee unanimously recommended approval. The proposal will include funding for a more robust community engagement and capacity building. The committee discussed some of the visualization tools and innovative opportunities that the application will include such as citizen academies.

Mr. Hester thanked Mr. Hoenigman and Ms. Conrad-Saydah for assisting staff in putting together the application.

Board Comments & Questions

Ms. Gustafson said the Board received a written comment asking for this item to be pulled.

There were no further Board comments.

Public Comments & Questions

None.

Board Comments & Questions

Ms. Williamson moved approval.

Ayes: Ms. Aldean, Mr. Aguilar, Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Mr. Friedrich, Ms. Gustafson, Mr. Hoenigman, Ms. Laine, Mr. Settelmeyer, Ms. Williamson, Mr. Gabor

Absent: Ms. Hill, Mr. Rice
Motion carried.

Ms. Williamson made a motion to adjourn as the TMPO and reconvene as the TRPA.

VII. ADMINISTRATIVE MATTERS

A. Resolution recognizing former Governing Board member Jim Lawrence, Nevada Department of Conservation and Natural Resources Representative

Ms. Gustafson read the resolution into the record.

Board Comments & Questions

Ms. Aldean has known Mr. Lawrence in various capacities for a long time, he is a great guy and a wealth of knowledge. His commitment to his job, environment, and the improvement of the resources in Nevada is truly admirable. But rather than continuing to recite all of his various accomplishments, she wrote a short poem. “From road crew groupee to government gigs, your wealth of knowledge will be missed, but rest assured, as former chair, your carbon footprint will persist. For no one passes through this life without an imprint left behind, your faithful service to this Board has caused me now to redefine the crucial role we all must play as servants for the greater good. So, worry not that times have changed, for we will stand where you once stood. Don't ruminate on choices made, or push against life's whirling eddies, just thank the Lord you're alive and well unlike that big act, Tom Earl Petty.”

Ms. Laine was disappointed when she heard the news, he was leaving this Governing body. She had the honor of serving with him for a couple of years and learned a lot. She was very much a rookie, but there were some great members that served on this Board, of which he was one of them. He’s very honest, always does his homework, and ask hard questions. He gave her perspective of a person who knows Tahoe well but doesn't live here, and he saw some things differently than she did.

Mr. Hicks when he joined the Board, he didn't know anything about this Agency, at least, as to how it functioned. Mr. Lawrence was chairman of the Board at that time, and it was just amazing. He’s a kind, gentle, knowledgeable man with great character. He always appreciated and learned from his comments and am going to miss him.

Mr. Settelmeyer said they worked together for many years. Mr. Lawrence always did a phenomenal job representing the State of Nevada whether it was on this Governing Board, or all the natural resource issues through time. You’ve seen me grow up a little bit from Conservation District member helping work on Tahoe issues in the Legislature. He’s grateful for his kindness, generosity, and friendship. Thank you for everything you've done.

Mr. Hoenigman said Mr. Lawrence was one of the first people he met when he was appointed to the Board. He and Mr. Yeates gave him the rundown of what was going on and his head almost exploded. He appreciated that and all the guidance and advice that he gave. He was someone to look up to and to model on this Board.

Mr. Friedrich said "Whereas, Jim always asked thoughtful and tough questions, and whereas those questions are always asked respectfully and kindly, and whereas Jim's passion for the protection of Lake Tahoe, and its inhabitants is heartfelt and whereas Jim's love of live music and discussions thereof are always inspiring. Therefore, I dare say we will miss you dearly." Jim always asked probing, thoughtful, luminating questions. He too was sad to hear he was stepping down and will miss all of those conversations and getting to know each other. Regardless of the issues under discussion, he always was a genuine good person.

Ms. Faustinos said Mr. Lawrence was such a joy to work. He was a mentor with helping her through this process. There are big shoes to fill on the Environmental Improvement, Transportation, and Public Outreach Committee. She's going to go back and look at all the notes she took to emulate his thoroughness in the way he approached the work which they all aspired to.

Ms. Williamson said Mr. Lawrence always came prepared, he was always so thoughtful, and she always benefited from his encyclopedic knowledge. His dedication to the Lake, to Nevada is so apparent. Thank you for the public service you gave.

Ms. Conrad-Saydah said she admired Mr. Lawrence's candor, knowledge that they've all talked about, his enthusiasm and his care for the Lake and the communities. He's a true public servant, and he faithfully served the greater good rather than a political end. He also focused on moving sound science to action. He set an incredibly hard act to follow, especially for her on the Threshold Update Initiative Stakeholder Working Group.

Ms. Diss echoed what everyone else has said and thanked Mr. Lawrence for his dedication to Lake Tahoe and the State of Nevada. It's been a joy to work with him and see his smiling face. And he did do his homework and was always prepared. He took great care to balance all of the issues for not just the basin as a whole, but particularly for the Nevada side.

Ms. Gustafson said everybody has captured it. Mr. Lawrence always treated the public and fellow Board members with the absolute respect, even when he disagreed with us or them. He listened thoughtfully to every presentation, and asked incredible questions, and was such an example of a great Board member. She also had the pleasure of watching Jim volunteer, because in addition to all his other duties at the State, and TRPA, he was a special advisor to the Tahoe Fund Board. When they formed that organization, they weren't quite sure what they were doing, and what they were funding, and his wisdom and leadership on how to deploy private resources, to maximize the State and Federal funding was essential to their success. That's due to a large part of his advice and leadership.

Public Comments & Questions

Ellie Waller would often call or email Mr. Lawrence when she was in need of information so she could provide meaningful comments to the Board for consideration.

Ann Nichols said hey 15 years, and as someone who objects to large scale development, you've always been good, never picked on her. She appreciated it. Thank you.

Carl Hasty, Tahoe Transportation District said he and Mr. Lawrence worked together with Mr. Lawrence at TRPA in the mid-nineties, maybe earlier than that. He appreciated working with him and all that he's done. He has a feeling that they'll see him again, somehow, he'll pop up in another life because he's still interested in Tahoe.

Dan Segan, TRPA staff and is the lead of the Threshold Update Initiative Stakeholder Working Group which Mr. Lawrence was a founding member of the Committee that oversees that. He thanked him for always being prepared for those meetings.

Lew Feldman said he and Mr. Lawrence have worked together for decades when he a planner and his role at NTRPA. Many folks may appreciate the incredible he did on the Bi-state Consultation committee bringing both States together to adopt the Regional Plan Update and continuing to be that bridge between Nevada and California. The work that he did through the years is certainly an inspiration to him, and everyone in the room. Personally, he's been a great friend and mentor, and has been honored to have the opportunity to work with him on matters in the state of Nevada and TRPA.

Ms. Regan said she's worked with Mr. Lawrence a long time and thanked him for his incredible service. Having been a former staff member the support that he provided, and when he did ask pointed questions, it was always appreciated that it was always very respectful of the staff. On behalf of the staff, how much they really appreciated that.

The Board made a motion to approve the resolution.

Ayes: Ms. Aldean, Mr. Aguilar, Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Mr. Friedrich, Ms. Gustafson, Mr. Hoenigman, Ms. Laine, Mr. Settelmeyer, Ms. Williamson

Absent: Ms. Hill, Mr. Rice
Motion carried.

VIII. PLANNING MATTERS

A. Measuring What Matters: Thresholds and Monitoring Update Strategic Initiative *(continued from December)*

Mr. Segan provide the presentation.

Mr. Segan said threshold standards or environmentally or environmental threshold carrying capacities are something given to them by an act of Congress. It's often a confusing term, and they've been told in multiple peer reviews that they should not refer to them as environmental threshold carrying capacities because no one knows what they're talking about. Instead, they should refer to them as threshold standards.

Threshold Standards are something quite simple. They're the overall goals that drive this Agency and drive the partnership overall. They're established by the Bi-State Compact that started this Agency, and the Bi- State Compact puts it above all else and says that the Regional Plan that they develop the goal of that Regional Plan first and foremost, is to achieve and maintain those threshold standards and everything else that they do is motivated by that. So, they develop a Regional Plan, Code of Ordinances, and finally the findings that they make on every project. The question is are findings consistent with their long-term vision to the region as contained in those threshold standards?

They're not just TRPA goals, they've been adopted by the entire partnership, and they'll see them frequently referenced, both in funding documents from the two states, as well as by the Federal Government. This is the Lake Tahoe Restoration Act (LTRA) Priority list, and it's directing the people that are allocating the funds that they receive from the Federal Government through the LTRA, to direct those resources towards environmental gain towards the threshold standards. So, they're still relevant to everything that they do today.

So, why are we updating them? The reason is that the vast majority of the standards were adopted in 1982 and of not been modified since. As a result of that, they're a little bit odd with today's sort of values. They've got standards for the protection of the Canada Goose, which as many probably know, is more of a nuisance in our region than it is a species that you'd likely be working to protect. But they don't have any standards for reduction of wildfire risk in the region. Clearly the standards are out of step with where they are today.

The notion that the standards are out of step, and no longer grounded in the latest science, is something that's also come up in multiple peer reviews.

They've started on this initiative to update those threshold standards and they've got about a little over 140 of them today and are not trying to do the whole lot all at once. They're trying to take more manageable bites at this apple. The first round includes, just under 100 standards and 6 categories overall. They started that just about a year ago.

Highlighting a couple things that are a little bit different about this process compared to other processes that you'll hear. There are three aspects of that. There's a science component, so many of these standards are grounded in fairly complex science. They've had the Tahoe Science Advisory Council advising them the whole way. The standard set the path for the entire Environmental Improvement Program (EIP) partnership. That's almost 100 agencies, 100 partners region wide that are working towards them and have extensive involvement with them. Finally, there's the stakeholder working group to work with and then take it through committee, and finally reaches the Board.

The Stakeholder Working Group that he mentioned Mr. Lawrence was a part of has two representatives of the Governing board who met three times over the last two years. They've actually lost both members in the last two months. Newest Board members are Mr. Settelmeyer and Ms. Conrad-Saydah.

When this initiative started, the goals of the Agency's that they were working towards were contained in Resolution 82-11. One of the first things they did with the Science Advisory Council was to go through the unintelligible paragraphs and identified where the actual goals lived in that.

What they distilled was that there were 13 goals contained there. If you want to start talking about changing your goals, you need to have a firm understanding and a grounding and what the goals are today and a reference system by which you can refer to those.

They converted whole blocks of text to these more manageable goals that they can refer to, and that they use today such as the goal under Fisheries F1, and they know that they're referring to that goal.

They also worked with the Science Advisory Council to look at some hard questions and design an entire framework through which they would manage information, and ultimately make decisions about what would be a threshold and how do they best manage towards that threshold. This

framework is called a results chain and involves putting information into three different categories. Inputs are the actions that they're doing. There are outputs from those which are the immediate things that you get as a result of that. For example, input is miles of street sweeping and the immediate output of that is all the sediment and nutrients that are pulled up from the street, and the reason that they're doing that is they're trying to preserve and maintain the clarity of the Lake. What they did as part of the system is they're going to divide up this world and say the things that they actually care about, the reasons and the motivations for why they're doing all these actions are the threshold standards. Those are the things that are driving the partnership. They've clarified for the first time what it is to be a threshold standard.

The results chain is not something new that they've invented for Tahoe. They're used by the United Nations, USAID World Health Organizations and funding agencies around the world trying to solve complex problems. The reason they're used by so many of these is that you often don't see immediate results from what you do. They don't sweep the street once and all of a sudden restore 40 feet of clarity in the Lake. There are long time lags here that make a valuation much more difficult than that. There needs to be this logical framework that allows you to connect those things that you do with the things that you want at the end of the day.

The benefits for them as a partnership are twofold. The Environmental Improvement Program consists of almost 100 organizations and by organizing information like this and cataloging why it is that each of these agencies are doing what they're doing and how much of it they're doing; they promote accountability both between the agencies within the partnership to the stakeholders, and ultimately to the Board as well, and the people that fund all this work. The second thing is that it promotes adaptive management. They talk a lot about adaptive management or database decision-making but what does that mean and how do you organize that information to promote learning. What they think is by organizing information in these results chain, so, they're tracking the immediate outputs of all of their options and ultimately their connection to the long-term goals that they can provide those frameworks. In the long term they can shift money to projects that are delivering higher return on investment and improve or discontinue funding the projects that are not delivering the expected results.

Beyond that, they worked at the Science Council to identify three things at threshold standards themselves needed to live up to. Already mentioned that they need to be outcome based and they need to live at the end of this food chain. The other two things that they needed to be are specific and measurable. Meaning that they have to be able to collectively be able to track progress towards those goals. They're not just going to have aspirational statements like they're here to keep Tahoe blue. What they want to do is to define what that means for all of us so, they have a common grounding in what it means, and can measure progress together.

They've applied this framework to the threshold system right now, and the bad news is not many of the current 150 thresholds lived up to the high criteria that they had. There are bright spots in that many of them were directed at outcomes, but they often weren't specific and measurable and are going through the process of improving all of those.

What they presented back in February of 2022, organized the new threshold standards into four broad categories: Watersheds and water quality, forest health, biodiversity, and air quality.

They put forward about 20 to 25 overall values and said based on these goals or value statements which they think collectively express the aspirations of their partnership, they're going to work to

develop threshold standards. These are the specific and measurable goals, and then they're also going to identify performance measures that will enable them to track progress and evaluate what they're doing. Depending on where you sit in the debate, either they are moving far too fast and making a lot of erratic changes, or they are plotting along incredibly slowly and not doing anything.

Next, Mr. Segan will go through what's happening behind the scenes. He'll use two of the value statements as examples for what's going on behind the scenes. Those two are deep Lake clarity which is what Tahoe is known for and nearshore algae.

The University of California, Davis started measuring the clarity of Lake Tahoe in the late 1960s and documented a decline in in the Lake clarity that was alarming to many and codified environmental activism within the region. Some people say it led to the development of this Agency and a lot of its controls. In 2010 the two states got together with the Federal Government and created the Lake Tahoe Total Maximum Daily Load (TMDL) which is the science-based plan to restore the Lakes historic clarity to almost 100 feet of clarity.

The overall goal is not something they're revisiting as part of this process. They engaged with all of their partners; everyone is still firmly behind this overall goal of restoring the clarity. They switched immediately to the performance measures that they use to track the progress towards that. What they found is that they were using three performance measures that didn't really capture the suite of actions and investments that their partners were taking. Those were your private parcel BMPs, miles of roads decommissioned, and street sweeping. These are the things that are summarized in the summit at the at the end of each year to highlight their achievements. They found that those highlights of their achievement weren't counting everything that they were doing.

They are working with their partners, they identified what it was that they were doing that wasn't being captured and where they were inviting our money to realize these environmental gains. Harking back to a couple of minutes ago, the idea of this program is to provide transparency and accountability so someone can pull up the EIP Tracker at https://www.laketahoeinfo.org/ to see where all the investments are made towards these overall goals. They are proposing a number of revisions to those performance measures that they think better track with what the partners are doing, and the latest science around how they are going to restore the clarity of the Lake. That's one case where they have a set standard that the partnership is still behind, but they think the way they're tracking it is not quite right.

The second example is the nearshore algae standards which the processes are quite different. There are three standards related to nearshore algae, so, they're supposed to attain phytoplankton primary productivity value observed in 1967 through 1971. Periphyton is the attached algae (slippery stuff) on the rocks. Finally, to support actions, to reduce the extent and distribution of algae in a nearshore.

One of the immediate problems that they uncovered is that the goal is to restore to the level of algae seen in 1967 and 1971. Even when they adopted this standard, they didn't know what that value was so, are they've never been able to say, are we there, or are we not there? This is one of the things they've highlighted throughout this process that there needs to be a specific and measurable goal, they're no longer just going to have standards like, get rid of algae.

But the fact that they didn't have a specific goal, it never stopped them from monitoring algae at the Lake. They've been monitoring the slime on the rocks since around the early 1980s. The universities did the first comprehensive assessment of that in 2015 and they repeated that the same analysis of

the long term trend in 2021. They've presented both those findings to the Board, and it was quite shocking. It may have been Mr. Lawrence who may have commented, are you saying there's been no change in algae over that entire period, because everyone that lives here knows that we have more algae right now. The measurement showed that there'd been no change over that 40 plus year period.

They did what they do when they are confronted with sort of a line of evidence that they can't quite relate to what they've observed in our experience here and what they're hearing from stakeholders within the community. There's been the headlines that there's algae all over Tahoe. They asked the Tahoe Science Advisory Council to convene a peer review of what they were doing with their monitoring program, and what they should be doing with the monitoring program. What that peer review highlighted is that there was a real difference between what they were monitoring and what people and stakeholders were experiencing within the Lake and region. There are two different algae communities that you might experience while you're wading in Tahoe's nearshore. There's the slime on the rocks which is the periphyton that they've measured for the better part of the last 40 years, and then they might have also noticed there's this filamentous or free floating algae that you sometimes encounter, which they have not had a long term monitoring program, and really don't know the extent of within the region. This peer review suggested is that what they needed was a comprehensive algae monitoring program in order to answer these questions.

The other thing that it suggested, and what they did on the heels of that peer review is they convened a second meeting of scientists, locally and throughout the world have seen similar things. And the similar things are, otherwise, generally clear and healthy lakes that have had this rise of greening nearshores. They called it blue waters, green bottoms in the scientific paper that came out of this workshop. Part of what that is reaching out, not only just to the scientists within our community, but trying to learn from the broader limnologists' or scientists that study lakes around the world and put our problems in this global context, of what others are seeing around the world.

For the first standard, staff will bring back the clarity standard and a revised monitoring framework. For the second one, they are not going to have an updated standard ready this year. They had an algae request for proposal which they are evaluating those right now and are expecting a reply to their second round of questions early next month. They hope to contract and then implement a new algae monitoring program this year. On the heels of that, in a couple of years, they'll summarize the data from that program and likely recommend a threshold standard consistent with that monitoring program.

They are doing a couple of different briefings to the Tahoe Interagency Executive Committee (TIE) that oversees the EIP in February and April of this year. They're hoping to pull together the final proposal after that April meeting, and then come back to the Board to work through the final details of that proposal and ultimately adopt changes to the threshold standards.

The initiative scope isn't just about these threshold standards. They said they were going to do three things; They're going to update those threshold standards, monitoring evaluation programs, and also how they report and adaptively manage towards those standards, and they are doing all of those.

Every four years they summarize all the information related to the threshold standards to present to the Board. The content of that presentation is often very much along these lines. Some thresholds standards are in attainment, and some are out of attainment, and some they just don't know. But that's really just scratching the surface. They're not worried just about what's happened, they want to know the impact of their actions on that and that's where they're trying to take this initiative.

Slide 39 from the 2015 threshold evaluation. This slide shows how lake clarity is tracking. The blue line is lake clarity and the orange dotted line at the time the TMDL was starting to be developed, the best scientists in the world thought we were going to continue to lose a foot and half of clarity a year absent additional action. This is starting to get at what's the overall impact of both the protections in the Regional Plan as well as all the projects implemented by EIP partners. You start to get an idea of maybe they aren't seeing clarity improvement yet overall, like they're all hoping but what they are seeing is an additional 15 feet of clarity from where they thought they were going to be 20 years ago and that's the focus of this effort. They're trying to organize information so that they can provide better information on how effective those actions have been.

It's not just actions in terms of the EIP partners, it's really, you know, everything within our code, the permitting conditions applied to projects, the compliance actions when they go out and do site visits, all of that is oriented around promoting threshold standard attainment. They're trying to ensure that what they've got on in the code and they've got in the permitting conditions are the right things and are delivering the results that everyone would expect.

Once a new threshold standard is delivered, the work isn't done. A little over one year ago, they made changes to the Vehicle Miles Traveled Threshold Standard and as part of that they laid out some benchmarks for progress with interim targets, where they'd like to see VMT over the next couple of years. They also established an advisory body to help them manage towards those. As a fail-safe, they also developed triggered management responses, which are if they're not hitting their milestones something is going to happen that's going to modify the system.

Over the past year, they've been meeting with that advisory body and developing the adaptive management framework that's going to allow them to not pull those management triggers. It will be done by organizing information about our goals, and then figuring out what's working and what's not working. They started to lay that out with the primary metrics of success such as are people walking and biking. It's one of the core strategies that they have to get people out of their cars. They measure the volume of people on our bike trails overall, and then can evaluate that.

The way that they've gone about designing the system with the partners is, there's sort of this first level of inquiry where, if they're seeing reduced bike and pedestrian traffic, they start to break that information down into three different areas. They look at different geographies within the region, and see if this is a localized problem, or is this a bigger problem? They also look at seasonality, is this a summer or winter problem? Finally, they look at user types, are these bikes, pedestrians, or both? Once they've gone through that exercise, they can better find tune the problem. Fine tune the problem or success, this can be used in both ways, allows them to better tailor the management response and identify explanatory variables for why they're seeing those trends.

They've also identified a suite of explanatory variables for each of these such as trail condition, safety of individual trails, has it been plowed out? Is it accessible? For each of those, they can work with individual partners to try to better understand the trends that they're seeing. Then develop those informed management responses that will be incorporated into their funding programs and things like the Regional Transportation Plan that ultimately allow them to refine those programs to deliver the overall goals that they've established.

Presentation can be found at: https://www.trpa.gov/wp-content/uploads/Agenda-Item-No-VIIIA-Thresholds-and-Monitoring-Update.pdf

Board Questions and Comments

Ms. Faustinos said it's a lot of information that deserves focused attention and she'll probably follow up with questions later.

Mr. Hester said at the Board retreat last May, they asked for detailed information on all of their six strategic initiatives. This was the last one, so, if any of the new Board members need information on the first five, please ask staff.

Ms. Gustafson said what's important is that they're looking at what the causes are and what their actions are that can affect any change, positive or negative, and making sure they're aware of that.

Public Comments & Questions

Ellie Waller said she's sat through many of these threshold meetings in the past and am always reminded about APC Commissioner Larsen saying we're going to have to wait 60 years to make sure that what they're doing is evaluated, reevaluated, and looked at it from a different perspective. Thank you for the presentation and look forward to reading volumes of data.

Doug Flaherty had a couple of observances. We always come off with certain perceptions, with something like this is presented. What he heard is that there's 150 thresholds that were not measured, that is a failure, of a group that's been around for 50 years. An average person would say "What the heck have you been doing since then"? Not happy to hear about that. The other thing is, why would this body advocate additional height, density, and coverage increases, knowing that 150 thresholds have not been measured? How could they even think about going forward with that until this new program is in place and there are some measurements? Once again, it goes back to the inability of the TRPA to keep the basin in equilibrium because you have not compiled a cumulative impact analysis since the 2012 TRPA Regional Plan changes. He applauds all the hard work that's going to go into this, it should have happened 20 years ago.

Mr. Segan clarified for the record that if he did say that they are not measuring the status of 150 standards, he misspoke. There are 150 standards overall. In the last threshold evaluation, they were able to make status and determination findings for over a 130 of those. The vast majority of those have data.

B. Amendments to Douglas County's South Shore Area Plan to Allow Religious Assemblies as a Permitted Use in the Tahoe Mixed-Use Zone

TRPA staff Mr. Stock and Ms. Moroles-O'Neil, Douglas County provided the presentation.

Mr. Stock said the South Shore Area Plan covers the portion of Douglas County from the Lake shore to Lower Kingsbury, and from the California Stateline to Burke Creek, which is about where the UPS store is. Included in this area plan is the Kingsbury Town Center. This area plan amendment proposes changing Religious Assemblies from a special use to an allowed use in the Tahoe Mixed-Use Zone along Lower Kingsbury in that town center. This amendment would eliminate the requirement for Hearings Officer review of Religious Assembly uses. This amendment will bring the South Shore Area Plan in conformance with Federal Land Use Law.

A text amendment applying this change to the Douglas County Code was already adopted on

September 1, 2022, but still requires TRPA Governing Board approval. Both the Advisory Planning Commission and the Regional Plan Implementation Committee unanimously recommended approval of this proposed amendment.

Ms. Moroles-O'Neil said Douglas County staff is recommending approval for a zoning modification in the Tahoe Mixed-Use (TMU) Zoning District. Currently Religious Assemblies require a special use permit and they believe that it is imperative that they eliminate the need for this special use permit.

In November 2021, a synagogue located in the TMU zoning was required to get a special use permit in order to hold their religious assemblies. While staff was processing the application, it became apparent that the definition of Religious Assembly and membership organizations were very similar. Both of these definitions promote the interest of its respective group, and both are consistent with the zones use.

Staff also discovered that based on the definitions, religious assemblies use is consistent with the Tahoe Mixed-Use Zoning District which specifically allows public service use.

Religious Assemblies are required to obtain a special use permit while membership organizations are permitted as an allowed use in the Tahoe Mixed-Use Zoning District.

This amendment would eliminate any perception of discrimination based on the Federal Law of RLUIPA, The Religious Land Use and Institutionalized Persons Act. Staff believes that it is imperative that they stay consistent with area plan regulations and Federal Law.

PowerPoint can be found at: https://www.trpa.gov/wp-content/uploads/Agenda-Item-No-VIIIB-Douglas-County-South-Shore-Area-Plan-Amendment.pdf

Board Comments & Questions

Ms. Aldean said the Regional Plan Implementation Committee unanimously recommended approval.

Ms. Faustinos asked if there would need to be similar changes to other area plans.

Mr. Marshall said the uniqueness here is it was brought in as a result of what Douglas County was doing, and how they were looking at their special use findings. plus having to go to a hearing on different matters. That is a good point and would need to do a little checking.

Public Comments & Questions

Ellie Waller, Douglas County/Carson Valley resident said she through all the hearings on this. It is the right thing to do. As her personal opinion, sitting through these, it became a parking issue, it had nothing to do with religious assembly.

Lew Feldman on behalf of the Jewish Community Center, Chabad at Lake Tahoe said just down the block the Kingsbury General Improvement District leases space in the building owned by the Synagogue. KGID has a meeting room that accommodates up to 100 persons, and it was stunning to learn that a small and the first Jewish congregation in Douglas County was required to obtain a special use permit for public assembly of 25 people in the same building that a governmental institution can hold public assembly without the need for a special use permit. The Religious Land Use and

Institutionalized Persons Act of 2000 (RLUIPA) addressed this some time ago. It is unlawful under Federal law and civil rights, to discriminate, to have a higher bar for religious assemblies than non-religious assemblies. He thanked Douglas County and TRPA staff for bringing this forward to correct what is clearly discriminatory zoning and make it consistent with a Federal law.

Board Comments & Questions

Mr. Settelmeyer made a motion to approve the Required Findings, as described in Attachment D, including a Finding of No Significant Effect, for adoption of the Area Plan amendment as described in the staff summary.

Ayes: Ms. Aldean, Mr. Aguilar, Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Mr. Friedrich, Ms. Gustafson, Mr. Hoenigman, Ms. Laine, Mr. Settelmeyer, Ms. Williamson

Absent: Ms. Hill, Mr. Rice
Motion carried.

Mr. Hoenigman made a motion to adopt Ordinance 2023-__, amending Ordinance 2013-05, to amend the Douglas County South Shore Area Plan as shown in Attachment C.

Ayes: Ms. Aldean, Mr. Aguilar, Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Mr. Friedrich, Ms. Gustafson, Mr. Hoenigman, Ms. Laine, Mr. Settelmeyer, Ms. Williamson

Absent: Ms. Hill, Mr. Rice
Motion carried.

C. Retroactive permit for the Lily Lake Multi-use Trail, TRPA File Number EIPC2021-0011, Environmental Improvement Program Project number 03.02.02.0082

Ms. Regan said the Environmental Improvement, Transportation, & Public Outreach Committee had a very thorough discussion of this item earlier today. There have been some developments based on the extensive public outreach that they got around this item at the committee level, that Ms. Friedman will be sharing. Fallen Leaf is a special place in our region. TRPA has had Board retreats at the Stanford Camp at Fallen Leaf Lake. She is one of the few people who went down in a submarine to about 150 feet into Fallen Leaf Lake and see the historic trees that Dr. Kleppe has studied. They recognize the very sensitive nature of this and think that they have a good solution for you.

TRPA staff Ms. Friedman provided the presentation.

Ms. Friedman said TRPA is recommending that the Governing Board approve a permit for the Lily Lake Trail. This item was heard at the Environmental Improvement Transportation, & Public Outreach Committee this morning and as a result of public input and discussion, they made some revisions to the draft permit.

Permit additions include Special Condition Number 4: The Lake Tahoe Basin Management Unit shall continue to monitor trail use on the Lily Lake Trail and add usage monitoring to the Church and Clark Trails. Monitoring shall continue for two years. The monitoring will inform future actions that may be appropriate on this network of trails, including, but not limited to upgrading the unauthorized trails and improved signage within the region. Special Condition Number 5: States that TRPA and the LTBMU

staff shall do a joint site inspection in the spring of 2023 to identify any erosion or other environmental issues within the trail and develop the appropriate correction measures. LTBMU shall implement any improvements identified to the trail in 2023, and members of the public will be invited to that field meeting. Special Condition Number 6: The Lake Tahoe Basin Management Unit shall maintain the trail throughout the lifespan of the project.

They felt that those conditions were important additions to the permit and will help strengthen the project and ensure that through its lifespan it continues to meet the Forest Service trail design standards.

The Lily Lake Trail was constructed in 2019 and completed in 2021 and did not receive a TRPA permit at that time. It was identified that it should, have, and through the subsequent slides they will identify the actions that we are taking with Forest Service to ensure that it doesn't happen again.

The Lily Lake Trail is an Environmental Improvement Program project that improves recreation by building and enhancing the trail network in the Tahoe Basin and improves recreation access for all users.

It also implements the recreation, air quality, and transportation thresholds primarily by providing a network of trails that are accessible to all users with less reliance on the automobile. Between 2011 and 2013, the Forest Service prepared the Fallen Leaf Lake Trails Access and Travel Management Plan Environmental Assessment. The EA was the first time the Forest Service took a strategic approach to trail planning and environmental improvements in the Fallen Leaf Lake area. Slide 2 shows the geographic area that the EA covered with the area that is outlined in black. It is along the South Shore of Lake Tahoe and includes Fallen Leaf Lake as a predominant feature within that area, and the Lily Lake Trail is along the southern area of Fallen Leaf Lake. This planning area is located in El Dorado County, California, in South Lake Tahoe, and the community of Meyers. The trail does not go into Desolation Wilderness and is only approved for non-motorized recreation; therefore, E-Bikes and dirt bikes are not allowed on this trail.

The EA designated the trail as a hiker, pedestrian trail, but it does not prohibit other uses on the trail, such as biking, or equestrian pack and saddle. Trail designations provide the design standards by which the trail should be built by but does not prohibit other uses on the trail unless that is explicitly stated.

The Forest Service circulated a public scoping document for the EA in 2011 and received public comments to help shape the proposed action and alternatives to that proposed action. The draft was released in 2012 and they received public comments on the proposed action. In addition, there were various public meetings throughout that process. In 2013, the Forest Service issued a finding of no significant effect, based on the analysis done in the EA and issued a decision notice to implement Alternative Four in that EA which constructed the Lily Lake Trail.

The EA looked a suite of actions to meet the purpose and need that was identified, which was to provide a planned system of a shared use interconnected environmentally sustainable trails to serve the entire spectrum of non-motorized recreation users. As part of the analysis, the Forest Service looked at the existing network of trails within that area, and that included 23.7 miles of authorized trails and 21.5 miles of unauthorized trails. The unauthorized trails are typically those that are user-created, are not sustainably built, and do not meet Forest Service trail guidelines and don't have any signage incorporated to help orient people, and those are all the elements that an authorized trail

would have incorporated into it. The proposed action looked at those trials and then made recommendations, including adopting and or upgrading 9.3 miles of trails, decommissioning 12.4 miles of trails, reconstruction of 5.7 miles of trails, and then new construction of 12.1 miles of trails. The Lily Lake Trail was considered new construction and will point out that almost all of the trail improvements within that decision notice have been implemented to date with the exception of one and a half miles of trails that have yet to be decommissioned. In addition, to these trail projects, the plan also includes other improvements, such as new parking, improvements to existing trailheads, such as best management practices to control stormwater runoff, and new and improved wayfinding signage to help the users navigate the connected trail system.

Slide 4 shows the approximate route of the Lily Lake Trail. Again, it's on the south southern end of Fallen Leaf Lake. This trail was an important missing link in the trail network in the region. It connects to two existing trail heads on the lower section of the trail, the existing Glen Alpine Trail Head, that is accessed from Fallen Leaf Lake Road, and Glen Alpine Road, and provides access to a variety of hiking trials, including Desolation Wilderness. Then on the upper end the trail accesses the Angora Lakes Trailhead, which has a parking lot. Both of these parking lots and trails have support facilities such as restrooms and paved parking areas. This trail also accesses other trail networks within the region as well as a variety of roadways. It allows users to access this area through those trail networks, so they don't have to get in their car to get to this area or they can park once and access these variety of recreational resources by hiking or biking and supporting the park once initiative that is important to the goals of the Environmental Improvement program.

The project was constructed between 2019 and 2021. TRPA and Forest Service staff did a site visit to inspect the trail. They were able to walk a significant alignment of the trail when it was actively under construction. TRPA staff found that the trail was compliant with the EA as well as TRPA regulations for construction of these types of trails. They also found that the alignment was appropriate.

What they did realize at that time was that the trail construction should have received a permit from TRPA. This was an oversight amongst the agencies. It was thought that the construction of this trail fell under the existing Memorandum of Understanding that TRPA has with the Forest Service. After looking at that closer, they realized it wasn't the case because the trail exceeded 1,000 linear feet in low land capability district.

Since then, they've been working closely with the Forest Service to determine the best way to remedy that situation, which is why they're asking for a retroactive permit, as well as how they can improve the process moving forward. They've also had multiple meetings and communication with stakeholders, including the Fallen Leaf Lake Basin Protection Coalition, where they were able to answer their questions and hear their concerns about this trail and engage with them on how they can be a part of planning processes in the future at Fallen Leaf and adjacent area.

The trail was built by the Tahoe Area Mountain Biking Association (TAMBA) in coordination with the Forest Service. TAMBA is a volunteer-driven non-profit organization dedicated to the stewardship of sustainable multi-use trials, and preserving access for mountain bikers through advocacy, education, and responsible trail use. The Forest Service relies on these partnerships with organizations such as TAMBA to help build their capacity to not only build trails, but also maintain existing trails, and provide education and outreach to encourage trail stewardship.

Slide 8 shows a segment of the trail that is a little more technical, and it is pretty close to the Glen Alpine Trail Head. The picture on the right is a less technical section, more in the middle of the trail.

When they were analyzing the Lily Lake Trail, they looked at other trails that have been developed and planned within the Lake Tahoe Basin to see how it compared to those and make sure it was consistent and found that it was.

Slide 9 shows the Van Sickle Bi-State Park Trail which is a multi-use trail located in Stateline, Nevada casino core. That trail allows hikers and bikers that also traverses some steep technical terrain. On the right, is map of the Tunnel Creek Alternative Trail which the Governing Board approved in November of 2011. This is a similar trail that traverses sensitive habitat including steep land and some stream environment zone but were able to approve that with resource protection measures in place and sustainable trail building practices.

TAMBA installs trail monitors on a variety of trails throughout the region in order to collect data on trails use. This data helps inform where they should focus their efforts on trail maintenance, trailhead improvements, and education and outreach. They use monitors called Traffics which is the industry standard for collecting this type of data and used all over the world. TRPA and its partners use the monitors on both unpaved trails in the Forest and the paved trails that are in the urban environment.

Slide 5 shows the Lily Lake Trail in addition to two other popular trails close by which are the Corral Trail and the Christmas Valley Trail. The maximum use for the Lily Lake Trail for mountain bikers was 26 persons, and the average was about 20 persons, which right now is significantly less than some other trails in the region. It's important to point out that this data is collecting data on bikers only. The Traffics devices were programmed to only pick up on metal and would only catch a hiker if they were carrying metal such as a shovel or something.

Slide 13 shows one of the iconic views that you see when you are accessing the Lily Lake Trail. This is Forest Service and TAMBA staff out in the field planning the trail to pick the most appropriate alignment that protects the environment while providing a high quality recreation experience.

The project required a permit because it did not fall under the existing Memorandum of Understanding that TRPA has with the Forest Service. It was 1999 the last time this section of the MOU was updated and is prime time to take a look at the language that is contained within the MOU and provide an update to it. Right now, TRPA and the Forest Service are working to update the Recreation section of the MOU so, it is clear when a project requires a permit from TRPA and when it falls under the MOU and expand upon that language to improve upon the coordination that they have and the communication around trail and recreation projects.

Another important initiative that is currently occurring that will help with trail planning and trail care is the Tahoe Regional Trail Strategy. A coalition of Tahoe and Truckee partners are currently developing the regional trail strategy to provide a connected and accessible trail network that spans land managed by numerous agencies and will link Tahoe's back country, front country, and urban trail system. This trail strategy will provide a guiding vision for a regional trail network that will be used by land managers, public agencies, and nonprofits to plan, build, fund, manage, and maintain trails in the Tahoe Basin. It will also provide a mapped inventory of regional trails and trail heads and provide a connectivity analysis to show where there are gaps and the trail network, and that will help all partners to plan the priority trails over the next 5 to 10 years. It is important that these partners come together and prioritize the trails that will be implemented to achieve that mission of the improving trail access and building trails that make that connection in the trail network to access the variety of trails.

These priority EIP projects will be included in the EIP Tracker which is a great resource for land managers, public agencies, as well as the public, because it is one place where they can house information about planning, implementation, funding, and update as needed.

Mr. Gabor, Forest Service said during the earlier presentation, their Forest Supervisor was here and did some follow-up to Ms. Friedman. He wanted to share some of the comments he heard earlier. Signage and use on the Church Trail and Clark Trail were being discussed earlier today. Monitoring for bike and hiking use on those trails as well as other trails in the region, monitoring for erosion on that trail which was an interesting point and am hoping that they'll be able to spend some time with some of the members that spoke to that out there in the field looking at those issues. As well as some of the concerns about the Forest Service not having a multi-use trail designation, and the first he heard of that was when he was working with some Washington office folks that they actually don't have that as an agency, and they're trying to rectify that for the entire Agency. They just have hiking or biking, or equestrian, or a specific motorized use. It's a bit archaic, and the Agency is looking to address it.

He also heard a comment about the trail approaching up to three feet or more in locations, and they have a designated 12 to 18 inch width, he believes, on that trail, and that's something they'll be taking a look at as well to see if there's opportunities to make some corrections to that because that does help with speed control on the trail.

As well as a concern about whether or not the Lake Tahoe Basin Management Unit is charged with protecting the water quality of the various lakes in the region. That's why he came here, specifically for water quality and implementing their project. It's near and dear to him that they do take that to heart to protect the water quality. He's been doing many projects over the last 15 years to put in BMPS and do work on that. When he hears concerns about that, he wants to understand those and take those to heart and figure out what they can do better moving forward.

During the break between this morning's meeting and now, he had the opportunity to speak with Ms. Friedman and Ms. Regan to see what they could do additionally as an Agency and partners to take into consideration some of those comments. Ms. Friedman mentioned some of those that are going to be in the permit, so that they can make sure that there's follow on those.

Presentation can be found at: https://www.trpa.gov/wp-content/uploads/Agenda-Item-No-VIIIC-Lily-Lake-Multi-Use-Trail-Project.pdf

Board Comments & Questions

Ms. Faustinos reported out from the Environmental Improvement, Transportation, and Public Outreach Committee meeting this morning. The public participation was amazing and extended her appreciation to TRPA and Forest Service staff for listening well and making some significant amendments to the permit which will give some comfort and assurances to the public that these matters will be appropriately addressed. They heard about an hour's worth of testimony, some people in support, but out flanked significantly by the people that had concerns. The committee, as a whole, approved moving this to the Board unanimously.

Ms. Aldean appreciated the efforts to address some of the concerns that were expressed earlier today. A couple of points to reiterate, it's unfortunate this slipped through the cracks and feels that people were a little bit disenchanted. If you look at the responses to public comments, the intention, even though she understands that all non-wilderness trails are authorized to permit use by bicyclists,

there was an intimation, at least in the response to the public comments, that this trail wasn't suitable for anything but hikers and pedestrians. She thinks that's why some people were little disillusioned and surprised by the fact that it was being improved, at least in part, to accommodate bicycles. In addition, there is a concern about there being two standards: One for the agency partners and another for the general public.

She appreciated the change or the additions to the special conditions but wanted to suggest a few changes. Under Special Condition Number 4 where it says the monitoring will inform future actions that may be appropriate on a network of trails, including but not limited to the upgrading, she suggested inserting “or eliminating unauthorized trails.” She doesn’t think in every case, they're going to want to upgrade and improve trails that have been created without authorization. Then adding “restricting usage on certain authorized trails”, and then “improved signage.” The reason she added the additional restriction at the discretion of the US Forest Service of usage on certain authorized trails is because on page 8 of the EA, the response to public comment says as described in the EA, “Certain trails in the project area would restrict specific uses to protect resources and user experiences. Restriction would be accomplished with informal signage and monitored over time for effectiveness and user compliance.” That is consistent with what they are discussing here today. “If monitoring indicates ineffectiveness or noncompliance, then additional measures, such as establishment of a forest order could be used to create trail closures for specific uses and thereby make the closures enforceable.” She doesn’t want to foreclose the opportunity to do that, if it's necessary, because they really don't know at this point, what the future holds. In paragraph 6, where it says the “Lake Tahoe Basin Management Unit shall maintain the trail throughout the lifespan of the trail.” She suggested adding “to protect the environment and the safety of users.”

Suggested edits would read “The monitoring will inform future actions and may be appropriate on the network of trails including but not limited to upgrading or eliminating unauthorized trails, restricting use on authorized trails, and improved signage.” The second one would read “The Lake Tahoe Basin Management Unit shall maintain the trail throughout the lifespan of the trail to protect the environment and the safety of users.”

Mr. Gabor said those all seem fine to the Forest Service.

Ms. Friedman agreed that the additional language is appropriate and will adjust the permit accordingly.

Ms. Williamson asked for the word “eliminating”, should they use the word “decommissioning” because it's in the EA.

Ms. Aldean said she actually had “decommission” in parentheses.

Mr. Marshall asked the Forest Service representatives if there a difference in their terminology between “decommissioning and eliminating”.

Mr. Gabor said there's even differences in decommissioning alone.

Ms. Aldean said she’s assuming that in order for something to be decommissioned it would have had to have been commissioned, and is why she used the term eliminating, because these are unauthorized trails and not commissioned.

Mr. Marshall said he would prefer to stay with eliminating because it has a common understanding.

Ms. Laine asked Ms. Aldean for clarification on the language "Restricting use on authorized trails."

Ms. Aldean said read a segment out of the EA where the Forest Service reserves the right for monitoring. Paraphrasing it states "If monitoring indicated ineffectiveness or non-compliance with the rules that are established for the use of that trail, then additional measures such as establishment of a forest order could be used to create trail closures for specific uses, and thereby make the closures enforceable."

Ms. Laine said when this first came out, there was a lot of concern specifically by the residents that reside in that area, either part-time or full-time that the Forest Service must have done this on purpose. How did they get away with this? It was mentioned that the 1999 MOU language is going to be looked at jointly to ensure that this doesn't happen again. But the language paraphrased that if the trail exceeds 1,000 linear feet and or is low capability land.

Ms. Friedman said it's if it exceeds 1,000 linear feet in low capability land. If the entire trail was in high land capability, it would be exempt.

Ms. Laine asked what part would be made clearer.

Ms. Friedman said maybe that wasn't the correct way to phrase it. When you read the MOU, it's clear but they weren't referencing that section of the MOU during planning of this trail. The type of language that they're replacing that with in the MOU includes that the trail has the appropriate NEPA and includes that they hold quarterly meetings with the Forest Service to review all of their projects including recreation projects and determine how the project should be implemented and if it needs a permit. They've already been having those quarterly meetings to review all types of projects and continually speaks with Mr. Gabor on the variety of projects they work on. It's better language that more properly reflects the collaborative relationship that they have with the Forest Service. It will result in projects that are planned and implemented better than a restriction based on linear feet. In the MOU, reroutes of trails are completely exempt and trails on higher capability are also exempt which is why a lot of trail projects within the region fall under the MOU. This one slid through the cracks because of those reasons.

Ms. Conrad-Saydah said they had a good discussion at the committee meeting this morning. She thanked the TRPA and Forest Service staff to adopt all the comments and improve this outcome.

Public Comments & Questions

John Kleppe, 42 year resident of Fallen Leaf Lake is also speaking today with Ruth Rich, President of the Fallen Leaf Lake Protection. Fallen Leaf is a microcosm of Lake Tahoe. It's smaller but it has a lake, it has sediment issues and pressures from recreation. They're the biggest entry to Desolation Valley. They have summer, winter, and boating. Sediment from Fallen Leaf considered to effect Tahoe, but it does. Taylor Creek becomes the fifth worst contributor to the sediment loading. In part of his research, they took a core of the sediment all the way down to the ice age that created Fallen Leaf, Cascade, and Emerald Bay and one foot in 115,000 years ago. If you want sediment records, that's great to do but it showed a real acceleration and the papers been published in 2018 that maybe Fallen Leaf has maybe reached a threshold of what they do on the steep slopes going into it. This kind of construction is not the way to do it on any slope especially one going in to Fallen Leaf Lake or Lake

Tahoe.

Ruth Rich, President of the Fallen Leaf Lake Protection said some of what came back after the committee meeting this morning addresses bits and pieces, but they still feel strongly that an Environmental Assessment is important. One of the reasons for that is the lands that were lumped into the EA that was done for the trail network on the Angora side or the Tahoe Valley side of Angora Ridge also included one trail on the Fallen Leaf side, is her understanding. If you average out what the data is going to show, it's going to be very heavily weighted towards a non-watershed trajectory of erosion into marshes or wetlands where any erosion in Fallen Leaf is going directly into the lake.

That's significant and the suggestion to do a joint site inspection in the spring of this year is not a bad one at all. She doesn't know that it's going to give them enough information, and so Ms. Aldean's suggestion, that some permission is included in these new additions of you can't decommission, restrict use, etc, if this is going to move forward today, that might need to be part of this very strong language about. They're going to figure it out and if it becomes an issue, what are the measurement standards, what is the threshold, and what are they going to do about that? She doesn't know if more needs to be added into this, but if it's going to move forward today, that's a really strong and important argument. With the addition of Number 4, Monitoring Trail use on Lily Lake and adding monitoring on the Church Trail and the Clark Trails, if you've ever been out there and hiked those trails those trails are also on that horseshoe and the south end of Fallen Leaf, and the Clark Trail, which takes off behind her cabin is in terrible shape if you're not a sure footed, capable, nimble person, and to have bikes going up or down that which was part of the reason for the suggestion to do commission it years ago, it would be bad. She believes the community would like to see language around that.

Both the Church and Clark Trail are not okay mountain bike trails. That's important for the environment, it's not because it's going through private property. The same is true with the Church Trail, which at the Fallen Leaf end originates on private property. But it's because those trails are either hiked or on very, very sensitive, and unstable slopes, particularly the Clark Trail. Adding something to protect those two trails, they must be labeled as non-mountain biking trails for the safety piece alone.

This doesn't necessarily address the looping situation, and they're fully prepared to worry about that until it becomes the next topic. But they are grateful that they will be part of the conversation. The pressure on the road, the safety, all the things are still there, and again that takes her back to a real EA is the better way to go but if you're going to move forward in this construct, it needs a little more teeth in it. The Achilles heel, is mixed-use trails, that needs to be figured out, because where can people hike in Tahoe anymore? Because mountain biking is awesome, right? And it is the thing and they're working towards this connectivity, though this trail only connects for very specific group of people to a very specific end, it's not a multi-user trail, biking level wise. But figuring out where the hikers are supposed to hike is important in this changing map.

Morgan Steele, Executive Director with the Tahoe Room Trail Association said their organization since 1981 has worked in the Tahoe Basin to build a world-class trail system. They have over half a million users, and they're always trying to find the balance between the users and protecting the landscape. There's a lot of challenges for our trail system right now. There's a lack of infrastructure and major issues with transit. The Tahoe Rim Trail has nine major trailheads, and only two have public transit to them. There are tree mortality issues, climate change impacts, fire closures, parking issues and on top of all that there's a huge increase in the number of users of our trail systems.

They have a growing population center in Northern Nevada and California within driving distance of our trails, we have a huge increase in interest in trails so there's a lot there. One of the reasons why there are so supportive of the Lily Lake Trail, and this project, and would really hope that you approve this retroactive permit is because the Lily Lake Trail exemplifies all of the great things that our trail system has going for it. In addition, to these iconic views, incredible places, they do have these passionate trail advocates in our network here, and their partners at the Forest Service and TAMBA have really committed to building world-class trails. If you've been out on that trail and seen the construction, it is high quality, and something that you can really be proud of in this area.

In addition, those organizations have committed to sustaining these trail systems, not only do they build them, but they go out and put in thousands of hours every year into maintaining them. Also, the Lily Lake Trail is a multi-use trail, just like the Tahoe Rim Trail. The designed use for the Tahoe Rim Trail is for hikers, for most of it, but it is also managed in their trail management objectives for hikers, bikers and equestrians. When they design and build trails, they keep all of those users in mind which is also reflected in the Lily Lake Trail. The trail also provides loop options which is huge for them. Several of the Tahoe Rim Trail sections are only accessible if you drive two cars instead of a shuttle. This trail provides you an option to not have to do that. It connects to well-established trailheads on both ends. There's already a parking lot there with bathrooms, huge pluses. Those are big things for the Rim Trail they're working on trying to get bathrooms in a lot of different locations. That's a big impact. With this, they also are avoiding having folks park in neighborhoods. Lastly, they're spreading users out, which is a huge benefit, they have over half a million users on the Tahoe Rim Trail, they need to find more options for folks. Unfortunately, they're not going to reduce the number of people coming to Tahoe.

Ellie Waller said just an administrative clean up, the US Forest Service representative didn’t provide his name.

For the record, the US Forest Service representative is Mike Gabor.

Patrick Parcel, South Lake Tahoe resident and is representing the South Lake Tahoe Running Club. This is a club that he started in 2013 to try and bring runners together in the South Lake Tahoe region. They meet weekly all summer long over in the Tahoe Mountain area, and when they first started their options were very limited as far as where they could go. Now, they have so many options and it's a huge reason why they live here and why people recreate here is ability to leave your backyard, not get in the car and go and recreate on multi-use trails. He lives on the south side of Angora Ridge, and he used to drive over to Glen Alpine Falls Trailhead, where Lily Lake terminates, and going to Desolation Wilderness from there because there was no other option for him to get there.

Now that the Lily Lake Trail exists, he’s able to leave his backyard, hop right over the hill, going on no roads into the Desolation Wilderness. He also mountain bikes, but when he’s running sometimes, he doesn’t want to come across bikers. In that case, there are hundreds of miles of trails he can access and not have to worry about seeing any bikers. The unique thing with Lily Lake is that it's outside the wilderness and can provide this neat experience that you can't get on any other trails for mountain bikers in the Tahoe Basin. It’s a unique piece of infrastructure, that hope that you all support and understand why this retroactive permit is so important. Finally, living in this area, they've all seen the increase in traffic and people coming in. The answer is not to try and restrict one use or another on a single trail, it’s to have a holistic vision for how they can reduce parking and congestion issues at these trailheads. Looking at things like microtransit, having permit systems at the trail heads those are going to be the solutions that impact everyone on a much broader scale. They don't want to be sending any

more people than they have to back into this sensitive watershed. He wouldn't want to live back there and see lines of cars there, it's a concern if there's wildfire or anything like that. Definitely understand the concerns but feels there are solutions that do not involve restricting non-motorized access to one user group or another. There are always going to be user conflicts, but it can't be putting one group against another. It's not a technology issue, it's a people issue, and they need to work on the culture of trail etiquette and the basin and not alienate one another.

Andrew Bray, Executive Director with TAMBA, head coach of a local youth mountain bike team, and on the advisory board with the league that the team works with which brings in about 500 to 600 kids into Tahoe and adjacent communities and about 200 to 300 coaches. The Lily Lake Trail is an amazing piece of work that took a lot of years with design, public input construction to get to the point that they are now. Unfortunately, the permit was overlooked as part of that process, but all the other steps were done professionally and in a sustainable manner. He would like to invite everybody if you haven't had the chance to check it out and admire the workmanship.

He worked for about 33 years in the Lake Tahoe area on public lands and has been responsible for a lot of land management erosion control, vegetation management and things like that. This trail is one of the jewels in our crown for a lot of different things that Tahoe has to offer. It provides access to all members of our community to get to see the iconic Tahoe views. It allows people to ride out to the lake. There have been some questions raised or concerns about the ability for people to safely do a loop in that area. He lives in that adjacent community and ride that trail will fairly well. He travels loops down Lily Lake, out Fallen Leaf Road, in Fallen Leaf Road, back up Lily Lake on his mountain bike, and ride the trail uphill and downhill. He's almost 60 years old, and rides a cross country bike. He can do it on that but is not saying it's an easy trail, but in amongst the trails, and there were some examples that Ms. Friedman shared earlier, it's actually probably less technical than quite a few of them. There's been a lot of really good things that have been done a couple of things that this trail also checks the box on, is that it offers parking at each end, yes, it's bit of a fight to get it, but it offers parking, bathrooms, and decent opportunities for trash. Those are things that they are trying to implement in so many more areas around the Lake. This trail checks the boxes with that too.

TAMBA supports the proposed initiative and permit. They would be happy to work with the Forest Service and local homeowners to answer questions, address concerns, and do what it takes to show that this is a functional multi-user trail with people biking, hiking, and camping. He hasn't seen horses but knows that a good steady horse could ride that trail. But those folks are able to enjoy it, and he's not had any issues of conflict brought to his attention. There are certainly areas in the Tahoe Basin where conflict happens, and they work with those folks with education, advocacy, and trail stewardship. He's works with the youth through the mountain biking to encourage that generation to own that next step.

Meghan Kelly, Civil Engineer, Nevada top of Conservation District commenting to today as a private citizen and a user of the Lily Lake Trail and also from a civil engineering perspective who works primarily on stream restoration projects in sensitive lands. This trail is a marvel and it's definitely not a water quality concern despite its presence in sensitive lands. It was built really well. She's biked it many times and even hiked it with my seven year old triplets and haven't seen any evidence of erosion or issues that would affect Fallen Leaf Lake or Lake Tahoe. If you haven't been on the trail, she highly recommends doing so. It makes you feel like you're maybe a tourist in your own town, maybe in the Italian Dolomites, hiking hut to hut, it's truly spectacular views. She's brought both local friends and visitors there, and they're very impressed. It enables you to start at the Tahoe Mountain trails, like previous people have said or the Angora Lakes Trail Head and get to an area that you typically have to

drive on a very narrow road that isn't in great shape. You can now access these areas by foot or bike, and not have to drive on the sensitive Fallen Leaf Lake Road. She finds that there's very little user conflict. Because of the nature of the trail, it's quite slow to bike on and not any real biker or hiker conflicts. In fact, when she's only seen one or two people back there while using it. She supported permitting this trail as both a user, a restoration engineer, environmentalist and a 17 year Tahoe resident.

Doug Flaherty said it happened kind of quick, but there's a slide presentation there that went kind of fast, but he believes he saw a Whitebark pine which was put on the threatened list a couple of weeks ago. Maybe there's a similar tree, but maybe the Forest Service can look at that slide tell them if that was a Whitebark pine that was adjacent to the trail. If it was a Whitebark pine, then that would be new information where they could file a public objection under the National Environmental Policy Act (NEPA) for a supplemental EA. He's not saying they do that, but if that's a Whitebark pine, he requested this body to give them a month to talk with the Forest Service about that situation.

Cumulative impacts result from the tyranny of incremental impact of small decisions when added to other past, present, reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions. Cumulative impacts result from individually minor but collectively significant actions taking place over a period of time. The pro-growth TRPA and pro developer TRPA and its partners continue to be active participants in the tyranny of incremental impacts, void of adequate environmental analysis, to protect all that is Lake Tahoe. The EA that was performed, covering a fairly large area, was one of those incremental impacts, and the fact that this all got pushed through without the valid permit, continues to validate his claim that they need to take a hard cumulative impact look at many things in the basin, including how many unauthorized miles of trails there, what's being done about it, and how the new trails impact the continued use of the unauthorized trails. They should shut all the unauthorized trails down until and maybe hold back on the decisions to approve some of these with this new trail study. He's mainly concerned about the Whitebark pine.

Ms. Williamson said they really appreciated all of this good public comment. Much of the Board was listening during committee, and there was a lot of written public comment as well that she has read every word of. If you'd like to use your public comment time to say if you support or oppose the trail in the interest of time, if you want to abbreviate your comments, know that the Board has heard. If you've made substantive comments on this today or in writing that they have paid attention to that.

Chris McNamara said since Lily Lake Trail was built, he's never used Fallen Leaf Lake Road because there is such a better way to get there. He doesn't need to park a car out there which he has to imagine if you've seen some of the creative parking around the overflow at Glen Alpine Trailhead has to be the biggest concern in all this. He loves Tahoe's inclusive nature, other than wilderness, where it's just hikers and horses, we have this multi-use culture of inclusivity. He's aware of maybe only one section of trail on the East Shore that's non wilderness that has excluded a user group and would love to keep that type of inclusivity going in Tahoe. Anyone who's been to an area where they've chosen not to embrace that philosophy, it gets ugly, really quick and it's no fun for anyone. It often involves a lot less trail access and a lot more litigation. He's so happy that in Tahoe they have not gone there yet and hopes that they continue that.

Jonathon Gurish said he also made comments to the committee this morning and won't repeat his concerns about the water quality. He's appreciative of the concessions that the staff have made in the permit, they go along ways. The posture that this permit is in right now, is that the trail is already built,

and you are now being asked to approve a permit within inadequate environmental review. Why not put off and deny the permit and wait the year to get the monitoring data, and then you have the information necessary to evaluate whether, in fact, this trail is impacting water quality.

Peggy Laughlin said she also appreciated some of the concessions made on the permit and made her comments about safety and deviations from the trail plan. The main points she'd like to clarify is that the Board will vote based on accurate and truthful evidence, and that there are stipulations in the permit, as even as written now and modified, that she believes do not justify approval, in fact, doesn't believe the Board can approve this trail based on existing misrepresentation. She'd d like to go to the statements made in several parts of the report of TRPA that say that the trail was approved in 2013 by the decision noticed as a multi-use trail, and reading from the decision notice in 2013 states that the on page 30, first of all, the trails surrounding referred to AN 4 and 8, bicycle uses in frequent on trails AN 4 and 8, because those trails designed use, hiker, pedestrian trail, and as such are not well suited for bicycle traffic. None of the alternatives in this project proposed to change the allowed or designed use of trails, AN 4 or 8 and for or 8. The proposed trail, AN 5 would be managed consistent with a AN 4 and 8. This means the trail was approved as a hiker, pedestrian trail. It goes on to say, construction and management of trail AN 5 is a hiker, pedestrian trail is consistent with this direction and has surveyed and evaluated for potential impacts, for all resources areas and no significant impacts will occur to any resources as a result of the project or alternative.

Therefore, what this means is it was evaluated and assessed for environmental impact, based on construction as a hiker, pedestrian trail. It was authorized as such not to exceed 2 feet in width and with the resulting effects being analyzed as a hiking trail, not bicycle use. The report that's states on page one that the trails are multi-approved, and on page 97, are incorrect in the report. The Board is going to be voting on a report and a recommendation that does not truthfully say that a multi-use trail was approved. A multi-use trail was not approved, a hiker, pedestrian was, and therefore, she requested that the Board not approve a retroactive permit, because those findings are not factual, and the no significant impact is based on a completely different trail design. Those standards were not followed, and the trail became much larger, bigger, and unsafe for many users because of the conflict of use.

Jeff Campen said he addressed the committee this morning and am happy to hear that there are considerations for changes in the approach. He supported what Mr. Gurish stated to your Board. Clearly this trail was built in error, not having to permit, but thinks they're moving forward to a resolution. He doesn't think that there should be a rush to judgment, there's no reason to approve or deny the permit today. You can delay it, the trail has been in an existence, so there's no harm on that front, and it's certainly not going hurt the Forest Service or TRPA to delay this until there is sufficient monitoring information.

He clarified some information that they put forward this morning, and representations made by the Forest Service about additional trails that were approved on the Angora Ridge area in the decision notice of 2013. Their response to the committee at that time by the Forest Service was those other four trails did not fall within the MOU. He takes issue with that, and thinks the Board needs to look into those four trails seriously. The information he has on page 157 of the 2013 EA shows clearly that those four trails are new construction and specifically designated bicycle. Those four trails were approved, and they have been built. They are not rerouting, there are not any other considerations but new construction. Finally, he suggested that they hear what TRPA is trying to do in terms of regional trail planning and dispersing, and what the Forest Service is trying to do with this. They have to re realize that at some point, they're going to be up against the wall in terms of the ability of this

new trail to absorb the population and use increases. Yes, there are services at both ends of the trail heads, but they're inadequate right now, they don't get serviced regularly or appropriately. The bathrooms are generally a mess, especially down at Lily Lake, because of the people going into Desolation Wilderness. They're going the right way, and if they have a little more time, they can make informed decisions on this trail.

David Orr, TAMBA Board member and passionate mountain biker, hiker and a resident of South Lake Tahoe. He supports the Lily Lake Trail and the retroactive permit. He's both hiked and biked this trail many times. He often hikes it with his children and the design of the trail has prevented any major user conflicts. It's technical features, and all the switchbacks that it has really does create a slow speed situation. He's always able to yield to uphill traffic when he's on a bike coming down that trail. As a hiker, he's never had a bad interaction with any other mount biker on the trail. This is anecdotal at best, but it is a difficult trail to get out of control on.

Elise Fett, Architect and Engineer in North Tahoe. In general, it's been proven that nature is good for human health and trails are necessary. This trail has already been built, so, if it's in place, it seems that we need to stabilize it and approve it. We need to take care of letting people get into nature. We keep talking about more and more mental health issues in our country and yet we don't provide enough access for people to get out there and to enjoy it. She won't repeat comments about improving transit for people to get there. She's an avid mountain bike rider and of course, that makes her want to have more trails in this area. What concerns her is that there is a gentleman who she respects his point regarding sediment. She puts in BMPs for homes here all the time. She also sees the incredible amount of erosion and the mess that's created by the road system here, 90 percent of the contamination to the Lake is from these roads. They need to get public transit. They also need to get people off the roads and doing something other than driving around the Lake and mountain bike riding is a great opportunity for them to see the Lake without being on a road. It's much safer, and the Incline Trail here has an even, odd day, and walkers go on the even and the bikers go on the odd, and it works great.

There is so much more damage happening to the Lake because TRPA has not stopped and regulated the use fertilizers in the basin. It was recommended by stock in 2012. So, you're concerned about the sediment coming down from one trail when you haven't taken care of saying no more nutrients in this basin, it is killing our Lake. There are neurotoxins and cyanobacteria blooms and you're complaining about one little trail that is good for human. There are people who are getting ALS/Lou Gehrig's and Parkinson's from the toxic water in South Lake Tahoe. Please focus on the huge picture that needs to be resolved, which is keeping our water clean and it's not just the sediment that happens naturally with the erosion from the Lake, an erosion from streams when there's a big flood.

Amanda Patton, mother of a 7 and 10 year old and resident of South Lake Tahoe. She and her husband spend summer evenings riding Lily Lake and swimming in Fallen Leaf. It's one of the most magical places on the planet and it should be protected. They are in full support of that trail being there and the permit being issued. Blaming the inherent problems of just humans living in wild spaces, water pollution, trash and increased traffic on one recreational population, such as mountain bikers is really unreasonable. The most alarming issue she has with this discussion is just the access to public land. It feels like it is more of a debate of public lands, versus private homeowners. In effect, by being adjacent to these public lands, homeowners are converting the public parcels into their own private backyards, and that to her feels unlawful and wrong. Using environmental reasons to cover those not wanting traffic in your private areas, understanding the traffic's horrible but it's not right. Most importantly, though, just access in public lands is imperative because it teaches the next generation

about protecting our wild spaces.

Wyatt Patton, Hi, I'm Wyatt and I'm 10, and I love to mountain bike. I really care about Lily Lake, and I hope you do not take it away.

Avery Patton, Hi, I'm Avery and I'm 7, and I really love biking and when I grow up, I want to do Lily Lake.

Denise Davis said this morning and afternoon, citizens have expressed concerns regarding parking. This is reminiscent of concerns voiced by citizens during permitting and planning of the East Shore Trail at the North Shore. Those concerns were brushed aside at that time, and the project moved forward. Several years since the completion of the East Shore Trail parking problems continued to plague the neighborhoods near the trail. The success of the East Shore Trail proves a point made this morning. If you build it, they will come. Plan for increased use. Please listen to these concerns and avoid creating another unintended consequence of shortsightedness and hurry.

Board Comments & Questions

Ms. Aldean asked a question of Mr. Gabor, Forest Service in response to a recommendation from Ms. Rich of having to do with the Church and Clark Trails. She's assuming they are classified as authorized trails, since they have a name.

Mr. Gabor, Forest Service said yes for the portions on Forest Service land.

Ms. Aldean said then they would be covered under Paragraph 4, where the Forest Service would retain the right to upgrade or eliminate unauthorized trails and restrict uses on authorized trails.

Mr. Gabor said that's correct.

Ms. Aldean asked if hiking on those two trails because of their current condition is deemed inappropriate, the Forest Service could restrict it to hikers and pedestrians only.

Mr. Gabor said yes, and the private landowners also have that right to do that. Working in cooperation with them in the community they could come up with a decision such as that to restrict bikes on those routes.

Mr. Hoenigman made a motion to approve the required findings including a finding of no significant effect as shown in Attachment A.

Ayes: Ms. Aldean, Mr. Aguilar, Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Mr. Friedrich, Ms. Gustafson, Mr. Hoenigman, Ms. Laine, Mr. Settelmeyer, Ms. Williamson

Absent: Ms. Hill, Mr. Rice
Motion carried.

Mr. Hoenigman made a motion to approve the proposed project subject to the conditions contained in the draft permit as shown in Attachment B as amended on the record by Ms. Aldean.

Ayes: Ms. Aldean, Mr. Aguilar, Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Mr. Friedrich,

Ms. Gustafson, Mr. Hoenigman, Ms. Laine, Mr. Settelmeyer, Ms. Williamson

Absent: Ms. Hill, Mr. Rice
Motion carried.

D. Presentation on the Waldorf Astoria Lake Tahoe Project, 5 State Route 28, Crystal Bay, Nevada, Assessor's Parcel Number 123-051-02, et.al, TRPA File Number ERSP2022-0138-01

Ms. Regan said at this point, Ms. Aldean is the only one who has previously had some exposure in her tenure on the board with what was then called the Boulder Bay Project at the Biltmore in Crystal Bay. A few Board members were able to come out yesterday and do a site visit to see in person the facility there. The Governing Board approved a project in 2011, for the Boulder Bay Project, and we are now considering a plan revision. Staff thought because it's of such great interest to the community and of such significance in our area that's targeted for revitalization, staff will be providing an informational briefing.

To provide some context around what they just wrestled through with the Compacts direction of achieving and maintaining thresholds but doing so with orderly growth and development. That's a tall order, and this is an area that they've long targeted for revitalization. One of their planners, John Hitchcock, who now works at the City of South Lake Tahoe, worked on a community plan for streetscape improvements in Crystal Bay decades ago, and they're still working through many issues. There is an updated project for your consideration coming forward.

TRPA staff Mr. Nielsen and Mr. Jacobson, EKN Development Group provided the presentation.

Mr. Nielsen said this plan revision to a previously approved project. They anticipate coming back for action tentatively in February or March.

A few terms you'll hear in the presentation are Boulder Bay, which is the project that was approved by the Governing Board in 2011. The second term is Waldorf Astoria which is the proposed revised project that will be the primary focus of the presentation.

The facility is located on the North Shore, immediately adjacent to the Stateline in Crystal Bay along State Route 28. The red outline area in slide 5 shows the proposed project area. The project area is approximately 16 acres that includes the Crystal Bay Motel, the parking lot, and an adjacent office building.

The building has been there for a long time and was open until this past summer. All of the buildings on the site are currently vacant.

The project represents a plan revision to a project approved by the Governing Board in 2011. It was part Community Enhancement Program which was a TRPA program that incentivized large projects to incorporate environmental improvements into a project that were above and beyond mitigation requirements such as water quality, transportation improvement, and scenic quality improvements. As a part of that approval, the Governing Board also certified an Environmental Impact Statement that looked at five different alternatives.

There have been some construction activities, specifically, there was a water quality basin constructed in 2014 that takes run off from the Nevada Department of Transportation and local roadways and

treats it across the road near the Cal Neva and has also helped to attenuate flooding downstream in the speedboat area and was a critical portion of the project to help address water quality and flooding. There was a public park built on site and really the first phase of the major construction was the 18 condominium units known as Granite Place. The last element was that there was as a part of the community enhancement beautification project in north Stateline along State Route 28 there were some power lines placed underground, and there was about a $600,000 contribution made to that effort by the project proponents. Because of these construction elements, because the project has been pursued, all be it slowly, these elements represent diligent pursuit of the project, and therefore the project permit remains valid.

This past summer there was work to complete an interior connector roadway in order to button it up for the winter.

The Boulder Bay project includes tourist accommodation units and residential, this is truly a vertical mixed-use project. This is something that has been envisioned by agencies, area plans, the Regional Plan, and going back to the community plans. There's commercial floor area and gaming which was significantly reduced from the existing casino size. The developer also brought affordable employee housing to the table. In addition to public gathering spaces and a pedestrian village. He sometimes equates the approved project, and also the proposed project to a miniature Heavenly Village. A place where you would like to take folks when they come to town, where there's a little bit of a sense of place, for South Lake Tahoe now with a little village core, commercial amenities available to local residents and visitors along with hotel rooms and public gathering spaces.

The project also delivered water quality, scenic improvements, and reductions in vehicle miles traveled. A fairly significant reduction in vehicle miles traveled over the existing condition and also transportation improvements such as shuttles to local beaches.

Slide 12 shows a rendering of what's envisioned for the approved project. Again, vertical mixed-use, commercial, residential tourist, and gathering spaces. The next project evolution is embracing this concept and expanding on it, so, that it is not just a developer proposing to build hotel rooms that are for people visiting, it's also creating a place for locals as well.

(Presentation continued)

Mr. Jacobson, EKN Development Group said in 2015 is where Mr. Nielsen left off with the breaking ground of the Phase 1 or building the 18 units there that are existing. EKN has been involved in this project now for over four years. They were involved in this as a joint venture with the previous developer to be the hotel developer for the site.

However, in September of 2021, they purchased the entire site from the previous developer. Since then, they've closed the Biltmore and done some extensive development in remediation and getting ready for the demo of those existing buildings. The Biltmore closed and they gained full possession in May of 2022. They did some site work and quite a bit of cleanup and put together a plan that they refer to as the plan revision for the Waldorf Astoria that was submitted to TRPA in October of 2022.

Some of the benefits of the plan are that there's a substantial decrease in units of 47 percent. There's also a conversion of an internal road to make it a pedestrian area and friendly to those who want to be part of the village resort core. They also increased access to food and beverage, and also pedestrian friendly retail for the community and its guests, and this is mostly done by the creation of

they refer to as the grove. They also changed and improved the experience for arrival. In addition, they did all the stormwater treatment and infiltration on site which is a change from the previous plan. This is a substantial improvement for the environment.

The project is less and what are they doing with less? They're taking that and they're converting that into more amenity space and more offering to the community and guests.

Majority of the things that are key performance indicators are staying the same such as housing on-site and off-site are staying the same. Total coverages, and all the categories are staying the same. Heights of the buildings as outlined are also staying the same. Transportation is also something that's staying the same, except they're going to probably increase that a little bit. A required condition is to have bus stops and transit as part of that. They've relocated that based off of some advice from TART and others that are part of the transient area. They also have ski and bus shuttles and are working to have destinations for the guests that will have a dedicated beach and a ski opportunity. They are conditioned also to have and continue have employee shuttles. However, on working on bikes, paths, and height improvements he'll talk more about that when at the site plan.

The left side of slide 20 shows the site plan for the previously approved Boulder Bay and the one on the right is the Waldorf Astoria site plan. They look similar with the same number of buildings, the footprints, heights, and shapes of the buildings are substantially in the same conformance. However, the slight changes that may be seen to the eye are substantial for the guest and community. Building C on the far right is where the entrance is for the resort. That Porte cochere has been in the plan, revised and brought to an elevated area which is shown on slide 21 which is between Building D and B. That is now on the same elevation as the Stateline and lakeview connector, which then allows the guests that are coming here to Lake Tahoe, an experience of elevated views of the of grove area and Lake Tahoe with the mountains and trees. It also brings an opportunity for those that are also community members to come here and bring their friends and experience those views in this hotel lobby. It also improves the safety quite a bit by taking the stacking, if six cars showed up to check in at one time, there is a possibility of had being backed up into State Route 28. By bringing it up into the resort area, they'll be able to control that more readily and have better safety.

Another change is that roadway in the separation of the buildings that are along State Route 28. Those are lower level buildings with two stories which were a part of the conditions for Phase 1 to lower those from three to two stories. However, they were separated in the previous plan by a vehicle road, so that section between those two buildings on State Route 28, and all the buildings in the remaining were actually separated by a vehicle driven road. They've changed that now from a vehicle to a pedestrian only road which now allows them to create more space and safe environment for people.

Slide 24 There is now heart in the middle of the village which they refer to as a grove which is anchored by some old growth trees that they've developed a plan to maintain them. The grove is an elevated area that is now incorporated into the back buildings, and also bringing the back buildings into the front. They've done that by creating an amphitheater by taking advantage of the natural grades that are there and making places for the community to come and be part of it. Now, all that retail and all the curated retailing people that they're working with, and will work with is that they are going to create a place for the community and for the guests to be part of something which is a commercial town center which is the actual idea of the Crystal Bay area.

They're also looking to connect the upper buildings down to an area referred to as the Alpine Trail. They're going to mimic some of the ideas of trail hiking, and you can start from either up at the upper

elevation, so, if you're a member of the community up on the upper side, you can come to that on the on the sidewalks that are going to be provided on our new improved roads, and then go to the lobby and bar and restaurant or stroll down the trail and go through the different areas there. The grove is a place where you can have things like farmer markets, events, year-round programming, Yoga, on the lawn, etc.

Slide 31 is the elevation of the top of the hotel, Building B in the back looking out over the grove area. Instead of entering now on the elevation of State Route 28, you're now entering the hotel and experience on the elevation where you can see why you are in Lake Tahoe. This is for the guest and the community because it has an open bar and restaurants, and also the trail system to walk down into the lower levels.

They've been involved in this project for four years but became very active in it once they purchased the whole thing. They've had multiple meetings with community members, and they listened. They also reached out and had a lot of collaboration with lots of the agencies that are here and listened to what would make this project better. thing. They found that all these things that they're offering up in the project revision, come from them listening to the community and also to the agencies that are here.

They would like to continue our demolition of the buildings in the Spring of 2023 and sitework that started last year will continue in 2023 for the grading and road construction. In May 2024, they hope to begin all the construction associated with vertical. Completion of all of the project, one phase in late 2027.

They bought someone else's approved plan then they took the time to go back and listen and learn from those who knew it best, and that is the community and the agencies that have been here for a long time. They're an active developer and will be here for a very long time. They found that they could increase the environmental, community, and guest experience while doing all three, they are a win win. They believe that this is a catalyst that can start the revitalization that Crystal Bay so needs.

(Presentation continued)

Mr. Nielsen said thanked EKN for being good listeners. They reached out to staff early and were discussing a project which was not the project that Mr. Jacobson Tom just described. The initial iteration of a revised project on the site was something staff had concerns about such the size and the scale was not in keeping with the community and more importantly it wasn't keeping with the original permit and the environmental document. It was critical when they sat down with the team early on that staff made it clear that any revisions needed to be consistent with those original approvals and the environmental document. Over time, EKN responded to that request and developed the project described.

There's still work to do, and they know there was some work to make sure that what is proposed is consistent with that original approval and environmental document. For example, from scenic standpoint, the original project was required to result in a threshold improvement to the scenic quality radiance for the roadway along State Route 28. A couple of months ago they performed a balloon exercise using drones, they simulated the height of the buildings to ensure that the simulations that were prepared for the project were accurate. They viewed this from various locations around the site, and then they also went out on a boat on Lake Tahoe and observed the 4' diameter red balloon which was visible from the Lake, but it was not visible, at the two required evaluation

points, which is 300 feet offshore, and then one quarter mile offshore where the buildings were not seen. Almost a mile out, you would see the top of the buildings, but it certainly would not project above the canopy and would not detract the scenic quality which were the conclusions of the original Environmental Impact Statement.

The site is in need BMPs. Part of the Community Enhancement Program and the original approval required of environmental improvements above and beyond what were required for mitigation. From a water quality standpoint, the original project proposed not just treating the 20 year, one hour storm which you hear a lot about but the 50 year, one hour and capturing much more of that on site. The original project did not include to the degree that they're seeing now the level of treatments and storage capacity and design. They went out on the site with engineers to talk about the new evolution of the stormwater plan. This water quality plan is a 2023 version and not the 2011 plan that was previously approved. They are pleased that the project has come as far as it has and will still deliver the environmental improvements, including affordable housing, transportation, and revitalization.

If this project is approved it will serve as a catalyst for environmental, community, and economic benefits for other sites at north Stateline, like the Cal Neva for example. There's been some recent interest in the Cal Neva and is a good thing, because that site needs some attention.

Presentation can be found at: https://www.trpa.gov/wp-content/uploads/Agenda-Item-No-VIIID-Waldorf-Astoria-Lake-Tahoe-Project.pdf

Board Comments & Questions

Mr. Settelmeyer said about 14 to 16 years ago, they were up there reviewing the Crystal Bay and Cal Neva at the same time when he was on the Interim Committee for Tahoe on the Legislature. So, it's fascinating to see the new rendition, and looks forward to the project.

Ms. Aldean said obviously, interest rates are rising and financing is critical for this project. She understands the estimated project cost is $750 million and asked if EKN has secured financing, or have you identified a lender who is willing to finance this project pending an approval by this Agency?

Mr. Jacobson, EKN Development Group said they don't have their construction financing at this point. They do have the financing to get to the point where they are and where they need to be, as far as the horizontal construction. However, debt financing will be in place for the vertical construction.

Ms. Aldean said with the funding for the infrastructure work, is EKN reasonably confident that this project will be able to move forward?

Mr. Jacobson, EKN Development Group said that's a reasonable question to ask based off the environment that's today. But yes, they do have confidence that we'll be able to get construction funding.

Public Comments & Questions

Stuart Yount said he was on this Board, for 6.5 years quite a while ago. He worked with Ms. Regan, Mr. Nielsen, and Mr. Marshall and think they're all pretty happy with each other at those times. Back in those days they had two day meetings, a lot of the time. He attended some 70 or so meetings and was very involved. He's lived in Crystal Bay for 27 years now and quite involved in that community. In

2011, he spoke with Mike Brown, the preeminent Fire Chief, at the time in the basin, and have heard some concerns about the access and the road closures and changes and all that and he was very supportive of that at the time and felt it was of a dramatic improvement to the fire safety for the community. He's spent a good deal of time getting to know Giovanni and have been spent time together at his headquarters, the old one and the new one in Irvine. He's very pleased to say that he's the real deal. His office had some 100 people at computers working on various projects including this one. I think that this one is his pet project. He's supportive of this project. They need to rejuvenate and revitalize Crystal Bay and get rid of the blight.

Mike Dunn moved to Tahoe 30 years ago and works for Chase International Real Estate for California and Nevada and works throughout the entire region in all of their markets. Chase International has been retained by EKN Development Group to represent the sales and marketing of the project and he's tasked with the marketing of the community engagement for the developer. He wants everyone to know that he works for the developer. When he first met Ebbie Nakhjavani and his team, they were interviewed to represent EKN as a residential real estate sales and broker. He was impressed when Eddie told him that the most important criteria that he was looking for was strong community members to play a pivotal role, to build and implement a community outreach program. There was no conversation of sales or condos. It was about an outreach program, and that was a year ago. This was an unusual breath of fresh air, because usually it goes straight to sales. Their relationship was immediately solidified because he built his career building and expanding relationships with a large focus on the community and the environment. He chose to live in Lake Tahoe because of what Tahoe offers. You get to explore all the seasons and the fact that they are not Vail, Whistler, or a mega resort community. He's been a resident of Douglas County, mostly because of its slow growth initiatives and its local government to reduce the impact on our community.

They're tasked with reaching out to the public and have met with well over 1,000 people. They've hosted over 30 public community meetings. From day one, created a website to inform the community and posted things on social media notifying business owners. They've met with business owners, agencies, EMS services, couples for coffee, locals in their homes, business owners at their places of business. They've presented the Washoe Citizen Advisory Board meeting and attended other major events and local charities. They met with HOAs at town halls, and they've had a great event on January 11th at the Incline Bowl. The response from the community is overwhelming and the personal attention that EKN has given has been well received by the community. What's challenging and frustrating for him is that there's a very small, misguided group in the community that has been and continues to distribute malicious misinformation to the local community members at a great disservice that cost them time and money. Yesterday, one of these members was on site at their walkthrough, telling people that there would be over 3,000 cars arriving daily, and that the buildings would stand over seven stories tall at the top of the resort. Both of those are completely fabricated, they do nothing positive and it's no good for the public.

What the plan revision has here presents that they've listened to the community, and you should listen to those plans in that plan revision.

Jim Kelly said his family owns the Tahoe Nugget which is located across the street from the Biltmore. He's also a full time resident of Crystal Bay with a home located behind the Crystal Bay Club, near the project area. His father opened the Tahoe Nugget in 1962, and he and his brother took it over in 1993 after he passed away. He's been in Crystal Bay his entire life, and have witnessed its long, slow decline. A lot of properties that were there when he was young such as the North Shore Club, Bal Tabarin, Cal Neva Lodge, and the Monte Carlo are all gone. The Cal Neva has been closed for over a

decade and the Tahoe Inn has been closed for longer than that. Now, the Biltmore and Crystal Bay Motel is closed, only the Nugget and the Crystal Bay Club are still open. Thirty years ago, they had close to 500 hotel rooms, now there's five. There were hundreds of employees in Crystal Bay, now there's less than 100. The only thing they've seen an increase in is derelict buildings. He's hopeful that this project goes forward. He's had numerous opportunities meet with Ebbie Nakhjavani and thinks that he and his group are the right people to make it happen. His only concern related to the project, is that something will prevent it from going forward. He agreed that this can be the catalyst that they need to begin the process of revitalizing Crystal Bay. On behalf of himself and his family, he's here to offer their complete support for this project.

Corey Solferino, representing the Washoe County Sheriff's office. His team, and Captain Blaine Beard, the new commander of Incline Village, Sergeant Joe Colacurcio, admin sergeant, support this project for a host of reasons, but most notably wanted to highlight what the project managers have done over the course of the last year. As a former commander of incline village, he had the pleasure of working with them in several capacities, always with positive interactions and information sharing from community events and meetings to critical stakeholder discussions, and advice. They have integrated themselves into our community. They're wonderful community stewards who understand the importance of public safety and want to create an environment of such.

The principal partners of EKN Development Group have listened to our public safety interests in the demolition and ultimate new construction of those multiacre project. The parcel in question was identified as a former problem area which generated several repeat calls for service relative to trespassing, troubles unknowns, driving under the influence, disturbances, destructions of property, batteries, etc. The principal partners have listened and want to partner with local law enforcement for collaboration and crime reduction strategies. As a law enforcement professional, he cannot tell you how important this is to protect life and property. Oftentimes, law enforcement met with resistance and delays when investigating crimes and protecting life and property. It's refreshing to work with a group of business professionals who truly have public safety at the forefront of their agenda and want to incorporate crime reduction strategies through environmental design. They've hosted community meetings discussing the project in great detail and have solicited input from subject matter experts in the public safety field. They appreciated the open lines of communication and feedback, and wanted to ensure that that was read into the record today.

As this property remains vacant, even with routine patrols and onsite security, it has become a local breeding ground for broken windows, a safe haven for juveniles and adults, and acts of crime and delinquency. Any delays to this project will result in more of the same and immediately impact their ability to revitalize Tahoe.

Lisa Douglas said she and her husband moved here seven years ago for the sense of community that Incline Village offers. They love to be contributors to the local community as donors and providing assistance those in need. They live on Lodgepole Drive which is about 3.5 minutes away from this incredible new undertaking. She's also the co-president of the Rotary Club of Incline Village for the past two years.

Ebbie Nakhjavani and Mike Dunn both spoke at her little club and changed a lot of people's minds, as many people had previously heard negative, uninformed, and misinformation. After they saw the genuine and sincere responses to their questions, they came up and said, Gosh, "I'm glad I kept an open mind and listened because they have really changed my mind." They're genuine, sincere and some say they are very credible, and they've impressed many Rotarians with their honesty. They've

hosted many intimate meetings, some just for her rotary club, other friends of Rotary, and another club in Incline Village. They've been open and honest and have listened and addressed concerns raised by attendees. The Waldorf Astoria is an incredible brand partnership to have. Her husband has an office Space at 10 Stateline Road and this area is in such a state of disrepair and absolute eyesore that attracts the wrong elements of people. His office has been broken into three times, and anything that wasn't nailed down has been stolen. They need and want a beautiful stunning entry corridor to our incredible village in Nevada, and this project is promising to match our elegant, brilliant, dazzling vision that match our Lake Tahoe views. She's very much in support.

Ellie Waller said on the three page staff report. Thank you for the opportunity for the informational, they'll be back again. The 2008 Community Enhancement Program, she was there, no project has actually gone through that process with all those entitlements. This one will maybe finally get CEP blessing. They tried with Domus and didn't have all the elements required. The CEP didn't produce anything. Referring to page 466, states 14 onsite affordable employee housing units, 2 bedrooms, 10 infill, 38 deed restricted housing bedrooms. It doesn't say units. Mr. Jacobson said beds, are they talking beds, or units? It's a clarification point for what the requirement is. Because they've had calculations in vehicle miles traveled on Latitude 39 project be questioned, yes, there a less units but there's a 6,000 square foot penthouse, several 3,000 square foot penthouses.

Not saying all the VMT will come back but some of it will and would like to see some of those calculations come in correctly. Regarding workforce housing, one of those purchases was in Tahoe Vista, where she used to live, might be for affordable, will the appointment be providing public transit to the site? There was talk about commuting to sites that they don't always count the employees as well. She asked if those scenic simulations that Mr. Nielsen talked about are available to the public. They do need revitalization there; she doesn't know that the public should be criticized for their input. Not all of them do that. She tries to be respectful and factual and provide meaningful comments.

Bambi Mengarelli resident of Crystal Bay since 2019. She thanked those who came to their neighborhood yesterday to take a look at what they look at every day as we drive and walk through their neighborhood. They can imagine how they might be excited about any redevelopment based on what you saw yesterday. She supported ELN because she's excited about this particular development. This is exactly what they need in their neighborhood. Not only do they need to get rid of those eyesores, but they need a community space in our area. She's thrilled with all of the changes that they have made to this project with fewer units and that they not only are welcoming the local community to participate and provide input but welcoming them to the development when it is done and providing them that much needed social space. She supported it 100 percent and please do not delay the approval. She speaks for a lot of her neighbors who could not be here today. Crystal Bay is a small very close community, and they had a lot of communications in social media and email that were very negative and providing a lot of fear in the community. And so as soon as she had an opportunity to get information directly from the source, she went to one of the EKN presentations, and was impressed with their patience. They did dozens and dozens of these and answered every single question from every community member and did these at various times of the day. When some of her neighbors couldn't attend, they came to her house and neighborhood and met with her neighbors. Any one of those people who have been to a presentation, is a supporter. Her neighbor, Ron Randolph-Wall, was not able to stay for the entire meeting. She'll read a condensed version of his comments.

Bambi Mengarelli on behalf of Ron Randolph-Wall, 23 year resident of Incline Village said our town is not just a Lake, it has to have amenities. This development gives people additional reasons to be here. I support the idea of more development that serves to improve not only our standing with out of town

guests and visitors but benefits for the residents I have listened to what the naysayers have said, and I am not persuaded with their arguments that the town and residents will suffer. If their voice is allowed to prevail and the commissioners reconsider the approval of the conversion of the Biltmore to a Waldorf Astoria, the whole community, and visitors will be dealt a cruel blow.

Rosie Weber a community member of Crystal Bay for 30 years, and owner of the Sanctuary Tahoe which is a spa and wellness center directly across the street from this project. She's here to give accolades to Ebbie Nakhjavani and EKN Development for reaching out to the community, and the business owners in the way that they have done. They have personally met with me and have taken the time to be concerned about my business, which can be directly affected by this project. They are more than willing to work with me and have shown her their genuine interest in the community and the betterment of our community. She was a naysayer of that original project but is a fan of Mr. Nakhjavani and his team and what they have done to redevelop this beautiful site. She supported the project and hopes that you do not delay the approval of this project.

John Mengarelli, 480 Tuscarora Road about one quarter mile away from the project. He echoes everyone else's sediment. If they had listened only to the opposition which they were approached by many times in the beginning with alarmist type tactics that were scary. As they got to know Ebbie Nakhjavani and his team and have even had them over for dinner where they got to know them and this project. Everything that they were told from the opposition was 150 percent false. A lot of it was fabricated and not factually based at all. He's in full support. Please get this through as fast as possible.

Rick Jones said he and his wife have been full time residents in Crystal Bay for over 40 years. They've witnessed lots of changes including the gradual deterioration of the commercial corridor of the north Stateline area. The Tahoe Mariner, the Cal Neva, and the Tahoe Biltmore have all had promises of redevelopment go unfulfilled. Hampered by the building moratorium of the early eighties, and the economic crash and burn of the mid-2000s. The new ownership has presented an opportunity for revitalizing the Biltmore property with a substantial reduction in unit density, significant environmental improvements and a collaborative effort to include an accommodate the Crystal Bay and North Shore communities. Last Friday's Tahoe Tribune featured a guest column from your executive director. The emphasis of the column was focused on the stewardship of development in the basin. Specifically, reduction of development, responsible environmental actions, and community enhancement. He believes this project checks all the boxes, and then some. He asked the Board to approve this project is presented here today. In the Tribune Column, Director Regan informs us that roughly 10 percent of the basin's development rights remained undistributed. He asked the Board to endorse the utilization of that 10 percent for workforce housing. Without it, projects like these are in peril, and the community and economic viability of the basin is at risk.

Sarah Tone representing Washoe County on behalf of Development Services teams. In alignment with what was presented to you earlier, the local government teams need to approve both their building permits and the line entitlements associated with this project. Due to the regional significance of this project, they started working on this last year directly with the applicants, and in doing so, they gathered 22 of their internal team members and external partners to help guide this applicant and the project through the local review process. Their intent is to ensure and support the applicant in meeting their obligations, and also being transparent in how they're doing that with the public. They are fully supportive of the current effort to do so, and they have made significant progress in the last year, because they wouldn't have been as successful without the contribution of both our stakeholders, the TRPA team, Commissioner, Alexis Hill, and also the applicant who has been

dedicated to this process throughout the last year, and prior.

Reza Tavana resident of 115 Lakeview Avenue in Crystal Bay and is directly across from Building B, as shown on the proposed revised project site plan. He fully supports the proposed project. It will tremendously help revitalize the area and it is exactly what they need here in the North Shore. He's looking forward to seeing this provision officially approved in the coming weeks.

Judith Simon resident of Crystal Bay said it's not that she's not supportive of the plan, but she would like the Board to get a handle on how the construction on State Route 28 is going to affect the progress of the project. She's a little bit troubled about the vehicle miles traveled and doesn't see how having this project here would decrease the vehicle miles traveled when they have such poor transportation as it is. She requested that staff review that. She's confused about the public park and what the access to that park is. She understands that the project is to have underground parking but if you're going to open all this to the community, she's unsure of where the people are going to be able to park. It's great to remove the blight in Crystal Bay, but is concerned about the financing, they don't need another unfinished project.

And Nichols, 52 year resident of the area said Mr. Settelmeyer might remember but she's been trying to save the fourth exit out of our community from this proposal for years, and they've had to do it five times, they still have it. It was recently that they tried to call it emergency access only, so, they've been working diligently for that. It's been a challenge but thinks it's good. The project is smaller and noticing on this latest site plan that there's a lot more sidewalks. She'd love to see sidewalks on scenic drive and on Wassou Drive. Everyone loves to walk to the lookout, and it will be steep and slippery, so that would be wonderful. She'd like to see a signal at Stateline and State Route 28, it's difficult to turn left there, as it is now. They need some basic traffic control. The shadow study from 2008 that was done for the original project shows a real shadow up there on where the new entrance to the resort's going to be up there on Lakeview. Maybe it will need to be heated or something because it slippery up there and shadowed by the Building B and C.

They haven't seen the basic traffic study yet. They are very worried about getting a hole in the ground like South Shore. They'd love to see noticing from TRPA to the residents within a certain distance, because they are not on the California side getting any noticing. They haven't been able to get basic information about how much population the site will have. The previous approval was for 2,448 people. Including employees, how many people will be on site? This is a lot of work, describing critics of large-scale Tahoe projects is misinformed is no more than disinformation. Much citizen effort goes into trying to understand this stuff and takes a lot of time, so, trying to silence dissenting views or muzzling residents who have legitimate questions is harmful. The process for public debate is already too narrow a space using the misinformation label on dissenting views is nothing more than a lazy slap on concerned citizens.

Andrew Chapman, President and CEO of Travel North Tahoe Nevada, formally the Incline Village Crystal Bay Visitor Bureau and a 30 year resident of the Tahoe Basin where with his wife have raised three adult children. He's in support of this project. EKN and their team have listened to the entire community not just the loudest voices in the room that tend to drown out others that have legitimate positions as well. Some in the community would ask you to leave Tahoe the way it is. That thinking will continue to only degrade our environment, and there is truly an environmental cost to doing nothing. This project will significantly improve and already disturb landscape and will have significant benefit for the regions triple bottom line; social, environmental, and economic. Tahoe is at a crossroads and projects like this, and the work Ebbie Nakhjavani and his team are doing are bringing significant

changes to this basin that will have generational changes moving on to the future.

Mitchell Legarza said he's in support of EKN's proposed project. He and his wife have been full time residents of Crystal Bay for over 30 years; 7 on Amagosa Road, and the remaining on Tuscarora Road. They've had great memories of the Tahoe Biltmore especially in the early days. However, for almost the decade they've been looking forward to an appropriate replacement plan for the decaying property. While they passively supported the Boulder Bay project, they were frankly not that excited by it. The high unit density and lack of creative community spaces and amenity designs, while better certainly, than a rotting Biltmore, just felt, a little lacking. However, in our opinion, EKN's new plan addresses those shortcomings. They had a chance to sit down with Ebbie Nakhjavani as well, and we're really impressed by his commitment and his calm approach to what he was undertaking, here. They're happy to see him concentrate on getting more of the community involved in coming to the property, and thinks that's a great thing. Something needs to happen on the property, and they were very impressed with this plan.

Cheryl Delehanty resident of 501 Lakeshore Boulevard, Crystal Bay Cove said she used to work at the Crystal Bay Club many decades ago, before getting into real estate with Coldwell Banker Select for over 33 years now. Her family has observed a lot of changes over the years, some good, and some not so good. She's been following the Boulder Bay project since the inception and is here to voice her support of the revisions which are significant. She enjoyed most recently when she attended the EKN meet and greet at the Incline Bowl. It gave a lot more insight into what is actually proposed. The fact that they've revised from the original plan submissions to TRPA showing less units and everything else that they've already spoken to. That will be a huge benefit in helping bring the communities of Crystal Bay and Incline Village together in a favorable way. She also piggybacked onto Mr. Rick Jones comments with regards to workforce housing, he's right on. She requested that they take a deeper look into that or look for some grant funding to make it pencil out for developers to have workforce housing on top of our commercial space that is left empty and abandoned.

Charlie Soule from Soule Domain restaurant who will be the new neighbor of the Biltmore project. He supports EKN and the proposed Waldorf Astoria project and now is the time, and this is the place for a project of this scope.

Ron Volle, resident of Tuscarora Road said he's never been against the project. He's heard some very good planning, and certainly the old Tahoe Biltmore is a blight to the area, and they need this this development. He's met with Ebbie Nakhjavani, Tom Jacobson, the county, and Paul Nielsen and has some continuing questions. The biggest one is he's asked repeatedly about eliminating cut through traffic through our neighborhood just above the project, Lakeview, Tuscarora, and Wassou, Beowawie are all very steep and narrow, subject to snow, ice, etc. They're dangerous streets, just as they are now without any traffic on them. He received some assurance that they were going to look into it but after a year and a half, he hasn't heard any answers.

There's a lot of liability in this issue, and since the developers move the main entrance to the garage now on Stateline close to where Lakeview comes into Stateline that makes it even more important to plan this area. There's an easy solution, he thinks if the developer allowed right turn into the garage from Stateline and left turns out so that all the traffic goes back to the major intersection of Stateline and State Route 28 that would prohibit cut through traffic in the neighborhood and they'd be very happy with that. He's spent many years developing properties, and before he developed any property, they always looked to make sure that the street infrastructure would support the project and conducted traffic studies. He's asked about those and have never heard anything about traffic counts.

He's concerned about how the intersection of Stateline and State Route 28 is going to operate. There's already traffic backed up on State Route 28 on weekends, people coming from Incline Village to get to Kings Beach to Highway 267. How is that intersection going to work? He's not against the project, he would like to see the project work and would like to be able to walk to the project and enjoy some of the amenities as well.

Scott Tieche said he lives within a half a mile of this project and has been a realtor for 30 years and a Board member of the North Tahoe Preservation Alliance. They started this organization years ago to keep things in check and when it came to Boulder Bay/Waldorf Astoria it was really after my colleague's friends that he sold homes to in Crystal Bay. Now apparently everybody's just Lakeview luge course. He doesn't know how else, we just tried our best to look out for things while people, most of them don't live here. People are just enamored with the idea of redevelopment, of wanting this place, go look at it. I got a minute and a half, I could say, people talk about the state of the property right now, about the broken windows, because that was all done. He didn't realize that the team, now an advocate for project, he thought that there was unbiased third party. To people who are wealthy people in our community, if you had $750 million dollars thrown up by Tom at the walkabout yesterday, Corey, the place that you would invest it was the Casino there was because it was 10 feet inside. You can gamble now on your phone. Crystal Bay could be a lovely place, redeveloped, but it's a little shaky. His final comment is if it….

Mr. Nielsen said good catch Ms. Waller on the housing. They don't often talk about bedrooms; they talk about units. He specifically chose that word because it comes out of the permit, approved project where they talked about 14 - 2 bedroom on-site, so that's 28 beds on-site and then 10 offsite. They believe that the bedroom word was chosen because they're dealing really with employees here. Not necessarily family units, employees and so, that's probably where bedroom came from but is something that they don't often use, it's usually units.

Ms. Waller also asked about VMT. As stated earlier, they have some work to do that's why they're not asking for action today and not committing to February or March for action, because there's two pieces that are missing. One is the VMT Analysis. They are working to finalize that report, and they will have that available for the public but that is a missing piece that needs to be finalized before they can make findings, before they can draw conclusions, and before they can make a recommendation to the Board.

The second piece gets to Mr. Volle's comments that he met with him on. He's not been able to answer his questions about cut through traffic and neighborhood circulation. Two issues that they see with these larger projects around the basin. He will be able to answer those once they get what's a Traffic Impact Study (TIS). This is primarily for the Nevada Department Transportation and Washoe County use. It's their roads and that traffic impact study is important.

The scenic simulations will be available and made a part of the record.

IX. REPORTS

A. Executive Director Status Report

Ms. Regan thanked everyone for their stamina. Thanks to the community for coming out. She's proud of our team at TRPA. The items that staff brought for you today, some have been going on for more than a decade. There was a thoughtful discussion on the Lily Lake Trail, and it took a lot of endeavor

on our team.

With the approval by the Board of those grant applications for staff to pursue in the State of California, they could bring substantial capacity building help to address some of these land use policies.

Ms. Williamson said today's meeting will end now as we no longer have a quorum.

1) Tahoe In Brief – Governing Board Monthly Report

B. General Counsel Status Report

X. GOVERNING BOARD MEMBER REPORTS

XI. COMMITTEE REPORTS

A. Local Government & Housing Committee

B. Legal Committee

C. Operations & Governance Committee

D. Environmental Improvement, Transportation, & Public Outreach Committee

E. Forest Health and Wildfire Committee

F. Regional Plan Implementation Committee

XII. PUBLIC INTEREST COMMENTS

XIII. ADJOURNMENT

Vice Chair Ms. Williamson adjourned the meeting at 5:11 p.m.

Respectfully Submitted,

Marja Ambler

Marja Ambler
Clerk to the Board

The above meeting was recorded in its entirety. Anyone wishing to listen to the recording of the above mentioned meeting may find it at https://www.trpa.gov/meeting-materials/. In addition, written documents submitted at the meeting are available for review. If you require assistance locating this information, please contact the TRPA at (775) 588-4547 or virtualmeetinghelp@trpa.gov.

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

TRPA/Zoom February 22, 2023

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Ms. Gustafson called the meeting to order at 1:17 p.m.

Members present: Ms. Aldean, Mr. Bass (for Mr. Friedrich), Ms. Conrad-Saydah, Mr. Di Chiara (for Mr. Aguilar), Ms. Diss, Ms. Faustinos, Ms. Gustafson, Mr. Hicks, Ms. Hill, Mr. Hoenigman, Ms. Laine, Mr. Rice, Mr. Settelmeyer, Ms. Williamson

II. PLEDGE OF ALLEGIANCE

Mr. Hicks led the Pledge of Allegiance.

III. APPROVAL OF AGENDA

Ms. Aldean said members received an errata sheet adding Agenda Item VII.B.1, The Compact's open meeting law requirement, Article III(d) to the agenda.

Ms. Gustafson said the updated agenda was posted and deemed the agenda approved.

IV. APPROVAL OF MINUTES (January 25, 2023 Governing Board Minutes will be in the March 22, 2023, Packet)

V. TRPA CONSENT CALENDAR

1. January Financials
2. TRPA Application Filing Fee Schedule
3. Lifting of the prohibition on accepting applications under Code Section 65.1.6(F) for an application for a small on-site biofuel unit at the South Tahoe Refuse site in South Lake Tahoe, California
4. Incline High School Public Service Addition, 499 Village Blvd., Washoe County, Nevada, Assessor's Parcel Number (APN) 124-071-51 and 124-071-52, TRPA File Number ERSP2022-1818

Ms. Gustafson said a member of the public asked that the Governing Board pull Item 3, Lifting of the prohibition on accepting applications under Code Section 65.1.6(F) for an application for a small on-site biofuel unit at the South Tahoe Refuse site in South Lake Tahoe, California

Are there any members of the Board that would like to pull this item from the Consent Calendar? There are no members requesting to pull this item, therefore, we'll take public comment but will not pull the item.

Ms. Aldean said the Operations and Governance Committee recommended approval of items one and two. For the January Financials, cash flow was a negative $1.8 million for the month due to the transfer of $2.7 million of excess coverage mitigation funds to the Nevada Division of State Lands. Without this transfer, the cash would have been a positive $800,000 plus. TRPA's Balance Sheet remains strong with revenues and expenses remaining on tract.

The Filing Fee Schedule was reviewed and approved in October 2022. Unfortunately, there was an error on the spreadsheet in which both the previous base fees and the new base fees were escalated. Refunds of any amount over $20 will be issued to any effected applicants.

Mr. Hicks said this item required a recommendation to be made by the committee because the current ordinance says that TRPA shall suspend acceptance of applications for biofuel facilities until further research demonstrates the safety and environmental compatibility of such facilities. There's a history to this particular ordinance that was passed in 2012 but there's been a lot of changes since 2012. They found in their discussions that there are at least three California counties, one of which is Placer County. There's also Tuolumne and Plumas County that either have these facilities in place or moving forward in permitting these facilities. Plumas County has an existing facility that is in operation now. They can look at the track record of that particular facility even though there are some variations between the nature of its operation and what's proposed here for the City of South Lake Tahoe. Tuolumne and Placer are in the process, but they've been going through the Federal permitting system. It's impressive that they either completed it or near completion without any problems. The circumstances and technology have changed. Their committee formulated a recommendation to recommend that the Governing Board accept the application for the South Tahoe Refuse on-site biomass project. It's to be noted that this is a test project. By suspending the suspension of this particular ordinance, they've concluded that there is sufficient information at this time, to allow this to suspension to be suspended for this particular project to be taken for a further test to see how it matches under our requirements when placed along side the State of California and Federal requirements. This had a great deal of support from the City and different groups involved in it.

This is not an approval of the project but does allow them to file the application in order for the next step to be taken. This will allow South Tahoe Refuse to file an application for TRPA's review. It doesn't commit the Governing Board to approve the project. Assuming the project continues and satisfies the review there will be a variety of public hearings and comment sessions. The public is not precluded from this process but allows the next step to be taken.

Ms. Gustafson said Item number 4, Incline High School Public Service Addition, 499 Village Blvd., Washoe County, Nevada, Assessor's Parcel Number (APN) 124-071-51 and 124-071-52, TRPA File Number ERSP2022-1818 was not heard by any committee.

<u>Board Comments & Questions</u>

None.

<u>Public Comments & Questions</u>

None.

Ms. Hill moved approval.

Ayes: Ms. Aldean, Mr. Bass, Ms. Conrad-Saydah, Mr. Di Chiara, Ms. Diss, Ms. Faustinos, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Mr. Rice, Mr. Settelmeyer, Ms. Williamson
Motion carried.

VI. WORKSHOP

A. Transportation Equity Workshop: Briefing on the Transportation Equity Study and review of draft policy concepts and potential actions for the Keeping Tahoe Moving Initiative

TRPA staff Ms. Smith and Ms. Flint, DKS Associates provided the presentation and workshop.

Work on this project was started about one year ago and TRPA as the Metropolitan Planning Organization for the Tahoe Basin is responsible for establishing the transportation framework for the Tahoe Region by adopting goals and policies in the Regional Transportation Plan every four years. The last Regional Transportation Plan was adopted by the Board in 2021 and the Transportation Equity Study was a recommendation from that plan.

They know from the last Regional Transportation Plan update that transportation access is increasingly difficult for some of our most vulnerable residents. By conducting this study, they can hopefully identify solutions to improve access and services for those communities. They are also seeing new funding opportunities coming out of Bipartisan Infrastructure Bill and those discretionary funding sources are increasingly tied to equity. If there are a set of policies that address transportation equity, they can set the regional partners up to be more competitive for some of those funding sources. They are also expecting that state regional transportation plan guidelines that they'll update later this year to include stricter guidelines around considering equity in Regional Transportation Plans. For all those reasons, and to improve access for our most vulnerable communities, they're conducting this study.

Staff last came to the Board in August 2022, and back today seeking input on draft policy ideas and proposed actions. Based on the feedback that they hear today and feedback they collect from the public over the next couple of weeks, they'll be developing a list of draft policies and bringing that back to the Board for review in early summer.

Slide 3: Equality is where everyone has access to the same bicycle and equity is where everyone has access to a bicycle in their size. Bicycles on the bottom probably require different resources to manufacture and they probably don't all cost the same, but the point is that everybody in that photo has mobility independence. That's really what the focus of this study is and how they're thinking about transportation equity for Lake Tahoe.

The primary goals for this project are to identify the transportation burdens and barriers facing our community through an extensive public outreach process to incorporate or develop tools to incorporate equity considerations into our planning and project reviews, and to establish targets to measure transportation equity, and to leverage some of those discretionary funding sources. Lastly to provide policy recommendations to improve accessibility and transportation equity for Lake Tahoe. That final objective is the focus of today's presentation and workshop.

Beginning last summer, they did a lot of public outreach to identify the barriers and burdens facing our most vulnerable communities, and they tried to focus a lot of our outreach on these communities because these are the most transportation disadvantaged communities.

- Persons without private transportation
- Seniors (individuals 65 years and older)
- Persons living below the poverty line
- Individuals with a disability
- Youth (individuals under 18 years old)
- BIPOC (Black, Indigenous, and people of color)

In addition to working with some of our local community based organizations, they also were able to identify neighborhoods in the basin with higher densities of these populations to focus some place-based outreach to understand what the barriers are for these folks. And we were able to identify those areas using census data.

As part of this project, they also purchased a census based data platform called “My Sidewalk” that displays census data for the basin with a particular focus on equity metrics. This platform is available on our project website. In addition to aiding them with some of our demographic analysis for this project, they are hoping that this will be a valuable resource for some of our local jurisdictions when they're applying for funding and assessing projects.

In the 2020 Regional Transportation Plan, our environmental justice analysis included identifying neighborhoods with higher densities of those transportation disadvantaged communities. In the 2020 RTP, they identified these five neighborhoods as the community priority zones: Kings Beach, Incline Village, Bijou/Ski Run, Sierra Tract, and Tahoe Valley.

Ultimately with the goal of increasing our transportation investments in these neighborhoods, and for this project in particular, they tried to focus a lot of our community outreach in these neighborhoods so that they were reaching out to the most vulnerable communities and trying to understand what the barriers are to transportation access.

Outreach so far on this project has included two focus group meetings, and targeted outreach in some of those neighborhoods. They’ve had at least 20 different one on one meetings with stakeholders. They had a community survey that was translated into Spanish and to Tagalog. They organized several pop-ups in neighborhoods, farmers markets, in front of supermarkets, and then also hosted two workshops in Spanish.

Slide 8 shows a list of some of the stakeholders that they've met with throughout this project. It’s been interesting to meet with all of these folks because they each provide a unique perspective on transportation equity. Through this outreach and all of these meetings, they were able to understand and identify what the barriers are to transportation for our communities.

Through all of that outreach they heard about a lot of different transportation barriers. Some of what they heard from a lot of different people, multiple times were first, availability of public transit has been a concern for a lot of people. Accessibility and safety of our transportation network, particularly in the winter and at night. The cost of transportation can be a challenge for a lot of people. Data from the US Department of Housing and Urban Transportation indicates that on average Tahoe residents are spending 28 percent of their income on transportation. And for low-income households that figure is even higher. The distance and time spent traveling can be an issue, especially for people who are commuting from outside of the basin because they can't afford to live in the basin. The adequacy of transportation conditions is a concern. One example, when sidewalks aren't cleared of snow or swept, those sidewalks can deteriorate rapidly. They are also hearing from

a lot of people about climate and weather related events that impact the transportation network. Some examples are major winter weather events or evacuation scenarios.

They took all of that feedback that they heard from the community and worked with our consultants over the past several months to develop this list of policy ideas which will review with you today.

There are six categories of policy ideas that they have developed for the workshop and will provide a couple of examples that they heard from the community directly about some of the barriers that they're facing.

Engagement: From the analysis they know that about 7 percent of the basin population does not speak English, and they know through their outreach that those populations really do want to be engaged. They want to provide feedback, but they feel like they don't have the opportunities to do that currently. A lot of the policy ideas under the engagement section are centered around increasing those opportunities.

Access: They focus on understanding what barriers limit mobility. They heard from a lot of different people about challenges, navigating sidewalks in the winter. People can feel unsafe when they have to walk in the street because the sidewalk hasn't been cleared of snow, or because there wasn't a sidewalk in that location at all. For people with disabilities, this can be especially challenging, and oftentimes impossible. A lot of the policy ideas under access are centered around increasing access and addressing some of those challenges.

Infrastructure: There are a lot of different policy ideas under infrastructure, and one thing that they heard from the community is that there is a need for increased access to broadband and the community is definitely supportive of seeing advancements in transportation infrastructure technologies like electric vehicle charging infrastructure. But there are also concerns about installing an electric vehicle charging station in a low-income neighborhood, and who that would actually serve, for example.

Services: They heard about the need for prioritized lifeline services which are services that people depend on to get to work school, access health care and groceries. One example they heard from the Lake Tahoe Community College is that their English, as a second language classes typically occur at night, and this is usually after the Tahoe Transportation District bus services end for the day. The students in those ESL classes don’t have their own car after class they have to find their own way home by walking, biking, or in some cases taking a taxi. It can be challenging, and sometimes dangerous if it's dark, and may be cost prohibitive. They also heard from a couple of stakeholders, particularly that the homeless coalitions and live violence free, that bus drivers are often on the front lines when people are experiencing mental health crises, and that by providing tools for those bus drivers to handle those situations when they arise could improve safety on buses, improve the perception of safety on transit, and mitigate some transportation risks.

Environment related transportation barriers: They heard a lot about concerns stemming from climate change. The number one concern they heard from almost every stakeholder they talked to was about concerns around evacuation scenarios. They had the chance to communicate with a lot of community members about their experiences evacuating from the Caldor Fire. They heard there were some instances where families have 10 or more family members and share one car amongst all of them, and in some cases they chose not to evacuate because they couldn't fit all 10 people in

their car, and they didn't feel like they had other options. They also heard from the homeless coalitions and the senior centers whose residents depend almost entirely on public transit. They don't have access to their own vehicles, and those agencies felt like in the Caldor Fire evacuation they were successful in evacuating because they had a lot of time to prepare but they worry about situations in which they would have as much time.

Technology: The community is supportive of deploying more transportation technologies but there are also concerns about ensuring that technology-based transportation improvements are still accessible. They heard from a couple community members without phones that they are dependent on the bus schedules. Sometimes they'll show up to a bus stop, and if the bus isn't there when it's scheduled, they'll start walking so, ensuring that they have accessible real-time information.

Slide 17 is the draft of the Equity Index Scorecard which is in the packet as Attachment. B on page 205. The scorecard was developed for TRPA staff to consider these seven areas when reviewing proposed projects, programs, and transportation investments.

Presentation can be found at: https://www.trpa.gov/wp-content/uploads/Agenda-Item-VI.-A.-Transportation-Equity-Study-Policy-Workshop.pdf

Board Comments & Questions

None.

Ms. Regan said they've had a lot of discussion today around transportation and intersects TRPA's Metropolitan Planning Organization role with their land use authority but really highlighting the beauty of the Compact language that ties those two together in land use planning. They have a unique authority in the country to make meaningful differences around those two topics.

Ms. Conrad-Saydah asked a question on some of the statistics shared, for example, on the percentage of non-English speakers, was that Census provided information or additional information? Also, regarding homeless access, she feels like some of those numbers can be under counts, where did the data came from so they have a sense of what the error might be in those demand numbers.

Ms. Smith said the 7 percent figure comes from their latest Title VI and limited English proficiency plan updates, which was about two years ago, and that data is from the Census.

Ms. Faustinos said funding is an incentive a lot of times when it has dedicated resources for disadvantaged communities and such. She hopes that this does not become just a flash in the pan, and that it is something that TRPA consistently incorporates in in all of their policy decision making is how to be more inclusive. Making sure that in particular those people in the community that don't have access to Broadband and frankly don't know government and how they can participate. One of the parts that she read in the report was maybe having leadership type academies, basically Civics 101 for community members, that that don't usually participate in these kinds of discussions. She voiced her strong support for that approach. It really does change the whole paradigm of how the broader community feels like they can participate in this process and feels welcome.

Ms. Ortiz provided instructions on how the members would be split into the three groups. Members

will stay in the assigned room for the duration of the workshop. The public can make comments via Mentimeter online platform.

While in the breakout groups, members are asked to think of one really important question of "What are the most important policy ideas and actions for staff to focus on." Think about ideas that you support, any clarifications, questions, or any concerns.

Workshop

Engagement Policy:

Commit to respectfully engaging underserved populations:

Incentives for participation could include financial incentives, gift cards at a local grocery store for people to participate in the stakeholder study.

Meet them where they are. Rather than having folks to come to us and our public meetings, do outreach at community events or go to meetings at these community based organizations.

Ask clearly. About 7 percent of the population here doesn't speak English as their primary language.

Ask once. Often times, there are several public meetings simultaneously that are variations on similar themes or about specific projects.

Ask simultaneously. During the Caldor Fire evacuation there was Spanish translation on some items but unfortunately that didn't happen simultaneously.

Board Feedback:

If 7% of the population as non-native English speakers, is that of a first language?

Is there any data on secondary language?

A lot of these principles make a lot of sense, especially being able to show up on the communities terms instead of them meeting our terms.

Support for all the policy points nested within how to respectfully engage with the underserved populations. Having a respectful reimbursement policy is a very important element so people can have their voices heard. Not mentioned but assuming there was childcare elements at these events and information to children that's relevant to the meeting topic.

The simultaneous translation is important to the extent that it can be done and is not a distraction in the room. It's more expensive in getting that translation equipment for people to hear the translation as it's being given as opposed to having several different types of translation including sign language.

Translators need to be on hand to translate immediately.

Not just summary documents and fact sheets but moving towards live interpretation for public meetings would be a huge help.

Support for interpretive services. It could be an "on request" basis, that other documents and informational items translated on request. It'll make people feel more engaged and a part of the process.

Want people to get engaged because they want to be engaged. Getting them the service that they feel isn't being provided. Then how do we get the leaders of these underserved communities involved in our process so they can deliver to us what we as a Board will bring back to make it a more equitable service all around.

Support for "ask once" – a lot of head nods. We have too many meetings.

Support for equity, not equality and spending more time with groups we may not be usually spending time with.

We have a bunch of sub-committees but what if we appointed diverse people to these sub committees who could give input on behalf of our communities.

Difficulties with childcare and meetings starting at 8am. Having meetings in the middle of the workday when people are working means you tend to get self-employed and retired people making comments. Recommendations for meetings in the evening and on the weekends to get participation from that workforce.

North Truckee Tahoe Leadership group – all of the members were sponsored by their employers. Could we involve employers in these leadership academies?

Adding diverse voices to boards is very important. The more we can hear from voices that have fallen prey to misinformation is great. Maybe we can find some champions who can attend regularly and get a regular compensation.

Pushing back on comments from residents who say they are a "20 year resident, a 10 year resident, etc." Making it clear from the onset of public meetings that we want to hear from everyone, their tenure doesn't matter. They can have lived here for 6 months or one year, and they contribute and their voice matters.

Do they ever work with community leaders to host these meetings? It may make people more comfortable to get involved and engaged if it was a familiar setting. For example, going to someone's house in a neighborhood. It's a way to build community leaders as well, to have them take charge.

Support for removing contract barriers. Pay in portions, rather than paying after delivery in lump sum.

Add diverse voices to influential boards and Committees:

A community academy that trains people on different government processes so, they too, can have a tract to get engaged. Stipends for participation, language can be modified. There's the idea of hosting roundtables or meet and greets at popular gathering places.

Board Feedback:

Recommended a leadership academy, i.e. understanding acronyms and speaking the "government language." Importance of compensation, as many of these meetings are during the day and people have day jobs and can't attend during our hours. Need to figure out a good way, whether it's stipends or compensation.

There are stipends mentioned for participating in various meetings. The distinguishments between incentives and stipends, where stipends are typically a reimbursement which is reasonable, money permitting. Hopefully, they don't have to use a lot of incentives to get people to participate as long as they are made whole as a result of their participation. It's like paying people to vote. This is being done to assist people that if they merely agree to provide them with stipends for reimbursement for loss of work time, transportation, etc. Suggest that it be a reimbursement rather than a financial or food incentive because that diminishes the importance of that program.

Targeting a percentage of outreach efforts on these underserved populations:

Right now, they don't have any targets, nor does everybody track what how much of their time is going towards these underserved populations. They would propose that they could track that and target a specific percentage.

Board Feedback:

The Board doesn't know what staff's current percentage of time put forth for underserved outreach and what staff's workload involves. Asked about existing training (Tahoe Chambers) and making sure it doesn't overlap. Maybe a community organization can sponsor people for the program.

Support for a percentage target and may need to be higher since it may take more staff time to reach.

The people we're trying to reach (i.e., transit riders) may make up a larger percentage of target population.

Infrastructure, Access, & Technology:

They're trying to find ways to make sure that policies and programs take a look at things like the Equity Index Scorecard. It's not to say that every project and program have to comply with all seven of these things but are criteria that staff should look at as a guidance document to find out whether there are opportunities to make that work.

Infrastructure that improves accessibility for all different types of modalities including wider trails for people who might be using a wheelchair or being able to look at things that have bike racks so people can other places in the basin.

Encourage multi-modal transportation options which is making sure that they do have the ability to use other types of ways of getting around in general.

Making access better for people that are bikes or pedestrians and then looking at intelligent transportation systems and broadband investment. The pieces that are important is that it's not just for people to access the internet and watch Netflix, it's for getting people connected during an emergency and connecting technology that can tie our lights, traffic signals and other things together to move people throughout the basin more efficiently and in a safer manner. Which makes all that intelligent transportation work well.

Board Feedback:

What about gentrifying neighborhoods by installing EV charging infrastructure? Car share with EVs within a multi-family development rather than within the neighborhood could help and is a nice amenity.

A lot of these charging stations are accessible to anyone, why can't they be locked and only available to the occupants of that housing project?

Supported infrastructure for real time information at bus stops and that can function for all languages.

How much of Tahoe is ADA compliant?

In Even though sidewalks may be in the city or county right-of-way, responsibility for removing snow on those sidewalks rest with the adjacent property owner. In a winter like this, that can be difficult to enforce. One would assume that the local jurisdictions are attempting to enforce that as much as possible especially in these priority zones that are being identified.

Enforcement of clearing sidewalks is very important.

A Gondola from the Stateline Transit Center to the mobility hub at the Y. It would have five stops at each one of the Town Centers. Microtransit would be able to use that as a link. A feasibility report could further this idea.

Studying the opportunities for having separate pathways for cyclists and pedestrians is important to have pathways wide enough to accommodate wheelchairs.

Technology:

Board Feedback:

Supported ITS and broad band have as well as real time information at bus shelters; consider that transit can be challenging for families as kids under 10 are often in special seats – this age group is hard to switch from modes, kids move more slowly. Consider this and strollers to ensure these are not a hinderance.

Real time info is a great addition, helps increase ridership; bus stops need better amenities and even adding multimodal options nearby to help complete that last mile.

Draft Service Policy:

Make sure that bus drivers have the opportunity to get front line training. Often, they are first people that will see folks that are in distress. Also, look and prioritize unmet transit needs and create an interregional discussion from the public and private sector about ways to manage that. They are still a lot of gaps and whether it's a time of day or it's an expense gap. Also change some of the transit agencies timing of service and incentivize that.

Board Feedback:

There's a need to have service demands that meet the workforce needs and there needs to be better transit service on the South Shore main line. Need to look at a new service model which may mean going to the private sector to provide the main line for the workforce by creating service metrics.

Supported crisis training for transit drivers.

Smaller transit vehicles make sense for late night, Seniors – great idea.

Consensus for extending hours and training for drivers.

Draft Environmental Policies:

Trying to get greater use of transit and supporting education and regional evacuation and emergency planning. First responders would like coordination basin wide. This might not be something for TRPA to lead but to support and encourage. The other piece was encouraging greater use of transit. One of the policies may be to incentivize carpooling or taking buses to resorts or major attractions. The Gondola would be a great way to get people onto public transit. Most people said they didn't take transit because it didn't go where they wanted and took too long.

Board Feedback:

Evacuation was difficult during the fire because some people didn't have a car. In addition to developing these government related plans there needs to be a greater effort to develop neighborhood support groups. In the event of a fire and evacuation, have neighborhood support groups who can pre-identify people who need transportation and assign them families to help them evacuate in the event of an emergency. This approach not only needs to focus on government service but focus on services that other people can render to others.

Transit in high demand areas, need parking management and the fees are needed to push people to use transit, same as ski resorts. Mentioned need for timing entry to help with access and congestion.

The number one issue is emergency evacuation. We depend on our Sheriffs and Cal Fire to manage evacuations – TRPA doesn't need to take the lead.

Evacuation planning is already happening in Washoe. There is also GPS data available to assist us with that.

TRPA has the boating app. Could this be expanded to include emergencies off the lake? It could be beneficial in neighborhoods where evacuation mandates are different (crosses jurisdictions)

People can't always access broadband as easily during emergencies.

Emergency preparedness, volunteer-based programs where they get paired up with people who have room in their car to assist other people.

TRPA could do a modal analysis to determine where there are safe places (schools, civic centers, etc.) to stop along transit routes. Highly encourages TRPA to apply for a CRC.

Services & Environment:

Services:

Services that people depend on to get to work, school, or access health care. Facilitate Megaregion transit or a specialized transit roundtable to support interregional transit options. Interregional transit options are critical for people who are accessing healthcare in the valley because it's not readily available in the basin. Or people who are traveling to Carson to buy groceries because they're less expensive than in the basin. They're encountering challenges identifying funding to provide a lot of those sources. One of the issues that they are seeing is that the funding that's currently used to operate those services in between the South Shore and Carson City for example, is rural funding. Because the basin is designated as an urbanized area that would limit them from using urban formula funding that they receive for transit services to operate transit services. All of the money that's used is discretionary and limits them in what they can do. They're considering potential policy options that they could adopt in the next Regional Transportation Plan to ease some of those burdens.

Continue unmet needs for transit ridership.

Board Feedback:

Need to provide transit options between the Valley and Tahoe – there are a lot of workers that commute. Look at funding from a regional perspective rather than South Lake money going to only South Lake services, Placer money going to Placer services, etc.

Developing public/private partnerships is important. Could large employers like Costco provide a dedicated van that shuttles shoppers from the Lake to the valley? Employers may be excited to help subsidize the cost of a van?

Partnerships are important to get buses/shuttles to transport people to the stores.

The main audience are already transit users but encourages us to get outside of our normal outreach.

Reach out to community groups and larger employers that might have lower wage workers.

Main hospital is outside of the basin so communication with healthcare service providers is important.

Vanpool is finally getting traction in Incline Village. Make sure that information is available to the public. The vans are free, so this is a great deal.

These services are really important but doesn't want them to cause sprawl as an unintended consequence.

If the bike paths were plowed, would people use them?

There are no sidewalks except in the Casino core. Private businesses clear snow in that area.

Snow removal is the responsibility of the business owner. The issue is that not all businesses owners do it.

Bike Coalition helps contribute to snow plowing but more funding is needed.

Different locations have different usages. There should be an assessment based on the business frontage. A business may pay more for 40 ft of frontage versus everyone having to clear snow on their own.

There was a measure that was passed 20 years ago in the City of South Lake Tahoe that provides funding for bike trail maintenance. If they can't create an assessment, they would ask the public for a new bond when that expires.

Promote quality of service for transportation options:

Work closer with the transit agencies.

Washoe County for the first time investing in snow removal for bike/ped infrastructure. If TRPA can provide data on what is being maintained and what should be maintained.

Agreed that getting to transit (i.e. sidewalks) is very important and currently difficult.

How do you enforce rules on snow removal? Hard to get staff for plows.

Everyone appreciates the ability to walk everywhere.

Service industry folks should be considered.

Poll people that are actually using the services – Reno airporter for example.

Sidewalk Clearing:

Sidewalk clearing has been raised as an issue by community members. When TRPA permits a lot of these projects with sidewalk infrastructure, they require the local jurisdictions to submit information to TRPA on who is responsible for the maintenance of those investments. There could be opportunities for TRPA to be stricter in what they're requiring before they permit a project. Maybe agreements between the responsible maintenance party and the local jurisdiction. There could also be opportunities for TRPA to support by providing snow clearing routes or data.

Board Feedback:

City hasn't been actively enforcing ordinance requiring business owners to remove their snow. They are starting to do compliance and are seeing success with it. There are challenges with tenants that are renting and who is responsible for that.

Lots of businesses clear their snow then the plows comes through and cover those sidewalks again when plowing the street adjacent to the sidewalks. This is a burden to the property owner. This is a local jurisdiction issue with how it's handled with the business owners.

TRPA can't be everything to everyone. Suggests that snow removal efforts should be left to the local jurisdictions.

Emergency Evacuation:

Where do you see TRPA playing a role in evacuation planning?

Board Feedback:

TRPA should be the convener. They should be involved in regional ingress/egress points but only to facilitate and support the discussion. It needs to be approached from a regional perspective but only as a convener to facilitate the conversation. When projects are approved, they should be required to show how they will evacuate. Important to get the private side involved in emergency evacs.

First responders need to coordinate between jurisdictions and makes sense that TRPA could help facilitate.

TRPA needs to work with local jurisdictions to have programs at the ready that would help disadvantaged communities.

Engagement Summary:

Ample support for translation services, particularly live translation at public meetings.

Support for community academies and finding ways to add diverse voices to the Governing Board.

Encourage corporate sponsorship for employers in the region to try and support some of those leaders that are already here in the community to engage.

Compensation or incentives to participate. They should clarify whether it's stipends or reimbursement. Not paying people to "vote." Possible compensation for childcare. This was important barrier from being able to participate in public meetings.

There's a larger percentage of target populations that might be using transit services. Let's make sure that when they are targeting a percentage of outreach efforts, they are including staff on how that recommendation comes forward. Recognizing that these populations might take more resources in order to reach them.

Support for removing contracting barriers.

Services and Environment Summary:

Transit:

Support for strengthening public/private partnerships.

Providing better transit, especially to the valley and Reno for work commute, healthcare, and shopping services.

Sidewalk Clearing:

There were mixed opinions. Where TRPA could play a role is by providing mapping and route support to the local jurisdictions when they are clearing sidewalks and bike paths.

Environment:

Evacuation planning scenarios. There were mixed opinions about TRPA's involvement. In general, it was agreed that TRPA should play in role in some form in a regional evacuation scenario.

Access/Infrastructure/Technology Summary:

Access:

Discussion was on snow removal and better access to information on the transit shelters. Real time bus routes.

Solar power motion sensor lighting to ensure safety at the shelters.

ADA compliant. There was not a desire to reinvent existing trails but more so to make sure that they have the right modes associated with the right paths on a basin wide effort.

Infrastructure:

Support for broadband. It's already moving forward at TRPA.

Intelligent transportation systems.

Using opportunities to have multi-lingual signage and flashing messaging: Availability for parking and information for evacuation or health.

Technology:

Tie together light signals and making it easier for people to get in and out of areas.

Changing the way, they control movement through the basin.

Coordinating with Caltrans and local jurisdictions to tie those together. Even though they may go across different jurisdictions, the technology would work across all those different paths.

There was general support for the Equity Index Scorecard with the understanding that it is a reference document to guide a review of potential project, program, or initiative but not a specific grade list to hit a certain target for each and everything that they went through.

Public Comments via Mentimeter:
https://www.trpa.gov/wp-content/uploads/Agenda-Item-VI-A-Transportation-Equity-Study-Policy-Workshop-Mentimeter-Results.pdf

Engagement Policy:

Members of the public encouraged building trusted relationships with members of the community.

Meeting people where they are.

Engaging with already trusted community leaders.

Supported diverse voices to decision making bodies, City Council, Governing Board, Tahoe Transportation District, etc.

Increasing the frequency to underserved populations.

Access/Infrastructure/Technology:

Increasing or developing communication plans that identifies how people can access transit.

Making dedicated HOV lanes perhaps.

Park and Ride options to get to transit and Gondola access.

Services and Environment:

Mass and microtransit specifically for the workforce to get to the basin for work.

Identifying where there are gaps in evacuation services.

Ms. Smith said today's feedback will be used to develop a list of draft polices. Staff plans to bring this back to the Board in early summer for endorsement. After endorsement, the list of policies will be incorporated in the transportation plan updates over the next couple of years.

Board Comments & Questions

Ms. Hill said great work on the community outreach. Her constituents have spoken to her about all of these issues.

Public Comments & Questions

Scott Robbins member of the South Lake Tahoe City Council on behalf of himself and not representative of the Council or the City of South Lake Tahoe as a whole. What he heard today was interesting and showed a lot of vision and understanding of the places they need to go in the future. But he has to bring it back to the present, and at this time they are not moving forward. The reality of our public transit system is that they're moving backwards. Bus service, only this just past November on the South Shore was cut in half. They are not making a connection here between the housing crisis and the inability to hire drivers. This was mentioned at one of the breakout sessions. Even on the North Shore, they are experiencing a severe shortage of commercial drivers.

There is a connection between the housing crisis, and a deeper connection between the fact that the rare residential unit permits are allowed to be used for full-time commercial vacation rentals which has driven up the cost of housing because housing comes off they rental market and goes into the tourist accommodation unit market. That drives up the cost of housing, then housing becomes unavailable. Labor leaves the region. The cost of that labor goes up, and they're no longer able to hire drivers. Heavenly Ski Resort pays their commercial drivers of their buses close to $30 per hour, and they have bus service every 15 minutes. If that's not in the budget for the various transit agencies, then they have to address the problem at the level of the costs of living. So long as they're not addressing in a meaningful way, the fact that a huge proportion of our housing supply has been diverted for tourist accommodation uses then they're not going to be able to get a handle on the cost of living which means they're not going to be able to get a handle on the labor shortage. Meaning that they're not going to be able to execute on these visions for a grand integrated transit system which requires things like park and ride, and bus infrastructure, all of which requires staff and staff that can be hired at affordable rates.

There's a disconnect here between the vision for the future, which is fantastic but the present reality in which they're operating and the underlying causes of the staffing shortages that are not just

limited to government operations, but to all businesses here in the basin. Everyone is short of staffing because no one can afford to live here. Unless they get a handle on these underlying problems, they're not going to be able to execute on the vision for the future. It's a vision which he loves. He likes where they're going, but they have to address the present shortcomings and that they are currently going backwards, not forwards. If they want to go forward, they have to get the car out of reverse.

Brett Tibbets, Cave Rock resident echoed the Council members comments. He's completely befuddled by the planning, and then what you actually do as the TRPA. How in the world, when you're talking about transportation equity and limiting trips? Does it make sense to move Barton Hospital from the Y to Stateline? It primarily serves South Lake Tahoe. There's 25,000 people there and you're going bring all those people up here for healthcare. The 2,000 people that live in the Douglas County side, mostly use Carson Tahoe Hospital. It just seems totally backwards that you would allow that to happen. Evacuation planning, he was amazed that you act like there's nothing you do. All of your effort is into limiting roadway capacity right now. You want to limit Highway 50 on the east side, you want to limit the North Shore. That's restricting evacuation. He doesn't understand. You've got a complete mess on the North Shore with the traffic calming, traffic circles, and that emergency vehicles and snowplows can't use. Miles of traffic, people can't get to their jobs. All the big projects you've approved lately are for rich people. There's no affordable housing, the site being used for Barton Hospital could have been an amazing site for affordable housing.

One of the few left, yet there's no public discussion. It's just all behind the black curtain. It's amazing. The Tahoe Beach Club and the Latitude 39, absolutely no effort to include affordable housing. People of reasonable means can't live here. Everything you do that he sees, is moving toward making this the Billionaire Boys Club with all the private beaches, all the billionaires that live here. He doesn't see what you're doing, the words are fine, but the actions and what you actually approve back up your words.

Doug Flaherty said this is directly related to comments made by Ms. Aldean on the issue of where TRPA should take a role in convening transportation evacuation. The Bi-State Compact states that an environmental threshold carrying capacity means an environmental standard necessary to maintain a significant scenic, recreational, educational, scientific, or natural value of the region or to maintain public health and safety within the region. The information you currently have in your standards only addresses public facilities. You are totally deficient, you're aware of the issue, you're required to come up with a public safety environmental threshold carrying capacity and you're not doing it and you've avoided this for a very long time. Yes, you are the conveners. In fact, you're required under the Compact that says there's a public interest in protecting, preserving, enhancing the values for the residents and visitors of the region which include public health. Your role is to develop a public safety environmental threshold carrying capacity which includes the elephant in the room; wildfire evacuation for the public, the residents, and the visitors, and understand the difference between an evacuation plan, which is nothing more than a bunch of arrows on a map and an evacuation roadway capacity assessment. There are two different things. You must provide a data driven data public roadway evacuation assessment capability study. The Butte County grand jury did this many years ago. Their Board of Commissioners at that time rejected their suggestions, and a few years later Paradise burnt down, and -we lost many lives. It's time for the Board to say until we do this

assessment, this wildfire evacuation road capacity assessment, we're going to put on hold all this stuff about increased height, density, and coverage. It's just craziness, it's time to get serious about this.

In addition, there needs to be an updated supplemental Environmental Impact Statement from the 2012 Regional Plan, taking into account all the changes and conditions in the Tahoe Basin since 2012.

Kathie Julian supported Mr. Flaherty's suggestion for the focus on roadway capacity study. She appreciated one of the members who mentioned that when you look at developments in the region, and especially housing or tourism developments that one should look at the impact that would have on evacuation plans. In particular, she agreed with roadway capacity, because in Incline Village and Crystal Bay area this is the critical factor. She thanked everyone for being so supportive of bilingual translation and those services to our Spanish speaking community.

VII. REPORTS

A. Executive Director Status Report

1) Annual Report

2) Tahoe In Brief – Governing Board Monthly Report

Ms. Regan said the Annual Report documents 2022 and was a 10 year milestone of the Regional Plan update. Included is a timeline that shows some of the progress that not just TRPA has achieved, but the entire partnership of Team Tahoe. As we talk about the challenges as we have today, it's easy to get daunted. There are so many challenges ahead, but it's equally important to note what we have accomplished in the last decade as a partnership with TRPA in its leadership role of the Compact. She thanked the Board for the work that they've done over the years and also a thank you to staff pulling that report together.

The budget was discussed in greater detail this morning at the Operations and Governance Committee. In Nevada, they had their first legislative informational hearing the week before last, and they are working with the Governor's office and with the Legislature with some pretty exciting opportunities in Nevada to come up to our one-third share of the Compact appropriation request.

They also have some requests to pass through to the Tahoe Transportation District in the budget request. Thank you to many of our board members and particularly Ms. Hill and Mr. Settelmeyer, and others that have been helping them move through the Nevada process. It's a biennium and they are in session this year and is a two year budget for Nevada and optimistic that they'll move that through to a successful conclusion in early June.

In California they are working very hard to maintain our baseline funding. They are not in the General Fund in California which is facing a very substantial shortfall of $20 plus billion. Their funding on the general fund side for TRPA's general fund comes from California through special funds of the Environmental License Plate Fund and the Harbors and Watercraft Fund, which supports the Watercraft Education Program and the Aquatic Invasive Species program. They are working hard to keep those at baseline and will know more when the Governor's budget in

California comes out in May. They're engaged with the California Natural Resources agency and also our legislative partners in California.

TRPA sent a brief comment letter related to the Palisades Tahoe project, which is out of the basin but there is a revised project going through an environmental process right now with Placer County. The letter states that they're working together to collaborate on solutions around transportation, mitigation, and any potential impacts to the basin.

Next month, Lake Tahoe Community College has a project coming before you on student housing, and many of you heard a briefing from Jeff de Franco and the team at the Lake Tahoe Community College last year. It's a 100 unit student dorm project here in South Lake Tahoe. Very exciting, related to housing as a potential solution to relieve some pressure on housing on the South Shore.

If anyone would like to know more in advance of that meeting, the college team has volunteered March 14 for a site walk of any Board members that didn't have the benefit of that briefing last year. Please let her know if you are interested to go over for a field tour.

Staff will be doing a Climate Code Workshop on March 2nd. Long Range Planning staff are working with graduate students from UC Davis, Environmental Policy and Management program to develop this first phase of work. Anyone is welcome to participate in that.

Last week, they interviewed stellar candidates for a Chief Partnerships Officer and Deputy Director position which was basically her former position. Thank you to the interview panel, Ms. Atchley, Mr. Hester, Mr. Haven, and California Tahoe Conservancy partner Mr. Vasques who served on this interview panel and are pleased to report that Kim Chevalier will be taking that position. Ms. Chevallier brings valuable mediation skills, plenty of relationships in and out of the basin and experience to this role.

Ms. Chevallier is very excited for the opportunity and looking forward to working with all of you in the future.

Kim's position for the Environmental Improvement Program Division Manager will be posted. TRPA also has a new member of Finance, Mirjana Gavric as the Finance and Grants Analyst back filling Melissa Uppendahl's position. Michelle Basta is our new temporary employee at the Front Desk. Our new GIS Analyst, Andy McClary will be working remotely for a couple months while trying to find housing here in the basin.

Board Comments & Questions

Ms. Williamson referred to the Regional Plan Performance Measures Report on page 223. It looks like a few of our performance measures, specifically numbers 5 and 6 were not evaluated because there are new performance measures that they're going forth with. What is the process of updating those because they came out of the Regional Plan? So, they know what the performance metrics are, and then the follow up on that, she loves the met, partially met, not met so they can keep themselves honest and accountable. In future meetings, if they could talk more about those eight that are not being met or reported on.

Ms. Regan said the Board adopted these Performance Measures and will be discussing these at the

retreat in April. Overtime, they've seen improvements that need to be made to those. There's lots of examples noted in this report but it was to satisfy concerns about the direction of the Regional Plan. They wanted to notate, how are we progressing in some of these big policy ideas. A lot of the discussion that they had today and how does that translate on the ground. The question speaks to even a larger discussion around the threshold update initiative. Overall, where do they have a lack of data and how do they work through that? They are working through a results chain process to measuring what matters.

Mr. Hester said there's the Threshold Update Measuring What Matters Initiative but in addition to the thresholds, some of which are out of date, not relevant, and some also didn't have baseline of what you could measure. There are about 400 other items being measured including these Regional Plan Performance Measures and some of them are similar to things they are measuring for other and some are hard to get data on. That's why they had the initiative to go through the 500 plus things including the thresholds that they're measuring that should really get down to about 100.

Mr. Bass said when he went through the Performance Metrics, it's great and it relates to land use policy and the things that are important to affect the change, but it doesn't show where they're. Taking the 500 and simplifying them to 100 seems like a lot of work, he would think that they could get some of these more data points to start from that would be included in these performance reviews.

Mr. Hester said a lot of the things you're asking about are online through Lake Tahoe Info but may not be included in this Regional Plan Performance Measures Report.

B. General Counsel Status Report

Mr. Marshall said they are going to continue the agenda item for the Open Meeting Law because of the time of day and because of the discussions at legal committee regarding teleconferencing.

Another lawsuit was filed against the Agency last Friday, challenging the Ski Run cell tower hat is the subject of the Eisenstecken litigation. This litigation is concerning the plan revision that the Governing Board heard an Appeal on that related to the increase in foundational excavation for the tower. That will be represented by our outside council and indemnified by Verizon for defending that plan revision permit.

VIII. GOVERNING BOARD MEMBER REPORTS

None.

IX. COMMITTEE REPORTS

A. Local Government & Housing Committee

No report.

B. Legal Committee

Mr. Marshall said the committee discussed TRPA's teleconferencing policy. Both California and Nevada is moving out from the emergency declarations originally put in place for Covid that allowed significantly more latitude and holding public meetings via teleconferencing and remote participation by Board members. The current Rules of Procedure 2.16 which guides teleconferencing for TRPA. It is similar, but a bit different from the California Brown Act, which applies to TRPA like other local jurisdictions, but it differs in a number of potentially meaningful ways. Staff will bring back some general discussion points for how they might amend their existing Rules of Procedure to take advantage of, and may also need to tighten down a bit on some of our practices on the Rules of Procedure 2.16. This is all because starting next month they'll have to be consistent with Rules of Procedure 2.1 6, until its amended. It has significantly tighter restrictions then they are currently operating for teleconferencing. When they bring that back, he'll also present, generally on the open meeting law. They are trying to get as much flexibility to promote a number of the policies in the Brown Act and the Nevada Open Meeting Law at the same time allowing the public to participate remotely. This will not change remote participation for the public.

C. Operations & Governance Committee

No report.

D. Environmental Improvement, Transportation, & Public Outreach Committee

Ms. Faustinos said they had an election for Chair and Vice Chair. They also heard two informational items for the Tahoe Transportation District activities and second was the Vision Zero Strategy and Safety Plan Updates. The briefing on Transportation Performance and Recommendations Report Framework was deferred to next month.

E. Forest Health and Wildfire Committee

No report.

F. Regional Plan Implementation Committee

No report.

X. PUBLIC INTEREST COMMENTS

Dana Tibbets, Cave Rock resident said she thought there was going to be a discussion today on the US Highway 50 Safety Project Corridor. This is one of those issues where the rubber meets the road. Those who live on that side of the Lake are stakeholders in that and have very serious concerns about how that project is proceeding about whether there's been adequate hearing of residents and their positions on this. With respect to the discussion and concern about evacuation, she doesn't know how this project can be on the table to you know strip out two lanes of that highway, especially when they saw the gridlock in town and out Glenbrook and beyond during the Caldor Fire. It was a parking lot for practically 24 hours and a very dangerous situation. There's a lot of ideology that's getting in the way of actual safety and finds that terrifying. She would hope that this body would undertake serious consideration in putting an end to the this proposed replacement of traffic lanes with bike lanes.

Ted Peterson extended his appreciation on behalf of TRPA and the leadership of Ms. Regan and staff

Mr. Cowen, and Mr. Nielsen. He's calling about the Homewood Mountain Resort matter. There was a letter dated February 4 to JMA, Art Chapman. He appreciated TRPA giving this outline and taking it forward and addressing the important issues that surround this project. The West Shore feels betrayed with the bait and switch of this project. The privatization, architecture, and importance of the process being followed, and thinks TRPA is doing the right thing in representing the master plan. There's reference that TRPA needs to find the project is consistent with the approved 2011 Master Plan.

Laura Patton, League to Save Lake Tahoe said their comment is related to the Regional Plan Update, which is referenced in the Executive Report. Thank you to Vice Chair Williamson for the comment and TRPA for the response. The League was heavily involved in the 2012 Regional Plan Update Bi-State Working Group. Like you, they are heavily invested in its successful implementation. They appreciate the opportunity to continue to work with TRPA and the local jurisdictions to implement the RPU. The RPU included benchmarks in the report, and they were a key negotiation point for the League in 2012. The goal of these was to ensure that the massive risks that they were taking in overhauling the Regional Plan had trigger points and safeguards. The benchmarks like thresholds were a way to see if the plan was reaching its goals and to do something about it if it wasn't. Although, the Annual Report is well done and highlights the many successes over 2022 and the first 10 years of the RPU, they see a disconnect between it and the Performance Measures Report. According to the 2022 RPU measures of the 14 measures, 8 are largely not being met or not reported on. Ten years after adoption, it's helpful to look at these benchmarks to get a sense of what the goals were back then for the plan. It seems like today, a lot of these have been forgotten.

They are hoping for more discussion about the Performance Measures Report specifically how the development projects and area plan amendments in the pipeline, including Palisades, will affect performance measures, especially measures that transfer development from sensitive land to Town Centers, affordable housing, BMP certificates and scenic measures. They'd also like to confirm if TRPA is allowed to change performance measures as Number 5 and 6 were not measured in 2022 because TRPA is proposing to replace them with new transportation metrics. They don't think TRPA can or should change or replace these performance measures. They are supposed to measure the long-term effects of the RPU and VMT is still valid. The VMT Threshold Advisory Groups conversations did not address replacing or changing the RPU performance measures. They can understand that the Regional Plan is not meeting measures because there are so many factors influencing it but this can't just be an exercise to check the box. There needs to be a strategy to update the plan to meet these measures, and they hope to continue working with TRPA to make sure that those measures are considered.

Doug Flaherty on behalf of TahoeCleanAir.org said TRPA continues to fill its own mission statement as the Lake Tahoe Basin free falls out of harmony and equilibrium and degrades before our eyes. Despite the glowing progress report, they see it differently. The TRPA Mission statement is the Tahoe Regional Planning Agency leads the cooperative efforts to preserve, restore, and enhance the unique environmental and human environment of the Lake Tahoe region. It is self-evident the TRPA's current policies and project approvals have caused Lake Tahoe Basin to become out of equilibrium and harmony, as the TRPA and its governing partners increasingly create opportunities for more growth, building height, density, and coverage. More human and traffic density, more vehicles miles traveled, more out of control neighborhoods, and regional adverse impacts, more algae, invasive weed and species growth, more degradation of our streams, more microplastics in the Lake and decreased Lake clarity, which unbelievably you didn't even talk about in your in your

2022 report.

Traditionally TRPA's mindset of more, more, more is exponentially contributing to what is already widely recognized as a dire public safety peril, and of course, without repeating that, they're talking about inadequate wildfire evacuation. He hopes you look at your business model, it's not working. You can put it together as many glowing reports as you'd like. A lot of work went into it, but we're in an environmental free fall. We may be actually at the point of no return and what they're getting is a lot of direction from the Board and the staff to work on issues other than purely environmental and it's not working. He hopes that each and every one of the Board members remember that your stewards of Lake Tahoe and your job isn't just a rubber stamp what the staff ask you to do, is to protect Lake Tahoe. We're at a critical point, so, which one of you are going to step up and provide the leadership to protect this Lake and it's clarity.

Ronda Tycer, Incline Village resident said when she learned that TRPA's housing staff members were using the 2021 Tahoe Prosperity Housing study to help guide their current housing policy decisions, she made a public statement in the Incline community forum that she didn't think the data of that housing study justified the author's conclusions. Heidi Hill Drum of the Prosperity Center asked her to explain her statement. She's now critiqued the entire 190 page study. She'll distribute this critique to Heidi and Karen Fink and other housing decision makers at TRPA. Today, she'll address one of the study's most glaring issues. The survey was distributed to Incline and Crystal Bay residents and targeted people who were employed in the community. Most respondents lived in Incline but about 25 percent commuted to work.

The housing study included multiple choice items as well as write in responses. She has many issues with the study conclusions, but the most serious omission was the complete lack of an analysis of the hundreds of write in responses. This seemed like a huge oversight. When she read the comments, she realized why they were stuck in the Appendix without analysis. Because when respondents were given an opportunity to suggest strategies to solve Inclines employee housing problems, of the 226 write in responses, 93 or 41 percent of respondents said to limit or eliminate short term rentals. Only 55 or 24 percent of respondents said to create more affordable housing. So far and away when given the opportunity to say what they thought was most needed, Incline employees said limits were needed on short term rentals. The study's authors reported that 175 respondents were likely forced out of their homes because of owners converted to short term rentals and to their credit, the authors wrote two paragraphs suggesting Washoe County should restrict short term rentals. But for the past four plus years, Washoe County has fought Incline citizens tooth and nail, refusing to put a cap on any real limits on their more than 700 permitted short term rentals, half of which are in missing middle condominiums. That's their real employee housing problem in a nutshell. Thanks to the Prosperity Center for collecting the data.

Theresa McNamara is concerned about the Homewood Mountain Resort Ski Area Master Plan its precedence that this project may have for future development around the Lake Tahoe Basin, and specifically in the Homewood area. Her concerns that the recent updates to the project do not seem to be consistent with TRPA Code of Ordinances. Their plan area statements, and the Ski Area Master Plan approved by the TRPA Governing Board in 2011. Great effort went into the preparation community acceptance, and TRPA approval of those documents. As a full-time Homewood community resident, she wanted to make sure that all development at Homewood adheres to the 2011 approved Ski Area Master Plan. There was a letter directed to TRPA by Arthur Chapman, and this was the first time information regarding the proposed changes to the project had been outlined

at length, and were released to the general public, not just to a limited number of HOA members. She lives in the HOA directly next door to the Homewood Ski Area, and none of them were contacted about their changes. The proposed changes outlined in that letter have come under local public scrutiny as these changes do not appear to adhere to the development conceptual renderings the community agreed to and TRPA approved in 2011. She's requesting that the Governing Board address the public with a detailed explanation of how the changes fit within the vision and goals of TRPA area plan and the Alpine Village architectural style of the old Tahoe Lodges presented in the 2011 plan. A similar request was outlined and made in the recent letter to JMA Ventures, President Arthur Chapman from the TRPA's Special Project Manager, Paul Nielsen. She's thankful for Paul's letter. She's also requesting that TRPA receive answers to all of Mr. Nielsen's questions prior to allowing any further progress on the development, including giving directions to Placer County's Building Department, Planning Department and Design Review Committees to not issue or approve any permits or permit any changes or modifications for development that do not adhere to the TRPA area plan approved in 2011. Implementation of the originally approved 2011 TRPA Master Plan will revitalize a beloved local ski area and deliver substantial environmental benefits to the Tahoe Basin.

However, the change is being proposed by Mr. Chapman will not provide any of the approved 2011 Master Plan or promised community enhancements and will have a negative impact on the community. As a longtime Homewood resident, she is relying on TRPA Governing Board to ensure that the originally proposed and approved design and scope of the 2011 plan is the only development that will be allowed, because that is what the community agreed to.

Kathleen Anis has concerns regarding the Homewood Mountain Resorts Ski Area Master Plan and the precedent this project will set for future development throughout the Tahoe Basin. JMA Ventures have stated they are not pursuing their original plan. The loophole for developers to present one thing to the public and have a very different thing be permitted by governing agencies should be addressed immediately by TRPA and Placer County. She thanked TRPA Executive Director Ms. Regan and Special Projects Manager, Mr. Nielsen for attempting to do so in the recent letter to JMA Ventures, President Arthur Chapman. The recent updates to the project do not appear to be consistent with the Homeward Mountain Resorts Ski Area Master Plan, approved by the TRPA Governing Board in 2011. With respect to the plan area statements and environmental threshold carrying capacities for this project, the proposed changes do not comply with the environmental impact report, environmental impact statement previously certified for the Homeland Mountain Resort Ski Area Master Plan.

With regard to the newly proposed architectural design changes as found in Phase 1.C and B, these changes do not conform to the TRPA plan area statements and Placer County plan area statements under the adopted West Shore Area General Plan Standards and Guidelines. Her concerns have been further outlined in more detail in a written letter to the Governing Board. She requested they address the public with a detailed explanation of how the changes do or do not fit within the approved plan. Until clarification is received, she requested that TRPA to advise Placer County's Building Department, Planning Department, and Design Review Committee to not approve or issue any permits, permit changes or modifications to development that will not adhere to the approved 2011 Homewood Mountain Resort Ski Area Master Plan and the TRPA West Shore General Area Plan Standards and Guidelines. Great effort went into the preparation and community acceptance of TRPA approval of those documents. As a patron and season pass holder of Homewood Mountain Resort, past resident of Homewood for 20 years, and current North Lake Tahoe homeowner that all development at Homewood Mountain Resort adheres to this Master Plan.

Dan Copenhagen thanked the Board for their ongoing and in-depth work attempting to address all the various challenges in the Lake Tahoe Basin. Speaking on behalf of his extended family and various homeowners in Rubicon Bay, and the West Shore, including Tahoma, and Chambers Landing, and Homewood. He concurred with both of the previous speakers who outlined it well. The Master Plan was specifically outlined and approved as a community enhancement program and it clearly states that throughout the plan. The objectives were clearly stated along those lines and that has obviously changed. Appreciated the efforts by TRPA and requested that the developer JMA not only submit a new master plan, but also an update to the environmental impact report before proceeding with any further construction.

Ann Nichols, North Tahoe Preservation Alliance said Mona Lisa doesn't need a hair extension. Lake Tahoe is beautiful; they don't need more large development to make things better. It really hasn't worked; it was the basis of the 2012 Regional Plan. That large development was going to fix everything, it hasn't worked, it won't work. They need to throw that in the rubbish bin of more bad ideas. What they need is a commitment to less, a commitment to figuring out capacity. What's going on now is not doing the environment any favor, and you say there are development caps, we can't get any more. The poster child of why this is wrong is Boulder Bay. It was 110,000 square feet, the new proposal, with less units is 800,000 square feet. And they are claiming less traffic. This is why they're starting to not believe, but they do know that North Shore is becoming uninhabitable with traffic.

Judith Miller said she agreed with some of the prior speakers about our failure to achieve the mission of TRPA to protect the natural and human environment. She also agreed with the Council member from South Lake Tahoe, Mr. Robbins who lamented about our inability to provide affordable housing for our workforce. They see media reports of over tourism, workforce housing shortages, and traffic backups, and according to the UC Davis State of the Lake Report, despite TRPA's responsibility and actions, Lake Tahoe has been impacted, particularly in areas linked to greater numbers of people. Yet, TRPA seems poised to extend a California tactic to address workforce housing by allowing two additional dwelling units on residential parcels in these rural communities with the push for tourism these are more likely to be to become even more short term rentals, not workforce housing. It's estimated that 12 percent of the dwelling units in her community of Incline Village, that's 1,000 out of the 8,000 here are now STRs. Nearly 75 percent of these STRs are condos, and they used to provide the bulk of housing for our service industry employees. We need to have some balance. TRPA could come up with some kind of a solution to achieve that balance but yet they don't seem to be considering that. It would be great to see our neighborhoods and schools filled once again with full-time residents. Another measure that appears about to be approved will increase the height, density, and allowable coverage in Tahoe Town Centers. Together, these two major changes will bring even greater numbers of people to the basin, severely impacting the Lake clarity, the already crowded roadways. You talked earlier today about evacuation plans; it'll endanger lives and hamper those evacuation routes. Please do address these critical issues, improve roads and transit before making such drastic revisions and give consideration to a basin wide regulation on short term mentals.

XI. ADJOURNMENT

Ms. Diss moved to adjourn.

Chair Ms. Gustafson adjourned the meeting at 4:11 p.m.

Respectfully Submitted,

Marja Ambler
Clerk to the Board

The above meeting was recorded in its entirety. Anyone wishing to listen to the recording of the above mentioned meeting may find it at https://www.trpa.gov/meeting-materials/. In addition, written documents submitted at the meeting are available for review. If you require assistance locating this information, please contact the TRPA at (775) 588-4547 or virtualmeetinghelp@trpa.gov.

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STAFF REPORT

Date: March 15, 2023

To: TRPA Governing Board

From: TRPA Staff

Subject: February Financial Statements, Fiscal Year 2023

Summary and Staff Recommendation:
We are eight months, or 67% of the way into the 2023 fiscal year. All expenditures are within budget and revenues are at or exceeding projections.

Staff recommends acceptance of the February Financial Statements for Fiscal Year 2023.

Required Motion:
In order to accept the Financial Statements, the Governing Board must make the following motion based on the staff report:

1) A motion to accept the February 2023 Financial Statements

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

Background:
The first eight months (67%) of the fiscal year are now complete. Revenues are at 65% of the annual budget, and expenditures at 52% of budget. Revenues are a little behind due to grants (billed in arrears) and Planning Fees, while they remain high, have dropped in the last two months.

YTD Revenues and Expenses
Revenues are at 65% of budget. We recognize revenue when billed, so the states' contributions are shown in their entirety. TRPA will spend down the balance over the rest of the fiscal year. The remaining unbilled State funding is for the Tahoe Science Advisory Commission (TSAC). That is billed as spent, like a grant. Fees for services are strong, matching or exceeding prior years. This includes Current Planning fees, AIS fees, and Shoreline fees. Current Planning Fees are 4%higher than the prior 3 years and at 62% of budget. Project applications are down over the last two months, possible due to weather. AIS fees increased to 87% of budget as we closed out the sticker contracts with launch ramps. Shoreline fees are at 44% of budget, most of the buoy fees are due in June of 2023.

Expenditures are at 52% of budget. Compensation expenses are at 62% of the annual budget, consistent with the timing of payrolls and vacancies. Contract expenses are running behind at 40% due to normal lags in payment cycles.

Tahoe Regional Planning Agency

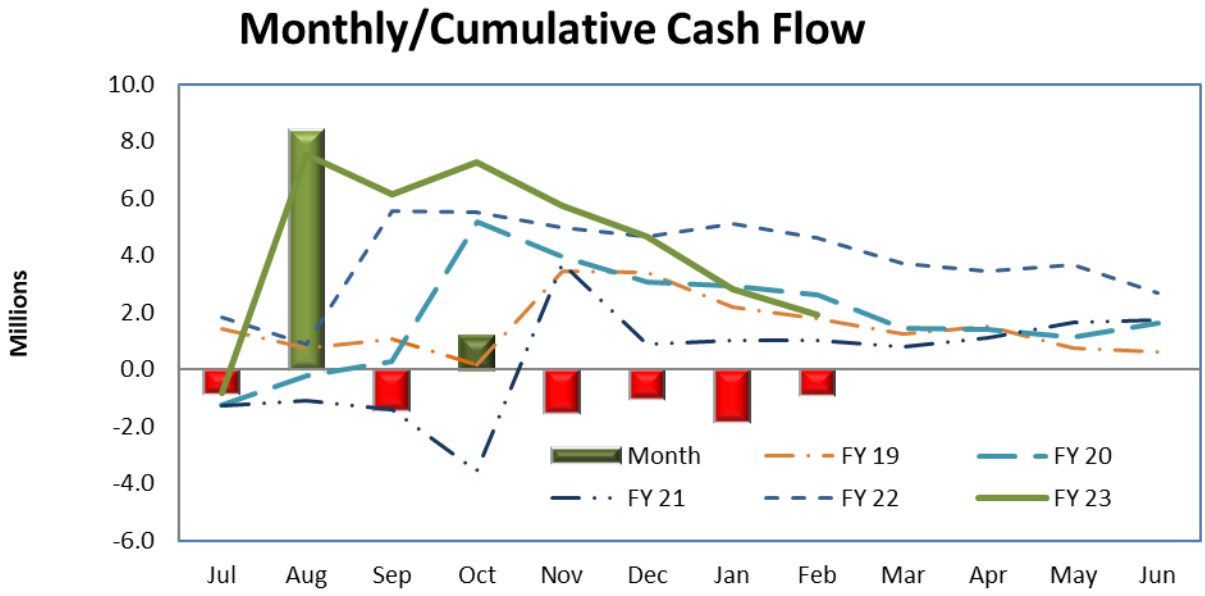
Fiscal YTD February 2023

Revenue	**State & Local**	**Fees**	**Grants**	**Total**
Fees for Service		2,593,841		2,593,841
Grants	5,250	5,095	4,185,983	4,196,328
State Revenue	7,191,475			7,191,475
Local Revenue				
Rent Revenue		213,804		213,804
Other Revenue	2,637	283		2,920
TRPA Rent Revenue		459,320		459,320
Revenue Total	7,199,363	3,272,343	4,185,983	14,657,689
Expenses				
Compensation	3,151,564	1,286,192	662,987	5,100,742
Contracts	883,412	733,546	3,518,163	5,135,121
Financing	(105)	432,587		432,482
Other	434,084	414,550	4,139	852,774
Rent	472,159	11,450		483,609
A&O/Transfers	(1,032,044)	693,529	324,279	(14,235)
Expenses Total	3,909,070	3,571,855	4,509,568	11,990,493
Net	3,290,292	(299,512)	(323,585)	2,667,196

** Excludes mitigation funds*

Cash Flow

Cash flow was a negative $0.9M for the month. Cash receipts were $0.8M, with $0.3M coming from Grant receipts and the rest from planning fees. Disbursements were $1.7M below this year's average monthly spend, but 62% higher than the five-year average. Higher expenditures throughout this year are due to the LTRA funding.



TRPA Balance Sheet

TRPA's Balance Sheet remains strong due to billing and receiving both State's contributions. We spend down those funds over the course of the fiscal year. Total assets declined by $1.0 million. Cash decreased by $1.2 M during the month due to operating expenditures. Liabilities decreased by $0.2M due to securities returns.

	TRPA	Grants	Trust	Total
Cash & Invest	9,422,000	1,824,332	21,921,215	33,167,547
A/R	233,163	662,795	3,397	899,354
Current Assets	196,972			196,972
LT Assets	8,260,523			8,260,523
Total Assets	18,112,657	2,487,126	21,924,612	42,524,396
A/P	28,623			28,623
Benefits	818,977			818,977
Deferred Rev	24,141	208,399		232,540
Deposits	453,414	2,845		456,258
LT Debt	8,198,000			8,198,000
Mitigation			443,526	443,526
Securities			6,294,957	6,294,957
Total Liabilities	9,523,155	211,244	6,738,483	16,472,882
Net Position	8,589,502	2,275,882	15,186,129	26,051,514

Acc. Depreciation *$ 6,168,086*

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. February Financial Statements

Attachment A

February Financial Statements

Tahoe Regional Planning Agency
Actuals vs. Budget by Program
Fiscal YTD February 2023

TRPA Totals	Ann Budget	YTD	Remaining	% Spent
Revenue				
State Revenue	7,681,010	7,191,475	489,535	94%
Grants	9,950,852	4,196,328	5,754,523	42%
Fees for Service	3,834,965	2,593,841	1,241,124	68%
Local Revenue	150,000		150,000	
Rent Revenue	249,348	213,804	35,544	86%
TRPA Rent Revenue	688,980	459,320	229,660	67%
Other Revenue		2,920	2,920	
Revenue Total	22,555,155	14,657,689	7,897,466	65%
Expenses				
Compensation	8,228,734	5,100,742	3,127,992	62%
Contracts	12,936,317	5,135,121	7,801,196	40%
Financing	617,450	432,482	184,968	70%
Rent	739,125	483,609	255,516	65%
Other	820,485	878,544	58,059	107%
A&O/Transfers	14,772	14,235	537	96%
Expenses Total	23,327,338	12,016,264	11,311,074	52%
TRPA Net	**(772,183)**	**2,641,425**	(3,413,608)	
Agency Mgmt				
Revenue				
Fees for Service				
Grants	3,000	3,295	295	110%
State Revenue	6,232,422	6,232,422		100%
Other Revenue		2,637	2,637	
Local Revenue	150,000		150,000	
Revenue Total	6,385,422	6,238,354	147,068	98%
Expenses				
Compensation	1,944,269	1,398,991	545,278	72%
Contracts	314,491	125,931	188,560	40%
Financing	174	11	163	6%
Rent	2,249		2,249	
Other	181,312	103,137	78,175	57%
Expenses Total	2,442,496	1,628,070	814,425	67%
Agency Mgmt Net	**3,942,926**	**4,610,284**	**(667,357)**	117%

	Ann Budget	YTD	Remaining	
Current Planning				
Revenue				
Fees for Service	2,983,563	1,871,050	1,112,512	63%
Grants	3,600	1,800	1,800	50%
State Revenue	124,000	124,000		100%
Other Revenue				
Revenue Total	3,111,163	1,996,850	1,114,312	64%
Expenses				
Compensation	2,012,896	1,239,416	773,480	62%
Contracts	790,751	469,889	320,862	59%
Financing	55,288	33,944	21,344	61%
Other	78,585	34,667	43,918	44%
A&O/Transfers	1,107,790	665,916	441,874	60%
Expenses Total	4,045,309	2,443,832	1,601,477	60%
Curr Plan Net	(934,146)	(446,981)	(487,165)	
Envir. Imp.				
Revenue				
Fees for Service	851,402	722,790	128,612	85%
Grants	7,116,942	3,424,801	3,692,141	48%
State Revenue	750,000	750,000		100%
Revenue Total	8,718,344	4,897,591	3,820,753	56%
Expenses				
Compensation	1,258,085	748,210	509,875	59%
Contracts	7,500,858	3,617,880	3,882,978	48%
Financing	15,000	9,971	5,029	66%
Rent	47,571	22,514	25,057	47%
Other	91,259	60,803	30,456	67%
A&O/Transfers	300,348	106,276	194,072	35%
Expenses Total	9,213,121	4,565,653	4,647,467	50%
Env Imp Net	(494,777)	331,938	(826,714)	

	Ann Budget	YTD	Remaining	
LRTP				
Revenue				
Grants	2,401,088	733,394	1,667,694	31%
Fees for Service				
Other Revenue				
Revenue Total	2,401,088	733,394	1,667,694	31%
Expenses				
Compensation	1,423,441	909,492	513,949	64%
Contracts	1,386,788	505,220	881,568	36%
Rent	325	1,775	1,450	546%
Other	33,098	18,389	14,709	56%
A&O/Transfers	448,841	245,617	203,224	55%
Expenses Total	3,292,493	1,680,493	1,611,999	51%
LRTP Net	(891,405)	(947,100)	55,695	
R & A				
Revenue				
Grants	426,222	33,039	393,183	8%
State Revenue	574,588	85,053	489,535	15%
Revenue Total	1,000,810	118,093	882,717	12%
Expenses				
Compensation	1,165,427	736,237	429,190	63%
Contracts	2,206,682	262,525	1,944,157	12%
Other	4,541	7,459	2,918	164%
A&O/Transfers	13,628		13,628	
Expenses Total	3,390,277	1,006,221	2,384,056	30%
R & A Net	(2,389,467)	(888,129)	(1,501,339)	

	Ann Budget	YTD	Remaining
Infrastructure			
Revenue			
Other Revenue		283	283
Rent Revenue	249,348	213,804	35,544
TRPA Rent Revenue	688,980	459,320	229,660
Revenue Total	938,328	673,407	264,921
Expenses			
Compensation	96,148	68,397	27,751
Contracts	736,747	153,676	583,071
Financing	546,989	388,557	158,432
Rent	688,980	459,320	229,660
Other	429,516	628,318	198,802
Expenses Total	2,498,380	1,698,267	800,112
Infrastructure Net	(1,560,051)	(1,024,860)	
Other			
Expenses			
A&O/Transfers	1,885,378	1,032,044	853,334
Expenses Total	1,885,378	1,032,044	853,334

TRPA Selected Current Planning Fees

Fiscal Year-to-Date February 2023

Fee Type	2020	2021	2022	2023	This year vs. Last 3 Years
RESIDENTIAL	221,800	302,093	383,730	396,055	93,514
OTHER_REV	68,254	136,680	159,261	165,613	44,215
COMMERCL_TA	72,745	49,878	112,071	98,598	20,367
GENERAL	136,375	88,754	90,095	88,781	(16,293)
REVISIONS	33,981	58,370	70,829	78,947	24,553
ALLOCATION	51,466	63,897	65,690	62,086	1,735
MOORING	1,559	21,354	133,981	52,130	(168)
SECURITIES	30,549	30,522	36,265	49,007	16,562
FULL_SITE	42,060	47,573	57,569	48,952	(116)
TREE_RMVL	47,349	61,716	56,982	47,382	(7,967)
RECR_PUBLIC	47,508	34,650	52,558	39,574	(5,331)
SHOREZONE	160,274	102,730	118,926	36,949	(90,361)
LAND_CHALL	38,513	89,131	35,462	35,478	(18,891)
LLADJ_ROW	9,074	5,140	7,256	22,144	14,987
GRADE_EXCEPT	22,188	20,880	26,346	21,105	(2,033)
SOILS_HYDRO	20,154	17,645	29,127	20,370	(1,939)
IPES	682	17,001	8,894	15,694	6,835
LAND_CAP	14,482	14,935	9,251	14,478	1,589
ENFORCEMNT	54,811	60,759	39,944	11,273	(40,565)
VB_USE	12,196	2,892	4,078	10,634	4,245
PRE-APP	2,146	2,185	3,496	10,032	7,423
VB_COVERAGE	7,657	10,966	7,876	7,951	(882)
QUAL_EXEMPT	6,205	6,587	5,700	7,834	
GRADING	7,033	8,539	7,688	6,454	(1,299)
TRANS_DEV	2,130	23,787	13,687	5,450	(7,751)
STD	7,741	(602)	13,513	5,351	(1,533)
TEMP_USE	2,016	1,846	3,854	5,005	2,433
MONITORING	2,800		(2,500)	5,000	4,900
CEP				4,995	4,995
PARTIAL_SITE	4,524	5,768	5,534	4,943	(332)
NOTE_APPEAL	2,749	3,968	3,066	4,393	1,132
QE SHOREZONE	4,758	4,662	5,423	2,697	(2,251)
CONSTR_EXT	1,442	2,114	2,504	2,497	477
SIGNS	1,290	3,258	3,714	1,731	(1,023)
HISTORIC		1,105		1,198	830
LMTD_INCENT	1,388	357	368	1,144	440
SUBDIV_EXIST	1,002	981	4,362	1,119	(996)
RES_DRIVE	1,176	600	217	886	222
UNDRGRD_TANK	2,880	1,628	419	882	(760)
STD2			44	456	441
SCENIC_ASSES	400		546		(315)
STD3	4,823				
AMEND_PLAN	4,626				
Totals	**1,154,805**	**1,304,348**	**1,577,822**	**1,395,268**	**49,610**

104%

TRPA Detailed Financials
Fiscal YTD February 2023

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Agency Mgmt				
GF Revenue				
Revenue				
State Revenue	(6,232,422)	(6,232,422)	0	100.0%
Local Revenue	(150,000)	0	(150,000)	0.0%
Other Revenue	0	(0)	0	
Revenue Total	(6,382,422)	(6,232,422)	(150,000)	97.6%
GF Revenue Total	**(6,382,422)**	**(6,232,422)**	**(150,000)**	**97.6%**
Gov Board				
Expenses				
Contracts	1,000	3,300	(2,300)	330.0%
Other	16,813	11,507	5,306	68.4%
Rent	2,249	0	2,249	0.0%
Expenses Total	20,062	14,807	5,255	73.8%
Gov Board Total	**20,062**	**14,807**	**5,255**	**73.8%**
Executive				
Expenses				
Compensation	716,698	500,852	215,847	69.9%
Other	4,758	6,844	(2,087)	143.9%
Expenses Total	721,456	507,696	213,760	70.4%
Executive Total	**721,456**	**507,696**	**213,760**	**70.4%**
Legal				
Expenses				
Compensation	301,309	209,962	91,347	69.7%
Contracts	113,654	41,478	72,176	36.5%
Other	5,732	2,137	3,595	37.3%
Expenses Total	420,695	253,577	167,118	60.3%
Legal Total	**420,695**	**253,577**	**167,118**	**60.3%**
Communications				
Revenue				
Other Revenue	0	(2,637)	2,637	
Revenue Total	0	(2,637)	2,637	
Expenses				
Compensation	234,160	176,773	57,386	75.5%
Contracts	20,000	7,395	12,605	37.0%

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Other	22,664	23,278	(614)	102.7%
Expenses Total	276,824	207,447	69,377	74.9%
Communications Total	**276,824**	**204,810**	**72,014**	**74.0%**
Finance				
Revenue				
Financing	0	(105)	105	
Revenue Total	0	(105)	105	
Expenses				
Compensation	429,431	331,796	97,635	77.3%
Contracts	52,055	17,900	34,155	34.4%
Other	293	2,224	(1,931)	758.4%
Expenses Total	481,779	351,920	129,859	73.0%
Finance Total	**481,779**	**351,815**	**129,964**	**73.0%**
HR				
Expenses				
Compensation	262,672	179,608	83,064	68.4%
Contracts	127,782	55,858	71,924	43.7%
Other	63,205	30,506	32,699	48.3%
Expenses Total	453,659	265,972	187,686	58.6%
HR Total	**453,659**	**265,972**	**187,686**	**58.6%**
Agency Mgmt Total	**(4,007,948)**	**(4,633,745)**	**625,797**	**115.6%**
Current Planning				
Current Planning				
Revenue				
Fees for Service	(2,243,563)	(1,395,808)	(847,754)	62.2%
Revenue Total	(2,243,563)	(1,395,808)	(847,754)	62.2%
Expenses				
Compensation	1,262,743	887,909	374,834	70.3%
Contracts	430,540	263,459	167,081	61.2%
Financing	49,087	29,428	19,659	60.0%
Other	5,485	140	5,345	2.5%
A&O/Transfers	729,360	494,743	234,617	67.8%
Expenses Total	2,477,214	1,675,678	801,536	67.6%
Current Planning Total	**233,652**	**279,870**	**(46,218)**	**119.8%**

TRPA Detailed Financials
Fiscal YTD February 2023

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Current Planning Reimbursed				
Revenue				
Fees for Service	(150,000)	(219,398)	69,398	146.3%
Revenue Total	(150,000)	(219,398)	69,398	146.3%
Expenses				
Contracts	118,000	112,664	5,336	95.5%
Expenses Total	118,000	112,664	5,336	95.5%
Current Planning Reimbursed Total	**(32,000)**	**(106,734)**	**74,734**	**333.5%**
Code Enforcement				
Expenses				
Compensation	389,139	255,304	133,835	65.6%
Other	7,360	2,603	4,757	35.4%
A&O/Transfers	224,767	142,255	82,511	63.3%
Expenses Total	621,266	400,162	221,103	64.4%
Code Enforcement Total	**621,266**	**400,162**	**221,103**	**64.4%**
Boat Crew				
Revenue				
State Revenue	(124,000)	(124,000)	0	100.0%
Revenue Total	(124,000)	(124,000)	0	100.0%
Expenses				
Compensation	94,977	44,304	50,673	46.6%
Other	40,076	22,800	17,276	56.9%
Expenses Total	135,053	67,104	67,949	49.7%
Boat Crew Total	**11,053**	**(56,896)**	**67,949**	
Settlements				
Revenue				
Fees for Service	(150,000)	0	(150,000)	0.0%
Grants	(3,600)	(1,800)	(1,800)	50.0%
Revenue Total	(153,600)	(1,800)	(151,800)	1.2%
Expenses				
Contracts	138,993	56,000	82,993	40.3%
Other	20,600	0	20,600	0.0%
Expenses Total	159,593	56,000	103,593	35.1%

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Settlements Total	**5,993**	**54,200**	**(48,208)**	**904.5%**
Legal - Direct or Disallowed				
Revenue				
Fees for Service	0	(135,620)	135,620	
Revenue Total	0	(135,620)	135,620	
Expenses				
Contracts	32,000	5,585	26,415	17.5%
Fees for Service	0	74,511	(74,511)	
Expenses Total	32,000	80,096	(48,096)	250.3%
Legal - Direct or Disallowed Total	**32,000**	**(55,523)**	**87,523**	**-173.5%**
Shorezone				
Revenue				
Fees for Service	(440,000)	(194,736)	(245,264)	44.3%
Revenue Total	(440,000)	(194,736)	(245,264)	44.3%
Expenses				
Compensation	266,037	51,898	214,138	19.5%
Contracts	71,218	32,181	39,037	45.2%
Financing	6,201	4,516	1,685	72.8%
Other	5,064	9,125	(4,061)	180.2%
A&O/Transfers	153,663	28,918	124,745	18.8%
Expenses Total	502,183	126,638	375,545	25.2%
Shorezone Total	**62,183**	**(68,098)**	**130,281**	**-109.5%**
Current Planning Total	**934,146**	**446,981**	**487,165**	**47.8%**
Envir. Imp.				
Env. Improv.				
Revenue				
State Revenue	0	(375,000)	375,000	
Revenue Total	0	(375,000)	375,000	
Expenses				
Compensation	537,118	412,607	124,511	76.8%
Contracts	21,218	1,008	20,211	4.7%
Other	5,829	6,673	(844)	114.5%
Expenses Total	564,165	420,288	143,877	74.5%
Env. Improv. Total	**564,165**	**45,288**	**518,877**	**8.0%**

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Watercraft Inspection Fees				
Revenue				
Fees for Service	(731,678)	(569,927)	(161,751)	77.9%
Revenue Total	(731,678)	(569,927)	(161,751)	77.9%
Expenses				
Compensation	76,775	41,523	35,252	54.1%
Contracts	582,066	262,949	319,117	45.2%
Other	21,251	39,453	(18,202)	185.7%
Rent	30,771	11,450	19,321	37.2%
A&O/Transfers	44,345	23,137	21,209	
Expenses Total	755,208	378,512	376,696	50.1%
Watercraft Inspection Fees Total	**23,530**	**(191,415)**	**214,945**	
CA Gen Fund AIS Prevention				
Revenue				
State Revenue	(375,000)	(375,000)	0	100.0%
Revenue Total	(375,000)	(375,000)	0	100.0%
Expenses				
Contracts	375,000	264,754	110,246	70.6%
Expenses Total	375,000	264,754	110,246	70.6%
CA Gen Fund AIS Prevention Total	**0**	**(110,246)**	**110,246**	
NV Gen Fund AIS Prevention & Control				
Revenue				
State Revenue	(375,000)	0	(375,000)	0.0%
Revenue Total	(375,000)	0	(375,000)	0.0%
Expenses				
Compensation	68,926	61,426	7,500	89.1%
Contracts	231,601	48,401	183,200	20.9%
Other	57,673	13,256	44,416	23.0%
Rent	16,800	11,064	5,736	65.9%
A&O/Transfers	0	0	0	
Expenses Total	375,000	134,147	240,853	35.8%
NV Gen Fund AIS Prevention & Control Tot	**0**	**134,147**	**(134,147)**	
USFS LTRA Ski Run Marina				
Revenue				

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Grants	(187,875)	(2,759)	(185,116)	1.5%
Revenue Total	(187,875)	(2,759)	(185,116)	1.5%
Expenses				
Compensation	58,872	2,600	56,272	4.4%
Contracts	95,000	0	95,000	0.0%
A&O/Transfers	34,004	1,449	32,556	4.3%
Expenses Total	187,876	4,048	183,828	2.2%
USFS LTRA Ski Run Marina Total	**1**	**1,290**	**(1,289)**	
USFS Lake Tahoe West - P3				
Revenue				
Grants	(35,850)	0	(35,850)	0.0%
Revenue Total	(35,850)	0	(35,850)	0.0%
Expenses				
Compensation	22,724	0	22,724	0.0%
A&O/Transfers	13,126	0	13,126	0.0%
Expenses Total	35,850	0	35,850	0.0%
USFS Lake Tahoe West - P3 Total	**(0)**	**0**	**(0)**	**0.0%**
BMP Enforcement in NV (NV 319)				
Revenue				
Grants	(136,228)	(6,100)	(130,128)	4.5%
Revenue Total	(136,228)	(6,100)	(130,128)	4.5%
Expenses				
Compensation	56,465	9,408	47,057	16.7%
Contracts	60,000	0	60,000	0.0%
A&O/Transfers	19,763	3,293	16,470	16.7%
Expenses Total	136,228	12,701	123,527	9.3%
BMP Enforcement in NV (NV 319) Total	**(1)**	**6,601**	**(6,602)**	
Stormwater Planning Support				
Revenue				
Fees for Service	(70,079)	(46,021)	(24,058)	65.7%
Revenue Total	(70,079)	(46,021)	(24,058)	65.7%
Expenses				
Compensation	0	49,557	(49,557)	
Other	691	461	230	66.7%

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
A&O/Transfers	0	27,613	(27,613)	
Expenses Total	691	77,631	(76,941)	
Stormwater Planning Support Total	**(69,388)**	**31,610**	**(100,998)**	**-45.6%**
Lahontan Caldor Fire Monitoring				
Revenue				
Grants	(118,380)	(831)	(117,549)	0.7%
Revenue Total	(118,380)	(831)	(117,549)	0.7%
Expenses				
Compensation	2,380	1,463	917	61.5%
Contracts	116,000	0	116,000	0.0%
A&O/Transfers	0	0	0	
Expenses Total	118,380	1,463	116,917	1.2%
Lahontan Caldor Fire Monitoring Total	**0**	**632**	**(631)**	
NDF Healthy Forest/Lake				
Revenue				
Grants	(88,300)	0	(88,300)	0.0%
Revenue Total	(88,300)	0	(88,300)	0.0%
Expenses				
Compensation	55,874	8,821	47,053	15.8%
A&O/Transfers	32,426	4,915	27,511	15.2%
Expenses Total	88,300	13,736	74,564	15.6%
NDF Healthy Forest/Lake Total	**(0)**	**13,736**	**(13,736)**	
(CLOSED) 208 Plan - NDEP				
Expenses				
Compensation	0	1,901	(1,901)	
A&O/Transfers	0	1,059	(1,059)	
Expenses Total	0	2,960	(2,960)	
(CLOSED) 208 Plan - NDEP Total	**0**	**2,960**	**(2,960)**	
BMP Enforcement in CA (CA 319)				
Expenses				
Compensation	0	100	(100)	
A&O/Transfers	0	12	(12)	
Expenses Total	0	112	(112)	

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
BMP Enforcement in CA (CA 319) Total	**0**	**112**	**(112)**	
Envir. Imp. Total	**518,307**	**(65,286)**	**583,593**	**-12.6%**
LRTP				
Long Range & Transp. Planning				
Revenue				
Grants	0	(5,250)	5,250	
Revenue Total	0	(5,250)	5,250	
Expenses				
Compensation	610,187	432,216	177,971	70.8%
Contracts	161,000	25,954	135,046	16.1%
Other	2,249	5,037	(2,788)	224.0%
Rent	0	1,775	(1,775)	
Expenses Total	773,435	464,982	308,454	60.1%
Long Range & Transp. Planning Total	**773,435**	**459,732**	**313,704**	**59.4%**
TMPO				
Expenses				
Contracts	93,649	26,446	67,203	28.2%
Other	23,996	9,689	14,307	40.4%
Rent	325	0	325	0.0%
Expenses Total	117,969	36,135	81,835	30.6%
TMPO Total	**117,969**	**36,135**	**81,835**	**30.6%**
LRTP Total	**891,405**	**495,867**	**395,538**	**55.6%**
R & A				
Research & Analysis				
Expenses				
Compensation	1,115,787	722,176	393,611	64.7%
Contracts	1,269,140	187,793	1,081,347	14.8%
Other	4,541	4,709	(168)	103.7%
Expenses Total	2,389,468	914,679	1,474,789	38.3%
Research & Analysis Total	**2,389,468**	**914,679**	**1,474,789**	**38.3%**
Nearshore Trib Monitoring (Lahontan)				
Revenue				
Grants	(214,001)	(32,647)	(181,354)	15.3%
Revenue Total	(214,001)	(32,647)	(181,354)	15.3%

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Expenses				
Compensation	4,749	2,213	2,536	46.6%
Contracts	209,252	22,090	187,162	10.6%
A&O/Transfers	0	0	0	
Expenses Total	214,001	24,303	189,697	11.4%
Nearshore Trib Monitoring (Lahontan) Tota	**(0)**	**(8,344)**	**8,343**	
Lake Tahoe West GIS Support				
Revenue				
State Revenue	(250,000)	0	(250,000)	0.0%
Revenue Total	(250,000)	0	(250,000)	0.0%
Expenses				
Contracts	250,000	0	250,000	0.0%
Other	0	476	(476)	
Expenses Total	250,000	476	249,524	0.2%
Lake Tahoe West GIS Support Total	**0**	**476**	**(476)**	
Lahontan Lakewide Survey				
Expenses				
Compensation	0	401	(401)	
Expenses Total	0	401	(401)	
Lahontan Lakewide Survey Total	**0**	**401**	**(401)**	
R & A Total	**2,389,467**	**907,212**	**1,482,256**	**38.0%**
Infrastructure				
General Services				
Expenses				
Compensation	96,148	68,397	27,751	71.1%
Contracts	26,723	550	26,174	2.1%
Other	103,722	50,928	52,795	49.1%
Rent	688,980	459,320	229,660	66.7%
Expenses Total	915,574	579,194	336,380	63.3%
General Services Total	**915,574**	**579,194**	**336,380**	**63.3%**
IT				
Expenses				
Contracts	256,925	152,418	104,507	59.3%

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Other	209,305	242,221	(32,916)	115.7%
Expenses Total	466,230	394,639	71,591	84.6%
IT Total	**466,230**	**394,639**	**71,591**	**84.6%**
Building				
Revenue				
Other Revenue	0	(283)	283	
Rent Revenue	(249,348)	(212,172)	(37,176)	85.1%
TRPA Rent Revenue	(688,980)	(459,320)	(229,660)	66.7%
Revenue Total	(938,328)	(671,775)	(266,553)	71.6%
Expenses				
Contracts	453,099	709	452,390	0.2%
Financing	546,989	388,557	158,432	71.0%
Other	49,594	288,510	(238,915)	581.7%
Expenses Total	1,049,682	677,775	371,907	64.6%
Building Total	**111,353**	**6,000**	**105,354**	**5.4%**
CAM				
Revenue				
Rent Revenue	0	(1,632)	1,632	
Revenue Total	0	(1,632)	1,632	
Expenses				
Other	66,894	46,659	20,235	69.8%
Expenses Total	66,894	46,659	20,235	69.8%
CAM Total	**66,894**	**45,027**	**21,867**	**67.3%**
Infrastructure Total	**1,560,051**	**1,024,860**	**535,191**	**65.7%**
Other				
Other				
Expenses				
Compensation	328,469	0	328,469	0.0%
Other	2,173	0	2,173	0.0%
A&O/Transfers	(1,885,378)	(1,032,044)	(853,334)	54.7%
Expenses Total	(1,554,737)	(1,032,044)	(522,693)	66.4%
Other Total	**(1,554,737)**	**(1,032,044)**	**(522,693)**	**66.4%**
Other Total	**(1,554,737)**	**(1,032,044)**	**(522,693)**	**66.4%**

TAHOE REGIONAL PLANNING AGENCY

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Stateline, NV 89449-5310

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STAFF REPORT

Date: March 15, 2022

To: TRPA Governing Board

From: TRPA Staff

Subject: Release of El Dorado County Steam Environment Zone (SEZ) Mitigation Funds ($110,000.00), for the Meyers Stream Environment Zone/Erosion Control Project

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Summary and Staff Recommendation:
Staff recommends that the Governing Board approve El Dorado County's request for the release of Stream Environment Zone Funds in the amount of $110,000.00, for the Meyers Stream Environment Zone/Erosion Control Project, 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.

Background:
In the 1960's, Meyers Creek was channelized linearly along the border of the Stream Environment Zone (SEZ) to make way for urban development. The Meyers Stream Environment Zone/Erosion Control Project aims to restore approximately nine acres of Stream Environment Zone, through the reconnection of Meyers Creek to its floodplain. By restoring wetland processes the overall project benefits include greenhouse gas reductions, groundwater recharge, flood control, water efficiency, possible regional treatment systems, and enhanced recreation.

This funding request is for a specific project area along East San Bernardino Avenue from Bakersfield Street to San Diego Street, where a watershed catchment will be hydrologically disconnected from its existing uncontrolled drainage, and rerouted to a constructed wetland treatment system. This work will reduce the detrimental water quality impacts of the Meyers residential area on Lake Tahoe clarity, and project benefits will include water quality

improvement, ecosystem restoration, flood control, and public education (an elementary school is located in the project boundary).

The project is scheduled for construction in summer 2023, and the requested SEZ funds will assist with implementation and unforeseen construction costs for the project. Other funding sources for this phase of the project include Lake Tahoe Restoration Act ($1,099,990.00), and Integrated Regional Water Management Program Prop 1 ($577,414.00).

The unencumbered Stream Environment Zone Mitigation Fund account balance for El Dorado County is $204,298.13, 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 County 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 County agrees to follow all laws, codes, and regulations adopted by federal, state, and local authorities/agencies.

4. The County 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. The County agrees to request from TRPA a final inspection no later than 30 days after completion of the project.

7. TRPA approved signage shall be used on all projects during construction to identify TRPA as a funding source and shall include the EIP logo.

8. The County agrees to report the applicable EIP Performance Measures achieved by this project.

Regional Plan Compliance:
The proposed release complies with the TRPA Regional Plan and Code of Ordinances.

Contact Information:
If you have any questions regarding this item please contact Tracy Campbell at tcampbell@trpa.gov, or by phone at (775) 589-5267, or, Chief Partnerships Office, Deputy Director Kimberly Chevallier at kchevallier@trpa.gov, or by phone at (775) 589-5263.

Attachment:

A. EIP Project Fact Sheet

Attachment A

EIP Project Fact Sheet
Meyers Stream Environment Zone/Erosion Control Project

Meyers Stream Environment Zone/Erosion Control Project

Project Number	01.01.01.0071
Action Priority	Reduce Stormwater Pollution From: Roads and Highways, Forest Roads, Public and Privat Parcels
Implementers	El Dorado County, CA
Primary Contact	Donaldo Palaroan (donaldo.palaroan@edcgov.us)
Stage	Implementation
Duration	2010 - 2025

Stormwater Management Program > Reduce Stormwater Pollution From: Roads and Highways, Forest Roads, Public and Private Parcels

This project aims to restore approximately nine acres of stream environment zone (SEZ) partially through the reconnection of Meyers Creek to its floodplain. In the 1960's, Meyers Creek was channelized linearly along the border of the SEZ to make way for urban development. The parcel is located on Santa Fe Road at the west end of Pioneer Trail in Meyers. By reconnecting the creek to its floodplain to restore wetland processes. The project will also have greenhouse gas reductions, groundwater recharge, flood control, water efficiency, possible regional treatment systems, and recreation. This project treats 5 miles of roadways through source control and hydrologic design.

Completed infiltrating sediment basin.

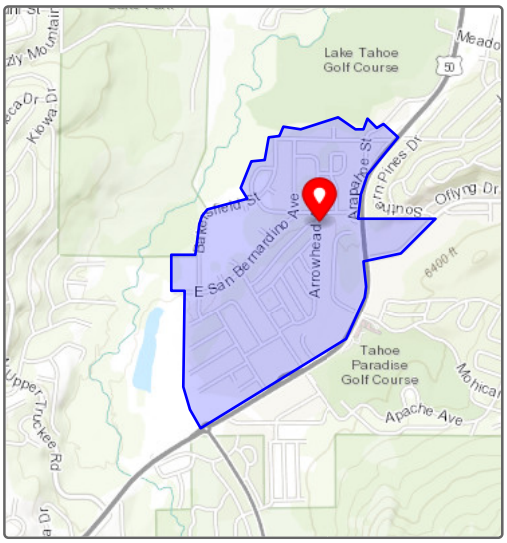
Key Accomplishments

Accomplishments to be provided upon completion of project

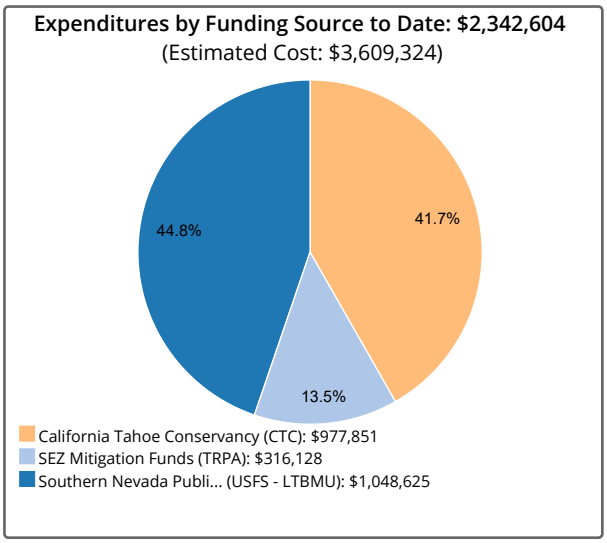
Threshold Categories

- Recreation
- Water Quality
- Soil Conservation

Location



Expenditures



Photos

Before

Previously constructed water quality improvement project near Pioneer Tr & US Hwy 50.

Publicly -owned parcel opportunity for stormwater treatment.

During

Construction of infiltrating sediment basin.

After

Water quality improvement enhancements for additional stormwater retention

Project Fact Sheet Data as of 03/14/

TAHOE REGIONAL PLANNING AGENCY

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Location
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STAFF REPORT

Date: March 15, 2023

To: TRPA Governing Board

From: TRPA Staff

Subject: Resolution of TRPA v. Jacob Parker U.S. District Court for the Eastern District of California No. 2:21-cv-02243-TLN-CKD; Unauthorized Mooring of a Watercraft in Lake Tahoe; Regan Beach, City of South Lake Tahoe, California; APN: 026-050-006

Summary and Staff Recommendation:
Staff recommends that the Governing Board accept the proposed Stipulated Judgment (Attachment A) in which Jacob Parker, ("Parker") agrees to pay a $5,000 penalty to TRPA in two installments, for the unauthorized mooring of a watercraft in Lake Tahoe. The Stipulated Judgment would resolve the litigation filed by TRPA.

Required Motions:
In order to approve the proposed Stipulated Judgment, the Board should make the following motion, based on this staff summary:

A motion to approve the Stipulated Judgment 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:
During the 2021 boating season, the Tahoe Regional Planning Agency (TRPA) identified that watercraft CF6402SZ owned by Parker had been anchored in Lake Tahoe without authorization for several months.

On both June 16, 2021, and June 30, 2021, the TRPA Watercraft Team identified watercraft CF6402SZ had been anchored without authorization in the Regan Beach area of Lake Tahoe. The watercraft was identified as being owned by Parker and was issued a corrective action on both days requiring the owner to remove the boat from the Lake immediately and contact TRPA.

TRPA staff later discussed this issue with Parker during a phone conversation. Parker disagreed with the corrective action but said he would remove his watercraft.

On August 3, 2021, the watercraft was still not removed. TRPA mailed a Cease and Desist for the continued unauthorized mooring in Lake Tahoe requesting that the watercraft owned by Parker be removed from the Lake immediately and that he contact TRPA. No response was received nor was any corrective action taken.

TRPA made several attempts to work with Parker to resolve the unauthorized mooring in Lake Tahoe including the issuance of a Notice of Violation and scheduling a show cause hearing for December 15, 2021. TRPA received no response and therefore filed a protective Complaint for Civil Penalties and Injunctive Relief in the U.S. District Court for the Eastern District of California on December 6, 2021.

Parker made these decisions with clear knowledge of TRPA rules and regulations and persisted in this unauthorized activity after receiving corrective actions to remove the watercraft. After failing to respond to TRPA's action, TRPA filed for Clerk's Entry of Default against Parker who then retained the services of an attorney. TRPA filed for a motion for a Default Judgment against Parker on January 18, 2023.

In the interest of reaching an amicable resolution, Parker has agreed to the entry of the Stipulated Judgment, attached to this staff report as Attachment A, in which Parker agrees to pay $2,000 within 10 days of entry of the judgment and $3,000 within 90 days thereafter. Failure of Parker to pay the complete amount by that 90 days will result in the penalty escalating to $20,000 as a judgment with Parker to pay attorneys' fees and costs for collection. TRPA will court will retain jurisdiction until the penalty is paid in full.

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 John Marshall, General Counsel, at (775) 303-4882 or jmarshall@trpa.gov.

Attachments:
A. Stipulated Judgment

Attachment A

Stipulated Judgment

UNITED STATES DISTRICT COURT

EASTERN DISTRICT OF CALIFORNIA

TAHOE REGIONAL PLANNING AGENCY, Plaintiff, vs. JACOB PARKER, Defendant.	Case No. 2:21-CV-02243-TLN-CKD **[Proposed] STIPULATED JUDGMENT AND ORDER FOR PERMANENT INJUNCTION AND CIVIL PENALTIES AS TO DEFENDANT JACOB PARKER** Judge: Honorable Troy L. Nunley

Plaintiff Tahoe Regional Planning Agency ("TRPA") commenced this action on December 6, 2021, pursuant to the Tahoe Regional Planning Compact, Pub. Law 96-551, 94 Stat. 3233, Cal. Gov. Code §§ 66801 et seq., Nev. Rev. Stat. §§ 277.200 et seq. (1980) ("Compact"), and its implementing Code of Ordinances ("Code"), to obtain an award of civil penalties and injunctive relief for Defendant Jacob Parker's illegal mooring of his vessel on Lake Tahoe.

On November 3, 2022, the Clerk of this court filed a Certificate of Entry of Default against Defendant Parker. Dkt. No. 18. TRPA has now applied for entry of a default judgment on all counts of the Complaint against Defendant Parker pursuant to Federal Rule of Civil Procedure ("FRCP") 55(a).

The parties have agreed to settlement of this action without adjudication of any issue of fact or law.

THEREFORE, on the joint stipulation of TRPA and Defendant Jacob Parker, it is hereby ORDERED, ADJUDGED AND DECREED as follows.

FINDINGS

This Court finds:

1. This is an action by the Tahoe Regional Planning Agency instituted under the Code of Ordinances. The Complaint seeks both permanent injunctive relief and civil penalties for the Defendant's violation of the TRPA Code of Ordinances as alleged therein.
2. This Court has jurisdiction over the subject matter of this case pursuant to 28 U.S.C.A. § 1331 and has jurisdiction over the Defendant due to his residency and illegal conduct within California. Venue in the Eastern District of California is proper pursuant to Compact Article VI(j)(2).
3. TRPA has the authority to seek the relief as it has requested pursuant to Articles VI(k) and (l) of the Compact.
4. The Complaint states a claim upon which relief can be granted against the Defendant.
5. Jacob Parker ("Parker") has entered into this Stipulated Judgment and Order ("Order") freely and without coercion, and the Order has been reviewed and approved by his counsel as set forth below. Parker further acknowledges that he has read the provisions of this Order and is prepared to abide by them.
6. TRPA and Parker hereby waive all rights to appeal or otherwise challenge or contest the validity of this Order.
7. Entry of this Order is in the public interest.

ORDER

I. BAN ON ILLEGAL MOORING IN THE WATERS OF LAKE TAHOE

IT IS ORDERED that Defendant Parker is permanently restrained and enjoined from anchoring or mooring watercraft that he owns or controls in the waters of Lake Tahoe unless he is using an approved, legal mooring.

II. CIVIL PENALTY

IT IS FURTHER ORDERED that:

A. Judgment in the amount of Five Thousand Dollars ($5,000.00) is entered against Defendant Jacob Parker and in favor of Plaintiff Tahoe Regional Planning Agency, and Defendant is ordered to make a payment of Two Thousand Dollars ($2,000.00) within ten (10) days of entry of this Order and a second payment of Three Thousand Dollars ($3,000.00) within ninety (90) days thereafter.

B. If full payment of the Five Thousand Dollars ($5,000.00) required by Paragraph A above is not made within the ninety (90) day period, the Judgment entered against Defendant Jacob Parker and in favor of Plaintiff Tahoe Regional Planning Agency will immediately increase to Twenty Thousand Dollars ($20,000.00), and TRPA shall be authorized to pursue any lawful means of collection of that sum, with our without further authorization from the Court.

C. Defendant must submit to TRPA his Taxpayer Identification Numbers (Social Security Number or Employer Identification Number), which Defendant acknowledges may be used for collecting and reporting on any delinquent amount arising out of this Order, in accordance with 31 U.S.C. § 7701.

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III. FEES AND COSTS

IT IS FURTHER ORDERED that each party to this Order shall bear its own costs and attorneys' fees incurred in connection with this action, except that TRPA may recover all costs and attorneys' fees incurred in any efforts to collect the sum awarded to TRPA in this Order.

IV. RETENTION OF JURISDICTION

IT IS FURTHER ORDERED that this Court shall retain jurisdiction over this matter for purposes of construction, modification, and enforcement of this Order.

V. COMPLETE SETTLEMENT

The parties, by their respective counsel, hereby consent to entry of the foregoing Order which shall constitute a final judgment and order in this matter with respect to Defendant Jacob Parker. The parties further stipulate and agree that the entry of the foregoing Order shall constitute a full, complete, and final settlement of this action with respect to Defendant Jacob Parker.

Respectfully submitted,

FOR THE DEFENDANT:

DATED: March 14, 2023.

By: /s/ _____
Jacob Parker
(530) 208-7825

DATED: March 14, 2023.

LAUB & LAUB

By: /s/ _____
Joe M. Laub
Attorney for Defendant
Jacob Parker
joe@lawlaub.com
(775) 333-1234

FOR THE PLAINTIFF:

DATED: March __, 2023.

TAHOE REGIONAL PLANNING AGENCY

By: /s/ _____
John L. Marshall
Attorney for Plaintiff,
Tahoe Regional Planning
Agency
jmarshall@trpa.gov
(775) 303-4882

SO ORDERED this _____day of _____, 2023.

_____
THE HONORABLE TROY L. NUNLEY
UNITED STATES DISTRICT JUDGE

TAHOE REGIONAL PLANNING AGENCY

Mail
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128 Market Street
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www.trpa.gov

STAFF REPORT

Date: March 15, 2023

To: TRPA Governing Board

From: TRPA Staff

Subject: Amendments to Rule of Procedure 2.16 for Teleconferencing

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Requested Action:
Amend Rule of Procedure (ROP) 2.16 to increase flexibility for use of teleconferencing for Governing Board and committee meetings.

Staff Recommendation:
Approval of the requested action. To approve the requested action, the Governing Board should make the following motions:

1) A motion to approve the required findings, including a finding of no significant effect, for adoption of the amendments to Rule 2.16 of the Rule of Procedures, as provided in Attachment A hereto.

2) A motion to adopt Resolution 2023-__ to amend Rule 2.16 of the Rule of Procedures, as provided in Attachment B hereto.

In order for the motions to pass, an affirmative vote of 4 members from each state is required.

Background:
Pursuant to ROP 2.16, Governing Board members may participate in monthly Governing Board meetings via teleconference from remote locations. Under this rule, members who cannot attend a meeting in person may attend from a remote location if the location is identified on the agenda ahead of time, is located within the 5-county/city adjoining Lake Tahoe, and is open to the public. Board members have expressed an interest in changing some of the more restrictive and discretionary aspects of the teleconferencing rule to encourage greater member participation at Governing Board meetings, and to promote safety concerns during adverse weather conditions.

In order to make teleconferencing more available and thereby maximize Governing Board member participation and public safety, the proposed amendments (Exhibit 1 to Attachment B):

- Allow members to appear remotely within the jurisdiction each member represents and without opening each location to the public. Members not representing a local jurisdiction represents the state of their delegation and may appear remotely from anywhere therein. See ROP 2.16.3, 5.

- Restrict the number of remote appearances to three consecutively and five per calendar year. See ROP 2.16.3.
- Require disclosure of any person 18 or over who is in the same room as the remotely appearing member and their relationship with the member. See ROP 2.16.4.
- Require the public to be provided with three modes of participating in a public meeting; in-person, telephonically, and via an internet platform. See ROP 2.16.5, 7.
- Delete in-basin quorum locational requirement. See ROP 2.16.3.
- Allow voice votes, instead of roll call, for more administrative items. See ROP 2.16.6

The proposed amendments will provide greater flexibility for Governing Board members to appear remotely and providing extensive opportunities for members of the public to participate remotely and in person.

Article III(d) of the Compact requires that "[a]ll meetings shall be open to the public to the extent required by the law of the State of California or the State of Nevada, whichever imposes the greater requirement, applicable to local governments at the time such meeting is held." While TRPA's teleconferencing rule does not determine which meetings shall be open – that is set by ROP and the Nevada Open Meeting Law as the stricter of the two state acts – the proposed amendments represent an amalgam of the California Brown Act and the Nevada Open Meeting Law policies. Both laws allow remote access with certain parameters while recognizing the benefits of increasing meeting participation and ensuring opportunities for public participation.

Contact Information:
If you have any questions, please contact John L. Marshall, General Counsel at jmarshall@trpa.org or 775-303-4882.

Attachments:
A. Required Findings/Rationale
B. Resolution 2023-__
    Exhibit 1. Proposed ROP 2.16 Amendments
C. Initial Environmental Checklist

Attachment A

Required Findings/Rationale

Required Findings/Rationale

TRPA Code of Ordinances Section 3.3 – Determination of need to prepare Environmental Impact Statement

1. Finding: TRPA finds that the Rule of Procedure amendments could not have a significant effect on the environment and a finding of no significant effect has been prepared in accordance with Chapter 3: Environmental Documentation of the TRPA Code and Rules of Procedure Section 6.6.

   Rationale: An Initial Environmental Checklist (IEC) has been prepared to evaluate the effects of the proposed Rule 2.16 amendments. The IEC found that the proposed amendments, purely procedural in nature, would not have significant effects on the environment because greater Governing Board membership participation in monthly meetings, in and of itself, has no connection to changes to the physical environment.

TRPA Code of Ordinances Section 4.4 – Threshold Related Findings

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

   Rationale: The proposed Rule of Procedure amendments are purely procedural in nature and would 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.

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

   Rationale: The proposed Rule of Procedure amendments are consistent with and will not adversely affect threshold attainment strategies in the 2012 Regional Plan. As demonstrated in the IEC, the 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 Rule of Procedure amendments are purely procedural in nature and would not affect any state, federal, or local standards.

TRPA Code of Ordinances Section 4.6 – Findings Necessary to Amend or Adopt TRPA Ordinances, Rules, or Other TRPA Plans and Programs

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

Rationale: As demonstrated in Section 4.5 and 4.6 findings for adoption of the Regional Plan Update (see Attachment E-2 of December 12, 2012 Governing Board Packet) the amended Regional Plan will achieve and maintain thresholds. The proposed Rule of Procedure amendments are purely procedural in nature and will not adversely affect implementation of the Regional Plan. Thus, the Regional Plan, as implemented through the Code, Rules, and other TRPA plans and programs, as amended, achieves and maintains thresholds.

Attachment B

Resolution 2023-__

TAHOE REGIONAL PLANNING AGENCY
RESOLUTION 2023-___

RESOLUTION OF THE GOVERNING BOARD OF THE TAHOE REGIONAL PLANNING AGENCY TO ADOPT AMENDMENTS TO RULE 2.16 OF THE TRPA RULES OF PROCEDURE REGARDING TELECONFERENCING

WHEREAS, the Tahoe Regional Planning Compact (P. L. 96-551, 94 Stat. 3233, 1980) created the Tahoe Regional Planning Agency (TRPA) and empowered it to set forth environmental threshold carrying capacities ("threshold standards") for the Tahoe Region; and

WHEREAS, the Compact directs TRPA to adopt and enforce a Regional Plan that, as implemented through agency ordinances, rules and regulations, will achieve and maintain such threshold standards while providing opportunities for orderly growth and development consistent with such thresholds; and

WHEREAS, TRPA adopted Rules of Procedure to govern its affairs, including Rule 2.16 to allow Governing Board members to appear at its monthly board meetings via teleconferencing; and

WHEREAS, TRPA desires to maximize participation of Governing Board members in its monthly meetings and promote public safety; and

WHEREAS, TRPA prepared an Initial Environmental Checklist analyzing any potential significant impacts from adoption of the proposed amendments to Rule 2.16 in accordance with the substantive and procedural requirements of Article VII of the Compact, Chapter 3 of the Code, Article 6 of the Rules of Procedure, and all other applicable rules and regulations; and

WHEREAS, TRPA made the necessary findings to adopt the amendments to Rule 2.16 as required by Article V of the Compact, Chapter 4 of the Code, and all other applicable rules and regulations; and

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///

///

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency hereby amends TRPA Rules of Procedure Rule 2.16 as shown in Exhibit 1 hereto.

Passed and adopted by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on October 28, 2015, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

_____

Cindy Gustafson, Chair
Tahoe Regional Planning Agency
Governing Board

Exhibit 1

Proposed ROP 2.16 Amendments

2.16. TELECONFERENCE/ VIDEOCONFERENCE MEETINGS AND PARTICIPATION

2.16.1. While the Governing Board's strong preference is for in person attendance, TRPA may use teleconferencing for the benefit of the public and the Agency in connection with any meeting or proceeding of the Board under this Article 2 or its associated committees. A teleconference meeting that is otherwise an open meeting under the Nevada Open Meeting Law and these Rules shall be considered an open meeting subject to the Nevada Open Meeting Law as augmented by this Rule.

2.16.2. For purposes of this rule, "teleconference" means a meeting, the members of which are in different locations, connected by electronic means, through either audio or video, or both.

2.16.3. During the teleconference, a quorum of the members shall participate from within the ~~Tahoe Basin.~~ territory of the jurisdiction they represent. For the purposes of this subsection, all Governing Board members not representing a local government entity are deemed to represent the state of their delegation. No member may appear remotely for Governing Board meetings more than three (3) consecutive months in a row and a total of five (5) times per calendar year. These numerical limitations shall not apply to committee meetings not held on the same day as a Governing Board meeting.

2.16.4. Governing Board members shall provide advance notice to the Executive Director of participation via teleconference as soon as practicable. Governing Board members appearing remotely need not open their location to the public but shall disclose if any individual 18 years old or over is in the room with them and the general nature of the member's relationship with any such individual.

~~2.16.4. Teleconference locations shall be identified in the notice and the agenda of the meeting or proceeding. Each teleconference location shall be accessible to the public. The public shall be notified of a teleconference location as soon as practicable, but in no event later than 6:30 a.m. PST on the morning of the meeting or proceeding.~~

2.16.5. The Agency shall provide the public with an opportunity for members of the public to address the Board or other body contemporaneously by telephone, a two-way audio-visual platform, and in-person. All Governing Board meetings with remote member participation shall be broadcasted online.

~~2.16.5. At remote locations, the Agency shall post or otherwise make publicly available the agenda no later than the start of the meeting or proceeding. The agenda shall provide an opportunity for members of the public to address the Board or other body contemporaneously from the remote location.~~

2.16.6. All votes set forth in subsection 2.4.4 above and taken at a teleconferenced meeting shall be by roll call. All other votes may be taken by voice vote. Any member participating by proper teleconference shall be counted toward a quorum.~~, and one or more members may participate from any teleconference location.~~ Agency materials that are to be considered at the meeting shall be made available online contemporaneously with presentation to the Governing Board members ~~at teleconference locations to the maximum extent practicable~~.

Any known interruption in the teleconference broadcast at a teleconference location that results in loss of a quorum shall result in the suspension of the teleconference until the broadcast is restored.

2.16.7. TRPA shall designate at least one physical public meeting location to allow for in-person public participation in public meetings, and at least one Governing Board member must be physically present at the public meeting location.

~~2.16.7. Notwithstanding the foregoing requirements applicable to the monthly meetings of TRPA's Governing Board scheduled pursuant to TRPA Compact Article III(d), the Agency may utilize teleconferencing among Board members for committee meetings not held on days when the full Governing Board meets. For such meetings committee members need not appear from a publicly-accessible teleconference location. Members properly participating by teleconference shall be counted toward a quorum. TRPA shall designate at least one physical public meeting location to allow for public participation in the committee meeting, and at least one committee member must be physically present at the main public meeting location(s). The Agency shall post or otherwise make publicly available at the public meeting locations(s) the agenda and any Agency-prepared materials to be considered by the committee no later than the start of the meeting.~~

Attachment C

Initial Environmental Checklist

TAHOE REGIONAL PLANNING AGENCY

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Stateline, NV 89449

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INITIAL ENVIRONMENTAL CHECKLIST FOR DETERMINATION OF ENVIRONMENTAL IMPACT

Project Name: Amendments to Rule of Procedure Section 2.16 Teleconferencing

APN/Project Location: Basinwide

County/City: Select One

Project Description:

In order to make teleconferencing more available and thereby maximize Governing Board member participation and public safety, the proposed amendments to Rule of Procedure 2.16 Teleconferencing:

- Allow members to appear remotely within the jurisdiction each member represents and without opening each location to the public. Members not representing a local jurisdiction represents the state of their delegation and may appear remotely from anywhere therein.
- Restrict the number of remote appearances to three consecutively and five per calendar year.
- Require disclosure of any person 18 or over who is in the same room as the remotely appearing member and their relationship with the member.
- Require the public to be provided with three modes of participating in a public meeting; in person, telephonically, and via an internet platform.
- Delete specific quorum locational requirements.

The proposed amendments will provide greater flexibility for Governing Board members to appear remotely and providing extensive opportunities for members of the public to participate remotely and in person.

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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 and reference the question number and letter. If more space is required for additional information, please attached separate sheets and reference the question number and letter.

For information on the status of TRPA environmental thresholds click on the links to the Threshold Dashboard.

I. Environmental Impacts

1. Land

Current and historic status of soil conservation standards can be found at the links below:

- Impervious Cover
- Stream Environment Zone

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?	○	●	○	○
b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	○	●	○	○
c. Unstable soil conditions during or after completion of the proposal?	○	●	○	○
d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?	○	●	○	○
e. The continuation of or increase in wind or water erosion of soils, either on or off the site?	○	●	○	○
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?	○	●	○	○
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to land impacts.

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2. Air Quality

Current and historic status of air quality standards can be found at the links below:

- Carbon Monoxide (CO)
- Nitrate Deposition
- Ozone (O3)
- Regional Visibility
- Respirable and Fine Particulate Matter
- Sub-Regional Visibility

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Substantial air pollutant emissions?	○	●	○	○
b. Deterioration of ambient (existing) air quality?	○	●	○	○
c. The creation of objectionable odors?	○	●	○	○
d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	○	●	○	○
e. Increased use of diesel fuel?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to air quality impacts.

3. Water Quality

Current and historic status of water quality standards can be found at the links below:

- Aquatic Invasive Species
- Deep Water (Pelagic) Lake Tahoe
- Groundwater
- Nearshore (Littoral) Lake Tahoe
- Other Lakes
- Surface Runoff
- Tributaries
- Load Reductions

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Changes in currents, or the course or direction of water movements?	○	●	○	○
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?	○	●	○	○
c. Alterations to the course or flow of 100-yearflood waters?	○	●	○	○
d. Change in the amount of surface water in any water body?	○	●	○	○
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	○	●	○	○
f. Alteration of the direction or rate of flow of ground water?	○	●	○	○
g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	○	●	○	○
h. Substantial reduction in the amount of water otherwise available for public water supplies?	○	●	○	○
i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?	○	●	○	○
j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?	○	●	○	○
k. Is the project located within 600 feet of a drinking water source?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to water quality impacts.

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4. Vegetation

Current and historic status of vegetation preservation standards can be found at the links below:

- Common Vegetation
- Late Seral/Old Growth Ecosystems
- Sensitive Plants
- Uncommon Plant Communities

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?	○	●	○	○
b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?	○	●	○	○
c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?	○	●	○	○
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)?	○	●	○	○
e. Reduction of the numbers of any unique, rare, or endangered species of plants?	○	●	○	○
f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	○	●	○	○
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?	○	●	○	○
h. A change in the natural functioning of an old growth ecosystem?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to vegetation impacts.

5. Wildlife

Current and historic status of special interest species standards can be found at the links below:

- Special Interest Species

Current and historic status of the fisheries standards can be found at the links below:

- Instream Flow
- Lake Habitat
- Stream Habitat

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
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)?	○	●	○	○
b. Reduction of the number of any unique, rare or endangered species of animals?	○	●	○	○
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	○	●	○	○
d. Deterioration of existing fish or wildlife habitat quantity or quality?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to wildlife impacts.

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6. Noise

Current and historic status of the noise standards can be found at the links below:

- Cumulative Noise Events
- Single Noise Events

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
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?	○	●	○	○
b. Exposure of people to severe noise levels?	○	●	○	○
c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	○	●	○	○
d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	○	●	○	○
e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?	○	●	○	○
f. Exposure of existing structures to levels of ground vibration that could result in structural damage?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to noise impacts.

7. Light and Glare

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Include new or modified sources of exterior lighting?	○	●	○	○
b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?	○	●	○	○
c. Cause light from exterior sources to be cast off -site or onto public lands?	○	●	○	○
d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to light and glare impacts.

8. Land Use

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Include uses which are not listed as permissible uses in the applicable Area Plan, Plan Area Statement, adopted Community Plan, or Master Plan?	○	●	○	○
b. Expand or intensify an existing non-conforming use?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to land use impacts.

9. Natural Resources

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. A substantial increase in the rate of use of any natural resources?	○	●	○	○
b. Substantial depletion of any non-renewable natural resource?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to natural resource impacts.

10. Risk of Upset

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
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?	○	●	○	○
b. Involve possible interference with an emergency evacuation plan?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to risk of upset impacts.

11. Population

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?	○	●	○	○
b. Include or result in the temporary or permanent displacement of residents?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to land impacts.

12. Housing

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
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?	○	●	○	○
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?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to housing impacts.

TAHOE REGIONAL PLANNING AGENCY

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www.trpa.gov

13. Transportation / Circulation

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Generation of 650 or more new average daily Vehicle Miles Travelled?	○	●	○	○
b. Changes to existing parking facilities, or demand for new parking?	○	●	○	○
c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?	○	●	○	○
d. Alterations to present patterns of circulation or movement of people and/or goods?	○	●	○	○
e. Alterations to waterborne, rail or air traffic?	○	●	○	○
f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to transportation and circulation impacts.

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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?:

	Yes	No	No, with mitigation	Data insufficient
a. Fire protection?	○	●	○	○
b. Police protection?	○	●	○	○
c. Schools?	○	●	○	○
d. Parks or other recreational facilities?	○	●	○	○
e. Maintenance of public facilities, including roads?	○	●	○	○
f. Other governmental services?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to public service impacts.

15. Energy

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Use of substantial amounts of fuel or energy?	○	●	○	○
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	○	●	○	○

Discussion:

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to energy impacts.

16. Utilities

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

	Yes	No	No, with mitigation	Data insufficient
a. Power or natural gas?	○	●	○	○
b. Communication systems?	○	●	○	○
c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?	○	●	○	○
d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?	○	●	○	○
e. Storm water drainage?	○	●	○	○
f. Solid waste and disposal?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to utility impacts.

17. Human Health

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Creation of any health hazard or potential health hazard (excluding mental health)?	○	●	○	○
b. Exposure of people to potential health hazards?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to human health impacts.

18. Scenic Resources / Community Design

Current and historic status of the scenic resources standards can be found at the links below:

- Built Environment
- Other Areas
- Roadway and Shoreline Units

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?	○	●	○	○
b. Be visible from any public recreation area or TRPA designated bicycle trail?	○	●	○	○
c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?	○	●	○	○
d. Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan?	○	●	○	○
e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to scenic and community design impacts.

19. Recreation

Current and historic status of the recreation standards can be found at the links below:

- Fair Share Distribution of Recreation Capacity
- Quality of Recreation Experience and Access to Recreational Opportunities

Will the proposal:	Yes	No	No, with mitigation	Data insufficient
a. Create additional demand for recreation facilities?	○	●	○	○
b. Create additional recreation capacity?	○	●	○	○
c. Have the potential to create conflicts between recreation uses, either existing or proposed?	○	●	○	○
d. Result in a decrease or loss of public access to any lake, waterway, or public lands?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to recreation impacts.

20. Archaeological / Historical

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?	○	●	○	○
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?	○	●	○	○
c. Is the property associated with any historically significant events and/or sites or persons?	○	●	○	○
d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	○	●	○	○
e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to archaeological and historical impacts.

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21. Findings of Significance

	Yes	No	No, with mitigation	Data insufficient
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?	○	●	○	○
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.)	○	●	○	○
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?)	○	●	○	○
d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?	○	●	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to environmental and human impacts, either directly or cumulatively.

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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:

John L. Marshall	at Select One	March 13, 2023
Person preparing application	County	Date

Applicant Written Comments: (Attach additional sheets if necessary)

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 Procedures.	☐ YES	☐ NO

Date _____

_____
Signature of Evaluator

_____
Title of Evaluator

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STAFF REPORT

Date: March 15, 2023

To: TRPA Governing Board

From: TRPA Staff

Subject: Washoe County Memorandum of Understanding Regarding Delegated Permitting Authority

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Summary and Staff Recommendation:
The proposed Memorandum of Understanding (MOU) between Washoe County and the Tahoe Regional Planning Agency (TRPA) has been developed to meet the requirements of Section 13.7: *Procedures for Adoption of Memorandum of Understanding* of the TRPA Code of Ordinances. The delegated permitting authority will not go into effect until (1) Washoe County staff has received training and (2) procedural guidelines detailing the procedures for the review and reporting of delegated activities are finalized. TRPA staff is recommending approval of the MOU.

Required Motions:
To approve the proposed MOU, the Governing Board must make the following motions:

1) A motion to approve the Required Findings (see Attachment A).
2) A motion to adopt the proposed Washoe County MOU (see Attachment B).

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

Project Description/Background:
In 1995, TRPA and Washoe County entered into a delegation MOU and the following projects and activities were reviewed by the County:

1. Permits for new construction of single or multiple-family residential structures (four units or less),
2. Additions/modifications of existing residential structures, and
3. Residential Qualified Exempt activities.

In 2017, the MOU was suspended at the request of Washoe County due to staffing limitations and TRPA took over the review of all project applications in the Tahoe Basin.

On May 21, 2021, the Governing Board approved the Washoe County Tahoe Area Plan, which covers the entire portion of Washoe County in the Tahoe Basin. TRPA Code, Section 13.7, states that:

> *After TRPA finds that an Area Plan is in conformance with the Regional Plan, TRPA and the lead agency shall enter into a Memorandum of Understanding (MOU) that clearly specifies the extent to which the activities within the Area Plan are delegated or exempt from TRPA review*

and approval, and describes all procedures and responsibilities to ensure effective implementation of the Area Plan.

Following the adoption of the Area Plan, TRPA and Washoe County Planning and Building Community Services Department staff met to discuss entering into a new MOU. County staff stated that they could not take on permitting due to staffing limitations, but did want to keep the option of reviewing activities under the 1995 MOU so that in the future the County could take on permitting and agreed to work with TRPA on a new MOU that meets the requirements of Section 13.7 of the TRPA Code of Ordinances.

In response, TRPA and Washoe County prepared the attached MOU, which meets the requirements of Section 13.7 of the TRPA Code of Ordinances and carries forward the delegated activities from the 1995 MOU, as well as keeps the 2012 Washoe County Public Works MOU in effect. The Washoe County Board of Commissioners approved the MOU on February 14, 2023. If at anytime in the future the County decides to take on permitting, TRPA will work with the County to prepare procedural guidelines for implementing the MOU and provide training.

Environmental Review:
TRPA completed an Initial Environmental Checklist (IEC) to assess the potential environmental impacts of the MOU. No significant long-term environmental impacts were identified because all projects and activities that may be delegated to Washoe County for permitting must be found in conformance with the Regional Plan, TRPA Code of Ordinances, Washoe County Tahoe Area Plan, and other TRPA plans and programs. The IEC is provided as Attachment C.

Regional Plan Compliance:
Regional Plan Policies LU-4.12 and IAP-1.3 allow for and encourage TRPA to work with local jurisdictions to develop MOUs once Area Plans are found in conformance with the Regional Plan.

Contact Information:
For questions regarding this agenda item, please contact Brandy McMahon, AICP, Local Government Coordinator, at (775) 589-5274 or bmcmahon@trpa.gov.

Attachments:
A. Required Findings/Rationale
B. Adopting Resolution
   - Exhibit 1 Memorandum of Understanding
C. Initial Environmental Checklist

Attachment A

Required Findings/Rationale

Attachment A
Required Findings/Rationale

TRPA Code of Ordinances Section 3.3 – Determination of need to prepare Environmental Impact Statement

1. Finding: TRPA finds that the project (MOU) 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 adoption of the MOU. The IEC found that the proposed MOU would not have a significant effect on the environment. Based on this finding of no significant impact (FONSI), no further environmental documentation is required.

TRPA Code of Ordinances Section 4.4 – Threshold Related Findings

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

   Rationale: Section 2.5 of the Code allows for the development and implementation of MOUs that allow activities to be reviewed and approved in accordance with the TRPA Regional Plan and Code by a local government. All delegated and exempt activities described in the proposed MOU are subject to all provisions of the Regional Plan. The MOU will allow each agency to use its resources more effectively and to reduce duplicative regulatory requirements for certain projects, while not altering the substantive requirements of the Regional Plan. Therefore, the proposed MOU is consistent with and will not adversely affect implementation of the Regional Plan.

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

   Rationale: Activities undertaken pursuant to the proposed MOU are subject to the provisions of the Regional Plan. The activities described in the MOU will not change the type of projects or increase the amount of development allowed by the Regional Plan. The activities described in the MOU are effectively regulated by Washoe County. Therefore, the activities listed in the MOU will not cause the environmental thresholds 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: Activities undertaken pursuant to the MOU are subject to the standards of the Regional Plan and Code. Based on the completed IEC, no applicable federal, state and local air and water quality standard will be exceeded. Federal, state, and local, air and water quality standards remain applicable for all parcels in Washoe County ensuring environmental standards shall be attained, maintained, or exceeded pursuant to the TRPA Compact.

TRPA Code of Ordinances Section 4.6 – Findings Necessary to Amend or Adopt TRPA Ordinances, Rules, or Other TRPA Plans and Programs

1. 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: Based on the rationale for the forgoing findings, completion of the IEC, and as demonstrated in Section 4.5 and 4.6 findings for adoption of the Regional Plan Update (see Attachment E-2 of December 12, 2012 Governing Board Packet), TRPA finds the Regional Plan and all of its elements will achieve and maintain thresholds.

Attachment B

Adopting Resolution

Attachment B

TAHOE REGIONAL PLANNING AGENCY
TRPA RESOLUTION NO. 2023-

RESOLUTION OF THE GOVERNING BOARD OF THE TAHOE REGIONAL PLANNING AGENCY TO ADOPT A MEMORANDUM OF UNDERSTANDING WITH WASHOE COUNTY REGARDING DELEGATED PERMITTING AUTHORITY

WHEREAS, The Tahoe Regional Planning Compact (P. L. 96-551, 94 Stat. 3233, 1980) created the Tahoe Regional Planning Agency (TRPA) and empowered it to set forth environmental threshold carrying capacities ("threshold standards") for the Tahoe Region; and

WHEREAS, The Compact directs TRPA to adopt and enforce a Regional Plan that, as implemented through agency ordinances, rules and regulations, will achieve and maintain such threshold standards while providing opportunities for orderly growth and development consistent with such thresholds; and

WHEREAS, The Compact further requires that the Regional Plan attain and maintain federal, state, or local air and water quality standards, whichever are strictest, in the respective portions of the region for which the standards are applicable; and

WHEREAS, Compact Art. V(c) states that the TRPA Governing Board and Advisory Planning Commission shall continuously review and maintain the Regional Plan; and

WHEREAS, over the years TRPA and Washoe County (County) have entered into multiple Memoranda of Understanding (MOU) delegating a variety of permitting responsibilities, including single- and multi-family residential development; and

WHEREAS, TRPA and Washoe County desire to combine delegation MOUs where feasible; and

WHEREAS, on May 26, 2021, the TRPA Governing Board found it was necessary and desirable to adopt the Washoe County Tahoe Area Plan to accelerate attainment and ensure maintenance of the threshold standards; and

WHEREAS, on February 14, 2023, the Washoe County Board of Commissioners adopted the delegation MOU with TRPA to implement the Regional Plan and Washoe County Tahoe Area Plan; and

WHEREAS, the Governing Board finds that it is desirable to adopt a new delegation MOU with Washoe County to implement the Regional Plan and Washoe County Tahoe Area Plan; and

WHEREAS, TRPA prepared an Initial Environmental Checklist analyzing any potential significant impacts from adoption of the Memorandum of Understanding in accordance with the substantive and procedural requirements of Article VII of the Compact, Chapter 3 of the Code, Article 6 of the Rules of Procedure, and all other applicable rules and regulations; and

WHEREAS, TRPA made any necessary findings to adopt the Memorandum of Understanding as required by Article V of the Compact, Chapter 4 of the Code, and all other applicable rules and regulations; and

WHEREAS, the Memorandum of Understanding was reviewed at two separate public meetings and public comments have been considered at each meeting; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency hereby approves the Memorandum of Understanding with Washoe County, as reflected in Exhibit 1 of this Resolution.

PASSED and ADOPTED by the Governing Board of the Tahoe Regional Planning Agency this day of _____, 2023, by the following vote:

Ayes:
Nays:
Absent:

_____
Cindy Gustafson, Chair
Tahoe Regional Planning Agency
Governing Board

Exhibit 1 to Attachment B

Memorandum of Understanding

MEMORANDUM OF UNDERSTANDING BETWEEN the TAHOE REGIONAL PLANNING AGENCY and WASHOE COUNTY

December 2022

This Memorandum of Understanding (MOU) is entered into between the Tahoe Regional Planning Agency (TRPA) and Washoe County, herein referred to as "Public Entity." TRPA's authority to enter into this MOU with the Public Entity rests in Article VI (m) of the TRPA Compact (Public Law 96-551) and Sections 2.5 and 13.7 of the TRPA Code of Ordinances ("Code"). The Public Entity is authorized to enter into this MOU through its Board of County Commissioners.

PART 1 – GENERAL PROVISIONS

COMMON OBJECTIVES	TRPA and the Public Entity (the "Parties") have a common objective to conserve the resources of the Lake Tahoe Region, achieve and maintain TRPA's nine environmental threshold carrying capacities and enhance the effectiveness of government through the efficient implementation of the TRPA Regional Plan, Washoe County Tahoe Area Plan, and other applicable regulations.
TERM OF AGREEMENT	This MOU is effective upon the signing of Attachment "A" by the Parties and shall remain in effect until terminated without cause by either party following a 60-day notice in writing. The Public Entity and TRPA will prepare and agree to procedural guidelines after the signing of this MOU and prior to implementing this MOU.
DEFINITION OF TERMS	Terms in this MOU shall have the same meaning as they do in the TRPA Code, with the exception that use of the terms "Building Permits" or "Permits" refers solely to permits issued by the Washoe County Building Program. For the purposes of this MOU, these terms do not refer to land use entitlements, which are commonly referred to as planning permits.
INTERPRETATION AND SEVERABILITY	The provisions of this MOU are subject to the interpretation and severability provisions of Section 1.6 of the TRPA Code.
DELEGATED ACTIVITIES	The Scope of Activities that may be authorized by TRPA for delegation to the Public Entity under this MOU are described as follows:

1. Building Permits for new construction of single or multiple-family residential structures of four units or less,
2. Building Permits for additions/modifications of existing residential structures and
3. Permits for Residential Qualified Exempt activities.

Projects and matters that meet one of the criteria below shall be reviewed by TRPA (not by the Public Entity) for compliance with TRPA regulations. Any review by the Public Entity for these types of projects will be conducted to ensure compliance with the Public Entity's adopted regulations.

A) All development within the Shorezone of Lake Tahoe;
B) All development within the Conservation, Wilderness, and Backcountry Districts:
C) All development within the Resort Recreation District;
D) All development requiring Scenic Quality Review in the Shoreland;
E) All development requiring an Environmental Impact Statement per Chapter 3 of the TRPA Code of Ordinances;
F) All Development Right Conversions and Transfer Applications;
G) All Lot Line Adjustments;
H) All Site Assessments and Land Capability and Coverage Verifications; and
I) All development meeting the criteria in the following table:

Thresholds for TRPA Governing Board Review of Projects in Centers:

Project Type	Regional Center	Town Center	Not in Center
Residential	≥ 100,000 sq. ft.	≥ 50,000 sq. ft.	≥ 25,000 sq. ft.
Other	≥ 80,000 sq. ft.	≥ 40,000 sq. ft.	≥ 12,500 sq. ft.

(All measurements are in new building floor area)

TRPA may delegate, and the Public Entity may assume official responsibility for, the Delegated Activities in this MOU subject to the following Requirements:

Requirements

1. The Public Entity will not be delegated review and approval of Delegated Activities set forth in this MOU until: training has been completed by the Public Entity; the MOU has been executed by both parties; the Public Entity and TRPA have prepared and agreed to procedural guidelines; and the Public Entity liaison has identified in writing the specific Activities in this MOU (if any) to be delegated, and indicated in writing the specific date on which the Public Entity will assume responsibility for reviewing and approving those specific Delegated Activities. TRPA retains its review and approval authority for any activities not specifically delegated through this process.

2. This MOU authorizes the Public Entity to assume responsibility for Delegated Activities. It provides an option for the Public Entity to assume those duties, and a mechanism by which to do so. No language within the MOU should be construed to mean that the Public Entity is required to or will assume responsibility for any of the Delegated Activities or their components.

3. All Delegated Activities in this MOU shall be reviewed and approved by the Public Entity in accordance with the TRPA Regional Plan and Code of Ordinances.

Permitting authority for Delegated Activities described in this MOU shall not be in effect until the specific date that Public Entity has taken responsibility for Delegated Activities as described above. This MOU will supersede and replace the following existing delegation MOU currently under the responsibility of the Public Entity:

- Appendix EE, Memorandum of Understanding between Tahoe Regional Planning Agency and Washoe County, October 1995.

The following existing exempt activity MOU will not be affected by this new MOU:

- Memorandum of Understanding for Public Works (currently known as Engineering and Capital Projects) Providers – signed by Washoe County on April 24, 2012.

CONFORMANCE REVIEW	If delegation occurs and in accordance with Section 13.8.3 of the TRPA Code of Ordinances, TRPA shall annually select and review a sample of Permits issued under this MOU in order to certify that the Permits are being issued in conformance with the Area Plan.
COMMUNICATION	If delegation occurs, the Parties shall each designate a liaison for direct communication of matters related to this MOU. The Public Entity liaison and the TRPA MOU Coordinator shall meet at least twice a year to review this MOU and to establish policy directives, training needs, and renew communications.
TRAINING	TRPA shall provide initial and ongoing training at no cost to the Public Entity regarding the provisions of this MOU. Training shall be provided for matters affecting this MOU, as determined by MOU liaisons, which may include, but is not limited to: changes to the TRPA Code and Regional Plan; policy or procedural changes; and training needed for corrective actions. TRPA and Public Entity are dedicated to providing mutual support in all matters related to Delegated Activities described in this MOU, and shall respond to requests for support in a timely manner.
EXAMINATION OF RECORDS	If delegation occurs, every record of activity under this MOU shall be open for examination by the legislative auditor of the State of Nevada in accordance with Article VI (o) of the TRPA Compact.
PROCEDURES FOR RESOLVING DISPUTES	In the event of a dispute or difference of interpretation regarding the terms or conditions of this MOU, resolution shall first be pursued by the MOU liaisons, and if the liaisons are unable to resolve the dispute, then resolution shall be pursued by the Department Directors of the Agencies having jurisdiction. If the Department Directors are unable to resolve a dispute, the TRPA Executive Director or County Manager may initiate termination of the MOU by recommending that the matter be heard by the TRPA Governing Board and/or Board of County

	Commissioners.
EMERGENCIES	The TRPA Rules of Procedure allows the TRPA Executive Director to issue an emergency permit for a situation or circumstance which poses immediate danger to life, property or the environment and demands immediate action in order to comply with the Compact, Regional Plan, Code and/or Rules of Procedure. This MOU does not change the process for issuing an emergency permit.
AMENDMENT	This MOU may be amended from time to time by mutual agreement of the Parties, in writing, subject to Governing Board and Board of County Commissioners approval. Proposed amendments shall be presented to the liaisons (for approval by their respective agencies) as soon as possible to facilitate timely consideration of proposed amendments.
EXISTING MOU	Memorandum of Understanding for Public Works Providers, signed by Washoe County on April 24, 2012, remains in effect.
ASSIGNMENT	None of the authorities, duties or responsibilities set forth in this MOU shall be assigned, transferred or subcontracted to a party other than that named in Attachment A, without written consent by TRPA. TRPA may maintain a list of pre-qualified consultants that have been authorized to review projects on contract for TRPA. The Public Entity may choose to use consultants on the current TRPA list to undertake responsibilities set forth in this MOU on behalf of the Public Entity without further authorization from TRPA.

Part 2 – PERFORMANCE STANDARDS

The following standards shall apply only to Delegated Activities authorized under this MOU. All Delegated Activities shall be reviewed and approved in accordance with the TRPA Regional Plan, Code of Ordinances, Rules of Procedure, and Washoe County Tahoe Area Plan. The Parties shall consult with each other regarding any uncertainties about these standards.

ENVIRONMENTAL DOCUMENTATION	*Exempt* and *Qualified Exempt* classes of projects are not required to complete a TRPA Initial Environmental Checklist for the activity pursuant to Section 3.3 of the TRPA Code. All other classes of projects shall be reviewed in accordance with the Environmental Documentation

requirements of Chapter 3 of the TRPA Code and applicable sections of the Rules of Procedure. Environmental Documents prepared by the project applicant for the Public Entity for those Delegated Activities identified in this MOU shall be made available for comment by TRPA upon request.

SPECIAL CONDITIONS

The Public Entity shall administer all standards of the TRPA Regional Plan and Code as applicable to the activities authorized by this MOU in accordance with the provisions of this agreement. The Public Entity shall include special conditions of approval, as needed, to ensure approved projects are consistent with the Tahoe Regional Planning Compact, TRPA Regional Plan Goals and Policies, Code, Rules of Procedure, and the applicable Area Plan. Nothing in this MOU shall be deemed to limit the land use regulatory powers of either the Public Entity or TRPA.

FEES AND SECURITIES

Public Entity shall be authorized to collect application and mitigation fees, security deposits, and other designated fees in accordance with fee schedules to be provided to Public Entity by TRPA ("TRPA Fee Schedules"). Such fee schedules shall be sufficient in detail to provide specific information concerning fee calculation to assist Public Entity in performing fee collection activities.

Furthermore, Public Entity shall be authorized to retain a percentage of all application fees collected to offset all Public Entity's costs of administering the provisions of this MOU. Such percentage shall be mutually agreed upon in writing in the Procedural Guidelines by TRPA and Public Entity, and may be amended from time to time by mutual agreement of the Executive Director and the County Manager.

TRPA agrees to provide Public Entity with notice of increases in any of the fees set forth in the TRPA Fee Schedules prior to the effective date, so that Public Entity can update its own fee schedule to match the increase.

Public Entity shall transmit TRPA fees collected by the Public Entity, to TRPA, as identified above, on a quarterly basis (within 30 days of the end of the quarter) or more frequently.

FINDINGS

The Public Entity agrees to make all findings required by the TRPA Compact, Regional Plan and Code and Washoe

County Tahoe Area Plan for each Delegated Activity approved and impose special conditions as necessary to be consistent with the Tahoe Regional Planning Compact, Regional Plan, Code, and Area Plan. The Public Entity shall retain, as part of their permanent Permit file record, all written findings herein required for the Delegated Activities approved under this MOU. The Public Entity may retain their permanent Permit file records in electronic or hard copy form.

MONITORING

For all Building Permits issued for Delegated Activities, or Permits associated with Residential Qualified Exempt activities, Public Entity shall ensure all necessary development information that TRPA needs to measure compliance with the terms of the Tahoe Area Plan is available to TRPA, such as additional land coverage, commercial floor area, residential units, or tourist accommodation units (TAUs). In maintaining Permit files, Public Entity shall utilize hard copy and/or electronic tracking forms provided by TRPA to record all inspections, verifications, land coverage and development right information and other project review activities. TRPA, not Public Entity, shall be responsible for compiling and managing this data, including uploading it to TRPA's land coverage website, as appropriate.

Public Entity shall make copies of all Delegated Activity Permits issued available to TRPA via electronic access, electronic report or hard copies. Such Permits shall be in a format approved by TRPA and in a timeframe established within the MOU Procedural Guidelines. The MOU Procedural Guidelines, developed under Part 1, shall also include a Permit monitoring schedule and Permit information reporting requirements.

The Public Entity shall provide TRPA with access to the electronic permitting platform. As further described in the MOU Procedural Guidelines, the online data shall include the type of Permits issued as well as the location of Best Management Practices (BMPs) implemented through Permits. The data shall be made available to the public upon request. Public Entity's Engineering Division shall participate in the annual accounting and reporting of Environmental Improvement Program (EIP) Performance Measures resulting from County efforts to implement the EIP. Public Entity shall also transmit a copy of the National Pollutant Discharge Elimination System (NPDES) Annual Report (including Stormwater Load Reduction Report)

each year when submitted to the Nevada Division of Environmental Protection.

RECORD KEEPING AND REPORTING

The Public Entity shall adhere to all record-keeping and reporting provisions and procedures as described in the MOU Procedural Guidelines. All project accounting shall be completed by Public Entity and transmitted to TRPA to be included in its permanent accounting and tracking records. Public Entity shall provide TRPA access to these data in Permit tracking system, submit completed tracking forms to TRPA, or enter the data into a tracking system provided by TRPA. Tracking forms related to Permits shall be made available to TRPA in a timeframe established within the MOU Procedural Guidelines.

SITE INSPECTIONS

Public Entity shall perform site inspections to ensure that the delegated activities permitted under this MOU are constructed in accordance with the approved project, including installation of Best Management Practices (BMPs). The Public Entity shall have authority to take any and all administrative steps to enforce the standards of the TRPA Code and Tahoe Area Plan as authorized by this MOU, including the reporting of Code violations. TRPA will enforce BMPs associated with permits issued by TRPA and for BMP retrofits not associated with an adopted TMDL Stormwater Load Reduction Plan. The Public Entity will enforce BMPs associated with Permits issued for delegated activities by the Public Entity and for properties identified in their adopted TMDL Stormwater Load Reduction Plan(s). Upon final inspection, if the project has been constructed in accordance with the Permit, Public Entity shall be authorized to release the security deposit to the project applicant. If the construction includes public improvements to be accepted by the County, the release of the TRPA security deposit shall be subject to retention of a portion for the duration of the warranty period.

VIOLATIONS

Should Public Entity staff become aware of a TRPA Code violation associated with a permit issued by TRPA, Public Entity should notify the designated TRPA Code Administration staff in writing. TRPA may also perform inspections and determine if a violation exists. Settlements of TRPA Code violations involving civil penalties must be approved by TRPA.

Upon discovery of a TRPA Code violation associated with a Permit issued by Public Entity, the Public Entity shall

have authority to take any and all administrative steps to enforce the standards of the TRPA Code as authorized by this MOU, including reporting the Code violation to TRPA.

APPEAL ALLOWED

Final decisions on the components of projects delegated to a Public Entity may be appealed to the TRPA. An appeal may only be filed by an aggrieved person as defined in Article VI(j)(3) of the Compact. Appeals shall meet the requirements of 13.9 (Appeals) of the Code of Ordinances.

Decisions by the Public Entity under independent local, state, or federal law are not the subject of this appeal process. However, if a final decision of the Public Entity under independent authority is concurrently appealed with a final decision on projects delegated under this MOU, TRPA and Public Entity agree to coordinate, to the extent feasible, the scheduling of the appeal hearings.

Part 3 – AREA PLAN AMENDMENTS

NOTICE

The Public Entity shall give notice to TRPA of all applications to amend a policy or ordinance that is part of the Tahoe Area Plan. The notice shall be sent pursuant to Public Entity notification procedures; however, in all cases the notice shall be sent no less than 10 days prior to the hearing or action in order to provide TRPA with adequate time to review and comment, if desired, on the request.

INCORPORATION OF REGIONAL PLAN AMENDMENTS INTO AREA PLAN

If TRPA approves an amendment to the Regional Plan that would also require amendment of the Public Entity Area Plan to maintain conformity, the Public Entity has one year to amend the Area Plan to demonstrate conformity with the TRPA amendment. If the Governing Board finds that the Public Entity failed to demonstrate good faith efforts to achieve conformity with the TRPA amendment following the one-year deadline, then the Board will identify the policies and/or zoning provisions in the Area Plan that are inconsistent and assume lead agency authority under the Regional Plan to amend those policies and provisions. In the event this occurs the amendments would only be in effect as part of the Regional Plan and not Public Entity regulation.

ATTACHMENT A

MEMORANDUM OF UNDERSTANDING
BETWEEN THE TAHOE REGIONAL PLANNING AGENCY AND
WASHOE COUNTY

TRPA's authority to enter into this Memorandum of Understanding (MOU) with local entities rests in Article VI (m) of the TRPA Compact (Public Law 96-551) and Sections 2.5 and 2.6 of the TRPA Code of Ordinances. The authority of Washoe County to enter this MOU rests in the Board of County Commissioners.

This MOU shall become effective when signed by the parties listed below.

TAHOE REGIONAL PLANNING AGENCY

Date: _____ _____
By: Chair, Governing Board

WASHOE COUNTY

Date: 2/14/2023 _____
By: Chair, Washoe County Commission

Attachment C

Initial Environmental Checklist

TAHOE REGIONAL PLANNING AGENCY

Mail
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Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
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Fax: 775-588-4527
www.trpa.gov

INITIAL ENVIRONMENTAL CHECKLIST FOR DETERMINATION OF ENVIRONMENTAL IMPACT

Project Name: Amendments to Rule of Procedure Section 2.16 Teleconferencing

APN/Project Location: Basinwide

County/City: Select One

Project Description:

In order to make teleconferencing more available and thereby maximize Governing Board member participation and public safety, the proposed amendments to Rule of Procedure 2.16 Teleconferencing:

- Allow members to appear remotely within the jurisdiction each member represents and without opening each location to the public. Members not representing a local jurisdiction represents the state of their delegation and may appear remotely from anywhere therein.
- Restrict the number of remote appearances to three consecutively and five per calendar year.
- Require disclosure of any person 18 or over who is in the same room as the remotely appearing member and their relationship with the member.
- Require the public to be provided with three modes of participating in a public meeting; in person, telephonically, and via an internet platform.
- Delete specific quorum locational requirements.

The proposed amendments will provide greater flexibility for Governing Board members to appear remotely and providing extensive opportunities for members of the public to participate remotely and in person.

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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 and reference the question number and letter. If more space is required for additional information, please attached separate sheets and reference the question number and letter.

For information on the status of TRPA environmental thresholds click on the links to the Threshold Dashboard.

I. Environmental Impacts

1. Land

Current and historic status of soil conservation standards can be found at the links below:

- Impervious Cover
- Stream Environment Zone

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?	☐	☐	☐	☐
b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	☐	☐	☐	☐
c. Unstable soil conditions during or after completion of the proposal?	☐	☐	☐	☐
d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?	☐	☐	☐	☐
e. The continuation of or increase in wind or water erosion of soils, either on or off the site?	☐	☐	☐	☐
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?	☐	☐	☐	☐
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?	☐	☐	☐	☐

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to land impacts.

2. Air Quality

Current and historic status of air quality standards can be found at the links below:

- Carbon Monoxide (CO)
- Nitrate Deposition
- Ozone (O3)
- Regional Visibility
- Respirable and Fine Particulate Matter
- Sub-Regional Visibility

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Substantial air pollutant emissions?	○	○	○	○
b. Deterioration of ambient (existing) air quality?	○	○	○	○
c. The creation of objectionable odors?	○	○	○	○
d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	○	○	○	○
e. Increased use of diesel fuel?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to air quality impacts.

3. Water Quality

Current and historic status of water quality standards can be found at the links below:

- Aquatic Invasive Species
- Deep Water (Pelagic) Lake Tahoe
- Groundwater
- Nearshore (Littoral) Lake Tahoe
- Other Lakes
- Surface Runoff
- Tributaries
- Load Reductions

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Changes in currents, or the course or direction of water movements?				
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?				
c. Alterations to the course or flow of 100-yearflood waters?				
d. Change in the amount of surface water in any water body?				
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?				
f. Alteration of the direction or rate of flow of ground water?				
g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?				
h. Substantial reduction in the amount of water otherwise available for public water supplies?				
i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?				
j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?				
k. Is the project located within 600 feet of a drinking water source?				

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to water quality impacts.

4. Vegetation

Current and historic status of vegetation preservation standards can be found at the links below:

- Common Vegetation
- Late Seral/Old Growth Ecosystems
- Sensitive Plants
- Uncommon Plant Communities

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?	○	○	○	○
b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?	○	○	○	○
c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?	○	○	○	○
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)?	○	○	○	○
e. Reduction of the numbers of any unique, rare, or endangered species of plants?	○	○	○	○
f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	○	○	○	○
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?	○	○	○	○
h. A change in the natural functioning of an old growth ecosystem?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to vegetation impacts.

5. Wildlife

Current and historic status of special interest species standards can be found at the links below:

- Special Interest Species

Current and historic status of the fisheries standards can be found at the links below:

- Instream Flow
- Lake Habitat
- Stream Habitat

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
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)?	○	○	○	○
b. Reduction of the number of any unique, rare or endangered species of animals?	○	○	○	○
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	○	○	○	○
d. Deterioration of existing fish or wildlife habitat quantity or quality?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to wildlife impacts.

6. Noise

Current and historic status of the noise standards can be found at the links below:

- Cumulative Noise Events
- Single Noise Events

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
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?	○	○	○	○
b. Exposure of people to severe noise levels?	○	○	○	○
c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	○	○	○	○
d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	○	○	○	○
e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?	○	○	○	○
f. Exposure of existing structures to levels of ground vibration that could result in structural damage?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to noise impacts.

7. Light and Glare

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Include new or modified sources of exterior lighting?	○	○	○	○
b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?	○	○	○	○
c. Cause light from exterior sources to be cast off -site or onto public lands?	○	○	○	○
d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to light and glare impacts.

8. Land Use

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Include uses which are not listed as permissible uses in the applicable Area Plan, Plan Area Statement, adopted Community Plan, or Master Plan?	○	○	○	○
b. Expand or intensify an existing non-conforming use?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to land use impacts.

9. Natural Resources

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. A substantial increase in the rate of use of any natural resources?	○	○	○	○
b. Substantial depletion of any non-renewable natural resource?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to natural resource impacts.

10. Risk of Upset

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
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?	○	○	○	○
b. Involve possible interference with an emergency evacuation plan?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to risk of upset impacts.

11. Population

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?				
b. Include or result in the temporary or permanent displacement of residents?				

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to land impacts.

12. Housing

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
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?				
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?				

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to housing impacts.

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13. Transportation / Circulation

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Generation of 650 or more new average daily Vehicle Miles Travelled?	○	○	○	○
b. Changes to existing parking facilities, or demand for new parking?	○	○	○	○
c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?	○	○	○	○
d. Alterations to present patterns of circulation or movement of people and/or goods?	○	○	○	○
e. Alterations to waterborne, rail or air traffic?	○	○	○	○
f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to transportation and circulation impacts.

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?:

	Yes	No	No, with mitigation	Data insufficient
a. Fire protection?				
b. Police protection?				
c. Schools?				
d. Parks or other recreational facilities?				
e. Maintenance of public facilities, including roads?				
f. Other governmental services?				

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to public service impacts.

15. Energy

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Use of substantial amounts of fuel or energy?	○	○	○	○
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	○	○	○	○

Discussion:

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to energy impacts.

16. Utilities

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

	Yes	No	No, with mitigation	Data insufficient
a. Power or natural gas?	○	○	○	○
b. Communication systems?	○	○	○	○
c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?	○	○	○	○
d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?	○	○	○	○
e. Storm water drainage?	○	○	○	○
f. Solid waste and disposal?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to utility impacts.

17. Human Health

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Creation of any health hazard or potential health hazard (excluding mental health)?	○	○	○	○
b. Exposure of people to potential health hazards?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to human health impacts.

18. Scenic Resources / Community Design

Current and historic status of the scenic resources standards can be found at the links below:

- Built Environment
- Other Areas
- Roadway and Shoreline Units

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?	○	○	○	○
b. Be visible from any public recreation area or TRPA designated bicycle trail?	○	○	○	○
c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?	○	○	○	○
d. Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan?	○	○	○	○
e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to scenic and community design impacts.

19. Recreation

Current and historic status of the recreation standards can be found at the links below:

- Fair Share Distribution of Recreation Capacity
- Quality of Recreation Experience and Access to Recreational Opportunities

Will the proposal:	Yes	No	No, with mitigation	Data insufficient
a. Create additional demand for recreation facilities?	○	○	○	○
b. Create additional recreation capacity?	○	○	○	○
c. Have the potential to create conflicts between recreation uses, either existing or proposed?	○	○	○	○
d. Result in a decrease or loss of public access to any lake, waterway, or public lands?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to recreation impacts.

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20. Archaeological / Historical

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?	○	○	○	○
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?	○	○	○	○
c. Is the property associated with any historically significant events and/or sites or persons?	○	○	○	○
d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	○	○	○	○
e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to archaeological and historical impacts.

21. Findings of Significance

	Yes	No	No, with mitigation	Data insufficient
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?	○	○	○	○
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.)	○	○	○	○
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?)	○	○	○	○
d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to environmental and human impacts, either directly or cumulatively.

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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:

John L. Marshall	at Washoe County	March 13, 2023
Person preparing application	County	Date

Applicant Written Comments: (Attach additional sheets if necessary)

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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 Procedures.	☐ YES	☐ NO

Date _____

_____
Signature of Evaluator

_____
Title of Evaluator

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STAFF REPORT

Date: March 15, 2023

To: TRPA Governing Board

From: TRPA Staff

Subject: Lake Tahoe Community College Student Housing Project; 1 College Drive, South Lake Tahoe, California; APN: 025-041-023; TRPA File #ERSP2022-1992

Summary and Staff Recommendation:
Lake Tahoe Community College (LTCC) is requesting approval of a Student Housing Project, a two-story, 33-unit/100 bed facility, for low-income students enrolled full-time, and one resident director office/apartment, on the college campus located at 1 College Drive, South Lake Tahoe, California. Staff recommends the Governing Board make the required findings and approve the proposed project subject to the conditions in the draft permit.

Required Motions:
In order to approve the proposed project, the Board must make the following motions, based on the staff report:

1) A motion to approve the required findings, including a finding of no significant effect; and

2) A motion to approve the proposed Student Housing Project, including the allocation of 19 affordable residential bonus units and one (1) achievable residential bonus unit and reservation of 21 additional bonus units for the future use of the project, subject to the conditions in the draft permit (see Attachment B).

For the motions to pass, an affirmative vote of at least five members from the State of California and at least nine members of the Board is required.

Governing Board Review:
TRPA Code, Section 2.2.2.B.1, requires Governing Board review and approval of the allocation of ten or more residential bonus units for income-restricted housing.

Project Background:
LTCC is one of 11 California Community Colleges to receive State of California funding for housing construction. The Student Housing Project is identified in the Lake Tahoe Community College 2021-2027 Facilities Master Plan, which includes projects needed to support the institutional goals of the college. The Tahoe Regional Planning Agency (TRPA) has been working collaboratively with LTCC and the City of South Lake Tahoe to bring Master Plan projects forward. The project will bring much needed affordable student housing to the Lake Tahoe Region and directly responds to the acute affordable housing

shortage identified in the Lake Tahoe Sustainable Communities Strategy and the Housing Tahoe Partnership's South Shore Housing Needs Assessment.

The proposed Student Housing Project will be an accessory use to the college and will be a two-story building, 33-unit/100 bed facility, for low-income students enrolled full-time, and includes one resident director office/apartment, on the LTCC Campus located at 1 College Drive, South Lake Tahoe, California. The proposed building will be located on APN: 025-041-023 on the southwest portion of the campus, overlooking Trout Creek. The facility includes a reception area, community activity spaces, study areas, laundry, vending, and student storage locker areas. Sitework includes access walkways/drives, turf areas, outdoor seating, landscaping, parking, and a covered utilities structure with a trash enclosure. The proposed plans are provided as Attachment C.

The college campus is located in the Bijou/Al Tahoe Community Plan, Town Center District, Special Area #4. The proposed student housing will be accessory to the primary use of the site ("schools - college"). Since student housing is similar to multi-family dwellings and both multi-family and college facilities are allowed uses within the Town Center District, the addition of student housing to the LTCC campus will not conflict with the existing permissible land uses or the overall type of use of the area. Student housing will be appropriate on campus as it will provide housing for the specific student population utilizing the college facilities.

Parking: There are five (5) new parking spaces proposed to be provided as part of the student housing project (one van accessible space and four standard spaces). Existing on-campus parking will be used to accommodate the parking needs of the project. LTCC has prepared a memorandum detailing how parking will be addressed. Refer to Attachment D.

Height: The maximum proposed height is 37 feet and six inches.

Land Coverage: The project includes 41,996 square feet of new land coverage in Land Capability District (LCD) Class 7, which is a high capability land. A water quality mitigation fee will be charged to mitigate the impact of adding new land coverage.

Stormwater: Best Management Practices (BMPs) will be installed to treat stormwater onsite.

Tree Removal: Fifty trees are proposed to be removed in locations directly required for construction of the building and sitework (ref. Sheet C2.0-1).

Defensible Space***:*** The City of South Lake Tahoe has approved a Defensible Space Plan for the site.

Community Plan & Development Rights: Per TRPA Code, Section 31.3.3, one development right is required for every 2.5 persons associated with the student housing project and one for the resident director unit. Thus, 41 development rights are required for the project (100 student beds/2.5 + 1 for the resident director unit). TRPA has reserved 40 affordable residential bonus units for the student portion of the project and one achievable residential bonus unit for the resident director unit. Per the TRPA Code, TRPA may assign residential bonus units to affordable, moderate, and achievable-income deed restricted housing projects. Residential units of use, or RUUs, are required for market rate housing units.

The college campus is located in the City of South Lake Tahoe's Bijou/Al Tahoe Community Plan. The Community Plan includes the following policy:

> **RESIDENTIAL BONUS UNITS**: Pursuant to Chapter 52 (TRPA Code) the maximum number of residential bonus units which may be permitted for this Community Plan area is 20 units.

While the City has agreed to develop an Area Plan for the Bijou/Al Tahoe area and remove or amend the above referenced policy, the City stated early on in the planning process for the Student Housing Project that it could not have the Area Plan ready to meet the project timeline.

In order to move the LTCC project forward and comply with the above policy, the plan is for TRPA to only award 20 residential bonus units to the project at this time (19 affordable residential bonus units and 1 local achievable residential bonus unit). The City of South Lake Tahoe plans to support the student housing project by converting 14 banked tourist accomdation units (TAUs) to 21 multi-family residential units of use and will transfer them to the college (one TAU can be converted to 1.5 multi-family residential units of use per TRPA Code, Chapter 51). Thus, the student housing project will initially use 20 residential bonus units from TRPA and 21 residential units of use from the City. Once the new Area Plan is adopted, TRPA will award the reserved 21 affordable residential bonus units to the project and the 21 residential units of use provided by the City for the project will be transferred back to the City. TRPA will reserve the 21 residential bonus units for the project for up to five years, which should give the City adequate time to complete the Area Plan. The City has funding to prepare the Area Plan and plans to start working on it later this year.

Deed Restriction: The draft permit requires a deed restriction be recorded permanently restricting the use of the 100 beds for low-income or very-low income students and permanently restricting the residential director unit as an achievable income housing unit prior to the residential bonus units being awarded to the project.

Bike/Pedestrian Amenities: The Greenway shared use trail runs through the College Campus and connects to the Bijou community, Al Tahoe Bikeway, and Sierra Tract community. Forty-two (42) bike rack spaces are proposed with the project.

Public Transit: There is a transportation hub located on the College Campus and currently both Route 50 and Route 55 of the Tahoe Transportation District service the college campus.

Trips: Per the Draft California Environmental Quality Act (CEQA) Initial Study for the LTCC Facilities Master Plan, the Student Housing project will result in 216 daily vehicle trips, whereas the full buildout of the Facilities Master Plan will only result in 789 new trips (Table 3-24). Development of the Facilities Master Plan increases the range of LTCC services on campus, as opposed to off-campus classrooms and services, thereby reducing the need to travel away from campus or for additional off-site trips. LTCC is within one-quarter mile of transit, commercial and public service uses, and there are transit services and various bike paths serving the campus.

Vehicle Miles Traveled: Per the TRPA Project Impact Assessment Guidelines, dated June 2021, available at: https://www.trpa.gov/wp-content/uploads/documents/PIA-Guidelines-Final.pdf, the project is exempt from preparing a vehicle miles traveled (VMT) analysis and paying a mobility mitigation fee because the proposed project is comprised of deed restricted affordable and achievable housing units.

Environmental Review: The student housing project is identified in the LTCC Facilities Master Plan. A California Environmental Quality Act (CEQA) Initial Study/Mitigated Negative Declaration and TRPA Initial Environmental Checklist was prepared for the LTCC Facilities Master Plan. The documents are available at: https://parcels.laketahoeinfo.org/AccelaCAPRecord/Detail/ERSP2022-1992. The applicant also 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 project complies with the TRPA Code and Regional Plan. The IEC and V(g) findings are provided as Attachments E and F, respectively.

Project Timeline: LTCC anticipates project groundbreaking to occur as early as Summer of 2023, with students residing in the facilities no later than the start of 2025-26 Academic Year.

Public Noticing: TRPA provided property owners within 300 feet of the subject site notice that the Governing Board would be reviewing and considering approval of this project.

Regional Plan Compliance: The proposed project is consistent with the Regional Plan, Housing Subelement, in that the project is being designed to provide affordable housing for low-income and very low-income households and is being located in close proximity to employment centers, government services, transit services and bike and pedestrian facilities.

Project Files: The digital project file (including all of the plans) has been posted on the LakeTahoeInfo.org Parcel Tracker under TRPA File Numbers ERSP2022-1992 (https://parcels.laketahoeinfo.org/AccelaCAPRecord/Detail/ERSP2022-1992).

Contact Information: For questions regarding this agenda item, please contact Brandy McMahon, AICP, Local Government Coordinator, at (775) 589-5274 or bmcmahon@trpa.gov.

Attachments:
A. Required Findings/Rationale
B. Draft Permit
C. Proposed Plans
D. Parking Memo
E. Initial Environmental Checklist
F. V(g) Findings

Attachment A

Required Findings/Rationale

Attachment A

Required Findings/Rationale

Required Findings: The following is a list of the required findings as set forth in Chapters 3, 4, 37, and 61 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 3 – Required Findings:

   Based on the information submitted in the IEC, and other information know to TRPA, TRPA shall make one of the following findings and take the identified action:

   (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 the Rules of Procedure, Section 6.6;

   (b) The proposed project could have a significant effect on the environment but, due to the mitigation measures that have been added to the project, the project could have no significant effect on the environment and a finding of no significant effect shall be prepared in accordance with Rules of Procedure Section 6.7; or

   (c) The proposed project may have a significant effect on the environment and an environmental impact statement shall be pared in accordance with Chapter 3 of the TRPA Code of Ordinances and the Rules of Procedure, Article 6.

   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, with the proposed conditions in the draft permit, will not have a significant effect on the environment and a finding of no significant effect shall be prepared.

2. 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 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, the Bijou/Al Tahoe Community Plan, the TRPA 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. The applicant also 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.

(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 TPRA Compact, the project meets or exceeds such standards.

TRPA is requiring that all potential environmental effects of the project be mitigated through the project design, including the installation of both temporary and permanent Best Management Practices and ongoing maintenance, and payment of a water quality mitigation fee. As a result, upon completion of construction, the project should have no impact upon air or water quality standards.

3. Chapter 37 – Height Findings:

Pursuant TRPA Code, Section 37.5.2.E, Additional Building Height for Public Service Buildings, the maximum building heights specified in Table 37.4.1-1 may be increased if the buildings are classified as "Schools" or "Regional Public Health and Safety Facilities – Solid Waste Transfer Stations" that TRPA finds to be regionally serving, pursuant to Chapter 21: Permissible Uses, and the buildings are not visible from Lake Tahoe and are not located within or are not visible from designated scenic highway corridors and designated Class I or II bikeways and recreations sites identified in the Lake Tahoe Scenic Resource Evaluation, and provided TRPA makes findings 1, 3, 4, 7, 8, and 10 in Section 37.7. Additional height shall be calculated as follows:

1. The maximum height in Table 37.4.1-1 may be increased by up to 14 feet, but not to exceed a total building height of 56 feet, provided that the project proponent demonstrates that the additional height is necessary for the proper function of the building; and

The maximum specified height per Table 37.4.1-1 for a project with a building slope of 10% and roof pitch of 4:12 is 31 feet 3 inches. The maximum proposed height of the building is 37 feet and six inches. Thus, the proposed building will be 6 feet and 3 inches above what is specified in Table 37.4.1-1. The proposed building will not be visible from Lake Tahoe and is not located within or visible from a designated scenic highway corridor, designated Class I or II bikeways, or recreation sites identified in the Lake Tahoe Scenic Resource Evaluation. Findings 1, 3, 4, 7, 8, and 10 in Section 37.7 are addressed below.

2. Additional height beyond that set forth in 1 above may be earned up to a maximum total building height of 56 feet, provided that the new structure incorporates community design features such as pitched roofs, articulated facades, articulated roof planes, and the use of earthtone colors consistent with the Design Review Guidelines.

Not applicable.

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.

The building is not visible from major arterials, scenic turnouts, or the waters of Lake Tahoe. The additional height does not cause the building to extend above the forest canopy, and there is no nearby ridgeline present.

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.

The additional height will not significantly impact existing views.

Finding 4

The function of the structure requires a greater maximum height than otherwise provided for in this chapter.

The additional height is required to provide two full stories of affordable student accommodation, with a peaked roof that conceals code-required HVAC equipment in the attic space.

Finding 7

The additional building height is the minimum necessary to feasibly implement the project and there are no feasible alternatives requiring less additional height.

To provide the 100 affordable student housing beds at a lower building height, the project would have to either:

1. Be reduced to one (1) story tall, which would require doubling its footprint and would require significantly more tree removal and impermeable site coverage; or

2. The building would need to have a flat roof and exposed HVAC equipment on the roof, which would significantly diminish the architectural character of the building and is not consistent with the context of the LTCC campus.

These two options are significantly less feasible than the proposed design. Therefore, the additional building height is the minimum necessary to feasibly implement the project. The proposed building height is consistent with the height of the other building on the LTCC campus.

Finding 8

The maximum building height at any corner of two exterior walls of the building is not greater than 90 percent of the maximum building height. The maximum height at the corner of two exterior walls is the difference between the point of lowest natural ground elevation along an exterior wall of the building, and point at which the corner of the same exterior wall meets the roof. This standard shall not apply to an architectural feature described as a prow.

The maximum building height at any corner of two exterior walls does not exceed 90 percent of the maximum building height, due to the pitched roof. This standard does not apply to the central prow on the East and West facades of the building.

Finding 10

The building is no more than two stories above grade (excluding basement) in height.

The building is no more than two stories above grade.

4. Chapter 61 – Vegetation and Forest Health:

Within non-SEZ urban areas, individual trees larger than 30 inches diameter at breast height (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.

Fifty (50) trees are proposed to be removed in locations directly required for construction of the building and sitework, including 47 trees with a diameter at breast height (dbh) greater than 14 inches (trees with a dbh less than 14 inches that are non-lakefront and outside of a stream environment Zone (SEZ) are exempt from TRPA review). Three of the trees proposed to be removed are considered old growth because they have a dbh greater than 30 inches. The old growth trees proposed to be removed are within the footprint of the proposed building and sitework and no reasonable alternative exists to retain the trees. No tree removal will occur in an SEZ.

Attachment B

Draft Permit

Attachment B

Draft Permit

PROJECT DESCRIPTION: Lake Tahoe Community College (LTCC) Student Housing

PERMITTEE(S): Lake Tahoe Community College APN: 025-041-023

CITY/LOCATION: City of South Lake Tahoe/1 College Drive FILE #: ERSP2022-1992

Having made the findings required by Agency ordinances and rules, the TRPA Governing Board approved the project on XX, 2023, subject to the standard conditions of approval attached hereto (Attachment R) and the special conditions found in this permit.

This permit shall expire on XX, 2026, 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 CITY BUILDING PERMIT. TRPA'S ACKNOWLEDGEMENT IS NECESSARY TO OBTAIN A CITY BUILDING PERMIT. THE CITY 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 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: 025-041-023

FILE NO. ERSP2022-1992

Security Posted (1): Amount $_____ Paid _____ Receipt No. _____

Water Quality Mitigation Fee (2): Amount $78,112.56___ Paid_____ Receipt No. _____

Security Administration Fee (3): Amount $_____Paid _____ Receipt No. _____

Notes:
(1) See Special Condition 3.A, below.
(2) See Special Condition 3.B, below.
(3) Refer to the TRPA Fee Schedule for the current security administration fee.

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 is for the Lake Tahoe Community College (LTCC) Student Housing Project, a two-story building, 33-unit/100 bed facility, for low-income students enrolled full-time, and includes one resident director office/apartment, on the LTCC Campus located at 1 College Drive, South Lake Tahoe, California. The facility includes a reception area, community activity spaces, study areas, laundry, vending, and student storage locker areas. Sitework includes access walkways/drives, turf areas, outdoor seating, landscaping, parking and a covered utilities structure with a trash enclosure. The project will use 19 affordable residential bonus units and one achievable residential bonus unit and 21 additional bonus units will be reserved by TRPA for up to five years for the future use of the project. Twenty-one Residential Units of Use will be transferred to the site. The project will result in 41,996 square feet of additional Land Capability District Class 7 land coverage. Temporary and permanent Best Management Practices (BMPs) will be installed with the project.

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 security required under Standard Condition I.B. of Attachment R shall be equal to 110% of the estimated BMP cost and shall be determined upon the permittee's submittal of required Best Management Practices plan and related cost estimate.

Please see Attachment J, Security Procedures, for appropriate methods of posting the security and for calculation of the required security administration fee.

B. A water quality mitigation fee of $78,112.56 shall be paid to TRPA. This fee is based on the creation of 41,996 square feet of land coverage at a rate of $1.86 per square foot.

C. The coverage table on the draft plans reflects the coverage approved with the original Remodel for Efficiency Project (ERSP2020-2105), not the Plan Revision (ERSP2020-2105-01) currently under review by TRPA. If the Plan Revision is approved, the existing coverage numbers in the coverage table for the project shall be updated to reflect the change in coverage.

D. All proposed combustion appliances (gas heaters, water heaters, etc.) shall be identified on the plans and comply with the air quality standards in TRPA Code, Section 65.1.4.

E. The final construction drawings 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.

F. The permittee shall submit a project construction completion schedule to TRPA prior to commencement of construction. Said schedule shall include completion dates for each item of construction, as well as BMP installation for the entire project area.

G. TRPA will prepare a deed restriction that will restrict the use of the 33 unit/100 bed facility exclusively for lower-income households (income not in excess of 80 percent of El Dorado County's median income) and for very low-income households (not to exceed 50 percent of the El Dorado County's median income) and the resident director apartment exclusively as a local achievable housing unit. Such housing units shall be made available to individuals whose median income does not exceed the recommended state and federal standards. El Dorado County's median income shall be determined according to the income limits published annually by the US Department of Housing and Urban Development and, if applicable, the California Department of Housing and Community Development. A legal description of the site

shall be provided to TRPA prior to the preparation of the deed restriction. Evidence of document recordation is required prior to finalizing the permit.

H. The permittee shall transfer twenty-one (21) Residential Units of Use to the parcel. All transfers must be in compliance with the TRPA Code of Ordinances and the TRPA Rules of Procedure and requires separate application to TRPA.

I. The permittee shall address the following in the BMP plan:

1) Include a legible concrete washout diagram.
2) Remove the word 'bale' (straw/hay bales are not allowed).
3) Indicate primary containment within the secondary containment (which is the polyethylene sheeting over blocks). Indicate on the drawing how the poly sheet will be kept in place.
4) Include a Snow Storage Sign detail and indicate on the plan where the signs will be located.

J. A BMP Inspection and Maintenance Plan shall be submitted detailing the maintenance requirements and schedules for all BMPs installed on the property.

K. The permittee shall e-mail one final set of plans to TRPA for electronic stamping.

4. Maximum excavation depths shall not exceed 10 feet as approved in the Soils Hydrologic Waiver (ref. LCAP2017-0081).

5. 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 adjoining properties. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures projected above the above the horizonal is prohibited.

6. The proposed exterior pole lighting fixture shall have a bronze finish to match the existing campus pole lights.

7. Temporary and permanent BMPs may be field fit by the Environmental Compliance Inspector where appropriate.

8. Prior to security release, photos shall be provided to TRPA taken during the construction of any subsurface BMPs or of any trenching and backfilling with gravel.

9. All BMPs shall be maintained in perpetuity to ensure effectiveness which may require BMPs to be periodically reinstalled or replaced.

10. TRPA reserves the right to amend any portion of this permit or construction operation while in progress if it is determined that the project construction is causing significant adverse effects.

11. 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

Proposed Plans

LAKE TAHOE COMMUNITY COLLEGE

LTCC STUDENT HOUSING

TRPA SUBMISSION - 11/15/2022 (REV. 03/01/2023)

PROJECT TEAM

CLIENT: **LAKE TAHOE COMMUNITY COLLEGE**
CONTACT JEFF DEFRANCO
TITLE PRESIDENT
ADDRESS 1 COLLEGE DR, SOUTH LAKE TAHOE, CA 96150
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EMAIL DEFRANCO@LTCC.EDU

ARCHITECT-OF-RECORD: **JK ARCHITECTURE ENGINEERING**
CONTACT CHRIS VICENCIO
TITLE PROJECT MANAGER
ADDRESS 11661 BLOCKER DR., SUITE 220, AUBURN, CA 95603
PHONE 530-320-7049
EMAIL CHRIS@JKAEDESIGN.COM

CONTACT KARL VINGE
TITLE PROJECT ARCHITECT
ADDRESS 11661 BLOCKER DR., SUITE 220, AUBURN, CA 95603
PHONE 530-883-0207
EMAIL KVINGE@JKAEDESIGN.COM

DESIGNER: **HANBURY**
CONTACT BUDDY HALL
TITLE PROJECT MANAGER
ADDRESS 120 ATLANTIC ST. SUITE 100 NORFOLK, VA 23510
PHONE 757-321-9600
EMAIL BHALL@HEWV.COM

CIVIL ENGINEER: **JK ARCHITECTURE ENGINEERING**
CONTACT CARLA SAMMIS
TITLE CIVIL ENGINEER
ADDRESS 165 RIVER RD., STE. 1, TAHOE CITY, CA 96145
PHONE 530-583-9222
EMAIL CARLA@JKAEDESIGN.COM

LANDSCAPE ARCHITECT: **DESIGN WORKSHOP**
CONTACT STEVE NOLL
TITLE PRINCIPAL-IN-CHARGE
ADDRESS 1390 LAWRENCE ST, SUITE 100
PHONE 303-623-5186
EMAIL SNOLL@DESIGNWORKSHOP.COM

STRUCTURAL ENGINEER: **BUEHLER**
CONTACT SOLI SORABJI
TITLE STRUCTURAL ENGINEER
ADDRESS 600 Q ST. STE. 200, SACRAMENTO, CA 95611
PHONE 916-443-0303
EMAIL SSORABJI@BUEHLERENGINEERING.COM

MECH/PLUMB/ FIRE PROTECTION ENGINEER: **CAPITAL ENGINEERING CONSULTANTS**
CONTACT KEVIN STILLMAN
TITLE PRINCIPAL-IN-CHARGE
ADDRESS 11020 SUN CENTER DRIVE, STE. 100, RANCHO CORDOVA, CA 95670
PHONE 916-851-3500
EMAIL KSTILLMAN@CAPITAL-ENGINEERING.COM

ELECTRICAL ENGINEER: **THE ENGINEERING ENTERPRISE**
CONTACT SCOTT WHEELER
TITLE PRINCIPAL-IN-CHARGE
ADDRESS 1125 HIGH ST., AUBURN, CA 95603
PHONE 530-886-8556
EMAIL SCOTT@ENGENT.COM

AGENCY & UTILITY INFORMATION

TRPA: **TAHOE REGIONAL PLANNING AGENCY**
PO BOX 5310
STATELINE, NV, 89449
BRANDY MCMAHON, LOCAL GOV'T COORDINATOR
BMCMAHON@TRPA.GOV
775-589-5274

LOCAL FIRE: **SOUTH LAKE TAHOE FIRE RESCUE**
2101 LAKE TAHOE BOULEVARD
SOUTH LAKE TAHOE, CA - 96150
530-542-6160

WATER / SANITARY: **SOUTH TAHOE PUBLIC UTILITY DISTRICT**
1275 MEADOW CREST DRIVE
SOUTH LAKE TAHOE, CA - 96150
530-544-6474

ELECTRIC: **LIBERTY UTILITIES**
933 ELOISE AVENUE
SOUTH LAKE TAHOE, CA - 96150
800-782-2506

TELEPHONE / DATA: **CENIC** – PRIMARY INTERNET SERVICE PROVIDER
SPECTRUM (CHARTER) – BACKUP INTERNET SERVICE PROVIDER
AT&T – VOICE/TELECOMMUNICATIONS

GAS: **SOUTHWEST GAS**
400 EAGLE STATION LANE
CARSON CITY, NV-89701
775-887-2720

PROJECT SCOPE

DESCRIPTION OF OVERALL SCOPE OF WORK

THE LAKE TAHOE COMMUNITY COLLEGE STUDENT HOUSING PROJECT IS A 2-STORY, 33 UNIT / 100 BED FACILITY LOCATED AT THE SOUTHWEST PORTION OF THE CAMPUS, OVERLOOKING TROUT CREEK. THE FACILITY INCLUDES RECEPTION, COMMUNITY ACTIVITY SPACES, STUDY AREAS, LAUNDRY, VENDING, AND STUDENT STORAGE LOCKER AREAS, PLUS A RESIDENT DIRECTOR'S OFFICE / APARTMENT. SITEWORK INCLUDES ACCESS WALKWAYS / DRIVES, TURF AREAS, OUTDOOR SEATING, LANDSCAPE BERMS, PARKING, AND A COVERED UTILITIES STRUCTURE WITH TRASH ENCLOSURE. A RAMP / WALKWAY CONNECTS STUDENT HOUSING WITH THE ADJACENT CULINARY ARTS BUILDING.

INCREMENT 1: GRADING, SITE UTILITIES

INCREMENT 2: BUILDING CONSTRUCTION

PROJECT INFORMATION

APN#:	025-041-023
PROJECT NAME:	LTCC STUDENT HOUSING
PROJECT ADDRESS:	1 COLLEGE DR, SOUTH LAKE TAHOE, CA, 96150
CLIMATE ZONE:	16
SITE AREA	
BUILDING AREA	16,233 SF
BUILDING GSF	32,002 GSF
BUILDING USE	R-2: STUDENT DORMS
CONSTRUCTION TYPE	IIB
NUMBER OF STORIES	2
BLDG HEIGHT	37' - 6"

PARTIAL LIST OF APPLICABLE CODES

CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH:

2019 CALIFORNIA ADMINISTRATIVE CODE, C.C.R., TITLE 24, PART 1.

2019 CALIFORNIA BUILDING CODE (CBC), - C.C.R., TITLE 24, PART 2.
(2018 INTERNATIONAL BUILDING CODE, VOLUMES 1-2, & 2019 CALIFORNIA AMENDMENTS)

2019 CALIFORNIA ELECTRICAL CODE (CEC), - C.C.R., TITLE 24, PART 3.
(2017 NFPA 70, NATIONAL ELECTRICAL CODE, WITH CALIFORNIA AMENDMENTS)

2019 CALIFORNIA MECHANICAL CODE (CMC), - C.C.R., TITLE 24, PART 4.
(2018 MECHANICAL CODE, WITH CALIFORNIA AMENDMENTS)

2019 CALIFORNIA PLUMBING CODE (CPC), - C.C.R., TITLE 24, PART 5.
(2018 INTERNATIONAL PLUMBING CODE, WITH CALIFORNIA AMENDMENTS)

2019 CALIFORNIA ENERGY CODE (CEC), - C.C.R., TITLE 24, PART 6.

2019 CALIFORNIA FIRE CODE, C.C.R., TITLE 24, PART 9.
(2018 INTERNATIONAL FIRE CODE, WITH CALIFORNIA AMENDMENTS)

2019 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN), C.C.R., TITLE 24, PART 11.

2019 CALIFORNIA REFERENCED STANDARDS, C.C.R., TITLE 24, PART 12.

C.C.R., PUBLIC SAFETY CODE, TITLE 19, DIVISION 1, STATE FIRE MARSHAL REGULATIONS

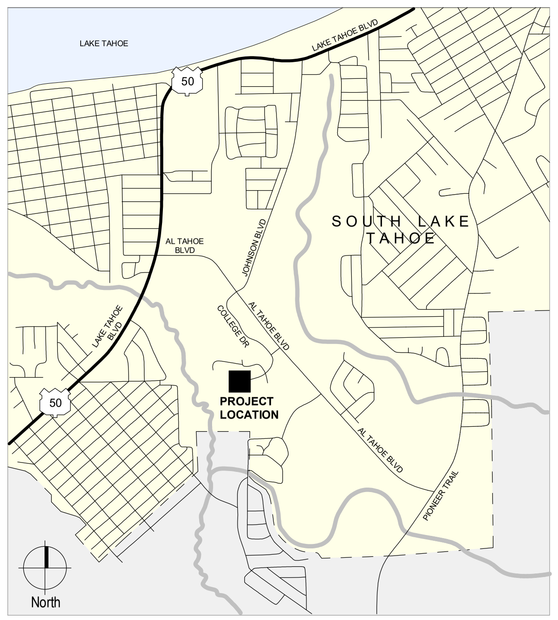
NOTES:
1. WORK AND MATERIALS SHALL BE IN FULL ACCORDANCE WITH THE REQUIREMENTS OF THESE CODES, INCLUDING REFERENCED STANDARDS WITHIN, AND APPLICABLE LOCAL ORDINANCES. WHERE CONTRACT DOCUMENTS EXCEED SUCH REQUIREMENTS, WITHOUT VIOLATING SUCH CODES, REGULATIONS AND ORDINANCES, CONTRACT DOCUMENTS TAKE PRECEDENCE. WHERE CODES CONFLICT, THE MORE STRINGENT REQUIREMENTS SHALL APPLY.

PARTIAL LIST OF APPLICABLE STANDARDS

NFPA 13	INSTALLATION OF SPRINKLER SYSTEMS	2019 EDITION
NFPA 14	INSTALLATION OF STANDPIPE AND HOSE SYSTEMS	2019 EDITION
NFPA 17	DRY CHEMICAL EXTINGUISHING SYSTEMS	2016 EDITION
NFPA 17a	WET CHEMICAL EXTINGUISHER SYSTEMS	2016 EDITION
NFPA 20	INSTL. OF STATIONARY PUMPS FOR FIRE PROTECT.	2019 EDITION
NFPA 72	NATIONAL FIRE ALARM CODE (CA AMENDED) UL STD 1971 FOR VISUAL DEVICES	2019 EDITION
NFPA 80	FIRE DOOR AND OTHER OPENING PROTECTIVES	2019 EDITION
NFPA 92	STANDARD FOR SMOKE CONTROL SYSTEM	2018 EDITION
UL 464	AUDIBLE SIGNAL APPLIANCES	2014 EDITION
UL 521	HEAT DETECTORS FOR FIRE PROTECTIVE SIGNALING SYSTEMS	2010 EDITION

REFERENCE CODE SECTION FOR NFPA STANDARDS - 2019 CBC (SFM) CHAPTER 35
SEE CHAPTER 35 FOR STATE OF CALIFORNIA AMENDMENTS TO NFPA STANDARDS

VICINITY MAP



TRPA SUBMISSION - SHEET LIST	
SHEET #	SHEET NAME
01 - General	
G0.1	COVER SHEET - TRPA
G1.3-1	LOCAL FIRE AUTHORITY - DSA-810 & FIRE APPARATUS EXHIBIT
G1.4	TRPA EXHIBITS - ARCHITECTURAL
G1.5	EXISTING SITE CONTEXT PHOTOS
G1.6-1	WILDLAND INTERFACE AREA CODE REQ'S - INC 1
10 - Civil	
C1.0-1	GENERAL NOTES
C1.1-1	GENERAL SITE PLAN
C1.2-1	TRPA PERMANENT BMPs SIZING
C2.0-1	EX. CONDITIONS & DEMOLITION PLAN
C3.0-1	SITE IMPROVEMENTS & UTILITY PLAN
C4.0-1	GRADING & DRAINAGE PLAN
C4.1-1	GRADING & DRAINAGE PLAN
C5.0-1	TEMPORARY SEDIMENT & EROSION CONTROL PLAN
C5.1-1	BMP DETAIL SHEET
C6.0-1	SITE IMPROVEMENT DETAILS
C6.1-1	SITE IMPROVEMENT DETAILS
C6.1A-1	SITE IMPROVEMENT DETAILS
C6.2-1	UTILITIES DETAILS
C6.3-1	UTILITIES DETAILS
C6.4-1	UTILITIES DETAILS
C7.0	SNOW STORAGE PLAN
20 - Landscape	
L0.04-1	GENERAL INFORMATION
L0.05-1	DEFENSIBLE SPACE PLAN
L3.01-1	MATERIALS PLAN
L4.01-1	LAYOUT PLAN
L7.01-1	SITE DETAILS
L7.02-1	SITE DETAILS
L7.03-1	SITE DETAILS
L8.01-1	TREE PLANTING PLAN
L9.01-1	SHRUB AND GROUNDCOVER PLANTING PLAN
L11.01-1	PLANTING DETAILS
L11.02-1	PLANTING DETAILS
31 - Architectural	
A1.0.1-2	OVERALL FLOOR PLAN - 1ST FLOOR - ANNOTATIONS
A1.0.2-2	OVERALL FLOOR PLAN - 1ST FLOOR - DIMENSIONS
A1.0.4-2	OVERALL FLOOR PLAN - 2ND FLOOR - ANNOTATIONS
A1.0.5-2	OVERALL FLOOR PLAN - 2ND FLOOR - DIMENSIONS
A2.0.1-2	OVERALL ROOF PLAN
A3.0.1-2	OVERALL EXTERIOR ELEVATIONS
70 - Electrical	
E103-1	SITE PLAN - LIGHTING

JK ARCHITECTURE ENGINEERING
AUBURN | TAHOE CITY | RENO | SAN JOSE
WWW.JKAEDESIGN.COM

HANBURY

SEAL
LICENSED ARCHITECT CHRISTOPHER C. VICENCIO NO. C26985 REN. 6-30-23 STATE OF CALIFORNIA

50% CONSTRUCTION DOCUMENTS

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
COVER SHEET - TRPA

Drawn By
Author
Checked By
Checker

NO.	DATE	ISSUE

Project No.
22-100
©Date
03/01/2023
DRAWING NO.
G0.1

Attachment C

235

Autodesk Docs://22-100 Lake Tahoe CCD Student Housing/22-100_LTCC Student Housing.rvt

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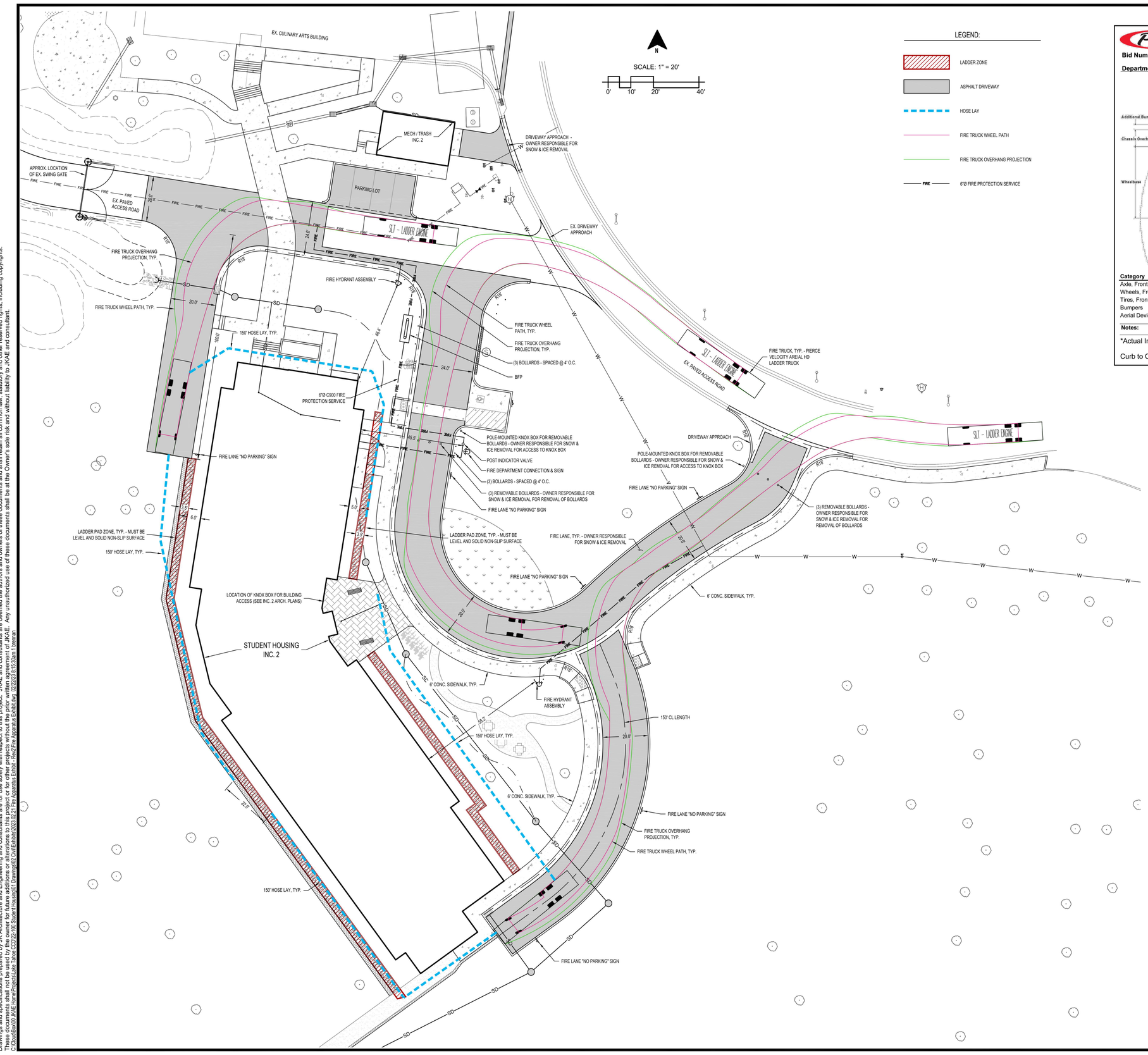
AGENDA ITEM NO. VI.A

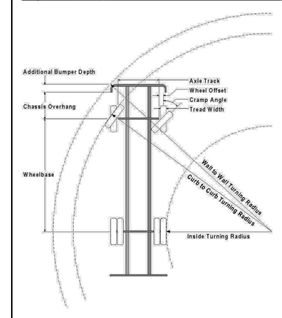


Drawings and specifications prepared by JK Architecture and Engineering and consultants are for use solely with respect to this project. JKAE and consultants are deemed the authors and owners of these documents and shall retain all common law, statutory and other reserved rights, including copyrights. These documents shall not be used by the owner for future additions and alterations to this project or for other projects without the prior written consent of JKAE. Any unauthorized use of these documents shall be at the Owner's sole risk and without liability to JKAE and consultant.

Turning Performance Analysis

Pierce — 10/15/2020

Bid Number: 712
Department: City Of South Lake Tahoe
Chassis: Velocity Chassis, Aerials, Tandem Axle, Ascendant, (Big Block), 2010
Body: Aerial, HD Ladder 107' ASL Tandem, Alum Body



Parameters:

*Inside Cramp Angle:	45°
Axle Track:	82.92 in.
Wheel Offset:	4.68 in.
Tread Width:	16.3 in.
Chassis Overhang:	78 in.
Additional Bumper Depth:	19 in.
Front Overhang:	97 in.
Wheelbase:	248.5 in.

Calculated Turning Radii:

Inside Turn:	19 ft. 8 in.
Curb to curb:	35 ft. 7 in.
Wall to wall:	40 ft. 8 in.

Category	Option	Description
Axle, Front, Custom	0508849	Axle, Front, Oshkosh TAK-4, Non Drive, 22,800 lb, Imp/Vel
Wheels, Front	0019611	Wheels, Front, Alcoa, 22.50" x 12.25", Aluminum, Hub Pilot
Tires, Front	0594921	Tires, Front, Goodyear, G296 MSA, 425/65R22.50, 20 ply
Bumpers	0536235	Bumper, 19" Extended, Steel Painted, Imp/Vel
Aerial Devices	0755095	Aerial, 107' ASL Tandem, 750/500 Tip, 50 MPH

Notes:

*Actual Inside cramp angle may be less than shown.

Curb to Curb turning radius calculated for 9.00 inch curb.

LADDER TRUCK TURNING DETAILS

"Reviewed for Code Compliance"
Job Copies Shall Be Kept At The Site Of Work And Shall Be Open To Inspection By The Building Official Or A Duly Authorized Representative.
Permit # N/A Plans Examiner D.Brown Date 2/22/2023

City of South Lake Tahoe 1965 El Dorado County

Approval Based on Revision/Delta SLTFD Fire Apparatus Access Plan 2/22/2023

JK ARCHITECTURE ENGINEERING
AUBURN | TAHOE CITY | RENO | SAN JOSE
www.jkaedesign.com

Drawn By: BD
Checked By: CS
Project No.: 22-100
Date: FEB 2023

NO.	DATE	ISSUE

Seal

Drawing Title
FIRE APPARATUS EXHIBIT

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING
1 COLLEGE DRIVE
SOUTH LAKE TAHOE, CA 96150

1 OF 1

JK ARCHITECTURE ENGINEERING
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HANBURY

SEAL
LICENSED ARCHITECT CHRISTOPHER C. VINGE NO. C26985 REN. 6-30-23 STATE OF CALIFORNIA

50% CONSTRUCTION DOCUMENTS

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
LOCAL FIRE AUTHORITY - DSA-810 & FIRE APPARATUS EXHIBIT

NO.	DATE	ISSUE

Drawn By: Author
Checked By: Checker
Project No.: 22-100
@Date: 03/01/2023
DRAWING NO.: **G1.3-1**

South Tahoe Public Utility District
1275 Meadow Crest Drive • South Lake Tahoe • CA 96150-7401
Phone 530 544-6474 • Fax 530 541-0614 • www.stpud.us

Date: February 28, 2023
To: Karl Vinge – JK Architecture
Re: 1 College Drive, South Lake Tahoe, CA 96150

Pursuant to your request, the South Tahoe Public Utility District ("District") has prepared the following information per your request regarding a large remodel project. You will need to consider all other components downstream of the water main connection including, but not limited to, the extended water service lateral, meters and meter assemblies, check valves, backflow assemblies, entrance/exit, pipe and fitting losses, etc. There is no existing water main at the location of your proposed fire hydrant(s); therefore a fire service with a backflow prevention device would be required. A private waterline and fire hydrant(s) would need to be installed to the location accordingly. Figure 1 shows the approximate location of the existing 12" waterline that runs through the property. The flows and pressures shown on the attachment are an indication of the existing system conditions during maximum day demand and do not include any additional demands from your project.

The estimated static water pressure at your likely point of connection is 61 psi (assuming an elevation of 6283' MSL at the meter location based on Google Earth). This static pressure is based on the low end of a range of pressures calculated by a 72 hour Extended Period Simulation (EPS) performed using the District's hydraulic water model. The EPS scenario uses maximum day demands and allows the control settings of pumps, tanks, valves and wells to change based on the typical operating conditions of the District's water system.

Water flow estimates are provided from the closest existing fire hydrant locations as shown in Figure 1 on the attachment (Fire Hydrant #3436). The flow estimates and associated pressures are calculated using the District's steady-state fire-flow model which has set parameters for various pumps being on/off and may differ from the boundary conditions associated with the Extend Period Simulation used to calculate the static pressure provided above. The model calculates the flow estimates at a point on the pipe in the street at the approximate location of the fire hydrant lateral (Table 1) and does not take into account any other downstream losses in the lateral, in the hydrant, etc.

The water model is an approximate computer representation of the actual distribution system and should be field verified. Pressure and flow testing at existing hydrants and other locations in your neighborhood is recommended to verify your system calculations. The District does not provide fire protection engineering services and does not guarantee flow or pressure. You will need to engage a fire protection engineer for your system design and have that person evaluate the model data provided along with pertinent field data to properly design your fire protection system.

The above estimated information regarding water line sizes and water pressure ("Information") is based on the District's currently available water system model, is provided solely in response to your request for such information, and provided solely to assist you in planning for fire protection purposes in connection with the development of your property. The water pressure and flows can vary significantly depending on the time of day, customer utilization, water supply interruption, and water system operational problems. The Information is provided "as is" without warranty of any kind, and the District expressly disclaims all express and implied warranties, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose, and that the Information is accurate. The District does not warrant, guarantee, or make any representations regarding the use of, or inability to use, the Information in terms of correctness, accuracy, reliability, timeliness, completeness, or otherwise. The entire risk as to the use of the Information is entirely assumed by you. Any person who uses the information disclaims all liability for damages, costs and expenses and agrees that there are no remedies against the District and its employees or agents for negligence, or for personal injury, breach of warranty or contract, including but not limited to indirect, consequential, punitive or incidental damages.

The District will be reviewing parts of your project submittal as part of the City's review process. Please contact our direct email at fireflow@stpud.dst.ca.us if you need additional information regarding pressure or flows for your project. Review process, meters, connection details, inspection, fees, and all other questions at the District should be directed to our Customer Service Department which handles the permitting and inspection process. They can be reached at 530-544-6474.

Sincerely,

Adrian Cornbes, P.E.
Senior Engineer
South Tahoe Public Utility District

Water System Modeling based on Existing Max Day 2014 Water Model

Figure 1 –Schematic map of property location, closest fire hydrants and pipes nearest to service lateral

Table 1 - Steady State Design Fire Flow and Pressure

Fire Hydrant #	Approximate Elevation Above Sea Level (feet)	Static Pressure[1] (psi)	Available Flow at Hydrant Connection to Main (gpm) at 20 psi Residual Pressure in System	Residual Pressure (psi) at Hydrant Connection to Main at 2,500 gpm Demand
FH #3436	6283'	76	4528[2]	60

[1]Static pressure provided is based on a steady state model of fire flow demands. This is not calculated using the same operating conditions as the static pressure provided by the EPS model.
[2]Residual Pressure at FH #3436 is 39 psi

DSA 810

FIRE & LIFE SAFETY SITE CONDITIONS SUBMITTAL

Division of the State Architect (DSA) documents referenced within this publication are available on the DSA Forms or DSA Publications webpages.

To facilitate the Division of the State Architect's (DSA) fire and life safety plan review of project site conditions, DSA requires the design professional to provide the following information at time of project submittal for projects consisting of construction of a new campus, construction of new building(s), additions to existing buildings, and for site alternate design means for fire department emergency vehicle access, and fire suppression water supply.

Information associated with compliance items 1 through 3 below is to be provided for all project types indicated above. Information associated with items 4 through 7 is to be completed when an alternate means is utilized. Acknowledgement by the school district and signature from the Local Fire Authority (LFA) is only required when an alternate design means is being requested.

The Project Information and Fire & Life Safety Information sections are to be completed for all projects and imaged onto the fire access site plan. When an alternate design/means is proposed, all sections on pages 1 and 2 are to be completed and imaged on the fire access site plan.

For additional information refer to the instructions at the end of this form and DSA Policy *PL 09-01: Fire Flow for Buildings*.

PROJECT INFORMATION	
School District/Owner:	LAKE TAHOE COMMUNITY COLLEGE
Project Name/School:	LTCC STUDENT HOUSING / LAKE TAHOE COMMUNITY COLLEGE
Project Address:	1 COLLEGE DRIVE, SOUTH LAKE TAHOE, CA, 96150

FIRE & LIFE SAFETY INFORMATION				
1.	Has a fire hydrant flow test been performed within the past 12 months? (FIRE FLOW TEST PROVIDED WAS PERFORMED AUG 2020.) *(If yes, provide a copy of the test data.)*	Yes ☑		No ☐
2.	Was the fire hydrant water flow test performed as part of this LFA review?	Yes ☑		No ☐
3.	Is the project located within a designated fire hazard severity zone (FHSZ) as established by Cal-Fire? *(If yes, indicate FHSZ classification below.)*	Yes ☑		No ☐
	Refer to the following website for FHSZ locations: http://egis.fire.ca.gov/FHSZ/	Moderate ☐	High ☐	Very High ☑
	Wildland Interface Area (WIFA) *(If any designations are checked, project design must meet the requirements of CBC Chapter 7A.)*			WIFA ☑

DSA 810
FIRE & LIFE SAFETY SITE CONDITIONS SUBMITTAL

	CONDITION MEANS AND METHODS RESOLUTION	ALTERNATE ACCEPTED			
		Yes	No	N/A	N/R
4.	Emergency vehicle access roadways do not meet CFC requirements.			✓	
4a.	**Acceptable Alternate:** Emergency vehicle and personnel access as proposed by the project architect is acceptable for providing fire suppression and protection of life and property.				
5.	**Fire Hydrants:** Number and spacing does not meet CFC requirements.			✓	
5a.	**Acceptable Alternate:** Number of fire hydrants and spacing as proposed by the project architect is acceptable for fire suppression and protection of life and property.				
6.	**Fire Hydrants:** Water flow and pressure are less than CFC minimum.			✓	
6a.	**Acceptable Alternate:** The available flow and pressure is acceptable for providing fire suppression and protection of life and property.				
7.	Location of fire department connection(s) serving fire sprinkler systems or standpipe systems does not meet CFC requirements.			✓	
7a.	**Acceptable Alternate:** The location of fire department connection serving the fire sprinkler system and/or standpipe system is acceptable for providing fire suppression and protection of life and property.				

School District Acceptance of Acceptable Design Alternates

By signing this form, the school district acknowledges and accepts the proposed design as an alternative to California Building Code (CBC) and California Fire Code (CFC) minimum requirements, as indicated by one or more of the conditions indicated at items 4a, 5a, 6a or 7a, for providing fire and life safety protection of life and property.

Accepted by: N/A Title:
Signature: Date: 2-28-23

LOCAL FIRE AUTHORITY (LFA) INFORMATION	
LFA Agency Name:	South Lake Tahoe Fire Rescue
LFA Review Official:	Eric George
Title:	Fire Marshal — Work Phone: 530 542 6037
Work Email:	EGeorge@cityofslt.us
LFA Reviewer's Signature:	Date: 2-28-23

Autodesk Docs://22-100 Lake Tahoe CCD Student Housing/22-100_LTCC Student Housing.rvt
3/1/2023 1:59:23 PM
AGENDA ITEM NO. VI.A
236

1 VIEW CORRIDOR AERIAL KEY PLAN
1" = 160'-0"

2 VIEW A FROM AL TAHOE BLVD
1" = 1'-0"

3 VIEW B FROM AL TAHOE BLVD
1" = 1'-0"

TABLE 37.4.1-1: MAXIMUM HEIGHTS FOR BUILDINGS

Percent Slope Retained Across Building Site	Roof Pitch										
	0:12	1:12	2:12	3:12	4:12	5:12	6:12	7:12	8:12	9:12	≥10:12
0	24'-0"	25'-2"	26'-5"	27'-7"	28'-9"	30'-0"	31'-2"	32'-5"	33'-7"	34'-9"	36'-0"
2	24'-6"	25'-8"	26'-11"	28'-1"	29'-3"	30'-6"	31'-8"	32'-11"	34'-1"	35'-3"	36'-6"
4	25'-0"	26'-2"	27'-5"	28'-7"	29'-9"	31'-0"	32'-2"	33'-5"	34'-7"	35'-9"	37'-0"
6	25'-6"	26'-8"	27'-11"	29'-1"	30'-3"	31'-6"	32'-8"	33'-11"	35'-1"	36'-3"	37'-6"
8	26'-0"	27'-2"	28'-5"	29'-7"	30'-9"	32'-0"	33'-2"	34'-5"	35'-7"	36'-9"	38'-0"
10	26'-6"	27'-8"	28'-11"	30'-1"	31'-3"	32'-6"	33'-8"	34'-11"	36'-1"	37'-3"	38'-6"
12	27'-0"	28'-2"	29'-5"	30'-7"	31'-9"	33'-0"	34'-2"	35'-5"	36'-7"	37-9"	39'-0"
14	27'-6"	28'-8"	29'-11"	31'-1"	32'-3"	33'-6"	34'-8"	35'-11"	37'-1"	38'-3"	39'-6"
16	28'-0"	29'-2"	30'-5"	31'-7"	32'-9"	34'-0"	35'-2"	36'-5"	37'-7"	38'-9"	40'-0"
18	28'-6"	29'-8"	30'-11"	32'-1"	33'-3"	34'-6"	35'-8"	36'-11"	38'-1"	39'-3"	40'-6"
20	29'-0"	30'-2"	31'-5"	32'-7"	33'-9"	35'-0"	36'-2"	37'-5"	38'-7"	39'-9"	41'-0"
22	29'-6"	30'-8"	31'-11"	33'-1"	34'-3"	35'-6"	36'-8"	37'-11"	39'-1"	40'-3"	41'-6"
≥24	30'-0"	31'-2"	32'-5"	33'-7"	34'-9"	36'-0"	37'-2"	38'-5"	39'-7"	40'-9"	42'-0"

Note: Cells shaded in grey are considered "additional height" and subject to additional approval criteria in Sec. 37.4 through 37.7.

37.5.2.E. ADDITIONAL BUILDING HEIGHT FOR PUBLIC SERVICE BUILDINGS

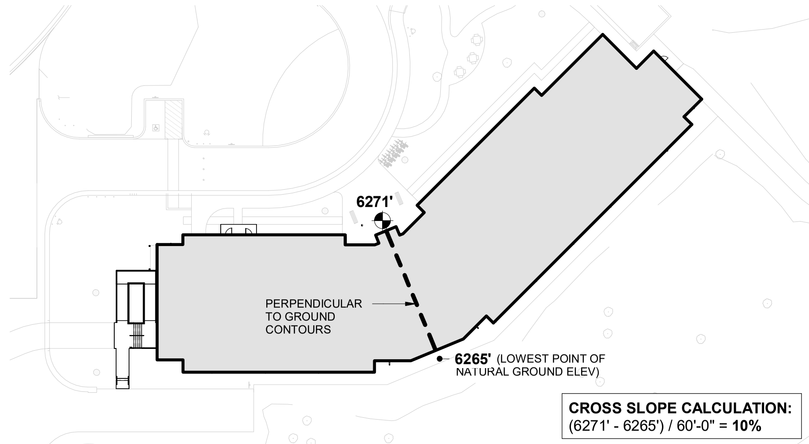
The maximum building heights specified in Table 37.4.1-1 may be increased if the buildings are classified as **"Schools"** or "Regional Public Health and Safety Facilities –Solid Waste Transfer Stations" that TRPA finds to be regionally serving, pursuant to Chapter 21: Permissible Uses, and the buildings are not visible from Lake Tahoe and are not located within or are not visible from designated scenic highway corridors and designated Class I or II bikeways and recreations sites identified in the Lake Tahoe Scenic Resource Evaluation, and provided TRPA makes findings 1, 3, 4, 7, 8, and 10 in Section 37.7. Additional height shall be calculated as follows:

1. The maximum height in Table 37.4.1-1 may be increased by up to **14 feet**, but not to exceed a total building height of 56 feet, provided that the project proponent demonstrates that the additional height is necessary for the proper function of the building; and

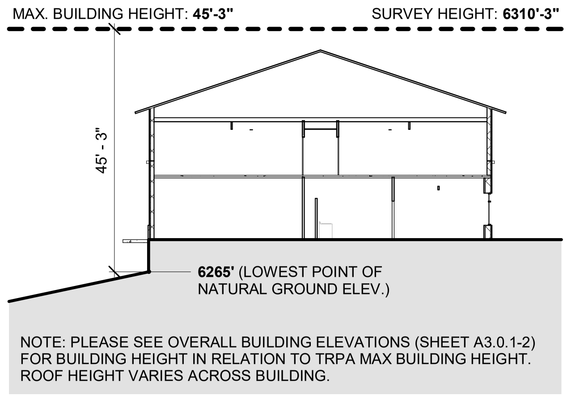
2. Additional height beyond that set forth in 1 above may be earned up to a maximum total building height of 56 feet, provided that the new structure incorporates community design features such as pitched roofs, articulated facades, articulated roof planes, and the use of earthtone colors consistent with the Design Review Guidelines.

TRPA MAXIMUM HEIGHT CALCULATIONS:

BASE HEIGHT FROM TABLE 37.4.1-1:	31'-3"
ADD'L HEIGHT FROM SEC. 37.5.2.E:	14'-0"
MAXIMUM BUILDING HEIGHT:	**45'-3"**

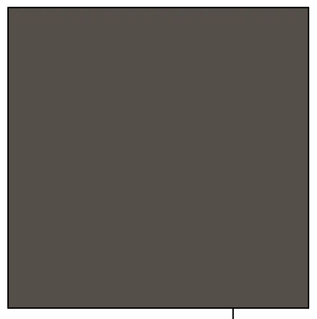


5 PLAN - TRPA MEASURMENT OF HEIGHT
1" = 40'-0"

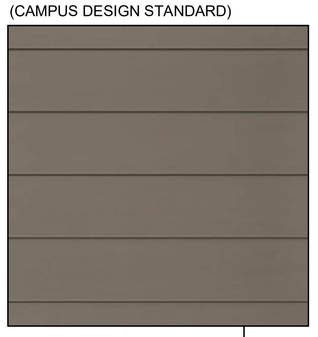


6 SECTION - TRPA HEIGHT DIAGRAM
1/16" = 1'-0"

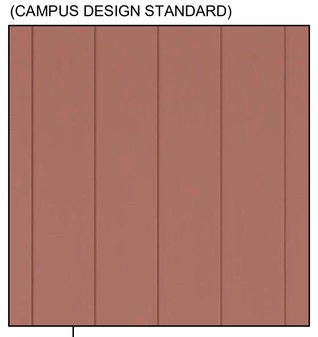
STRUCTURAL STEEL & SHEET METAL FASCIA AND TRIMS
COLOR: "SW 7048 - URBANE BRONZE"



FIBER CEMENT V-GROOVE SIDING
COLOR: "SAGE"
INSTALLED HORIZONTALLY
(CAMPUS DESIGN STANDARD)



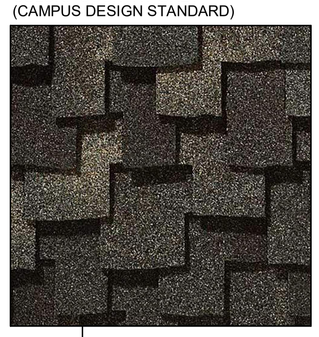
FIBER CEMENT V-GROOVE SIDING
COLOR: "RUST"
INSTALLED VERTICALLY
(CAMPUS DESIGN STANDARD)



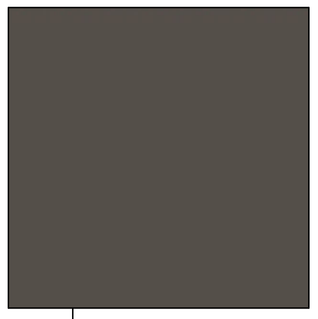
ALUMINUM "WOOD LOOK" SOFFIT
MODEL: 6" V-GROOVE T&G
COLOR: "LIGHT FIR"

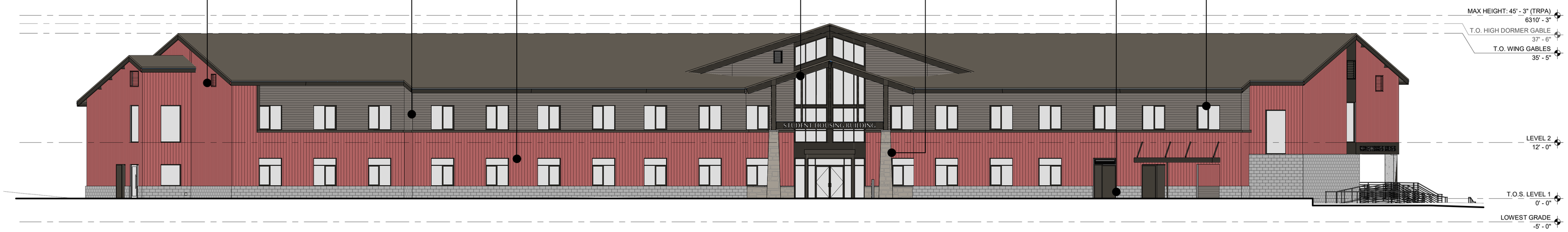
ANCHORED STONE VENEERS
COLOR: "WATER MILL & SAWTELLE"
MANUF.: MERRILLSTONE
OR SIMILAR AS AVAILABLE

COMPOSITION SHINGLE ROOF
PRESIDENTIAL SHAKE BY CERTAINTEED
COLOR: "COUNTRY GREY"
(CAMPUS DESIGN STANDARD)



WINDOWS & STOREFRONT FRAMES
COLOR: "BRONZE"





7 ELEVATION - EXTERIOR MATERIALS
1" = 10'-0"

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HANBURY

SEAL

LICENSED ARCHITECT
CHRISTOPHER C. VIGNERO
NO. C26985
REN. 6-30-23
STATE OF CALIFORNIA

50% CONSTRUCTION DOCUMENTS

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
TRPA EXHIBITS - ARCHITECTURAL

Drawn By
Author
Checked By
Checker

NO.	DATE	ISSUE

Project No.
22-100
@Date
03/01/2023
DRAWING NO.
G1.4

Autodesk Docs://22-100 Lake Tahoe CCD Student Housing/22-100_LTCC Student Housing.rvt
3/1/2023 1:59:39 PM
AGENDA ITEM NO. VI.A

4 VIEW OF FIRE ROAD UNDER CONSTRUCTION BETWEEN PROJECT SITE AND (E) STUDENT CENTER, FROM EAST

1 VIEW OF PROJECT SITE AND (E) LIBRARY FROM SOUTHEAST

5 VIEW FROM PROJECT SITE, LOOKING NORTHWEST TO (E) STUDENT CENTER AND (E) LIBRARY

2 VIEW OF PROJECT SITE FROM EAST

6 VIEW OF PROJECT SITE FROM WEST

3 VIEW FROM PROJECT SITE LOOKING WEST TOWARDS TROUT CREEK

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SEAL

LICENSED ARCHITECT CHRISTOPHER C. VIDERSKI NO. C26985 REN. 6-30-23 STATE OF CALIFORNIA

50% CONSTRUCTION DOCUMENTS

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
EXISTING SITE CONTEXT PHOTOS

Drawn By: Author

Checked By: Checker

NO.	DATE	ISSUE

Project No. 22-100

@Date 03/01/2023

DRAWING NO.
G1.5

DEFENSIBLE SPACE NOTES

SEE EL DORADO COUNTY TITLE 8 PUBLIC HEALTH AND SAFETY CHAPTER 8.09 VEGETATION MANAGEMENT AND DEFENSIBLE SPACE.

- 8.09.070 F (1) MAINTAIN DEFENSIBLE SPACE OF 100 FEET FROM EACH SIDE AND FROM EACH CORNER OF THE STRUCTURE, BUILDING, OR PORTION THEREOF, WHICHEVER IS FINE EXCEPT AS PROVIDED IN PARAGRAPH (11). THE AMOUNT OF FUEL MODIFICATION NECESSARY SHALL TAKE INTO ACCOUNT THE FLAMMABILITY OF THE STRUCTURE AS AFFECTED BY GRADE, ACCESS TO THE STRUCTURE, WHICH SHALL NOT BE BY MEANS OF VEGETATION. FUELS SHALL BE MAINTAINED IN A CONDITION SO THAT A WILDFIRE BURNING UNDER AVERAGE WEATHER CONDITIONS WOULD BE UNLIKELY TO IGNITE THE STRUCTURE. THIS PARAGRAPH DOES NOT APPLY TO SINGLE SPECIMENS OF TREES OR OTHER VEGETATION THAT ARE WELL-PRUNED AND MAINTAINED SO AS TO EFFECTIVELY SPACE THE CROWNS VERTICALLY AND HORIZONTALLY TO ADEQUATELY REDUCE FIRE FROM OTHER NEARBY VEGETATION TO A STRUCTURE OR FROM A STRUCTURE TO OTHER NEARBY VEGETATION.

"REVIEWED FOR CODE COMPLIANCE"

JOB COPIES SHALL BE KEPT AT THE SITE OF WORK AND SHALL BE OPEN TO INSPECTION BY THE BUILDING OFFICIAL OR A DULY AUTHORIZED REPRESENTATIVE.

PERMIT 22-00154 PLANS EXAMINER D.Brown DATE 12/27/2022

APPROVAL BASED ON REVISION/DELTA: DLTA#1b Defensible Space Only 12/27/2022

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SEAL

DSA SUBMISSION - INC. 1

Drawing Title
DEFENSIBLE SPACE PLAN

NO.	DATE	ISSUE

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawn By: MP
Checked By: SN
Project No.: 22-100
c.Date: 12/15/2022

DRAWING NO.
L0.05-1

CBC 2019 CHAPTER 7A COMPLIANCE TABLE		Yes	No	N/A	COMMENTS
701A SCOPE PURPOSE & APPLICATION					
701A.5 Vegetation Clearance	Prior to building permit final approval, the property shall be in compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Public Resources Code 4291 or California Government Code Section 51182. Acceptable methods of compliance inspection and documentation shall be determined by the enforcing agency and shall be permitted to include any of the following:				
	1. Local, state or federal fire authority or designee authorized to enforce vegetation management requirements.	•			SEE DEFENSIBLE SPACE PLAN WITH LOCAL FIRE REVIEW STAMP ON THIS SHEET
	2. Enforcing agency.		•		
	3. Third party inspection and certification authorized to enforce vegetation management requirements.		•		
	4. Property owner certification authorized by the enforcing agency.		•		
705A ROOFING					
705A.2 Roofing	Roofing: Roof covering to be listed "A" fire-resistant roofing installed in conformance w/ CBC section 707A.1.2. Spaces between the roof covering and roof decking shall be constructed to prevent the intrusion of flames and embers, shall be fire-stopped with approved materials, or have one layer of no. 72 ASTM bal-rated material over the sheathing/decking.				
705A.3 Roof Valleys	Where valley flashing is installed, the flashing shall be not less than 0.019-inch no. 26 gage galvanized sheet corrosion-resistant metal installed over not less than one layer of minimum 72 pound mineral-surfaced non-perforated cap sheet complying with ASTM D3909 at least 36 inch wide running the full length of the valley.				
705A.4 Roof gutters	Roof gutters shall be provided with the means to prevent the accumulation of leaves and debris in the gutter.				
708A VENTS					
708A.3 Vents					
Is the roof vented ?					
	If Yes -	Vents will be either VNU vents approved and listed by the State Fire Marshal or VNA vents rated to ASTM E2886 by complying with the requirements of CBC section 706A.2.			
	If Yes -	Provide a detail and/or notation the calculation showing the net free ventilating area complies with the requirements of CBC section 1202.2 based on the VNA vent opening size.			
	If No -	Provide a detail and/or notation showing compliance to CBC section 1202.3, including but not limited to manufacturer's specification, detailed on non-vented system, air and water permeability testing data.			
Is the floor vented ?					
		Provide on plan drawing(s) a detail and/or notation specifying that vents are either VNU vents approved and listed by the State Fire Marshal or VNA vents rated to ASTM E2886 by complying with the requirements of CBC section 706A.2.			
707A.3 Exterior Walls		Exterior wall shall be approved noncombustible or ignition-resistant material, heavy timber or log wall behavioral to shall provide protection in accordance with SFM Standards 12-7A-1 (Specific Ignition Resistant Exterior Wall Construction), Test Protocol and Flame Spread. Indicate if listed in SFM Handbook, CBC 707A.3, CRC R327.3.			
		Exterior walls: Exterior wall coverings shall extend from the top of the foundation to the roof and terminate at 2-inch nominal solid wood blocking between rafters at all roof overhangs, or in the case of enclosed eaves, terminate at the enclosure. See building elevations for notes.			
707A EXTERIOR COVERINGS					
707A.5 Enclosed roof eaves and soffits	Enclosed roof eaves and roof eave soffits. The exposed underside of enclosed roof eaves having either a boxed-in roof eave soffit with a horizontal underside, or sloping rafter tails with exterior covering applied to the underside of the rafter tails, shall be protected by one of the following:				
	1. Noncombustible material.				
	2. Ignition-resistant material. The ignition-resistant material shall be labeled for exterior use and shall meet the requirements of Section 707A.2.				
	3. Materials approved for not less than 1-hour fire-resistance-rated construction on the exterior side, as tested in accordance with ASTM E119 or UL 263.				
	4. Boxed-in roof eave soffit assemblies with a horizontal underside that meets the performance criteria in Section 707A.11 when tested in accordance with the test procedures set forth in ASTM E2957.				
	5. Boxed-in roof eave soffit assemblies with a horizontal underside that meets the performance criteria in accordance with the test procedures set forth in the in SFM Standard 12-7A-3.				
707A.6 Exterior porch ceilings	Exterior porch ceilings, floor projections, under-floor protection, underside of appendages. The exposed underside of exterior porch ceilings, floor projections, underside of appendages and under-floor protection shall be protected by one of the following:				
	1. Noncombustible material.				
	2. Ignition-resistant material. The ignition-resistant material shall be labeled for exterior use and shall meet the requirements of Section 707A.2.				
	3. Materials approved for not less than 1-hour fire-resistance-rated construction on the exterior side, as tested in accordance with ASTM E119 or UL 263.				
	4. Porch ceiling assemblies with a horizontal underside that meets the performance criteria in Section 707A.10 when tested in accordance with the test procedures set forth in ASTM E2957.				
	5. Porch ceiling assemblies with a horizontal underside that meets the performance criteria in accordance with the test procedures set for the in SFM Standard 12-7A-3.				
707A.7 Floor Projections	The exposed underside of a cantilevered floor projection where a floor assembly extends over an exterior wall shall be protected by one of the following:				
	1. Noncombustible material.				
	2. Ignition-resistant material. The ignition-resistant material shall be labeled for exterior use and shall meet the requirements of Section 707A.2.				
	3. Materials approved for not less than 1-hour fire-resistance-rated construction on the exterior side, as tested in accordance with ASTM E119 or UL 263.				
	4. Underside of floor assemblies with a horizontal underside that meets the performance criteria in Section 707A.11 when tested in accordance with the test procedures set forth in ASTM E2957.				
	5. Underside of floor assemblies with a horizontal underside that meets the performance criteria in accordance with the test procedures set for the in SFM Standard 12-7A-3.				
707A.8 Underfloor Protection	The underfloor area of elevated or overhanged buildings shall be enclosed to grade in accordance with the requirements of the exterior or the underside of the exposed underfloor shall consist of one of the following:				
	1. Noncombustible material.				
	2. Ignition-resistant material. The ignition-resistant material shall be labeled for exterior use and shall meet the requirements of Section 707A.2.				
	3. Materials approved for not less than 1-hour fire-resistance-rated construction on the exterior side, as tested in accordance with ASTM E119 or UL 263.				
	4. Underside of floor assemblies with a horizontal underside that meets the performance criteria in Section 707A.11 when tested in accordance with the test procedures set forth in ASTM E2957.				
	5. Underside of floor assemblies with a horizontal underside that meets the performance criteria in accordance with the test procedures set for the in SFM Standard 12-7A-3.				
707A.9 Underside Appendages	When required by the enforcing agency, the underside of overhanging appendages shall be enclosed to grade in accordance with the requirements of the chapter or				
	1. Noncombustible material.				
	2. Ignition-resistant material. The ignition-resistant material shall be labeled for exterior use and shall meet the requirements of Section 707A.2.				
	3. Materials approved for not less than 1-hour fire-resistance-rated construction on the exterior side, as tested in accordance with ASTM E119 or UL 263.				
	4. Underside of appendage assemblies with a horizontal underside that meets the performance criteria in Section 707A.11 when tested in accordance with the test procedures set forth in ASTM E2957.				
	5. Underside of appendage assemblies with a horizontal underside that meets the performance criteria in accordance with the test procedures set for the in SFM Standard 12-7A-3.				
708A EXTERIOR WINDOWS, SKYLIGHTS AND DOORS					
708A.2.1 Exterior window, skylight, glazed door assembly requirements.	1. Multiple-glazing with a minimum of tempered panel meeting the requirements of Section 2406 Safety Glazing.				
	2. Glass block units.				
	3. Fire resistance rated of not less than 20 minutes when tested according to NFPA 257.				
	4. Tested to meet performance requirements of SFM 12-7A-2.				
708A.2.2 Operable skylights	Operable skylights shall be protected by a noncombustible mesh screen where they are within 10 of the openings, but not closer than 3 inches.				
708A.3 Exterior Doors	1. Exterior surface or cladding shall be noncombustible material.				
	2. Exterior surface or cladding shall be ignition-resistant material.				
	3. Exterior door shall be constructed of solid core wood having stiles and rails not less than 1 3/8 inches thick with interior solid panel thickness no less than 1 1/4 inches thick.				
	4. Exterior door assembly shall have a fire-resistance rating of not less than 20 minutes when tested according to NFPA 257.				
	5. Exterior surface or cladding shall be tested to meet performance requirements of section 707A.3.1 when tested in accordance with ASTM E2707.				
	6. Exterior surface or cladding shall be tested to meet performance requirements of standard SFM 12-7A-1.				
	Glazing in exterior doors shall comply with Section 708A.2.1.				
709A DECKING					
709A.3 Decking Surfaces	The walking surface material of decks, porches, balconies, and stairs shall be constructed with one of the following materials:				
	1. Material that complies with the performance requirements of Section 707A.4 when tested in accordance with both ASTM E2632 and ASTM E2726.				
	2. Ignition-resistant material that complies with the performance requirements of Section 707A.2.				
	3. Material that complies with the performance requirements of both SFM Standard 12-7A-4 and Section 707A.3.				
	4. Fire Retardant treated wood.				
	5. Noncombustible material.				
	6. Any material that complies with the performance requirements of SFM Standard 12-7A-4A when attached exterior wall covering is also composed of noncombustible or ignition-resistant material. Any material that complies with the performance requirements of SFM Standard 12-7A-4B when attached exterior wall covering is also composed of noncombustible or ignition-resistant material.				
	7. Any material that complies with the performance requirements of Section 709A.5 when tested in accordance with ASTM E2632 and when attached exterior wall covering is also composed of only noncombustible or ignition-resistant materials.				
710A ACCESSORY STRUCTURES					
710A.2.1 Accessory Building Requirements	Applicable accessory buildings that are less than 120 square feet in floor area and are located more than 30 feet but less than 50 feet from an applicable building shall be constructed of noncombustible material or of ignition-resistant materials as described in Section 707A.2.				

LEGEND

EXCLUDED FROM INC. 1 SCOPE (SEE INC. 2)

SEAL

LICENSED ARCHITECT CHRISTOPHER C. CRABBUCH NO. C26985 REN. 6-30-23 STATE OF CALIFORNIA

50% CONSTRUCTION DOCUMENTS

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
WILDLAND INTERFACE AREA CODE REQ'S - INC 1

Drawn By: Author
Checked By: Checker

NO.	DATE	ISSUE

Project No.: 22-100
@Date: 03/01/2023

DRAWING NO.
G1.6-1

Autodesk Docs://22-100 Lake Tahoe CCD Student Housing/22-100_LTCC Student Housing.rvt
3/1/2023 1:59:32 PM
AGENDA ITEM NO. VI.A

ABBREVIATIONS

Ø	DIAMETER
°	DEGREES
±	PLUS/MINUS
@	AT
=	EQUALS
AD	AREA DRAIN
AG	AVERAGE
AL	ALUMINUM, ALIGN
ARV	AIR RELEASE VALVE
BMP	BEST MANAGEMENT PRACTICE
BC	BACK OF CURB
BOR	BACK OF RAMP
BOS	BOTTOM OF STAIRS
BOW	BOTTOM OF WALL
BVC	BEGIN VERTICAL CURVE
C	CABLE TV
C&G	CURB & GUTTER
CB	CATCH BASIN
CF	CUBIC FOOT
CFS	CUBIC FOOT PER SECOND
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CSP	CORRUGATED STEEL PIPE
CO	CLEAN OUT
CONC	CONCRETE
CY	CUBIC YARD
DI	DROP INLET
DIA	DIAMETER
DBH	DIAMETER BREAST HEIGHT
DE	DRAINAGE EASEMENT
DET	DETAIL
DF	DOUGLAS FIR
DG	DECOMPOSED GRANITE
DI	DRAINAGE INLET, DROP INLET
DIP	DUCTILE IRON PIPE
DWY	DRIVEWAY
E	EAST
(E)	EXISTING
EA	EACH
EASE	EASEMENT
EG	EXISTING GRADE
EL	ELEVATION
ELEV	ELEVATION
ENG	ENGINEER
EP	EDGE OF PAVEMENT
ETW	EDGE OF TRAVELED WAY
EVC	END OF VERTICAL CURVE
EW	EACH WAY
EX	EXISTING
EXIST	EXISTING
F	FIR
FF	FINISH FLOOR ELEVATION
FG	FINISHED GRADE
FGF	FINISH GARAGE FLOOR
FM	FORCE MAIN
FH	FIRE HYDRANT
FL	FLOW LINE
FND	FOUND
F/O	FIBER OPTIC LINES
FOC	FACE OF CURB
FOG	FOG LINE
FPS	FEET PER SECOND
G	GAS
GB	GRADE BREAK
GF	GARAGE FINISH FLOOR
GFL	GRATE FLOWLINE
GR	GRATE TOP
GTD	GRADE TO DRAIN
GV	GATE VALVE
HDPE	HIGH DENSITY POLYETHYLENE
HORIZ	HORIZONTAL
HP	HIGH POINT
HYD	FIRE HYDRANT
ID	INNER DIAMETER
IE	INVERT ELEVATION
INTX	INTERSECTION
INV	INVERT ELEVATION
IP	IRON PIPE
IRR	IRRIGATION
JE	JUNCTION ENCLOSURE
JP	JOINT POLE
JKAE	JK ARCHITECTURE & ENGINEERING
JT	JOINT TRENCH
L	LENGTH, LEFT
LAT	LATERAL
LF	LINEAR FOOT
LONG	LONGITUDINAL
LP	LOW POINT
LS	LUMP SUM
LT	LEFT
MAX	MAXIMUM
MH	MANHOLE
ME	MATCH EXISTING
MIN	MINIMUM
MPH	MILES PER HOUR
N	NORTH
NIC	NOT IN CONTRACT
OC	ON CENTER
OD	OUTSIDE DIAMETER
OH	OVERHEAD
OHE	OVERHEAD ELECTRIC
OMP	OMP INLET
OMPI	OMP INLET
P	PRIMARY POWER OR PINE
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
POC	POINT OF CONNECTION
PMP	PERFORATED METAL PIPE
PROP	PROPOSED
PT	POINT OF TANGENCY
PUE	PUBLIC UTILITY EASEMENT
PVC	POLYVINYLCHRLORIDE
PVR	PAVERS
PVI	POINT OF VERTICAL INTERSECTION
R	RADIUS, RIGHT
R/W	RIGHT OF WAY
RC	RELATIVE COMPACTION
REQD	REQUIRED
RIM	RIM ELEVATION
RLD	ROCK-LINED DITCH
ROW	RIGHT OF WAY
RSP	ROCK SLOPE PROTECTION
RT	RIGHT
S	SLOPE, SOUTH, SECONDARY POWER
SC	SAW CUT
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SE	SLOPE EASEMENT
SF	SQUARE FOOT
SG	SUBGRADE
SH	SHOULDER
SHT	SHEET
SS	SANITARY SEWER
SSE	SNOW STORAGE EASEMENT
SSCO	SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MANHOLE
ST	STREET
STA	STATION
STD	STANDARD
SWM	STORMWATER MANAGEMENT
SW	SIDEWALK, SWALE
T	TELEPHONE
TC	TOP OF CURB
TOE	TOE OF SLOPE
TOP	TOP, TOP OF SLOPE
TOR	TOP OF RAMP
TOS	TOP OF STAIRS
TOW	TOP OF WALL
(TYP)	TYPICAL
V	VAULT
VG	VALLEY GUTTER
VERT	VERTICAL
VIF	VERIFY IN FIELD
W	WEST OR WATER
W/	WITH
WM	WATER MAIN, WATER METER
WV	WATER VALVE

INSTRUCTION TO CONTRACTORS

2 working days Call before you Dig. 1-800-227-2600

48 HOUR NOTICE REQUIRED PRIOR TO COMMENCING WORK

BEFORE COMMENCING WORK, ALL PLANS, SCHEDULES, AND PROGRAMS MUST BE SUBMITTED AND APPROVED IN CONFORMANCE WITH THE REQUIREMENTS OF THE CITY OF SOUTH LAKE TAHOE PUBLIC IMPROVEMENT AND ENGINEERING STANDARDS, DATED 2009, AND THE STATE OF CALIFORNIA STANDARD SPECIFICATIONS DATED 2010. BEFORE COMMENCING WORK, THE CONTRACTOR SHALL NOTIFY THE CITY OF SOUTH LAKE TAHOE DEVELOPMENT SERVICES, ENGINEERING AND SURVEYING DIVISION, CONSTRUCTION INSPECTION OFFICE 48 HOURS IN ADVANCE OF THE TIME OF COMMENCEMENT. CALL SOUTH LAKE TAHOE (530) 541-7524.

GENERAL NOTES

1. ALL CONSTRUCTION MATERIALS AND METHODS SHALL CONFORM TO THE REQUIREMENTS OF CITY OF SOUTH LAKE TAHOE PUBLIC IMPROVEMENT AND ENGINEERING STANDARDS, DATED 2009. ALL REFERENCES TO STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD SPECIFICATIONS SHALL REFER TO THE 2018 EDITION OF THE STANDARD SPECIFICATIONS. ATTENTION IS ALSO DIRECTED TO THE STANDARD DETAILS CONTAINED IN THE CITY OF SOUTH LAKE TAHOE PUBLIC IMPROVEMENT AND ENGINEERING STANDARDS AND THE CURRENT EDITION OF THE CALTRANS STANDARD PLANS, WHICH WHEN APPLICABLE, ARE INCLUDED IN THESE DRAWINGS AND/OR REFERENCED BY PLATE OR STANDARD PLAN NUMBER. CONTRACTOR IS RESPONSIBLE TO HAVE AVAILABLE A CURRENT SET OF CITY SOUTH LAKE TAHOE GENERAL SPECIFICATIONS WITH PLATES, CALTRANS STANDARD SPECIFICATIONS, AND CALTRANS STANDARD PLANS.
2. CITY, DEPARTMENT OR ENGINEER, AS USED ON THESE PLANS AND NOTES, REFERS TO THE DIRECTOR OF THE CITY OF SOUTH LAKE TAHOE DEPARTMENT OF ENGINEERING AND SURVEYING AND/OR DEPARTMENT OF PUBLIC WORKS OR AN AUTHORIZED AGENT APPOINTED BY THE DIRECTOR.
3. A REGISTERED CIVIL ENGINEER OR LICENSED LAND SURVEYOR SHALL DO ALL FIELD STAKING. THE OWNER SHALL PROVIDE ONE SET OF CONSTRUCTION CONTROL STAKES; ANY ADDITIONAL STAKING NECESSARY SHALL BE PROVIDED BY THE ENGINEER/SURVEYOR AT THE EXPENSE OF THE CONTRACTOR.
4. UTILITIES SHOWN ON THESE PLANS, INCLUDING TYPES, LOCATIONS, SIZES AND DEPTHS ARE APPROXIMATE ONLY. INFORMATION WAS OBTAINED FROM SOURCES OF VARYING RELIABILITY, INCLUDING BUT NOT LIMITED TO COORDINATION WITH THE LAKE TAHOE COMMUNITY COLLEGE, UTILITY COMPANIES AND AVAILABLE RECORD DRAWINGS. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE THE EXISTING UNDERGROUND UTILITIES INFORMATION BUT JK ARCHITECTURE ENGINEERING CANNOT ASSUME RESPONSIBILITY FOR THE COMPLETENESS AND ACCURACY OF THE INFORMATION PROVIDED HEREIN OR OF ANY EXISTING UNDERGROUND IMPROVEMENT INFORMATION NOT SHOWN. THE CONTRACTOR IS CAUTIONED AND RECOMMENDED TO LOCATE AND IDENTIFY ALL EXISTING UTILITIES AFFECTED BY THE PROPOSED DEMOLITION AND IMPROVEMENTS, CONDUCT SITE INVESTIGATIONS, CONTACT UNDERGROUND SERVICE ALERT, AND OTHER QUALIFIED CABLE/PIPELINE LOCATOR SERVICES, AND IMPLEMENT ALL OTHER MEANS NECESSARY TO DEFINE THE TYPES, LOCATIONS, SIZES AND DEPTHS OF THE EXISTING UNDERGROUND SYSTEM. THE CONTRACTOR SHALL VERIFY EXACT LOCATIONS IN THE FIELD AND IMMEDIATELY NOTIFY THE PROJECT ENGINEER IF SAID LOCATION(S) IS SIGNIFICANTLY DIFFERENT FROM THAT SHOWN ON THIS PLAN.
5. ALL EXISTING UTILITIES TO REMAIN SHALL BE ADEQUATELY PROTECTED. CONTRACTOR SHALL COVER ALL COSTS FOR REPAIR OF ANY DAMAGE TO EXISTING UTILITIES TO REMAIN CAUSED DURING CONSTRUCTION.
6. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR THE CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
7. THE CONTRACTOR SHALL CONFINE HIS OPERATIONS ON THE SITE TO AREAS PERMITTED BY THE OWNER. THE WORK SHALL BE DONE IN ACCORDANCE WITH APPLICABLE LAWS, LOCAL ORDINANCES, PERMITS AND THE CONTRACT DOCUMENTS. THE JOB SITE SHALL BE MAINTAINED IN A CLEAN, ORDERLY CONDITION FREE OF DEBRIS AND LITTER, AND SHALL NOT BE UNREASONABLY ENCUMBERED WITH ANY MATERIALS OR EQUIPMENT. EACH SUB-CONTRACTOR IMMEDIATELY UPON COMPLETION OF EACH PHASE OF HIS/HER WORK SHALL REMOVE ALL TRASH AND DEBRIS AS A RESULT OF HIS OPERATION.
8. SHOULD IT APPEAR THAT THE WORK TO BE DONE, OR ANY MATTER RELATIVE THERETO, IS NOT SUFFICIENTLY DETAILED OR EXPLAINED ON THESE PLANS, THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER BEFORE COMMENCING THE WORK FOR SUCH FURTHER EXPLANATIONS AS MAY BE NECESSARY.
9. CONTRACTOR IS RESPONSIBLE FOR CHECKING AND VERIFYING FOR CONSISTENCY BETWEEN THE PLANS AND ACTUAL FIELD CONDITIONS. IN THE EVENT ANY DISCREPANCIES OR INCONSISTENCIES ARE FOUND, THE CONTRACTOR SHALL STOP WORK AND CONTACT THE ENGINEER AND/OR DEVELOPER IMMEDIATELY TO SEEK RESOLUTION.
10. THE CONTRACTOR IS HEREBY NOTIFIED THAT PRIOR TO COMMENCING CONSTRUCTION, HE IS RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES FOR VERIFICATION AT THE CONSTRUCTION SITE OF THE LOCATIONS OF ALL UNDERGROUND FACILITIES WHERE SUCH FACILITIES MAY POSSIBLY CONFLICT WITH THE PLACEMENT OF THE IMPROVEMENTS SHOWN ON THESE PLANS. CALL "UNDERGROUND SERVICE ALERT" AT 800 642-2444 TWO (2) DAYS MINIMUM TO FOURTEEN (14) DAYS MAXIMUM BEFORE ANY EXCAVATION IS STARTED.
11. ALL DISTURBED AREAS LEFT UNDEVELOPED FOR MORE THAT 30 DAYS SHALL BE TREATED WITH A DUST PALLIATIVE. DISTURBED AREAS LEFT UNDEVELOPED FOR MORE THAN 45 DAYS SHALL BE RE-VEGETATED. METHODS AND SEED MIX MUST BE IN ACCORDANCE WITH THE GOVERNING AGENCY REGULATIONS.
12. CONSTRUCTION EQUIPMENT SHALL BE LIMITED TO CONSTRUCTION AREAS TO MINIMIZE SITE DISTURBANCE.
13. THE ENGINEER ASSUMES NO RESPONSIBILITY BEYOND THE ADEQUACY OF HIS DESIGN CONTAINED HEREIN.
14. THE CONTRACTOR SHALL KEEP DETAILED RECORDS AND AS-BUILTS SHOWING ALL MODIFICATIONS MADE TO THESE PLANS. THESE RECORDS AND AS-BUILTS SHALL BE PROVIDED TO THE ENGINEER UPON PROJECT COMPLETION FOR USE IN PREPARING RECORD DRAWINGS.
15. ALL PROJECT-RELATED CONSTRUCTION TRAFFIC SHALL COMPLY WITH APPLICABLE PROVISIONS OF STATE LAWS RELATING TO SPEED CONTROL AND NOISE EMISSIONS.
16. ALL EXISTING PAVEMENT SURFACES WITHIN STREETS ROW DISTURBED BY THE CONSTRUCTION ACTIVITY SHALL BE RESTORED TO CITY OF SOUTH LAKE TAHOE OR CALTRANS REPAIR STANDARDS, AS REQUIRED.
17. GRADING ACTIVITIES SHALL BE SCHEDULED TO ENSURE THAT REPEATED GRADING WILL NOT BE REQUIRED, AND THAT IMPLEMENTATION OF THE DESIRED LAND USE (E.G., CONSTRUCTION, PAVING, OR PLANTING) WILL OCCUR AS SOON AS POSSIBLE AFTER GRADING.
18. DURING CLEARING, DEMOLITION, EARTH-MOVING EXCAVATION OPERATIONS, OR GRADING, FUGITIVE DUST EMISSIONS SHALL BE CONTROLLED BY REGULAR WATERING, PAVING OF CONSTRUCTION ROADS OR OTHER DUST-PREVENTATIVE MEASURES (E.G., HYDROSEEDING, ETC.)
19. THE CONTRACTOR SHALL MAINTAIN EQUIPMENT ENGINES IN GOOD CONDITION AND IN PROPER TUNE IN COMPLIANCE WITH MANUFACTURE'S SPECIFICATIONS AND NOT ALLOW CONSTRUCTION EQUIPMENT TO BE LEFT IDLING FOR LONG PERIODS OF TIME.
20. PUBLIC SAFETY AND TRAFFIC CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH CALTRANS AND CITY OF SOUTH LAKE TAHOE REQUIREMENTS. SAFE VEHICULAR AND PEDESTRIAN ACCESS SHALL BE PROVIDED AT ALL TIMES DURING CONSTRUCTION.
21. THE CONTRACTOR IS RESPONSIBLE FOR PRESERVATION AND PROTECTION OF EXISTING SURVEY AND PROPERTY CORNER MONUMENTS THAT EXIST AT THE TIME OF CONSTRUCTION IN THE AREA WHERE CONSTRUCTION ACTIVITIES OCCUR. MONUMENTS DISTURBED, OR LOST, DUE TO CONSTRUCTION ACTIVITIES WILL REQUIRE THAT THE CONTRACTOR HAVE THEM REPLACED, IN KIND, BY A LICENSED CALIFORNIA LAND SURVEYOR, WHO WILL BE REQUIRED TO FILE WITH THE COUNTY EITHER A CORNER RECORD OR A RECORD OF SURVEY, WHICHEVER WILL MEET THE REQUIREMENTS OF THE LAND SURVEYOR'S ACT, SECTION 8771(B). MONUMENTS AND SURVEY MARKERS DESTROYED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
22. THE CONTRACTOR SHALL REMOVE ALL ROAD MARKINGS, PAVEMENT MARKERS, AND OTHER DELINEATION THAT ARE IN CONFLICT WITH THE DELINEATION SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL LAYOUT ALL PAVEMENT MARKINGS FOR APPROVAL BY THE ENGINEER. AFTER APPROVAL, THE CONTRACTOR SHALL APPLY ALL PAINTED MARKINGS AND THERMOPLASTIC PAVEMENT MARKINGS WITHIN PUBLIC RIGHT OF WAY AS WELL AS ALL ON-SITE PAINTED OR THERMOPLASTIC MARKINGS.
23. PERMANENT TRAFFIC SIGNS SHALL CONFORM TO US DOT-FHWA MUTCD TRAFFIC SIGN STANDARDS FOR "STANDARD" SIZE, CHARACTER DIMENSIONS AND LETTER STROKE WIDTH. ALL STOP SIGNS SHALL BE 30" MINIMUM SIZE OF HIGH INTENSITY GRADE SHEETING.
24. THE CONTRACTOR MUST IMMEDIATELY REINSTALL ANY TRAFFIC SIGNS REMOVED IN THE COURSE OF CONSTRUCTION. ANY SIGNS LOST OR DAMAGED BY THE CONTRACTOR SHALL BE REPLACED OR REPAIRED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.
25. THE CONTRACTOR MUST PROVIDE TEMPORARY TRAFFIC STRIPING IF EXISTING DELINEATION IS DESTROYED DURING TRENCHING OR OTHER WORK. PAINTED MARKINGS OR STRIPING TAPE MAY BE USED. THE TEMPORARY STRIPING MUST BE APPROVED FOR MATERIAL AND LAYOUT BY THE ENGINEER BEFORE TRENCHING OR OTHER WORK IS STARTED. THE CONTRACTOR, AT THE EXPENSE OF THE DEVELOPER, SHALL SANDBLAST ALL TEMPORARY PAINTED MARKINGS THAT ARE TO BE REMOVED.
26. THE CONTRACTOR IS RESPONSIBLE FOR MATCHING EXISTING SURROUNDING LANDSCAPE AND OTHER IMPROVEMENTS WITH SMOOTH TRANSITIONS AND AVOIDING ANY ABRUPT OR APPARENT CHANGES IN GRADES OR CROSS SLOPES, LOW SPOTS OR HAZARDOUS CONDITIONS.
27. CONTRACTOR SHALL COMPLY WITH THE RULES AND REGULATIONS OF THE STATE CONSTRUCTION SAFETY ORDERS.
28. THE CONTRACTOR SHALL EXPOSE AND CHECK ELEVATIONS OF EXISTING UTILITIES AND CLEARANCES OF UTILITY CROSSINGS BEFORE COMMENCING EXCAVATION ACTIVITIES. ALL UTILITIES SHALL BE FIELD LOCATED PRIOR TO CONSTRUCTION AND RELOCATED AS REQUIRED.
29. OBSTRUCTIONS POTENTIALLY ENCOUNTERED IN THE FIELD - IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY ANY OBSTRUCTIONS ENCOUNTERED SO THEY MAY BE AVOIDED AND/OR WORKED AROUND AS REQUIRED.
30. TREES WHICH ARE NOT IN DIRECT CONFLICT WITH THE PROPOSED WORK OR WHICH MAY BE SAVED BY MAKING MINOR FIELD ADJUSTMENTS SHALL BE PROTECTED FROM DAMAGE.
31. ALL MOBILE CONSTRUCTION EQUIPMENT, INCLUDING ELECTRICAL GENERATORS AND COMPRESSORS UTILIZED DURING CONSTRUCTION SHALL BE PROPERLY MAINTAINED AND TUNED-UP, AS PRACTICAL, LOW EMISSION EQUIPMENT SHALL BE USED ONSITE. LOW SULFUR FUEL FOR CONSTRUCTION EQUIPMENT SHALL BE USED.
32. IF ANY ERRORS OR OMISSIONS ARE DISCOVERED IN THE PLANS OR OTHER CONSTRUCTION DOCUMENTS, THE CONTRACTOR SHALL STOP WORK AND CONTACT THE ENGINEER AND/OR OWNER IMMEDIATELY TO SEEK RESOLUTION.
33. ALL PROPOSED STORMWATER AND BMP FACILITIES SHALL BE MAINTAINED BY THE OWNER AFTER PROJECT CLOSE OUT. UNTIL SUCH TIME THE FACILITIES SHALL BE MAINTAINED BY THE CONTRACTOR AT HIS EXPENSE.
34. THE AGENCY HAVING JURISDICTION MAY REQUIRE THE CONTRACTOR TO UNCOVER ANY IMPROVEMENTS THAT HAVE BEEN COMPLETED WITHOUT PROPER AGENCY INSPECTION AND/OR APPROVAL. IF THE INSTALLATION IS FOUND NOT TO MEET CITY STANDARDS OR PREVIOUSLY APPROVED ALTERNATIVES SHOWN ON THE PLANS, THE CONTRACTOR MAY BE REQUIRED TO REMOVE AND REPLACE SUCH IMPROVEMENTS AT HIS EXPENSE.
35. NOT ALL SITE DIMENSIONS ARE NECESSARILY INCLUDED ON THIS SET OF IMPROVEMENTS PLANS, INCLUDING BUT NOT LIMITED TO LINE AND CURVE TABLES SHOWING CURB BEARING AND DISTANCES, DIMENSIONS FOR LOCATION OF COURT STRIPING ONSITE, ETC.; THEREFORE, ENGINEER WILL PROVIDE COURTESY COPY OF AUTOCAD 2020 ELECTRONIC FILES TO THE CONTRACTOR, AS NECESSARY FOR PROJECT STAKING.
36. THE CONTRACTOR SHALL OBTAIN AN EXCAVATION PERMIT FROM THE STATE OF CALIFORNIA DIVISION OF INDUSTRIAL RELATIONS FOR ALL EXCAVATIONS OF FIVE (5) FEET OR MORE IN DEPTH.
37. SHOULD ANY SHRINKAGE CRACKS OCCUR FROM PROJECT INSTALLED CONCRETE SITE SLABS THEN THE CONCRETE SLAB SHALL BE SAWCUT AT THE NEAREST JOINT ON EACH SIDE OF THE CRACK AND THE CONCRETE SHALL BE REMOVED AND REPLACED. THE NEWLY REPLACED CONCRETE SHALL BE DOWELED INTO EXISTING CONCRETE WHERE SAWCUTS OCCURRED.
38. WHEN A SPECIFIC SHEET IS REFERENCED IN THE PLANS, IT IS UNDERSTOOD THAT ANY FURTHER REFERENCES SHOWN ON THAT SPECIFIC SHEET SHALL BE REFERRED TO AS WELL.
39. WHEN AN ITEM IS NOTED TO BE REMOVED AND NOT NOTED TO BE SALVAGED AND / OR RELOCATED, THE ITEM SHALL BE DISPOSED OF OFFSITE AT THE CONTRACTOR'S EXPENSE.
40. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DUST CONTROL PER SECTION 14-9.03, CALTRANS STANDARD SPECIFICATIONS.
41. NO CONSTRUCTION SHALL BE PERFORMED WITHOUT A TRPA APPROVED SEDIMENT AND EROSION CONTROL PLAN TO PREVENT SOIL EROSION. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AND RECOMMENDATIONS CONTAINED IN THE "EROSION AND SEDIMENT CONTROL GUIDELINES FOR DEVELOPING AREAS OF THE SIERRA FOOTHILLS AND MOUNTAINS", OCTOBER, 1991, OR OTHER APPROPRIATE GUIDELINES, SUCH AS THE CALIFORNIA STORMWATER QUALITY ASSOCIATION (CASQA) CONSTRUCTION BMP HANDBOOK. APPLICANT AND/OR CONTRACTOR SHALL SECURE ANY NECESSARY STATE OF CALIFORNIA COVERAGE AS NEEDED UNDER THE STATE'S CONSTRUCTION GENERAL PERMIT FOR STORM WATER DISCHARGES UNDER THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES).
42. INSTALLATION AND MAINTENANCE OF EROSION CONTROL MEASURES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PREVENTION OF ANY EROSION OR SILTATION ENTERING THE STORM DRAIN SYSTEM, NATURAL DRAINAGE COURSES AND/OR INTRUDING UPON ADJACENT ROADWAYS AND PROPERTIES. WINTERIZATION AND EROSION CONTROL SHOWN ON THESE PLANS IS INTENDED AS A GUIDE. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED AS DETERMINED IN THE FIELD AND APPROVED BY THE ENGINEER. THIS RESPONSIBILITY SHALL APPLY THROUGHOUT THE COURSE OF CONSTRUCTION AND UNTIL ALL DISTURBED AREAS HAVE BECOME STABILIZED AND SHALL NOT BE LIMITED TO WET WEATHER PERIODS.
43. AFTER STRIPPING THE DEBRIS, ANY EXISTING LOOSE FILL, UNSUITABLE SOIL, SILTY SAND DEPOSITS, OR DISTURBED NATURAL SOILS SHALL BE EXCAVATED AND PROPERLY DISPOSED OF TO THE SATISFACTION OF THE OWNER AND THE TAHOE REGIONAL PLANNING AGENCY.
44. CONSTRUCTION DOCUMENTS SHALL INCLUDE "GEOTECHNICAL INVESTIGATION REPORT AND GEOLOGIC AND SEISMIC HAZARDS ASSESSMENT LAKE TAHOE COMMUNITY COLLEGE STUDENT HOUSING FACILITY SOUTH LAKE TAHOE, CALIFORNIA", DATED NOVEMBER 4, 2022, PREPARED BY BSK ASSOCIATES.

TRPA EROSION CONTROL & RE-VEGETATION NOTES

1. NO ON-SITE EARTHWORK SHALL OCCUR BETWEEN OCTOBER 15 AND MAY 1 WITHOUT WRITTEN APPROVAL OF THE TAHOE REGIONAL PLANNING AGENCY AND THE LAHONTAN REGIONAL WATER QUALITY CONTROL BOARD.
2. REMOVAL OF NATIVE VEGETATION SHALL BE MINIMIZED.
3. TEMPORARY EROSION CONTROL MEASURES AND DETAILS AS SHOWN ON THIS PLAN ARE SUGGESTED MINIMUM METHODS OF CONTROLLING EROSION DURING CONSTRUCTION. THE CONTRACTOR SHALL IMPLEMENT ADDITIONAL MEASURES AS DICTATED BY FIELD CONDITIONS TO CONTROL EROSION AND SEDIMENTATION.
4. IF INCLEMENT WEATHER IS FORECAST, CONTRACTOR SHALL TAKE NECESSARY STEPS TO PROTECT AREAS DISTURBED BY CONSTRUCTION FROM EROSION AND/OR SUBSEQUENT DISCHARGE OF EARTHEN MATERIALS FROM THE SITE.
5. STOCKPILES SHALL BE PROTECTED FROM EROSION. THIS MAY CONSIST OF PLACING STRAW BALE OR FILTER FABRIC DIKES AROUND STOCKPILES AND/OR COVERING WITH PLASTIC SHEETING.
6. ALL TEMPORARY EROSION CONTROL FEATURES SHALL BE INSPECTED WEEKLY AND PRIOR TO INCLEMENT WEATHER AND CORRECTIVE ACTION TAKEN AS NECESSARY TO INSURE PROPER FUNCTION.
7. THE AREA OF SOIL AND VEGETATION DISTURBANCE SHALL BE LIMITED TO THAT REQUIRED FOR CONSTRUCTION PURPOSES. EXCEPT WHERE REQUIRED FOR ACCESS, THERE SHALL BE NO DISTURBANCE IN AREAS TO BE LEFT IN A NATURAL STATE. CONSTRUCTION TRAFFIC SHALL BE LIMITED TO AREAS TO BECOME PERMANENT CIRCULATION (E.G., ROADWAYS AND PARKING AREAS, ETC.)
8. IN CONSTRUCTION AREAS TO BE REVEGETATED WHERE THE SUBSOIL LAYER HAS BEEN COMPACTED, RIPPING SHALL BE CONDUCTED DURING THE FINAL STAGES TO LOOSEN SOIL, ALLOWING FOR BETTER SUBSURFACE DRAINAGE AND ROOT PENETRATION. APPROPRIATE REVEGETATION PRACTICES SHALL BE EMPLOYED TO STABILIZE THESE AREAS IMMEDIATELY FOLLOWING CESSATION OF TRAVEL INTO THESE AREAS. TOPSOIL AND OTHER FILL MATERIAL TEMPORARILY STORED SHALL BE PROTECTED FROM EROSION BY COVERING WITH MULCH OR A COVER CROP, OR BY USE OF A SILT FENCE OR HAY BALE BERM OR OTHER MEANS APPROVED BY DPW.
9. DISTURBANCE CREATED BY CONSTRUCTION SHALL BE STABILIZED WITHIN 24 HOURS OF CESSATION OF TRAVEL INTO SUCH AREAS. IF WORK HAS CEASED IN AN AREA OR IF AN AREA IS FOUND TO BE SUBJECT TO POTENTIAL EROSION PROBLEMS ASSOCIATED WITH VEGETATION LOSS AND SOIL COMPACTION, EFFORTS TO STABILIZE SUCH AREAS SHALL BE INITIATED THE NEXT WORK DAY FOLLOWING THE INSPECTION. STABILIZATION OF THESE AREAS SHALL BE CARRIED OUT UTILIZING BEST MANAGEMENT PRACTICES. (B.M.P.'S)
10. ALL DISTURBED AREAS SHALL BE SEEDED WITH A TRPA APPROVED MIX @ 50 LBS./ACRE. FERTILIZED WITH AMMONIUM SULPHATE (12-20-0) @ 250 LBS./ACRE. MULCHED WITH WOOD FIBER @ 2000 LBS/ACRE AND STRAW WITH TACKIFIER @ 3000 LBS/ACRE EXCEPT WHERE OTHER LANDSCAPING PROVISIONS ARE PROPOSED.
11. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DUST CONTROL MEASURES SHALL INCLUDE BUT NOT LIMITED TO THE FOLLOWING:
    - A. CONSTRUCT MAJOR DUST-GENERATING ACTIVITIES WHEN WIND VELOCITIES ARE LOW.
    - B. SPRINKLE WORK AREAS, CONSTRUCTION EQUIPMENT TRAVEL ROUTES, AND EQUIPMENT TO CONTROL DUST.
    - C. PREVENT CONSTRUCTION VEHICLES FROM TRACKING MUD ONTO NEIGHBORING ROADS & HIGHWAYS.
    - D. RESTRICT ALL TRUCKS & VEHICLES WITHIN CONSTRUCTION SITE TO A MAXIMUM SPEED OF 15 MPH.

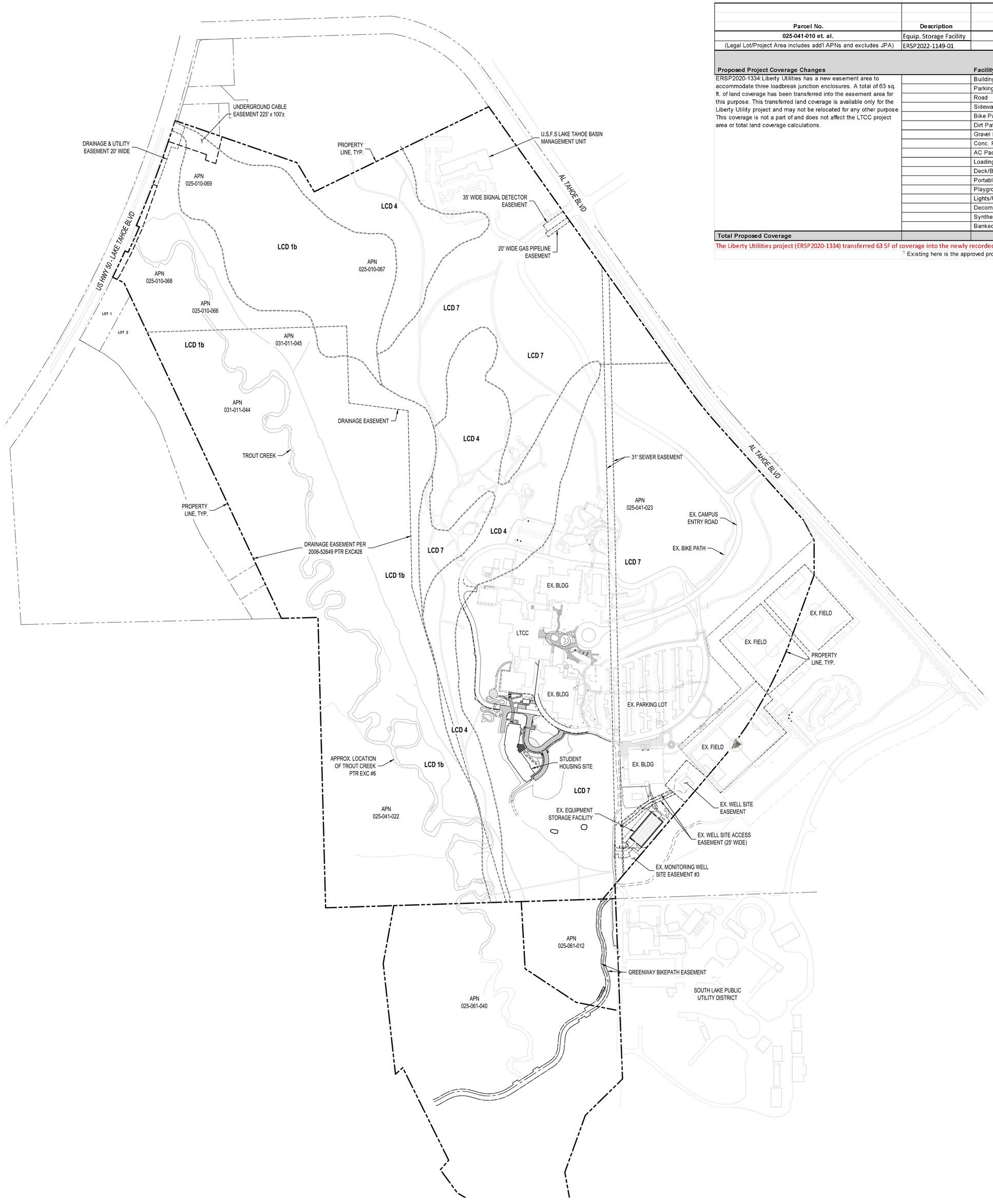
A. *ALL BARREN AREAS AND AREAS DISTURBED BY CONSTRUCTION SHALL BE REVEGETATED IN ACCORDANCE WITH THE TRPA HANDBOOK OF BEST MANAGEMENT PRACTICES. APPLICATION OF A MULCH MAY ENHANCE VEGETATIVE ESTABLISHMENT.

WINTERIZATION NOTES

1. WINTERIZATION IS REQUIRED ON ALL CONSTRUCTION SITES WHICH ARE ACTIVE OR INACTIVE BETWEEN OCTOBER 15 AND MAY 1.
2. ALL TEMPORARY EROSION CONTROL AND BMP FEATURES SHALL BE REPAIRED AND FUNCTIONING PROPERLY BY OCTOBER 15.
3. TEMPORARY VEGETATION PROTECTION FENCING SHALL BE IN PLACE AND/OR INSPECTED.
4. DISTURBED AREAS SHALL BE STABILIZED (SEE EROSION CONTROL & REVEGETATION NOTES ABOVE).
5. ON-SITE CONSTRUCTION SLASH AND DEBRIS SHALL BE CLEANED UP AND REMOVED FROM SITE.
6. PERMANENT BMPs SHALL BE INSTALLED, PER PLAN.
7. IF THE SITE WILL BE ACTIVE BETWEEN OCTOBER 15 AND MAY 1, A GRADING EXTENSION SHALL BE OBTAIN FROM THE TAHOE REGIONAL PLANNING AGENCY AND CITY OF SOUTH LAKE TAHOE, AS NECESSARY, ALL TEMPORARY AND PERMANENT BMPs MUST BE IN PLACE.
8. ALL FILL MATERIAL RETAINED FOR FUTURE BACKFILL MUST BE PROTECTED BY SEDIMENT BARRIERS AND BE COVERED WITH PLASTIC OR OTHER IMPERVIOUS MATERIAL.
9. ANY EXCESS EXCAVATED EARTHEN MATERIALS SHALL BE REMOVED FROM SITE AT THE CONTRACTOR'S EXPENSE.

GENERAL DEMOLITION NOTES

1. ALL ITEMS LABELED "REMOVE AND SALVAGE" SHALL BE TURNED IN TO OWNER. ITEMS SIMPLY LABELED "REMOVE" SHALL BE DISPOSED OF AT APPROPRIATE SOLID WASTE SITES. ANY ITEM DEFINED TO REMAIN SHALL BE "PROTECTED PLACE."
2. UTILITIES SHOWN ON THESE PLANS, INCLUDING TYPES, LOCATIONS, SIZES AND DEPTHS ARE APPROXIMATE ONLY. INFORMATION WAS OBTAINED FROM SOURCES OF VARYING RELIABILITY, INCLUDING BUT NOT LIMITED TO COORDINATION WITH THE LAKE TAHOE COMMUNITY COLLEGE, UTILITY COMPANIES AND AVAILABLE RECORD DRAWINGS. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE THE EXISTING UNDERGROUND UTILITIES INFORMATION BUT JK ARCHITECTURE ENGINEERING CANNOT ASSUME RESPONSIBILITY FOR THE COMPLETENESS AND ACCURACY OF THE INFORMATION PROVIDED HEREIN OR OF ANY EXISTING UNDERGROUND IMPROVEMENT INFORMATION NOT SHOWN. THE CONTRACTOR IS CAUTIONED AND RECOMMENDED TO LOCATE AND IDENTIFY ALL EXISTING UTILITIES AFFECTED BY THE PROPOSED DEMOLITION AND IMPROVEMENTS, CONDUCT SITE INVESTIGATIONS, CONTACT UNDERGROUND SERVICE ALERT, AND OTHER QUALIFIED CABLE/PIPELINE LOCATOR SERVICES, AND IMPLEMENT ALL OTHER MEANS NECESSARY TO DEFINE THE TYPES, LOCATIONS, SIZES AND DEPTHS OF THE EXISTING UNDERGROUND SYSTEM. THE CONTRACTOR SHALL VERIFY EXACT LOCATIONS IN THE FIELD AND IMMEDIATELY NOTIFY THE PROJECT ENGINEER IF SAID LOCATION(S) IS SIGNIFICANTLY DIFFERENT FROM THAT SHOWN ON THIS PLAN.
3. ALL ITEMS OUTSIDE THE LIMITS OF DEMOLITION SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION.
4. CONTRACTOR SHALL KEEP A RECORD OF ANY EXISTING UTILITIES INFORMATION DISCOVERED DURING FIELD INVESTIGATION AND NOTIFY THE ENGINEER IF THEY ARE NOT ON THE PLANS OR LOCATED ELSEWHERE THEN DEPICTED ON THE PLANS. RECORD DRAWINGS SHALL BE P



			Land Capability Class 1b SEZ			Land Capability Class JwE (4)			Land Capability Class 7				
Parcel No.	Description	Total Parcel Area	Total Area (sq. ft.)	Allowed Coverage (sq. ft.)		Total Area (sq. ft.)	Allowed Coverage (sq. ft.)		Total Area (sq. ft.)	Allowed Coverage (sq. ft.)		Total Allowed Coverage	
025-041-010 et. al.	Equip. Storage Facility	5,265,005	1,135,228	11,352		873,004	174,601		3,256,773	977,032		1,162,985	
(Legal Lot/Project Area includes add'l APNs and excludes JPA)	ERSP2022-1149-01												
Proposed Project Coverage Changes		**Facility**	**Existing Coverage[1]**	**Proposed Coverage**	**Net Change**	**Existing Coverage[1]**	**Proposed Coverage**	**Net Change**	**Existing Coverage**	**Proposed Coverage**	**Net Change**	**Total Change**	**Project Area Total Coverage**
ERSP2020-1334: Liberty Utilities has a new easement area to accommodate three loadbreak junction enclosures. A total of 63 sq. ft. of land coverage has been transferred into the easement area for this purpose. This transferred land coverage is available only for the Liberty Utility project and may not be relocated for any other purpose. This coverage is not a part of and does not affect the LTCC project area or total land coverage calculations.		Buildings			0	6,246	6,246	0	192,725	210,069	17,344	17,344	216,315
		Parking			0	30,866	30,866	0	242,861	243,926	1,065	1,065	274,792
		Road			0	14,130	14,130	0	140,353	154,231	13,868	13,868	168,361
		Sidewalk			0	5,428	5,428	0	52,624	59,931	7,301	7,301	65,359
		Bike Path			0	1,025	1,025	0	44,451	44,451	0	0	45,476
		Dirt Path	6,388	6,388	0	27,547	27,547	0	24,468	21,266	(3,202)	(3,202)	55,201
		Gravel Path			0	317	317	0	6,762	8,329	1,567	1,567	8,646
		Conc. Pad/Sculptures/Pavers			0	79	79	0	9,628	10,602	974	974	10,681
		AC Pad/Walk			0			0	4,509	4,509	0	0	4,509
		Loading Dock			0			0	2,424	2,424	0	0	2,424
		Deck/Bridge/Stairs			0	74	74	0	1,174	1,174	0	0	1,248
		Portable Storage			0			0	951	951	0	0	951
		Playground			0			0	2,940	2,940	0	0	2,940
		Lights/Utilities/Boxes			0			0	293	293	0	0	293
		Decomposed Granite Paving			0			0	1,049	2,786	1,737	1,737	2,786
		Synthetic Turf			0			0	0	1,342	1,342	1,342	1,342
		Banked Coverage			0	562	562	0	0	0	0	0	562
Total Proposed Coverage			**6,388**	**6,388**	**0**	**86,274**	**86,274**	**0**	**727,222**	**769,224**	**41,996**	**41,996**	**861,886**

The Liberty Utilities project (ERSP2020-1334) transferred 63 SF of coverage into the newly recorded Utility Easement. This coverage may not be used by LTCC for any other purpose and does not affect LTCC allowable or existing coverage amounts.

[1] Existing here is the approved proposed coverage from TRPA File ERSP2020-1334

COVERAGE TABLE

JK ARCHITECTURE ENGINEERING

AUBURN | TAHOE CITY | RENO | SAN JOSE

WWW.JKAEDESIGN.COM

HANBURY

LEGEND: EXISTING

- PROPERTY LINE
- ADJACENT PROPERTY LINE / RIGHT OF WAY
- EASEMENT / SETBACK
- LAND CAPABILITY BOUNDARY

SCALE: 1" = 200'

0' 100' 200' 400'

N

SEAL

REGISTERED PROFESSIONAL ENGINEER
JOHN M. SHAW
No. C 71499
Exp. 12-31-23
CIVIL
STATE OF CALIFORNIA

03.01.2023

DSA SUBMISSION - INC. 1

Project
LAKE TAHOE COMMUNITY COLLEGE

LTCC STUDENT HOUSING
LAKE TAHOE COMMUNITY COLLEGE
SOUTH LAKE TAHOE, CA

Drawing Title
GENERAL SITE PLAN

Drawn By
BBD

Checked By
CS

NO.	DATE	ISSUE

Project No.
22-100

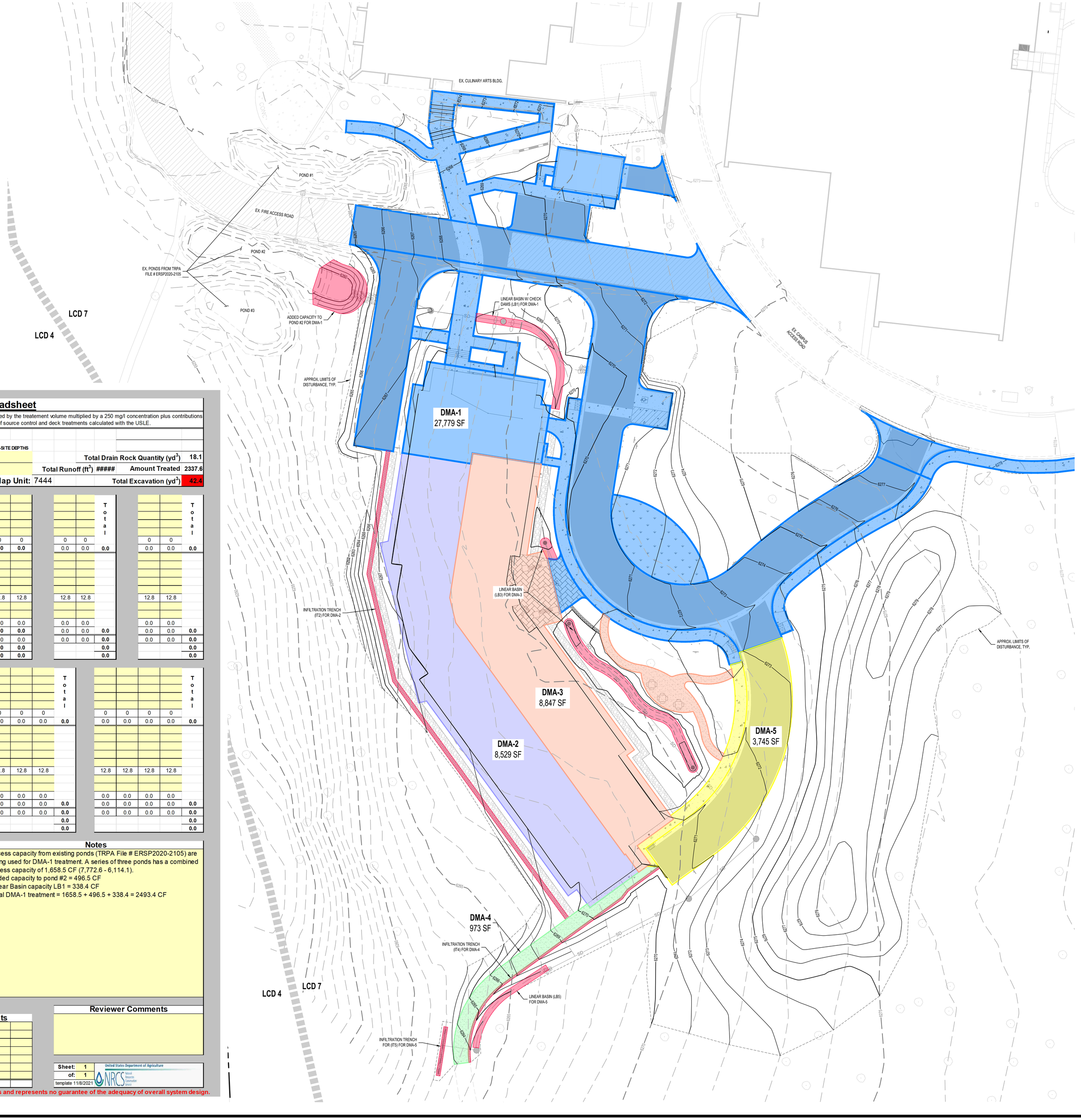
Date
November 2, 2023

DRAWING NO.
C1.1-1

Autodesk Docs://22-100 Lake Tahoe CCD Student Housing/22-100_LTCC Student Housing.rvt

12/7/2022 9:22:51 AM

AGENDA ITEM NO. VI.A



BMP Calculation Spreadsheet

Estimated Soil Erosion Savings of 279.7 pounds per year by doing your BMPs.

Soil erosion is estimated by the treatement volume multiplied by a 250 mg/l concentration plus contributions of source control and deck treatments calculated with the USLE.

Property Address:	1 COLLEGE DR			MAP DATA	ON-SITE DEPTHS		
(Start here) **APN:**	025-041-023	APN lookup	**Water Table:**	>5ft		**Total Drain Rock Quantity (yd^3)**	18.1
Date:	2/27/23		**Restriction:**	None noted		**Total Runoff (ft^3)** ##### **Amount Treated**	2337.6
Designed By:	BD		**Max. Depth of Install:**	67 in.	**Map Unit:** 7444	**Total Excavation (yd^3)**	42.4

Contributing Surface		DMA-2		DMA-4	DMA-5										Total			Total
# of Stories																		
Length (ft.)																		
Width (ft.)																		
Area (ft2)		8529		973	1853													
Area (ft^2)	0	8529	0	973	1853	0	0	0	0	0	0	0	0			0	0	
Runoff (ft^3)	**0.0**	**710.8**	**0.0**	**81.1**	**154.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	0.0	0.0	**0.0**		0.0	0.0	**0.0**
Treatment Label:		**IT2**		**IT4**	**IT5**													
Length (ft.)		266.0		144.0	25.0													
Width (in.)		24		12	24													
Depth (in.)		6		6	36													
On-Site Ksat ($^{in}/_{hr}$)																		
mapped Ksat ($^{in}/_{hr}$)	12.8	12.8	12.8	12.8	12.8	12.8	12.8	12.8	12.8	12.8	12.8	12.8			12.8	12.8		
Prefab Void Space (%)																		
Average Void Space (%)		40%		40%	40%													
Effective Volume (yd^3)	0.0	9.9	0.0	2.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	
Treatment Capacity (ft^3)	**0.0**	**766.2**	**0.0**	**232.9**	**166.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	0.0	0.0	**0.0**		0.0	0.0	**0.0**
Drain Rock Quantity (yd^3)	0.0	9.9	0.0	2.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**		0.0	0.0	**0.0**
Excess Runoff (ft^3)	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**			**0.0**				**0.0**
Excess Capacity (ft^3)	**0.0**	**55.4**	**0.0**	**151.8**	**11.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**			**0.0**				**0.0**

Contributing Surface				Total				Total				Total				Total
# of Stories																
Length (ft.)																
Width (ft.)																
Area (ft2)																
Area (ft^2)	0	0			0	0	0		0	0	0		0	0	0	0	
Runoff (ft^3)	0.0	0.0	**0.0**		0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	**0.0**
Treatment Label:																
Length (ft.)																
Width (in.)																
Depth (in.)																
On-Site Ksat ($^{in}/_{hr}$)																
mapped Ksat ($^{in}/_{hr}$)	12.8	12.8			12.8	12.8	12.8		12.8	12.8	12.8		12.8	12.8	12.8	12.8	
Prefab Void Space (%)																
Average Void Space (%)																
Effective Volume (yd^3)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Treatment Capacity (ft^3)	0.0	0.0	**0.0**		0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	**0.0**
Drain Rock Quantity (yd^3)	0.0	0.0	**0.0**		0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	**0.0**
Excess Runoff (ft^3)			**0.0**					**0.0**				**0.0**					**0.0**
Excess Capacity (ft^3)			**0.0**					**0.0**				**0.0**					**0.0**

Basin

	2:1 (rock lined or vegetated)				5:1 (mowable)			
Contributing Surface	DMA-1	DMA-1	DMA-3	DMA-5				
Length (ft.)								
Width (ft.)								
Area (ft2)	27779		8847	3745				
Area (ft^2)	27779	0	8847	3745	0	0	0	0
Runoff (ft^3)	**2314.9**	**0.0**	**737.3**	**312.1**	**0.0**	**0.0**	**0.0**	**0.0**
Treatment Label:	P2	LB1	LB3	LB5				
Top Length (ft.)	17.0	72.0	115.0	50.0				
Top Width (ft.)	17.7	4.0	5.0	3.0				
Depth (in.)	12	12	6	9				
Bottom Length (ft.)	13.0	68.0	113.0	47.0	0.0	0.0	0.0	0.0
Bottom Width (ft.)	13.7	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Volume (yd^3)	8.7	5.2	8.4	2.0	0.0	0.0	0.0	0.0
On-Site Ksat								
Mapped Ksat	12.8	12.8	12.8	12.8	12.8	12.8	12.8	12.8
Treatment Capacity (ft^3)	496.5	338.4	753.1	157.7	0.0	0.0	0.0	0.0
Excess Runoff (ft^3)	1818.5	0.0	0.0	154.4	0.0	0.0	0.0	0.0
Excess Capacity (ft^3)	0.0	338.4	15.9	0.0	0.0	0.0	0.0	0.0

Notes

Excess capacity from existing ponds (TRPA File # ERSP2020-2105) are being used for DMA-1 treatment. A series of three ponds has a combined excess capacity of 1,658.5 CF (7,772.6 - 6,114.1).
Added capacity to pond #2 = 496.5 CF
Linear Basin capacity LB1 = 338.4 CF
Total DMA-1 treatment = 1658.5 + 496.5 + 338.4 = 2493.4 CF

Deck Treatments

Deck Label			
Area (ft2)			
Slope (%)			
Slope Length (ft)			
Gravel Treatment Length (ft.)			
Gravel Treatment Width (ft.)			
Additional Treatment See			
Drain Rock Quantity (yd^3)			

Source Control Treatments

Area Label					
Area (ft2)					
Slope (%)					
Slope Length (ft)					
% Cover					
% Canopy					
Treatment					
Drain Rock Quantity (yd^3)					

Reviewer Comments

Sheet:	1
of:	1
template 11/8/2021	

United States Department of Agriculture — NRCS Natural Resources Conservation Service

This worksheet is intended to provide an estimate of proper dimensions of infiltration structures and represents no guarantee of the adequacy of overall system design.

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LEGEND
- APPROX. LIMITS OF DISTURBANCE
- LAND CAPABILITY DISTRICT
- 70 EX. MAJOR CONTOURS
- 71 EX. MINOR CONTOURS
- 70 PROPOSED MAJOR CONTOURS
- 71 PROPOSED MINOR CONTOURS
- DMA-1
- DMA-2
- DMA-3
- DMA-4
- DMA-5
- BMP

SCALE: 1" = 20'
0' 10' 20' 40'
N

SEAL

REGISTERED PROFESSIONAL ENGINEER
CHAD M. SAYLE
No. C 71499
Exp. 12-31-23
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STATE OF CALIFORNIA
03.01.2023

DSA SUBMISSION - INC. 1

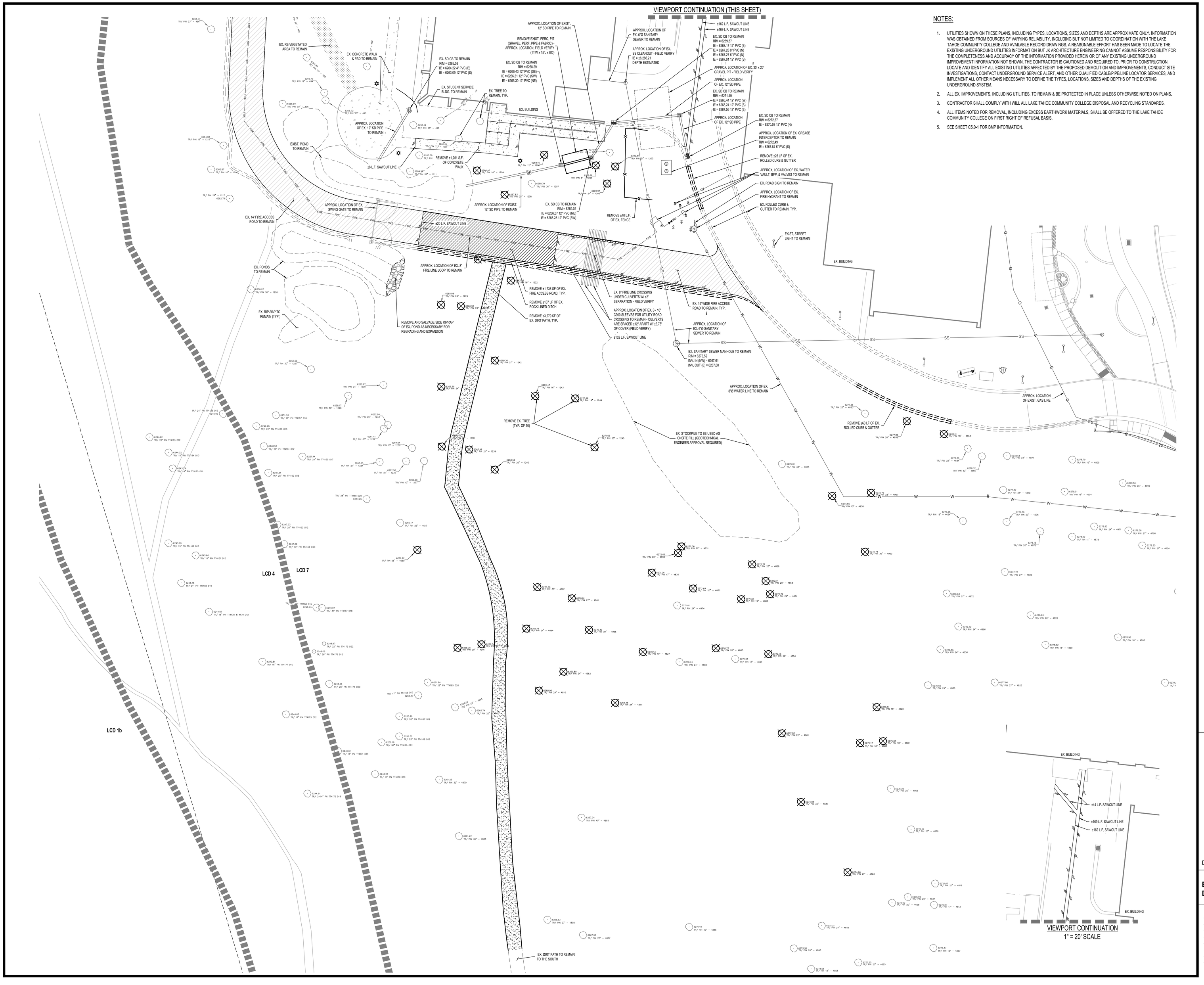
Project: LAKE TAHOE COMMUNITY COLLEGE — LTCC STUDENT HOUSING

Drawing Title: **TRPA PERMANENT BMPs SIZING**

Drawn By: BD
Checked By: CS

NO.	DATE	ISSUE

Project No. 22-100
©Date 02/27/2023
DRAWING NO. **C1.2-1**



NOTES:

1. UTILITIES SHOWN ON THESE PLANS, INCLUDING TYPES, LOCATIONS, SIZES AND DEPTHS ARE APPROXIMATE ONLY. INFORMATION WAS OBTAINED FROM SOURCES OF VARYING RELIABILITY, INCLUDING BUT NOT LIMITED TO COORDINATION WITH THE LAKE TAHOE COMMUNITY COLLEGE AND AVAILABLE RECORD DRAWINGS. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE THE EXISTING UNDERGROUND UTILITIES INFORMATION BUT JK ARCHITECTURE ENGINEERING CANNOT ASSUME RESPONSIBILITY FOR THE COMPLETENESS AND ACCURACY OF THE INFORMATION PROVIDED HEREIN OR OF ANY EXISTING UNDERGROUND IMPROVEMENT INFORMATION NOT SHOWN. THE CONTRACTOR IS CAUTIONED AND REQUIRED TO, PRIOR TO CONSTRUCTION, LOCATE AND IDENTIFY ALL EXISTING UTILITIES AFFECTED BY THE PROPOSED DEMOLITION AND IMPROVEMENTS, CONDUCT SITE INVESTIGATIONS, CONTACT UNDERGROUND SERVICE ALERT, AND OTHER QUALIFIED CABLE/PIPE/LINE LOCATOR SERVICES, AND IMPLEMENT ALL OTHER MEANS NECESSARY TO DEFINE THE TYPES, LOCATIONS, SIZES AND DEPTHS OF THE EXISTING UNDERGROUND SYSTEM.
2. ALL EX. IMPROVEMENTS, INCLUDING UTILITIES, TO REMAIN & BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED ON PLANS.
3. CONTRACTOR SHALL COMPLY WITH WILL ALL LAKE TAHOE COMMUNITY COLLEGE DISPOSAL AND RECYCLING STANDARDS.
4. ALL ITEMS NOTED FOR REMOVAL, INCLUDING EXCESS EARTHWORK MATERIALS, SHALL BE OFFERED TO THE LAKE TAHOE COMMUNITY COLLEGE ON FIRST RIGHT OF REFUSAL BASIS.
5. SEE SHEET C5.0-1 FOR BMP INFORMATION.

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SUMMARY:

EX. TREES TO BE REMOVED

LESS THAN OR EQUAL TO 14" DIA.	3 TREES
15" DIA. TO 30" DIA.	44 TREES
GREATER THAN 30" DIA.	3 TREES
TOTAL:	50 TREES
TOTAL TREES GREATER THAN 14":	47 TREES

LEGEND: EXISTING

	LAND CAPABILITY DISTRICT
FIRE	FIRE LINE (APPROX.)
UGE	UNDERGROUND ELECTRIC (APPROX.)
E	ELECTRIC (APPROX.)
SS	SANITARY SEWER (APPROX.)
W	WATER (APPROX.)
G	GAS (APPROX.)
6260	MAJOR CONTOUR
6259	MINOR CONTOUR
	TREE TO REMAIN
	TREE REMOVAL

SCALE: 1" = 20'

0' 10' 20' 40'

N

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03.01.2023

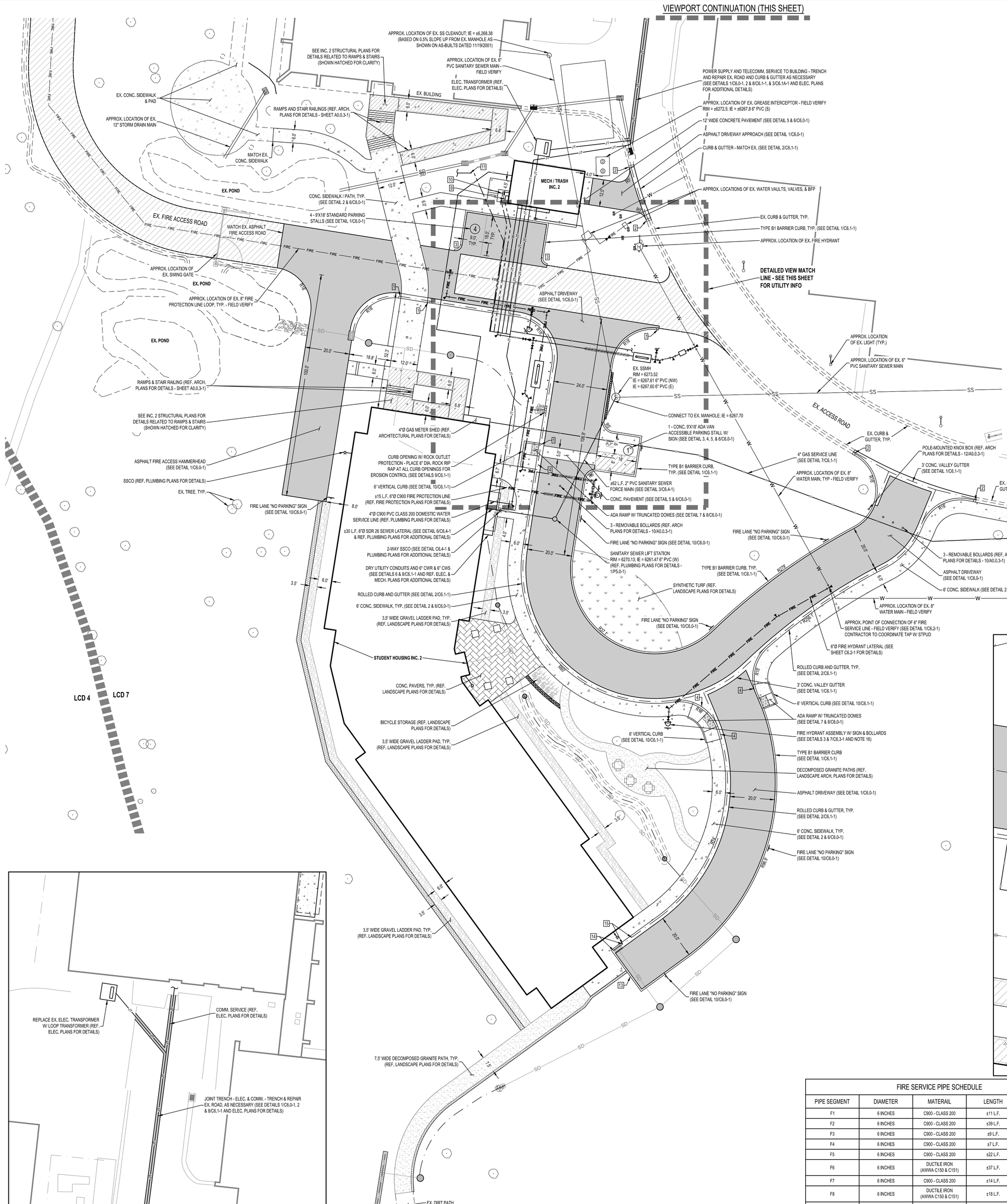
DSA SUBMISSION - INC. 1

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
EX. CONDITIONS & DEMOLITION PLAN

NO.	DATE	ISSUE

Drawn By: BD
Checked By: CS
Project No.: 22-100
©Date: 02/27/2023
DRAWING NO.: **C2.0-1**



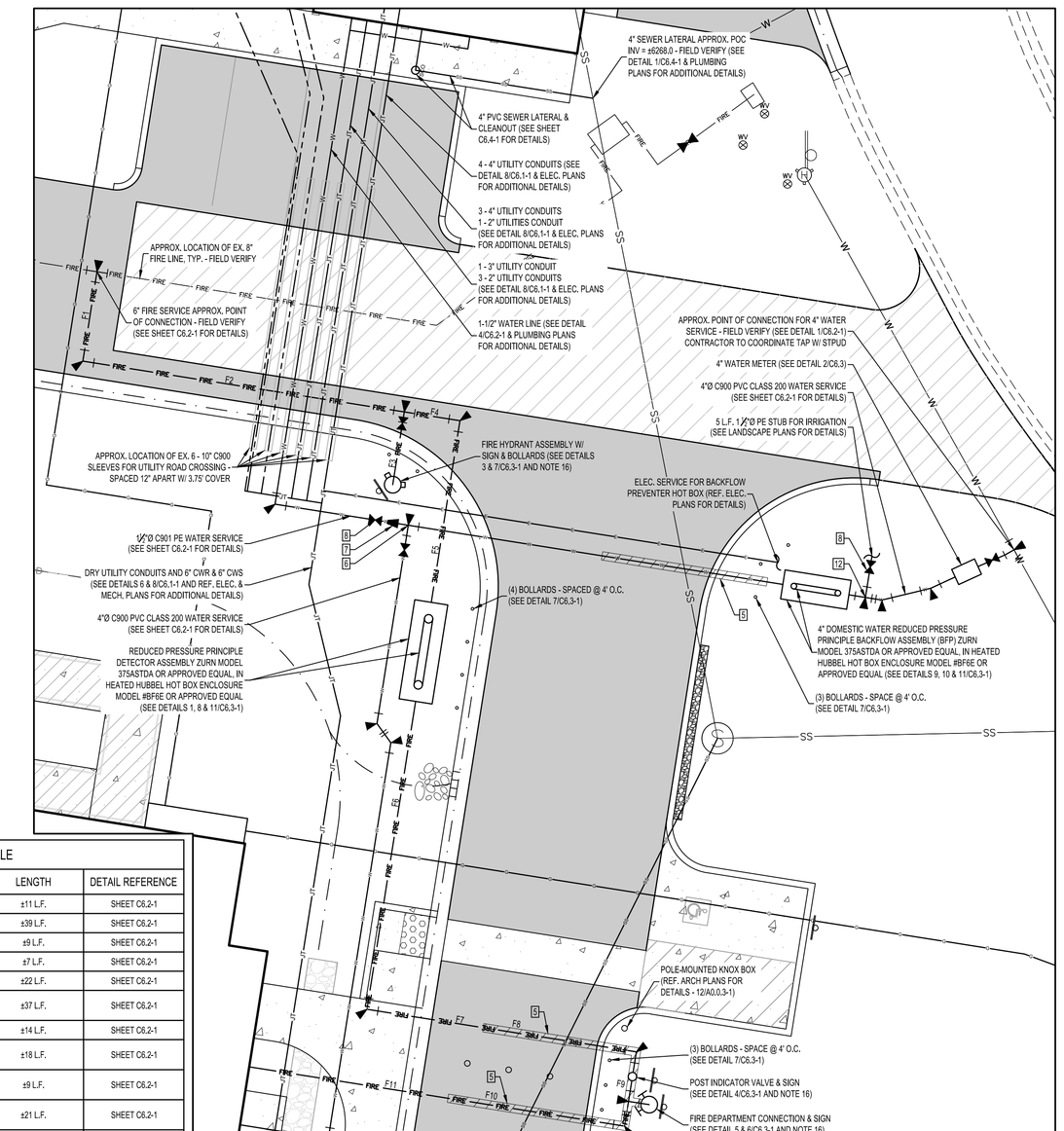
VIEWPORT CONTINUATION
1" = 20' SCALE

NOTES:

1. UTILITIES SHOWN ON THESE PLANS, INCLUDING TYPES, LOCATIONS, SIZES AND DEPTHS ARE APPROXIMATE ONLY. INFORMATION WAS OBTAINED FROM SOURCES OF VARYING RELIABILITY, INCLUDING BUT NOT LIMITED TO COORDINATION WITH THE LAKE TAHOE COMMUNITY COLLEGE AND AVAILABLE RECORD DRAWINGS. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE THE EXISTING UNDERGROUND UTILITIES INFORMATION BUT JK ARCHITECTURE ENGINEERING CANNOT ASSUME RESPONSIBILITY FOR THE COMPLETENESS AND ACCURACY OF THE INFORMATION PROVIDED HEREIN OR OF ANY EXISTING UNDERGROUND IMPROVEMENT INFORMATION NOT SHOWN. THE CONTRACTOR IS CAUTIONED AND RECOMMENDED, PRIOR TO CONSTRUCTION, TO LOCATE AND IDENTIFY ALL EXISTING UTILITIES AFFECTED BY THE PROPOSED DEMOLITION AND IMPROVEMENTS, CONDUCT SITE INVESTIGATIONS, CONTACT UNDERGROUND SERVICE ALERT, AND OTHER QUALIFIED CABLE/PIPELINE LOCATOR SERVICES, AND IMPLEMENT ALL OTHER MEANS NECESSARY TO DEFINE THE TYPES, LOCATIONS, SIZES AND DEPTHS OF THE EXISTING UNDERGROUND SYSTEM.
2. ALL FIRE HYDRANTS SHALL HAVE A 3-FOOT CIRCUMFERENCE OF CLEAR SPACE AND AN 18-INCH CLEARANCE FROM THE CENTER OF THE 4 1/2" DISCHARGE TO FINISHED GRADE LEVEL. CFC 507.5.5.
3. THE POST INDICATOR VALVES (PIV) SHALL BE SET SO THAT THE TOP OF THE POST WILL BE 32" TO 40" ABOVE FINISHED GRADE. NFPA 24, 6.3.1.
4. ALL FIRE HYDRANTS SHALL BE INSTALLED WITH BREAK-OFF BOLTS AND/OR BREAK-OFF SPOOLS.
5. ALL MECHANICAL JOINTS ON FIRE SERVICE LINES AND FIRE SPRINKLER LATERALS SHALL BE CLEANED AND THOROUGHLY COATED WITH CORROSION RETARDING MATERIAL. NFPA 24, 10.4.1.1.
6. ALL EXISTING IMPROVEMENTS, INCLUDING UTILITIES, TO REMAIN & BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED ON PLANS.
7. SEE MECHANICAL PLANS FOR OF HYDRONIC HEATING SYSTEM LAYOUT AND INSTALLATION.
8. SEE ELECTRICAL PLANS FOR DETAILED DRY UTILITY INFORMATION, INCLUDING LIGHTING PLAN.
9. SEE PLUMBING PLANS FOR ADDITIONAL SEWER AND WATER INFORMATION.
10. SEE ARCHITECTURAL PLANS FOR BUILDING INFORMATION.
11. TEMPORARY EROSION CONTROL MEASURES AND DETAILS AS SHOWN ON THIS PLAN ARE SUGGESTED MINIMUM METHODS OF CONTROLLING EROSION DURING CONSTRUCTION. THE CONTRACTOR SHALL IMPLEMENT ADDITIONAL MEASURES AS DICTATED BY FIELD CONDITIONS TO CONTROL EROSION AND SEDIMENTATION. TRPA, LAHONTAN REGIONAL WATER QUALITY CONTROL BOARD AND/OR LAKE TAHOE COMMUNITY COLLEGE - ALL INCLUDED IN CONTRACT.
12. CONTRACTOR SHALL COMPLY WITH WILL ALL LAKE TAHOE COMMUNITY COLLEGE DISPOSAL AND RECYCLING STANDARDS.
13. SANITARY SEWER SERVICE SHALL BE INSTALLED WITH 4-FEET MIN. COVER OVER PIPE AND SANITARY SEWER CLEANOUT SHALL BE PLACED 5' OUTSIDE BUILDING FOUNDATION.
14. SEE GRADING & DRAINAGE PLANS C4.0-1 & C4.1-1 FOR STORMDRAIN AND PERMANENT BMP INFORMATION.
15. SEE SEDIMENT AND EROSION CONTROL SHEET C5.0-1 FOR BMP INFORMATION.
16. ALL FIRE HYDRANTS, FDCs AND PIVs SHALL HAVE A 6-FOOT TALL POST WITH APPLICABLE SIGN, AS LISTED BELOW AND DETAIL 10/C6.0:
    - FIRE HYDRANT: 6" X 12" MIN. HEAVY DUTY RUST PROOF ALUMINUM SIGN WITH 6" "FH" LETTERS - WHITE TEXT ON RED BACKGROUND.
    - FIRE DEPARTMENT CONNECTION: 6" X 12" MIN. HEAVY DUTY RUST PROOF ALUMINUM SIGN WITH 6" "FDC" LETTERS - WHITE TEXT ON RED BACKGROUND.
    - POST INDICATOR VALVE: 6" X 12" MIN. HEAVY DUTY RUST PROOF ALUMINUM SIGN WITH 6" "PIV" LETTERS - WHITE TEXT ON RED BACKGROUND.

NOTES FOR UNDERGROUND PIPING FOR PRIVATE HYDRANTS & SPRINKLERS:

1. PRIOR TO INSTALLATION, ALL PLANS AND SPECIFICATIONS SHALL BE APPROVED BY DSA. REFER TO DSA IR A-25 FOR DESIGN, INSTALLATION AND MAINTENANCE GENERAL REQUIREMENTS.
2. INSPECTIONS ARE REQUIRED: 1) PRIOR TO POURING THRUST BLOCKS, 2) FOR HYDROSTATIC TESTING, AND 3) FOR FLUSH.
3. INSTALLATION, INSPECTION, AND TESTING SHALL CONFORM TO 2016 EDITIONS CFC, NFPA 13 AND NFPA 24.
4. PRIVATE FIRE HYDRANTS SHALL BE APPROVED WE BARREL STYLE WITH A MINIMUM OF ONE 2 1/2" AND ONE 4" OUTLET. THE 4" OUTLET SHALL FACE THE FIRE DEPARTMENT ACCESS ROAD. ALL OUTLETS SHALL BE PROVIDED WITH NATIONAL STANDARD THREADS (NST). NFPA 24, 7.1.1.2.
5. FIRE HYDRANT SUPPLY PIPING SHALL BE A MINIMUM OF SIX INCHES IN DIAMETER. THE CENTER OF THE HOSE OUTLET SHALL BE NOT LESS THAN 18" ABOVE FINAL GRADE OR, WHERE LOCATED IN A HOSE HOUSE, 12" ABOVE FLOOR. NFPA 24, 7.1.1 & 7.3.3.
6. FIRE HYDRANTS SHALL BE A MINIMUM OF 40 FEET FROM ALL STRUCTURES. NFPA 24, 7.2.3.
7. A KEYED GATE VALVE SHALL BE PROVIDED FOR EACH HYDRANT IN AN ACCESSIBLE LOCATION. VALVES SHALL NOT BE LOCATED IN PARKING STALLS. NFPA 24, 7.1.1.1.
8. ALL PIPING SHALL BE LISTED FOR USE IN FIRE PROTECTION SERVICE AND COMPLY WITH AWWA STANDARDS (CLASS 150 MINIMUM) CLASS 200 PIPE SHALL BE USED WHERE PRESSURE MAY EXCEED 150 PSI. NFPA 24, 10.1.1.
9. ALL BOLTED JOINTS SHALL BE CLEANED AND THOROUGHLY COATED WITH ASPHALT OR OTHER CORROSION RETARDING MATERIAL AFTER INSTALLATION. NFPA 24, 10.4.1.1.
10. BACKFILL SHALL BE WELL TAMPERED LAYERS TO CONSIST OF 6" MINIMUM BED OF CLEAN FILL SAND OR PEA GRAVEL BELOW AND 12" ABOVE THE PIPE (TOTAL 18" MINIMUM). NFPA 24, 10.9.1.
11. FITTINGS SHALL BE OF AN APPROVED TYPE. NFPA 24, 10.2.1.
12. A MINIMUM OF 30" OF COVER, FROM FINISH GRADE TO THE TOP OF THE PIPE, SHALL BE PROVIDED. WHEN SURFACE LOADS ARE EXPECTED, A MINIMUM OF 36" COVER SHALL BE PROVIDED. NFPA 24, 10.4.2.2.2 & .3.
13. THRUST BLOCKS, OR OTHER APPROVED METHOD OF THRUST RESTRAINT, SHALL BE PROVIDED WHEREVER PIPE CHANGES DIRECTION. BACK-FILL BETWEEN THE JOINTS TO PREVENT MOVEMENT OF THE PIPE. PROVIDE DETAILS AND CALCULATIONS FOR SIZING THRUST BLOCKS BASE ON ACTUAL SOIL CONDITIONS. NFPA 24, 10.6.
14. A HYDROSTATIC TEST (200 PSI FOR TWO HOURS OR 50 PSI OVER MAXIMUM STATIC PRESSURE, WHICHEVER IS GREATER) SHALL BE THROUGH A MINIMUM OF 4" HOSE PIPE. NFPA 24, 10.10.2.1.
15. THE SYSTEM SHALL BE THOROUGHLY FLUSHED BEFORE CONNECTION IS MADE TO OVERHEAD PIPING. FLOW SHALL BE THROUGH A MINIMUM OF 4" HOSE OF PIPE. NFPA 24, 10.10.2.1.
16. ALL CONTROL VALVES SHALL BE LOCKED IN THE OPEN POSITION. VALVES SHALL BE MONITORED IF THEY SERVE 6 OR MORE SPRINKLER HEADS. CBC/CFC 903.4.
17. ALL CONTROL VALVES SHALL BE LISTED INDICATING TYPE UNLESS A NONINDICATING VALVE, SUCH AS AN UNDERGROUND GATE VALVE WITH APPROVED ROADWAY BOX COMPLETE WITH T-WRENCH, IS ACCEPTABLE TO AUTHORITY HAVING JURISDICTION (AHJ). NFPA 24, 6.1.1.
18. POST INDICATING VALVES (PIV) SHALL BE TESTED TO INSURE THAT THE "TAMPERED" (OPEN, CLOSED) ARE CLEARLY IDENTIFIED WHEN VALVE IS OPENED AND CLOSED. NFPA 24, 10.10.1 & 14.1.
19. TESTS SHALL BE MADE BY THE INSTALLING CONTRACTOR IN THE PRESENCE OF THE (AHJ). PROVIDE A COMPLETED CONTRACTOR'S MATERIAL AND TEST CERTIFICATE FOR UNDERGROUND PIPING TO DSA. NFPA 24, 10.10.1 & 14.1, CFC 901.5 & 6.



UTILITIES DETAILED VIEW
1" = 10' SCALE

FIRE SERVICE PIPE SCHEDULE

PIPE SEGMENT	DIAMETER	MATERAIL	LENGTH	DETAIL REFERENCE
F1	6 INCHES	C900 - CLASS 200	±111 L.F.	SHEET C6.2-1
F2	6 INCHES	C900 - CLASS 200	±39 L.F.	SHEET C6.2-1
F3	6 INCHES	C900 - CLASS 200	±9 L.F.	SHEET C6.2-1
F4	6 INCHES	C900 - CLASS 200	±7 L.F.	SHEET C6.2-1
F5	6 INCHES	C900 - CLASS 200	±22 L.F.	SHEET C6.2-1
F6	6 INCHES	DUCTILE IRON (AWWA C150 & C151)	±37 L.F.	SHEET C6.2-1
F7	6 INCHES	C900 - CLASS 200	±14 L.F.	SHEET C6.2-1
F8	6 INCHES	DUCTILE IRON (AWWA C150 & C151)	±18 L.F.	SHEET C6.2-1
F9	6 INCHES	DUCTILE IRON (AWWA C150 & C151)	±9 L.F.	SHEET C6.2-1
F10	6 INCHES	DUCTILE IRON (AWWA C150 & C151)	±21 L.F.	SHEET C6.2-1
F11	6 INCHES	C900 - CLASS 200	±24 L.F.	SHEET C6.2-1

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KEYNOTES:

1. 1' CURB TAPER - FROM ZERO TO FULL HEIGHT CURB
2. 1' CURB TAPER TO TRANSITION FROM NEW TO EX. CURB
3. CURB TAPER ALONG THE RETURN - FROM ZERO TO FULL HEIGHT CURB
4. TAPER CURB FROM FULL HEIGHT TO FLUSH WITH ADA RAMP
5. WATER LINE CROSSING UNDER SANITARY SEWER LINE - USE DUCTILE IRON WATER PIPE WITH M.R.J. JOINTS AT LEAST 10-FEET ON EACH SIDE OF THE POINT OF CROSSING. WITHOUT JOINTS FOR AT LEAST 10-FEET ON EACH SIDE OF THE POINT OF CROSSING. MAINTAIN A MINIMUM 12-INCHES VERTICAL SEPARATION BETWEEN PIPES AS MEASURED VERTICALLY FROM THE EXTERIOR WALL OF THE PIPES. WATER LINE SHALL BE ENCASED IN CONCRETE SLURRY THROUGH THE LENGTH OF THE CROSSING.
6. 4" X 4" X 4" TEE FITTING (SEE DETAIL 3/C6.2-1)
7. 4" TO 1 1/2" REDUCER
8. 1 1/2" GATE VALVE (SEE DETAIL 2/C6.2-1)
9. 6" CWS (REF. MECHANICAL PLANS FOR DETAIL
10. 6" CWR (REF. MECHANICAL PLANS FOR DETAILS)
11. SNOWMELT SYSTEM HYDRONICS PIPING (REF. MECHANICAL PLANS FOR DETAILS)
12. 4" X 4" X 1/2" TEE FITTING (SEE DETAIL 3/C6.2-1)
13. TYPE B1 BARRIER CURB (SEE DETAIL 1/C6.1-1)
14. **5-FEET VERTICAL BATTERED CURB & GUTTER (SEE ETAIL 2/C6.1-1)**
15. **5-FEET TRANSITION FROM BATTERED CURB & GUTTER TO ROLLED CURB & GUTTER (SEE DETAIL 2/C6.1-1)**

LEGEND: PROPOSED UTILITIES

- LAND CAPABILITY LINE
- ELECTRIC
- FIRE PROTECTION SERVICE
- GAS
- STORM DRAIN
- SANITARY SEWER
- WATER
- HYDRONICS SERVICE
- PIPE FITTINGS - TEE, 90°, 45°, 22.5°, & 11.25° PVC PIPE THRUST BLOCK (SEE DETAIL 3/C6.2-1) DUCTILE IRON (DI) PIPE MECHANICALLY RESTRAINED JOINTS (SEE DETAIL 6/C6.2-1)
- GATE VALVE (SEE DETAIL 2/C6.2-1)
- PIPE FITTING - REDUCER
- BACKFLOW PREVENTER & ENCLOSURE (SEE DETAILS 1, 8, 9 & 10/6.3-1)
- FIRE HYDRANT ASSEMBLY (SEE DETAIL 3 & 7/C6.3-1)
- FIRE DEPARTMENT CONNECTION - FDC (SEE DETAIL 5/C6.3-1)
- POST INDICATOR VALCE - PIV (SEE DETAIL 4/C6.3-1)
- SIGN
- F# APPROX. LENGTH OF FIRE PROTECTION LINE
- CONCRETE
- ASPHALT PAVING
- LANDSCAPE AREA (SEE LANDSCAPE PLANS FOR DETAILS)
- GRAVEL PATH
- DECOMPOSED GRANITE (DG) PATH
- PAVERS

SCALE: 1" = 20'
0' 10' 20' 40'
N

SEAL

REGISTERED PROFESSIONAL ENGINEER
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03.01.2023

DSA SUBMISSION - INC. 1

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
SITE IMPROVEMENTS & UTILITY PLAN

Drawn By: BD
Checked By: CS
Project No.: 22-100
@Date: 02/27/2023
DRAWING NO.
C3.0-1

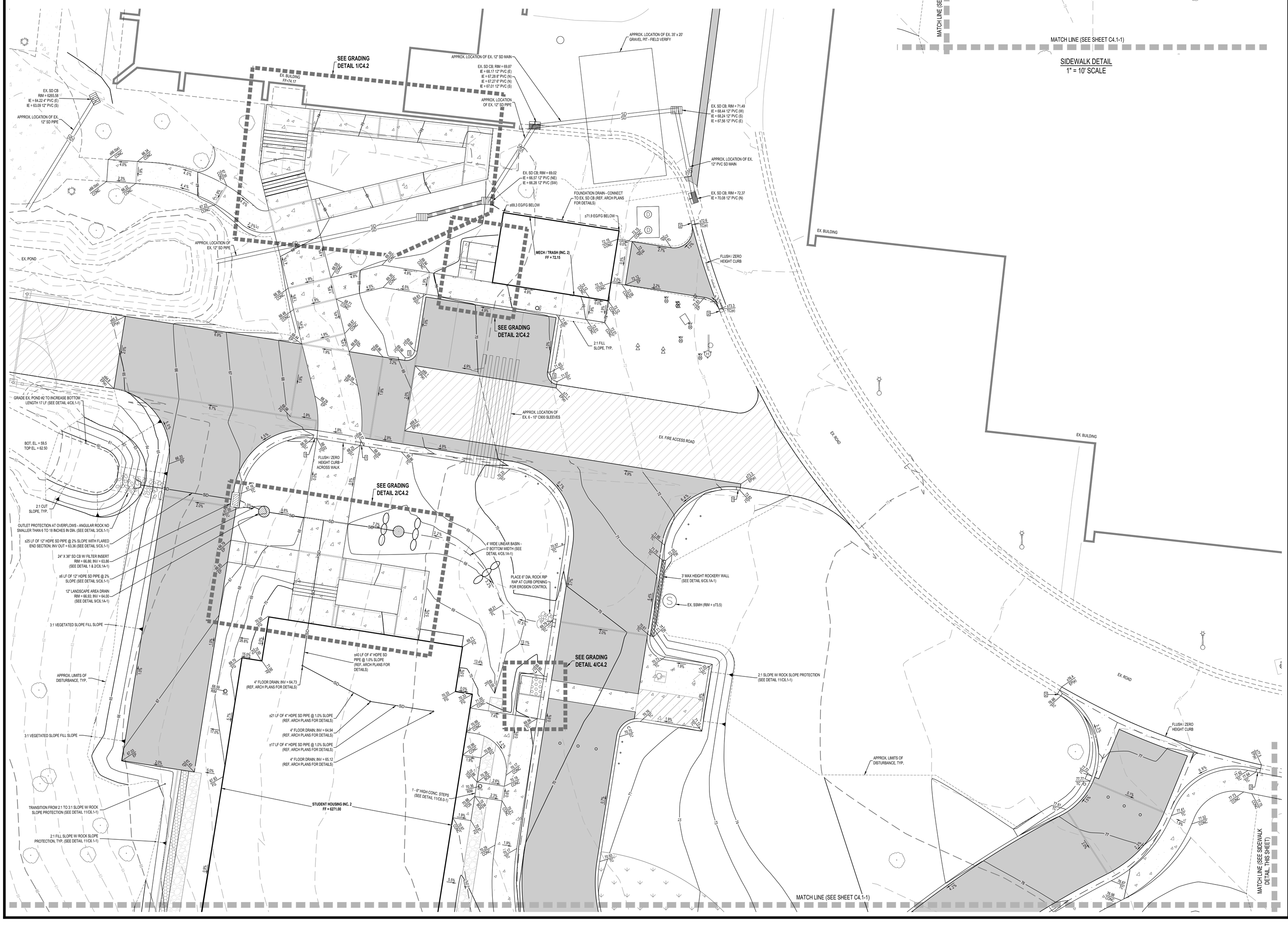
NO.	DATE	ISSUE

244
Autodesk Docs://22-100 Lake Tahoe CCD Student Housing/22-100_LTCC Student Housing.rvt
12/7/2022 9:22:51 AM
AGENDA ITEM NO. VI.A

EARTHWORK SUMMARY:

	CUT	FILL	NET
EARTHWORK*	1,000 YDS	3,200 YDS	2,200 YDS (FILL)
AREA OF DISTURBANCE (LIMITS OF GRADING)	±2.38 AC		
TREE REMOVAL	50 TREES		

* EARTHWORK NUMBERS ARE PRELIMINARY ONLY AND SUBJECT TO CHANGE, AND IT DOES NOT INCLUDE UTILITY TRENCHING OR STRIPPING, SWELLING, SHRINKAGE OR LOSS FACTORS ARE NOT INCLUDED.



SIDEWALK DETAIL
1" = 10' SCALE

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NOTES:

1. ADD 6200 TO ALL SPOT ELEVATIONS.
2. SEE LANDSCAPE PLANS PLANTING AND REVEGETATION REQUIREMENTS.

KEYNOTES:

1. 1' CURB TAPER - FROM ZERO TO FULL HEIGHT CURB
2. 1' CURB TAPER TO TRANSITION FROM NEW TO EX. CURB
3. CURB TAPER ALONG THE RETURN - FROM ZERO TO FULL HEIGHT CURB
4. TAPER CURB FROM FULL HEIGHT TO FLUSH WITH ADA RAMP

LEGEND:

- EX. EDGE OF PAVEMENT / CONCRETE
- 70 EX. MAJOR CONTOURS
- 71 EX. MINOR CONTOURS
- 70 PROPOSED MAJOR CONTOURS
- 71 PROPOSED MINOR CONTOURS
- GRADE BREAK
- LIMITS OF DISTURBANCE
- INFILTRATION TRENCH
- ASPHALT PAVING
- SD STORM DRAIN
- FLOWLINE
- AREA DRAIN / JUNCTION PORT

SCALE: 1" = 10'

0' 5' 10' 20'

N

SEAL

REGISTERED PROFESSIONAL ENGINEER
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03.01.2023

DSA SUBMISSION - INC. 1

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
GRADING & DRAINAGE PLAN

Drawn By: BD
Checked By: CS

NO.	DATE	ISSUE

Project No. 22-100
@Date 02/27/2023

DRAWING NO.
C4.0-1

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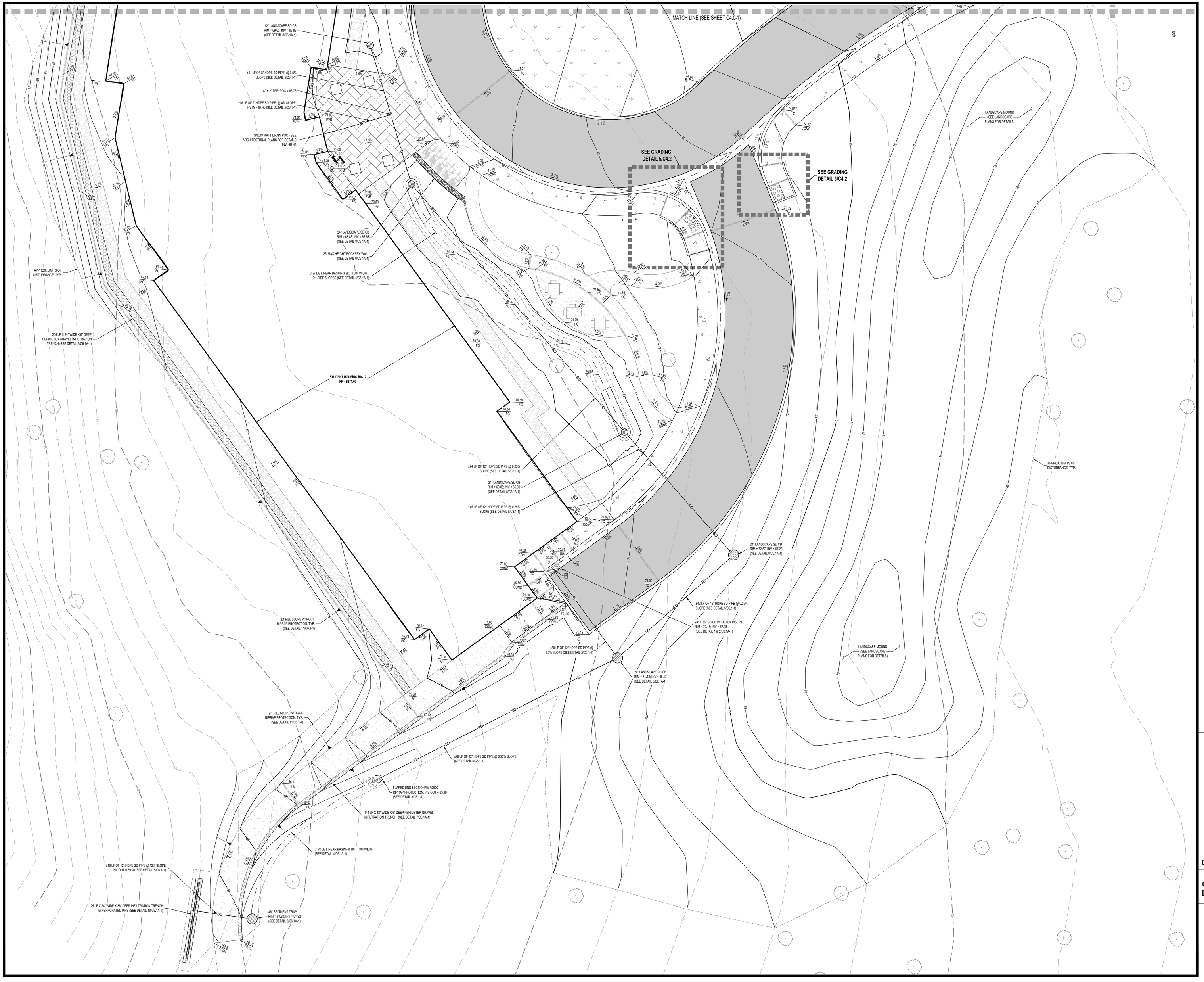

JK ARCHITECTURE ENGINEERING

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HANBURY

NOTES:

1. ADD 6200 TO ALL SPOT ELEVATIONS.
2. SEE LANDSCAPE PLANS PLANTING AND REVEGETATION REQUIREMENTS.

KEYNOTES:

1. 1' CURB TAPER - FROM ZERO TO FULL HEIGHT CURB
2. 1' CURB TAPER TO TRANSITION FROM NEW TO EX. CURB
3. CURB TAPER ALONG THE RETURN - FROM ZERO TO FULL HEIGHT CURB
4. TAPER CURB FROM FULL HEIGHT TO FLUSH WITH ADA RAMP
5. **5-FEET VERTICAL BATTERED CURB & GUTTER (SEE ETAIL 2/C6.1-1)**
6. **5-FEET TRANSITION FROM BATTERED CURB & GUTTER TO ROLLED CURB & GUTTER (SEE DETAIL 2/C6.1-1)**

LEGEND:

- EX. EDGE OF PAVEMENT / CONCRETE
- EX. MAJOR CONTOURS
- EX. MINOR CONTOURS
- PROPOSED MAJOR CONTOURS
- PROPOSED MINOR CONTOURS
- GRADE BREAK
- LIMITS OF DISTURBANCE
- INFILTRATION TRENCH
- ASPHALT PAVING
- STORM DRAIN
- FLOWLINE
- AREA DRAIN / JUNCTION PORT

SCALE: 1" = 10'

0' 5' 10' 20'

N

SEAL

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DSA SUBMISSION - INC. 1

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
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BD

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22-100

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DRAWING NO.
C4.1-1

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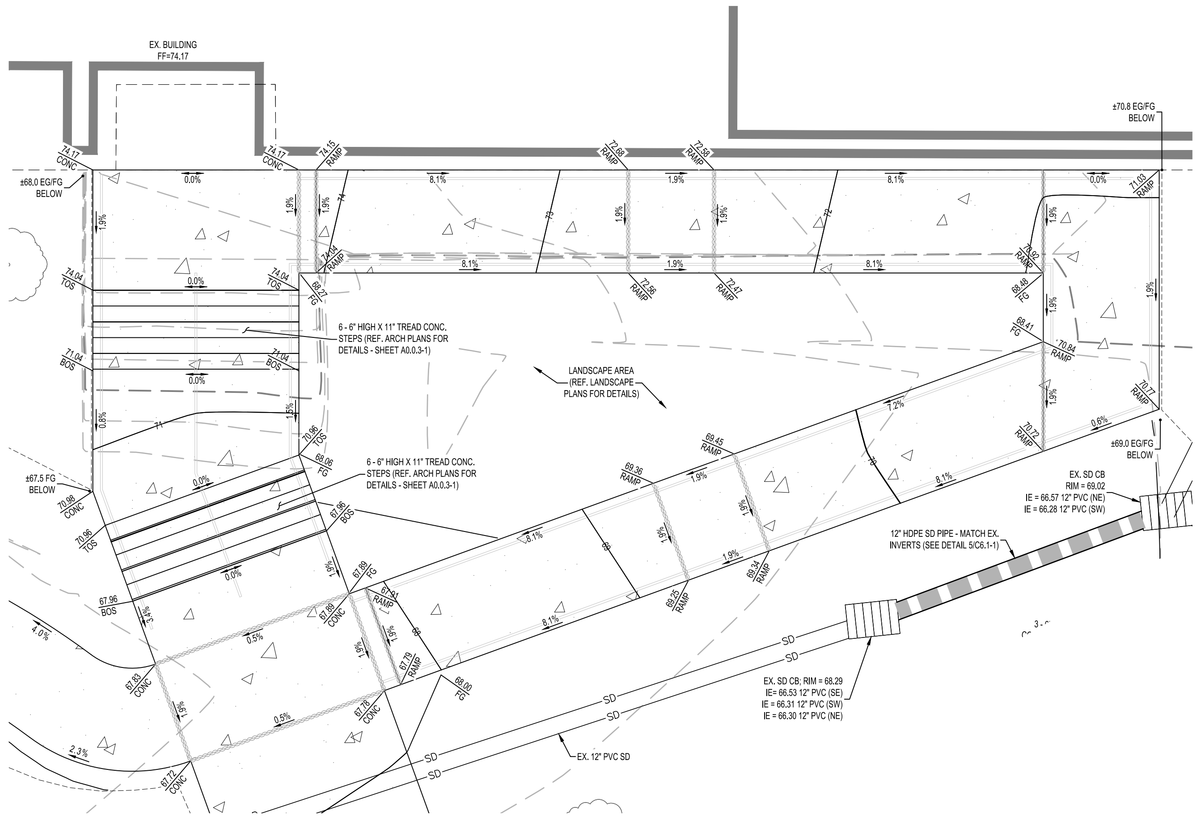
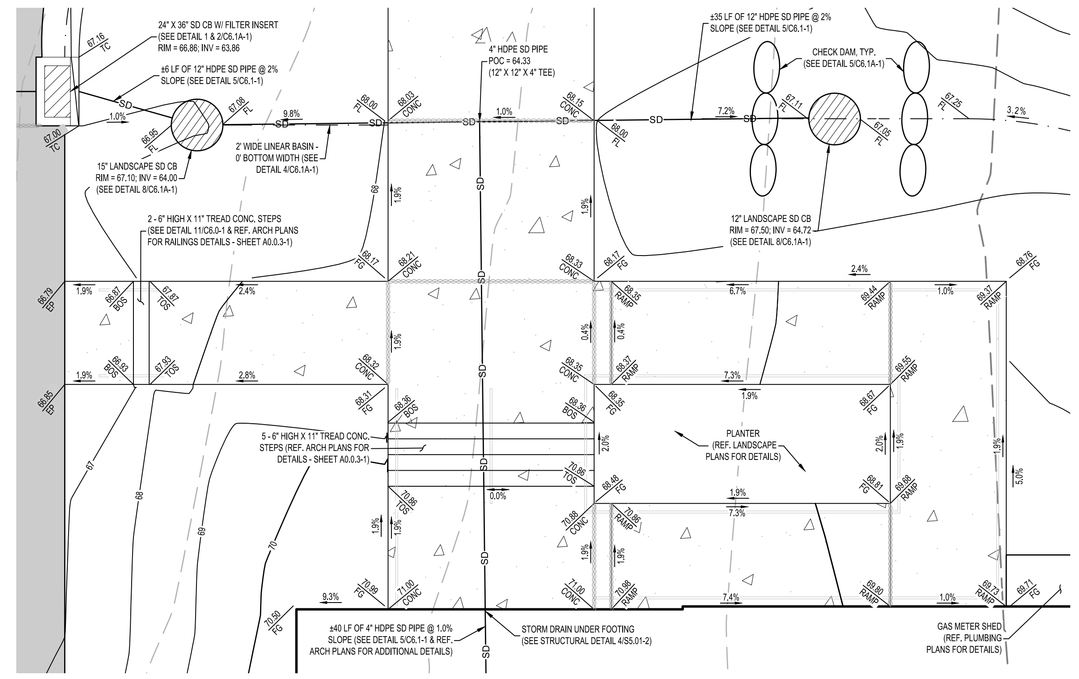
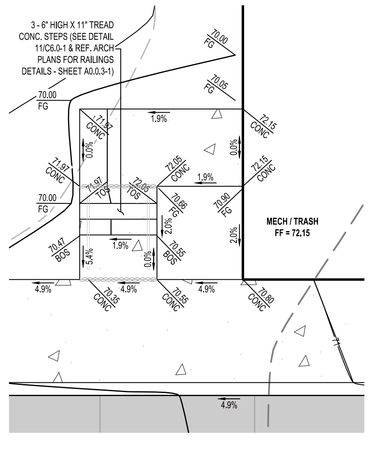


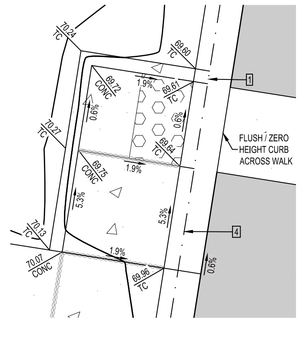
GRADING DETAIL 1
1" = 5' SCALE



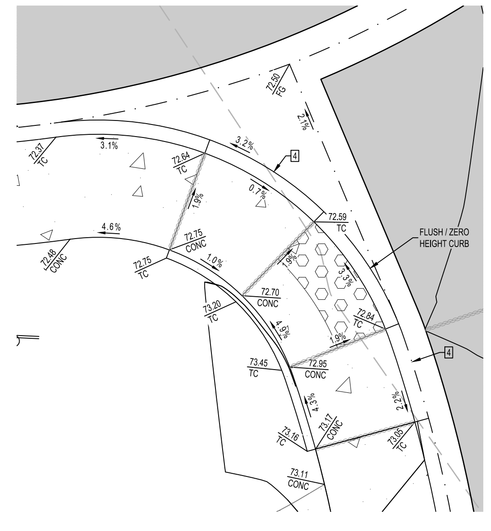
GRADING DETAIL 2
1" = 5' SCALE



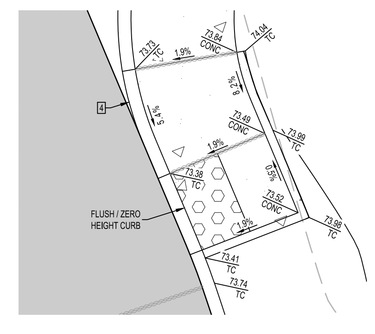
GRADING DETAIL 3
1" = 5' SCALE



GRADING DETAIL 4
1" = 5' SCALE



GRADING DETAIL 5
1" = 5' SCALE



GRADING DETAIL 6
1" = 5' SCALE

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NOTES:

1. ADD 6200 TO ALL SPOT ELEVATIONS.
2. SEE LANDSCAPE PLANS PLANTING AND REVEGETATION REQUIREMENTS.

KEYNOTES:

1. 1' CURB TAPER - FROM ZERO TO FULL HEIGHT CURB
2. 1' CURB TAPER TO TRANSITION FROM NEW TO EX. CURB
3. CURB TAPER ALONG THE RETURN - FROM ZERO TO FULL HEIGHT CURB
4. TAPER CURB FROM FULL HEIGHT TO FLUSH WITH ADA RAMP

LEGEND:

- EX. EDGE OF PAVEMENT / CONCRETE
- EX. MAJOR CONTOURS
- EX. MINOR CONTOURS
- PROPOSED MAJOR CONTOURS
- PROPOSED MINOR CONTOURS
- GRADE BREAK
- LIMITS OF DISTURBANCE
- INFILTRATION TRENCH
- ASPHALT PAVING
- STORM DRAIN
- FLOWLINE
- AREA DRAIN / JUNCTION PORT

SCALE: 1" = 5'
0' 5' 10'

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DSA SUBMISSION - INC. 1

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
GRADING & DRAINAGE PLAN

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Checked By
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C4.2-1

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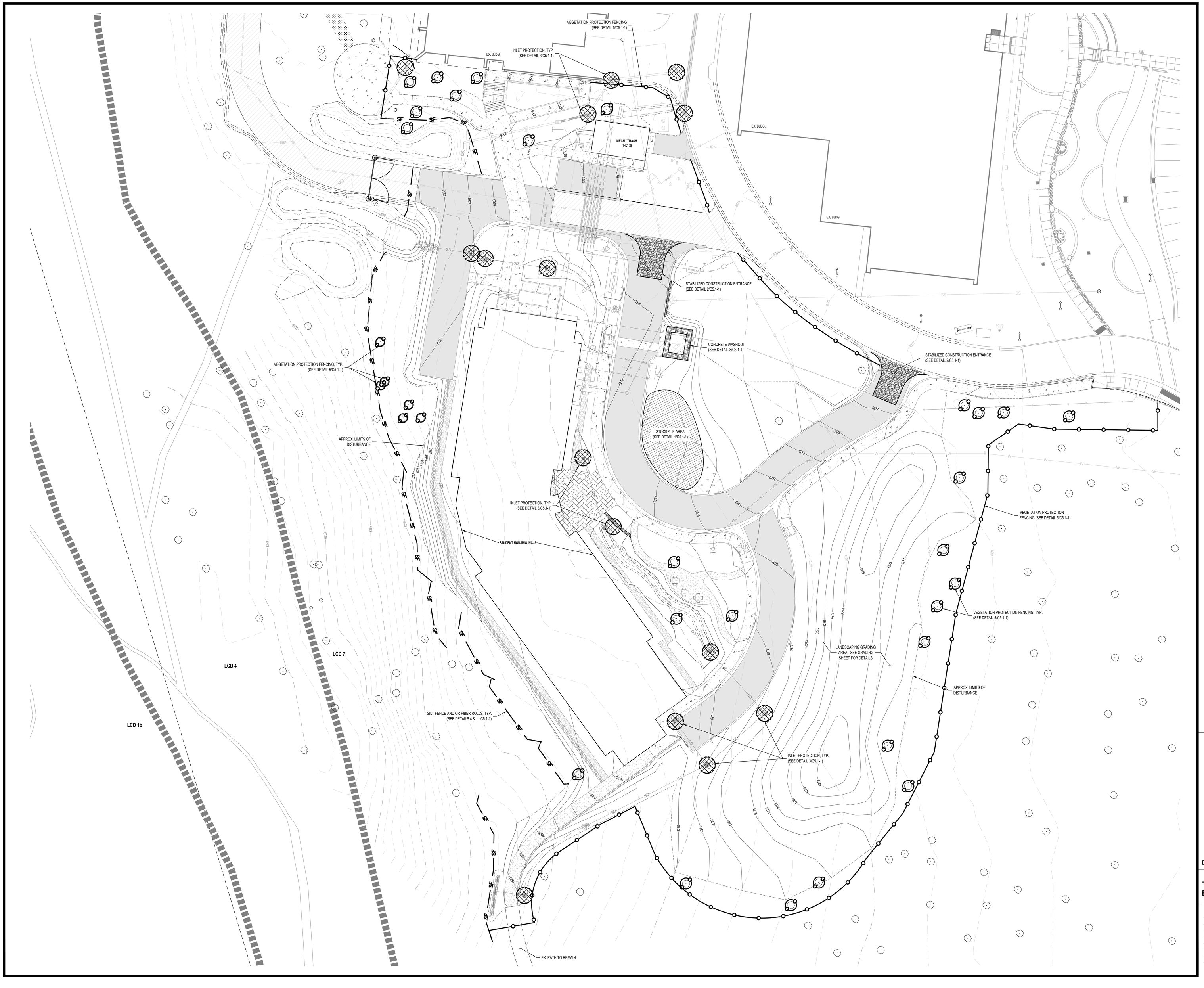

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NOTES:
1. SEE SHEET C5.1-1 FOR DETAILS.

TEMPORARY BMPs

- LIMITS OF DISTURBANCE
- EX. MAJOR CONTOURS
- EX. MINOR CONTOURS
- PROPOSED MAJOR CONTOURS
- PROPOSED MINOR CONTOURS
- VEGETATION PROTECTION FENCE
- SILT FENCE / FIBER ROLL
- LIMITS OF DISTURBANCE
- INLET PROTECTION

SCALE: 1" = 20'

0' 10' 20' 40'

N

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DSA SUBMISSION - INC. 1

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
TEMPORARY SEDIMENT & EROSION CONTROL PLAN

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22-100

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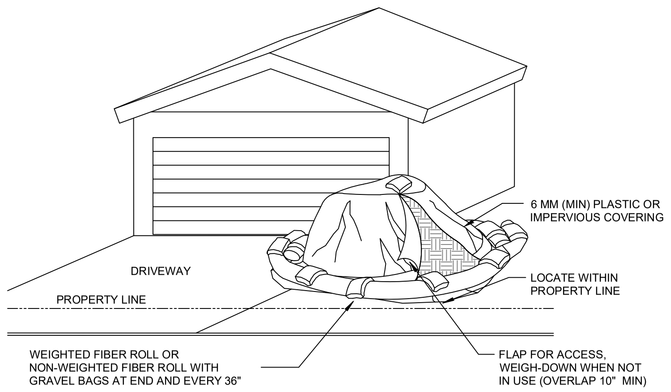
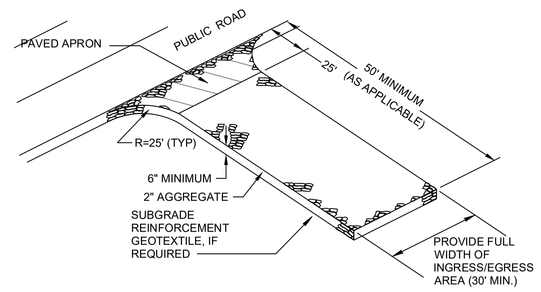


NOTES:

1. LOCATE STOCK AND/OR SPOIL PILES AWAY FROM DRAINAGE COURSES, DRAIN INLETS OR CONCENTRATED FLOWS OF STORMWATER.
2. ALL STOCK AND/OR SPOIL PILE PERIMETERS SHALL BE PROTECTED WITH TEMPORARY LINEAR SEDIMENT BARRIERS.
3. COVER ALL STOCK AND/OR SPOIL PILES WITH 6 MM PLASTIC, CANVAS TARP OR IMPERVIOUS COVER TO PREVENT WIND AND RAIN EROSION. EVENLY SPACE WEIGHTS (GRAVEL BAGS) ON COVER TO KEEP IN PLACE DURING WIND.
4. CONDUCT REGULAR INSPECTIONS OF STOCK AND/OR SPOIL PILES DURING AND AFTER RAIN EVENTS.
5. VERY LARGE STOCK AND/OR SPOIL PILES MAY REQUIRE SILT FENCE IN LIEU OF FIBER ROLLS.
6. REMOVE SPOIL PILES FROM CONSTRUCTION SITE AS SOON AS POSSIBLE.
7. STOCK/SPOIL PILES MUST BE STORED WITHIN THE APPROVED STAGING AREA.

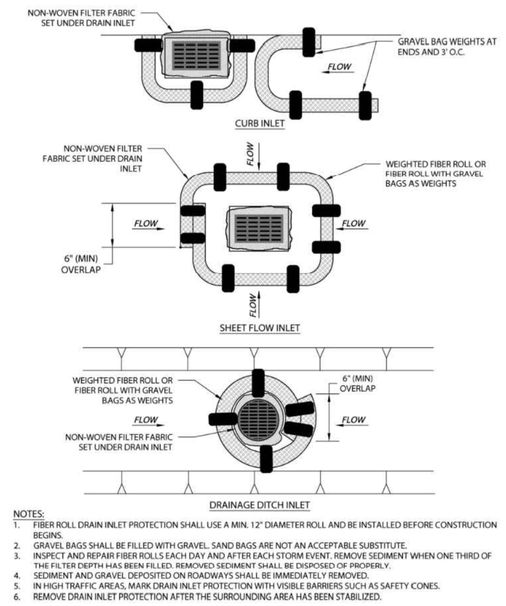
1 BMP - STOCKPILE MANAGEMENT
1/4" = 1'-0"



NOTES
1. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE USED AT ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS.
2. THE AGGREGATE SHALL BE 2 IN. CRUSHED ROCK OR 1 TO 3 IN. DIAMETER WASHED WELL-GRADED GRAVEL.
3. THE ENTRANCE SHALL BE PROPERLY GRADED TO PREVENT RUNOFF FROM LEAVING THE CONSTRUCTION SITE.
4. THE ENTRANCE SHALL BE CONSTRUCTED ON LEVEL GROUND.
5. PERIODIC TOP DRESSING WITH ADDITIONAL STONE SHALL BE PROVIDED TO ENSURE THE INTEGRITY OF THE ENTRANCE DURING CONSTRUCTION.
6. THE ENTRANCE SHALL BE INSPECTED MONTHLY AND AFTER EACH RAINFALL.
7. CRUSHED ROCK MATERIAL SHALL BE ADDED WHEN SURFACE VOIDS ARE NOT VISIBLE.
8. ALL SEDIMENT DEPOSITS ON PAVED ROADWAYS SHALL BE REMOVED WITHIN 24 HOURS.
9. THE CRUSHED ROCK AND GEOTEXTILE SHALL BE REMOVED AT COMPLETION OF CONSTRUCTION.
10. A PAVED APRON ENTRANCE IS REQUIRED. THE ROCK CONSTRUCTION ENTRANCE IS TO BE ADDED TO THE END OF THE TEMPORARY PAVED APRON. THE PAVED APRON SHALL BE PROVIDED WITHIN ON WEEK OF THE COMMENCEMENT OF GRADING. PAVED APRONS SHALL BE FLUSHED AND/OR SWEPT AT LEAST ONCE DAILY. PAVED APRON SHALL BE A MINIMUM OF 2"AC ON 6"AB.

2 BMP - STABILIZED CONSTRUCTION ENTRANCE
1" = 1'-0"

Drain Inlet Protection Figure



NOTES:
1. FIBER ROLL DRAIN INLET PROTECTION SHALL USE A MIN. 12" DIAMETER ROLL AND BE INSTALLED BEFORE CONSTRUCTION BEGINS.
2. GRAVEL BAGS SHALL BE FILLED WITH GRAVEL. SAND BAGS ARE NOT AN ACCEPTABLE SUBSTITUTE.
3. INSPECT AND REPAIR FIBER ROLLS EACH DAY AND AFTER EACH STORM EVENT. REMOVE SEDIMENT WHEN ONE THIRD OF THE FILTER DEPTH HAS BEEN FILLED. REMOVED SEDIMENT SHALL BE DISPOSED OF PROPERLY.
4. SEDIMENT AND GRAVEL DEPOSITED ON ROADWAYS SHALL BE IMMEDIATELY REMOVED.
5. IN HIGH TRAFFIC AREAS, MARK DRAIN INLET PROTECTION WITH VISIBLE BARRIERS SUCH AS SAFETY CONES.
6. REMOVE DRAIN INLET PROTECTION AFTER THE SURROUNDING AREA HAS BEEN STABILIZED.

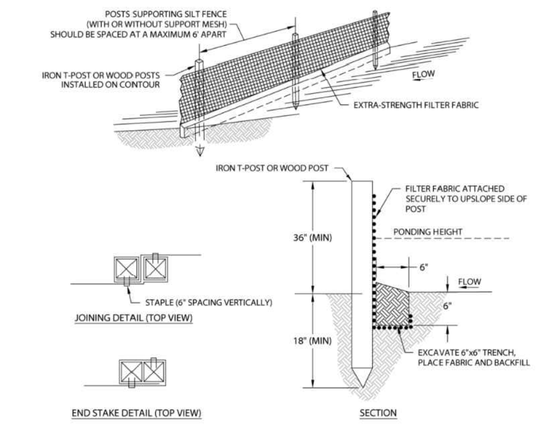
THE TAHOE REGIONAL PLANNING AGENCY (TRPA) SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS DETAIL.

TRPA BMP Handbook
May 2014

Chapter 4: BMP Toolkit
4.5 p Drain Inlet Protection
Page 71

3 INLET PROTECTION
N.T.S.

Silt Fence Figure



NOTES:
1. USED IN AREAS WHERE SHEET FLOW OCCURS.
2. DO NOT USE IN STREAMS, CHANNELS, OR ANYWHERE FLOW IS CONCENTRATED. DO NOT USE SILT FENCES TO DIVERT FLOW.
3. DO NOT USE BELOW SLOPES SUBJECT TO CREEP, SLUMPING, OR LANDSLIDES.
4. SILT FENCE SHOULD BE WOVEN POLYPROPYLENE WITH A MINIMUM WIDTH OF 36 INCHES AND A MINIMUM TENSILE STRENGTH OF 100 LB FORCE.
5. INSTALL ALONG A LEVEL CONTOUR SO WATER DOES NOT POND MORE THAT 1.5 FEET AT ANY POINT ALONG THE SILT FENCE.
6. THE MAXIMUM LENGTH OF SLOPE DRAINING TO ANY POINT ALONG THE SILT FENCE SHOULD BE 200 FEET OR LESS.
7. THE MAXIMUM SLOPE PERPENDICULAR TO THE FENCE LINE SHOULD BE 1:1.
8. PROVIDE SUFFICIENT ROOM FOR RUNOFF TO POND BEHIND THE FENCE AND TO ALLOW SEDIMENT REMOVAL EQUIPMENT TO PASS BETWEEN THE SILT FENCE AND TOES OF SLOPES OR OTHER OBSTRUCTIONS.
9. TURN THE ENDS OF THE FILTER FENCE UPHILL TO CREATE A "J" SHAPE, TO PREVENT STORMWATER FROM FLOWING AROUND THE FENCE.
10. LEAVE AN UNDISTURBED OR STABILIZED AREA IMMEDIATELY DOWN SLOPE FROM THE FENCE WHERE FEASIBLE.
11. SILT FENCES SHOULD REMAIN IN PLACE UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
12. REMOVE SEDIMENT WHEN DEPOSITS REACH APPROXIMATELY 1/3 HEIGHT OF BARRIER.

THE TAHOE REGIONAL PLANNING AGENCY (TRPA) SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS DETAIL.

TRPA BMP Handbook
May 2014

Chapter 4: BMP Toolkit
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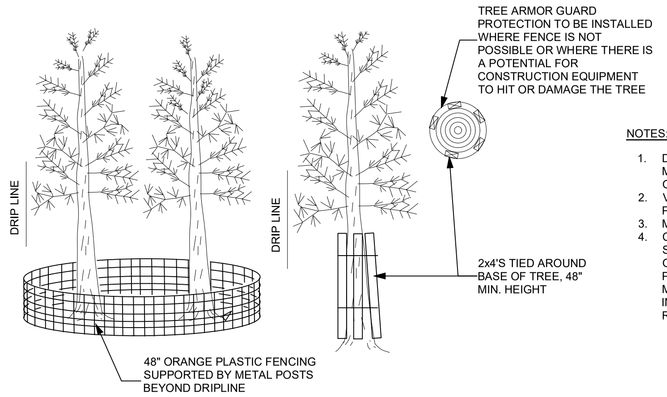
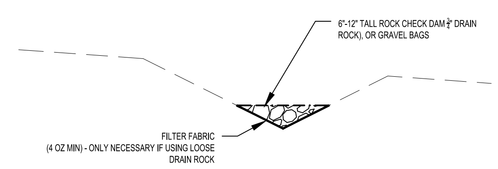
Page 83

4 SILT FENCE
N.T.S.

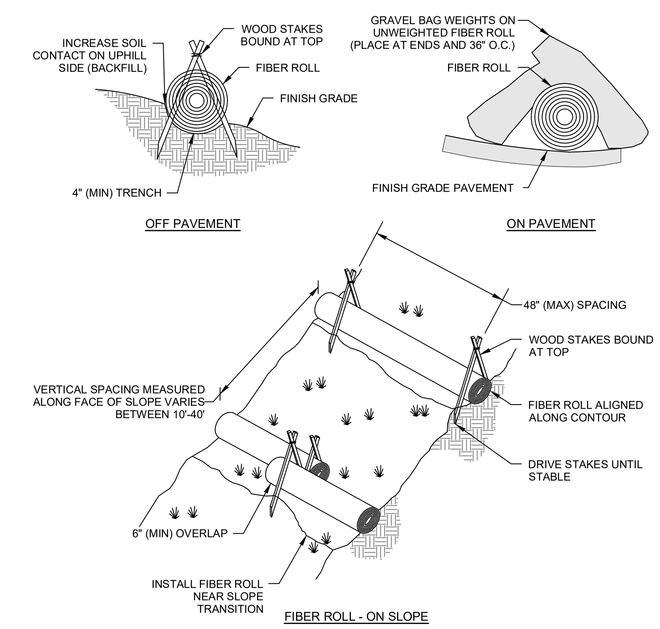


NOTES:
1. DO NOT PERMIT PERSONNEL, CONSTRUCTION MATERIALS, OR EQUIPMENT, TEMPORARY OR OTHERWISE, WITHIN PROTECTIVE FENCING.
2. VEGETATION PROTECTION IS REQUIRED FOR ALL PROJECTS AS A CONDITION OF PROJECT APPROVAL.
3. METAL OR WIRE MESH FENCING MAY BE REQUIRED.
4. CALCULATE THE PROTECTIVE PERIMETER FOR SHIELDING LARGER SPECIMEN TREES MEASURING OVER 30" DBH AS FOLLOWS: COMPUTE THE PROTECTIVE RADIUS BY ADDING ONE FOOT, AS MEASURED OUT FROM THE TREE BOLE, FOR EVERY INCH IN DBH. (E.G. A TREE WITH A 30" DBH WOULD RECEIVE A 30' PROTECTIVE PERIMETER)

5 BMP - VEGETATION PROTECTION
1" = 1'-0"

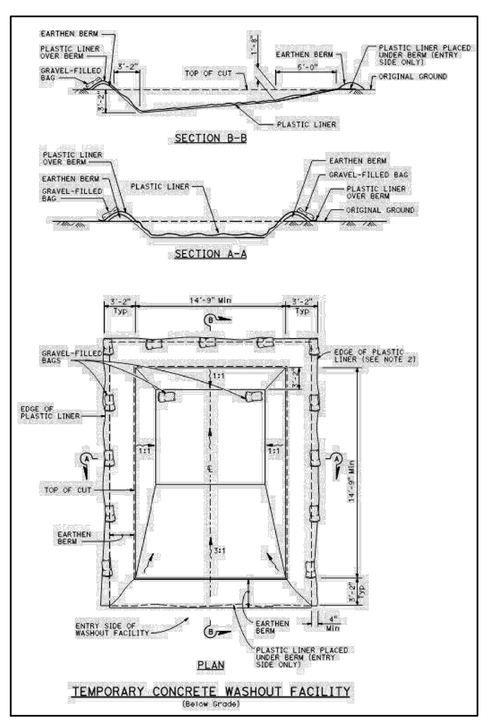


7 BMP - TEMPORARY CHECK DAM
N.T.S.

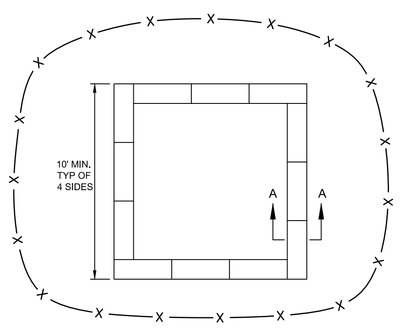


10 BMP - FIBER ROLLS
1" = 1'-0"

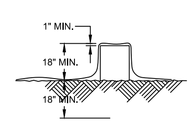
NOTES:
1. BELOW GRADE INSTALLATION ADAPTED FROM CALTRANS STANDARD DETAIL T-55.
2. LOCATE CONCRETE WASHOUT A MIN. 50' AWAY FROM WATER WAYS AND THE STORM DRAIN SYSTEM.
3. CONCRETE WASHOUT SHALL BE PROTECTED WITH TEMPORARY FIBER ROLLS W/ WEIGHTED SANDBAGS.
4. CONDUCT REGULAR INSPECTIONS OF CONCRETE WASHOUT DURING AND AFTER RAIN EVENTS.
5. REMOVE CONCRETE WASHOUT FROM CONSTRUCTION SITE AS SOON AS POSSIBLE.
6. CONCRETE WASHOUT MUST BE STORED WITHIN THE APPROVED STAGING AREA.
7. PRE-FAB CONCRETE WASHOUT STATION ARE ALSO ACCEPTABLE. CONTRACTOR SHALL SUBMIT PROPOSED DEVICE SPECIFICATIONS TO ENGINEER FOR REVIEW AND APPROVAL PRIOR TO USE.
8. DETERMINE THE CAPACITY OF CONCRETE WASHOUT FACILITIES BASED ON THE ESTIMATED AMOUNT OF CONCRETE WASHOUT WASTE TO BE GENERATED AT SITE.
9. CONCRETE WASHOUT FACILITIES SHALL BE USED ONLY TO TEMPORARILY CONTAIN WASHWATER FROM THE CLEANING OF CONCRETE-COATED EQUIPMENT AND WASHOUT FROM CONCRETE TRUCKS.
10. CONCRETE WASHOUT FACILITIES SHALL NOT BE USED FOR THE DISPOSAL OF EXCESS CONCRETE AND CEMENT AND TRUCKS SHALL NOT BE ALLOWED TO BACK TURN AND DISPOSE OF RESIDUAL LOADS.
11. CONCRETE WASHOUT FACILITIES MUST BE LINED TO PREVENT CHEMICAL TRANSPORT INTO NEARBY WATERS OR GROUNDWATER.
12. THE OPERATOR SHALL PROVIDE AN EFFECTIVE MEANS OF ELIMINATING THE DISCHARGE OF WATER FROM THE WASHOUT OF CONCRETE.
    - WHERE POSSIBLE, CONCRETE SUPPLIERS SHOULD CONDUCT WASHOUT ACTIVITIES AT THEIR OWN PLANTS OR DISPATCH FACILITIES.
    - IF WASHOUT IS CONDUCTED AT THE CONSTRUCTION SITE THE OPERATOR SHALL EMPLOY CONTROL MEASURES (E.G., LINED PITS OR PORTABLE WASHOUTS) TO CONTAIN AND MANAGE ON-SITE CONCRETE WASHOUT TO PREVENT DISCHARGE.
    - THE PIT OR CONTAINER MUST BE DESIGNED SO THAT NO OVERFLOWS CAN OCCUR DIE TO INADEQUATE SIZING OR PRECIPITATION.
    - REMOVE AND DISPOSE OF HARDENED CONCRETE CONSISTENT WITH HANDLING OF OTHER CONSTRUCTION WASTE MATERIALS.
13. DISPOSE OF WASTES AT LEAST ONCE PER WEEK.
14. WHEN THE WASHOUT IS 75% FULL, IT MUST BE CLEANED OR A NEW WASHOUT MUST BE CONSTRUCTED.



8 BMP - CONCRETE WASHOUT
1" = 1'-0"



BALE CONFIGURATION



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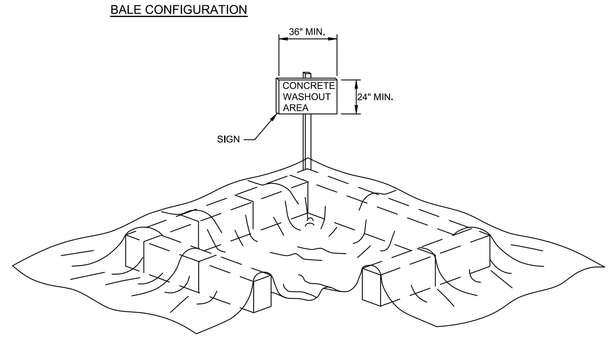
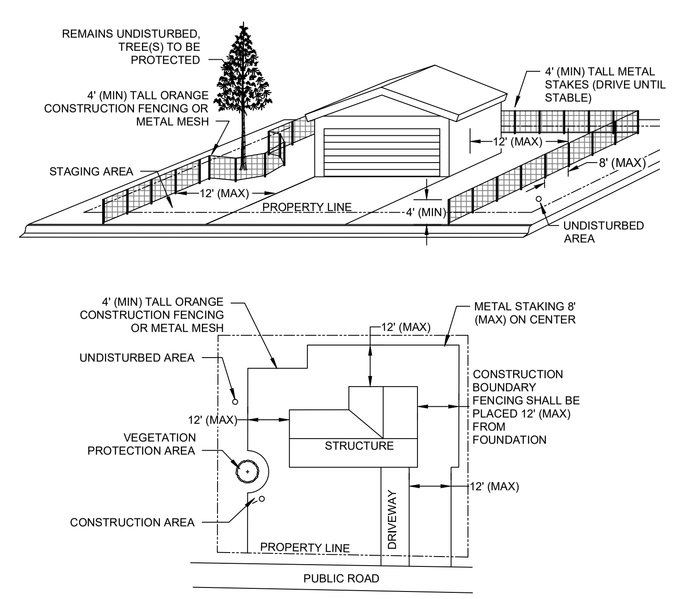
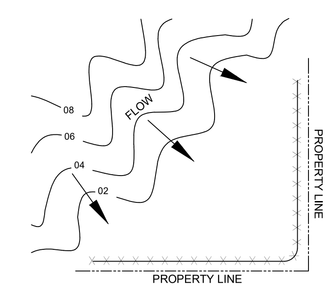


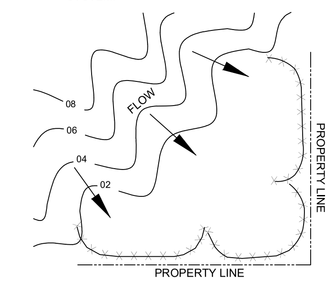


NOTES:
1. METAL OR WIRE MESH FENCING MAY BE REQUIRED FOR SITES THAT CONSISTENTLY FAIL TO MAINTAIN PERMITTED FENCING REQUIREMENTS.
2. INSPECTIONS SHALL BE MADE DAILY AND DOWNED SECTIONS REPAIRED IMMEDIATELY.
3. ALL DISTURBED SOIL WITHIN THE CONSTRUCTION AREA MUST BE DE-COMPACTED AND RESTORED. PLANT WITH NATIVE AND/OR ADAPTED PLANTS POST-CONSTRUCTION.

9 BMP - CONSTRUCTION BOUNDARY FENCING
1" = 1'-0"



INCORRECT PLACEMENT
DO NOT LAYOUT PERIMETER CONTROL SILT FENCES ALONG PROPERTY LINES. ALL SEDIMENT-LADEN RUNOFF WILL CONCENTRATE AND OVERWHELM THE SYSTEM.



CORRECT PLACEMENT
BREAK-UP SILT FENCE INTO SECTIONS TO PREVENT SEDIMENT-LADEN RUNOFF FROM CONCENTRATING AND OVERWHELMING THE SYSTEM.

11 BMP - SILT FENCE PLACEMENT
1" = 1'-0"

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REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER M. SMITH No. C71499 Exp. 12-31-23 CIVIL STATE OF CALIFORNIA
03.01.2023

DSA SUBMISSION - INC. 1

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
BMP DETAIL SHEET

Drawn By
BD
Checked By
CS

NO.	DATE	ISSUE

Project No.
22-100
©Date
02/27/2023
DRAWING NO.
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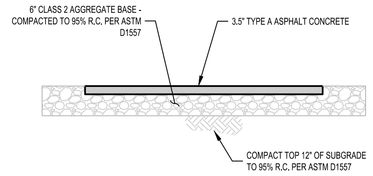
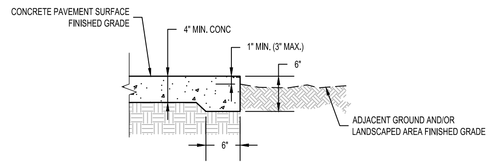


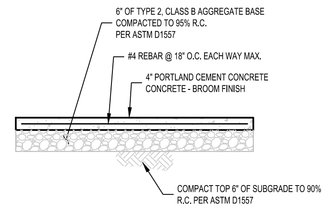
NOTES:

1. ASPHALT AND AGGREGATE BASE STRUCTURAL SECTIONS ARE MIN. REQUIREMENT. CONTRACTOR SHALL INSTALL AS INDICATED OR MATCH EX. CONDITIONS, WHICHEVER IS GREATER.
2. ALL ASPHALT AND AGGREGATE BASE SHALL COMPLY WITH THE LATEST EDITION OF THE CALTRANS STANDARD SPECIFICATIONS.
3. THE UPPER 12 INCHES OF NATIVE SOIL SHOULD BE COMPACTED TO AT LEAST 95% OF THE MAXIMUM DRY DENSITY PER ASTM D1557 PRIOR TO PLACING AGGREGATE BASE (AB). AB SHALL MEET CALTRANS SPECIFICATIONS FOR CLASS 2 AGGREGATE BASE. IN ADDITION TO FIELD DENSITY TESTS, SUBGRADE SHOULD BE BE PROOF ROLLED UNDER THE OBSERVATIONS OF A BSK REPRESENTATIVE PRIOR TO BASE PLACEMENT.
4. ASPHALT BINDER SHALL CONSIST OF PG 64-28.
5. ASPHALT MIX DESIGN SHALL CONSIST OF 1/2-INCH AGGREGATE ASPHALT CONCRETE WITH A TARGET 4 PERCENT VOIDS WITH THE BINDER CONTENT ADJUSTED DURING PRODUCTION TO TARGET 3 PERCENT AIR VOIDS.
6. SUBGRADE SOIL SHOULD BE IN A STABLE CONDITIONS AT THE TIME AGGREGATE BASE MATERIAL IS PLACED AND COMPACTED. THERE IS A POTENTIAL FOR EXPOSED SUBGRADE EXPOSED UNDER EXISTING AC PAVEMENTS TO BE UNSTABLE DUE TO HIGH MOISTURE CONTENT. IF UNSTABLE SOIL IS ENCOUNTERED, THE SOIL SHALL BE OVEREXCAVATED TO FIRM MATERIAL OR AS DETERMINED BY THE GEOTECHNICAL ENGINEER AND REPLACED WITH CLASS 2 AGGREGATE BASE OR OTHER APPROVED AGGREGATE MATERIAL.
7. AGGREGATE BASE SHALL CONFORM TO THE LATEST EDITION OF CALTRANS STANDARDS.
8. FOLLOWING THE REQUIRED STRIPPING AND OVEREXCAVATION, THE EXPOSED GROUND SURFACE MUST BE INSPECTED BY THE GEOTECHNICAL ENGINEER TO EVALUATE IF LOOSE OR SOFT ZONES ARE PRESENT THAT WILL REQUIRE OVER EXCAVATION. THE BOTTOM OF THE OVEREXCAVATION SHOULD BE SCARIFIED A MINIMUM OF 8 INCHES AND COMPACTED TO 90 PERCENT RELATIVE COMPACTION (BASED ON ASTM D1557).

1 TYPICAL ASPHALT PAVEMENT ROAD SECTION
N.T.S.



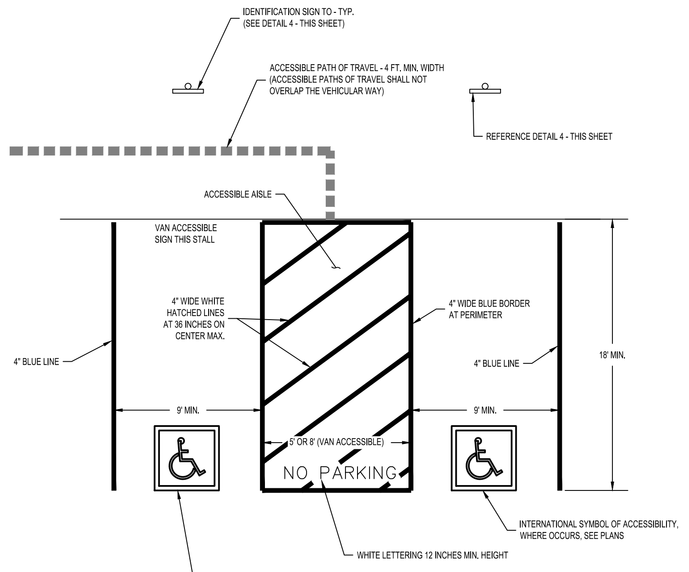
12 CONCRETE TYPICAL THICKENED EDGE
N.T.S.



NOTES:

1. STRUCTURAL SECTION SHOWN AS A MINIMUM REQUIREMENTS - FINAL STRUCTURAL SECTION SHALL BE APPROVED BY PROJECT'S GEOTECHNICAL ENGINEER PRIOR TO CONSTRUCTION.
2. CONTROL (WEAKENED PLANE) JOINTS SHALL BE AS SHOWN ON DETAIL 6, THIS SHEET.
3. THE ALLOWABLE 28 DAY COMPRESSIVE STRENGTH FOR CONCRETE SHALL NOT BE LESS THAN 4,500 PSI (6 SACKS MIN.).
2. TYPE 2, CLASS B AGGREGATE BASE SHALL CONFORM TO REQUIREMENTS OF THE PROJECT'S GEOTECHNICAL REPORT.
3. TYPE II CEMENT IS RECOMMENDED.
4. 0.40 WATER/CEMENTITIOUS RATIO.
5. 5.0% ± 1.5% AIR ENTRAINMENT.
6. 3" MIN. CLEARANCE BETWEEN REBAR, EDGES AND BOTTOM OF PORTLAND CEMENT CONCRETE.

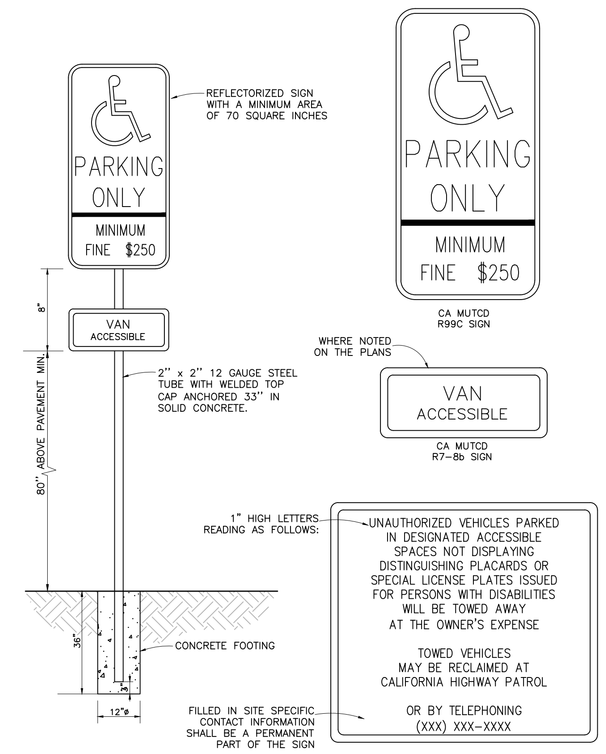
2 TYPICAL CONCRETE SIDEWALK STRUCTURAL SECTION (NON-TRAFFIC AREAS)
N.T.S.



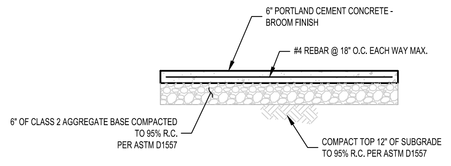
NOTE:

1. DIMENSIONS SHOWN ARE MINIMUM CODE REQUIRED.
2. SLOPES NOT TO EXCEED 1:48 (2.08%), ALL DIRECTIONS, WITHIN PARKING STALLS AND AT ACCESSIBLE AISLES.

3 ACCESSIBLE PARKING STRIPING
N.T.S.



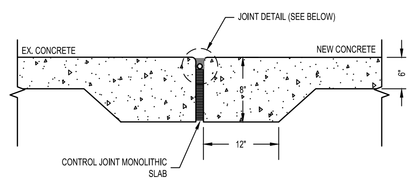
4 ACCESSIBLE PARKING SIGN
N.T.S.

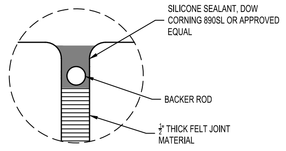


NOTE:

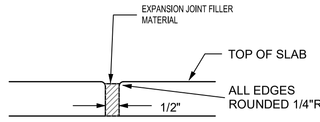
1. STRUCTURAL SECTION SHOWN AS A MINIMUM REQUIREMENTS - FINAL STRUCTURAL SECTION SHALL BE APPROVED AND INSPECTED BY PROJECT'S GEOTECHNICAL ENGINEER PRIOR TO CONSTRUCTION.
2. EXPANSION JOINTS SHALL BE CONSTRUCTED OF AN APPROVED TYPE 0.5-INCH WIDE SHALL BE INSTALLED AS LISTED ON NOTE #3 BELOW, AS DETERMINED BY PROJECT'S GEOTECHNICAL ENGINEER.
3. CONTROL JOINTS SHALL BE LOCATED NO MORE THAN 12 FEET APART IN BOTH DIRECTIONS AND A MINIMUM 1.5 INCHES DEEP. FILL JOINTS WITH AN ELASTIC CRACK FILLER TO REDUCE WATER INFILTRATION. ISOLATION OR EXPANSION JOINTS SHALL BE PROVIDED ADJACENT TO THE BUILDING AND OTHER STRUCTURES.
4. THE ALLOWABLE 28 DAY COMPRESSIVE STRENGTH FOR CONCRETE SHALL NOT BE LESS THAN 3,000 PSI (7 SACKS MIN.).
5. CLASS 2 AGGREGATE BASE SHALL CONFORM TO REQUIREMENTS OF THE PROJECT'S GEOTECHNICAL REPORT.
6. TYPE II CEMENT IS RECOMMENDED .
7. 0.45 MAX. WATER/CEMENTITIOUS RATIO.
8. 6.0% ± 1.5% AIR ENTRAINMENT.
9. 3" MIN. CLEARANCE BETWEEN REBAR, EDGES AND BOTTOM OF PORTLAND CEMENT CONCRETE.
10. WHEN PAVEMENT IS JOINTED TO FORM SHORT PANEL LENGTHS THAT WILL MINIMIZE INTERMEDIATE CRACKING, DISTRIBUTED STEEL REINFORCEMENT IS NOT NECESSARY.
11. SEE DETAIL 6 THIS SHEET FOR MIN. JOINT REQUIREMENTS.

5 TYPICAL CONCRETE HEAVY TRAFFIC STRUCTURAL SECTION
N.T.S.





EXPANSION JOINT
BUILDING SLAB X EXTERIOR SLAB

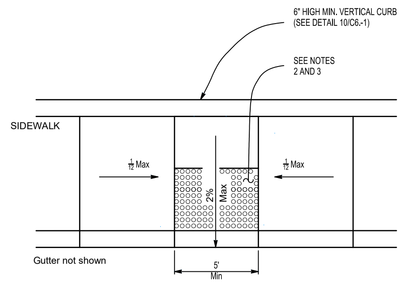


NOTES:

1. TRANSVERSE EXPANSION JOINTS SHALL BE CONSTRUCTED OF AN APPROVED TYPE 0.5-INCH WIDE SHALL BE INSTALLED TO THE FULL DEPTH OF THE PLACED CONCRETE DRIVEWAY. THESE JOINTS SHALL BE LOCATED NO MORE THAN 12 FEET APART IN BOTH DIRECTIONS AND A MINIMUM 1.5 INCHES DEEP. PER GEOTECHNICAL REPORT RECOMMENDATION.

EXPANSION JOINT (SIDEWALK)

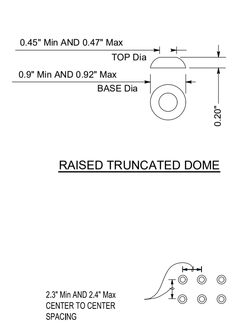
6 TYPICAL CONCRETE EXPANSION JOINT
N.T.S.



NOTES:

1. SEE PLANS FOR SPECIFIC RAMP ADDITIONAL INFORMATION.
2. TRUNCATED DOMES - TUFTILE CAST IRON ADA TACTILE TILES - ALSO SEE TRUNCATED DOMES DETAIL THIS SHEET.
3. THE DETECTABLE WARNING SURFACE WILL BE A RECTANGLE AS SHOWN AT THE BACK OF CURB. CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND 2-0" DEPTH OF THE RAMP. DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP EXCEPT A MAXIMUM GAP OF 1 INCH IS ALLOWED ON EACH SIDE OF THE RAMP . DETECTABLE WARNING SURFACES SHALL CONFORM TO THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS.
4. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE STREET SHALL BE BETWEEN 6" AND 8' FROM THE GUTTER FLOWLINE.

7 TYPICAL CURB ADA RAMP - MIN. REQUIREMENTS
N.T.S.

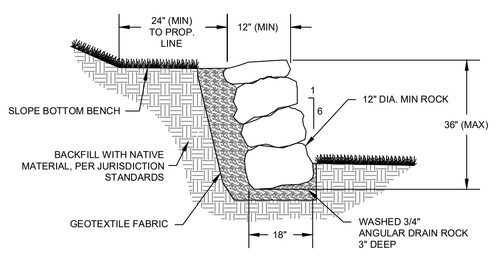


RAISED TRUNCATED DOME

NOTES:

1. AS SITE CONDITIONS DICTATE, RAMPS SHALL BE ADJUSTED WHILE FOLLOWING ALL ADA MANDATED MAXIMUM SLOPES.
2. THE ADJACENT SURFACES AT TRANSITIONS AT CURB RAMPS TO WALKS, GUTTERS, AND STREETS SHALL BE AT THE SAME LEVEL.
3. COUNTER SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO AND WITHIN 24 INCHES OF THE CURB RAMP SHALL NOT BE STEEPER THAN 1V:20H (5.0%). GUTTER PAN SLOPE SHALL NOT EXCEED 1" OF DEPTH FOR EACH 2'-0" OF WIDTH.
4. CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND 2'-0" DEPTH OF THE RAMP. A 4'-0" WIDE DETECTABLE WARNING SURFACE MAY BE USED ON A 4'-0" WIDE CURB RAMP. DETECTABLE WARNING SURFACES SHALL CONFORM TO THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS.
5. UTILITY PULL BOXES, MANHOLES, VAULTS AND ALL OTHER UTILITY FACILITIES WITHIN THE BOUNDARIES OF THE CURB RAMP WILL BE RELOCATED OR ADJUSTED TO GRADE IN CONJUNCTION WITH CURB RAMP CONSTRUCTION.
6. DETECTABLE WARNING SURFACE MAY HAVE TO BE CUT TO ALLOW REMOVAL OF UTILITY COVERS WHILE MAINTAINING FULL DETECTABLE WARNING WIDTH AND DEPTH.
7. DETECTABLE WARNING SHALL BE COLOR FEDERAL YELLOW FS33538.

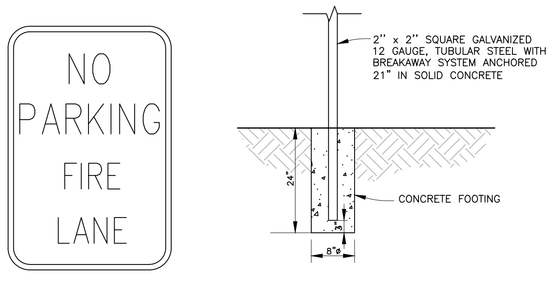
8 TRUNCATED DOMES STANDARDS
N.T.S.



NOTES:

1. THE APPLICABILITY OF THIS DETAIL TO A SPECIFIC SITE SHOULD BE VERIFIED BY THE APPROPRIATE REVIEW AGENCY AND/OR ENGINEER.
2. ROCK WALLS GREATER THAN 3' MEASURED FROM THE BOTTOM OF THE FOOTING TRENCH TO THE TOP OF THE WALL SHALL BE INDIVIDUALLY DESIGNED BY A STRUCTURAL ENGINEER.
3. EXCAVATE A LEVEL TRENCH ALONG THE TOE OF THE SLOPE, TO INSTALL BASE AGGREGATE, PLACE LARGEST ROCK IN TRENCH WITH LONGITUDINAL AXIS PERPENDICULAR TO THE SLOPE FACE. BURY ROCK IN TRENCH DIAMETER OF ROCK.
4. ROCKS SHALL BE LAID WITH AT LEAST A THREE POINT BEARING ON PREVIOUSLY PLACED ROCK.
5. FOR NON-PERMITTED PROJECTS, REVEGETATE ADJACENT AREAS IN ACCORDANCE WITH THE TRPA BMP HANDBOOK. FOR PERMITTED PROJECTS, REVEGETATE ADJACENT AREAS TO SPECIFICATIONS OF REVEGETATION PLAN.

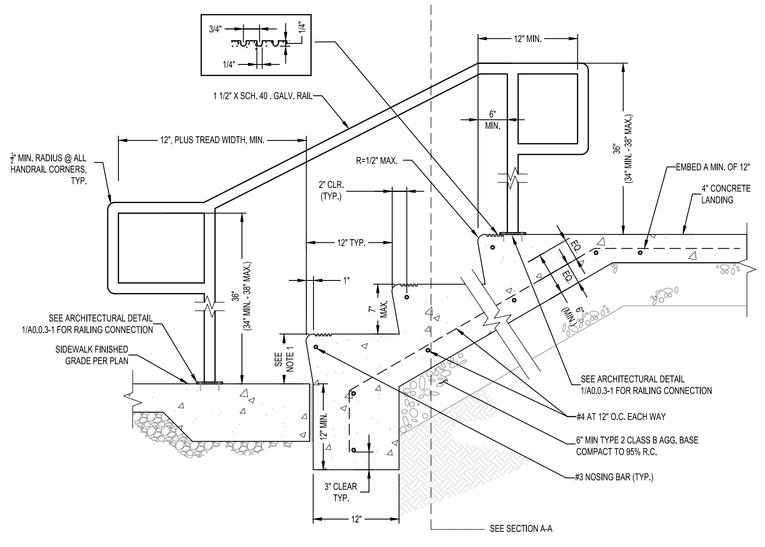
9 LANDSCAPE ROCKERY WALL
N.T.S.

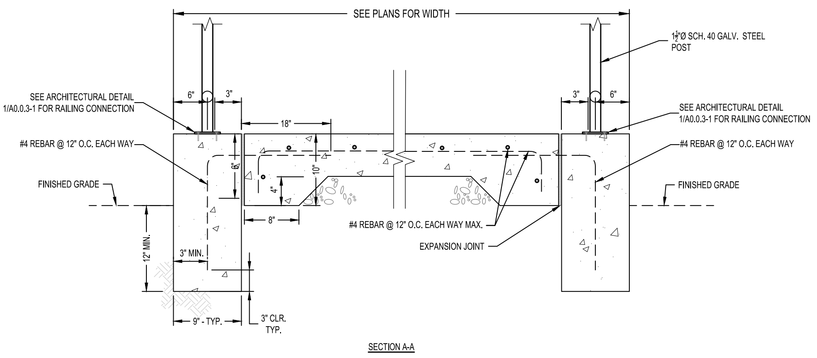


NOTES:

1. SIGN SHALL HAVE RED LETTERS ON WHITE BACKGROUND.
2. SIGN SHALL BE MOUNTED SO THAT BOTTOM OF SIGN IS AT 80" ABOVE FINISHED GRADE.
3. SIGN INSTALLATION REQUIREMENTS SHOWN HERE ARE ALSO APPLICABLE TO FIRE HYDRANT, FDC AND PIV SIGNS.

10 SIGN INSTALLATION
N.T.S.





SECTION A-A

STAIR NOTES:

1. SEE SITE PLAN FOR RISE, ALL STAIRS SHALL HAVE 12" TREAD WIDTH, U.O.N.
2. FOR ALL STAIRWAYS, THE UPPER APPROACH AND ALL TREADS SHALL BE MARKED BY A STRIP OF CLEARLY CONTRASTING COLOR AT LEAST 2 INCHES WIDE AND PLACED PARALLEL TO AND NOT MORE THAN 1 INCH FROM THE NOSE OF THE STEP OR LANDING TO ALERT THE VISUALLY IMPAIRED. THE STRIP SHALL BE OF A MATERIAL THAT IS AT LEAST AS SLIP RESISTANT AS THE OTHER TREADS OF THE STAIR. A GROOVED (AS SHOWN) AND PAINTED STRIP SHALL BE ACCEPTABLE.
3. ALL PCC CURB/GUTTER/SIDEWALK STRENGTH SHALL BE 4,000 PSI MIN., UNLESS OTHERWISE SPECIFIED BY GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.
4. AGG. BASE MATERIAL SHALL CONFORM TO SPECIFICATIONS FOR CLASS 2 AGG. BASE & BE COMP. TO A MIN 95% M.D.D.

11 TYPICAL CONCRETE STAIRS
N.T.S.

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REGISTERED PROFESSIONAL ENGINEER
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Exp. 12-31-23
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STATE OF CALIFORNIA
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DSA SUBMISSION - INC. 1

Project
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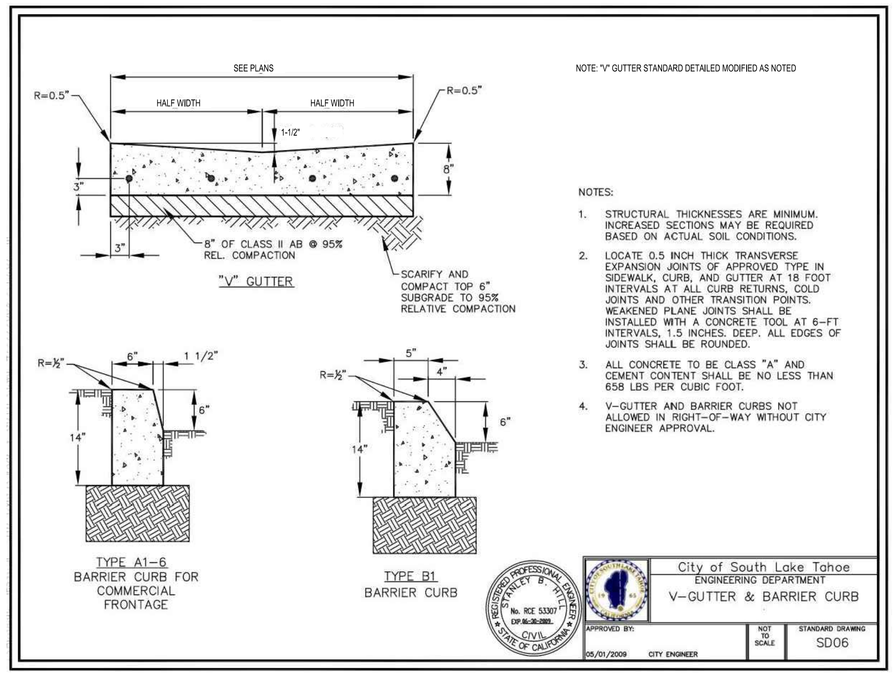

1 VALLEY GUTTER AND BARRIER CURB
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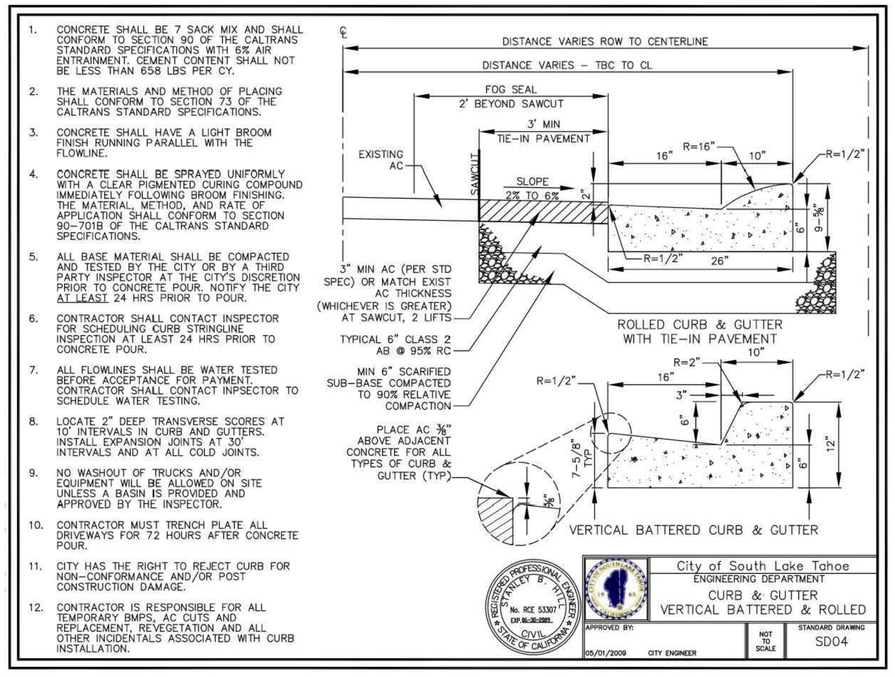
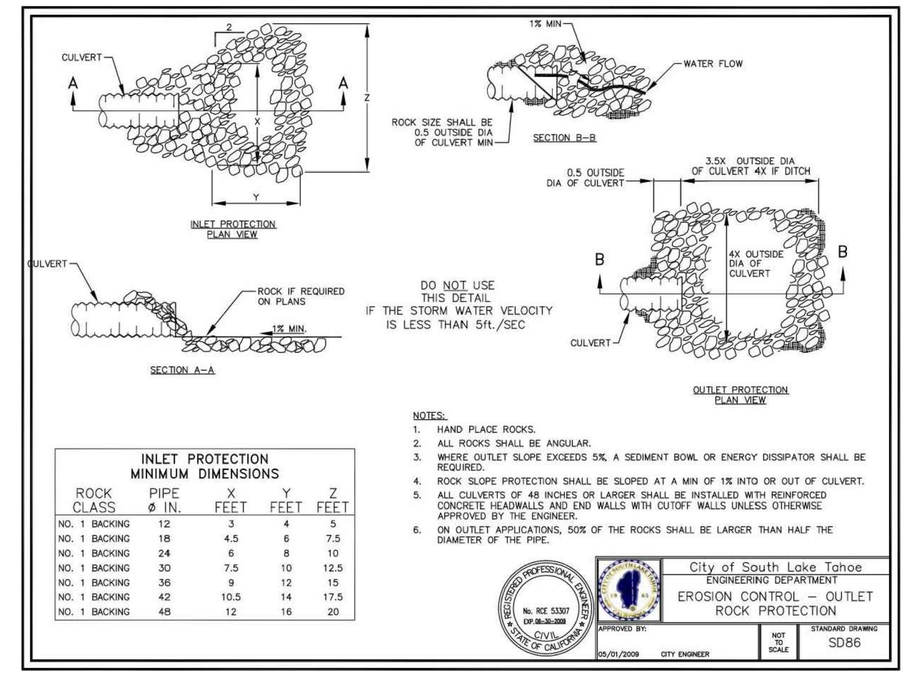
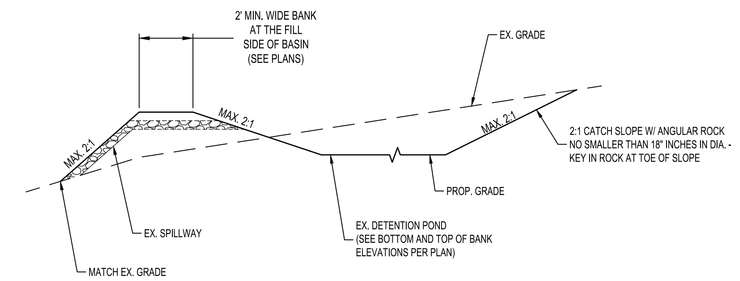


2 ROLLED CURB AND GUTTER
N.T.S.



3 INLET / OUTLET ROCK PROTECTION
N.T.S.



4 DETENTION POND TYPICAL DETAIL
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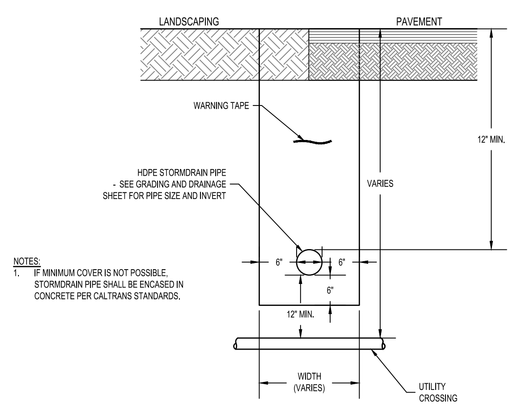
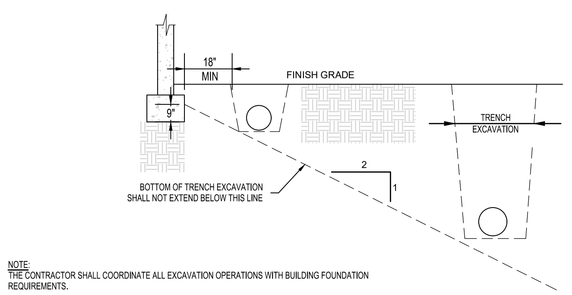
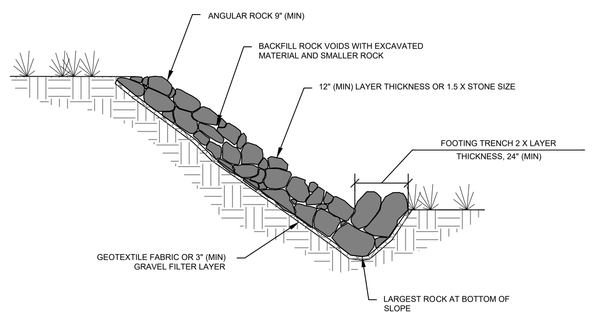


5 TYPICAL STORMDRAIN TRENCH
N.T.S.

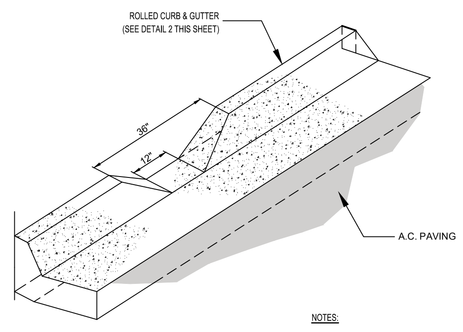


6 EXCAVATION PARALLEL TO FOOTING
N.T.S.



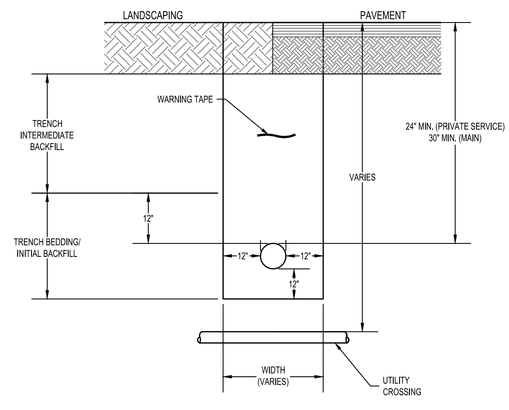
NOTES:
1. RIPRAP SHALL BE HARD, DURABLE, ANGULAR ROCK WITH A MINIMUM SPECIFIC GRAVITY OF 2.6.
2. ROCKS SHALL BE PLACED TO FORM A STABLE STRUCTURE WITH A MINIMUM OF VOIDS AND EACH ROCK SHOULDHAVE A 3 POINT BEARING CONTACT WITH ROCKS BELOW.
3. IF A GRAVEL FILTER LAYER IS SUBSTITUTED FOR GEOTEXTILE, THEN THE MATERIAL SHALL BE A MIXTURE OF SAND AND GRAVEL, CONSISTING OF 1 1/2" IN SIZE OR LESS.
4. RIPRAP SLOPE PROTECTION SHALL BE INDIVIDUALLY DESIGNED BY A CIVIL ENGINEER FOR SLOPES GREATER THAN 6 FEET HIGHER, WHERE SEEPAGE OR OTHER INDICATIONS OF GENERAL SLOPE INSTABILITY ARE PRESENT, OR WHERE STRUCTURES ARE AFFECTED.
5. FOR NON-PERMITTED PROJECTS, REVEGETATE ADJACENT AREAS IN ACCORDANCE WITH THE TRPA BMP HANDBOOK. FOR PERMITTED PROJECTS, REVEGETATE ADJACENT AREAS TO SPECIFICATIONS OF REVEGETATION PLAN.
6. RETAIN LARGER TREES AND SHRUBS WHERE FEASIBLE.
7. APPLY GEOTEXTILE FABRIC BEFORE INSTALLING ROCKS ON SLOPES WHERE CONCENTRATED FLOW IS EXPECTED OR SEEPAGE WILL OCCUR. OTHERWISE, CONSTRUCT WITHOUT GEOTEXTILE FABRIC OR CONSULT A CIVIL ENGINEER FOR SITE SPECIFIC REQUIREMENTS.

11 ROCK SLOPE PROTECTION
N.T.S.



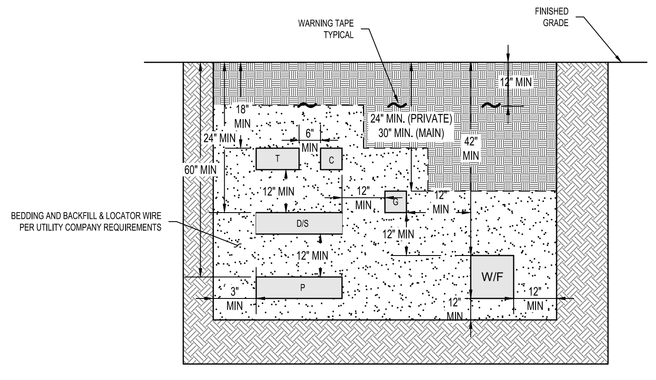
NOTES:
1. CONTRACTOR TO PROVIDE 36" WIDE X 6" DEEP "V" NOTCH IN CURB AT LOCATIONS SHOWN ON PLANS TO ALLOW FOR DRAINAGE TO DISCHARGE INTO LANDSCAPE TREATMENT AREAS.

9 TYPICAL CURB OPENING
N.T.S.



NOTES:
1. WARNING TAPE & LOCATOR WIRE - YELLOW WARNING TAPE AND LOCATOR WIRE PER SOUTHWEST GAS REQUIREMENTS.
2. GAS LINES SHALL BE INSTALLED WITH 12" HORIZONTAL AND 12" VERTICAL CLEARANCE (ABOVE) ALL OTHER UTILITIES, AND 1" MIN. CLEAR FROM SIDES OF THE TRENCH.

7 TYPICAL GAS TRENCH
N.T.S.



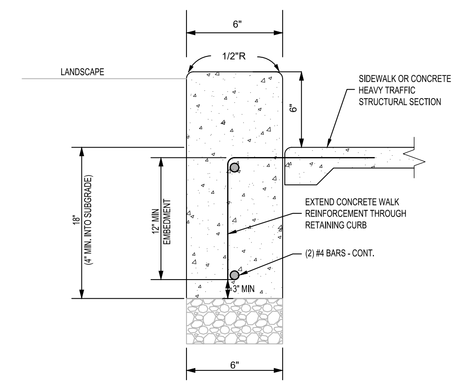
T - TELEPHONE "WINDOW" - AT&T
C - CABLE TV "WINDOW" - AT&T
G - GAS "WINDOW" - SOUTHWEST GAS
D/S - DATA AND SECONDARY ELECTRICAL "WINDOW" - LIBERTY UTILITIES
W/F - WATER/FIRE LINE "WINDOW" - SOUTH TAHOE PUD
P - PRIMARY ELECTRICAL "WINDOW" - LIBERTY UTILITIES

NOTES:
1. TRENCH EXCAVATION AND BACKFILL SHALL MEET SOUTH TAHOE PUD STANDARDS, AT&T, LIBERTY UTILITIES AND SOUTHWEST GAS.
2. POTHOLING TO ACCURATELY LOCATED AND IDENTIFY EXISTING UTILITIES IS HIGHLY RECOMMENDED BEFORE COMMENCEMENT OF WORK.
3. REFER TO CITY OF SOUTH LAKE TAHOE FOR PAVEMENT REPAIR (SEE DETAIL 3/C6.1A).
4. JOINT TRENCH AS SHOWN IS INTENDED TO INDICATE OVERALL GENERAL MIN. REQUIREMENTS. NOT ALL UTILITIES SHOWN HERE ARE NECESSARILY PRESENT ON ALL JOINT TRENCHES SHOWN ON PLANS. CONTRACTOR SHALL REFER TO SITE AND UTILITY LAYOUT SHEET C3.0, AND ALL APPLICABLE UTILITY SHEETS, FOR UTILITY LAYOUT AND ADAPT TRENCHING REQUIREMENTS SHOWN HERE, AS APPLICABLE.

PROCEDURE
1. UTILITIES MUST BE INSTALLED AT LEAST 24 IN. DEPTH AND IS MEASURED FROM THE TOP OF THE PIPE TO THE FINISHED GRADE.
2. IF WATER LINES IS INSTALLED IN AREAS THAT ARE LIKELY TO EXPERIENCE VEHICULAR TRAFFIC OR REGULAR DIGGING MUST BE BURIED TO A MINIMUM DEPTH OF 36".

COVER
1. COVER INDICATED ON THE DETAIL AS MINIMUMS, ALL UTILITIES SHALL MEET THE MINIMUM REQUIREMENTS OF THE APPLICABLE UTILITY COMPANIES.
2. WHERE AN UNDERGROUND STRUCTURE PREVENTS THE INSTALLATION OF MAIN WITH THE MINIMUM COVER, THE MAIN MAY BE INSTALLED WITH LESS COVER IF IT IS PROVIDED WITH ADDITIONAL PROTECTION TO WITHSTAND ANTICIPATED EXTERNAL LOADS, SUCH AS A SLURRY CONCRETE CAP - APPROVAL OF THE ASSOCIATED UTILITY COMPANY MAY BE OBTAINED IN ADVANCE OF THE WORK BEING COMPLETED.
3. UTILITIES MAY BE INSTALLED WITH LESS THAN 24 INCHES OF COVER IF THE LAW OF THE STATE OR MUNICIPALITY :
   A. ESTABLISHES A MINIMUM COVER OF LESS THAN 24 INCHES.
   B. REQUIRES THAT MAINS BE INSTALLED IN A COMMON TRENCH WITH OTHER UTILITY LINES; AND
   C. PROVIDES ADEQUATELY FOR PREVENTION OF DAMAGE TO THE PIPE BY EXTERNAL FORCES.

8 TYPICAL JOINT TRENCH
N.T.S.



10 6" VERTICAL CURB
N.T.S.

JK ARCHITECTURE ENGINEERING
AUBURN | TAHOE CITY | RENO | SAN JOSE
WWW.JKAEDESIGN.COM

HANBURY

SEAL

REGISTERED PROFESSIONAL ENGINEER
BRIAN M. SAMS
No. C 71499
Exp. 12-31-23
CIVIL
STATE OF CALIFORNIA
03.01.2023

DSA SUBMISSION - INC. 1

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

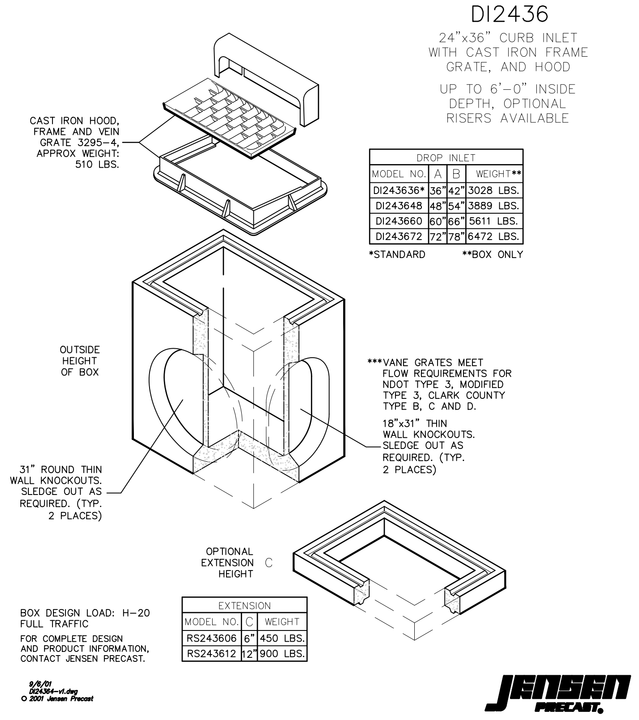
Drawing Title
SITE IMPROVEMENT DETAILS

Drawn By: BD
Checked By: CS

NO.	DATE	ISSUE

Project No. 22-100
©Date 02/27/2023
DRAWING NO.
C6.1-1

Autodesk Docs://22-100 Lake Tahoe CCD Student Housing/22-100_LTCC Student Housing.rvt
12/7/2022 9:22:51 AM
AGENDA ITEM NO. VI.A
251

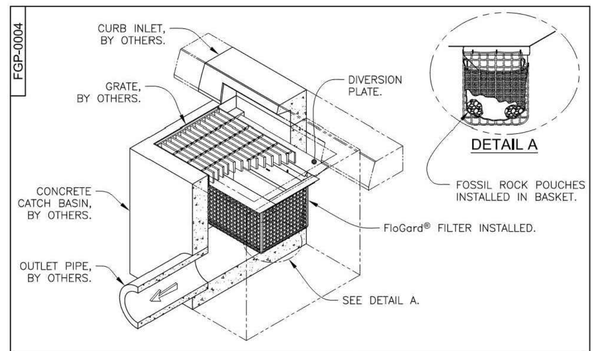


DROP INLET			
MODEL NO.	A	B	WEIGHT**
DI243636*	36"	42"	3028 LBS.
DI243648	48"	54"	3889 LBS.
DI243660	60"	66"	5611 LBS.
DI243672	72"	78"	6472 LBS.

*STANDARD **BOX ONLY

EXTENSION			
MODEL NO.	C	WEIGHT	
RS243606	6"	450 LBS.	
RS243612	12"	900 LBS.	

1 24" X 36" CATCH BASIN
N.T.S.



SPECIFIER CHART

MODEL NO. STANDARD DEPTH	STANDARD & SHALLOW DEPTH (Data in these columns is the same for both STANDARD & SHALLOW versions) INLET ID (Inside Dimension (inch x inch))	GRATE OD (Outside Dimension (inch x inch))	TOTAL BYPASS CAPACITY (cu. ft. / sec.)	STANDARD DEPTH -20 Inches- SOLIDS STORAGE CAPACITY (cu. ft.)	FILTERED FLOW (cu. ft. / sec.)	MODEL NO. SHALLOW DEPTH	SHALLOW DEPTH -12 Inches- SOLIDS STORAGE CAPACITY (cu. ft.)	FILTERED FLOW (cu. ft. / sec.)
FGP-1633FGO	16 X 33	18 X 36	7.0	2.5	1.7	FGP-1633FGO6	1.4	1.1
FGP-1836FGO	18 X 36	18 X 40	6.9	2.3	1.6	FGP-1836FGO6	1.3	.9
FGP-2234FGO	22 X 34	24 X 36	8.1	3.6	2.1	FGP-2234FGO6	2.1	1.4
FGP-2436FGO	24 X 36	24 X 40	8.0	3.4	2.0	FGP-2436FGO6	1.95	1.15
FGP-48FGO	48 X 48	20 X 54	6.3	2.2	1.5	FGP-48FGO6	1.25	.85

NOTES:

1. Filter Insert shall have a high flow bypass feature.
2. Filter support frame shall be constructed from stainless steel Type 304.
3. Filter medium shall be *Fossil Rock* ™, installed and maintained in accordance with manufacturer specifications.
4. Storage capacity reflects 80% of maximum solids collection prior to impeding filtering bypass.

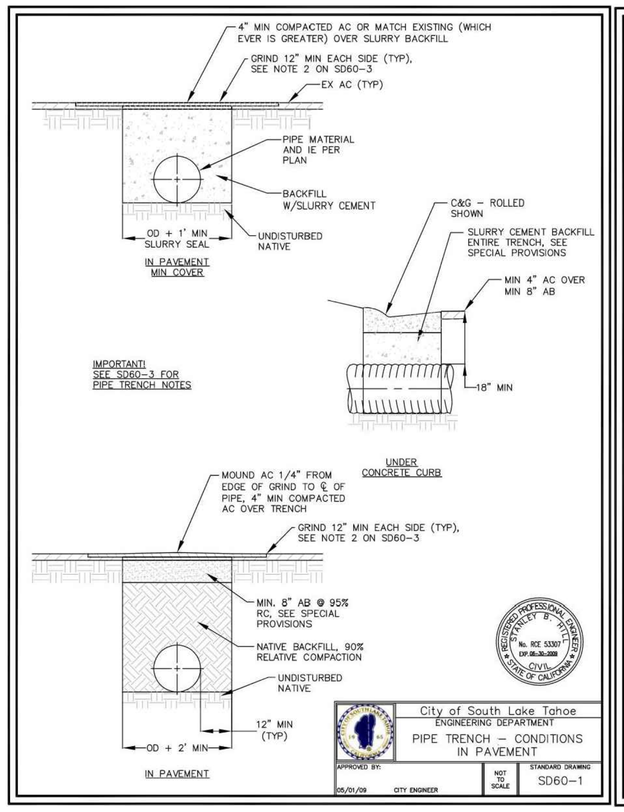
FloGard® Catch Basin Insert Filter Combination Inlet Style

Oldcastle® Stormwater Solutions
1565 Southern Pacific Drive | Marion, OH 43302 | P 800.579.8819 | F 800.579.8819 | info@oldcastlestormwater.com
THIS DRAWING IS THE PROPERTY OF OLDCASTLE PRECAST, INC. & IS NOT TO BE REPRODUCED FOR OTHER PURPOSES THAN THE ORIGINAL INTENT WITHOUT WRITTEN PERMISSION. ALL DIMENSIONS, ELEVATIONS, MATERIALS, AND CONFIGURATIONS MUST BE VERIFIED BY CUSTOMER PRIOR TO PRODUCTION.

FGP-0004	A	ECO-0127 JPR 5/18/15	JPR 1/25/13	SHEET 1 OF 1

2 CATCH BASIN FILTER INSERT
N.T.S.

NOTE: CONTRACTOR SHALL USE THE REQUIREMENTS DETAILS HERE FOR MIN. TRENCH REPAIR REQUIREMENT ACROSS EXISTING IMPROVEMENTS



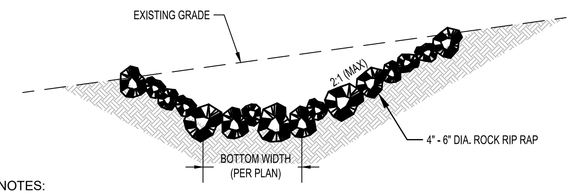
NOTES:

1. MINIMUM COVER* FROM CROWN OF PIPE TO FINISH GRADE SHALL BE AS FOLLOWS:
   CULVERTS 18 INCHES
   STORM DRAINS 18 INCHES FOR RCP
   24 INCHES FOR HDPE
   *UNLESS OTHERWISE APPROVED. SEE ALSO SD64.
2. GRIND PAVEMENT A MINIMUM OF 1 FOOT BEYOND EACH SIDE OF THE LONGITUDINAL OR TRANSVERSE EXCAVATION AFTER TRENCH BACKFILL AND FIRST LIFT OF HOT MIX AC.
3. REPLACE PAVEMENT TO EDGE OF PAVEMENT (EP) IF THE EXCAVATION IS WITHIN 3 FEET OF THE EP.
4. IN WET OR ROCKY MATERIAL THE DEPTH OF THE TRENCH BEDDING SHALL BE INCREASED TO THE LARGER OF EITHER 6 IN. OR 1/4 DIA OF PIPE.
5. FOR CULVERTS/STORM DRAINS THE MINIMUM DISTANCE BETWEEN THE SIDE OF THE TRENCH AND THE SIDE OF THE PIPE SHALL BE 1/2 OD OR 12", WHICHEVER IS GREATER.
6. STORM DRAINS AND CULVERTS INSTALLED WITHIN FILL SHALL BE 95% RELATIVE COMPACTION UP TO A MINIMUM OF 12 INCHES ABOVE THE TOP OF PIPE.
7. IN AREAS WITH MINIMUM COVER, BACKFILL ABOVE BEDDING SHALL BE CLASS 2 AGGREGATE BASE UNLESS BACKFILLING WITH CEMENT SLURRY.
8. IN AREAS OF NATURAL VEGETATION OR LANDSCAPING, REMOVE TOP 12 INCHES OF MATERIAL, STOCKPILE & REPLACE ON TRENCH IN A MOUND. BACKFILL COMPACTED BETWEEN 80% AND 85% RELATIVE COMPACTION.
9. ALL LANDSCAPING CONDUITS WITHIN THE ROADWAY PRISM AND/OR TRAFFIC AREAS MUST HAVE MINIMUM OF 30 INCHES COVER.
10. AC PATCH SHALL BE HOTMIX ASPHALT A MINIMUM COMPACTED THICKNESS OF 4 INCHES AND PLACED IN A MINIMUM OF 2 LIFTS.
11. COLD MIX ASPHALT MAY BE PLACED TEMPORARILLY, BUT MUST BE COMPLETELY REMOVED BEFORE PLACING THE PERMANENT HOT MIX ASPHALT.
12. PLACE ASPHALT BASE (AB) AT THE TOP OF THE EXCAVATION WHERE THE EXCAVATION IS WITHIN 2' OF EP OR IF AB PRESENTLY EXISTS ABOVE THE EXCAVATION. IF THE EXCAVATION IS AT THE BOTTOM OF A ROADSIDE DITCH, BEYOND A ROADSIDE DITCH, OR BEHIND A CURB, THE REQUIREMENT FOR AB CAN BE WAIVED.
13. TRANSVERSE EXCAVATION ON ROADWAYS PAVED WITHIN 2 YEARS ARE NOT ALLOWED AND MUST BE BORED. LONGITUDINAL EXCAVATIONS ON ROADWAYS PAVED WITHIN 5 YEARS OR ON COLLECTOR ROADS WITH A HIGH QUALITY RIDING SURFACE REQUIRE A 2" OVERLAY WHICH CONFORMS OR A 2" GRIND AND OVERLAY OF THE TRAVEL LANE.
14. STORM DRAIN BACKFILL TO BE STRUCTURAL BACKFILL.
15. EXCESSIVE TRANSVERSE CUTS MAY REQUIRE A GRIND AND REPAVE OF ENTIRE TRAVEL LANE BETWEEN CUTS.
16. NO SAWCUTS WILL BE ALLOWED IN WHEEL PATHS. SAWCUT LINES SHALL BE PLACED AT ROAD CL, WITHIN SHOULDER OR MIDDLE OF TRAVEL LANE, AND OUTSIDE WHEEL PATHS.
17. MINIMUM PATCH WIDTH SHALL BE 3' WIDE.
18. PATCH WORK SHALL NOT RESULT IN "RIBBON" STRIPS OF PAVEMENT LESS THAN 3 FEET WIDE). EXISTING PAVEMENT WIDTHS LESS THAN 3 FEET WIDE SHALL BE REMOVED AND PAVED WITH THE PATCH WORK.

REGISTERED PROFESSIONAL ENGINEER JEFFREY B. SHAW No. RCE 53387 EXP. 06-30-2008 CIVIL STATE OF CALIFORNIA

City of South Lake Tahoe
ENGINEERING DEPARTMENT
PIPE TRENCH – NOTES
APPROVED BY:
05/01/08
CITY ENGINEER
NOT TO SCALE
STANDARD DRAWING
SD60-3

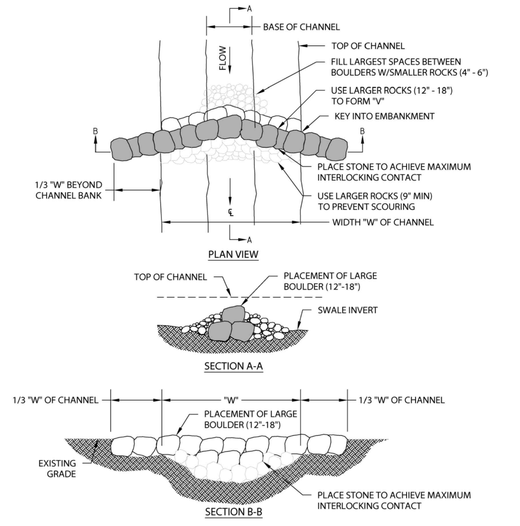
3 PAVEMENT REPAIR REQUIREMENTS
N.T.S.



NOTES:

1. HAND PLACE ROCKS.
2. ALL ROCKS SHALL BE ANGULAR AND HAVE TWO FACES.

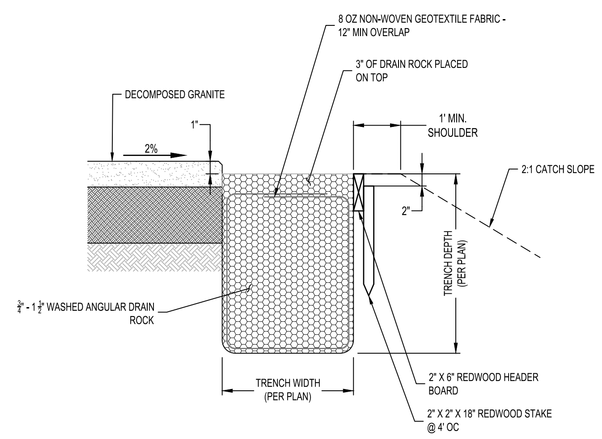
4 TYPICAL LINEAR BASIN
N.T.S.



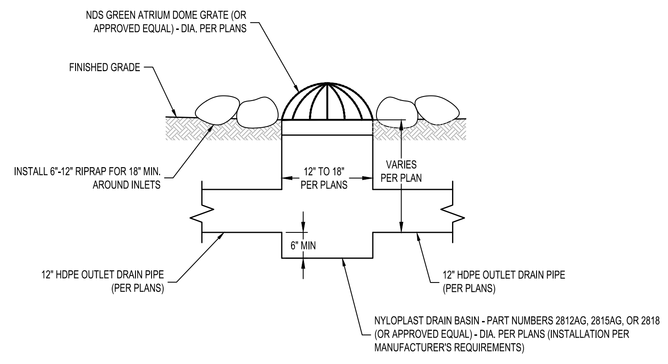
NOTES:

1. THIS DETAIL IS PRIMARILY APPLICABLE FOR USE WITH ROCK LINED SWALES. THE DIMENSIONS AND SLOPES SHOWN FOR BMP-308. ALL OTHER APPLICATIONS SHOULD BE DESIGNED INDIVIDUALLY BY A CIVIL ENGINEER.
2. WHEN A SERIES OF CHECK DAMS IS DESIGNED, THE TOP CENTER OF THE DOWNSTREAM CHECK DAM SHALL BE AT THE SAME ELEVATION AS THE BOTTOM OF THE UPSTREAM CHECK DAM.

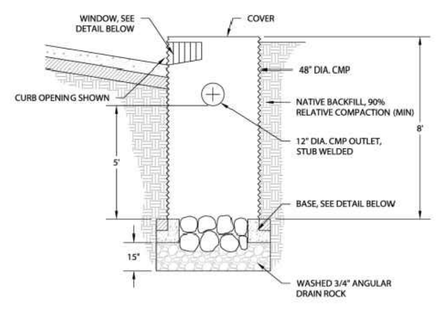
5 CHECK DAM
N.T.S.

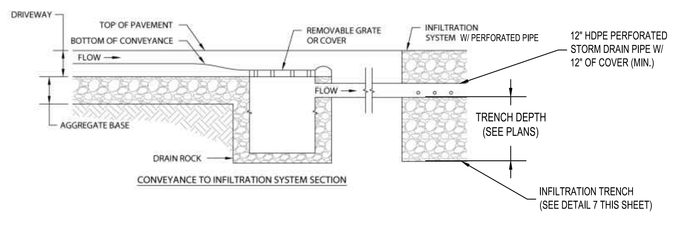


7 INFILTRATION TRENCH
N.T.S.



8 LANDSCAPE STORMDRAIN CATCH BASIN
N.T.S.





10 SEDIMENT TRAP & INFILTRATION TRENCH W/ PERFORATED PIPE
N.T.S.

JK ARCHITECTURE ENGINEERING
AUBURN | TAHOE CITY | RENO | SAN JOSE
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HANBURY

SEAL

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER J. SHAW No. C 71499 Exp. 12-31-23 CIVIL STATE OF CALIFORNIA
03.01.2023

DSA SUBMISSION - INC. 1

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
SITE IMPROVEMENT DETAILS

Drawn By
BD
Checked By
CS

NO.	DATE	ISSUE

Project No.
22-100
©Date
02/27/2023
DRAWING NO.
C6.1A-1

Autodesk Docs://22-100 Lake Tahoe CCD Student Housing/22-100_LTCC Student Housing.rvt
12/7/2022 9:22:51 AM
AGENDA ITEM NO. VI.A

REQUIREMENTS FOR WATER SERVICE HOOKUP: (PAGE 1)

1) Obtain a permit from the South Tahoe Public Utility District (District) for each connection to the system. No work is to be performed until a permit has been obtained. It is your responsibility to contact USA North (1-800-227-2600) to mark utilities prior to digging. You must Call the CUSTOMER SERVICE OFFICE to schedule an inspection – PLEASE HAVE YOUR APN AND\OR SEWER PERMIT NUMBER WHEN CALLING. NO INSPECTION WILL BE SCHEDULED WITHOUT THIS INFORMATION.

2) Type K rigid copper pipe or Polyethylene Class 200 PSI, shall be installed from the District valve to the meter box with any existing nipple being removed from the District valve. An insulated coupling shall be located immediately downstream of the water meter unless the new water service line is non-metallic pipe.

3) A water service line one and half inch (1.5") or larger, must use a factory made resetter with a high by-pass.

4) The water service line downstream of the meter box shall be constructed of Copper Type L, Copper Type K, Polyethylene Class 200 PSI, or other suitable material approved by the District. For piping requirements at the meter, see Water Meter Installation Detail. For tracing purposes #10 insulated solid copper wire shall be installed the entire length of all plastic services and attached to the pipe.

5) The size of the water service line shall be subject to the approval of the District, it shall not be smaller than three-quarter inch (3/4") per single family dwelling.

6) Water service lines shall not run or be in the same trench with the building sewer or other drainage piping unless the building sewer drainage piping is of materials approved for use within the building.

7) When the building sewer or drainage piping is of materials not approved for use inside a building, the water service line, at all points, shall have a minimum of twenty four inches (24") of separation from the sewer or drainage piping. If separation can not be maintained the owner shall contact the District for a field meet with a District Inspector to approve installation options.

8) All water service lines shall be a minimum of forty two inches (42") below grade. Water service lines shall be bedded with clean material.

9) An individual shut-off valve must be installed outside the building foundation in a permanently accessible location. For easy access in the winter, it is recommended that the valve standpipe be left at least six inches (6") above final grade and capped. The valve must be constructed of brass with non-corrosive working parts. The valve must have a one-quarter (1/4") turn on/off capability with non-metallic seating properties.

10) If an auxiliary water source currently exists on the property, a connection can only be made to the District's water system if the auxiliary water source is properly destroyed or proper back flow protection is installed and maintained per District standards.

11) Abandoned auxiliary sources of water must first be verified and approved by the District prior to connection to the District system. If a private well exists, contact the El Dorado County Environmental Management office at: (530) 573-3450. This contact MUST be made immediately and prior to water service installation.

SP-1-S	STANDARDS	FILE:	DATE: 02-22-16
	DRAWN: WAM		
	NO SCALE		
	SCALE:	GENERAL NOTES	

SOUTH TAHOE PUBLIC UTILITY DISTRICT
Dwyer - 1950 - Water - A PUBLIC AGENCY
1275 Meadow Crest Drive South Lake Tahoe, California 96150
Phone (530) 544-6474 Fax (530) 541-4199
*** STPR.COM ***

REQUIREMENTS FOR WATER SERVICE HOOKUP: (PAGE 2)

12) If potential for contamination to the District's potable water supply exists (i.e. Auxiliary Water Supply, Hydronic Heating, Boilers, Swimming Pools, Solar Heating Systems, Fire Sprinkler Systems, etc.) An approved Backflow Assembly will be required. Backflow Assembly shall be installed above grade and in the horizontal position. If Assembly is placed outside of the structure, it shall be install between the water meter and the building foundation. If the Assembly is placed inside the structure it shall be installed within twenty four inches (24") of where the water service enters the structure. Backflow Assembly must have freeze protection.

12A) Hydronic heating will not require a backflow assembly if it is a "closed loop system" with a "stand alone" reservoir for make-up water. The system must have a Double Wall heat exchanger. All systems must be approved by a District inspector to be exempt from a backflow assembly.

13) All Fire Protection Systems require an approved Back Flow Assembly installed on the Fire Line. An approved Home Tank Fire Pump System, with an approved air-gap, will not require a Back Flow Assembly.

14) Back Flow Assemblies must be tested, by a District approved certified tester, after initial installation and annually thereafter. Test results need to be sent to the District's Customer Service Department.

15) All Water Services, Water Meters and Back Flow Assemblies shall be left exposed and be leak proof under static line pressure until witnessed and inspected. DO NOT STACK WATER BOXES or cover any work until it has been inspected and approved by the District inspector.

16) Meter box installation shall consist of three inch (3") rigid foam insulation placed inside the meter box on top of the meter. No "spray on" type rigid foam insulation will be accepted and rigid insulation SHALL NOT be attached to the lid. The meter box lid shall have a centered two inch (2") diameter hole to accommodate the meter reading system.

17) If work is approved, the inspector will notify you verbally or an Acceptance Notice will be left at the jobsite. If work is not approved, a Correction notice will be left at the jobsite. Please call for re-inspection. Excessive re-inspection may be subject to additional inspection fees.

18) A second meter inspection will take place approximately two (2) weeks after the initial water service inspection it will include correct installation of boxes, proper insulation and meter tolerances. The Inspector will lock-off the meter if it is not properly installed in the meter box.

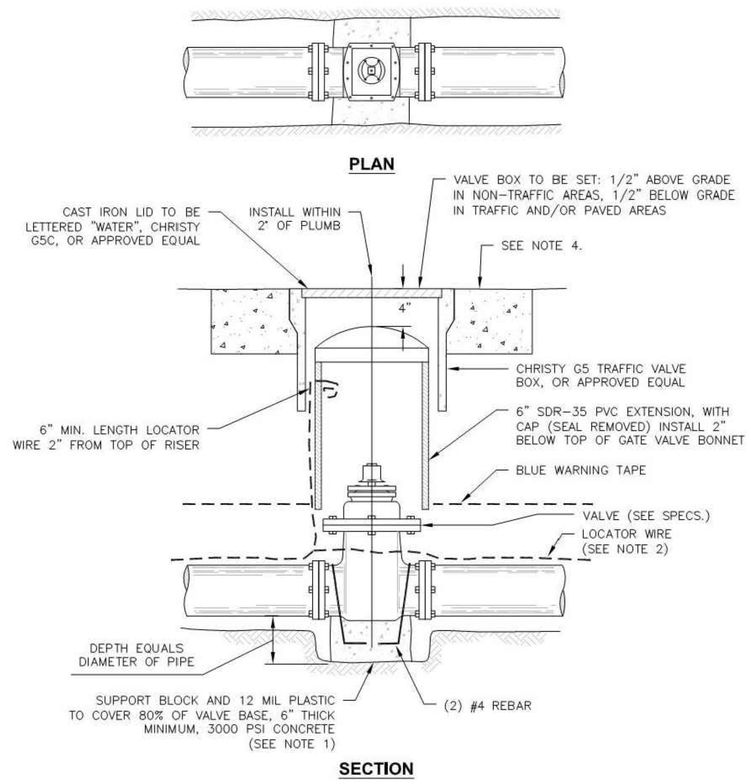
19) If you have any questions regarding your water service hookup, call the District Inspectors at: (530) 544-6474.

20) IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER, DEVELOPER AND/OR GENERAL CONTRACTOR TO ENSURE THAT ALL WORK IS PERFORMED BY AN APPROPRIATELY LICENSED CONTRACTOR.

SP-1-S	STANDARDS	FILE:	DATE: MAR. 22, 2021
	DRAWN: WAM		
	NO SCALE		
	SCALE:	GENERAL NOTES	

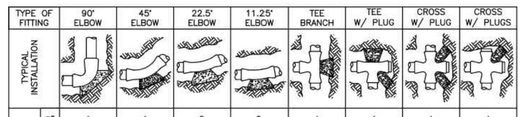
SOUTH TAHOE PUBLIC UTILITY DISTRICT
Dwyer - 1950 - Water - A PUBLIC AGENCY
1275 Meadow Crest Drive South Lake Tahoe, California 96150
Phone (530) 544-6474 Fax (530) 541-4199
*** STPR.COM ***

① TYPICAL WATER SERVICE INSTALLATION REQUIREMENTS
N.T.S.

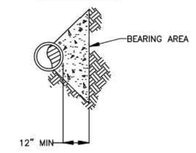


② TYPICAL GATE VALVE
N.T.S.

THRUST BLOCK AREA REQUIRED – SQUARE FEET

TYPE OF FITTING		90° ELBOW	45° ELBOW	22.5° ELBOW	11.25° ELBOW	TEE BRANCH	TEE W/ PLUG	CROSS W/ PLUG	CROSS W/ PLUGS
TYPICAL INSTALLATION									
SIZE OF PIPE	6"	4	4	2	2	4	4	4	4
	8"	10	6	3	3	10	10	10	10
	10"	12	8	4	4	15	15	15	15
	12"	16	10	6	6	20	20	20	20
	14"	21	12	6	6	22	21	22	21
	16"	27	15	8	8	22	27	27	27
	18"	45	25	13	13	32	45	45	45
	24"	65	35	18	18	45	65	65	65

SECTION



NOTES:

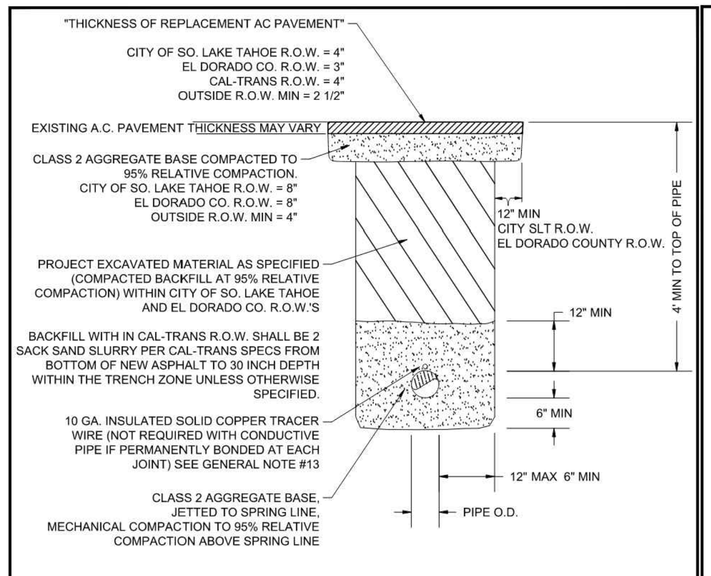
1) JOINTS, FLANGE BOLTS AND FACE OF PLUGS TO BE KEPT CLEAR OF CONCRETE.
2) BLOCKS MUST BE POURED AGAINST UNDISTURBED SOIL.
3) THRUST BLOCKS TO BE CONSTRUCTED OF CLASS 423-C-2500 OR BETTER P.C.C.
4) THRUST BLOCKS AREA IS BASED ON TEST PRESSURE OF 150 PSI AND A HORIZONTAL SOIL BEARING STRENGTH OF 1500 PSI.
5) NUTS AND BOLTS ON ALL MJ FITTINGS SHALL BE PAINTED WITH TWO COATS OF KOPPERS 505, TNEMEC 46-450', AMERON OR EQUAL, 15 MILS EACH COAT.

A/1 TYPICAL THRUST BLOCK
NO SCALE

SP-1-S	STANDARDS	FILE:	DATE:
	DRAWN: WAM		
	NO SCALE		
	SCALE:	WATERLINE DETAILS	

SOUTH TAHOE PUBLIC UTILITY DISTRICT
Dwyer - 1950 - Water - A PUBLIC AGENCY
1275 Meadow Crest Drive South Lake Tahoe, California 96150
Phone (530) 544-6474 Fax (530) 541-4199
*** STPR.COM ***

③ THRUST BLOCK
N.T.S.

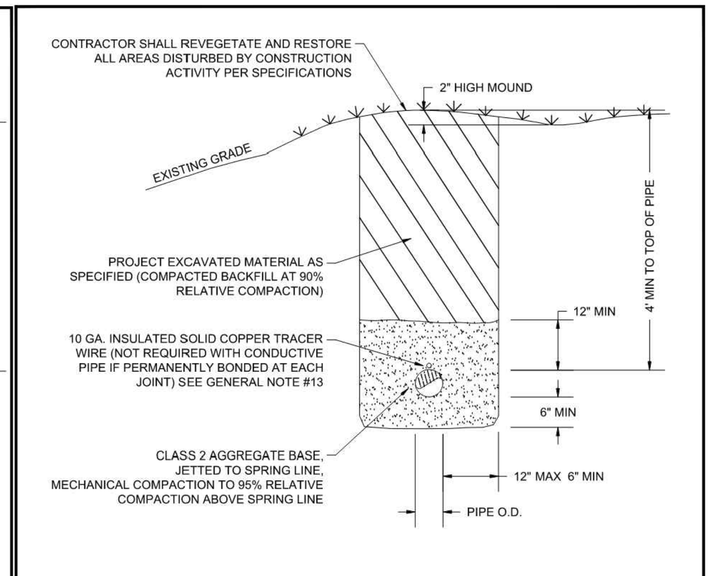


NOTES:

1) CONTRACTOR PAY ITEM FOR TRENCH WIDTH PLUS TWENTY FOUR INCHES (24") IN CITY OF SOUTH LAKE TAHOE AND EL DORADO COUNTY RIGHT OF WAY. TRENCH WIDTH AND TRENCH PAVEMENT REPLACEMENT EXCEEDING MAXIMUM AS DESCRIBED HERE IN AND IN THE SPECIFICATIONS SHALL BE COMPLETED AT NO ADDITIONAL EXPENSE TO THE DISTRICT.
2) CONTRACTOR SHALL REPLACE ALL TRAFFIC STRIPING DISTURBED BY CONSTRUCTION.
3) NO RECYCLED MATERIAL TO BE USED IN PIPE ZONE.

APPROVED BY:	WATER MAIN TRENCH WITHIN PAVED AREAS		WM01
JULIE A RIVAS, DISTRICT ENGINEER P.E. NO. CE 59002	STANDARD DETAIL WM01		
	DATE: 4/7/2022	SCALE:NTS	

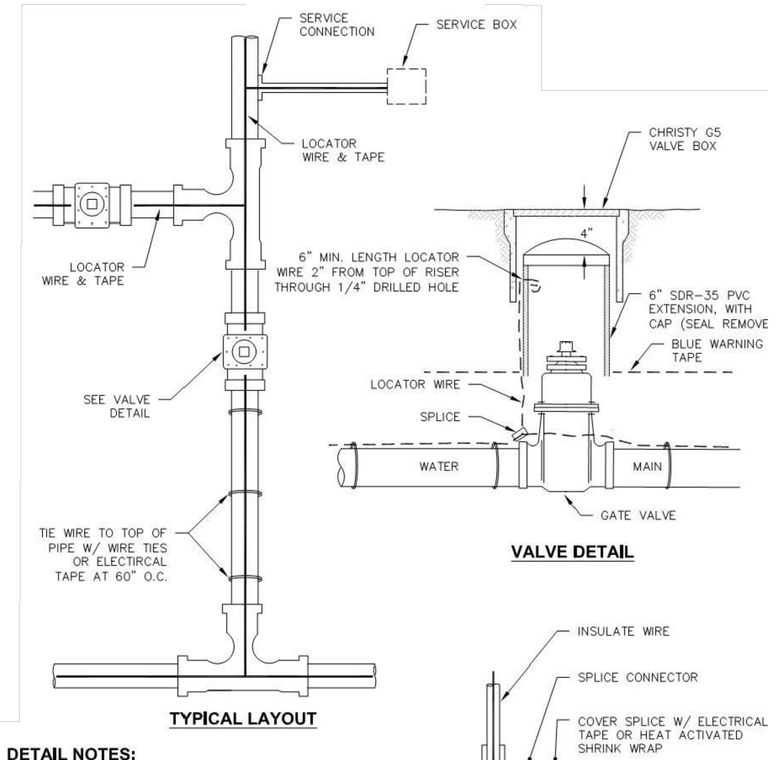
④ TYPICAL WATER TRENCH
N.T.S.



NOTES:

1) NO RECYCLED MATERIAL TO BE USED IN PIPE ZONE.

APPROVED BY:	WATER MAIN TRENCH OUTSIDE PAVED AREAS		WM02
JULIE A RIVAS, DISTRICT ENGINEER P.E. NO. CE 59002	STANDARD DETAIL WM02		
	DATE: 4/7/2022	SCALE:NTS	

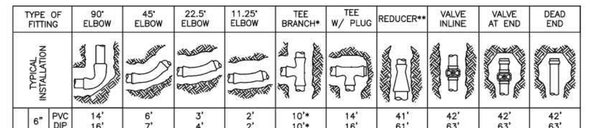


DETAIL NOTES:

1. WIRE SHALL BE CONTINUOUS BETWEEN VALVE BOXES EXCEPT AS NOTED.
2. BARE LOCATOR WIRE SHALL NOT TOUCH VALVES, FITTINGS, OR PIPE.
3. CONTRACTOR SHALL DEMONSTRATE CONTINUITY OF WIRE INSTALLATION BETWEEN TEST POINTS.
4. WIRE SHALL BE INSULATED, #10 GAGE SOLID COPPER WIRE.

⑤ LOCATOR WIRE
N.T.S.

FITTING AND PIPE RESTRAINT LENGTH REQUIREMENTS

TYPE OF FITTING		90° ELBOW	45° ELBOW	22.5° ELBOW	11.25° ELBOW	TEE BRANCH*	TEE W/ PLUG	REDUCER**	VALVE INLINE	VALVE AT END	DEAD END
TYPICAL INSTALLATION											
SIZE OF PIPE	6" PVC	14'	6'	3'	2'	10'*	14'	41'	42'	42'	42'
	6" DIP	16'	7'	4'	2'	10'*	16'	61'	63'	63'	63'
	8" PVC	18'	8'	4'	2'	10'*	18'	41'	55'	55'	55'
	8" DIP	21'	9'	5'	2'	10'*	21'	62'	82'	82'	82'
	10" PVC	22'	6'	5'	3'	10'*	22'	43'	66'	66'	66'
	10" DIP	25'	10'	5'	3'	10'*	25'	63'	99'	99'	99'
	12" PVC	26'	11'	6'	3'	15'	26'	43'	78'	78'	78'
	12" DIP	29'	12'	6'	3'	23'	29'	64'	117'	117'	117'
	14" PVC	29'	12'	6'	3'	25'	29'	43'	90'	90'	90'
	14" DIP	33'	14'	7'	4'	39'	33'	64'	133'	133'	133'
	16" PVC	33'	14'	7'	4'	36'	33'	44'	101'	101'	101'
	16" DIP	36'	15'	8'	4'	55'	36'	65'	150'	150'	150'
	18" PVC	36'	15'	8'	4'	46'	36'	62'	112'	112'	112'
	18" DIP	40'	17'	8'	4'	71'	40'	92'	167'	167'	167'
	24" PVC	45'	19'	9'	4'	76'	45'	62'	144'	144'	144'
	24" DIP	51'	21'	10'	4'	116'	51'	92'	214'	214'	214'

* MINIMUM 10' RESTRAINED LENGTH ON EACH RUN ON BOTH SIDES OF BRANCH
** LENGTHS GIVEN ARE VALID FOR UP TO 4" INCREASE IN NOMINAL DIAMETER FROM SIZE SHOWN

NOTES:

1) ALL MINIMUM RESTRAINT LENGTH CALCULATIONS BASED ON MINIMUM 10' PIPE LENGTH'S. MINIMUM PIPE LENGTH'S FOR DUCTILE IRON PIPE FITTINGS BASED ON POLYETHYLENE ENCASEMENT.
2) NUTS AND BOLTS ON ALL MJ FITTINGS SHALL BE PAINTED WITH TWO COATS OF KOPPERS 505, TNEMEC 46-450', AMERON OR EQUAL, 15 MILS EACH COAT.
3) ALL FLANGES TO BE BURIED, COAT ENTIRE ASSEMBLY WITH PETROLATUM SATURATED FABRIC TAPE TAPE WRAP SYSTEM IN ACCORDANCE WITH SPECIFICATIONS.
4) CONCRETE THRUST BLOCKING MAY BE REQUIRED IN CONJUNCTION WITH MECHANICAL THRUST RESTRAINT SYSTEMS IF DETERMINED NECESSARY BY THE ENGINEER.
5) VALVES PLACED IN A RUN OF PIPE OR AT A DEAD END TO BE RESTRAINED PER DEAD END RESTRAINT LENGTHS.
6) ALL VALVE CLUSTERS (CROSS OR TEE) USE THE RESTRAINT LENGTHS FOR THE 90° ELBOW.

A/1 RESTRAINT LENGTH SCHEDULE
NO SCALE

SP-1-S	STANDARDS	FILE:	DATE:
	DRAWN: WAM		
	NO SCALE		
	SCALE:	WATERLINE DETAILS	

SOUTH TAHOE PUBLIC UTILITY DISTRICT
Dwyer - 1950 - Water - A PUBLIC AGENCY
1275 Meadow Crest Drive South Lake Tahoe, California 96150
Phone (530) 544-6474 Fax (530) 541-4199
*** STPR.COM ***

⑥ MECHANICAL RESTRAINT
N.T.S.

JK ARCHITECTURE ENGINEERING
AUBURN | TAHOE CITY | RENO | SAN JOSE
WWW.JKAEDESIGN.COM

HANBURY

SEAL

REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER M. SHAW
No. C 71499
Exp. 12-31-23
CIVIL
STATE OF CALIFORNIA
03.01.2023

DSA SUBMISSION - INC. 1

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

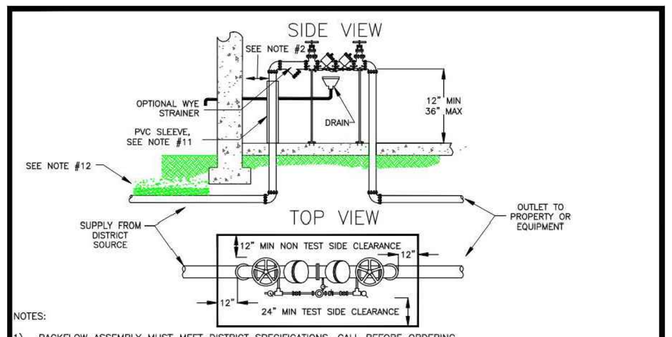
Drawing Title
UTILITIES DETAILS

Drawn By BD
Checked By CS

NO.	DATE	ISSUE

Project No. Z2-100
©Date 02/27/2023
DRAWING NO.
C6.2-1

Autodesk Docs://22 100 Lake Tahoe CCD Student Housing/22 100_LTCC Student Housing.rvt
12/7/2022 9:22:51 AM
AGENDA ITEM NO. VI.A



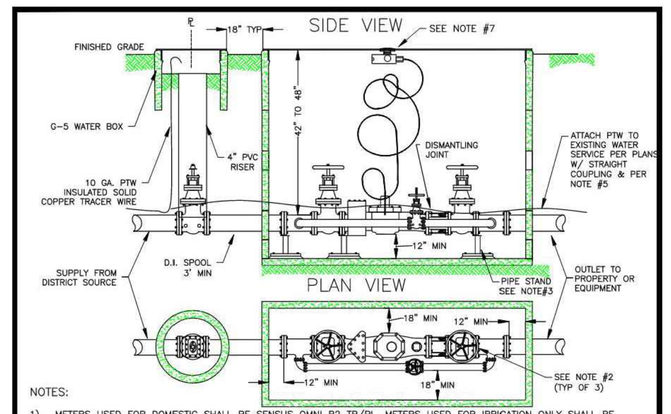
NOTES:

1) BACKFLOW ASSEMBLY MUST MEET DISTRICT SPECIFICATIONS, CALL BEFORE ORDERING.
2) ASSEMBLIES MUST BE INSTALLED ABOVE GRADE IN A HORIZONTAL POSITION. ASSEMBLIES PLACED OUTSIDE OF THE STRUCTURE SHALL BE INSTALLED BETWEEN THE WATER METER AND THE FOUNDATION OF THE STRUCTURE. ASSEMBLIES PLACED INSIDE THE STRUCTURE SHALL BE INSTALLED WITHIN TWENTY FOUR INCHES (24") OF WHERE THE SERVICE ENTERS THE STRUCTURE.
3) ENCLOSURE FOR OUTDOOR OR INDOOR PROTECTION OF THE ASSEMBLY IS ALLOWED, BUT MUST PROVIDE IMMEDIATE TOP ACCESS OF TWELVE INCHES (12") FOR TESTING AND MAINTENANCE.
4) TEST COCKS ARE REQUIRED TO FACE AWAY FROM WALLS AND NEAREST STATIONARY OBJECT AND AT NO TIME BE LESS THAN TWENTY FOUR INCHES (24") CLEARANCE.
5) BYPASS METER SHALL BE 5/8" SENSUS IPERL TR/PL, REGISTERING IN 1 CF.
6) CONTRACTOR SHALL PROVIDE TWO INCH (2") HOLE CENTERED IN HOT BOX LID, PROVIDE AND INSTALL TR/PL READER MOUNT AND SENSUS MXU RADIO READ UNIT, 520M SINGLE PORT.
7) NO BRANCH PIPING SHALL BE CONNECTED TO THE SUPPLY PIPE BETWEEN THE DISTRICTS SUPPLY AND THE ASSEMBLY.
8) ALL MEASUREMENTS ARE FROM THE LOWEST OR WIDEST PART OF THE ASSEMBLY.
9) ALL ASSEMBLIES ARE SUSCEPTIBLE TO FREEZING AND SHALL BE ADEQUATELY FREEZE PROTECTED.
10) ADEQUATE DRAINAGE FROM THE ASSEMBLY MUST BE PROVIDED.
11) BACK FLOW ASSEMBLY MUST BE TESTED UPON INSTALLATION BY A DISTRICT APPROVED CERTIFIED TESTER.
12) WHEN INSTALLED INSIDE A STRUCTURE, THE WATER SERVICE SHALL BE PROTECTED WITH A SCH 40 PVC PIPE SLEEVE (TYPICALLY ONE SIZE LARGER THAN THE WATER SERVICE).
13) COMMERCIAL CONSTRUCTION ONLY, CONTRACTOR SHALL INSTALL SLURRY CAP OVER SERVICE LINE FROM POINT OF CONNECTION (START 24" AWAY FROM ANY FITTINGS) TO FOOTING OF BUILDING. SLURRY CAP SHALL BE A MINIMUM 4" THICK BY 18" WIDE THE ENTIRE LENGTH OF SERVICE LINE. CONTRACTOR SHALL PLACE A MINIMUM 6" OF CLEAN FILL OR SAND BETWEEN SERVICE LINE AND SLURRY.

A/1 REDUCED PRESSURE PRINCIPLE DETECTOR ASSEMBLY 2 1/2" TO 10"
NO SCALE

SHEET NO. S-D1	SYNCHRONOS	MAY	DRAWN	JAN 7, 2021	DATE	BACK FLOW PREVENTER DETAILS	SOUTH TAHOE PUBLIC UTILITY DISTRICT

① BACKFLOW PREVENTER - (6" FIRE)
N.T.S.



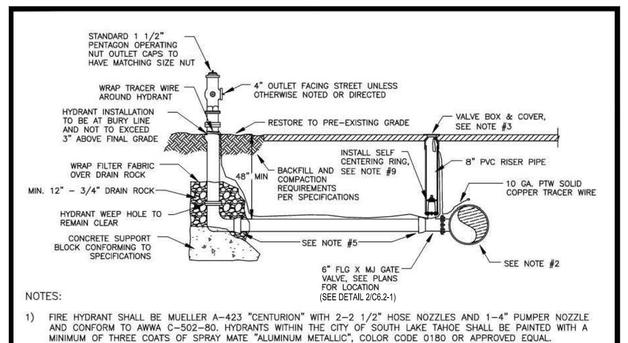
NOTES:

1) METERS USED FOR DOMESTIC SHALL BE SENSUS OMNI R2 TR/PL. METERS USED FOR IRRIGATION ONLY SHALL BE SENSUS OMNI T2 TR/PL. METERS USED FOR COMBINED DOMESTIC & IRRIGATION SHALL BE SENSUS OMNI C2 TR/PL. ALL METERS SHALL REGISTER IN THE 1 CF. FIRE LINE ONLY METERS FOR 3" OR GREATER SHALL BE AN RPDA BACKFLOW ASSEMBLY .
2) GATE VALVES ON THE MAIN LINE SHALL HAVE HAND WHEELS AND BE SIZED TO MATCH PIPING AND SHALL CONFORM TO CURRENT DISTRICT SPECIFICATIONS, ALL BOLT HARDWARE SHALL BE STAINLESS STEEL WITH FLOUROPOLYMER COATING (BLUE BOLTS & NUTS) FOR UNDERWATER AND VAULT INSTALLATIONS.
3) REQUIRED DISMANTLING JOINT SHALL BE INSTALLED ON THE DOWNSTREAM OF METER AND UPSTREAM OF BY-PASS ISOLATION VALVE; STEEL PIPE SUPPORT STANDS SHALL BE HOT DIPPED GALVANIZED PROVIDE SS ANCHOR BOLTS AND 1" NON SHRINK GROUT, TYPICAL INSTALLS REQUIRE THREE TO SIX STANDS DEPENDING ON PIPE SIZE.
4) METER BY-PASS LINE SHALL HAVE A GATE VALVE SIZED TO MATCH PIPING. BY-PASS PIPING SHALL BE NO LESS THAN TWO NOMINAL PIPE SIZES LESS THEN THE METER SIZE FOR NON-CRITICAL SERVICES AND FULL METER SIZE FOR CRITICAL SERVICES.
5) IF NEW AND EXISTING PIPE ARE OF DISSIMILAR METALS (IE. DUCTILE IRON & STEEL), AN INSULATED COUPLING SHALL BE INSTALLED AT THE CONNECTION POINT. INSTALL LINK SEAL AT ALL PENETRATIONS.
6) METER VAULT SHALL BE PRE-CAST (JENSEN OR EQUAL), SIZED TO FIT THE PIPE AND METER BEING INSTALLED. INSTALL RAM NEK AT ALL JOINTS. VAULT SHALL HAVE A METAL SPRING ASSISTED, DOUBLE LEAF, H-20 TRAFFIC RATED LID OR APPROVED EQUAL. CONTRACTOR TO INSTALL BOX WITH LID AT 1 1/2" TO 2" ABOVE THE FINISHED GRADE IN NON TRAFFIC AREAS OR 1/2" BELOW FINISHED GRADE IN TRAFFIC AREAS.
7) CONTRACTOR SHALL PROVIDE TWO INCH (2") RECESSED HOLE CENTERED IN METER BOX LID, PROVIDE AND INSTALL TR/PL READER MOUNT AND SENSUS MXU RADIO READ UNIT, 520M SINGLE PORT.
8) METER BOX SHALL BE WITHIN EIGHTEEN INCHES (18") OF DISTRICT SERVICE VALVE BOX, UNLESS GREATER DISTANCE IS REQUIRED TO INSTALL METER BOX INSIDE OF PROPERTY LINE.

A/1 WATER METER 3" TO 10"
NO SCALE

SHEET NO. S-D3	SYNCHRONOS	FILE	DRAWN	NO SCALE	DATE	WATER SERVICE & METER DETAILS	SOUTH TAHOE PUBLIC UTILITY DISTRICT

② TYPICAL WATER METER INSTALLATION
N.T.S.



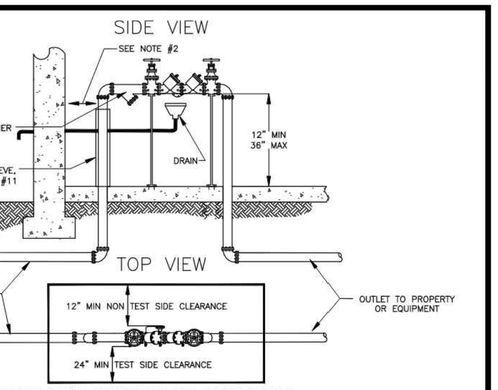
NOTES:

1) FIRE HYDRANT SHALL BE MUELLER A-423 "CENTURION" WITH 2-2 1/2" HOSE NOZZLES AND 1-4" PUMPER NOZZLE AND CONFORM TO AWWA C-502-80. HYDRANTS WITHIN THE CITY OF SOUTH LAKE TAHOE SHALL BE PAINTED WITH A MINIMUM OF THREE COATS OF SPRAY MATE "ALUMINUM METALLIC", COLOR CODE 0180 OR APPROVED EQUAL.
2) FIRE LINE TEE ON NEW MAIN SHALL BE DUCTILE IRON MJ X MJ WITH 6" FLANGED BRANCH THE SAME PRESSURE RATING AS THE PIPELINE BEING INSTALLED.
3) GATE VALVE SHALL BE MJ X FLANGED RESILIENT WEDGE GATE VALVE EPOXY LINED AND COATED, WITH CHRISTY G5 VALVE BOX AND METAL LID STAMPED "WATER".
4) HYDRANT THRUST BLOCK SHALL HAVE A MINIMUM BEARING SURFACE OF 6 SQ. FEET. ALL FLANGES TO BE BURIED, COAT ENTIRE ASSEMBLY WITH PETROLATUM SATURATED FABRIC TAPE WRAP SYSTEM IN ACCORDANCE WITH STPUD REQUIREMENTS, CONCRETE FOR THRUST BLOCKS SHALL BE FORMED TO MAINTAIN A MINIMUM CLEARANCE OF TWO INCHES (2") FROM FLANGE BOLTS.
5) THE ENTIRE HYDRANT ASSEMBLY FROM THE MAIN TO THE HYDRANT SHALL BE RESTRAINED. FIRE LINE, GATE VALVE AND HYDRANT MECHANICAL JOINTS TO BE INSTALLED WITH US PIPE MJ GRIPPER GLAND, EBAA-IRON MEGALUG 1100SD SERIES FOR DUCTILE IRON PIPE. RESTRAINED JOINTS FOR PVC PIPE SHALL BE EBAA-IRON MEGALUG SERIES 2000 OR 1100PV OR APPROVED EQUAL.
6) HYDRANT ASSEMBLY SHALL PASS HYDROSTATIC PRESSURE AND DISINFECTION TESTING AS SPECIFIED ALONG WITH NEW PIPELINE PRIOR TO BEING PLACED INTO SERVICE.
7) HYDRANTS SHALL BE LOCATED AS SHOWN ON THE PROJECT DRAWINGS, TWO FEET (2') INSIDE R.O.W. OR AS DIRECTED BY THE DISTRICT ENGINEER AND MUST HAVE A MINIMUM OF TEN FEET (10') CLEARANCE FROM ANY DRIVEWAY. THE EXACT LOCATIONS FOR THE FIRE HYDRANT INSTALLATIONS WILL BE DETERMINED IN THE FIELD.
8) HYDRANT'S SHALL BE INSTALLED WITH THE BOTTOM OF THE PUMPER NOZZLE A MINIMUM OF EIGHTEEN INCHES (18") ABOVE THE GROUND.
9) PROVIDE AND INSTALL SELF-CENTERING ALIGNMENT RING WITH SLIDING ADJUSTER AS MANUFACTURED BY THE AMERICAN FLOW CONTROL CORP. AND SUPPLIED FOR A TRENCH ADAPTER VALVE BOX ASSEMBLY.
10) FOR ALL VALVE OPERATING NUTS EXCEEDING 48" BURY THE CONTRACTOR SHALL PROVIDE VALVE OPERATOR EXTENSIONS WITH TRASH RINGS TO A MINIMUM DEPTH OF THIRTY SIX INCHES (36").

A/1 FIRE HYDRANT
NO SCALE

SHEET NO. S-D4	SYNCHRONOS	MAY	DRAWN	NO SCALE	DATE	WATERLINE DETAILS	SOUTH TAHOE PUBLIC UTILITY DISTRICT

③ FIRE HYDRANT
N.T.S.



NOTES:

1) BACKFLOW ASSEMBLY MUST MEET DISTRICT SPECIFICATIONS, CALL BEFORE ORDERING.
2) ASSEMBLIES MUST BE INSTALLED ABOVE GRADE IN A HORIZONTAL POSITION. ASSEMBLIES PLACED OUTSIDE OF THE STRUCTURE SHALL BE INSTALLED BETWEEN THE WATER METER AND THE FOUNDATION OF THE STRUCTURE. ASSEMBLIES PLACED INSIDE THE STRUCTURE SHALL BE INSTALLED WITHIN TWENTY FOUR INCHES (24") OF WHERE THE SERVICE ENTERS THE STRUCTURE.
3) ENCLOSURE FOR OUTDOOR OR INDOOR PROTECTION OF THE ASSEMBLY IS ALLOWED, BUT MUST PROVIDE IMMEDIATE TOP ACCESS OF TWELVE INCHES (12") FOR TESTING AND MAINTENANCE.
4) TEST COCKS ARE REQUIRED TO FACE AWAY FROM WALLS AND NEAREST STATIONARY OBJECT AND AT NO TIME BE LESS THAN TWENTY FOUR INCHES (24") CLEARANCE.
5) THERE MUST BE NO BRANCH PIPING CONNECTED TO THE SUPPLY PIPE BETWEEN THE DISTRICTS SUPPLY AND THE ASSEMBLY.
6) IF A BACK FLOW ASSEMBLY IS REQUIRED AND HAS NOT BEEN INSTALLED IMMEDIATELY DOWNSTREAM OF THE METER/DISTRICT VALVE, THE ENTIRE LENGTH OF THE WATER SERVICE FROM THAT POINT TO THE BACK FLOW ASSEMBLY SHALL BE ENCASED IN SIX INCHES (6") OF CONCRETE.
7) BACK FLOW ASSEMBLY MUST BE TESTED UPON INSTALLATION BY A DISTRICT APPROVED CERTIFIED TESTER.
8) ALL MEASUREMENTS ARE FROM THE LOWEST OR WIDEST PART OF THE ASSEMBLY.
9) ALL ASSEMBLIES ARE SUSCEPTIBLE TO FREEZING AND SHALL BE ADEQUATELY FREEZE PROTECTED.
10) ADEQUATE DRAINAGE FROM THE ASSEMBLY MUST BE PROVIDED.
11) WHEN INSTALLED INSIDE A STRUCTURE, THE WATER SERVICE SHALL BE PROTECTED WITH A SCH 40 PVC PIPE SLEEVE (TYPICALLY ONE SIZE LARGER THAN THE WATER SERVICE).

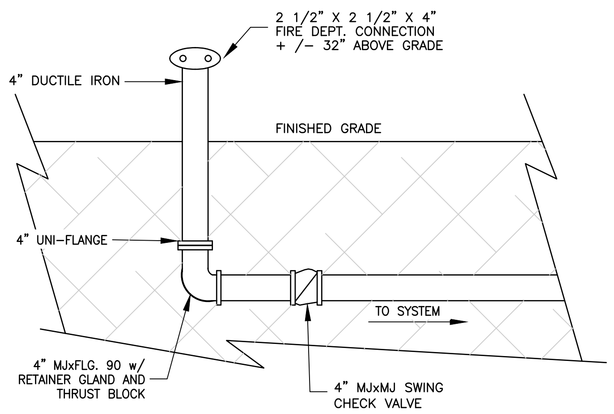
A/1 REDUCED PRESSURE PRINCIPLE BACKFLOW ASSEMBLY 2 1/2" TO 10"
NO SCALE

SHEET NO. S-D2	SYNCHRONOS	MAY	DRAWN	NO SCALE	DATE	BACK FLOW PREVENTER DETAILS	SOUTH TAHOE PUBLIC UTILITY DISTRICT

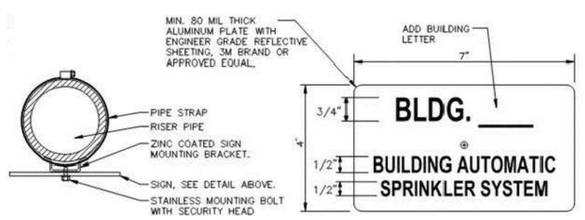
⑩ BACKFLOW PREVENTER - (4" DOMESTIC)
N.T.S.

JK ARCHITECTURE ENGINEERING
AUBURN | TAHOE CITY | RENO | SAN JOSE
WWW.JKAEDESIGN.COM

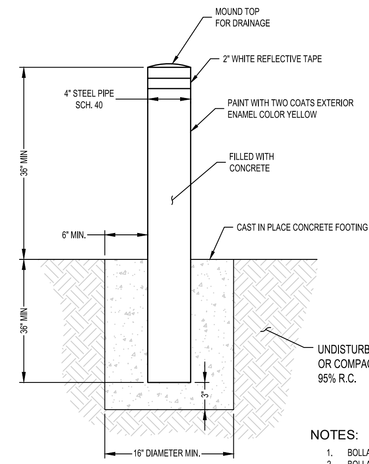
HANBURY



⑤ FIRE DEPARTMENT CONNECTION (FDC) / STANDPIPE
N.T.S.



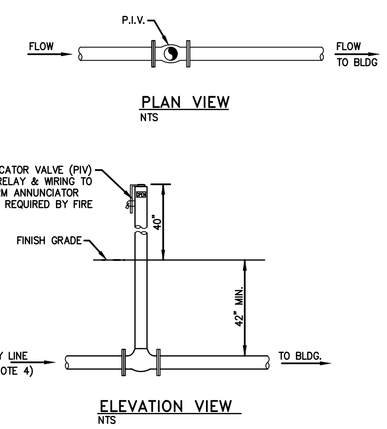
⑥ FIRE DEPARTMENT CONNECTION (FDC) SIGN
N.T.S.



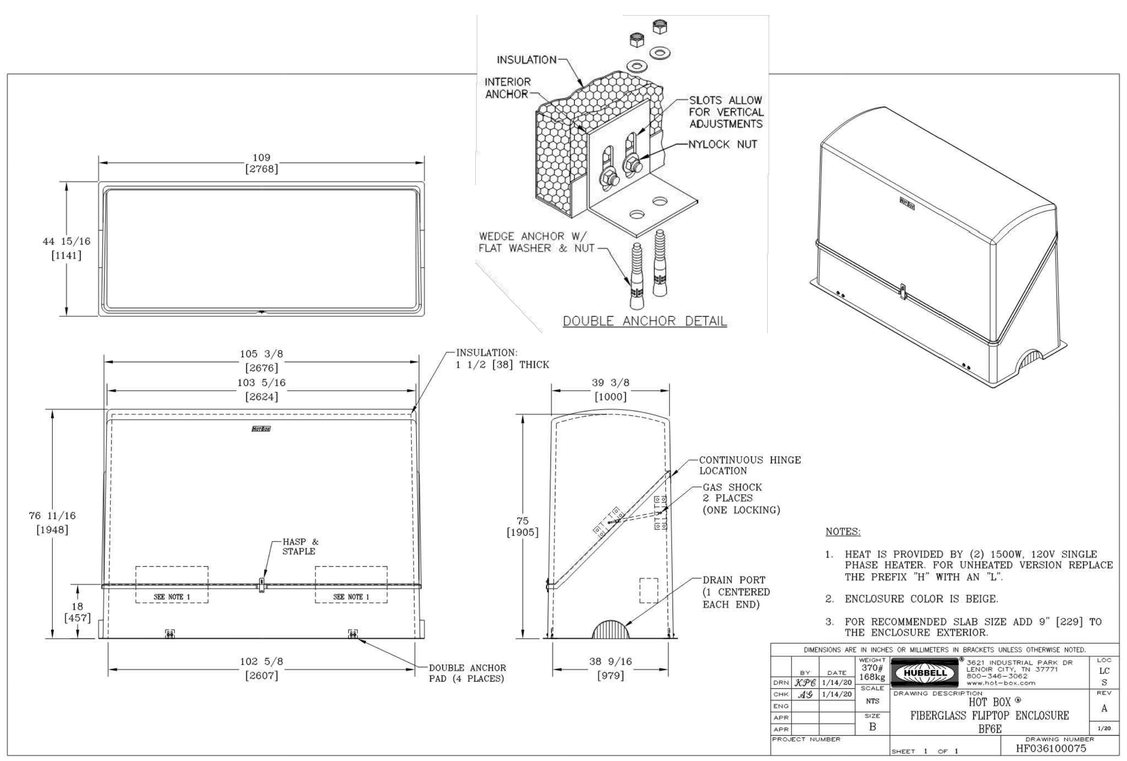
NOTES:

1. BOLLARDS SHALL BE SPACED NOT MORE THAN 4 FEET BETWEEN POSTS ON CENTER.
2. BOLLARDS SHALL BE LOCATED NOT LESS THAN 3 FEET FROM THE PROTECTED OBJECT.

⑦ PIPE BOLLARD
N.T.S.



④ POST INDICATOR VALVE (PIV)
N.T.S.



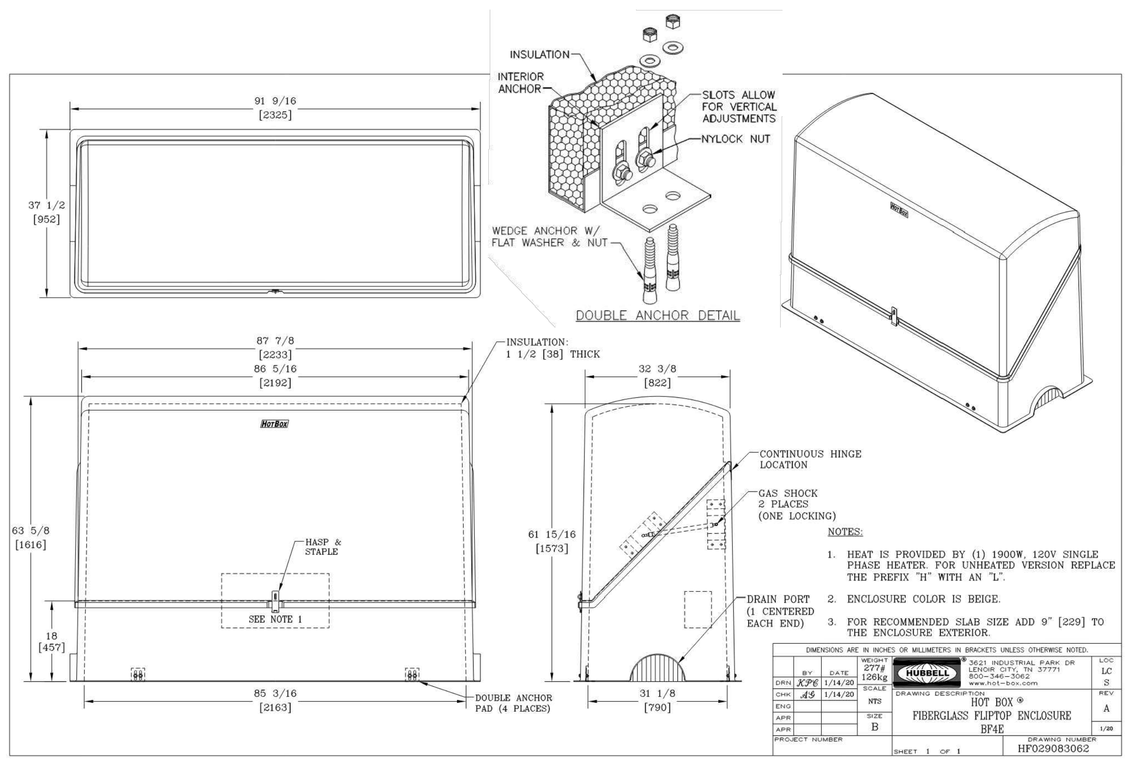
NOTES:

1. HEAT IS PROVIDED BY (2) 1500W, 120V SINGLE PHASE HEATER. FOR UNHEATED VERSION REPLACE THE PREFIX "H" WITH AN "L".
2. ENCLOSURE COLOR IS BEIGE.
3. FOR RECOMMENDED SLAB SIZE ADD 9" [229] TO THE ENCLOSURE EXTERIOR.

DIMENSIONS ARE IN INCHES OR MILLIMETERS IN BRACKETS UNLESS OTHERWISE NOTED.

	BY	DATE	WEIGHT	HUBBELL	5621 INDUSTRIAL PARK DR LEXINGTON CITY, TN 37771 800-346-5362 www.hubbell-bcc.com	LOC
DRN	JCPE	1/14/20	370# 168kg			LC
CHK	AS	1/14/20	SCALE			S
ENG			NTS	DRAWING DESCRIPTION: HOT BOX ® FIBERGLASS FLIPTOP ENCLOSURE BF6E		REV
APR			SIZE			A
APR			B			1/30
PROJECT NUMBER				SHEET 1 OF 1	DRAWING NUMBER HF036100075	

⑧ HEATED HOT BOX ENCLOSURE - FIRE
N.T.S.



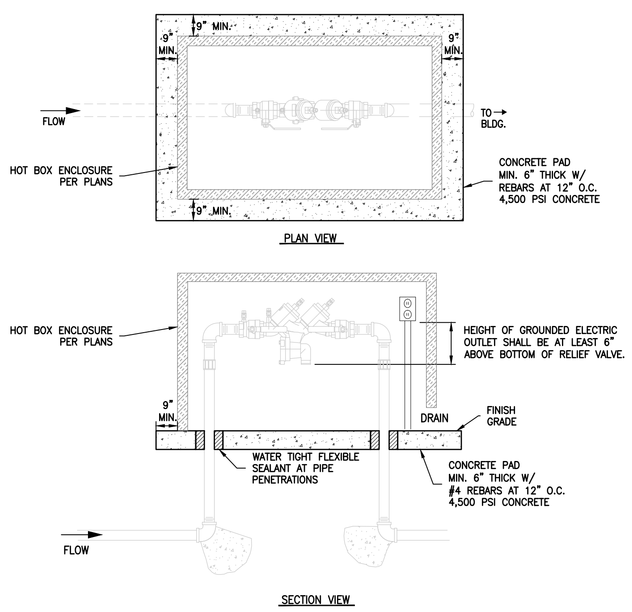
NOTES:

1. HEAT IS PROVIDED BY (1) 1900W, 120V SINGLE PHASE HEATER. FOR UNHEATED VERSION REPLACE THE PREFIX "H" WITH AN "L".
2. ENCLOSURE COLOR IS BEIGE.
3. FOR RECOMMENDED SLAB SIZE ADD 9" [229] TO THE ENCLOSURE EXTERIOR.

DIMENSIONS ARE IN INCHES OR MILLIMETERS IN BRACKETS UNLESS OTHERWISE NOTED.

	BY	DATE	WEIGHT	HUBBELL	5621 INDUSTRIAL PARK DR LEXINGTON CITY, TN 37771 800-346-5362 www.hubbell-bcc.com	LOC
DRN	JCPE	1/14/20	277# 126kg			LC
CHK	AS	1/14/20	SCALE			S
ENG			NTS	DRAWING DESCRIPTION: HOT BOX ® FIBERGLASS FLIPTOP ENCLOSURE BF4E		REV
APR			SIZE			A
APR			B			1/30
PROJECT NUMBER				SHEET 1 OF 1	DRAWING NUMBER HF029083062	

⑨ HEATED HOT BOX ENCLOSURE - DOMESTIC
N.T.S.



NOTES:

1. ALL DIMENSIONS SHOWN ARE MINIMUM, CONTRACTOR SHALL COMPLY WITH ALL SOUTH TAHOE PUD AND HOT BOX MANUFACTURE REQUIREMENTS.
2. PAD SHALL BE SET ON COMPACTED SUBGRADE AT 90% MIN R.C.

⑪ CONCRETE PAD & ENCLOSURE FOR BACKFLOW PREVENTER
N.T.S.

SEAL

REGISTERED PROFESSIONAL ENGINEER
No. C71489
Exp. 12-31-23
CIVIL
STATE OF CALIFORNIA
03.01.2023

DSA SUBMISSION - INC. 1

Drawing Title
UTILITIES DETAILS

NO.	DATE	ISSUE

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawn By: BD
Checked By: CS
Project No.: 22-100
©Date: 02/27/2023
DRAWING NO.: **C6.3-1**

Autodesk Docs://22-100 Lake Tahoe CCD Student Housing/22-100_LTCC Student Housing.rvt
12/7/2022 9:22:51 AM
AGENDA ITEM NO. V.A
254

REQUIREMENTS FOR SEWER HOOKUP: (PAGE 1)

1) Obtain a permit from the South Tahoe Public Utility District (District) for each connection to the system. No work is to be performed until a permit has been obtained. It is your responsibility to contact USA North (1-800-227-2600) to mark utilities prior to digging. You must call the CUSTOMER SERVICE OFFICE to schedule an inspection - please have your APN and\or Sewer Permit number when calling. No inspection will be scheduled without this information. DO NOT cover any work until it has been inspected and approved by a District Inspector.

2) The building sewer line shall be constructed of cast iron soil pipe, vitrified clay, SDR-26, ABS or other suitable material approved by the District.

3) The size of the building sewer line shall be a minimum four inches (4"). A sewer lateral larger than four inches, will require the installation of a manhole. When saddling a sewer main a "Romac" brand saddle will be required.

4) Joints between all approved types of pipe shall be made by means of an adapter coupling approved for this purpose. UPC 2021, Section 705.0

5) The slope of the sewer line shall not be less than one-quarter inch per foot (1/4"/foot). The minimum under a driveway shall be thirty inches (30"). If it less than thirty inches (30") in depth, the pipe shall be cast iron.

6) No building sewer line shall be laid parallel to and within three feet (3') of a bearing wall foundation unless the foundation footing extends below the sewer line.

7) The sewer line shall be placed on a bed of sand or compacted rock free earth. The backfill around the sewer line shall be free of rock.

8) After lateral has been inspected and backfilled, lateral shall be air tested. (See Requirements For Air Testing Sewer Laterals)

9) A CLEAN OUT shall be installed at the sewer system lateral connection (See Sewer Lateral Installation Detail). The clean out riser shall the same size as the lateral. All clean outs shall be in a concrete box (Christy's G5 or equal) with a metal lid marked "SEWER".

10) Cleanouts shall be placed in every building sewer line at the junction of the soil pipe stub out and at intervals not to exceed one hundred feet (100') in straight runs.

11) If total change of horizontal lateral direction exceeds 135 degrees (135°), an extra clean out shall be required. Ninety degree (90°) elbows shall not be permitted.

C-1 | STANDARDS | FILE: | DRAWN: | NO SCALE | DATE: 12-2-22 | GENERAL NOTES | SOUTH TAHOE PUBLIC UTILITY DISTRICT

Owner ... H2O ... Water ... A PUBLIC AGENCY
1275 Meadow Crest Drive ... South Lake Tahoe, California 96150
Phone (530) 544-6474 ... Fax (530) 541-4199
***.STPUD.US

REQUIREMENTS FOR SEWER HOOKUP: (PAGE 2)

12) Shoring or sloping shall be required per the current Cal-OSHA standards, for any sewer line trench.

13) All cleanouts shall be brought to within ten inches (10") of finished grade and shall be installed in an approved box set to finish grade.

14) Drainage piping serving fixtures which have flood level rims located below the elevation of the next upstream manhole cover of the public sewer serving such piping shall be protected from back flow of sewage by installing an approved type of back water valve. Fixtures above such elevation shall not discharge through the back water valve. UPC 2021, section 710.1

15) If a backwater valve is required, it shall be located between the building stub out and the house clean out. The backwater valve shall be accessible for inspection and repair at all times. The backwater valve shall be enclosed in a masonry pit, fitted with an adequately sized, removable cover marked "SEWER". Back water valves shall comply with UPC 2021, Section 710.6

16) If work is approved, the inspector will notify you verbally or an Acceptance Notice will be left at the jobsite. If work is not approved, a Correction notice will be left at the jobsite. Please call for re-inspection. Excessive re-inspection may be subject to additional inspection fees.

17) Abandoned septic tanks, cesspools or dry wells MUST be pumped and limed by a Licensed Pumper, tagged and then backfilled with clean material at the time of sewer hookup. California Health and safety Code Section 14-1000

18) If you have any questions regarding your sewer hookup, call the District Inspectors at: (530) 544-6474.

19) A dye test shall be performed at the final inspection after the installation of a grease trap or interceptor.

20) IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER, DEVELOPERAND/OR GENERAL CONTRACTOR TO ENSURE THAT ALL WORK IS PERFORMED BY AN APPROPRIATELY LICENSED CONTRACTOR.

C-2 | STANDARDS | FILE: | DRAWN: | NO SCALE | DATE: 12-2-22 | GENERAL NOTES | SOUTH TAHOE PUBLIC UTILITY DISTRICT

Owner ... H2O ... Water ... A PUBLIC AGENCY
1275 Meadow Crest Drive ... South Lake Tahoe, California 96150
Phone (530) 544-6474 ... Fax (530) 541-4199
***.STPUD.US

REQUIREMENTS FOR AIR TESTING SEWER LATERALS:

1) Please call the CUSTOMER SERVICE OFFICE to schedule an inspection-PLEASE HAVE YOUR APN AND\OR SEWER PERMIT NUMBER WHEN CALLING. No inspection will be scheduled without this information. In order to pass, a South Tahoe Public Utility District (District) Inspector must witness the air test.

2) If buried, the clean out at the building and at the property line shall be installed in an approved box (see clean out detail) and set to finish grade.

3) Sewer lateral shall be completely backfilled at time of test.

4) Insert inflatable plug into the building clean out and position it immediately downstream of the clean out "Y". Inflate the plug.

5) Insert another inflatable plug through the property line clean out until reaches the sewer main. Inflate the plug.

6) Insert air test (pass through) plug into the property line clean out standpipe and inflate plug to form air seal in stand pipe.

7) Pressurize the line to three and a half pounds per square inch (3.5 PSI) through the air test plug. Remove filler hose from air test plug. The line shall be allowed a maximum loss in pressure of a half pound (0.5 PSI) in five (5) minutes. If the loss exceeds a half pound (0.5 PSI), the test may be attempted one additional time. A second loss of pressure constitutes failure of the line. The pressure gauge shall read in one pound (1 PSI) increments and be clearly readable in the three to four pound (3.0 to 4.0 PSI) range.

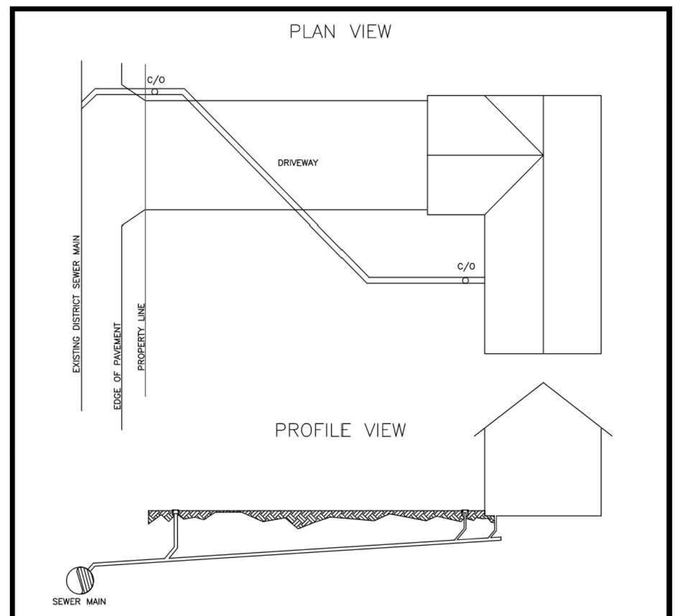
8) Sewer laterals that fail the air pressure test shall be repaired or replaced at the property owner's expense. All repairs or replacements shall be inspected by a District Inspector prior to backfilling. An air test will be required after repair of the sewer lateral.

9) If faulty installation is suspected on an existing sewer lateral from the property line to the main and will be required to be repaired or replaced, the District SHALL be notified prior to removal so that a District Inspector may document the faulty work.

10) If you have any questions regarding your sewer hookup, call the District Inspectors at: (530) 544-6474.

C-3 | STANDARDS | FILE: | DRAWN: | NO SCALE | DATE: 12-2-22 | GENERAL NOTES | SOUTH TAHOE PUBLIC UTILITY DISTRICT

Owner ... H2O ... Water ... A PUBLIC AGENCY
1275 Meadow Crest Drive ... South Lake Tahoe, California 96150
Phone (530) 544-6474 ... Fax (530) 541-4199
***.STPUD.US



NOTE:

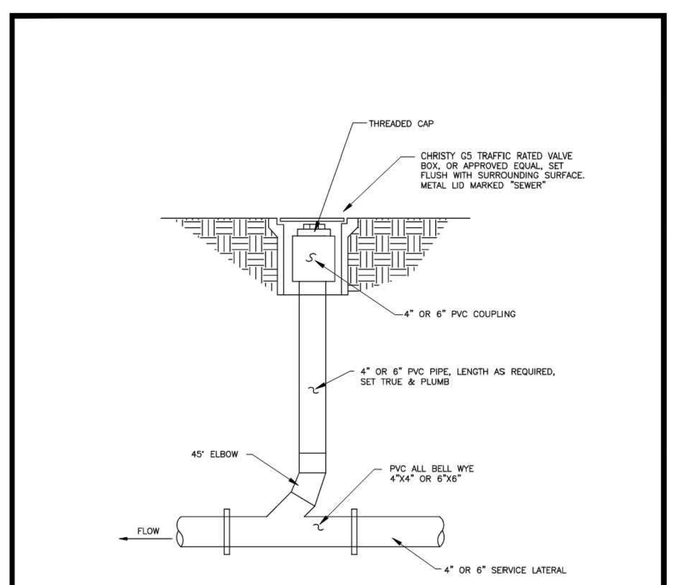
1) ALL CLEANOUTS (C/O) TO BE BROUGHT TO GRADE AND SET IN CHRISTY G5 TRAFFIC RATED VALVE BOX, OR APPROVED EQUAL, WITH METAL LID MARKED "SEWER".

A/1 SEWER LATERAL INSTALLATION
NO SCALE

C-4 | STANDARDS | FILE: | DRAWN: | NO SCALE | DATE: 12-2-22 | SEWER DETAILS | SOUTH TAHOE PUBLIC UTILITY DISTRICT

Owner ... H2O ... Water ... A PUBLIC AGENCY
1275 Meadow Crest Drive ... South Lake Tahoe, California 96150
Phone (530) 544-6474 ... Fax (530) 541-4199
***.STPUD.US

1 TYPICAL SEWER SERVICE LINE CONNECTION
N.T.S.



A/1 SEWER CLEAN OUT
NO SCALE

C-5 | STANDARDS | FILE: | DRAWN: | NO SCALE | DATE: 12-2-22 | SEWER DETAILS | SOUTH TAHOE PUBLIC UTILITY DISTRICT

Owner ... H2O ... Water ... A PUBLIC AGENCY
1275 Meadow Crest Drive ... South Lake Tahoe, California 96150
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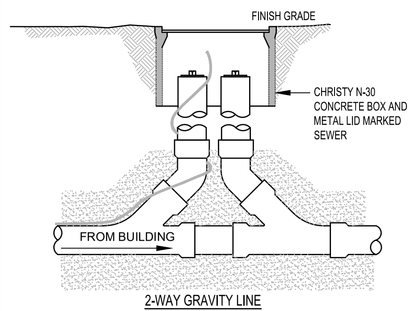
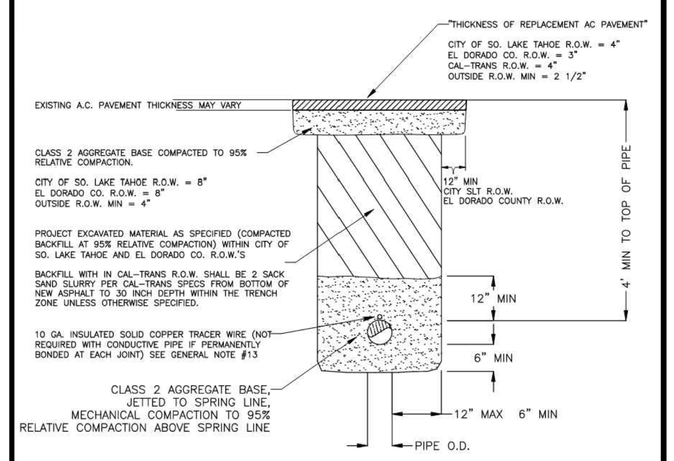


2-WAY GRAVITY LINE CLEANOUT
SCALE: N.T.S.

2 TYPICAL SEWER CLEANOUT INSTALLATION REQUIREMENTS
N.T.S.



NOTES:

1) CONTRACTOR PAY ITEM FOR TRENCH WIDTH PLUS TWENTY FOUR INCHES (24") IN CITY OF SOUTH LAKE TAHOE AND EL DORADO COUNTY RIGHT OF WAY. TRENCH WIDTH AND TRENCH PAVEMENT REPLACEMENT EXCEEDING MAXIMUM AS DESCRIBED HERE IN AND IN THE SPECIFICATIONS SHALL BE COMPLETED AT NO ADDITIONAL EXPENSE TO THE DISTRICT.

2) CONTRACTOR SHALL REPLACE ALL TRAFFIC STRIPING DISTURBED BY CONSTRUCTION.

3) NO RECYCLED MATERIAL TO BE USED IN PIPE ZONE.

A/1 TRENCH DETAIL- WITHIN PAVED AREAS
NO SCALE

C-D1 | STANDARDS | FILE: | DRAWN: | NO SCALE | DATE: 3-2-16 | TRENCH AND PAVEMENT DETAILS | SOUTH TAHOE PUBLIC UTILITY DISTRICT

Owner ... H2O ... Water ... A PUBLIC AGENCY
1275 Meadow Crest Drive ... South Lake Tahoe, California 96150
Phone (530) 544-6474 ... Fax (530) 541-4199
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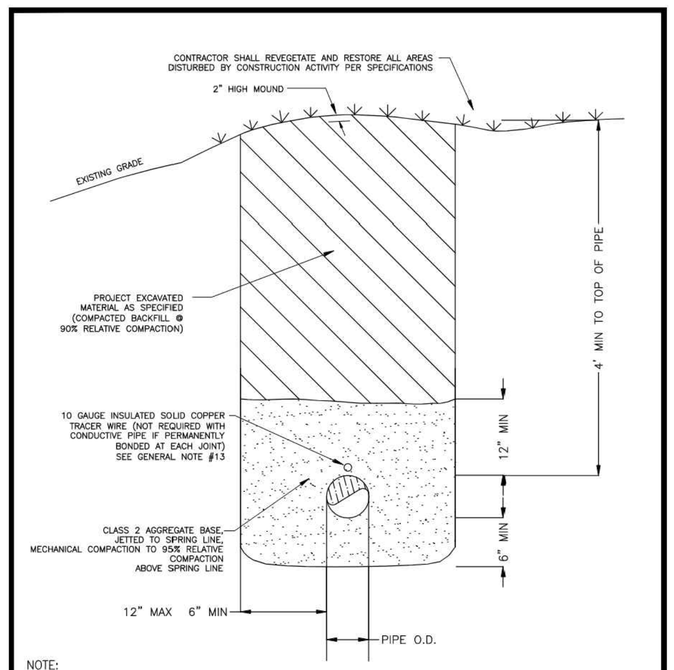

NOTE:

1) NO RECYCLED MATERIAL TO BE USED IN PIPE ZONE.

A/1 TRENCH DETAIL- OUTSIDE PAVED AREAS
NO SCALE

C-D2 | STANDARDS | FILE: | DRAWN: | NO SCALE | DATE: 3-2-16 | TRENCH AND PAVEMENT DETAILS | SOUTH TAHOE PUBLIC UTILITY DISTRICT

Owner ... H2O ... Water ... A PUBLIC AGENCY
1275 Meadow Crest Drive ... South Lake Tahoe, California 96150
Phone (530) 544-6474 ... Fax (530) 541-4199
***.STPUD.US

3 TYPICAL SEWER TRENCH REQUIREMENTS
N.T.S.

JK ARCHITECTURE ENGINEERING
AUBURN | TAHOE CITY | RENO | SAN JOSE
WWW.JKAEDESIGN.COM

HANBURY

SEAL

REGISTERED PROFESSIONAL ENGINEER
CHRIS M. SANDERS
No. C71489
Exp. 12-31-23
CIVIL
STATE OF CALIFORNIA
03.01.2023

DSA SUBMISSION - INC. 1

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
UTILITIES DETAILS

Drawn By: BD
Checked By: CS

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©Date 02/27/2023
DRAWING NO. C6.4-1

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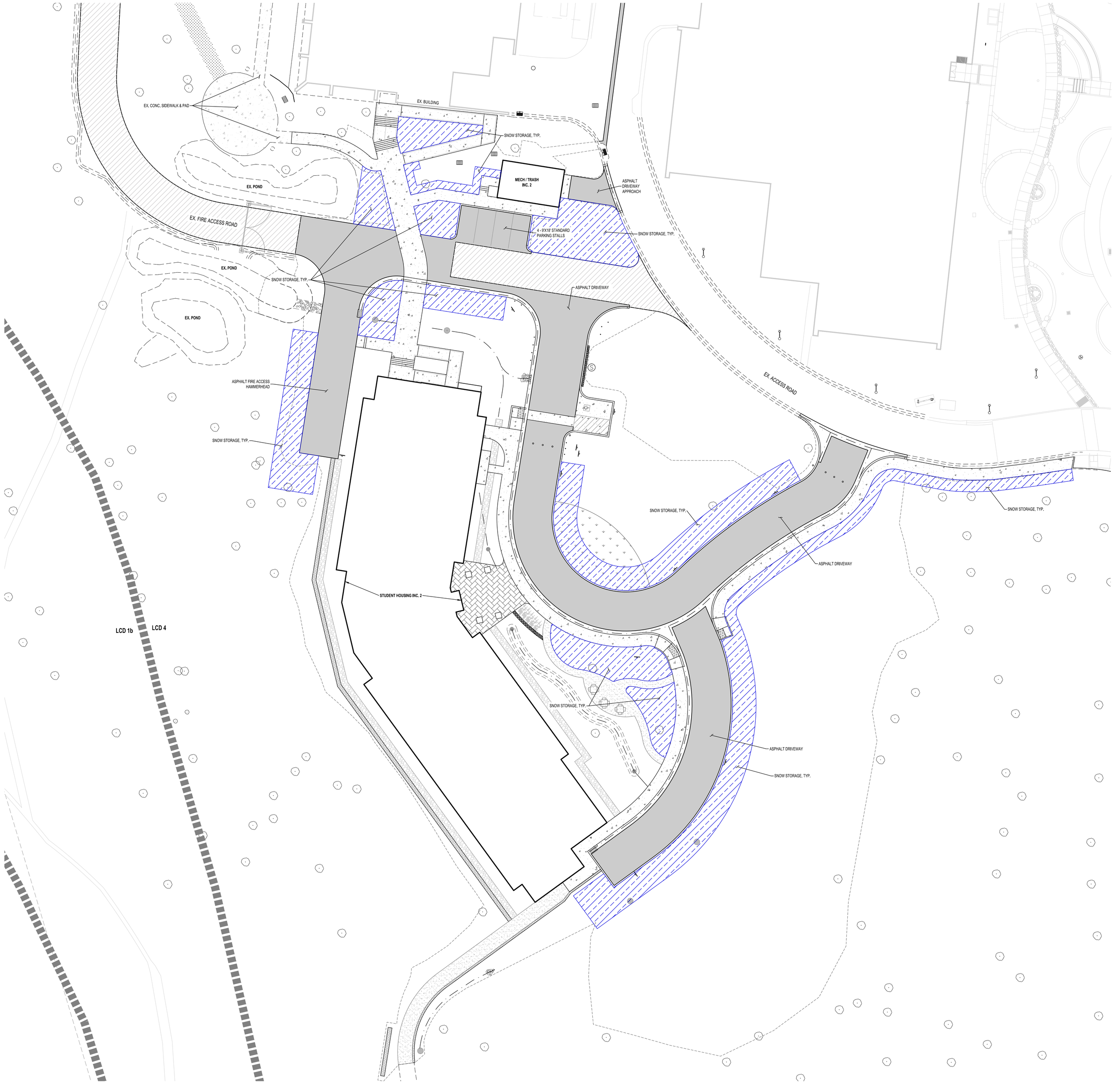
235



JK ARCHITECTURE ENGINEERING

AUBURN | TAHOE CITY | RENO | SAN JOSE

WWW.JKAEDESIGN.COM

HANBURY

SNOW STORAGE:

PARKING AREA	= 18,945 SF
REQUIRED SNOW STORAGE AREA (20%)	= 3,789 SF
PROPOSED SNOW STORAGE AREA	= 12,480 SF (66%)

LEGEND: EXISTING

- LAND CAPABILITY LINE
- SNOW STORAGE AREA
- ASPHALT DRIVEWAY

SCALE: 1" = 20'

0' 10' 20' 40'

N

SEAL

REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER M. SHANNON
No. C 71499
Exp. 12-31-23
CIVIL
STATE OF CALIFORNIA

03.01.2023

DSA SUBMISSION - INC. 1

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
SNOW STORAGE PLAN

Drawn By
BD

Checked By
CS

NO.	DATE	ISSUE

Project No.
22-100

©Date
02/27/2023

DRAWING NO.
C7.0-1

12/7/2022 9:22:51 AM Autodesk Docs://22-100 Lake Tahoe CCD Student Housing/22-100_LTCC Student Housing.rvt

GENERAL NOTES

1. JK Architecture & Engineering prepared the survey for this project. It has been reformatted for use in and for preparation of these documents. Contractor shall obtain officially signed copy from JK Architecture & Engineering and become familiar with it, the existing conditions and site context prior to construction. All discrepancies should be brought to the attention of the Landscape Architect for immediate resolution. Landscape Architect is not responsible for errors or omissions associated with preparation or documentation of survey.
2. Contractor is responsible for determining means and methods for construction. These drawings may indicate a limit of proposed improvements, limits of site demolition, etc. for delineation of expected extents of disturbance, however, final impact shall be determined in the field. Should limits of disturbance exceed boundaries defined in drawings, Contractor shall contact Landscape Architect for resolution.
3. Contractor is responsible for repairing all work disturbed by construction outside of limit lines defined on drawings or through his/her means and methods and General Conditions to a condition acceptable to the owner at no additional cost.
4. Contractor is responsible for protecting all existing conditions, improvements, utilities, etc. to remain. Any damages shall be repaired to a condition acceptable to the owner at no additional cost.
5. Contractor is responsible for maintaining a complete up-to-date set of Drawings and Specifications at the construction site and ensuring the documents are readily available for review by the Landscape Architect and governing agency.
6. The Drawings and Specifications are complementary to one another and implied to correspond withone another. Any discrepancies should be brought to the attention of the Landscape Architect for immediate resolution.
7. Contact the local underground utility service locator for utility locates and identification prior to commencing work and maintain in field throughout construction unless indicated or directed otherwise.
8. Verify plant protection, stormwater pollution protection plan (SWPPP), existing improvement to remain, and Contractor site control measures are in place prior to commencing with construction. Do not proceed with construction if not in compliance and maintained throughout. Coordinate with Owner's Representative and authorities having jurisdiction as required.

SITE LAYOUT NOTES

1. Layout and dimensions provided on Drawings are based on Northing and Easting Coordinate System and Traditional Dimensioning System.
2. Verify utility locates, plant protection and stormwater pollution protection plan (SWPPP) measures are in place prior to commencing construction. Do not proceed with construction if not in compliance and maintained throughout.
3. Layout and verify dimensions prior to construction. Field stake all proposed improvements for review and approval by Landscape Architect unless indicated otherwise. Bring discrepancies to the attention of the Landscape Architect for final direction. Landscape Architect reserves right to make field adjustments and layout decisions in field as necessary at no additional cost to owner.
4. Request inspection of field staking by Landscape Architect a minimum of 24 hours in advance of performing any work unless indicated otherwise.
5. For dimensions of buildings, garages, trash enclosures, patios and related work, refer to the architectural drawings.
6. Written dimensions take precedence over scale. Bring discrepancies to the attention of the Landscape Architect for final direction.
7. Where dimensions are called as "equal," space referenced items equally, measured to their center lines.
8. Measurements are to face of building, wall or the fixed site improvement. Dimensions to center lines is indicated.
9. Provide expansion joints where concrete flatwork meets vertical structures such as walls, curbs, steps and building elements.

SITE SOILS NOTES

1. Contractor shall coordinate with Owner's Representative for location of stockpile areas for stripped topsoil and planting soil products. Contractor shall ensure area is protected and contamination or disturbance of stored products is not allowed.
2. Contractor shall ensure subgrade is scarified prior to installing planting soil and blend with initial lift or placement of proposed planting soil.
3. Coordinate placement of planting soil with other work, especially utilities. Placement should occur after installation of all hardscape improvements, irrigation system, utilities, etc. and before installation of plants.

LANDSCAPE PLANTING NOTES

1. Refer to Civil plans for site layout, drainage, final grading and utilities. Information shown on Civil plans shall take precedence over landscape plans.
2. Exact locations of plant materials to be approved by the Owner's Representative
3. in the field prior to installation. Owner's Representative reserves the right to adjust plants to exact location in field.
4. Verify plant counts and square footages; Quantities are provided as Owner's information only. If quantities on plant list differ from graphic indications, then graphics shall prevail.
5. Contact the local underground utility services for utility location and identification.
6. Perform excavation in the vicinity of underground utilities with care and if necessary, by hand. The Contractor bears full responsibility for this work and disruption or damage to utilities shall be repaired immediately at no expense to the Owner.
7. All vegetation shall be consistent with the requirements of Chapter 36.7 Landscaping Standards, and Chapter 61.4 Revegation of the TRPA Code of Ordinances Adopted by the TRPA Governing Board December 12, 2012. See plant list for sizing and spacing, all plants specified are from the TRPA approved plant lists as described in Table 1 and Table 2 of the current Home Landscaping Guide for Lake Tahoe and Vicinity.
8. Landscape maintenance and management plan shall be consistent with Chapter 12 of the TRPA Home Landscaping Guide for Lake Tahoe and Vicinity along with Placer County Standards. This includes irrigation to establish all plant material and fertilizer schedule.
9. All areas disturbed by construction shall be revegetated in accordance with the TRPA Handbook of Best Management Practices and Living with Fire, Lake Tahoe Basin, Second Edition.
10. Dust control measures shall be in place during construction. Broadcast mulch shall not be permitted as a dust control measure within 35 feet of structures.
11. Fencing, bollards and boulders as seen on the plan shall be in place to restrict parking to approved parking surfaces only.

REVEGETATION NOTES

1. All areas disturbed by construction activities shall be revegetated if not shown improved with another material. Additional revegetation may be required beyond what is shown on plans.
2. A minimum of two inches (2") of topsoil shall be placed on all disturbed areas. Topsoil shall include all of the organic-rich layer of soil immediately under the duff layer. Topsoil shall be stored with minimal handling and no compaction, and it should not be mixed with spoil material.
3. Disturbed areas that are compacted or have experienced heavy vehicle and equipment use shall be plowed with a ripper or other deep tillage implement where feasible to a depth of 6"-12". Soil may be loosened with a backhoe bucket equipped with cutting teeth if loosening is done such that clods remain and soil is not pulverized or inverted. Following soil loosening, all further equipment traffic shall be eliminated from the planting area.
4. Areas should be irrigated by a low-flow irrigation system approximately once every three (3) weeks. The goal for all revegetated areas is to minimize irrigation needs and discontinue the need for irrigation after a maximum of three (3) growing seasons.
5. Following seeding and planting, all revegetation areas shall be mulched with pine needles. Pine needles shall be applied evenly to the entire area to a depth of one inch (1") if applied by blower or two inches (2") if applied by hand.
6. Revegetation seed mix shall be the "Sierra Wildflower Blend" by Comstock Seed.

FERTILIZER AND IRRIGATION MANAGEMENT

1. Landscape maintenance and management shall be consistent with Chapter 12 of the TRPA Home Landscaping Guide for Lake Tahoe and Vicinity.
2. Drip irrigation to establish all perennials, shrubs, and trees will be required for an establishment period of 3 years, after which the irrigation can be removed at the owner's discretion. Apply ½" of water per day only on weekdays during the growing season during the morning hours of the day, no later than 10am.
3. Use phosphorus free slow release fertilizer only for all perennial and shrub areas. Use phosphorus free fertilizer such as SummerSet 10-0-3 or approved equal at a rate 1/2 to 3/4 pounds per 1000 sf during each application.
4. For tree fertilization use "Jobe's Tree Stakes" or approved equal which are specially formulated to maintain good tree health. Fertilizer shall not be spread over existing vegetation or outside the limit of disturbance.
5. Fertilizer shall be applied twice per year; once during early June or late May depending on weather when plants have come out of dormancy, and once late in late September or early October depending on weather, but before the first frost. Avoid using weedkiller / fertilizer combinations that can damage trees and shrubs.
6. All proposed shrubs, perennials, and trees are native or adaptive native plants to the Tahoe Basin as outlined in on Table 1 of the TRPA Home Landscaping Guide. Therefore these plants will require very little fertilizer long term to sustain their health. The plants will require regular fertilizer applications during their establishment period (3 years).

IRRIGATION NOTES

1. Contractor to provide exact layout of laterals, emitters and spray heads for a design build irrigation system as approved. Drip irrigation shall be installed to establish all perennials, shrubs, and trees will be required.
2. Contractor shall install all equipment necessary for the irrigation system including backflow preventer, wiring, and irrigation controller. Field verify pressure upstream side of the backflow preventer prior to ordering materials or starting any installation and notify owner's representative of the static pressure.
3. Install new generation compensating drip emitters to plant material per the following schedule unless otherwise approved.

Plant Size	Emitter Quantity
1 Gal.	2 Each
5 Gal.	2 Each
Trees	6 Each

4. Emitters are only be installed above grade and all piping shall be thoroughly flushed prior to emitter installation.
5. Unless otherwise indicated install irrigation sleeves under all sidewalks and hardscape per the following schedule:

Pipe Size or Wire Quantity	Required Sleeve(s)
Drip Tubing	1-2" SCH 40PVC
3/4" Lateral	1-2" SCH 40PVC
1" Lateral	1-2" SCH 40PVC
1-1/4" Lateral	1-2" SCH 40PVC
1-1/2" Lateral	1-4" SCH 40PVC
1" Pressure Supply Line	1-2" SCH 40PVC
1-20 Control Wires	1-2" SCH 40PVC

LEGEND

- CIP CONCRETE TYPE 1: PEDESTRIAN W/ SNOW MELT
- CONCRETE UNIT PAVERS
- ROCK MULCH
- DECOMPOSED GRANITE
- BOULDER

LAYOUT LEGEND

- CONTROL JOINT
- EXPANSION JOINT

PLANT LIST

ABBR.	QTY.	BOTANICAL NAME	COMMON NAME	TYPE	SPACING
EVERGREEN TREES					
CC-12	14	*Calocedrus Decurrens*	Incense Cedar	10' Tall	See Plan
PJ-10	9	*Pinus jeffreyi*	Jeffery Pine	10' Tall	See Plan
DECIDUOUS TREES					
PT-2	11	*Populus tremuloides*	Quaking Aspen	2" cal.	See Plan
PT-3	4	*Populus tremuloides*	Quaking Aspen	3" cal.	See Plan
AG-2	3	*Acer grandidentatum 'JFS-NuMex 3'*	Mesa Glow Maple	2" cal.	See Plan
DECIDUOUS SHRUBS					
AU-5	30	*Amelanchier utahensis*	Serviceberry	5 gal.	60" O.C.
CS-5	13	*Cornus stolonifera*	Redtwig Dogwood	5 gal.	48" O.C.
RR-5	28	*Ribes roezlii*	Sierra Currant	5 gal.	36" O.C.
RP-5	42	*Rubus parviflorus*	Thimblebery	5 gal.	36" O.C.
SD-5	29	*Spirea douglasii*	Mountain Spirea	5 gal.	48" O.C.
PERENNIALS & GROUNDCOVERS					
AM-1	63	*Achillea millefolium*	Yarrow	1 gal.	24" O.C.
BG-1	95	*Bouteloua gracilis*	Blue Grama Grass	1 gal.	24" O.C.
LP-1	42	*Lupinus grayi*	Lupine	1 gal.	24" O.C.
SL-1	52	*Symphyotrichum laeve 'Bluebird'*	Bluebird Smooth Aster	1 gal.	24" O.C.

PLANTING LEGEND

- PROPOSED DECIDUOUS TREE
- PROPOSED EVERGREEN TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED DECIDUOUS SHRUB
- PROPOSED ARTIFICIAL TURF 1,433 SF
- PROPOSED REVEGETATION 41,221 SF

SAMPLE KEYNOTE DRAWING CALLOUT:

3.2 TYP.

SITE DETAIL KEYNOTES:

	DETAIL/ SHEET	RELATED DETAIL(S)	SPEC. SECTION(S)
1.0 PAVEMENTS, RAMPS, CURBS			
1.1 STONE PAVING TYPE 1 - Sand Set w/ Planting Joints	x/ Lx-01	x/ Lx-0x, x/ Lx-0x, x/ Lx-0x	321400

KEYNOTE HEADING (PROPOSED IMPROVEMENT SYSTEM)

KEYNOTE CALL OUT

KEYNOTE (SYSTEM) ITEM AND BRIEF DESCRIPTION

PRIMARY KEYNOTE DETAIL REFERENCE (NUMBER AND SHEET)

ADDITIONAL DETAIL REFERENCES (COMPOSITE SECTIONS / ELEVATIONS, OTHER SECTIONS, ELEVATIONS OR 3D DRAWINGS, AND/OR TRANSITION OR CONNECTION DETAILS)
NOTE: MULTIPLE DETAILS MAY BE REFERENCED

SPECIFICATION REFERENCE (CSI SECTION NUMBER MASTER FORMAT 2004 OR OTHER JURISIDICTIONAL REQUIREMENT)
NOTE: MULTIPLE SPECIFICATIONS MAY BE REFERENCED

THE FOLLOWING LIST OF KEYNOTE HEADINGS (PROPOSED IMPROVEMENT SYSTEMS) HAVE BEEN INCORPORATED WITHIN THIS DRAWING SET:

1.0 PAVEMENT, RAMPS, AND CURBS
2.0 JOINTING
3.0 STEPS
4.0 SITE WALLS/EMBANKMENTS
5.0 SITE FURNITURE
6.0 RAILINGS, BARRIERS, AND FENCING
7.0 SITE LIGHTING
8.0 DRAINAGE
9.0 PLANTING AND LANDSCAPE
10.0 MISCELLANEOUS ELEMENTS
11.0 PLANT PROTECTION

NOTE: IF A KEYNOTE HEADING IS NOT INCORPORATED IN PROJECT, A "NOT USED AT THIS TIME" REFERENCE HAS BEEN PROVIDED.

SAMPLE REFERENCE NOTE DRAWING CALLOUT:

5 TYP.

Where multiple instances occur, TYP. added to indicate 'Typical' so only plan labeled/annotated once.

"X" REFERENCE NOTES

1 Final location of path to be determined in field under direction of Landscape Architect.

SERIES SPECIFIC REFERENCE NOTE (SUPPLEMENTAL TO KEYNOTES. TYPICALLY DESCRIBES ITEMS TO BE CONSIDERED DURING CONSTRUCTION. MAY REFERENCE A DETAIL OR SPECIFICATION OR BOTH).

NOTE CALL-OUT

NOTE: "X" REFERS TO DRAWING SERIES (i.e. SITE DEMOLITION REFERENCE NOTES). THERE SHOULD BE SPECIFIC REFERENCE NOTES FOR EACH DRAWING SERIES. HOWEVER, SOME NOTES MAY APPEAR ON MULTIPLE SERIES AS APPLICABLE.

PLANT IDENTIFICATION KEY

(3) CSI-5

PLANT SIZE (i.e. CALIPER OR HEIGHT)

PLANT ABBREVIATION (2-3 LETTERS, TYPICALLY FIRST LETTER FROM PLANT'S BOTANICAL FIRST AND LAST NAME)

QUANTITY

NOTE: PLANT ABBREVIATION ON PLANT IDENTIFICATION KEY SHOULD CORRESPOND WITH ABBREVIATION ON PLANT LIST *(i.e. CSI-5 SHOULD REFER TO A CORNUS SERICEA 'ISANTI', 5 GALLON CONTAINER)*

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SEAL

LICENSED LANDSCAPE ARCHITECT
STEVEN M. NOLL, 5100
Signature
September 30, 2023
Renewal Date
March 01, 2023
Date
STATE OF CALIFORNIA

TRPA SUBMISSION

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
GENERAL INFORMATION

Drawn By: MP
Checked By: SN

NO.	DATE	ISSUE

Project No. 22-100
c Date 03/01/2023
DRAWING NO.
L0.04-1

DEFENSIBLE SPACE NOTES

SEE EL DORADO COUNTY TITLE 8 PUBLIC HEALTH AND SAFETY CHAPTER 8.09 VEGETATION MANAGEMENT AND DEFENSIBLE SPACE.

- 8.09.070 F (1): MAINTAIN DEFENSIBLE SPACE OF 100 FEET FROM EACH SIDE AND FROM THE FRONT AND REAR OF THE STRUCTURE, BUT NOT BEYOND THE PROPERTY LINE EXCEPT AS PROVIDED IN PARAGRAPH (11). THE AMOUNT OF FUEL MODIFICATION NECESSARY SHALL TAKE INTO ACCOUNT THE FLAMMABILITY OF THE STRUCTURE AS AFFECTED BY BUILDING MATERIAL, BUILDING STANDARDS, LOCATION, AND TYPE OF VEGETATION. FUELS SHALL BE MAINTAINED IN A CONDITION SO THAT A WILDFIRE BURNING UNDER AVERAGE WEATHER CONDITIONS WOULD BE UNLIKELY TO IGNITE THE STRUCTURE. THIS PARAGRAPH DOES NOT APPLY TO SINGLE SPECIMENS OF TREES OR OTHER VEGETATION THAT ARE WELL-PRUNED AND MAINTAINED SO AS TO EFFECTIVELY MANAGE FUELS AND NOT FORM A MEANS OF RAPIDLY TRANSMITTING FIRE FROM OTHER NEARBY VEGETATION TO A STRUCTURE OR FROM A STRUCTURE TO OTHER NEARBY VEGETATION.

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LICENSED LANDSCAPE ARCHITECT
SEVER M NOEL 3490
STATE OF CALIFORNIA
Signature
December 30, 2023
Renewal Date
March 01, 2023
Date

TRPA SUBMISSION

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
DEFENSIBLE SPACE PLAN

Drawn By
MP

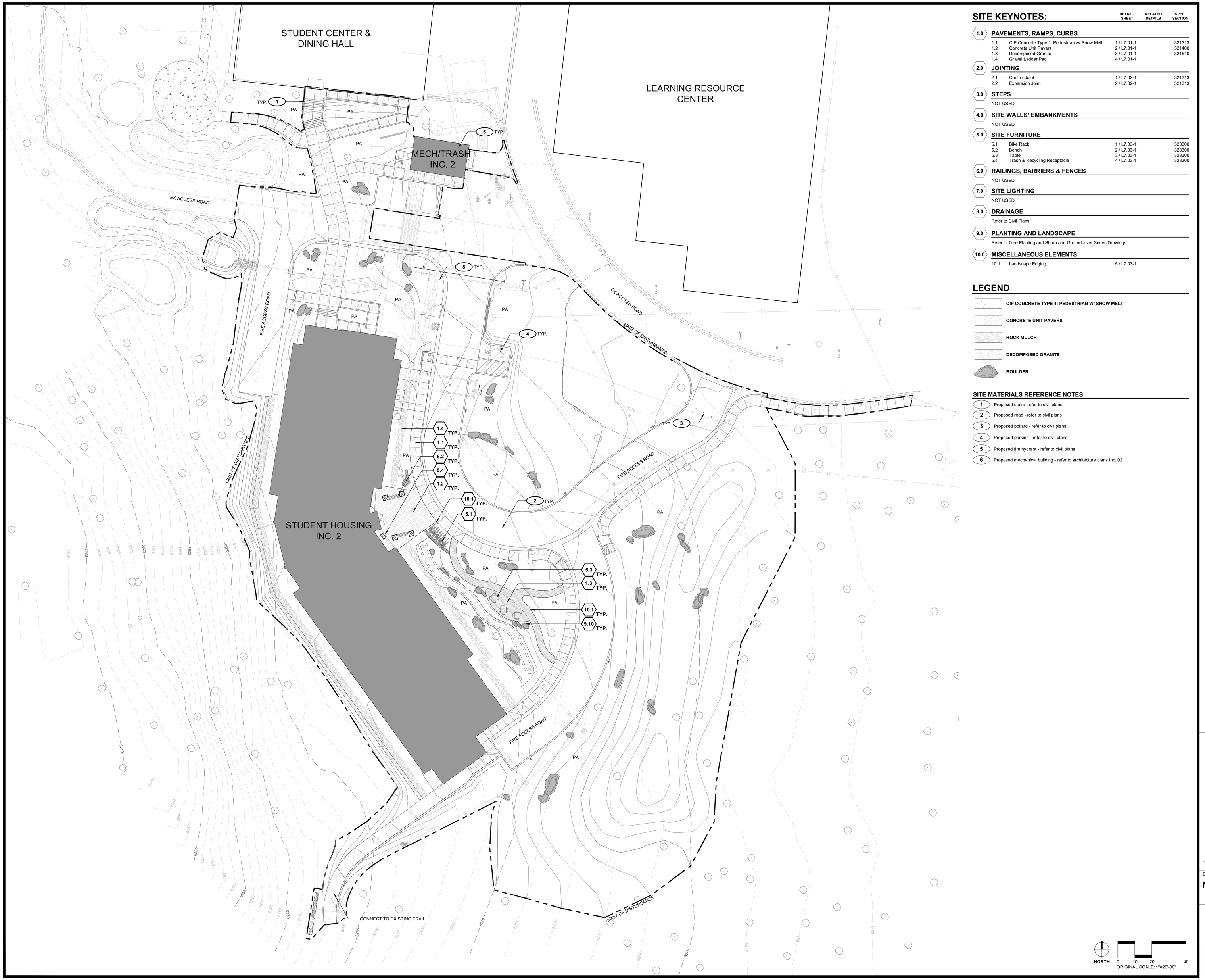
Checked By
SN

NO.	DATE	ISSUE

Project No.
22-100

c Date
03/01/2023

DRAWING NO.
L0.05-1



SITE KEYNOTES:

		DETAIL / SHEET	RELATED DETAILS	SPEC. SECTION
1.0	**PAVEMENTS, RAMPS, CURBS**			
1.1	CIP Concrete Type 1: Pedestrian w/ Snow Melt	1 / L7.01-1		321313
1.2	Concrete Unit Pavers	2 / L7.01-1		321400
1.3	Decomposed Granite	3 / L7.01-1		321540
1.4	Gravel Ladder Pad	4 / L7.01-1		
2.0	**JOINTING**			
2.1	Control Joint	1 / L7.02-1		321313
2.2	Expansion Joint	2 / L7.02-1		321313
3.0	**STEPS**			
	NOT USED			
4.0	**SITE WALLS/ EMBANKMENTS**			
	NOT USED			
5.0	**SITE FURNITURE**			
5.1	Bike Rack	1 / L7.03-1		323300
5.2	Bench	2 / L7.03-1		323300
5.3	Table	3 / L7.03-1		323300
5.4	Trash & Recycling Receptacle	4 / L7.03-1		323300
6.0	**RAILINGS, BARRIERS & FENCES**			
	NOT USED			
7.0	**SITE LIGHTING**			
	NOT USED			
8.0	**DRAINAGE**			
	Refer to Civil Plans			
9.0	**PLANTING AND LANDSCAPE**			
	Refer to Tree Planting and Shrub and Groundcover Series Drawings			
10.0	**MISCELLANEOUS ELEMENTS**			
10.1	Landscape Edging	5 / L7.03-1		

LEGEND

- CIP CONCRETE TYPE 1: PEDESTRIAN W/ SNOW MELT
- CONCRETE UNIT PAVERS
- ROCK MULCH
- DECOMPOSED GRANITE
- BOULDER

SITE MATERIALS REFERENCE NOTES

1. Proposed stairs- refer to civil plans
2. Proposed road - refer to civil plans
3. Proposed bollard - refer to civil plans
4. Proposed parking - refer to civil plans
5. Proposed fire hydrant - refer to civil plans
6. Proposed mechanical building - refer to architecture plans Inc. 02

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LICENSED LANDSCAPE ARCHITECT
STEVEN M. NOLL, 3900
Signature
December 30, 2023
Renewal Date
March 01, 2023
Date
STATE OF CALIFORNIA

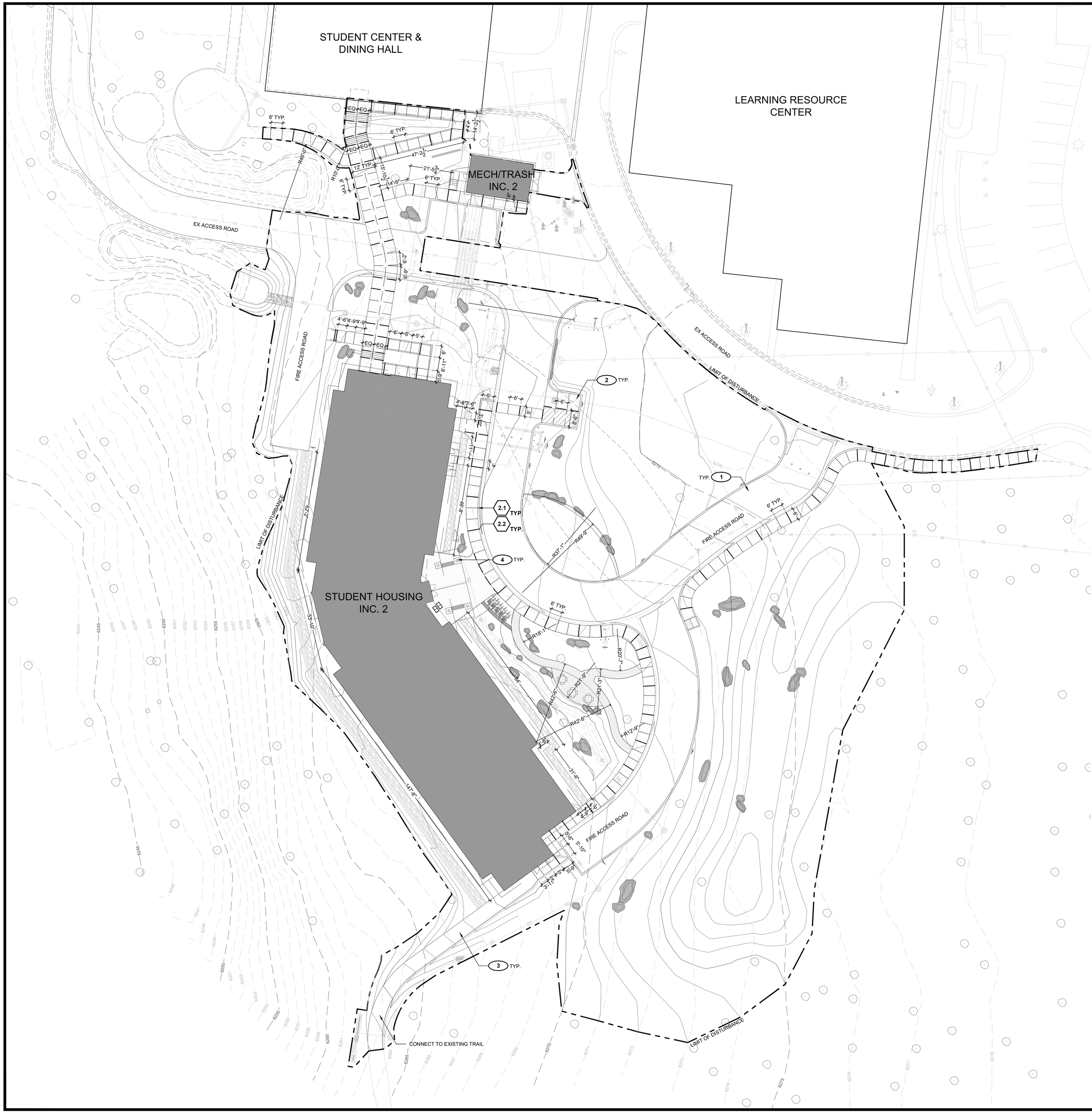
TRPA SUBMISSION

Drawing Title
MATERIALS PLAN

NO.	DATE	ISSUE

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawn By: MP
Checked By: SN
Project No.: 22-100
© Date: 03/01/2023
DRAWING NO.
L3.01-1



SITE KEYNOTES:

		DETAIL / SHEET	RELATED DETAILS	SPEC. SECTION
1.0	**PAVEMENTS, RAMPS, CURBS**			
1.1	CIP Concrete Type 1: Pedestrian w/ Snow Melt	1 / L7.01-1		321313
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1.4	Gravel Ladder Pad	4 / L7.01-1		
2.0	**JOINTING**			
2.1	Control Joint	1 / L7.02-1		321313
2.2	Expansion Joint	2 / L7.02-1		321313
3.0	**STEPS**			
	NOT USED			
4.0	**SITE WALLS/ EMBANKMENTS**			
	NOT USED			
5.0	**SITE FURNITURE**			
5.1	Bike Rack	1 / L7.03-1		323300
5.2	Bench	2 / L7.03-1		323300
5.3	Table	3 / L7.03-1		323300
5.4	Trash & Recycling Receptacle	4 / L7.03-1		323300
6.0	**RAILINGS, BARRIERS & FENCES**			
	NOT USED			
7.0	**SITE LIGHTING**			
	NOT USED			
8.0	**DRAINAGE**			
	Refer to Civil Plans			
9.0	**PLANTING AND LANDSCAPE**			
	Refer to Tree Planting and Shrub and Groundcover Series Drawings			
10.0	**MISCELLANEOUS ELEMENTS**			
10.1	Landscape Edging	5 / L7.03-1		

LAYOUT LEGEND

— — CONTROL JOINT

— — EXPANSION JOINT

SITE LAYOUT REFERENCE NOTES

1. Proposed road layout- refer to civil plans
2. Proposed parking - refer to civil plans
3. Proposed path connection - refer to civil plans
4. Proposed columns - refer to architecture plans Inc. 02

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LICENSED LANDSCAPE ARCHITECT
STEVEN M. NOLL-3900
Signature
September 30, 2023
Renewal Date
March 01, 2023
Date
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Drawing Title
LAYOUT PLAN

NO.	DATE	ISSUE

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawn By: MP
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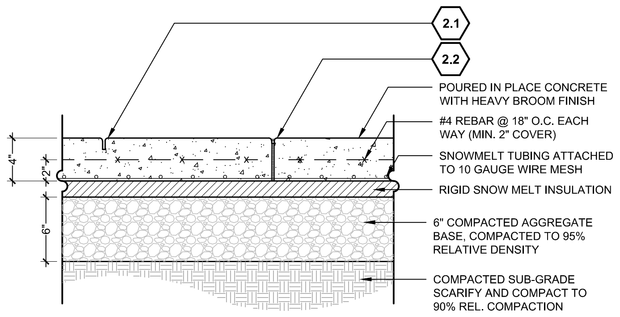
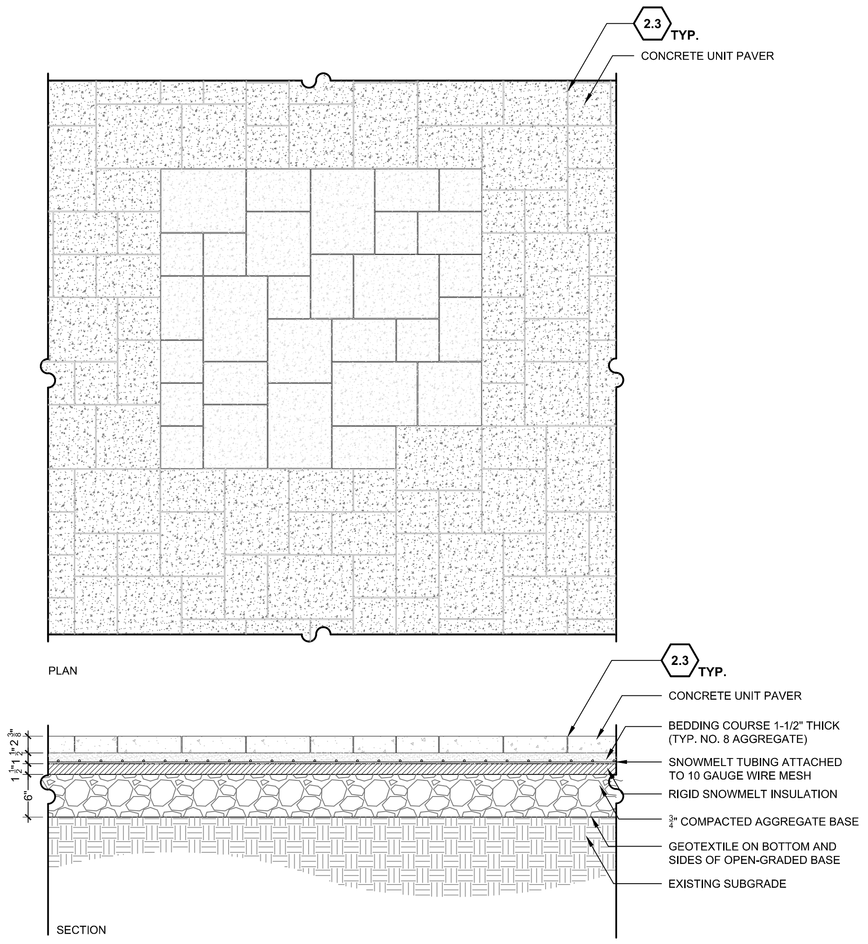
L4.01-1



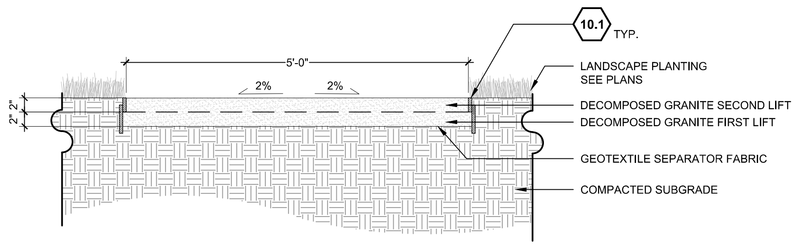
1 CIP CONCRETE TYPE 1: PEDESTRIAN W/ SNOW MELT (1.1)

1" = 1'-00"



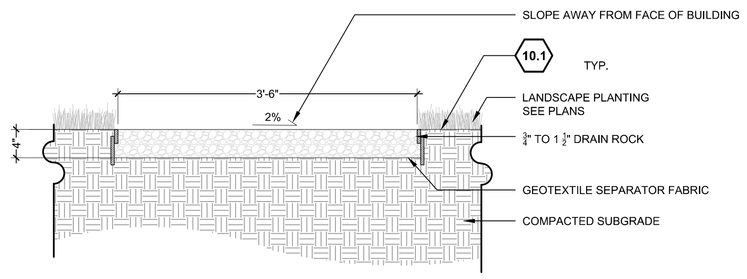
2 CONCRETE UNIT PAVER (1.2)

1" = 1'-00"



3 DECOMPOSED GRANITE (1.3)

1" = 1'-00"



4 GRAVEL LADDER PAD (1.4)

1" = 1'-00"

SITE KEYNOTES:

		DETAIL / SHEET	RELATED DETAILS	SPEC. SECTION
1.0	**PAVEMENTS, RAMPS, CURBS**			
1.1	CIP Concrete Type 1: Pedestrian w/ Snow Melt	1 / L7.01-1		321313
1.2	Concrete Unit Pavers	2 / L7.01-1		321400
1.3	Decomposed Granite	3 / L7.01-1		321540
1.4	Gravel Ladder Pad	4 / L7.01-1		
2.0	**JOINTING**			
2.1	Control Joint	1 / L7.02-1		321313
2.2	Expansion Joint	2 / L7.02-1		321313
3.0	**STEPS**			
	NOT USED			
4.0	**SITE WALLS/ EMBANKMENTS**			
	NOT USED			
5.0	**SITE FURNITURE**			
5.1	Bike Rack	1 / L7.03-1		323300
5.2	Bench	2 / L7.03-1		323300
5.3	Table	3 / L7.03-1		323300
5.4	Trash & Recycling Receptacle	4 / L7.03-1		323300
6.0	**RAILINGS, BARRIERS & FENCES**			
	NOT USED			
7.0	**SITE LIGHTING**			
	NOT USED			
8.0	**DRAINAGE**			
	Refer to Civil Plans			
9.0	**PLANTING AND LANDSCAPE**			
	Refer to Tree Planting and Shrub and Groundcover Series Drawings			
10.0	**MISCELLANEOUS ELEMENTS**			
10.1	Landscape Edging	5 / L7.03-1		

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STEVEN M NOLL 5300
Signature
September 30, 2023
Renewal Date
March 01, 2023
Date
STATE OF CALIFORNIA

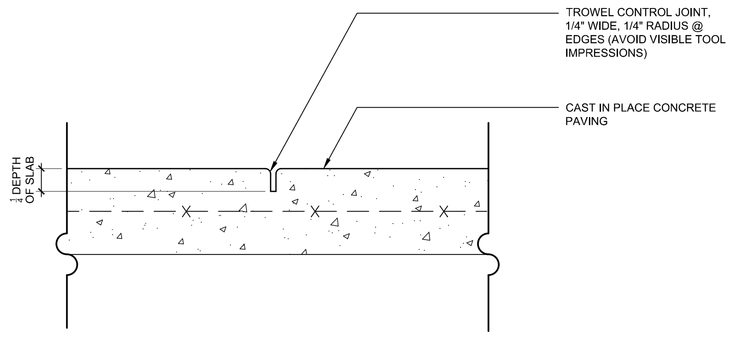
TRPA SUBMISSION

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
SITE DETAILS

NO.	DATE	ISSUE

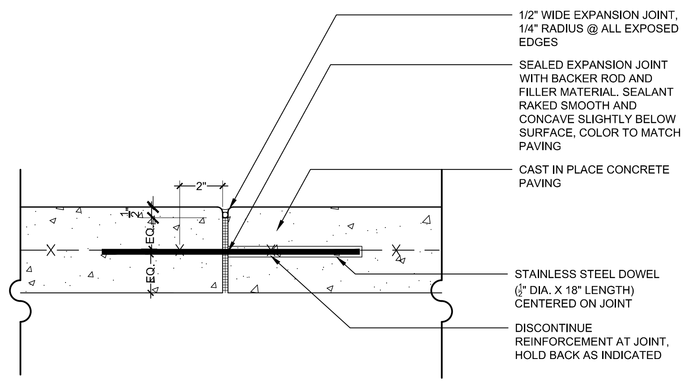
Drawn By: MP
Checked By: SN
Project No.: Z2-100
c.Date: 03/01/2023
DRAWING NO.: **L7.01-1**



1 CONTROL JOINT

3" = 1'-00"

2.1



2 EXPANSION JOINT

3" = 1'-00"

2.2

SITE KEYNOTES:

		DETAIL / SHEET	RELATED DETAILS	SPEC. SECTION
1.0	**PAVEMENTS, RAMPS, CURBS**			
1.1	CIP Concrete Type 1: Pedestrian w/ Snow Melt	1 / L7.01-1		321313
1.2	Concrete Unit Pavers	2 / L7.01-1		321400
1.3	Decomposed Granite	3 / L7.01-1		321540
1.4	Gravel Ladder Pad	4 / L7.01-1		
2.0	**JOINTING**			
2.1	Control Joint	1 / L7.02-1		321313
2.2	Expansion Joint	2 / L7.02-1		321313
3.0	**STEPS**			
	NOT USED			
4.0	**SITE WALLS/ EMBANKMENTS**			
	NOT USED			
5.0	**SITE FURNITURE**			
5.1	Bike Rack	1 / L7.03-1		323300
5.2	Bench	2 / L7.03-1		323300
5.3	Table	3 / L7.03-1		323300
5.4	Trash & Recycling Receptacle	4 / L7.03-1		323300
6.0	**RAILINGS, BARRIERS & FENCES**			
	NOT USED			
7.0	**SITE LIGHTING**			
	NOT USED			
8.0	**DRAINAGE**			
	Refer to Civil Plans			
9.0	**PLANTING AND LANDSCAPE**			
	Refer to Tree Planting and Shrub and Groundcover Series Drawings			
10.0	**MISCELLANEOUS ELEMENTS**			
10.1	Landscape Edging	5 / L7.03-1		

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Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
SITE DETAILS

Drawn By: MP
Checked By: SN

NO.	DATE	ISSUE

Project No. Z2-100
c Date 03/01/2023
DRAWING NO.
L7.02-1

MANUFACTURER: GROUND CONTROL SYSTEMS
MODEL: MBA BIKE RACK

1 BIKE RACK

NOT TO SCALE

5.1

MANUFACTURER: KEYSTONE RIDGE DESIGNS
MODEL: EVERETT BENCH

2 BENCH

NOT TO SCALE

5.2

SITE KEYNOTES:

		DETAIL / SHEET	RELATED DETAILS	SPEC. SECTION
1.0	**PAVEMENTS, RAMPS, CURBS**			
1.1	CIP Concrete Type 1: Pedestrian w/ Snow Melt	1 / L7.01-1		321313
1.2	Concrete Unit Pavers	2 / L7.01-1		321400
1.3	Decomposed Granite	3 / L7.01-1		321540
1.4	Gravel Ladder Pad	4 / L7.01-1		
2.0	**JOINTING**			
2.1	Control Joint	1 / L7.02-1		321313
2.2	Expansion Joint	2 / L7.02-1		321313
3.0	**STEPS**			
	NOT USED			
4.0	**SITE WALLS/ EMBANKMENTS**			
	NOT USED			
5.0	**SITE FURNITURE**			
5.1	Bike Rack	1 / L7.03-1		323300
5.2	Bench	2 / L7.03-1		323300
5.3	Table	3 / L7.03-1		323300
5.4	Trash & Recycling Receptacle	4 / L7.03-1		323300
6.0	**RAILINGS, BARRIERS & FENCES**			
	NOT USED			
7.0	**SITE LIGHTING**			
	NOT USED			
8.0	**DRAINAGE**			
	Refer to Civil Plans			
9.0	**PLANTING AND LANDSCAPE**			
	Refer to Tree Planting and Shrub and Groundcover Series Drawings			
10.0	**MISCELLANEOUS ELEMENTS**			
10.1	Landscape Edging	5 / L7.03-1		

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MANUFACTURER: KEYSTONE RIDGE DESIGNS
MODEL: EATON TABLE

3 TABLE

NOT TO SCALE

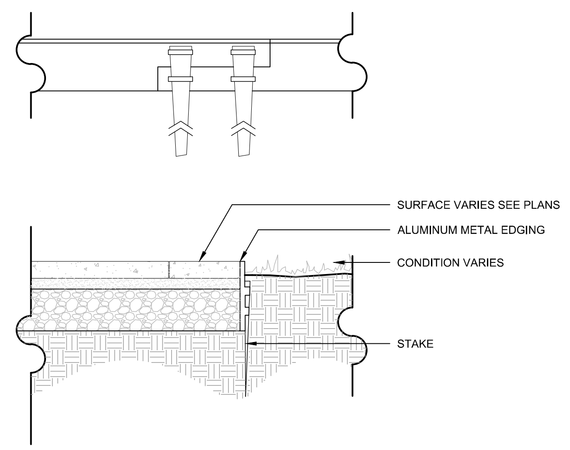
5.3

MANUFACTURER: BEARSAVER
MODEL: HA SERIES DOUBLE TRASH/RECYCLING ENCLOSURE HA2-PX

4 TRASH & RECYCLING RECEPTACLE

NOT TO SCALE

5.4



5 LANDSCAPE EDGING

1"= 1'-00"

10.1

SEAL

LICENSED LANDSCAPE ARCHITECT
STEVEN M NOLL 5400
STATE OF CALIFORNIA
Signature
September 30, 2023
Renewal Date
March 01, 2023
Date

TRPA SUBMISSION

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
SITE DETAILS

Drawn By
MP
Checked By
SN

NO.	DATE	ISSUE

Project No.
Z2-100
c Date
03/01/2023
DRAWING NO.
L7.03-1

SITE KEYNOTES:

		DETAIL / SHEET	RELATED DETAILS	SPEC. SECTION
9.0	**PLANTING AND LANDSCAPE**			
9.1	Deciduous Tree Planting	1 / L11.01-1		329300
9.2	Deciduous Tree Planting On Slope	2 / L11.01-1		329300
9.3	Coniferous Tree Planting	3 / L11.01-1		329300
9.4	Coniferous Tree Planting On Slope	4 / L11.01-1		329300
9.5	Shrub Planting	1 / L11.02-1		329300
9.6	Shrub Planting On Slope	2 / L11.02-1		329300
9.7	Perennial Planting	3 / L11.02-1		329300
9.8	Artificial Turf Planting	4 / L11.02-1		
9.9	Native Grass Planting	5 / L11.02-1		329200
9.10	Landscape Boulder	6 / L11.02-1		

PLANT LIST

ABBR.	QTY.	BOTANICAL NAME	COMMON NAME	TYPE	SPACING
EVERGREEN TREES					
CC-12	14	*Calocedrus Decurrens*	Incense Cedar	10' Tall	See Plan
PJ-10	9	*Pinus jeffreyi*	Jeffery Pine	10' Tall	See Plan
DECIDUOUS TREES					
PT-2	11	*Populus tremuloides*	Quaking Aspen	2" cal.	See Plan
PT-3	4	*Populus tremuloides*	Quaking Aspen	3" cal.	See Plan
AG-2	3	*Acer grandidentatum 'UFS-NuMex 3'*	Mesa Glow Maple	2" cal.	See Plan
DECIDUOUS SHRUBS					
AU-5	30	*Amelanchier utahensis*	Serviceberry	5 gal.	60" O.C.
CS-5	13	*Cornus stolonifera*	Redtwig Dogwood	5 gal.	48" O.C.
RR-5	28	*Ribes roezlii*	Sierra Currant	5 gal.	36" O.C.
RP-5	42	*Rubus parviflorus*	Thimblebery	5 gal.	36" O.C.
SD-5	29	*Spirea douglasii*	Mountain Spirea	5 gal.	48" O.C.
PERENNIALS & GROUNDCOVERS					
AM-1	63	*Achillea millefolium*	Yarrow	1 gal.	24" O.C.
BG-1	95	*Bouteloua gracilis*	Blue Grama Grass	1 gal.	24" O.C.
LP-1	42	*Lupinus grayi*	Lupine	1 gal.	24" O.C.
SL-1	52	*Symphyotrichum laeve 'Bluebird'*	Bluebird Smooth Aster	1 gal.	24" O.C.

PLANTING LEGEND

- PROPOSED DECIDUOUS TREE
- PROPOSED DECIDUOUS SHRUB
- PROPOSED EVERGREEN TREE
- PROPOSED ARTIFICIAL TURF 1,433 SF
- PROPOSED ORNAMENTAL TREE
- PROPOSED REVEGETATION 41,221 SF

SITE PLANTING REFERENCE NOTES

1. Proposed mound- refer to civil plans
2. Existing trees - refer to civil plans
3. Stormwater ponds - refer to civil plans

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SEAL

LICENSED LANDSCAPE ARCHITECT
SEVERI M NOLL 3390
Signature
December 30, 2023
Renewal Date
March 05, 2023
Date
STATE OF CALIFORNIA

TRPA SUBMISSION

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
TREE PLANTING PLAN

Drawn By: MP
Checked By: SN

NO.	DATE	ISSUE

Project No. 22-100
c Date 03/01/2023
DRAWING NO.
L8.01-1

SITE KEYNOTES:

		DETAIL / SHEET	RELATED DETAILS	SPEC. SECTION
9.0	**PLANTING AND LANDSCAPE**			
9.1	Deciduous Tree Planting	1 / L11.01-1		329300
9.2	Deciduous Tree Planting On Slope	2 / L11.01-1		329300
9.3	Coniferous Tree Planting	3 / L11.01-1		329300
9.4	Coniferous Tree Planting On Slope	4 / L11.01-1		329300
9.5	Shrub Planting	1 / L11.02-1		329300
9.6	Shrub Planting On Slope	2 / L11.02-1		329300
9.7	Perennial Planting	3 / L11.02-1		329300
9.8	Artificial Turf Planting	4 / L11.02-1		
9.9	Native Grass Planting	5 / L11.02-1		329200
9.10	Landscape Boulder	6 / L11.02-1		

PLANT LIST

ABBR.	QTY.	BOTANICAL NAME	COMMON NAME	TYPE	SPACING
EVERGREEN TREES					
CC-12	14	*Calocedrus Decurrens*	Incense Cedar	10' Tall	See Plan
PJ-10	9	*Pinus jeffreyi*	Jeffery Pine	10' Tall	See Plan
DECIDUOUS TREES					
PT-2	11	*Populus tremuloides*	Quaking Aspen	2" cal.	See Plan
PT-3	4	*Populus tremuloides*	Quaking Aspen	3" cal.	See Plan
AG-2	3	*Acer grandidentatum 'UFS-NuMex 3'*	Mesa Glow Maple	2" cal.	See Plan
DECIDUOUS SHRUBS					
AU-5	30	*Amelanchier utahensis*	Serviceberry	5 gal.	60" O.C.
CS-5	13	*Cornus stolonifera*	Redtwig Dogwood	5 gal.	48" O.C.
RR-5	28	*Ribes roezlii*	Sierra Currant	5 gal.	36" O.C.
RP-5	42	*Rubus parviflorus*	Thimblebery	5 gal.	36" O.C.
SD-5	29	*Spirea douglasii*	Mountain Spirea	5 gal.	48" O.C.
PERENNIALS & GROUNDCOVERS					
AM-1	63	*Achillea millefolium*	Yarrow	1 gal.	24" O.C.
BG-1	95	*Bouteloua gracilis*	Blue Grama Grass	1 gal.	24" O.C.
LP-1	42	*Lupinus grayi*	Lupine	1 gal.	24" O.C.
SL-1	52	*Symphyotrichum laeve 'Bluebird'*	Bluebird Smooth Aster	1 gal.	24" O.C.

PLANTING LEGEND

- PROPOSED DECIDUOUS TREE
- PROPOSED DECIDUOUS SHRUB
- PROPOSED EVERGREEN TREE
- PROPOSED ARTIFICIAL TURF 1,433 SF
- PROPOSED ORNAMENTAL TREE
- PROPOSED REVEGETATION 41,221 SF

SITE PLANTING REFERENCE NOTES

1. Proposed mound- refer to civil plans
2. Existing trees - refer to civil plans
3. Stormwater ponds - refer to civil plans

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SEAL

LICENSED LANDSCAPE ARCHITECT
STEVEN M. NOLL, 5700
Signature
September 30, 2023
Renewal Date
March 01, 2023
Date
STATE OF CALIFORNIA

TRPA SUBMISSION

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
SHRUB & GROUNDCOVER PLANTING PLAN

NO.	DATE	ISSUE

Drawn By: MP
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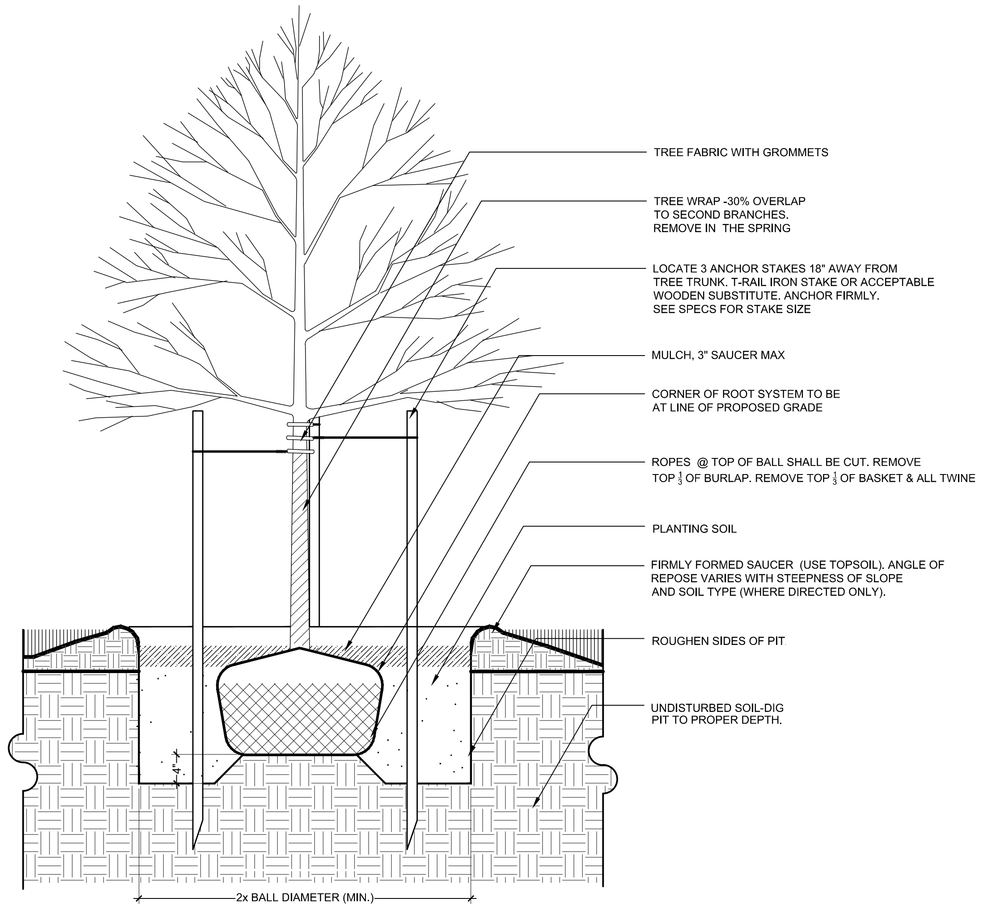
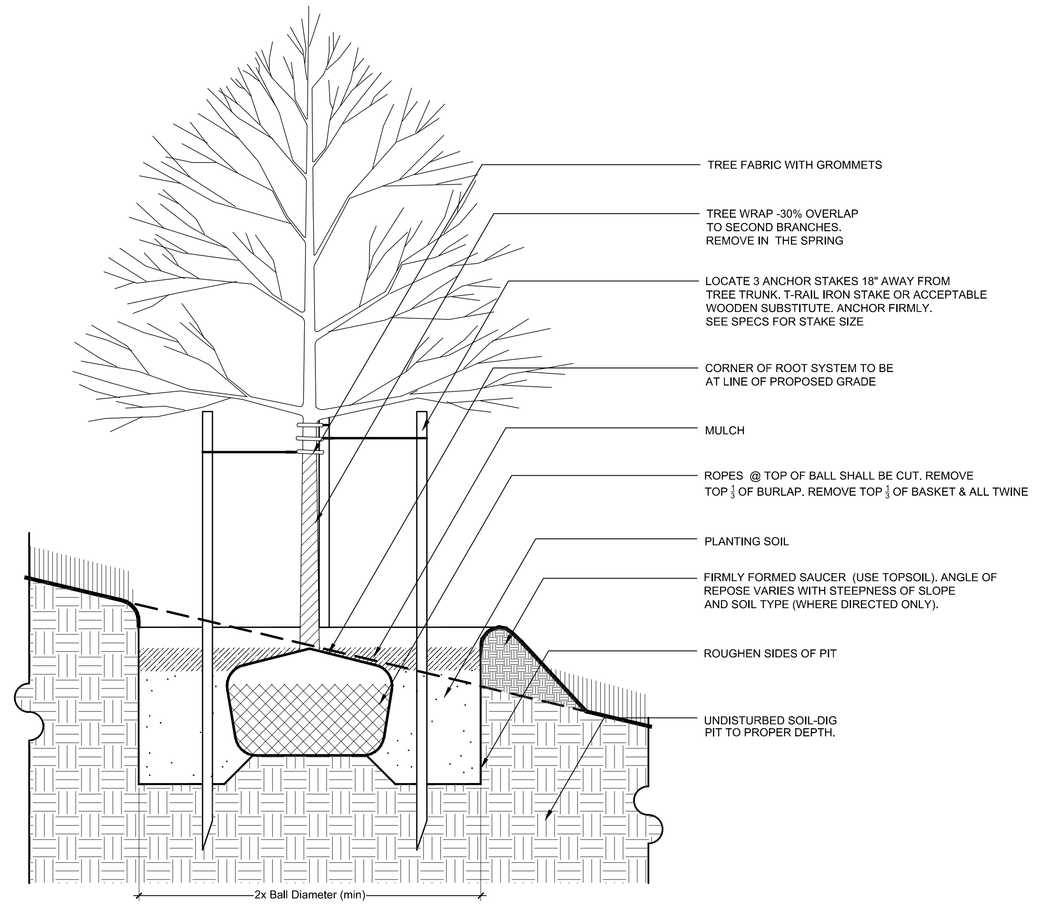
Project No.: 22-100
© Date: 03/01/2023
DRAWING NO.
L9.01-1



1 DECIDUOUS TREE PLANTING

1" = 1'-00"

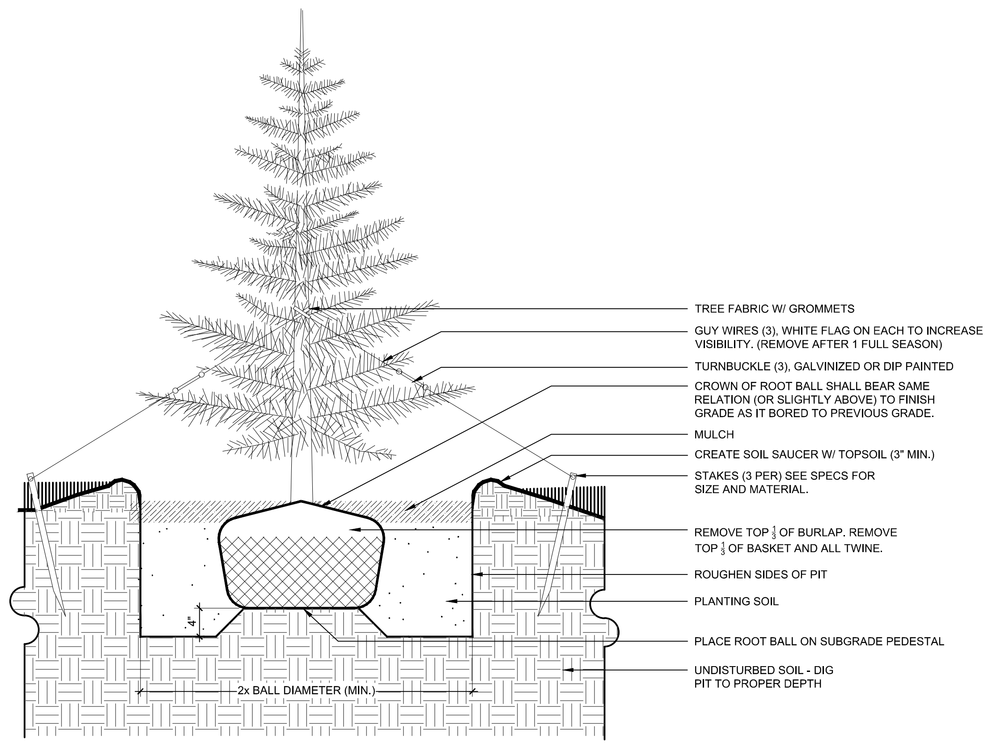
9.1



2 DECIDUOUS TREE PLANTING ON SLOPE

1" = 1'-00"

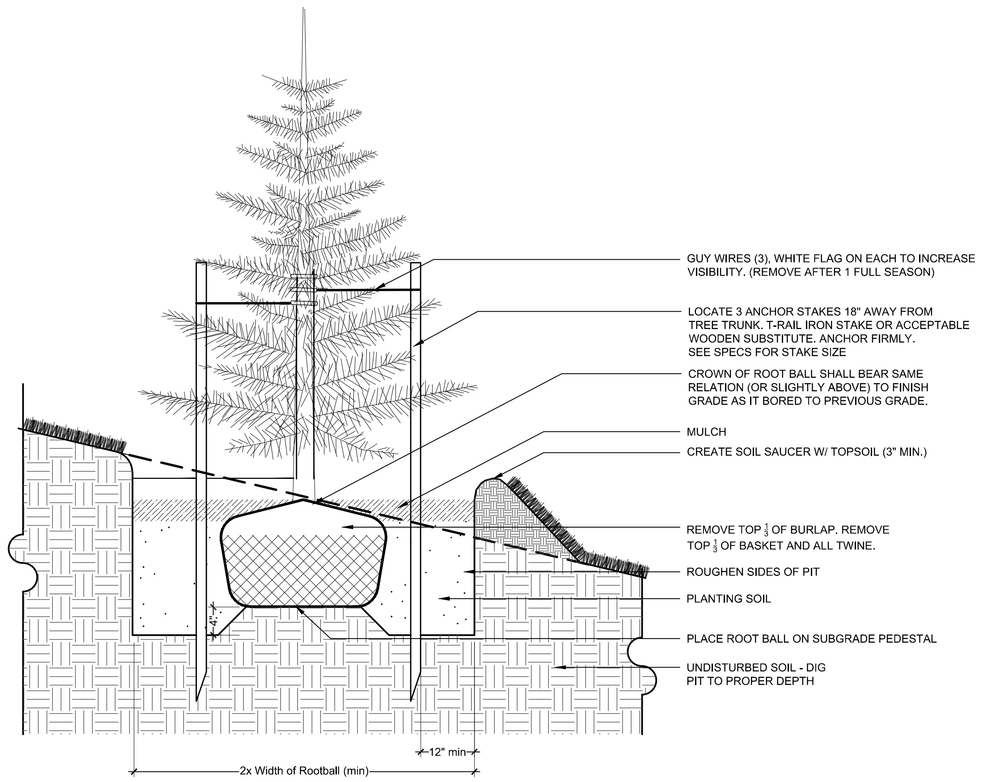
9.2



3 CONIFEROUS TREE PLANTING

1" = 1'-00"

9.3



4 CONIFEROUS TREE PLANTING ON SLOPE

1" = 1'-00"

9.4

SITE KEYNOTES:

		DETAIL / SHEET	RELATED DETAILS	SPEC. SECTION
9.0	**PLANTING AND LANDSCAPE**			
9.1	Deciduous Tree Planting	1 / L11.01-1		329300
9.2	Deciduous Tree Planting On Slope	2 / L11.01-1		329300
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9.10	Landscape Boulder	6 / L11.02-1		

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SEAL

LICENSED LANDSCAPE ARCHITECT
STEVEN M NOLL 3305
Signature
December 30, 2023
Renewal Date
March 05, 2023
Date
STATE OF CALIFORNIA

TRPA SUBMISSION

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
PLANTING DETAILS

Drawn By
MP

Checked By
SN

NO.	DATE	ISSUE

Project No.
22-100

c Date
03/01/2023

DRAWING NO.
L11.01-1

SITE KEYNOTES:

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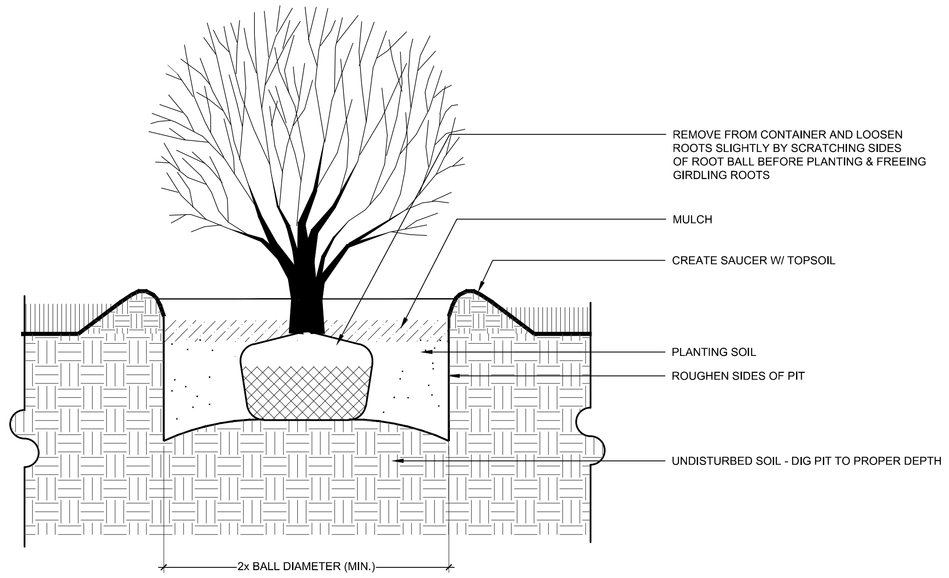
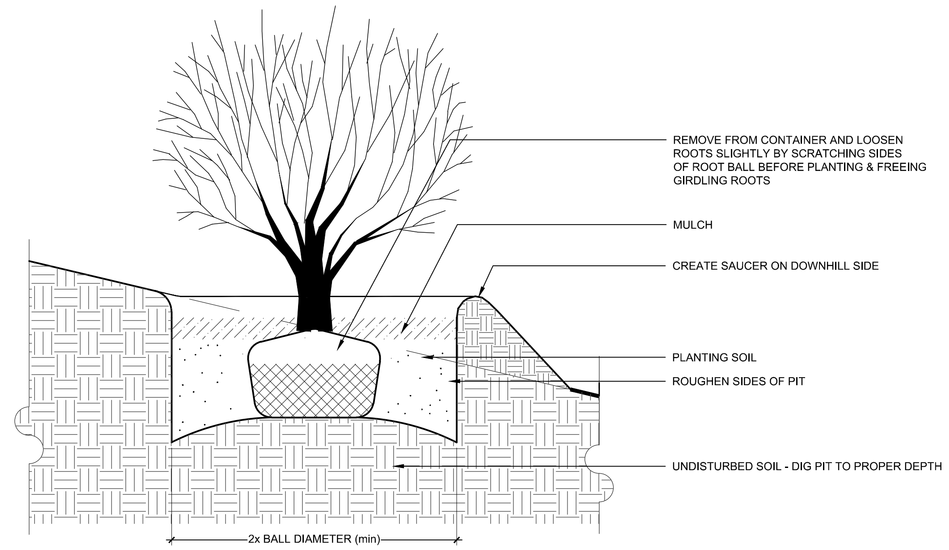
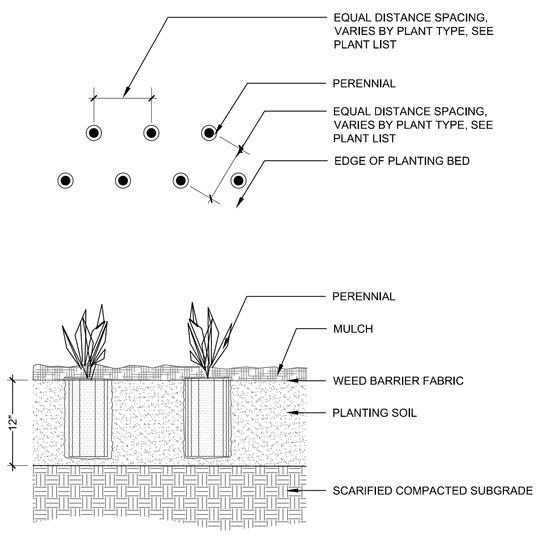


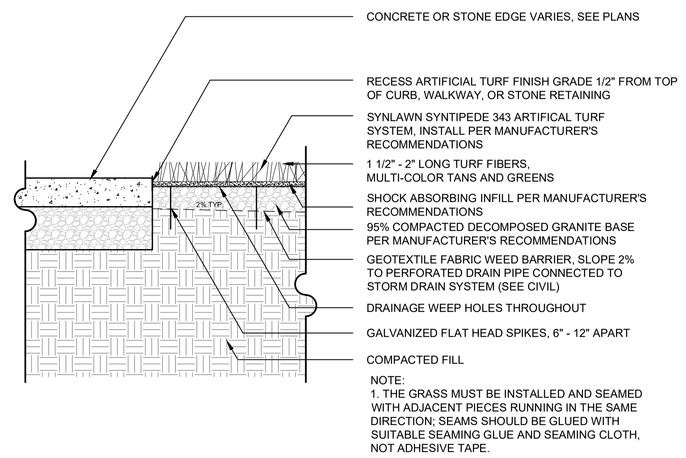
1 SHRUB PLANTING
1" = 1'-00"
9.5



2 SHRUB PLANTING ON SLOPE
1" = 1'-00"
9.6

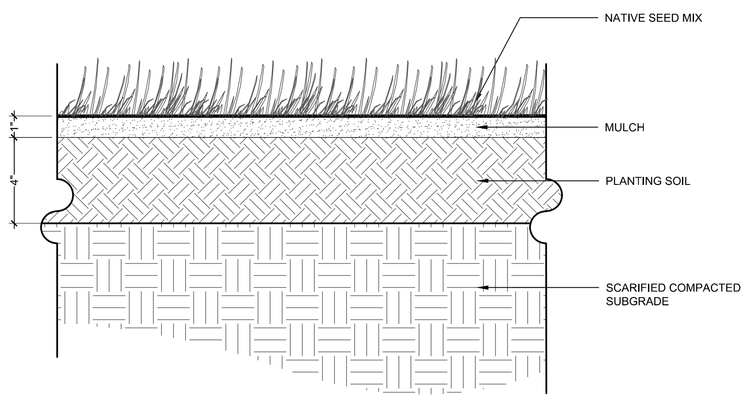


3 PERENNIAL PLANTING
1" = 1'-00"
9.7

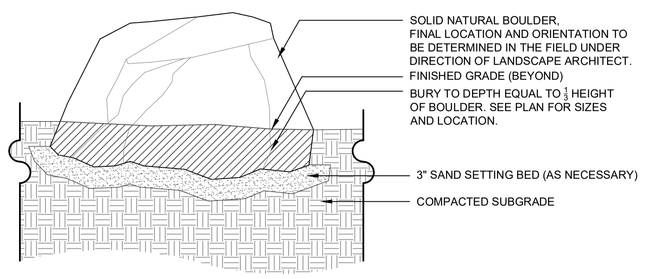


NOTE:
1. THE GRASS MUST BE INSTALLED AND SEAMED WITH ADJACENT PIECES RUNNING IN THE SAME DIRECTION; SEAMS SHOULD BE GLUED WITH SUITABLE SEAMING GLUE AND SEAMING CLOTH, NOT ADHESIVE TAPE.

4 ARTIFCIAL TURF PLANTING
1" = 1'-00"
9.8



5 NATIVE GRASS PLANTING
3" = 1'-00"
9.9



NOTE: REFER TO MATERIALS PLAN FOR BOULDER LAYOUT. FINAL LOCATION TO BE DETERMINED IN THE FIELD UNDER DIRECTION OF LANDSCAPE ARCHITECT.

6 LANDSCAPE BOULDER
1" = 1'-00"
9.10

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Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
PLANTING DETAILS

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Checked By: SN

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c Date 03/01/2023
DRAWING NO.
L11.02-1

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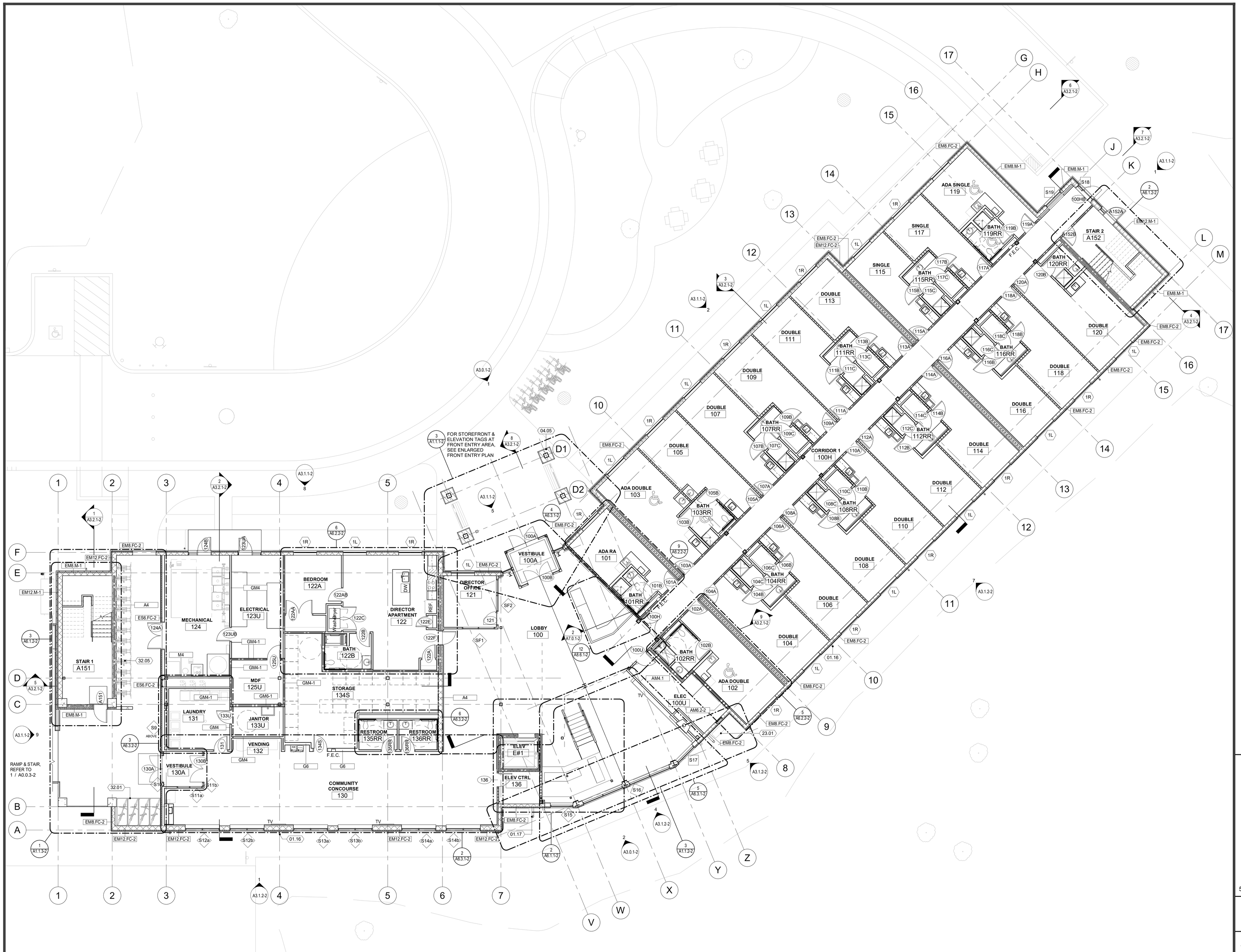

1 OVERALL FLOOR PLAN - FIRST FLOOR - ANNOTATIONS
1/8" = 1'-0"

N

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KEYNOTES

NUMBER	KEYNOTE
01.16	PERIMETER FRESH AIR INLET VENT, SEE RADON MITIGATION DRAWINGS
01.17	EXHAUST AIR RISER W/ WIND ASSISTED TURBINE, SEE RADON MITIGATION DRAWINGS
04.05	ANCHORED STONE MASONRY VENEER AT ENTRY COLUMNS - 04 43 13.13
23.01	HVAC EQUIPMENT (SEE MECH. DRAWINGS) - 23 80 00
32.01	BICYCLE STORAGE LOCKERS - 32 33 13
32.05	OFFSET VERTICAL BICYCLE RACK - 32 33 00

GENERAL NOTES

1. SEE G3 SERIES FOR ALL ACCESSIBLE CLEARANCE REQUIREMENTS.
2. DOOR FRAMES LOCATED NEAR ADJACENT WALLS OR CASEWORK TO BE 4" FROM INSIDE CORNER, OR TO NEAREST BLOCK MODULE AT CMU WALLS, U.N.O.
3. SEE PARTIAL PLANS FOR BALANCE OF INFO
4. ALL EXTERIOR DIMENSIONS ARE TO FACE OF CMU.
5. ALL INTERIOR DIMENSIONS ARE TO FACE OF FRAMING.
6. ALL INTERIOR PARTITIONS ARE FULL HEIGHT TO BOTTOM STRUCTURE U.O.N.
7. ALL CMU DIMENSIONS ARE TO FACE OF BLOCK.

FLOOR PLAN LEGEND

FE	FIRE EXTINGUISHER
FE	FIRE EXTINGUISHER IN CABINET
FD	SLOPE FLOOR TO DRAIN. SLOPE NOT TO EXCEED 2%. DRAIN TO BE FLUSH WITH FLOOR

WALL LEGEND

- UNRATED PARTITION
- 30 MIN F.R.R. PARTITION
- 1 HOUR F.R.R. PARTITION
- 2 HOUR F.R.R. PARTITION
- 8" CMU WALL (S.S.D.) - FOR F.R.R., SEE ABOVE HATCHES, WHERE APPLICABLE
- 12" CMU WALL (S.S.D.) - FOR F.R.R., SEE ABOVE HATCHES, WHERE APPLICABLE

SEAL

LICENSED ARCHITECT
CHRISTOPHER C. VIDOVICH
NO. C26985
REN. 6-30-23
STATE OF CALIFORNIA

50% CONSTRUCTION DOCUMENTS

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
OVERALL FLOOR PLAN - 1ST FLOOR - ANNOTATIONS

Drawn By: Author
Checked By: Checker

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Project No. 22-100
@Date 03/01/2023

DRAWING NO.
A1.0.1-2

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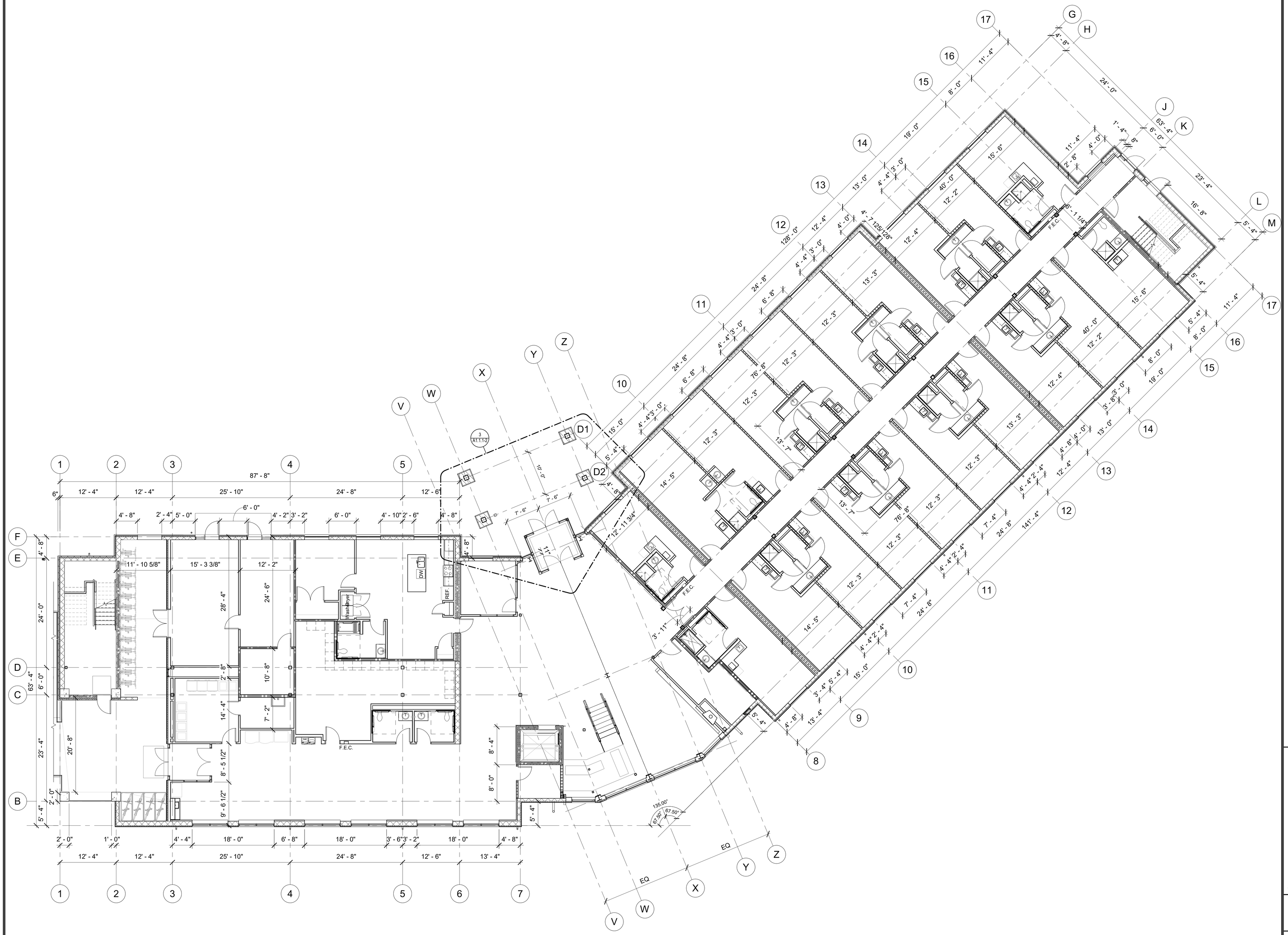

1 OVERALL FLOOR PLAN - FIRST FLOOR - DIMENSIONS
1/8" = 1'-0"

N

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GENERAL NOTES

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CHRISTOPHER C. VIDERGAR
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REN. 6-30-23
STATE OF CALIFORNIA

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Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
OVERALL FLOOR PLAN - 1ST FLOOR - DIMENSIONS

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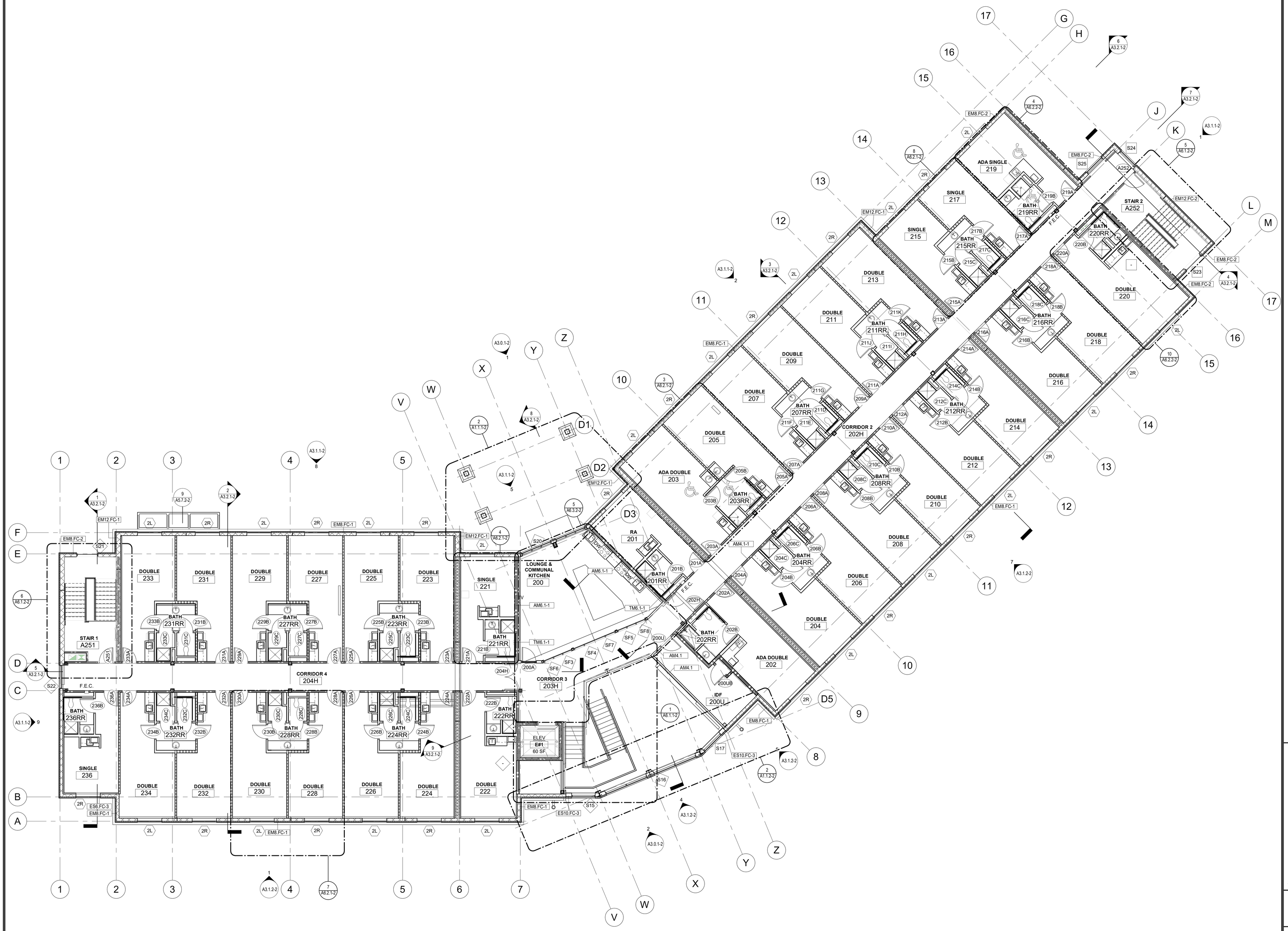

1 OVERALL FLOOR PLAN - SECOND FLOOR - ANNOTATIONS
1/8" = 1'-0"

N

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KEYNOTES

NUMBER	KEYNOTE

GENERAL NOTES

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LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
OVERALL FLOOR PLAN - 2ND FLOOR - ANNOTATIONS

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22-100
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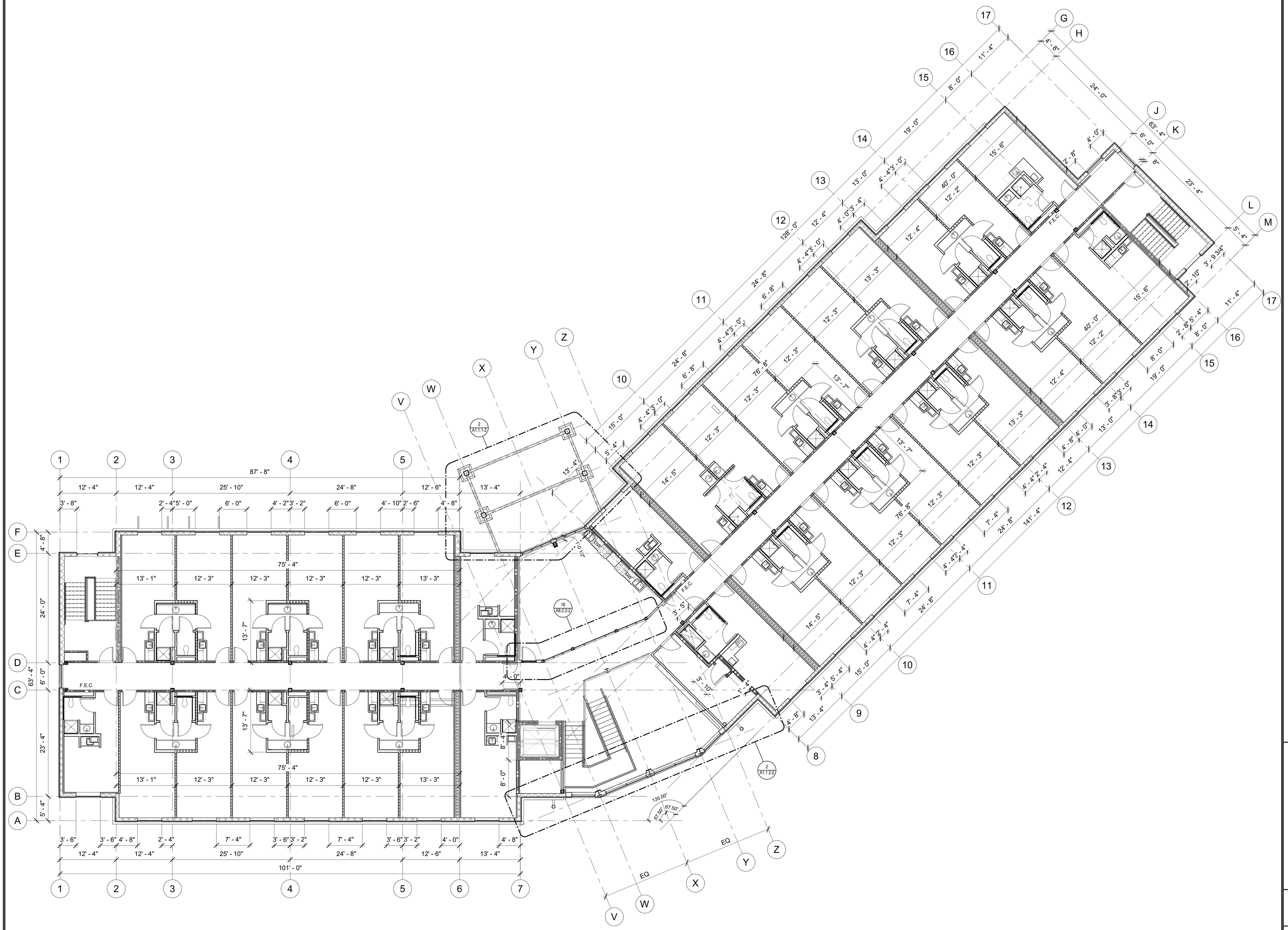

1 OVERALL FLOOR PLAN - SECOND FLOOR - DIMENSIONS
1/8" = 1'-0"

N

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SEAL

LICENSED ARCHITECT
CHRISTOPHER C. YOUNG
NO. C26985
REN. 6-30-23
STATE OF CALIFORNIA

50% CONSTRUCTION DOCUMENTS

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
OVERALL FLOOR PLAN - 2ND FLOOR - DIMENSIONS

Drawn By: Author
Checked By: Checker

NO.	DATE	ISSUE

Project No. Z2-100
@Date 03/01/2023
DRAWING NO.
A1.0.5-2

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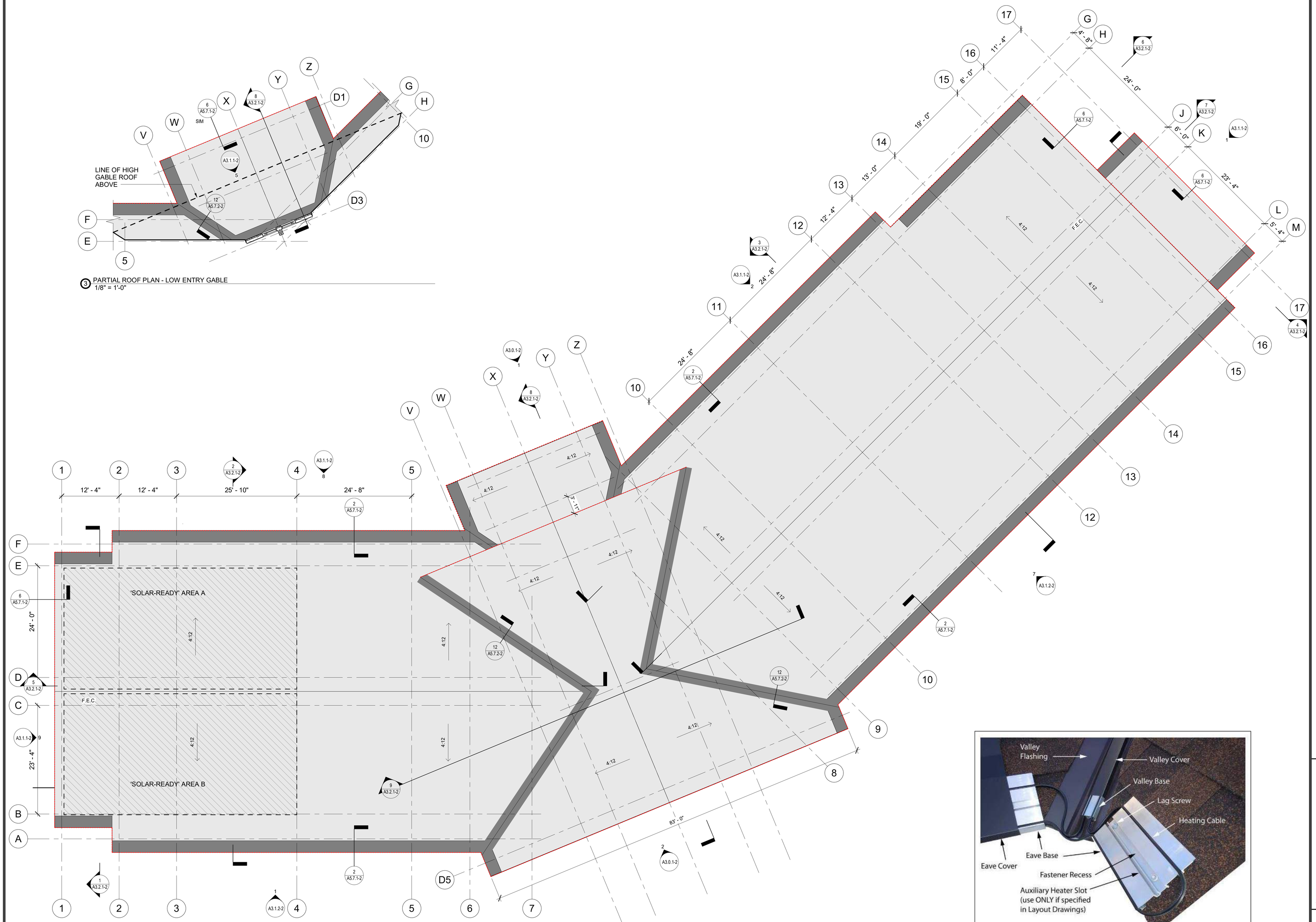
③ PARTIAL ROOF PLAN - LOW ENTRY GABLE
1/8" = 1'-0"



① ROOF PLAN
1/8" = 1'-0"

SNOW MELT SYSTEM - AT ALL VALLEYS AND EAVES

N

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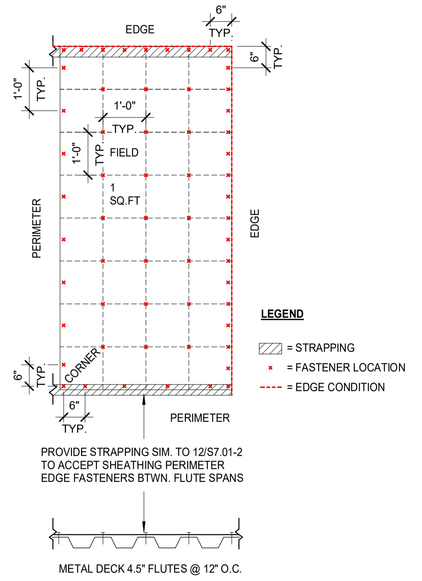
GENERAL NOTES

1. REFER TO SPECIFICATIONS FOR ATTACHEMENT REQUIRMENTS OF COMPOSITON SHINGLES
2. ALL PLYWOOD IS FIRE TREATED
3. PLYWOOD SHEATHING TO BE ANCHORED W/ #10 1-1/2" S.S. FLAT HEAD SCREWS VIA THE FOLLOWING SPACING PATTERN
4. FASNTER EDGE DISTANCE 1/2"
5. FOR ROOF PENETRATIONS SEE 16/A5.7.1-2

LOCATION	FASTNER QUANTITY	PER. SQ. FT.
FIELD	1	1
PERIMETER	1	2
CORNER	1	3

FASTENER PLAN 4'X8' 5/8" SHEATHING (TYP)



LEGEND

DS	DOWN SPOUT
	COMPOSITION SHINGLE ROOF, SEE 1 / A5.7.1-2
	SNOW MELT AT ALL EAVES AND VALLEYS
	'SOLAR-READY' AREA
4:12	ROOF SLOPE
	EDGE CONDITION (SEE FASTENER PLAN ABOVE)

SEAL

LICENSED ARCHITECT CHRISTOPHER C. VIGILANTE NO. C26985 REN. 6-30-23 STATE OF CALIFORNIA

50% CONSTRUCTION DOCUMENTS

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
OVERALL ROOF PLAN

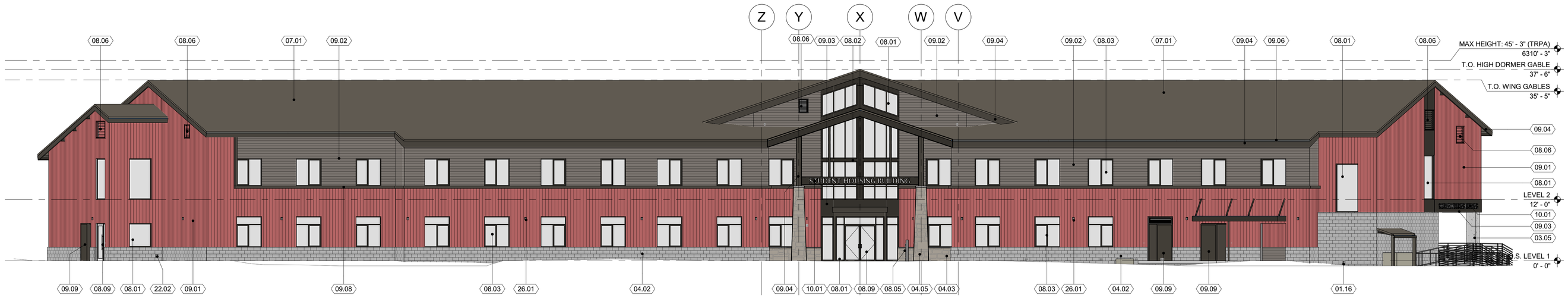
Drawn By: Author
Checked By: Checker

NO.	DATE	ISSUE

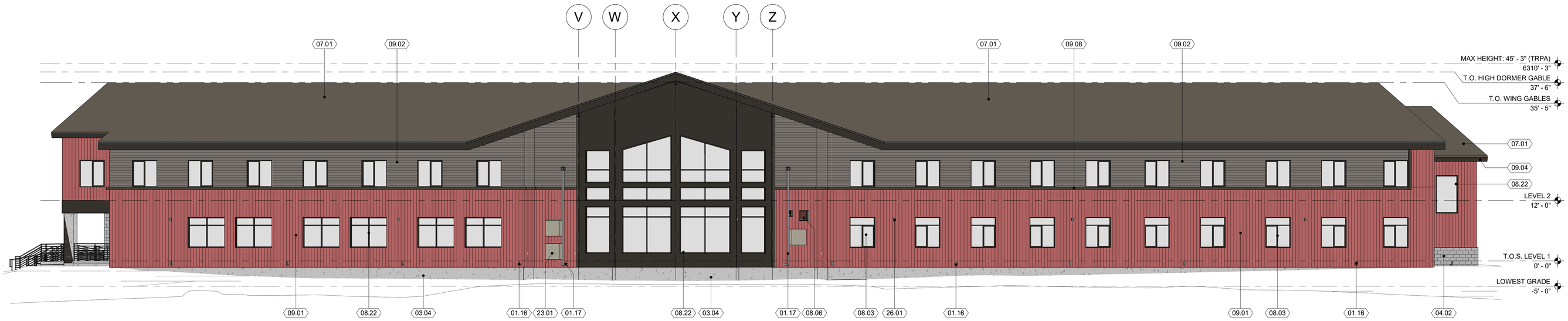
Project No. Z2-100
@Date 03/01/2023

DRAWING NO.
A2.0.1-2

Autodesk Docs://Z2-100 Lake Tahoe CCD Student Housing/Z2-100_LTCC Student Housing.rvt
3/1/2023 2:00:18 PM
AGENDA ITEM NO. VI.A
272



1 OVERALL ELEVATION - FRONT
1" = 10'-0"



2 OVERALL ELEVATION - REAR
1" = 10'-0"

KEYNOTES

NUMBER	KEYNOTE
01.16	PERIMETER FRESH AIR INLET VENT, SEE RADON MITIGATION DRAWINGS
01.17	EXHAUST AIR RISER W/ WIND ASSISTED TURBINE, SEE RADON MITIGATION DRAWINGS
03.04	STRUCTURAL CAST-IN-PLACE CONCRETE STEM WALL (S.S.D.) - 03 30 00
03.05	STRUCTURAL CAST-IN-PLACE CONCRETE COLUMN (S.S.D.) - 03 30 00
04.02	CONCRETE MASONRY UNIT VENEER BLOCK - 04 22 00
04.03	ANCHORED STONE MASONRY VENEER - 04 42 00
04.05	ANCHORED STONE MASONRY VENEER AT ENTRY COLUMNS - 04 43 13.13
07.01	ASPHALT SHINGLES, COLOR: "COUNTRY GREY" - 07 31 13
08.01	EXTERIOR STOREFRONT, FINISH: ANODIZED DARK BRONZE - 08 41 13
08.02	ALUM. BREAK METAL, PRE-FINISHED TO MATCH STOREFRONT FRAME - 08 41 13
08.03	EXTERIOR ALUMINUM NAIL-FIN WINDOW, FINISH: ANODIZED BRONZE - 08 51 10
08.05	BOLLARD-MOUNTED DOOR ACCESS ACTUATOR - 08 71 00
08.06	MECHANICAL LOUVER, PRE-FINISHED TO MATCH ADJACENT SIDING - 08 90 00
08.09	EXTERIOR STOREFRONT ENTRANCE (SEE DOOR SCHEDULE) FINISH TO MATCH EXTERIOR STOREFRONT - 08 41 13
08.22	ALUMINUM-FRAMED STOREFRONT - 08 41 13
09.01	V-GROOVE FIBER CEMENT SIDING, VERTICAL, PTD. "RUST" CUSTOM CAMPUS COLOR - 09 91 13
09.02	V-GROOVE FIBER CEMENT SIDING, HORIZONTAL, PTD. "SAGE" CUSTOM CAMPUS COLOR - 09 91 13
09.03	FIBER CEMENT PANEL, PTD "BRONZE", 09 91 13
09.04	EXPOSED STRUCTURAL STEEL FRAMING (S.S.D.), PTD. "BRONZE", 09 91 13
09.06	GALV. SHEET METAL FASCIA, PTD. "BRONZE", 09 91 13
09.08	GALV. SHEET METAL BELTCOURSE PTD, "BRONZE", 09 91 13
09.09	HM DOOR & FRAME (SEE DOOR SCHED.) PTD. "BRONZE" - 09 91 13
10.01	CAST ALUMINUM METAL SIGNAGE, BRUSHED FINISH, PIN MOUNTED, EXACT WORDING TBD, 10 14 19
22.02	EXTERIOR HOSE BIB (SEE PLUMBING FIXTURE SCHEDULE) - 22 40 00
23.01	HVAC EQUIPMENT (SEE MECH. DRAWINGS) - 23 80 00
26.01	EXTERIOR WALL SCONCE LIGHTING (S.E.D.) - 26 50 00

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HANBURY

SEAL

LICENSED ARCHITECT
CHRISTOPHER C. JOSEPH
NO. C26985
REN. 6-30-23
STATE OF CALIFORNIA

50% CONSTRUCTION DOCUMENTS

Project
LAKE TAHOE COMMUNITY COLLEGE
LTCC STUDENT HOUSING

Drawing Title
OVERALL EXTERIOR ELEVATIONS

Drawn By
Author
Checked By
Checker

NO.	DATE	ISSUE

Project No.
22-100
©Date
03/01/2023
DRAWING NO.
A3.0.1-2

LUMINAIRE SCHEDULE - FOR REFERENCE

NOTES:
SCHEDULE SHOWN FOR REFERENCE. INCREMENT 1 SCOPE INCLUDES CONDUIT PATHWAYS AND PULL BOX AT EACH POLE LIGHT LOCATION.
CONCRETE BASE, POLE, HEAD AND WIRING TO BE PROVIDED UNDER INCREMENT 2 SCOPE.

TYPE	MANUFACTURER CATALOG NUMBER	DESCRIPTION	LIGHT SOURCE	TIER	DRIVER, TRANSFORMER	WATTAGE	VOLTAGE	DETAIL
SF1	VISIONAIRE PRE 2 T2 L 64LC LC 3 5K UNV PT BZ POLE RNTS 4R 11 12 9BC 343 T4R BZ	POLE MOUNTED PEDESTRIAN LED POST TOP WITH TYPE 2 DISTRIBUTION AND INTEGRAL MOTION SENSOR. CAPABLE OF REDUCING LIGHTING BY 50 PERCENT WHEN AREA IS UNNOCUPIED. PROVIDE WITH 4 INCH DIAMETER, 12FT TALL POLE, 11 GAUGE STEEL WITH BRONZE FINISH.	LED ~8300 LUMENS 5000K	TIER 3	INTEGRAL LED DRIVER W/ INTEGRAL OCCUPANCY SENSOR	71 W	277 V	

GENERAL SHEET NOTES

A. CALL U.S.A. PRIOR TO UNDERGROUND WORK, 1-800-227-2600.

B. REFER TO APPROVED LIBERTY UTILITIES ENGINEERING DRAWINGS AND LIBERTY'S SUBSTRUCTURE ELECTRIC CONSTRUCTION STANDARDS (SECS). COORDINATE ALL UNDERGROUND UTILITY WORK WITH THE LIBERTY UTILITIES FIELD INSPECTOR PRIOR TO BREAKING GROUND.

C. CONDUIT ROUTING, AND PULLBOX/HANDHOLE LOCATIONS ARE DIAGRAMMATIC AND NOT DIMENSIONED. LOCATE NEW HANDHOLES IN CLOSEST LANDSCAPED AREA WHEREVER POSSIBLE. COORDINATE WITH LANDSCAPE ARCHITECT. PROVIDE WITH STEEL TRAFFIC RATED LID IN ANY AREA SUBJECT TO VEHICULAR TRAFFIC.

D. HANDHOLES/PULLBOXES FOR POWER DISTRIBUTION SHALL BE SIZED PER CEC REQUIREMENTS, OR N40 MIN. LID SHALL BE ENGRAVED "POWER", UON. REFER TO POWER ONE-LINE DIAGRAM FOR FEEDER REQUIREMENTS.

E. HANDHOLES/PULLBOXES FOR SIGNAL SYSTEMS DUCT BANK SHALL BE N48 MIN. U.O.N. LID SHALL BE ENGRAVED "SIGNAL". REFER TO RISER DIAGRAMS FOR CABLING REQUIREMENTS.

F. HANDHOLES/PULLBOXES FOR SITE LIGHTING SHALL BE MIN. N09. LID SHALL BE ENGRAVED "LIGHTING". MINIMUM CONDUIT SIZE 1", MINIMUM WIRE SIZE #10 FOR SITE LIGHTING.

G. PROVIDE A 1/2" MULE TAPE IN ALL EMPTY CONDUITS.

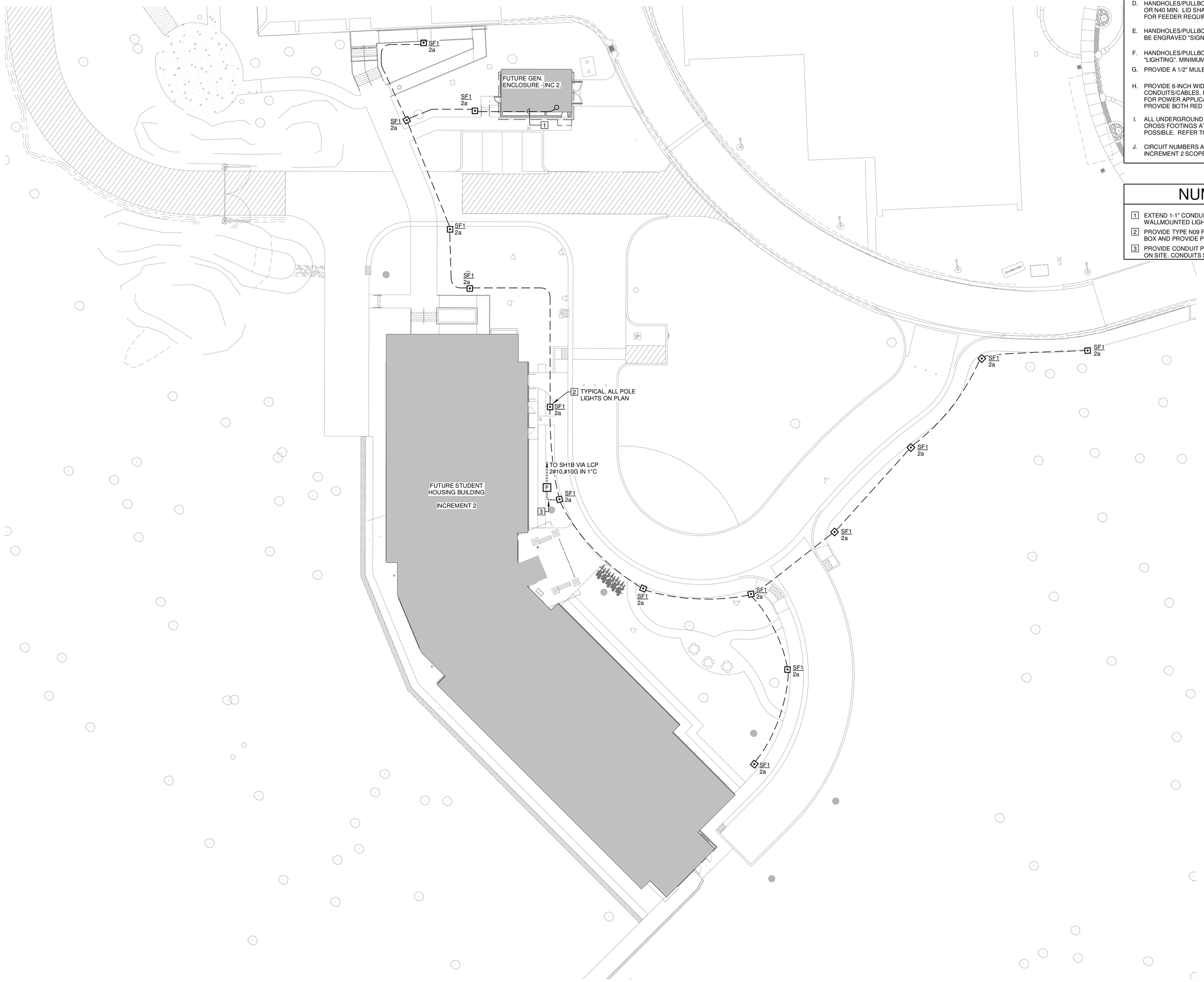
H. PROVIDE 6-INCH WIDE UNDERGROUND WARNING TAPE ABOVE ALL NEW UNDERGROUND CONDUITS/CABLES. INSTALL AT 12-INCHES ABOVE THE CONDUITS/CABLES. PROVIDE RED TAPE FOR POWER APPLICATIONS. PROVIDE ORANGE TAPE FOR LOW VOLTAGE APPLICATIONS. PROVIDE BOTH RED AND ORANGE TAPES FOR JOINT TRENCH APPLICATIONS.

I. ALL UNDERGROUND CONDUIT RUNS ENTERING THE BUILDING SHALL BE COORDINATED TO CROSS FOOTINGS AT A 90-DEGREE ANGLE, AND TO AVOID PRIMARY FOOTINGS WHERE POSSIBLE. REFER TO THE STRUCTURAL PLANS.

J. CIRCUIT NUMBERS ARE SHOWN FOR REFERENCE. ALL WIRING SHALL BE PROVIDED UNDER INCREMENT 2 SCOPE.

NUMBERED SHEET NOTES

1. EXTEND 1-1" CONDUIT TO FUTURE GENERATOR ENCLOSURE. STUB UP AND CAP FOR WALLMOUNTED LIGHTING PROVIDED AS A PART OF INCREMENT 2.
2. PROVIDE TYPE N09 PULL BOX AT EACH LIGHT POLE LOCATION. TERMINATE CONDUIT AT PULL BOX AND PROVIDE PULL STRING FOR INSTALLATION OF CONDUCTORS UNDER INCREMENT 2.
3. PROVIDE CONDUIT PATHWAY FROM PULL BOX OUT TO EACH LIGHT POLE LOCATION AS SHOWN ON SITE. CONDUITS SHALL BE 1" MINIMUM.



1 SITE PLAN - LIGHTING
SCALE: 1" = 20'-0"

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REGISTERED PROFESSIONAL ENGINEER #E015483 Exp. 12/31/23 SCOTT WHEELER ELECTRICAL STATE OF CALIFORNIA

DSA SUBMISSION - INC. 1

Project
Lake Tahoe CC
Lake Tahoe CC - Student Housing

Drawing Title
SITE PLAN - LIGHTING

Drawn By
CD
Checked By
LF

NO.	DATE	ISSUE

Project No.
22-054
©Date
2/27/2023
DRAWING NO.
E103-1

Attachment D

Parking Memo

Attachment D

January 6, 2023

Brandy McMahon
Tahoe Regional Planning Agency
PO Box 5310
Stateline, NV 89448

RE: LTCCD Student Housing (APN 025-041-023 / File ERSP2022-1992)

LTCC Parking Memo for TRPA

The new student housing project under consideration at Lake Tahoe Community College (College) will house approximately 100 full-time students and will be deed-restricted for low-income students. This housing project will provide vital support to current and future students living in and around South Lake Tahoe; these students are currently forced to compete with other residents in the Tahoe Basin for limited and insufficient affordable housing. The affordable housing crisis in South Lake Tahoe means that students are often over-crowded in inadequate apartments and houses to learn and live in South Lake Tahoe. This housing project will directly impact the College's students and, by moving students to housing on campus, help alleviate the larger housing challenges affecting the community. This memo outlines the College's plan to address student transportation to and from campus and provides justification for the College's assessment that additional parking stalls are not required to support the housing project.

Consistent with the College's overarching goals of improving access and outcomes for students in our community, this housing facility will focus on bringing existing students from around South Lake Tahoe to live on campus. Providing these students with affordable on-campus housing options will help these students enroll full-time and complete their educational goals on-time. The College is not planning to use this housing project to attract 100 students from outside of the Tahoe Basin to the campus. While this will reduce parking around the lake for those currently sharing living spaces, it will not have an impact to parking usage on campus. Many of these low-income students anticipated to live in the housing project do not have vehicles and are currently carpooling or using public transportation to get to campus. Those that have vehicles are already driving to campus and parking during the day. This project will allow them to park overnight on campus thus reducing trips on the road to and from campus and negating the need for additional parking stalls.

The College's experience with off-campus housing shows that most students do not require individual parking spaces. For the 31 students currently living in the off-campus housing building, the existing 7 parking spaces has met the parking needs of students the last 4 years. The College's students are also a large percentage of the population that frequently uses public transportation to the College and around South Lake Tahoe. Students have free access to the Tahoe Transportation District busses and the Lake Link micro transit system. The Mobility Hub, the main charging station for TTD electric busses, means that busses are regularly passing through campus. In addition, Lake Link's reserved parking stalls on the College campus makes this system easily accessible for students to get around the Basin.

In recent years, campus parking demand has decreased due to a variety of factors. Since the COVID pandemic, students have opted to take more online classes. Increased interest in online learning is a trend that has remained in place even as on-campus classes have been reinstated. Additionally, the College adopted telecommuting as a practice for employees, resulting in a 20% decrease in parking demand for over 50 LTCC employees. Finally, one of the College's adopted goals is to reduce vehicle trips around Tahoe and administration has the College has actively encouraged biking and using public transportation as alternatives to driving to campus.

The College currently maintains three parking lots on campus. The main parking lot, which has 424 parking stalls, is not full and runs between 75% to 80% capacity during peak enrollment periods. The College's two additional parking lots on site also provide parking for students; although one of them is offline until the ongoing remodel for efficiency project is complete. This impacted parking lot will bring another 44 parking stalls, 3 of which are handicap, once construction is complete by fall 2023.

For the reasons listed above, the College feels that it has sufficient parking for the new student housing project without building additional parking. Thank you for your consideration. Should you have any further questions, please contact Russi Egan, Vice President of Administrative Services at egan@ltcc.edu or (530) 541-4660.

Sincerely,

Russi Egan

Russi Egan
Vice President of Administrative Services
530-541-4660, extension 219
egan@ltcc.edu

Attachment E

Initial Environmental Checklist

TAHOE REGIONAL PLANNING AGENCY

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.gov

INITIAL ENVIRONMENTAL CHECKLIST FOR DETERMINATION OF ENVIRONMENTAL IMPACT

Project Name: LAKE TAHOE COMMUNITY COLLEGE STUDENT HOUSING

APN/Project Location: 025-041-023

County/City: City of South Lake Tahoe

Project Description:

The Lake Tahoe Community College Student Housing project is a 2-story, 33 unit / 100 bed facility located at the southwest portion of the campus, overlooking Trout Creek. The 31,570 square foot facility includes reception, community activity spaces, study areas, laundry, vending, and student storage locker areas, plus a resident director's office / apartment.

Sitework includes access walkways / drives, turf areas, outdoor seating, landscape berms, parking, and a covered utilities structure with trash enclosure. A new ramp / walkway feature connects Student Housing with the adjacent Student Services building. The proposed site layout was designed in coordination with previous completed design for the fire access road running adjacent to the new residence building and keeping in mind potential future improvements based on master plan level design. Utilities services are expected to originate from the North end of the project for fire service and dry utilities. Water and sewer point of connection is to the east of the project site where there are existing services running north-south along an existing path, as shown on the Civil drawings.

Preliminary design for stormwater treatment facilities were completed following the most recent TRPA requirements for previously completed projects at the campus by utilizing mostly a combination of linear detention along the perimeter of access road, and shallow detention ponds to collect, treat and infiltrate surface runoff.

A CEQA Initial Study / TRPA Initial Environmental Checklist document for the Facilities Master Plan (of which the Student Housing project is included) was completed in April of 2021. That document is referenced within this checklist, and excerpts of that document are included in many of the responses. We have included the full document, as well as the Final Initial Study (Mitigated Negative Declaration) as supporting documents with this TRPA Application.

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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 and reference the question number and letter. If more space is required for additional information, please attached separate sheets and reference the question number and letter.

For information on the status of TRPA environmental thresholds click on the links to the Threshold Dashboard.

I. Environmental Impacts

1. Land

Current and historic status of soil conservation standards can be found at the links below:

- Impervious Cover
- Stream Environment Zone

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?	○	●	○	○
b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	○	●	○	○
c. Unstable soil conditions during or after completion of the proposal?	○	●	○	○
d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?	○	●	○	○
e. The continuation of or increase in wind or water erosion of soils, either on or off the site?	○	●	○	○
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?	○	●	○	○
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?	○	●	○	○

Discussion

Excerpt from the Facilities Master Plan (FMP) CEQA Initial Study / TRPA Initial Environmental Checklist document:

Total existing land coverage on the LTCC campus is 790,490 square feet, while total allowed land coverage is 1,257,942. Existing land coverage in land capability districts 1b and 4 is below the allowed land coverage limit; therefore, with no additional coverage proposed in these districts, no coverage beyond the allowed limits would occur. No siginificant soil instability or hazard associated with unstable soils would occur. The project area is not within a beach or lake, and does not affect the riparian area west of the main campus.

CIVIL to response to item d., e., if needed.

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2. Air Quality

Current and historic status of air quality standards can be found at the links below:

- Carbon Monoxide (CO)
- Nitrate Deposition
- Ozone (O3)
- Regional Visibility
- Respirable and Fine Particulate Matter
- Sub-Regional Visibility

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Substantial air pollutant emissions?	○	●	○	○
b. Deterioration of ambient (existing) air quality?	○	●	○	○
c. The creation of objectionable odors?	○	●	○	○
d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	○	●	○	○
e. Increased use of diesel fuel?	○	●	○	○

Discussion

Excerpt from the Facilities Master Plan (FMP) CEQA Initial Study / TRPA Initial Environmental Checklist document:

The proposed FMP would not alter, revise, conflict or obstruct the regulations pertaining to air quality and proposes no changes to air quality policies. Development of the FMP increases the range of LTCC services on campus, as opposed to off-campus classrooms and services, thereby reducing the need to travel away from campus for additional off-site trips. Since the facilities would be located on campus, no significant increase in vehicle trips would occur, particularly with the presence of transit service and various bike paths serving the campus. As shown in the Transportation Analysis, the only FMP component that has the potential to create vehicle trips is the Mixed Residential Living Facility, potentially resulting in an additional 789 new trips. All other FMP components result in a reduction of approximately 150 trips from the current condition. Although an increase in trips may occur with full build-out of the FMP, development of housing and commercial services within an urban area and in proximity to transit reduces sprawl and allows for balanced growth. Although new facilities are proposed, many are replacement facilities that increase efficiency and reduce emissions. Operational emissions from new facilities would not exceed emissions thresholds as demonstrated in the air emissions modeling for the near-term facilities (Appendix A). The LTCC is within one-quarter mile of transit, commercial and public service uses, indicating that new facilities would generate shorter trip lengths and lower vehicle-miles traveled needed to meet the air quality goals of the Regional Plan and City's General Plan.

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3. Water Quality

Current and historic status of water quality standards can be found at the links below:

- Aquatic Invasive Species
- Deep Water (Pelagic) Lake Tahoe
- Groundwater
- Nearshore (Littoral) Lake Tahoe
- Other Lakes
- Surface Runoff
- Tributaries
- Load Reductions

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Changes in currents, or the course or direction of water movements?	○	●	○	○
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?	○	●	○	○
c. Alterations to the course or flow of 100-yearflood waters?	○	●	○	○
d. Change in the amount of surface water in any water body?	○	●	○	○
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	○	●	○	○
f. Alteration of the direction or rate of flow of ground water?	○	●	○	○
g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	○	●	○	○
h. Substantial reduction in the amount of water otherwise available for public water supplies?	○	●	○	○
i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?	○	●	○	○
j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?	○	●	○	○
k. Is the project located within 600 feet of a drinking water source?	○	●	○	○

Discussion

See Facilities Master Plan (FMP) CEQA Initial Study / TRPA Initial Environmental Checklist document (pp. 3-82 - 3-92)

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4. Vegetation

Current and historic status of vegetation preservation standards can be found at the links below:

- Common Vegetation
- Late Seral/Old Growth Ecosystems
- Sensitive Plants
- Uncommon Plant Communities

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?	○	●	○	○
b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?	○	●	○	○
c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?	○	●	○	○
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)?	○	●	○	○
e. Reduction of the numbers of any unique, rare, or endangered species of plants?	○	●	○	○
f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	○	●	○	○
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?	○	●	○	○
h. A change in the natural functioning of an old growth ecosystem?	○	●	○	○

Discussion

Excerpt from the Facilities Master Plan (FMP) CEQA Initial Study / TRPA Initial Environmental Checklist document:

The FMP does not propose to remove native vegetation outside of the proposed facility or improvement construction footprint. Even with the total coverage on the LTCC property with implementation of the FMP, facilities would not exceed allowable coverage. The FMP area is partially developed with native vegetation on the undeveloped portions of the parcels. Consistent with existing conditions, vegetation surrounding the construction site of FMP project facilities 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, such as the Project's Regulatory Compliance Measures 2.4.9 and 2.4.12.

5. Wildlife

Current and historic status of special interest species standards can be found at the links below:

- Special Interest Species

Current and historic status of the fisheries standards can be found at the links below:

- Instream Flow
- Lake Habitat
- Stream Habitat

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
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)?	○	●	○	○
b. Reduction of the number of any unique, rare or endangered species of animals?	○	●	○	○
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	○	●	○	○
d. Deterioration of existing fish or wildlife habitat quantity or quality?	○	●	○	○

Discussion

Excerpt from the Facilities Master Plan (FMP) CEQA Initial Study / TRPA Initial Environmental Checklist document:

Suitable habitat for Sierra Nevada yellow-legged frog (SNYLF) (USFWS endangered and CDFW threatened) has been identified in the vicinity of Trout Creek that lies to the west of the Project area. The FMP and associated tree removal (TCP) would not result in any modifications to the creek channel or result in any changes to the existing creek channel habitat. No impacts to this species would occur. Lahontan cutthroat trout (LCT) is the only threatened species (USFWS and CDFW) that has the potential to occur in Trout Creek. No impact to LCT would occur as no disturbance to Trout Creek or the riparian area surrounding Trout Creek is proposed. Best management practices will be implemented during construction activities in order to protect water quality and prevent construction runoff from reaching the waters of the Trout Creek. This may include fencing the construction area, coir logs located along the construction perimeter, and other best management practices.

Required Mitigation: BIO-1. Bird Nest Site Protection Program
The Program shall include surveys, consultation, and protective actions. Pre-construction surveys, occurring during the nesting season immediately prior to initial project construction (e.g., excavation, grading and tree removal), shall be conducted to identify any active nest sites within the Project area. Specifically, prior to initial construction activities (tree removal and excavation for construction), a qualified biological monitor shall visit the construction area to evaluate whether any nesting birds are occupying trees or whether any wildlife den/nursery sites are located within the Project disturbance area. If nest sites are identified, the biological monitor will have the authority to stop or reschedule construction activities near occupied trees or nursery sites if continued work could have negative impact on nesting birds or their young. If construction activities must be stopped, the monitor shall consult with TRPA and/or CDFW staff within 24 hours from the discovery to determine appropriate actions to restart construction while reducing impacts to identified birds nests.

TAHOE REGIONAL PLANNING AGENCY

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6. Noise

Current and historic status of the noise standards can be found at the links below:

- Cumulative Noise Events
- Single Noise Events

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
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?	○	●	○	○
b. Exposure of people to severe noise levels?	○	●	○	○
c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	○	●	○	○
d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	○	●	○	○
e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?	○	●	○	○
f. Exposure of existing structures to levels of ground vibration that could result in structural damage?	○	●	○	○

Discussion

Excerpt from the Facilities Master Plan (FMP) CEQA Initial Study / TRPA Initial Environmental Checklist document:

Operation of the indoor facilities, such as the Residential Student Living, would not result in a significant permanent increase in ambient noise levels in excess of the noise limits established for District 4 of the Community Plan. Although noise would be produced by students, staff, and residents using the facilities, significant increases in the ambient noise level are not expected. With student housing on-campus, vehicle noise is not expected to increase, and overall noise levels would be well within the CNEL limits.

No operational increases would exceed noise thresholds and construction noise would be limited to the acceptable construction hours, with equipment muffling and noise reduction actions as described in the Project's Regulatory Compliance Measures in Sections 2.4.3 and 2.4.4.

CNEL measurements on campus were taken at two locations in 2015. These locations were near the proposed Mixed Residential Living Building and near the Early Learning Center. At that time, the CNEL on campus at these two locations was between 48.3 and 49.8 dBA (j.c. brennan & associates, 2015). Therefore, the FMP would not be located residential uses in an area with an existing CNEL exceeding 60 dBA. Furthermore, such uses would be appropriate for a college campus. Significant increases in CNEL would not occur as the on-campus population and activity level is expected to remain relatively the same.

There are no tourist accommodation uses in the vicinity, and noise levels at the nearest off-site residence would be below the noise threshold. No incompatible noise levels would be generated by LTCC campus operations.

7. Light and Glare

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Include new or modified sources of exterior lighting?	●	○	○	○
b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?	○	●	○	○
c. Cause light from exterior sources to be cast off -site or onto public lands?	○	●	○	○
d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?	○	●	○	○

Discussion

Project includes new exterior lighting. All new exterior lighting will comply with TRPA's dark sky requirements and are listed on the site lighting drawing sheet provided. The window glazing on the project will produce glare, but the majority of the building's exterior is fiber cement panel and composite roof shingle which would not product glare.

8. Land Use

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Include uses which are not listed as permissible uses in the applicable Area Plan, Plan Area Statement, adopted Community Plan, or Master Plan?	○	●	○	○
b. Expand or intensify an existing non-conforming use?	○	●	○	○

Discussion

The proposed Student Housing will be accessory to the primary use of the site (“college”).

9. Natural Resources

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. A substantial increase in the rate of use of any natural resources?	○	●	○	○
b. Substantial depletion of any non-renewable natural resource?	○	●	○	○

Discussion

Excerpt from the Facilities Master Plan (FMP) CEQA Initial Study / TRPA Initial Environmental Checklist document:

By providing on-campus housing, student and staff reliance on vehicle transportation necessary to travel from home to LTCC decreases. Therefore, although the new facility would consume natural resources during construction and operation, no uses that consume substantial volumes of natural resources or substantially increase the rate of use are proposed, and the on-campus student housing would help offset long-term natural resource consumption.

10. Risk of Upset

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
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?	○	●	○	○
b. Involve possible interference with an emergency evacuation plan?	○	●	○	○

Discussion

Excerpt from the Facilities Master Plan (FMP) CEQA Initial Study / TRPA Initial Environmental Checklist document:

Although hazardous substances may be onsite for the purposes of operating machinery and equipment for construction and campus maintenance, the College's Spill Containment Plan would continue to be implemented to ensure a public safety hazard does not occur.

U.S. 50 and Pioneer Trail are area evacuation routes and this project would not affect those roadways and does not affect College Drive, the primary evacuation route for the LTCC. A fire access roadway is also under construction now, west of the main campus buildings to improve emergency access.

11. Population

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?	●	○	○	○
b. Include or result in the temporary or permanent displacement of residents?	○	●	○	○

Discussion

Excerpt from the Facilities Master Plan (FMP) CEQA Initial Study / TRPA Initial Environmental Checklist document:

The Student Housing project consists of a two-story structure located south of the Culinary Arts Building that provides dorm-style housing for LTCC students. It would provide 1 00 beds. These units would all be affordable units serving LTCC students, specifically, and would serve an existing student population currently housed off-campus. The provision of student housing on campus would not increase enrollment or cause unplanned population growth.

12. Housing

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
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?	○	●	○	○
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?	○	●	○	○

Discussion

The proposal will increase the amount of housing in the Tahoe Region and, more specifically, the amount of affordable housing.

13. Transportation / Circulation

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Generation of 650 or more new average daily Vehicle Miles Travelled?	○	●	○	○
b. Changes to existing parking facilities, or demand for new parking?	○	●	○	○
c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?	○	●	○	○
d. Alterations to present patterns of circulation or movement of people and/or goods?	○	●	○	○
e. Alterations to waterborne, rail or air traffic?	○	●	○	○
f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	○	●	○	○

Discussion

Excerpt from the Facilities Master Plan (FMP) CEQA Initial Study / TRPA Initial Environmental Checklist document:

As the overall student population on campus would not increase with the student housing project, traffic modeling indicates a decrease of 150 daily trips as a result of the new on-campus housing accomodations.

The student housing project does not include changes to existing external access and circulation elements of the Project area (i.e. access to Al Tahoe Boulevard).

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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?:

	Yes	No	No, with mitigation	Data insufficient
a. Fire protection?	○	●	○	○
b. Police protection?	○	●	○	○
c. Schools?	○	●	○	○
d. Parks or other recreational facilities?	○	●	○	○
e. Maintenance of public facilities, including roads?	○	●	○	○
f. Other governmental services?	○	●	○	○

Discussion

Excerpt from the Facilities Master Plan (FMP) CEQA Initial Study / TRPA Initial Environmental Checklist document:

LTCC contracts private security officers to patrol the campus during hours of closure, seven nights a week, and has a very low incidence of crime. This service is funded by the College and is not associated with City of South Lake Tahoe Police operations. Increased patrols by the security service alleviates new demand on City Police. The new on-campus facilities at LTCC would increase the potential demand for law enforcement service, however, due to low crime rates on campus and since the ELC relocates existing operations from the community, such as the Public Safety Training Center and Residential Student Living, increase in demand for law enforcement services and proximity of services to the campus indicate that a significant increase in demand is unlikely to occur. Funding generated by the new campus facilities would support continued operation of law enforcement services and the demand for service would not result in a need for additional or expanded law enforcement facilities. LTCC communicates with South Lake Tahoe Police regarding proposed campus improvements and the FMP would not interfere with police protection operations such that new facilities would need to be constructed or their ability to meet service ratios.

The student housing project would not significantly increase the demand for fire protection services because the facilities would be equipped with structural fire safety sprinklers and include improvements to the fire department connection systems to ensure that the facilities have adequate fire protection. The structures are required to be designed to meet current California State Fire Code requirements and must be approved by the Division of the State Architect as school facilities. In addition, design would be reviewed by South Lake Tahoe Fire Rescue prior to release of building permits to ensure the appropriate code measures are followed and adequate protection is included within the buildings, including extinguisher locations, sprinkler systems, alarm systems, and other designs. The FMP would not interfere with fire protection operations such that new facilities would need to be constructed or their ability to meet service ratios. The addition of the Public Safety Training Center and Equipment Storage Facility would result in an increase in on-campus fire protection equipment, further reducing demand on South Lake Tahoe Fire Rescue resources.

With existing on campus library service and recreation uses, the proposed Student Housing will not significantly affect City Library or Recreation services. Government offices and services would not be significantly affected by the operation of the FMP facilities. No increase in demand for those services would occur.

15. Energy

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Use of substantial amounts of fuel or energy?	○	●	○	○
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	○	●	○	○

Discussion:

Excerpt from the Facilities Master Plan (FMP) CEQA Initial Study / TRPA Initial Environmental Checklist document:

Consumption of fuel for the off-road equipment used in construction of the facility would be temporary. The development of affordable housing in this area with access to transit, may result in a decrease in vehicle-reliance or travel distance. Substantial fuel consumption would not occur.

16. Utilities

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

	Yes	No	No, with mitigation	Data insufficient
a. Power or natural gas?	○	●	○	○
b. Communication systems?	○	●	○	○
c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?	○	●	○	○
d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?	○	●	○	○
e. Storm water drainage?	○	●	○	○
f. Solid waste and disposal?	○	●	○	○

Discussion

Excerpt from the Facilities Master Plan (FMP) CEQA Initial Study / TRPA Initial Environmental Checklist document:

Demand created by implementation of the FMP would not result in a need for new or altered power or natural gas systems. The development is 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.

17. Human Health

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Creation of any health hazard or potential health hazard (excluding mental health)?	○	●	○	○
b. Exposure of people to potential health hazards?	○	●	○	○

Discussion

Temporary construction activities would require the use of machinery and equipment that use fuels or oil. The project does not propose to increase the use of common hazardous materials used to operate campus maintenance equipment and machinery or to maintain campus facilities such as small quantities of paints or cleansers. These materials would be stored in the Equipment Storage Facility, located away from other campus buildings and secured within the new structure's indoor storage areas.

18. Scenic Resources / Community Design

Current and historic status of the scenic resources standards can be found at the links below:

- Built Environment
- Other Areas
- Roadway and Shoreline Units

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?	○	●	○	○
b. Be visible from any public recreation area or TRPA designated bicycle trail?	●	○	○	○
c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?	○	●	○	○
d. Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan?	○	●	○	○
e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?	○	●	○	○

Discussion

The project would be partially visible from Dennis T. Machida Memorial Greenway and fully visible from College Trail.

19. Recreation

Current and historic status of the recreation standards can be found at the links below:

- Fair Share Distribution of Recreation Capacity
- Quality of Recreation Experience and Access to Recreational Opportunities

Will the proposal:	Yes	No	No, with mitigation	Data insufficient
a. Create additional demand for recreation facilities?	○	●	○	○
b. Create additional recreation capacity?	○	●	○	○
c. Have the potential to create conflicts between recreation uses, either existing or proposed?	○	●	○	○
d. Result in a decrease or loss of public access to any lake, waterway, or public lands?	○	●	○	○

Discussion

Excerpt from the Facilities Master Plan (FMP) CEQA Initial Study / TRPA Initial Environmental Checklist document:

Although the proposed student housing would increase the population in the area, the presence of a variety of different types of recreation facilities and opportunities on-campus and at the adjacent Bijou Community Park would provide sufficient recreational space.

20. Archaeological / Historical

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?	○	●	○	○
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?	●	○	○	○
c. Is the property associated with any historically significant events and/or sites or persons?	○	●	○	○
d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	○	●	○	○
e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	○	●	○	○

Discussion

There are identified archealogical/historical sites and objects identified within the greater LTCC Campus area. The proposed student housing is not in the close vicinity of any of the identified sites.

Excerpt from the Facilities Master Plan (FMP) CEQA Initial Study / TRPA Initial Environmental Checklist document:

As discussed above in the Environmental Setting, previously recorded resources within the LTCC property include site CA-ELD-527 (bedrock mortar milling station), CA-ELD-529 (lithic material and tools), CA-ELD-1379H/P-9-1917 (narrow gauge, Lake Valley RR bed), and P-09-04560 (ellipsoid depressions). Both CA-ELD-527 and CA-ELD-529 are located in areas near Trout Creek and are outside the FMP project area, while CA-ELD-1379H/P-9-1917 is located at the east end of campus through the sports fields and College Drive entry driveway; therefore, there would be no change to or adverse effect on these resources.

Little is known about the two ellipsoid features other than the description provided in the setting. The site sketch map includes navigational points and descriptions of features that are not permanent, and do not depict the site location accurately enough to determine the exact location of these two ellipsoid features as recorded in 1990. There is no additional data regarding these two ellipsoidal features. Due to the vague information surrounding the ellipsoids, LTCC contacted the Washoe Tribe of Nevada and California on February 10, 2021 to determine if the tribe could provide any additional information on this feature or its location. The Washoe Tribe did not identify this feature in their consultation response in July 2016. The ellipsoids are not described as containing trees, however, it is unknown if trees to be removed are adjacent to the feature or have since established themselves since the feature was first recorded in 1990. Since LTCC is currently in the process of consulting with the Washoe Tribe on this feature and no determination has been made as to its exact location or significance, Mitigation Measure CULTURAL-1 is proposed to address this potential impact.

21. Findings of Significance

	Yes	No	No, with mitigation	Data insufficient
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?	○	○	●	○
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.)	○	●	○	○
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?)	○	●	○	○
d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?	○	●	○	○

Discussion

Excerpt from the Facilities Master Plan (FMP) CEQA Initial Study / TRPA Initial Environmental Checklist document:

Required Mitigation: BIO-1. Bird Nest Site Protection Program
The Program shall include surveys, consultation, and protective actions. Pre-construction surveys, occurring during the nesting season immediately prior to initial project construction (e.g., excavation, grading and tree removal), shall be conducted to identify any active nest sites within the Project area. Specifically, prior to initial construction activities (tree removal and excavation for construction), a qualified biological monitor shall visit the construction area to evaluate whether any nesting birds are occupying trees or whether any wildlife den/nursery sites are located within the Project disturbance area. If nest sites are identified, the biological monitor will have the authority to stop or reschedule construction activities near occupied trees or nursery sites if continued work could have negative impact on nesting birds or their young. If construction activities must be stopped, the monitor shall consult with TRPA and/or CDFW staff within 24 hours from the discovery to determine appropriate actions to restart construction while reducing impacts to identified bird nests.

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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:

Karl Vinge	at City of South Lake Tahoe	10/31/2022
Person preparing application	County	Date

Applicant Written Comments: (Attach additional sheets if necessary)

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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 Procedures.	☐ YES	☐ NO

Date _____

_____
Signature of Evaluator

_____
Title of Evaluator

Attachment F

V(g) Findings

PROJECT REVIEW CONFORMANCE CHECKLIST & V (g) FINDINGS

(RESIDENTIAL)

Project Name: LTCC Student Housing

Project Type: Residential

APN / Project Number: APN 025-041-023

Project Review Planner: Brandy McMahon Date of Review: 2/7/2022

NOTE: if the answer to question b. on any of the following questions is *no,* please provide a written justification on a separate sheet for making the findings required in subsections 4.4.1 and 4.4.2 of the code. If the answer to question b. is yes or if no answer is required, this checklist shall serve as justifications for making said findings. Any positive impacts of the project on the thresholds that have not been addressed in these questions should also be noted.

CATEGORY: AIR QUALITY

THRESHOLD: CARBON MONOXIDE (CO) INDICATOR: (CO) 8-hr. avg. Stateline CA station

1. a. Does the project generate new vehicle trips? Y ☒ N ☐
   b. If yes, is the project consistent with Subsection 65.2.4.B.1? Y ☒ N ☐

2. a. Does the project create new points of vehicular access? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 34.3.2? Y ☐ N ☐

3. a. Does the project include combustion appliances? Y ☒ N ☐
   b. If yes, is the project consistent with Subsection 65.1.4? Y ☒ N ☐

4. a. Does the project include a new stationary source of CO? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 65.1.6? Y ☐ N ☐

THRESHOLD: OZONE INDICATOR: Ozone, 1-hr. avg. Lk. Tahoe Blvd station

1. a. Does the project increase regional VMT? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 65.2.4? Y ☐ N ☐

2. a. Does the project include new gas/oil space/water heaters? Y ☒ N ☐
   b. If yes, is the project consistent with Subsection 65.1.4? Y ☒ N ☐

3. a. Does the project include a new stationary source of NO^2? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 65.1.6? Y ☐ N ☐

THRESHOLD: PARTICULATE MATTER INDICATOR: Part. Matter, 24-hr. avg. Lk. Tahoe Blvd station

1. a. Does the project increase airborne dust emissions? Y ☒ N ☐
   b. If yes, is the project consistent with Subsection 60.4.3? Y ☒ N ☐

2. a. Does the project include a new stationary source of particulate matter? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 65.1.6? Y ☐ N ☐

3. a. Refer to question 1, Ozone, above.

THRESHOLD: VISIBILITY INDICATOR: miles of visibility, veg and subregional path

1. a. Refer to questions 1-3, Particulate Matter, above.

THRESHOLD: TRAFFIC VOLUME INDICATOR: traffic volume, US 50 at Park Ave.
US 50 CORRIDOR, WINTER, 4pm-12am Jan.-Mar. avg., 4pm-12am

1. a. Refer to question 1, CO, above.

THRESHOLD: NO^2 EMISSIONS INDICATOR: VMT

1. a. Refer to questions 1-2, VMT, below.

THRESHOLD: WOOD SMOKE INDICATOR: number of wood heaters

1. a. Does the project include any new wood heaters? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 65.1.4.B? Y ☐ N ☐

THRESHOLD: VMT INDICATOR: changes in number of trips and avg. trip length

1. a. Does the project increase average trip length? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 65.2.4.B? Y ☐ N ☐

2. a. refer to question 1, CO, above.

CATEGORY: WATER QUALITY

THRESHOLD: TURBIDITY INDICATOR: turbidity of indicator stations

1. a. Does the project increase impervious coverage or create permanent soil disturbance? Y ☒ N ☐
   b. If yes, is the project consistent with Subsection 60.2.3? Y ☒ N ☐

2. a. Does the project create temporary soil disturbance? Y ☒ N ☐
   b. If yes, is the project consistent with Subsection 60.4.3? Y ☒ N ☐

3. a. Does the project require the use of fertilizer? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 60.1.8? Y ☐ N ☐

4. a. Does the project include domestic wastewater discharge to the surface or groundwater? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 60.1.3.B? Y ☐ N ☐

5. a. Does the project disturb or encroach on an existing SEZ? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 30.5? Y ☐ N ☐

THRESHOLD: CLARITY, WINTER (IN LAKE)
INDICATOR: secch depth, Dec.-Mar. avg. TRG index station

1. a. Refer to questions 1-5, turbidity, above.

THRESHOLD: PHYTOPLANKTON PRIMARY PRODUCTIVITY (IN LAKE)
INDICATOR: phyto, primary productivity, ann. Avg., TRG index station

1. a. Refer to questions 1-5, turbidity, above.

THRESHOLD: DIN LOAD, SURFACE RUNOFF
INDICATOR: DIN x discharge, tributary network annual total 1

1. a. Refer to questions 1, 2, 3 and 5, turbidity, above.

THRESHOLD: DIN LOAD, GROUNDWATER
INDICATOR: DIN x discharge, grndwtr. Network, annual total

1. a. Refer to questions 2 & 3, turbidity, above.

THRESHOLD: DIN LOAD, ATMOSPHERIC
INDICATOR: NO3 + HNO, annual avg. Lake Tahoe Blvd station

1. a. Refer to question 4, turbidity, above.

THRESHOLD: NUTRIENT LOADS, GENERAL INDICATOR: sol. P x discharge sol. Fe x

1. a. Refer to questions 1-5, turbidity, above.

THRESHOLD: TOTAL N, P, Fe, (trib.) CA ONLY INDICATOR: single reading, tributary network

1. a. Refer to questions 1, 2, 3, and 5, turbidity, above.

THRESHOLD: DIN; SOL, P, Fe, SS (trib.) NV ONLY INDICATOR: single reading tributary network

1. a. Refer to questions 1, 2, 3 and 5, turbidity, above.

THRESHOLD: DIN, SOL, P, Fe, SS, GREASE/OIL DISCHARGED TO SURFACE WATER FROM RUNOFF INDICATOR: single reading runoff sites

1. a. Does the project route impervious surface runoff directly into Lake Tahoe or a major tributary? Y ☐ N ☒
   b. If yes, is the discharge structure consistent with BMP handbook? Y ☐ N ☐

2. a. Does the project create large impervious areas (e.g. parking lots) which may serve as a source of airborne pollutants, grease or oil? Y ☐ N ☒
   b. If yes, is the project consistent with Subsections 60.4.3, 60.4.6 and 60.4.9? Y ☐ N ☐

THRESHOLD: TOTAL N, TOTAL P, TOTAL Fe TURBIDITY, GREASE/OIL DISCHARGE TO GRDWTR FROM RUNOFF INDICATOR: single reading runoff site

1. a. Does the project include infiltration devices to infiltrate impervious surface runoff directly underground? Y ☒ N ☐
   b. If yes, is the project consistent with Subsection 60.4.6? Y ☒ N ☐

CATEGORY: SOIL CONSERVATION

THESHOLD: IMPERVIOUS COVERAGE — INDICATOR: area or coverage

1. a. Does the project include new or relocated coverage? Y ☒ N ☐
   b. If yes, is the project consistent with Subsection 30.4, 30.5 and 30.6? Y ☒ N ☐

THRESHOLD: NATURALLY-FUNCTIONING SEZ — INDICATOR: area of SEZ

1. a. Does the project disturb or encroach on a naturally-functioning SEZ? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 30.5? Y ☐ N ☐

CATEGORY: VEGETATION

THRESHOLD: PLANT & STRUCTURAL DIVERSITY — INDICATOR: plant & structural diversity

1. a. Does the project create a change in diversity? Y ☐ N ☒
   b. If yes, does the project include vegetation management techniques to increase diversity (reveg., thinning)? Y ☐ N ☐

THRESHOLD: MEADOW & RIPARIAN VEGETATION — INDICATOR: area of meadow & riparian veg.

1. a. Refer to question 5, turbidity, above.

THRESHOLD: DECIDUOUS RIPARIAN VEGETATION — INDICATOR: area of riparian vegetation

1. a. Refer to question 5, turbidity, above.

THRESHOLD: SHRUB ASSOCIATION — INDICATOR: area of shrub association

1. a. Does the project create an increase in the areal extent of the shrub association? Y ☐ N ☒
   b. If yes, has the additional area been calculated, and a determination been made that the total area is less than or equal to 25%? Y ☐ N ☐

THRESHOLD: YELLOW PINE ASSOCIATION (not mature) — INDICATOR: area of yellow pine assoc.

1. a. Does the project create a change in the areal extent of the immature yellow pine association? Y ☐ N ☒
   b. If yes, has the additional area been calculated, and a determination made that the total area in the Region is between 15 and 25%? Y ☐ N ☐

THRESHOLD: RED FIR ASSOCIATION — INDICATOR: area of red fir assoc.

1. a. Does the project create a change in the areal extent of the immature red fir association? Y ☐ N ☒
   b. If yes, has the additional are been calculated, and a determination made that the total area in the Region is between 15 and 25%? Y ☐ N ☐

THRESHOLD: FOREST OPENINGS — INDICATOR: size and location of forest openings

1. a. Does the project create new forest openings? Y ☐ N ☒
   b. If yes, is the new opening less than 8 acres? Y ☐ N ☐

2. a. Does the project create new forest openings adjacent to other openings? Y ☐ N ☒
   b. If yes, are the resultant adjacent openings not of the same relative age class or successional stage? Y ☐ N ☐

THRESHOLD: UNCOMMON PLANT COMMUNITITES INDICATOR: habitat sites

1. a. Will the project impact the habitats for the deepwater sphagnum bog, Osgood Swamp, or the Freel Peak Cushing Plant Community? Y ☐ N ☒
   b. If yes, have modifications been included in the project to protect these plant communities? Y ☐ N ☐

THRESHOLD: SENSITIVE VEGETATION INDICATOR: number of habitat sites

1. a. Will the project impact the habitats of the Carex paucifructus, the Lewis pyomaea longipetala, the Draba asterophora v., or the Rorippa subumbellata? Y ☐ N ☒
   b. If yes, have modifications been included in the project to protect these plant communities? Y ☐ N ☐

CATEGORY: WILDLIFE

THRESHOLD: SPECIAL INTEREST SPECIES INDICATOR: number of habitat sites

1. a. Will the project result in the loss, modification or increased disturbance of habitat site for goshawk, osprey, bald eagle, (winter and nesting), golden eagle, peregrine falcon, waterfowl, or deer, as mapped on official TRPA maps? Y ☐ N ☒
   b. If yes, have modifications been included in the project to protect these habitat sites? Y ☐ N ☐

CATEGORY: FISHERIES

THRESHOLD: EXCELLENT STREAM HABITAT INDICATOR: sites of excellent stream habitat

1. a. Does the project include stream channelization, stream dredging, removal of rock or gravel from a stream , culverts, bridges, or water diversions affecting a stream identified as fish habitat? Y ☐ N ☒
   b. If yes, have modifications been included in the project to offset impacts on stream habitat and contribute to the upgrading of stream habitat? Y ☐ N ☐

2. a. Will the project result in siltation, urban runoff, snow disposal, or litter that may affect water quality in a stream identified as fish habitat? Y ☐ N ☒
   b. If yes, is the project consistent with Subsections 60.4.3 and 60.4.6? Y ☐ N ☐

THRESHOLD: GOOD STREAM HABITAT INDICATOR: miles of good stream habitat

1. a. Refer to questions 1 and 2, above.

THRESHOLD: MARGIANL STREAM HABITAT INDICATOR: miles of marginal stream habitat

1. a. Refer to questions 1 and 2, above.

THRESHOLD: INSTREAM FLOWS — INDICATOR: increase flows

1. a. Does the project include new water diversions? Y ☐ N ☒
   b. If yes, is there evidence in the record to indicate that flows will remain within adopted TRPA standards or, in the absence of adopted standards, that flows will not be diminished? Y ☐ N ☐

2. a. Does the project include new coverage or disturbance that could contribute to uncontrolled runoff reaching a stream identified as fish habitat? Y ☐ N ☒
   b. If yes, is the project consistent with Subsections 60.4.3 and 60.4.6? Y ☐ N ☐

3. a. Refer to question 5, turbidity, above.

THRESHOLD: LAKE HABITAT — INDICATOR: area of excellent habitat

1. a. Does the project include development in the shorezone, removal of rock or gravel from the lake, or removal of vegetation in the shorezone? Y ☐ N ☒
   b. If yes, is the project consistent with Chapters 80-86? Y ☐ N ☐

2. a. Does the project increase the potential for siltation, runoff, or erosion entering Lake Tahoe? Y ☐ N ☒
   b. If yes, is the project consistent with Subsections 60.4.3 and 60.4.6? Y ☐ N ☐

CATEGORY: NOISE

THRESHOLD: COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) — INDICATOR: dBA, CNEL

1. a. Does the project involve the creation of a new or relocated land use? Y ☐ N ☒
   b. If yes, is the project consistent with the applicable plan area statement? Y ☐ N ☐

2. a. Is the project located within a transportation corridor as mapped on TRPA maps? Y ☐ N ☒
   b. If yes, does the project include components to reduce the transmission of noise from the corridor, in accordance with the TRPA Design Review Guidelines? Y ☐ N ☐

CATEGORY: SCENIC RESOURCES

THRESHOLD: ROADWAY AND SHORELINE RATINGS — INDICATOR: ratings

1. a. Is the project located within, or visible from, a roadway or shoreline unit targeted for scenic upgrading? Y ☐ N ☒
   b. If yes, is the project consistent with the TRPA Scenic Quality Implementation Program (SQUIP)? Y ☐ N ☐

2. a. Is the project located within, or visible from, a roadway or shoreline unit not targeted for scenic upgrading? Y ☐ N ☒
   b. If yes, is there evidence in the record that the project will not cause a significant decrease in scenic quality, and is the project consistent with the TRPA Design Review Guidelines? Y ☐ N ☐

CATEGORY: RECREATION

THRESHOLD: PRESERVE AND ENHANCE THE HIGH QUALITY RECREATION EXPERIENCE

INDICATOR: dispersed rec. capacity

1. a. Is the project located in a conservation or recreation plan area? Y ☐ N ☒
   b. If yes, is the project consistent with the applicable plan area statement? Y ☐ N ☐

CATEGORY: CODE/RULES OF PROCEDURE REQUIREMENTS

1. Does the project require Governing Board Review (Chapter 2)? Y ☒ N ☐

5. Does the project require notice to adjacent property owners (Art. XII Rules of Procedure)? Y ☒ N ☐

6. Is the project consistent with the following:

Chapter 2	(Project Review)	N/A	☐	Y ☒	N ☐
Chapter 6	(Tracking-Data Sheets/Log Book)	N/A	☐	Y ☒	N ☐
Chapter 21	(Permissible Uses)	N/A	☐	Y ☒	N ☐
Chapter 22	(Temporary Uses)	N/A	☒	Y ☐	N ☐
Chapter 30	(Coverage)	N/A	☐	Y ☒	N ☐
Chapter 31	(Density)	N/A	☐	Y ☒	N ☐
Chapter 32	(Basic Service)	N/A	☐	Y ☒	N ☐
Chapter 33.3	(Grading)	N/A	☐	Y ☒	N ☐
Chapter 33.4	(Special Reports)	N/A	☐	Y ☒	N ☐
Chapter 33.5	(Construction Schedule)	N/A	☐	Y ☒	N ☐
Chapter 33.6	(Vegetation Protection)	N/A	☐	Y ☒	N ☐
Chapter 34	(Driveways)	N/A	☐	Y ☒	N ☐
Chapter 34	(Parking)	N/A	☐	Y ☒	N ☐
Chapter 35	(Natural Hazards-Floodplain)	N/A	☒	Y ☐	N ☐
Chapter 36	(Design Standards)	N/A	☐	Y ☒	N ☐
Chapter 37	(Height)	N/A	☐	Y ☒	N ☐
Chapter 38	(Signs)	N/A	☐	Y ☒	N ☐
Chapter 50	(Allocations)	N/A	☒	Y ☐	N ☐
Chapter 51	(Transfers)	N/A	☐	Y ☒	N ☐
Chapter 52	(Bonus Units-MFD only)	N/A	☐	Y ☒	N ☐
Chapter 53	(IPES)	N/A	☒	Y ☐	N ☐
Chapter 60	(BMP's)	N/A	☐	Y ☒	N ☐
Chapter 60.1	(Water Quality)	N/A	☐	Y ☒	N ☐
Chapter 60.2	(Water Quality Mitigation)	N/A	☐	Y ☒	N ☐
Chapter 61.1	(Tree Removal)	N/A	☐	Y ☒	N ☐
Chapter 61.3.6	(Sensitive Plants/Fire Hazard)	N/A	☐	Y ☒	N ☐
Chapter 61.4	(Revegetation)	N/A	☐	Y ☒	N ☐
Chapter 62	(Wildlife)	N/A	☐	Y ☒	N ☐
Chapter 63	(Fish)	N/A	☒	Y ☐	N ☐
Chapter 65.1	(Air Quality)	N/A	☐	Y ☒	N ☐
Chapter 65.2	(Traffic/Air Quality Mitigation)	N/A	☐	Y ☒	N ☐
Chapter 67	(Historic Resource)	N/A	☒	Y ☐	N ☐

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STAFF REPORT

Date: March 15, 2023

To: TRPA Governing Board

From: TRPA Staff

Subject: Permitting Improvements Action Plan – Implementation Recommendations

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Summary:
The attached *Implementation Report for TRPA Permitting Improvements* (the "Implementation Report") lists specific recommendations for the initial suite of permitting program improvements. Recommendations begin implementation of the *Permitting Improvement Action Plan* (the "Action Plan"), which was developed through a participatory process and was endorsed by the Governing Board in August 2022.

Stockham Consulting, a consultant to the TRPA, has worked collaboratively with staff and stakeholders to prepare the Action Plan and the Implementation Report. Staff requests the Governing Board review the Implementation Report, identify changes or refinements, and endorse the Report's direction to prepare amendments to the Code of Ordinances, Rules of Procedure, and Fee Schedule for future Board consideration.

Required Motions:
To endorse the Implementation Report, the Board should make the following motion, based on the staff report:

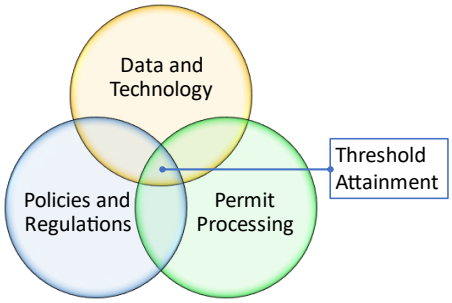
1) A motion to endorse the *Implementation Report for TRPA Permitting Improvements*, as shown in Attachment A.

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

Project Description/Background:
Over the past year, the six agency strategic initiatives have been presented to the Governing Board. In August 2022, staff presented the Digital First: Innovation Strategic Initiative, including high-level permitting improvement recommendations detailed in the Action Plan. At that time, the Board provided comments and endorsed the Action Plan.

The *Digital First*: Innovation Strategic Initiative involves significantly improving the ability of the agency to provide services in a "digital first" way by rethinking processes, updating policies and code, and using new technology to maintain and attain the agency's compact-mandated threshold standards. This is achieved when all three of these are aligned and work together.

- Development and review of policies and regulations require accurate information on the previous and expected effectiveness and impact of those policies; to measure and adjust policies and regulations, those policies and regulations must clearly identify expected outcomes and include a mechanism for their ongoing measurement.
- Policies and regulations must be clear to be useful for creating effective permitting processes; permitting processes must accurately reflect the intent of adopted policies and regulations.
- Effective and efficient processes rely on accurate information and technology to make them accessible; technology and information can only be used effectively when processes are clear and consistent.



TRPA has been working to achieve this synergy between policies and regulations, data and technology, and permit processing (e.g., updating the threshold standard, policies, code, and mitigation fees) and will continue to do so as part of the adaptive management approach. That is the foundational concept underlying the Innovation Initiative.

<u>TRPA Permitting Improvement Action Plan</u>:
TRPA started a permitting system improvement project in early 2022 to evaluate and improve TRPA's processes and ordinances. These improvements are paired with significant investments in the Accela permitting software and other technologies to streamline and improve TRPA's application processing, reduce review times, and operate more efficiently and effectively.

TRPA selected Stockham Consulting to assist with this project. Arlo Stockham, the principal and project manager, has extensive planning and community development experience in the Reno/Tahoe area, including prior employment with TRPA as manager for the 2012 Regional Plan Update. Stockham Consulting is also reviewing project applications for TRPA under a separate contract, bringing additional perspective to this project. Finally, the contract is unique; it includes working with staff to implement the endorsed permitting process improvements.

Since April 2022, Stockham Consulting has worked collaboratively with staff and stakeholders to access the TRPA permitting system and recommend improvements.

In August 2022, the Board reviewed the TRPA Permitting Improvement Action Plan, provided comments, and endorsed the document. The Action Plan outlines a strategy and work program to improve the TRPA permitting system. Recommended changes included process improvements and code amendments focused on the following priority topics:

- Establish more efficient, consistent, and predictable application review processes.
- Simplify and shorten review processes for minor applications and sequential approvals.
- Update code standards that are difficult to interpret, do not add value, or are unduly cumbersome.
- Prioritize public communication and customer services.
- Expand tools for staff development and training.
- Maintain adequate and dependable funding to support quality application reviews.

The Action Plan and related material are available at www.trpa.gov/permitting-improvement-action-plan.

Implementation Recommendations for the Permitting Improvement Action Plan:
The Implementation Report (Attachment A) expands upon the Action Plan by detailing the specific recommendations for the initial suite of permitting program improvements. Recommendations were reviewed, discussed, and refined in coordination with the TRPA staff team for permitting improvements, and with other key staff members. Changes respond to suggestions raised by a variety of stakeholders. In combination, the recommended changes should significantly improve permitting operations for applicants and for staff.

The Implementation Report recommends improvements for the following topics. The report begins with a three-page summary of recommendations, then describes the recommendations for each topic in detail.

Establish more efficient, consistent, and predictable application review processes.

- Temporary Resources to Complete Projects
- Shared Forms and Templates for Permitting Documents
- Staff Teams for Application Reviews
- Comprehensive Administrative Procedure Manual for TRPA Permitting
- Additional Administrative Improvements
- Improve Application Content, Forms, and Templates (future)

Simplify and shorten review processes for minor applications and sequential approvals.

- Minor Applications
- Bundled and Concurrent Applications
- Exempt and Qualified Exempt Activities
- Historic Resource Protection
- Additional Staff-Level Decisions

Update code standards that are difficult to interpret, do not add value, or are unduly cumbersome.

- Code Interpretations and Clarifications
- Focus Staff Time on High-Value Work (update procedure ordinances)
- Organize Code Reference Documents

Prioritize public communication and customer services.

- Virtual Front Counter
- Customer Service Policy
- Stakeholder Coordination

Expand tools for staff development and training.

- Expand Training and Delegation (future)
- Refine Performance Management Systems (future)

Maintain adequate and dependable funding to support quality application reviews.

- Cost Recovery Goal for Application Fees
- Expense Monitoring
- Simplify Fee Documents
- Potential Fee Changes

A draft Implementation Report was distributed in February, and meetings were held to solicit additional stakeholder feedback. Recommendations were refined based on feedback received and a screening process for that feedback.

Mr. Stockham will attend the Governing Board meeting, present the Implementation Report, and answer questions. Staff requests Governing Board discussion, feedback, and an endorsement of the Implementation Report.

Following Governing Board review, materials will be prepared for final approval on or before the August 2023 Governing Board meeting.

Contact Information:
For questions regarding this agenda item, please contact Aly Borawski, Senior Planner, at (775) 589-5229, aborawski@trpa.gov, or Tiffany Good, Permitting Program Manager, at (775) 589-5283, tgood@trpa.gov.

Attachment:

A. Implementation Report for TRPA Permitting Improvements

Attachment A

Implementation Report for TRPA Permitting Improvements

MEMORANDUM

StockhamConsulting
Land Use Planning & Property Services

Date: March 14, 2023
To: TRPA Governing Board
From: Arlo Stockham, AICP

Subject: Implementation Report for TRPA Permitting Improvements

This report outlines implementation recommendations for the *TRPA Permitting Improvement Action Plan (the "Action Plan")*.

The *Action Plan* is a strategy and 18-month work program to improve the TRPA permitting system. It was developed through a participatory process and was endorsed by the TRPA Governing Board in August 2022. The *Action Plan* identifies process improvements and code amendments focused on the following priority topics:

- *Establish more efficient, consistent, and predictable application review processes.*
- *Simplify and shorten review processes for minor applications and sequential approvals.*
- *Update code standards that are difficult to interpret, do not add value, or are unduly cumbersome.*
- *Prioritize public communication and customer services.*
- *Expand tools for staff development and training.*
- *Maintain adequate and dependable funding to support quality application reviews.*

This report expands upon the *Action Plan* by detailing the specific recommendations for the initial suite of permitting program improvements. Following Governing Board review and feedback in March 2023, the project team will develop administrative materials and prepare amendments to the TRPA Code, Rules of Procedure, and Fee Schedule. Changes are scheduled for final approval on or before the August 2023 Governing Board meeting.

The following recommendations were reviewed, discussed, and refined in coordination with the TRPA staff team for permitting improvements, and with other key staff members. Changes respond to suggestions raised by a variety of stakeholders.

On February 5, 2023, a draft report was distributed for public review and feedback. Project information was posted at www.trpa.gov/permitting-improvement-action-plan/. We hosted a public webinar and held meetings with the Local Agencies and the League to Save Lake Tahoe.

Stakeholder feedback was helpful and generally positive. Recommendations are refined based on the suggestions received. Suggestions not recommended for implementation include those that would reduce environmental requirements or mitigation fees, would eliminate project reviews that staff feels should remain, or would be difficult to implement.

Overview Statement: The TRPA permitting system is fundamentally challenged by the complexity of administrative practices, combined with an application fee structure that is not recovering program costs. Staff have struggled to keep up with permit reviews, but funding

limitations have prevented additional staffing increases. This is impactful for applicants and is not fiscally sustainable for TRPA.

Most recommendations focus on process improvements to operate in a more consistent, efficient, and predictable manner. Targeted fee adjustments are also recommended, primarily for certain shoreland and shorezone applications with fees well below the actual review costs. If fewer process improvements are implemented, additional funding will likely be needed.

Summary of Recommendations: The following points summarize the recommended changes. The balance of the report provides detailed recommendations, organized by Priority Topic. Each section begins with the Assessment Summary and Action Items from the *Action Plan* (*in italic text*). Recommendations are then detailed for each topic. Recommendations include:

Priority #1: Establish more efficient, consistent, and predictable application review processes.

- Temporary Resources to Complete Projects: Staff additions and reassignments have been made to complete this project, while maintaining staffing for application reviews.
- Shared Forms and Templates for Permitting Documents: Shared administrative documents will be established with standard language for conditional permits, review comments, etc. These will also be used as a starting point for future improvements.
- Staff Teams for Application Reviews: Staff teams within the Permitting Department are being developed for customer service functions and Minor Application reviews.
- Comprehensive Administrative Procedure Manual for TRPA Permitting: This administrative manual will outline standard practices for project review, inspection, and monitoring. This should improve the efficiency, consistency, and overall quality of permitting operations. The manual will also serve as a staff training and evaluation tool, and as a publicly available resource.
- Improve Application Content, Forms and Templates: Project application forms and submittal requirements will be updated between September 2023 and February 2024. Minor Applications will be implemented sooner and will include some improvements.

Priority #2: Simplify and shorten review processes for minor applications and sequential approvals.

- Minor Applications: A "Minor Application" process will be established for less complex project applications. Minor Applications will have shorter review timelines, less complex application requirements, simplified reviews, and a dedicated review team.
- Bundled and Concurrent Applications: Changes will allow frequently-related applications to be processed concurrently and in a coordinated manner.
- Exempt and Qualified Exempt Activities: Challenges with the Qualified Exempt (QE) process should be addressed. Additional minor improvements should be moved from the QE list to the fully Exempt list.
- Historic Resource Protection: Challenges with historic resource protection system should be addressed. Options are provided for targeted efficiency improvements or broader reforms to historic resource plans and ordinances.

- Additional Staff-Level Decisions: TRPA should authorize staff-level approval for additional determinations that do not benefit from public hearings. Some applications are recommended for an enhanced staff-level review, including notification procedures and appeals to the Board.

Priority #3: Update code standards that are difficult to interpret, do not add value, or are unduly cumbersome.

- Code Interpretations and Clarifications: Code clarifications are proposed, consistent with prior interpretations and understandings.
- Focus Staff Time on High-Value Work: Procedure ordinances should be updated to reduce audit frequency for single family permits and discontinue the "below the IPES line" drawing.
- Organize Code Reference Documents: Documents and datasets that are "adopted by reference" in the TRPA Code should be compiled in an online list with convenient links to each document.

Priority #4: Prioritize public communication and customer services.

- Virtual Front Counter: A suite of customer service improvements are proposed, including dedicated staff and additional online resources.
- Customer Service Policy: This policy addresses customer service protocols for staff.
- Stakeholder Coordination: Ongoing stakeholder consultation is planned as the implementing ordinances are developed and beyond.

Priority #5: Expand tools for staff development and training.

- Expand Training and Delegation: This is a phase 3 project. New administrative tools should be used to enhance training and increase the delegation of work to assistant planners, technicians, and administrative support staff.
- Refine Performance Management Systems: This is a phase 3 project. New administrative tools should also be used when evaluating individual employee performance.

Priority #6: Maintain adequate and dependable funding to support quality application reviews.

- Cost Recovery Goal for Application Fees: Periodically adjust project application fees to recover project review and inspection costs, and maintain targeted fee subsidies.
- Expense Monitoring: Track application review times and costs to provide an administrative feedback loop and to inform future fee updates.
- Simplify Fee Documents: TRPA should consolidate fee information in the fee schedule.
- Potential Fee Changes: Increases are proposed for some applications with fees that do not cover review costs. Included are shoreland scenic reviews, buoys and floating platforms, mooring lottery eligibility reviews, pier additions, and enhanced staff-level reviews. Lesser increases are proposed for lodging projects, and for minor submittals that do not have a processing fee. Decreases are recommended for day care facilities, for applications subject to streamlined processes, and within community plan areas.

Priority Topic #1

Establish more efficient, consistent, and predictable application review processes.

Background Information:

Action Plan Assessment Summary: *Stakeholders reported significant delays, inefficiencies, and inconsistencies with application review procedures. Improvements could be made by establishing written procedures detailing the appropriate application review processes, by enhancing application requirements and intake procedures, by increasing automation and delegation, and by maintaining sufficient funding for timely project reviews. Targeted regulatory and procedure changes would supplement these organizational improvements.*

Establishing more consistent and efficient application review practices should be the primary strategy to minimize project review timelines, however targeted fee and staffing increases are also recommended.

Long term improvements planned for the Accela and LT Info systems should prioritize development of a more efficient framework where property and project information is verified and input once, then used consistently for TRPA's public information platforms, research and analysis functions, and application approval templates. Over time, the system should evolve to have certain permitting decisions auto-generated based on property and application inputs.

Actions Items Addressed: Recommendations address the following *Projects* and *Action Items*.

Project 1: Provide Temporary Resources to Complete Projects

> *Action 6E: Identify staff and consulting resources to help relieve the current backlog of project applications and establish teams to implement this Action Plan.*

Project 4: Establish Shared Forms and Templates for Permitting Documents

> *Action 1B: Use shared templates and forms with standard language for all application review and decision documents.*

Project 5: Review and Update Staff Teams for Application Reviews

> *Action 1G: Maintain dedicated staff teams responsible for the timely review of certain application types, including a team for timely review of identified minor applications.*

Project 7: Prepare a Comprehensive Administrative Procedure Manual for TRPA Permitting

> *Action 1A: Outline standard application review, inspection, and monitoring practices (including timeline expectations for different application types) in a comprehensive, written, and publicly available procedure manual to be maintained over time. This manual would be used by all project reviewers and for staff training purposes.*

Future Work on additional improvements will begin around September 2023 following approval of the administrative procedure manual and other near-term process improvements. Future work will address the following *Project* and *Action Items*:

Project 10: Improve Application Content, Forms and Templates

Action 1C: Increase use of technology to automate and standardize the mechanical steps necessary for permit issuance. This may be a multi-step process with near term automation of certain application and decision documents, and more significant longer term technology enhancements to the Accela and LT Info Systems.

Action 1D: Establish more detailed application forms that outline additional submittal requirements and formats to facilitate efficient project reviews.

Action 1E: Expand the application intake process to verify that all required application material is properly completed (using an enhanced checklist) before assigning cases to planners. In conjunction with the enhanced intake process, convert the 30-day application completeness reviews to a preliminary project review, where questions, additional information needs, and any major concerns are identified.

Action 1F: Strengthen applicant responsibilities to provide accurate information by requiring signed and notarized applicant affidavits, professionally certified site plans and coverage calculations, and/or clearly identified changes in plan sheets associated with permit revisions.

Recommendations:

Temporary Resources to Complete Projects: TRPA has continued to increase permitting staff with a combination of new hires, consulting agreements, and staff reassignments. A new shorezone planner was hired and trained in late 2022.

TRPA has also resourced this organizational improvement project by extending my consulting agreement and providing staff assistance from other TRPA departments. Principal Planner Jennifer Self was assigned to help manage this initiative. Tiffany Good and Alyson Borawski are also assisting.

Establish Shared Forms and Templates for Permitting Documents: Permitting staff currently use a variety of forms, templates, and protocols for application reviews. A more consistent approach to project permitting should reduce applicant confusion and the resulting need for additional conditions of approval, plan revisions, etc.

This initial project will establish shared templates and forms with standard language for application review letters, review checklists, standard condition language, and permits. This information should be shared on a common drive and used consistently for application reviews.

The differing formats and approaches that are used by permitting staff will need to be addressed with this effort. Inconsistencies will need to be resolved, with a preferred approach identified.

Staff plans to begin using Shared Forms and Templates by June 2023.

Improved forms and review methods are proposed initially for Minor Applications (Project 8). These improvements will be implemented in August 2023.

Additional improvements are planned for all application types with Project 10 (Improve Application Content, Forms and Templates). These improvements will be implemented in February 2024.

Review and Update Staff Teams for Application Reviews: This effort will establish staff teams for different types of application reviews, similar to the current system for shorezone projects.

Dedicated staff teams are planned for customer service functions (Project 2) and for the review of minor applications (Project 8). The teams will improve consistency and predictability for applicants. TRPA will benefit from increased staff training, mentoring, managerial efficiency, and delegation of work to lower-level positions. Implementation is planned between April 2023 and August 2023.

Prepare a Comprehensive Administrative Procedure Manual for TRPA Permitting: TRPA can significantly improve the consistency, efficiency, and predictability of permitting operations by establishing clear written guidelines for application review, inspection, and monitoring practices.

The manual will detail efficient and consistent protocols to be used by permitting staff, including review steps, timelines, checklists, conditional permits, permit acknowledgement, etc. This manual will be maintained for use by all project reviewers, for staff training purposes, and as a publicly-available resource for people who want to better understand the TRPA permitting system. Implementation is planned in August 2023.

Additional Administrative Improvements: Other frequent suggestions from staff involve administrative system changes that would improve operating efficiency, but do not involve the focus areas for this project (code amendments and permitting department practices). The following topics should be considered for system improvements:

- Mobility Mitigation Fees are fine-tuned to assess fees based on expected Vehicle Miles Travelled (VMT). To calculate fees, staff uses the online Transportation Project Impact Assessment (TPIA) tool that estimates VMT based on detailed land use criteria and the project location. The TPIA tool can be confusing and difficult to use. TRPA and local agency staff report a lot of time spent calculating mobility mitigation fees, with assistance from staff specialists often required. TRPA should consider either updating the TPIA or implementing mobility mitigation fees with maps and spreadsheets instead of an online tool. A TPIA workshop with the Governing Board's Regional Plan Implementation Committee is planned for Spring 2023 and will identify potential changes to the tool.
- Payment Procedures are reported to be cumbersome and time consuming for applicants and for staff. Staff spends considerable time setting up invoices and sending instructions for each customer payment. Accela improvements should include a payment system that more closely resembles typical online payment systems used by businesses. Ideally, the system would allow users to select and process payments without direct staff involvement. A credit card option for security fees should also be considered.

Priority Topic #2

Simplify and shorten review processes for minor applications and sequential approvals

Background Information:

Action Plan Assessment Summary: *Stakeholders reported similar application review timelines (150 days) for very simple applications and for highly complex projects. Changes should be made to establish simpler processes and shorter review timelines for minor and generally straightforward applications; which should include but not be limited to: development right transfers, lot line adjustments, minor property improvements, and minor revisions to approved plans. Additionally, TRPA should expand the list of non-impactful improvements that are exempt or qualified exempt from TRPA review; and permit administrative approvals for additional routine determinations that do not warrant a higher level of review.*

Actions Items Addressed: Recommendations address the following Projects and *Action Items*.

Project 8: Minor Applications and Bundling

> *Action 2A: Establish eligibility criteria, shorter review timelines, and simplified processes for minor amendments to approved permits, minor improvement applications, and other applications that should not require extensive staff review timelines.*
>
> *Action 2B: Allow the bundling and/or concurrent processing of certain applications that are currently processed sequentially. Examples include transfer applications, parcel boundary adjustments, etc.*

Project 9: Simplify Certain Application Processes

> *Action 2C: Expand the list of activities that are exempt or qualified exempt from TRPA review to include additional non-impactful improvements.*
>
> *Action 2D: Permit staff-level approval for additional routine determinations that do not warrant a higher level of review. Examples include modification of historic buildings, projects in mapped avalanche areas, certain road projects, etc.*

Recommendations:

Minor Applications: With a few exceptions, TRPA application review timelines are the same (30 days + 120 days) regardless of application type or complexity. The following list includes relatively simple applications that should be processed with shorter deadlines, less complex applications, simplified reviews, and a dedicated application review team. These applications will generally be routine and non-impactful. Applications that require complex reviews or special findings should not qualify.

The Minor Application review team should include one or more Assistant Planners to review applications, with a Senior Planner or Principal Planner assigned to provide guidance, training, and team supervision.

Minor Applications should include:

1. Development Right Banking

2. Conversions and Transfers of Banked Development Rights
3. Coverage Banking from Non-Sensitive Land
4. Transfers of Banked Coverage from Non-Sensitive Land
5. Historic Resource determinations, to the extent these are not integrated into the permit review process (see recommendations below).
6. Lot Line Adjustments meeting all the following criteria:
    a. The adjustment is between two parcels
    b. The adjustment is an equal area exchange, with existing parcel areas maintained to the nearest square foot
    c. The exchanged areas do not include any land coverage
    d. The exchanged areas have the same Land Capability Classification
    e. The project area is located entirely outside of the shorezone/shoreland
7. Minor Site or Building Improvements meeting all the following criteria:
    a. The project is a single parcel application
    b. The project area is classified as Residential, Mixed-Use, or Tourist Land Use
    c. The project area is located entirely outside of the shorezone/shoreland
    d. The project does not propose any new or relocated coverage on sensitive land.
    e. The parcel has an existing BMP certificate; except revisions to approved permits may be Minor with a BMP certificate to be issued with project completion.
    f. The project will not add “additional building height” (above 26 feet).
    g. The project does not involve a non-conforming use or structure.
8. Establishment of up to two Accessory Dwelling Units, as long as the project does not exceed other limitations for Minor Applications.
9. Grading not exceeding 10 cu. yards on sensitive land and 50 cu. yards total.
10. Sign permits for projects having no more than two signs with sizes not exceeding 40 sf each.
11. Linear Public Facility repair or reconstruction projects resulting in no new coverage and no significant changes to finished grades.
12. Public Health and Safety Facilities; unless staff determines that the project scale or complexity warrants regular project review.
13. Fire mitigation projects for pipelines and power transmission facilities, if outside scenic areas; unless staff determines that the project scale or complexity warrants regular project review.

Staff will need to differentiate “minor” from “regular” applications upon submittal. This will require updated application forms and a new field in the Accela permitting software to indicate if applications are minor or regular.

Timelines for minor application completeness reviews should be decreased from 30 days to 15 days. Timelines for decisions should be decreased from 120 days to 40 days.

To reduce application preparation and review costs, qualifying applications should not require a findings analysis and permits should reference standard pre-drafted findings.

Review checklists should be simplified to reduce staff time spent manually entering the same project information in multiple documents.

Permit templates should include a standard description format and standard conditions addressing temporary and permanent BMPs, building height, land coverage, and other topics that are routinely conditioned. Standard notes, installation details, coverage table formats, and instructions should be provided online with the application forms to help applicants understand these general requirements and include the required information in their applications.

These changes should reduce application preparation costs, improve application quality, and allow staff to process applications more efficiently and consistently. In most cases, the planner would review the project description and plan sheets, enter basic project information in the checklist and permit, delete standard conditions that are properly addressed in the preliminary plans, and issue a conditional permit. With fewer conditions, the permit acknowledgement process should also be simplified.

These application improvements should be implemented for Minor Applications in August 2023. Similar changes should be considered for broader implementation in 2024 as part of Phase 3, Project 10 (Improve Application Content, Forms, and Templates).

Minor applications should also be a priority for further simplification and possible automation of the mechanical steps required for permit issuance. For example, an applicant provided checklist could be used to autofill a standard permit form. This would focus staff time on reviewing application materials and implementing corrections with checklist edits and selection of permit conditions from a preset list.

<u>Bundled and Concurrent Applications</u>: The need for sequential application approvals can significantly increase the total review time for certain projects.

To improve reviews and reduce the combined processing time for projects requiring sequential applications, procedures should be implemented to review and approve certain “bundled” applications in a combined and coordinated manner. Review timelines for the longer of the bundled applications should apply. All fees and case assignments in the Accela permitting software should remain. Application bundling should be optional for applicants.

Bundling should be allowed for:

1. Development right transfers and conversions to enable project permits
2. Coverage transfers to enable project permits

3. Lot Line Adjustments to enable project permits
4. Historic Resource determinations with project permits

Exempt and Qualified Exempt Activities: TRPA Code Section 2.3 identifies activities that are Exempt from TRPA review. Some of the Exempt activities are further classified as "Qualified Exempt (QE)" in subsection 2.3.6. Additional Exempt and QE activities in the shorezone are identified in sections 82.4 and 82.5.

Numerous staff members and stakeholders reported that the current QE review process is time consuming and does not add value, especially for simpler activities and work outside the shorezone and shoreland. Other staff noted that improvements requiring project approval are often caught through the QE review process, which provides value for code enforcement purposes.

QE Declarations are valued as a time saving alternative to TRPA Project reviews, but current procedures are time consuming and insufficiently funded.

QE Activities are generally minor improvements such as small-scale grading, building repairs, interior remodels exceeding the $40,000 limit to be fully exempt, and small additions that do not add or relocate land coverage.

In the shorezone, QE Activities also include maintenance of existing piers, fences, etc.

QE Activities are only exempt from TRPA review following submittal of a property owner certification at least three days prior to construction (5 days in the shorezone). In the certification form, the property owner must properly declare that the activity fits within the listed QE categories and limitations. Coverage may not be created or relocated. Mitigation fees and BMP retrofit plans are required for structural remodeling and additions. Mobility mitigation fees are required for changes of use.

Code language and application packets do not identify a TRPA approval step for QE activities, but it has been standard practice to review QE submittals for activities that require project approval. The Certifications are not stamped as accepted by TRPA until the reviews are complete. The reviews often take more than 3-5 days. If staff does not agree that the activities qualify, the Certifications are not accepted.

TRPA collects a fee of $197 for QE Declarations involving structural modifications, presumably to fund work on the BMP plan and excess coverage mitigation requirements. $335 is charged for shorezone QE Declarations. Fees are not collected for other QE Declarations. Fee collections are well below the actual cost of current review practices. For a fiscally sustainable system, the administrative process should be simplified or submittal fees should be significantly increased.

We recommend a two-pronged approach.

First, the least significant QE activities should be made fully exempt from TRPA review. Detailed recommendations are provided in Attachment A

Improvements that would be moved from QE to fully Exempt include:

1. Structural repairs under $50,000 (increased from $21,000)
2. Structural modification required by local building departments
3. Additional grading on non-sensitive land (increased from 3 cu. yards to 10 cu. yards).
4. Seasonal Outdoor Retail Sales Use
5. Subdivision Identification Signs
6. Replacement of Approved Sign Faces

Second, TRPA should adjust administrative practices and process QE Declarations consistent with Code language. These are minor improvements and should not require a TRPA approval process. The staff time that is currently spent on QE reviews would be better spent reviewing project applications or working on organizational improvements. Violations can be addressed with standard code enforcement tools. To cover processing costs, existing fees ($197 standard, $335 in the shorezone) should be applied to all submittals.

Some stakeholders suggested expanding the QE categories to include additional topics such as coverage relocation, deck additions, and grading on sensitive land. We recommend Minor Applications for these activities, which would retain project reviews, while reducing review timelines and simplifying applications.

For shorezone submittals, the current application fee can fund an efficient screening process for potentially impactful improvements.

In all cases, QEs should be processed as property owner certifications that are accepted and stamped upon submittal and only require further action if flagged through the post submittal screening process.

TRPA should also make it clear to stakeholders that TRPA acceptance of QE Declarations does not involve a review and verification process and cannot be relied upon to avoid enforcement for any violations that may be created. The application forms and acceptance stamps are already pretty clear about this, but a lot of stakeholders (staff and applicants) view QE Declarations as a form of TRPA approval. This has blurred the distinction between TRPA Projects and Exempt Activities.

In addition to the time saved with this procedural change, the burden to certify that the work is exempt will be more clearly vested with the property owner as outlined in code. This should reduce the number of submittals seeking a de-facto TRPA approval through the QE Declaration process.

Implementing these changes should save about 5 weeks per year in TRPA staff time.

<u>Historic Resource Protection</u>: The current process for Historic Resource protection is widely viewed as cumbersome and ineffective.

Code requires historic resource evaluations for facilities “potentially meeting the criteria” to be a designated historic resource. In practice, this applies to structures over 50 years in. Modifications are prohibited prior to either 1) TRPA staff approval of a Historic Resource

Determination of non-eligibility, or 2) TRPA Hearings Officer approval of improvements, with a resource protection plan.

TRPA does not accept project applications prior to approval of Historic Resource Determinations ("HIST" cases). This adds another sequential step to the review process for many home improvements. Additionally, the process in place is evaluating regional historic and cultural resources on a parcel-to-parcel and project-to-project basis. Best practices include evaluating resources contextually at a larger scale, such as a neighborhood, district, or entire jurisdiction.

Fees are not collected for Historic Resource Determinations, unless the structure is determined to be eligible for designation. For permits involving eligible structures, fees are increased by $1,325 plus a 140 percent fee multiplier for Hearings Officer review.

When properties are determined to have some historical significance, Hearings Officer reviews are time consuming and issues are typically addressed in a standard manner. Additionally, the code requires consultation with the State Historic Preservation Office (SHPO). This consultation is beyond what the SHPO is typically engaged in since TRPA applications are largely for private properties. SHPO generally consults on matters undertaken by federal agencies or funded by federal dollars.

Many stakeholders are suggesting substantive policy changes for historic resource protection, which would be outside the scope for this project.

Because this has emerged as a significant recurring issue and opportunity, options are outlined below for different levels of change. The TRPA Governing Board should consider policy options for this topic. If changes like those in the Option 2 are desired, a separate public process may be warranted to consider these and other suggestions.

Option 1: Process improvements would streamline permitting processes, but not change the eligibility criteria for Historic Resource Determinations. Recommended changes include:

- Establish a more efficient process for Historic Resource Determinations. I suggest TRPA allow these determinations to be made as part of the regular permitting process. The application forms should disclose the possibility of added fees and design requirements if the property is historically significant. Potential applicants could also request a pre-application determination similar to the process that currently exists. This is a change to administrative practice – no code amendments are needed.
- Authorize staff approval of additions, reconstruction, or demolition of *eligible* historic resources, subject to design standards. This would retain Hearings Officer reviews for modifications to *designated* historic resources. Code amendments will be required.
- Pursue development of MOUs with State Historic Preservation Offices to comply with the TRPA Code of Ordinances and limit when consultation is warranted.

Option 2: Substantive code changes could be made to focus on historically significant sites and either eliminate or significantly reduce the number of properties that are subject to Historic Resource Determinations.

It should be noted that there are no threshold standards for historic resources, but the TRPA Compact lists "historical facilities" as a conservation plan component.

Regional Plan Policies focus on identification and protection strategies for a list of significant sites (see language below).

> *C-1.1 HISTORICAL OR CULTURALLY SIGNIFICANT LANDMARKS IN THE REGION SHALL BE IDENTIFIED AND PROTECTED FROM INDISCRIMINATE DAMAGE OR ALTERATION.*
>
> *TRPA will confer with local, state and federal agencies to maintain a list of significant historical, architectural, and archaeological sites within the Region that have been identified by applicable agencies. Special review criteria will be established to protect such designated sites in cooperation with property owners.*
>
> *C-1.2 SITES AND STRUCTURES DESIGNATED AS HISTORICALLY, CULTURALLY, OR ARCHAEOLOGICALLY SIGNIFICANT SHALL BE GIVEN SPECIAL INCENTIVES AND EXEMPTIONS TO PROMOTE THE PRESERVATION AND RESTORATION OF SUCH STRUCTURES AND SITES.*

The current historical facilities list was developed with the 1989 Regional Plan and has not been updated. The current process for Historic Resource Determinations is not described in the Regional Plan.

TRPA could modify ordinances consistent with the Regional Plan Policies. Implementation options include:

- TRPA could work with other agencies to develop a more comprehensive regional inventory of historic areas, districts, and/or sites, apply special review criteria to the listed facilities, and eliminate requirements for Historic Resource Determinations in other areas;
- TRPA could consult with other agencies and apply special review criteria only to significant historical, architectural, and archaeological sites that have been identified by applicable agencies. TRPA would defer to other agencies for the identification of historic resources, but would apply special review criteria to applications on the listed sites. Requirements for Historic Resource Determinations would be eliminated in other areas; or
- TPRA could implement some combination of the above options, with could include a nomination and review process for additional historic resources, special review requirements only in certain districts or areas, and/or other approaches.

As part of this effort, TRPA could also implement policy C-1.2 by adopting special incentives and exemptions to promote the preservation and restoration of the listed historic structures and sites.

Some stakeholders suggested fully deferring to state and local agencies, but that approach may be inconsistent with the TRPA Compact and the Regional Plan.

Staff-Level Decisions: Stakeholders suggested that the following additional applications could be approved at the staff-level without significant adverse impacts.

- Authorize staff approval of additions, reconstruction, or demolition of *eligible* historic resources, as discussed above.
- Remove special use permit requirements for homes proposed outside of mapped avalanche hazard areas. The Washoe County Area Plan maintained old plan area statement provisions requiring special use permit review for all homes in certain planning areas (now zone districts). The requirement was added because portions of those plan areas include avalanche hazard areas. The actual avalanche hazard areas are now known to be much smaller than the plan areas. This is a suggestion for Washoe County to process with their next Area Plan update. The County could also adopt standards reflecting typical conditions of approval and drop the special use permit requirement entirely.
- Expand exemptions for hearings officer review of SEZ disturbances to permit staff approval for underground utility replacement projects.
- Permit staff approval of added land coverage for qualifying transportation improvements.

Staff-Level Decisions in the Shorezone: Since the TRPA Shoreline Plan was adopted four years ago, staff have had the opportunity to evaluate the program and develop ideas to improve efficiency and effectiveness.

The shorezone ordinances now include objective standards for shorezone structure eligibility and design. These appear to be working reasonably well and can be clarified as needed.

In contrast, the public hearing requirement for many applications has been very time consuming for staff and applicants, but does not add a lot of value given the clear code standards and limited discretion in design reviews for piers, buoys, and stabilization structures.

We recommend staff-level decisions for additional shorezone decisions, but with the requirement that neighbors within a 300-foot radius receive a Notice of Application consistent with Rules of Procedure Section 12.14. Noticed property owners would have 14 days to submit comments to TRPA on the application and appeal rights would remain in place for issued permits. This process is currently in place for pier additions and has worked reasonably well. Most applications can be processed efficiently; and for disputed applications, the Governing Board remains the deciding body.

These changes would apply to:

- New multiple parcel/multiple use piers, which are currently considered by the Governing Board.
- New single parcel piers, which are currently considered by the Hearings Officer.
- Existing buoy field expansions, which are currently considered by the Hearings Officer.
- Shoreline revetments or shoreline stabilization, many of which are considered by the Hearings Officer because they are a Special Use in many local plans.

Priority Topic #3

Update code standards that are difficult to interpret, do not add value, or are unduly cumbersome

Background Information:

Action Plan Assessment Summary: *The TRPA code is complex and can be confusing. Near term, TRPA should codify prior administrative interpretations, clarify code language where needed, and provide access to applicable plans, codes and reference information in a common location. Longer-term, TRPA should continue to pursue major ordinance changes to be less cumbersome to administer, more effective in protecting environmental resources, and more consistent with broader goals. Improvements could be made to the standards for land coverage, storm water management, building height, scenic resource protection, and subdivisions.*

Actions Items Addressed: Recommendations address the following Project and *Action Items*.

Project 6: Code Interpretations, Clarifications, and Efficiency Improvements

> *Action 3A: Codify administrative interpretations on a regular (annual) basis, including clarification of details consistent with prior determinations.*
>
> *Action 3B: Organize applicable plans, codes, and reference documents in a common location that is easier for applicants and project reviewers to locate.*
>
> *Action 3C: Update Code standards to focus staff time on high-value work.*

Recommendations:

Code Interpretations and Clarifications: Many of TRPA's ordinances are difficult to understand and implement. A variety of interpretations and implementation approaches have been developed over the years, but the code has not been amended to reflect these interpretations. Unclear code provisions are impacting the efficiency, consistency, and predictability of application reviews.

TRPA should process code amendments to address prior interpretations and understandings. This will make ordinances easier to understand for project applicants and for staff. Some interpretations are documented in writing, but others are not.

Ordinance development, approval, and implementation should be coordinated with local agencies and stakeholders. Differing interpretations of the existing code standards may need to be addressed. Training sessions will be needed for permitting staff at TRPA and MOU partner agencies.

TRPA should also establish an ongoing process to track future code interpretations and regularly incorporate those interpretations into code language. This list should be inclusive and not limited to major issues or controversies. TRPA should strive to make all ordinances clear, concise, and consistent with administrative practices.

TRPA maintains a list with a variety of memos, agreements, administrative policies, guidance documents, and code interpretations. There are 141 topics on the list dating back to 1987.

Some of the cataloged items address important code interpretations. Others provide procedural guidance. Some topics may no longer be relevant. The list should be reviewed and sorted into four categories:

1. Items that interpret and/or clarify code requirements that still exist should be addressed with code amendments and removed from this list. A separate code interpretation list should be maintained for future use.
2. Guidance on procedures should be addressed in the administrative procedure manual and removed from this list.
3. Items that apply to topics that are no longer relevant should be removed from this list.
4. The remaining list of information, including numerous legal memos, should be retained as administrative reference material.

The existing catalog includes noteworthy code interpretations, but it is not comprehensive. Additional topics that should be clarified in code are addressed below.

These clarifications include TRPA's fundamental development limitations – land coverage, building height, and scenic standards for the shoreland. The ordinances are too complex and are overly reliant on criteria that are not easily measured. A lot of staff and applicant time is spent dealing with interpretations of these basic development limitations.

The following recommendations will clarify the ordinances to enhance efficiency, consistency and predictability – but the general regulatory framework will remain. Broader code updates should be considered in the future.

1. What is land coverage? This should be clarified.

   The definition of land coverage is broad, using phrases such as "prevents normal precipitation from directly reaching the surface of the land" and "shall not be considered as land coverage if it permits at least 75 percent of normal precipitation directly to reach the ground and permits growth of vegetation on the approved species list."

   The criteria for this fundamental development limitation are not measurable. As a result, staff have used a series of interpretations and rules of thumb to apply land coverage regulations to accessory site improvement features such as post foundations, masonry walls, elevated metal grates, utility lids, ungrouted stone walks, placed rocks or boulders, and BMP installations.

   The definition of land coverage should be expanded to include dimension standards and other criteria for small site improvements.
2. When is land coverage "Available" vs "Banked"? When properties install BMPs and become eligibility for coverage credits, total coverage can be reduced with permit approval. Code does not specify if this treated as Available (water quality mitigation required for use), or

Banked (water quality mitigation not required for use). I understand the preferred interpretation is that this becomes Banked land coverage.

3. Building Height? TRPA has unusually complex building height ordinances. For this project, rounding standards should be defined and the proper method to measure "Roof Pitch" and "Slope Retained Across Building Site" should be clarified in code. Criteria for segmented building height standards on slopes should also be clarified.
4. Non-Permanent Structures? Qualifying criteria for coverage exemptions should be clarified, consistent with prior interpretations.
5. Scenic Impacts? The criteria for rating scenic quality and assessing potential impacts could be clarified for projects outside the shorezone/shoreland regulatory areas.
6. Rounding? Rounding standards should be addressed for TRPA's key development limitations. Overall development potential is impacted by undocumented rounding rules for building height calculations, for land coverage features, and for the contrast rating scores used to determine the allowed visual mass for lakefront development. Rules for rounding should be addressed with additional language in Section 90.1 (Rules of Interpretation and Construction) and in the individual code sections and reference documents.
7. New Shorezone Ordinances? When new ordinances are adopted, the first few years of implementation often reveal topics that could be addressed with greater clarity. Several shorezone ordinance provisions have required significant discussion and interpretation. Code amendments should be processed to clarify requirements. Topics below have been identified for possible clarification.
    - Visible Mass Calculations for Piers should be clarified, including visible mass viewpoints (side + end), qualifying features to include, calculation method, and acceptable mitigation methods. I understand the standard visible mass for a standard boatlift has been interpreted to be 84 square feet.
    - Boulder relocation standards should be clarified in relation to dredging.
    - Pier expansion criteria should be clarified in relation to boatlifts, hand railing for safety purposes, etc.
    - Criteria for property line projections and pier orientation should be clarified. TRPA could also map standard property line projections and outline criteria for exceptions.
    - Possible clarifications to buoy standards.

<u>Focus Staff Time on High-Value Work</u>: In discussions with staff, certain code-required tasks have been raised repeatedly as low priorities for limited staff resources. Some of these are addressed with the permitting process improvements outlined above, but others involve administrative and oversight work.

To improve organizational effectiveness, TRPA should implement changes to reduce the time spent on low-value administrative work and prioritize more important matters. The

recommended code amendments are listed below. These changes should eliminate about 10 weeks of work for TRPA planning staff each year with no significant impact on outcomes or thresholds. Administrative costs for other permitting agencies would also be reduced.

1. IPES Parcels with scores “below the line” are addressed with redundant programs.

   Section 50.5.2.A dates from the 1987 Regional Plan and Code. It requires that ten percent of the allocations distributed to local jurisdictions each year be held back for a below the IPES line drawing. The program allows the owners of sensitive parcels to deed restrict the parcel and transfer the awarded allocation to a buildable parcel. This is a labor-intensive process for staff involving mailed notices to all qualifying property owners (over 500). It causes a lot of confusion for property owners and a lot of calls to staff. I understand there have been no transfers under this program for several years.

   More recently, a program was put in place that allows a below the IPES line parcel to retire a sensitive lot in exchange for an allocation from the Residential Allocation Incentive Pool (Section 50.5.1.D.1). The transfer may occur at any time. This program provides the same outcome for property owners and for the environment, but without the cumbersome process. Residential Allocation Incentive Pool is replenished annually with ten percent of allocations. On January 18, 2023, there were 85 allocations available.

   These programs should be consolidated under the Residential Allocation Incentive Program.

2. Permit Monitoring and Compliance Audits are required annually for a sample of permits issued in Area Plans (Section 13.8.3) and as part of the performance review system for the distribution of residential allocations (Section 50.5.2.E.3). Performance review audit procedures are extensive, so most staff time is spent on the single family audits. The annual Area Plan audits focus on more complex projects and should continue.

   Section 50.5.2.E.3 currently requires audits for 10 percent of the single family development permits issued each year; and the scoring system requires a minimum of 10 audits. As a result, TRPA does at least 10 winterization audits, 10 final inspections audits, and 10 permit review audits per jurisdictions.

   Audit results are used to determine the number of residential development allocations distributed to the counties and city each year. Allocations are reduced if audit scores drop below 90 percent or 75 percent.

   10 percent is a high audit rate. For example, the IRS is reported to audit about 0.4 percent of federal tax returns. The auditing process requires a lot of staff time for TRPA and for other permitting agencies. TRPA staff work is estimated to total about 16 employee-weeks per year.

   Reducing the single family auditing requirement to 5 percent annually would be a little less comprehensive, but it would significantly reduce administrative costs for TRPA and other permitting agencies. Participants believe that audits of five percent would be adequate for

program purposes and would continue to flag permitting issues before significant environmental impacts are created.

In recent years, TRPA and the local agencies have focused more on education and coordination. Audit results have generally been positive and fewer issues have been uncovered in the audits. I understand the audit results this year do not warrant any allocation reductions.

Because 90 percent compliance is required before allocations distributed to local agencies are reduced, corresponding changes should also be made to use the last 10 audits of each type when calculating any allocation reduction (as opposed to results from a single year). This would maintain the current minimum standard of 90 percent compliance.

TRPA may also want to consider the value of self-audits and the appropriateness of using TRPA staff performance audits to calculate allocation reductions for the jurisdictions that have not assumed permitting authority.

Organize Code Reference Documents: The TRPA Code applies many regulations with references to different documents and datasets. The reference material is not all available from a common location. Some documents are current and updated, while others are decades old. Some reference documents are hard to find.

To improve operations for applicants and for staff, all information that is effectively "adopted by reference" should be compiled in a list and posted online with convenient links to each document. A *Preliminary Table of Code Reference Documents* is provided in Attachment B.

There are a lot of reference documents – too many in my view. This complicates project reviews and reduces efficiency. In some cases, code could be improved by replacing document references with basic code standards. In other cases, the reference standards appear to address issues that are handled by other agencies and may not be relevant for TRPA reviews.

Before implementation, the *Preliminary Table of Code Reference Documents* should be reviewed. Where feasible, code amendments should be processed to reduce the number of different documents that need to be referenced during the Project application process. For the references that remain, convenient document links should be provided.

Long Term Code Improvements: The Design Review Guidelines should be updated and modernized – it is 35 years old and does not reflect current design priorities. Updates should clarify the design standards and be better integrated with the language in code.

More significant changes to some of TRPA's fundamental ordinances (land coverage, building height, scenic resources, etc) should also be considered. TRPA staff has been researching options to convert the code from a predominantly hardcopy static document posted online to a more user-friendly code that is designed from the outset as an online interactive document. The TRPA Governing Board should consider initiating a comprehensive code update as part of that effort.

Priority Topic #4

Prioritize public communication and customer services

Background Information:

Action Plan Assessment Summary: *Stakeholders reported inconsistent customer services and challenges with the conversion to remote work. Action Items prioritize effective public communications and consistent customer services in an in-person, remote, or hybrid work environment.*

Action Items Addressed: Recommendations address the following Project and *Action Items*.

Project 2: Enhance Customer Service Protocols

> *Action 4A: Establish a virtual front counter with dedicated staff more readily available to answer public inquiries as they are received, or shortly thereafter.*
>
> *Action 4B: Emphasize customer service as an organizational priority by distributing and implementing a customer service policy, to include expectations for availability and responsiveness.*
>
> *Action 4C: Establish a project review working group for ongoing stakeholder coordination related to this initiative, and the permitting process in general.*

Recommendations:

Virtual Front Counter: The permitting department is preparing to assign an associate planner to work full time as TRPA's customer service planner starting in April 2023. The position will be responsible for managing public inquiries and will replace the current rotation of planners covering that work. Management will need to reassign cases from the new customer service planner to the other planners and establish plans for backup coverage for vacation and sick days, busy periods, etc. TRPA should assign a second planner to be the primary backup for the customer service planner, effectively creating a customer service team. The team could also include a shorezone specialist. This system should be evaluated for a period of time, and refined if needed.

This important position will have a lot of communication with the public and should represent the agency well. In addition to standard duties, the customer service planner should use information learned through public communications to help the management team identify and implement continuing improvements for the permitting process.

Together with this change, TRPA should implement additional measures to address customer inquiries in a more efficient and customer-oriented manner. Three improvements are recommended:

- Establish a dedicated phone number and email address for general permitting questions. The contact information should be easy to remember (eg permits@trpa.gov) and well publicized. The current system typically involves customers calling the main TRPA line, staff writing questions on a shared digital document, and a rotating schedule

of planners assigned to respond to messages. Having consistent staffing with a dedicated phone and email line will be more helpful for customers, as they will be able to directly reach a subject matter expert whenever the customer service planner isn't helping someone else. The system should also result in more consistent public information and reduced staff time for each reply.

- Publicize contact information so project applicants and other interested people can easily see which planner is reviewing each application. Questions about submitted permits should be directed to the reviewing planner.
- Standardize and publicize the pre-application meeting process. Anyone with more detailed pre-application project questions should be directed to the pre-application meeting process.

The resulting customer service options should be prominently posted at trpa.gov.

Customer Service Policy for Permitting Staff: A draft customer service policy is provided below. This simple outline addresses customer service protocols and expectations, including the above referenced enhancements. Once finalized, it should be included in the procedure manual, posted online, and used in evaluating individual employee performance.

Stakeholder Coordination: The team plans to maintain coordination with local agency staff, the league, and other permitting stakeholders. Review meetings are anticipated once every few months through the permitting improvement process. The next round of meetings will likely focus on administrative changes and draft language for code amendments.

If the stakeholder discussions are productive, they can continue semi-annually as a venue to discuss experiences and suggestions for the TRPA permitting process.

DRAFT Customer Service Policy

Customer Service Policy Statement: TRPA permitting staff will be available to provide helpful, timely, and accurate information for project applicants and the general public.

Contact Information: General permitting inquiries should be directed to a Customer Service Planner at:

(ID Phone

And E-mail)

Levels of Assistance: The Customer Service Planner should answer questions and provide general information on permitting requirements. When more detailed assistance is requested, customers should be referred to pre-application meetings or other appropriate processes.

Pre-Application Meetings: For more detailed staff input on project concepts, pre-application meetings can be requested here (link to application). Potential applicants should submit preliminary project proposals and/or plans when scheduling pre-application meetings.

Project Application Questions: Questions about permit applications that are in-process should be directed to the reviewing planner listed here (link to case assignments).

Standards for Staff Availability: Staff should respond promptly to all inquiries. All messages should be returned within 24 hours, excluding weekends and holidays (1 business day).

Standards for Voicemails: Voicemail messages should be direct and friendly.

> Sample Voicemail Message:
> *Hi, this is (employee name).*
> *I am currently unavailable. Please leave your name and number and I will return your call as soon as I can. You can also find permitting information at TPRA.gov*
> *Thank you,*
> *(employee name)*

Standards for Emails: Email messages should be direct, friendly and set to include the employee's standard TRPA signature line.

Out of Office Protocols: During vacations or other times when staff will be unable to return messages within 1 business day, "out of office" messages should be activated for phone calls and emails. Messages should be direct and include the date of return and an alternative contact for time-sensitive inquiries.

> Sample Out-Of-Office Message:
> *Hi, this is (employee name).*
> *I will be out of the office until (day / date) and will return your (call or email) then.*
> *If you need immediate assistance, please contact (backup name) at (phone) or (email).*
> *You can also find permitting information at TPRA.gov*
> *Thank you,*
> *(employee name)*

Priority Topic #5

Expand tools for staff development and training

Background Information:

Action Plan Assessment Summary*: Increased training and delegation of work is recommended. TRPA should use written guidelines for review procedures and customer services as a training tool to enable more delegation of project review work, and to promote consistency in project review methodologies and outcomes.*

Actions Items Addressed: Recommendations will address the following Project and *Action Items*.

Project 11: Expand Training and Delegation

> *Action 5A: In conjunction with a written procedure manual, increase delegation of less complex project review functions to less experienced staff members. Examples include form preparation, noticing, minor applications, etc.*
>
> *Action 5B: Provide cross training to ensure that at least two staff members are fully trained on every review procedure.*

Project 12: Refine Performance Management Systems

> *Action 5C: Integrate more detailed project review and customer service expectations into the performance management system.*
>
> *Action 6A: Maintain management tools to regularly monitor workload demands and adjust budgeting and staffing levels to reflect changes in workload.*

Recommendations:

Future Work Plan: This work will begin around September 2023 following approval of the administrative procedure manual and other near-term improvements.

Priority Topic #6

Maintain adequate and dependable funding to support quality application reviews

Background Information:

Action Plan Assessment Summary: *From my limited review, it appears that the current application fees – at least for some application types – do not fully recover the current cost of application reviews. TRPA should prioritize a near-term review and adjustment of application fees to more fully recover application review costs; along with continued staffing enhancements to complete delayed reviews.*

Over time, the recommended efficiency improvements and enhanced management tools should reduce the administrative cost of application reviews. Workload, staffing levels, and fees should be regularly monitored and adjusted.

Actions Items Addressed: Recommendations address the following Projects and *Action Items*.

Project 3: Adjust Application Fee Methods

> *Action 6B: On a regular basis, review and update the application fee schedule and staff review expenses to fully recover costs associated with various types of application reviews.*
>
> *Action 6C: Continue to evaluate and address potential incentives and disincentives for desired applications embedded within the fee schedule. Continue subsidizing application fees for affordable housing.*
>
> *Action 6D: Work to establish a reserve fund during busy times to help cover fixed expenses during slower times.*

Recommendations:

Cost Recovery Goal: TRPA should structure application fees to sustainably fund permitting program costs. This is a common and recommended practice.

In general, TRPA application and inspection fees are structured for cost recovery. Large projects pay higher fees and small projects pay lower fees. Intentional fee waivers are provided for special projects such as affordable and workforce housing.

In recent years, TRPA applications have increased rapidly – both in volume and complexity. Increases in complex shoreland and shorezone applications have been most notable. Staff have struggled to keep up with permit reviews, but funding limitations have prevented additional staffing increases.

Following additional discussions with staff and review of summary budget information, it is clear that the current permitting system is not achieving cost recovery at the program level. This is not fiscally sustainable, especially with high levels of permitting activity and limited funding from other sources.

Addressing permit review delays is a primary goal of the *Permitting Improvement Action Plan*. Delays should be addressed mostly with process efficiencies, as there are many opportunities

to operate more efficiently and minimize the need for fee increases. However targeted fee adjustments are also recommended.

Certain application fees are significantly lower than the cost of reviewing those application types. Even with process improvements, these fees are unlikely to cover the cost of reviews. Recommended changes are limited to those fees that appear to be significantly out of balance, which mostly involve the shorezone and shoreland applications.

Topics that should be considered for fee rebalancing and/or reduction are also identified.

Specific topics are addressed below in the *Table of Potential Fee Changes*.

It is important to emphasize that the recommended fee adjustments will only result in cost recovery if substantial process improvements are also implemented.

Direct and Indirect Expenses: Application fees should fund efficient project reviews, inspections, and enforcement of permitted improvements; plus the proportional indirect costs attributable to the permitting program (agency overhead, administrative costs, etc.). TRPA also incurs costs for permit program coordination with other agencies, which should be funded with application fees including the fee transfers from other permitting agencies.

TRPA should decide if fee subsidies (e.g. affordable housing) should be funded with higher fees on other applications or with general fund allocations. We recommend the former.

Mitigation fees and security fees are used for other purposes and do not fund permitting operations. Changes are not proposed for mitigation fees or security fees.

Enhanced Expense Monitoring: Application fees and staff productivity measures should be based on review cost and review time estimates for different types of applications. TRPA monitors project review expenses at an aggregate level. A “time and expense” assessment has not been conducted in many years. Data are available in Accela for individual project review times, but that information has not been consistently input.

A more detailed time and expense assessment is recommended for the permitting program. TRPA staff should consistently record the total permit review and inspection times for each application (direct costs). This should be a required field in the Accela permitting software. Review work by other staff and consultants should also be tracked as direct costs. Reports could then be run with indirect expenses applied proportionally to get a reasonable estimate of review times and costs for different application types and categories.

The resulting cost estimates should be used to inform future fee schedule adjustments and as a baseline measure of application review efficiency. Review costs should decrease over time if the recommended process improvements are properly implemented.

The staff time estimates should also be included in the procedure manual and as a general benchmark for staff performance evaluations.

In the interim, personal experience, general input from permit reviewers, and small sampling of application fees were used to develop recommendations for initial fee recalibrations.

Simplify Organizational Documents: Fees are outlined in a comprehensive fee schedule, which is updated by resolution of the Board (generally on an annual basis). Some fees are also outlined in the Rules of Procedures, which is also updated by resolution of the Board. Inflation indexes are listed for some fees, but not for others. To improve consistency and efficiency, updates should be made to the Rules of Procedure and related Code references to remove the redundant fee language, use a consistent inflation index for standard adjustments, and simplify administrative tasks related to periodic fee updates.

Existing Structure of Application Fees: Application fees are structured as follows:

- Fees for single family residential and commercial projects are paid in proportion to amount of added floor area.
- Multi-family and tourist accommodation fees are paid with a flat rate plus a per unit fee.
- Most other fees are at a flat rate with a deposit account, which I understand is only used in unusual situations.
- "Multiplier" increases are applied for governing board or hearings officer review, and for projects in special planning areas.
- "Multiplier" decreases are applied for major and minor revisions to approved plans.
- Additional fixed fees are paid for shoreline scenic reviews, BMPs, and an IT surcharge.

Proposed refinements maintain this basic fee structure.

Deposit Accounts: The fee schedule identifies a minimum fee and deposit account system for many of the less common application types. Use of deposit accounts is limited to unusual situations due to the cumbersome nature of the deposit account system and the time required to setup and invoice deposit accounts.

Minimizing the use of deposit accounts makes sense. Criteria for the limited use of deposit accounts should be outlined in the administrative procedure manual.

Potential Fee Changes: Current fee categories that do not appear to be recovering project review costs are identified below in the *Table of Potential Fee Changes*. Options and recommendations are provided for each fee category. Possible fee decreases and adjustments to fee-based incentives are also noted.

In aggregate, application fees for development in the shoreland and shorezone fall well short of the associated administrative costs. A combination of fee increases and process improvements are recommended for a number of shoreland and shorezone applications.

In other areas, recommendations would recalibrate certain fees for a variety of reasons with no significant change to total fee revenue.

Modest fees would also be applied to certain "no-fee" submittals, including additional Qualified Exempt Declarations, repeat Acknowledgement (final approval) of approved permits, and parcel consolidation deed restrictions.

Table of Potential Fee Changes			
Fee Topic	**Issue**	**Options**	**Recommendation & Rationale**
Shoreland Scenic Reviews	Shoreland scenic reviews typically require more work than is covered by the $629 flat fee – especially the complex applications that maximize development potential on constrained lakefront properties.	A. No Change. B. Increase the fee to recover average review costs. C. Apply a fee multiplier to recover costs and maintain lower fees for smaller improvemen ts. D. Apply fee categories to recover costs based on the complexity of review standards.	Option D: Apply fee categories: $1,000 for "Level 3" reviews and "Level 6" reviews. $2,000 for all other reviews. This would apply higher scenic review fees for more complex reviews, with a modest increase for minor improvements.
Buoys and Floating Platforms	The current application fee does not recover the cost of review Current fees for new projects are $787 each for the first 3 buoys and $393 for each additional buoy. Current fees for additions are $629 each for the first 3 buoys and $315 for each additional buoy.	A. No Change. B. Increase the fee to recover costs.	Option B: The fee should be increased to about $1,500 per buoy. This is an initial cost recovery estimate.
Mooring Lottery Eligibility Reviews	The $71 application fee does not recover the cost of review.	A. No Change. B. Increase the fee to recover costs.	Option B: The fee should be increased to about $350. This is an initial cost recovery estimate.

Table of Potential Fee Changes			
Fee Topic	**Issue**	**Options**	**Recommendation & Rationale**
Pier Additions	The fee for pier additions and modifications ($3,025 base fee) does not recover review costs for major pier reconstructions and additions. These are often complex and time consuming. Review time is typically similar to new piers, but without the hearings officer review.	A. No Change. B. Increase the fee to recover costs. C. Increase the fee for additions only, with no change for pier modifications.	Option C: The fee should remain for pier modifications, but pier expansions should have higher fees. For pier additions, we recommend the same $6,050 base fee as for new piers. Fees for modifications not expanding the pier size would remain unchanged.
Shorezone Staff Reviews with Noticing	Process improvements include staff approval authority for additional shorezone applications, with public noticing and appeals. This type of review requires less time than Governing Board or Hearings Officer reviews, but more than standard staff-level reviews. Eliminating Governing Board or Hearings Officer reviews will reduce application fees for many shorezone applications through elimination of the 80 percent and 40 fee multipliers. There is no additional fee for "enhanced" staff level reviews.	A. No change. B. Apply a fixed fee for enhanced staff reviews. C. Apply a fee multiplier for enhanced staff reviews.	Option C: Apply a 25 percent fee multiplier for enhanced staff-level reviews.
Cumulative Impact of Shorezone Fee Changes	The table below shoes the estimated net change for typical application fees if all of the recommended fee changes are implemented.		

Application Type	*Total Fee (Existing)*	*Total Fee (Proposed)*
New Pier – multiple use (High Scenic)	*$12,544*	*$10,425 (no GB review)*
New Pier – single use (High Scenic)	*$9,756*	*$10,425 (no HO review)*
Pier Addition (High Scenic)	*$3,944*	*$10,425*
Pier Modification (Low Scenic)	*$3,944*	*$5,394*
One New Buoy (No Scenic)	*$787*	*$1,500*

Table of Potential Fee Changes			
Fee Topic	**Issue**	**Options**	**Recommendation & Rationale**
Day Care Facilities and Preschools	There is a shortage of day care and preschool facilities in the region. The current TRPA application fee is about $3,060. This may be an impediment for new providers, especially smaller facilities.	A. No Change. B. Reduce or waive the fee as an intentional fee subsidy. C. Establish a sliding scale for fees based on project size.	Option B: Establish an intentional fee subsidy. Reduce application fees to $800.
Hotel, Motels and Timeshares and Multi-Family Residential	Fees for new hotels, motels, and residential timeshares are lower than for new multi-family housing. This does not reflect the complexity of reviews, which is generally increased for lodging projects. This may also work against TRPA policy goals for housing.	A. No Change. B. Increase the lodging fees. C. Decrease the multi-family Fees. D. Increase the lodging fees and decrease the multi-family fees.	Option B: TRPA should increase the base fee for new lodging projects and the per-unit fee for all lodging projects to match the per-unit fees for multi-family. The resulting fees are shown on the table below.

Use type	*Base Fee (flat)*	*Base fee (per Unit)*
Multi-Family New	*$3,195*	*$59*
Multi-Family Addition	*$1,743*	*$59*
Lodging New	*~~$2,441~~ $3,195*	*~~$43~~ $59*
Lodging Addition	*$2,441*	*~~$43~~ $59*

Table of Potential Fee Changes			
Fee Topic	**Issue**	**Options**	**Recommendation & Rationale**
Qualified Exempt Declaration	This is addressed in the Recommendations to Simplify Certain Review Procedures (Project 9). Code outlines a procedure for TRPA to accept property owner declarations for certain "qualified exempt" activities at least 3-5 days prior to construction. However, it has been the practice of TRPA to review the certifications and effectively approve or deny the submittal prior to acceptance. The current submittal fees ($197 for structural modifications, $335 in the shorezone, and none for others) are well below the fees that would be needed to fund the current administrative process.	A. Maintain current practices and don't raise fees. Expenses would continue to be paid from other sources. B. Maintain low fees and establish streamlined administrative practices consistent with existing code language. C. Maintain current practices and raise fees to fund reviews.	Option B: We recommend applying current fees to all QE Declarations and to begin processing QE Declarations consistent with code language and at a level commensurate with the submittal fee. This issue is addressed in more detail under priority topic #2. If TRPA decides to retain the current administrative process for QE Declarations, code should be amended to reflect that practice and fees should be increased to about $400 for standard QE Declarations and $700 in the shorezone.
Repeat Permit Acknowledgement (final approval)	When applicants modify final TRPA plans to address local government requirements, the updated plans need to be reviewed and stamped. There is no fee for this.	A. No change B. Establish a fee to recover costs	Option B: A $200 fee would generally recover review costs.
Parcel Consolidation Deed Restrictions.	Parcel consolidations are exempt from TRPA review with deed restrictions. TRPA prepares the documents, but there is no fee.	C. No change D. Establish a fee to recover costs	Option B: A $200 fee would generally recover review costs.

Table of Potential Fee Changes			
Fee Topic	**Issue**	**Options**	**Recommendation & Rationale**
25 Percent Fee Increase in Special Planning Areas	The fee schedule applies a 125% fee multiplier to Projects in community plan areas, and in redevelopment, specific and master plan areas. This was originally intended to reflect the complexity of these pre-2012 regulatory documents. The few remaining community plans are important areas for environmental redevelopment. The added fee may be working against this goal. The newer area plans are not as complex as the old planning documents and should not increase typical review times.	A. No Change. B. Eliminate the 125% multiplier. C. Implement Option B plus a multiplier decrease (perhaps 10%-25%) in Centers of conforming Area Plans.	Option B: Eliminate the 125%. This would apply application fees consistently to all projects in the Lake Tahoe Region. Fees would be determined by project type, size, and the required review process. Option C would provide an additional incentive for projects in Centers, which is also a reasonable approach. However, our recommendation is to apply fee subsidies for certain use types, but not for all projects in Town Centers.

Attachment A

Table of Recommendations for Qualified Exempt Activities

Existing Qualified Exempt Activities	**Recommendation**
General Activities	
Structural Repair Structural repair of existing structures of less than $21,000 per year, provided there is: a. No excavation, filling, or backfilling in excess of that exempted by subparagraph A.6 below; b. No increase in the dimensions of a structure; c. No intensification or change in use; d. No increase in commercial floor area, and e. No increase in density. This amount shall be calculated on an objective market valuation of the materials involved.	Move to exempt and increase repair cost cap from $21,000 to $50,000.
Structural Modifications Structural modifications to existing structures required to comply with applicable building department, provided: a. Documentation by the local building department is submitted to TRPA; b. The modification is the minimum necessary; and c. There is: (i) No excavation, filling, or backfilling in excess of that exempted by subparagraph A.6 below; (ii) No increase in the dimensions of a structure visible from any TRPA-designated scenic threshold travel route; (iii) No height created greater than that allowed by Table 37.3.1-1; (iv) No intensification or change in use, and (v) No increase in commercial floor area.	Move to exempt

Existing Qualified Exempt Activities	Recommendation
Structural Remodeling or Additions Structural remodeling or additions to existing structures, provided: a. There is: (i) No excavation and backfilling in excess of that exempted by subparagraph A.6 below; (ii) No increase in the dimensions of a structure visible from any TRPA-designated scenic threshold travel route; (iii) No height created greater than that allowed by Table 37.3.1-1; (iv) No intensification or change in use; (v) No increase in commercial floor area; (vi) No increase in density; and (vii) No increase in existing hard coverage. b. A BMP retrofit plan and compliance schedule as set forth in Chapter 60: Water Quality, is submitted to TRPA; c. All excess coverage mitigation requirements, if any, are satisfied in accordance with Chapter 30: Land Coverage; and d. There is existing paved access and parking.	Leave as QE. This will maintain existing standards for BMPs and excess coverage mitigation.
Non-Permanent Structures Non-permanent structures meeting the requirements of subparagraph 30.4.6.A, provided a land capability verification has been completed in accordance with Section 30.3 and TRPA has verified that all land coverage on the parcel was legally established in accordance with the definition of "Existing" in Section 90.2.	Leave as QE
Replacement of Existing Mobile Home Replacement of an existing mobile home in a legally established mobile home space that does not result in a change in use or additional land coverage.	Leave as QE

Existing Qualified Exempt Activities	Recommendation
Excavation, Filling, or Backfilling Excavation, filling, or backfilling for an area not in excess of seven cubic yards is exempt provided the activity occurs during the grading season (May 1 to October 15) in Land Capability Districts 4, 5, 6, or 7, or on parcels with IPES scores above the line, and the excavation site is stabilized within 48 hours to prevent erosion. This exemption shall not be construed to exempt a series of excavations that viewed as a whole would constitute a project.	Move to exempt with changes to: • Increase the maximum volume to 10 cubic yards; • Use the term "on Non-Sensitive Land" rather than repeating the definition. • Add additional design language limiting changes to natural grade (30 inches) and protecting drainage patterns.
Demolition of Structures, Improvements, or Facilities 50 Years or Greater Demolition of structures, improvements, or facilities 50 years or greater in age, provided the structure, improvement, or facility is not designated, or pending for designation, on the Historic Resource Map. Any maintenance or repair that qualifies under this provision shall be consistent with the requirements in Ch. 67: Historic Resource Protection. Prior TRPA approval is required to obtain credit for coverage or existing development.	Leave as QE
Changes in Operation Changes in operation resulting in generation of less than 100 additional vehicle trips, in connection with a commercial, recreation or public service use, provided there is no change from one major use classification to another, the resulting use is an allowed use, and the applicant pays an air quality mitigation fee in accordance with subparagraph 65.2.4.D.	Leave as QE This will maintain existing mobility mitigation fees.
Seasonal Outdoor Retail Sales Use An outdoor retail sales use associated with a holiday season such as Christmas tree and pumpkin patch sales, provided the use shall not cause parking on unpaved areas, does not operate for more than six consecutive weeks in a 12-month period, and is located in a plan area designated commercial, public service, or tourist.	Move to exempt
Section 82.5 QE Activities in the Shorezone [see below]	No changes are recommended for QE Activities in the Shorezone

Existing Qualified Exempt Activities	Recommendation
Timber Harvesting Timber harvesting for (1) the removal of dead, dying, and diseased trees (salvage cuts) less than or equal to 30 inches dbh in westside forest types and less than or equal to 24 inches dbh in eastside forest types, and (2) on parcels of 20 acres or less in size that are not part of a larger parcel of land in the same ownership provided that: a. A Tahoe Basin Tree Removal Permit that expires twelve months after issuance has been issued for trees marked pursuant to the memorandum of understanding between the appropriate state forestry agency and TRPA; b. Dying trees are defined as those determined to be dead within one year by a qualified forester authorized to issue a Tahoe Basin Tree Removal Permit by the Memoranda of Understanding between TRPA and the Nevada Division of Forestry; c. A pre-operations field inspection shall be completed by TRPA that is attended by a representative from the appropriate state forestry agency, property owner or authorized representative, and the licensed timber operator. TRPA shall notify the local representative from the appropriate state forest agency no less than five business days prior to the pre-operation field inspection to choose to attend the pre-operation field inspection; d. Grading shall not be in excess of seven cubic yards for activities occurring between May 1 and October 15, or not in excess of three cubic yards for activities occurring between October 15 and May 1, and is limited to land capability districts 3, 4, 5, 6, and 7; e. All slash shall be treated by chipping, piling for burning, or hauled away within 15 days following cutting, and any burning of piled slash shall be completed within 30 days during permissible burn periods or no later than May 1 of the following year; f. Soil erosion protection and stabilization of disturbed areas shall be done concurrently with logging operations, with full completion no later than 48 hours following the end of cutting; and g. There shall be no watercourse or stream environment zone crossings except for existing bridges and culverts.	Leave as QE
Replacement of Existing Roof with Metal Roof Replacement of an existing roof with a metal roof that is composed of non-glare earthtone colors. For this subparagraph, non-glare earthtone colors are defined as MunsellÒ Colors set forth in Appendix G, TRPA Approved Earthtone Colors, of the Design Review Guidelines that have a value and chroma of 0-4 or other color systems that are equivalent to the adopted hues, values, and chromas of Appendix G. The applicant shall submit color and material samples to TRPA with their qualified exempt form.	Leave as QE
Shorezone Activities	

Existing Qualified Exempt Activities	Recommendation
Minor structural repair as defined in subsection 82.3.3 and painting, staining, reroofing, residing and the installation or replacement of deck coverings, provided such activities conform to the design standards set CHAPTER 2: APPLICABILITY OF THE CODE OF ORDINANCES 2.4 Previously Approved Projects, Uses, and Activities 2.3.8 Loss of Exemption TRPA Code of Ordinances Adopted by Governing Board December 12, 2012 | Amended January 28, 2015 | Page 2-18 forth in Section 83.11 and do not result in a change in use or an increase in the dimensions of the structure, including height, width, and length.	Leave as QE
Repair of fences, provided the fence complies with the applicable development standards in subsection 84.12.2 and the design standards in subsections 83.11.1 and 83.11.3.	Leave as QE
The replacement and repair of the anchoring device for a mooring buoy provided TRPA has issued a permit for such mooring buoy pursuant to subsection 82.4.7.	Leave as QE
Demolition of structures, improvements, or facilities in accordance with subparagraph 2.3.7.A.7.	Leave as QE
Construction, reconstruction, repair, and modification of piers, floating docks and platforms and shoreline protective structures in lagoons pursuant to memorandums of understanding as provided for in Section 84.11.	Leave as QE
Changes in operation resulting in the generation of less than 100 additional vehicle trips are exempt provided the resulting use is an allowed use and the applicant pays an air quality fee in accordance with the Rules of Procedure.	Leave as QE
Sign Activities	
Subdivision Identification Signs Installation or replacement of subdivision identification names or letters, provided the name or lettering shall be installed on an existing wall or similar structure, shall be not over 12 inches high, and shall not internally illuminated; and	Move to exempt
Replacement of Approved Sign Faces Replacement of sign faces on signs approved by TRPA pursuant to Chapter 38: Signs, provided the new sign face remains in compliance with Chapter 38.	Move to exempt

Attachment B

Preliminary Table of Code Reference Documents

Preliminary Table of Code Reference Documents		
Code Section	*Reference Document*	*Description*
General Document References		
Sec 1.4 & Other	Tahoe Regional Planning Compact	Section 1.4 identifies the basic Land Use Documents Supporting the Code of Ordinances. Other TRPA plans and programs that are required for application reviews are referenced individually below.
	The environmental threshold carrying capacities adopted in Resolution 82-11	
	The Goals and Policies Plan	
	Other TRPA plans and programs	
Sec 1.5	Lake Tahoe Water Quality Management Plan (aka "208 Plan")	Portions of the Code inconsistent with the existing Lake Tahoe Water Quality Management Plan ("208 Plan" or "WQMP") shall not be implemented until the necessary amendments to the 208 Plan are certified by the States of California and Nevada and the Environmental Protection Agency.
Sec 1.7	Administrative Fees	Fee schedule for numerous applications
Sec 2.2 & other	Rules of Procedure	Outlines basic procedures for project reviews and other matters.
Sec 2.3.2.E & other	Regional Plan Maps	For applicability of numerous ordinances
Sec 2.5 & other	Intergovernmental Memoranda of Understanding	For numerous agreements and replacement standards.
Sec 3.3.1	Initial Environmental Checklist (IEC)	For determination of need for an EIS
Sec 10.3.1	Plan Area GIS Layers	Numerous GIS layers are also referenced individually below.
Sec 15.3	Environmental Improvement Program	Threshold improvement projects applicable to all projects and activities in the region.
Sec 16.9	Environmental Threshold Evaluation Reports	Periodic reports on environmental thresholds and the status of progress on attaining standards, and related measures. Applies to project review findings.

Preliminary Table of Code Reference Documents		
Code Section	*Reference Document*	*Description*
Development Rights Tracking Information		
Sec 6.4 & Chaps 30, 50-53, etc	Parcel account files	Parcel files identifying the property data and regulatory information listed in Sections 6.5 through 6.7. Includes basic parcel information, coverage information, and unit of use information. Used to track the status of development allowances and limitations.
Sec 6.8, chaps 50-53	Regional Allocation annual reports	Reports issued each year on the status of development allocations in each local jurisdiction and plan area.
Sec 6.9, chaps 50-53	Regional Development Right Accounting	Reports issued every other year on the status of development rights in each local jurisdiction and plan area
Sec 6.10 Sec 30.4.3	Designated Land Banks	Groups responsible for land acquisition and land restoration. May have banked land coverage available for purchase.
Sec 6.11, chaps 50-53	Cumulative Accounting	A current cumulative account for all projects approved in accordance with subsection 16.8.2.
Planning Area Reference Documents		
Sec 11.3 & others	Plan Area Statements (all)	Documents providing detailed plans and standards for specific areas
Sec 12.3 & others	Community Plans (all)	Documents providing detailed plans and standards for specific areas
Sec 13.2 & others	Area Plans (all)	Documents providing detailed plans and standards for specific areas
Sec 13.6.5.B	load reduction plans for registered catchments	For area plan conformance reviews
Sec 13.7.1	Area Plan MOUs	Describes delegations of project reviews and other procedures for each Area Plan.
Sec 14.3	Specific and Master Plans	Documents providing detailed plans and standards for specific areas.
Land Coverage Document References		

Preliminary Table of Code Reference Documents		
Code Section	*Reference Document*	*Description*
Sec 30.3.2 & others	Bailey report Land Capability Districts	Land capability districts used to determine standards for land coverage and other topics. Class 1b is also known as Stream Environment Zone (SEZ).
Sec 2.3.2.E & other	SEZ Areas	For applicability of numerous ordinances
Sec 30.3.3	Land Capability Verifications	Field verifications of land capability. Required for permits on "Bailey parcels".
Sec 30.4.1.B1	TRPA-Approved Subdivisions in Conformance with the Bailey Coefficients	Subdivisions with allowable coverage for the subdivision assigned to individual parcels.
Sec 30.4.1.B2	Existing Planned Unit Developments (PUDs) Not in Conformance with the Bailey Coefficients	Subdivisions subject to certain development standards
30.4.3	Hydrologically Related Areas	Boundaries for applicability of certain land coverage transfer limitations and mitigation fee calculations.
30.4.6.D3	Federal jurisdictional wetlands as mapped by the Army Corps of Engineers	Used for public trail design standards
30.4.6.D3	Lake Tahoe Region Bike Trail and Pedestrian Plan	Used for public trail design standards and air quality standards
<u>Design Standard Reference Documents</u>		
36.3 36.6	Design Review Guidelines	1989 document outlining the general design standards and guidelines for development. Includes Appendix G for colors and Appendix H for shoreland scenic assessments.
33.4.1 & chap 67	TRPA Historic Resource Map	Used for determining requirements for subsurface investigations prior to grading.
34.2 & 36.2.2 & 38.2.3	Douglas County Community Plans, Design Standards and Guidelines, August 1993	Substitute standards for driveways and parking (chap 34), design standards (chap 36), and signs (chap 38) in the Round Hill Community Plan

Preliminary Table of Code Reference Documents		
Code Section	*Reference Document*	*Description*
34.2 & 36.2.2 & 38.2.3	Tahoe Area Plan Regulations (Chapter 20.703) of the Douglas County Development Code	Substitute standards for driveways and parking (chap 34), and signs (chap 38) in the South Shore Area Plan
34.2 & 36.2.2 & 38.2.3	South Shore Design Standards and Guidelines (September 2013 and as amended)	Substitute standards for driveways and parking (chap 34) and design standards (chap 36), and signs (chap 38) in the South Shore Area Plan
38.2.3	Section L of Chapter 12: Signs of the Douglas County Community Plans, Design Standards and Guidelines (August 1993)	Substitute standards (interim) for signs (chap 38) in the South Shore Area Plan
34.2 & 36.2.2 & 38.2.3	Placer County Tahoe Basin Area Plan, Implementing Regulations	Substitute standards for driveways and parking (chap 34), design standards (chap 36), and signs (chap 38) in Placer County
34.2	City-Wide Design Standards found in Chapter 6.10 and 6.55 of the City of South Lake Tahoe Municipal Code	Substitute standards for driveways and parking (chap 34) in portions of South Lake Tahoe outside of Area Plans
36.2.2 & 38.2.3	City of South Lake Tahoe Standards and Guidelines for Design, Signage, Parking, Driveway, and Loading Spaces, June 1994	Substitute standards for design standards (chap 36), and signs (chap 38) in portions of South Lake Tahoe outside of Area Plans
34.2 & 36.2.2 & 38.2.3	Tourist Core Area Plan Development and Design Standards (Appendix C)	Substitute standards for driveways and parking (chap 34), design standards (chap 36), and signs (chap 38) in the Area Plan
34.2 & 36.2.2 & 38.2.3	Tahoe Valley Area Plan Development and Design Standards (Appendix C)	Substitute standards for driveways and parking (chap 34), design standards (chap 36), and signs (chap 38) in the Area Plan
34.2 & 36.2.2	[Washoe County] Tahoe Area Plan Design Standards and Guidelines, May 2021	Substitute standards for driveways and parking (chap 34) and design standards (chap 36) , and signs (chap 38) in the Crystal Bay Tourist, Incline Village Commercial, Incline Village Tourist, and Ponderosa Ranch districts.

Preliminary Table of Code Reference Documents		
Code Section	*Reference Document*	*Description*
34.2 & 36.3	Meyers Area Plan Design Standards and Guidelines, February 2017.	Substitute standards for driveways and parking in the Meyers Area Plan.
35.4	100-year floodplains as mapped by the Army Corps of Engineers	Used for determining the applicability of certain development prohibitions.
36.5.5	Maintenance Responsibilities Chart and Plan Template	TRPA provided template must be completed with permits for projects with active transportation facilities.
37.5.9	Resolution 2008-11	Designates Special Projects for additional height allowances in ski area master plans.
37.7	Various community plans are referenced for special height findings. Most have been repealed and replaced with Area Plans.	These are used determine compliance with special height findings. Sections should be deleted if these are no longer needed within the Area Plans.
38.2.3	Lake Tahoe Recreation Sign Guidelines (as amended January 2001).	Recreation sign guidelines for the entire Lake Tahoe Region
38.2.3	Meyers Area Plan substitute sign standards (February 2018)	Substitute standards for driveways signs (chap 38) in the Area Plan
38.5.1	Forest Service Catalog of Posters and Signs, EM-7100-15, 1992, as amended	Standards for signs on national forest lands
38.5.2	State of California as set forth in the Department of Parks and Recreation Sign Handbook, 1973, as amended.	Standards for signs on California State Park lands
38.5.2	State of Nevada Department of Parks and Recreation Sign Handbook, 1973, as amended	Standards for signs on Nevada State Park lands
39.2.5	Urban areas existing on December 31, 1994, or as amended pursuant to subsection 11.8.4	Used to determine applicability of certain subdivision standards.

Preliminary Table of Code Reference Documents		
Code Section	*Reference Document*	*Description*
<u>Resource Protection Reference Documents</u>		
Sec 2.3.2.H Chap 60 & 61, etc	Handbook of Best Management Practices (BMP Handbook)	Outlines improvements to implement standards for water quality, vegetation, etc
60.3	TRPA Source Water Assessment maps	Identifies source water protection zones for applicability of additional pollution control ordinances.
2.3.2H & 36.7 & chap 61	TRPA Recommended Native and Adapted Plant List	Plant species on the list shall be used for lawns and landscaping, with exceptions. Sec 2.3.2H refers to this as the "TRPA Plant List"
Sec 2.3.2.E & chap 61	Eastside forest types Westside forest types	For applicability of different tree protection standards (30 inches vs 24)
61.3.6 & 62.4	TRPA Special Species map layers.	Depicts sensitive plant habitat and uncommon plant communities for applicability of additional ordinances. Also depicts habitat locations for special interest species including goshawk, osprey, bald eagle, golden eagle, peregrine, water fowl, and deer for additional ordinance applicability.
10.3.1.D & 63.3.2	Stream Habitat Quality GIS Layer	For applicability of certain fish resource ordinances
65.1.4	TRPA list of gas heaters that are in compliance with the air quality standards in subparagraph 65.1.4.A.1	Used to determine compliance with air quality standards
65.2.4	TRPA mobility mitigation fee zones for each land use type and for all areas in the region.	Used to calculate mobility mitigation fees for certain applications.
65.2.4	TRPA mobility mitigation fee schedule	Used to calculate mobility mitigation fees for certain applications.
<u>Scenic Protection Reference Documents</u>		
66.1.3	Study Report for the Establishment of	Used to determine compliance with scenic standards

Preliminary Table of Code Reference Documents		
Code Section	*Reference Document*	*Description*
	Environmental Threshold Carrying Capacities, October 1982.	
66.1.3 & others	1982 Lake Tahoe Basin Scenic Resource Inventory	Used to determine compliance with scenic standards and other ordinances.
66.1.4	A Scenic Analysis of Principle Travel Routes In The Lake Tahoe Region, 1970	Additional report used to explain criteria for rating travel routes.
66.1.5, 2.3.2.B, 36.6	1993 Lake Tahoe Basin Scenic Resource Evaluation	Reference document for Scenic Threshold Travel Routes and Public Recreation Areas and Bicycle Trails.
66.2.2, 10.3.1.F	Scenic Units GIS Layers	For applicability of certain scenic and shorezone ordinances
66.2.3	Scenic Viewpoint Corridor Plan	Identifies scenic improvements and implementation measures
36.4	Scenic Quality Improvement Program	Additional design guidelines applicable to specific areas.
<u>Shorezone Reference Documents</u>		
10.3.1.C & 80.4.4	Prime Fish Habitat GIS Layer	For applicability of certain shorezone ordinances
80.4.6	Mapped historical Washoe Indian resource sites	For applicability of additional standards
80.4.8	GIS data for sensitive or uncommon plants	For applicability of additional standards
80.4.8	Tahoe Yellow Cress Conservation Strategy.	Reference document for protection and mitigation measures
83.5	Shorezone Tolerance Districts	For applicability of district-specific standards
84.2.1	Development standards MOU for the Tahoe Keys lagoon area	Substitute shorezone standards
84.3.2	Existing moorings	For applicability of mooring conversion standards

Preliminary Table of Code Reference Documents		
Code Section	*Reference Document*	*Description*
84.3.2 & 84.4.4	Accounting of additional mooring and pier allocations	Required for new moorings or piers
10.3.1.G & 84.4.2	Shorezone Preservation Areas	For applicability of certain shorezone ordinances
10.3.1.H & 84.4.3	Stream Mouth Protection Zones	For applicability of certain shorezone ordinances
10.3.1.E & 84.4.3	Pierhead Line GIS Layer	For applicability of certain shorezone ordinances
Miscellaneous Reference Documents		
Sec 2.3.3.O	Manual on Uniform Traffic Control Devices, 1978, as amended.	For applicability of street sign exemptions
Sec 2.3.4.A	TRPA-approved area wide mail delivery program	For mail receptacle standards
Sec 2.3.4.B	U.S. Postal Service standards	For mail receptacle standards

[end]

TAHOE REGIONAL PLANNING AGENCY

Tahoe In Brief

Tahoe Regional Planning Agency (TRPA) Governing Board Monthly Report

March 2023

TRPA CALENDAR AT-A-GLANCE

MARCH 2023

- March 21: Tahoe Trails Strategy webinar
- March 22: TRPA Governing Board Meeting
- March 29: Lake Tahoe Destination Stewardship Core Team Workshop

APRIL 2023

- April 12: TRPA Advisory Planning Commission Meeting
- April 21: Tahoe Living: Housing and Community Revitalization Working Group Meeting
- April 26: TRPA Governing Board Meeting
- April 27: TRPA Governing Board Strategic Planning Session

MAY 2023

- May 10: TRPA Advisory Planning Commission Meeting
- May 24: TRPA Governing Board Meeting

JUNE 2023

- June 14: TRPA Advisory Planning Commission Meeting
- June 28: TRPA Governing Board Meeting

Potential agenda items April to July could include:

- Tahoe Regional Trails Strategy informational presentation
- Boulder Bay – Waldorf Astoria permit revisions
- Homewood plan amendment
- Washoe County Area Plan amendment
- TRPA's Transportation Equity Study
- Update on the Lake Tahoe Destination Stewardship Plan and regional partnership
- "Achievable" housing definition amendments
- Tahoe Living Phase 2: density, height, and coverage amendments informational hearings
- Performance review and two-year distribution of residential allocations to local jurisdiction partners
- City of South Lake Tahoe Tahoe Valley and Tourist Core Area Plan amendments

TRPA STRATEGIC INITIATIVES

TRPA STRATEGIC INITIATIVES

Set by the Governing Board, these strategic initiatives reflect the agency's commitment to protect Lake Tahoe's environment while improving regional transportation, increasing diverse housing options, and facilitating community revitalization.

- Building Resiliency: Climate Change and Sustainability
- Keeping Tahoe Moving: Transportation and Destination Stewardship
- Tahoe Living: Housing and Community Revitalization
- Restoration Blueprint: Environmental Improvement Program Implementation
- Measuring What Matters: Thresholds and Monitoring Update
- Digital First: Innovation

KEEPING TAHOE MOVING: TRANSPORTATION & DESTINATION STEWARDSHIP STRATEGIC INITIATIVE

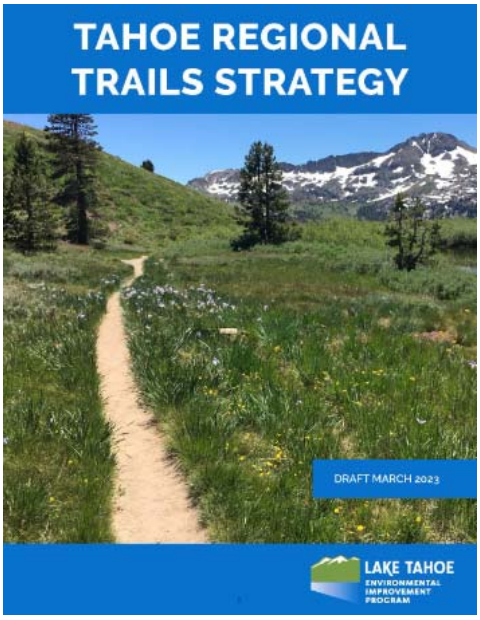
This initiative includes an update of the Regional Transportation Plan/Sustainable Communities Strategy, which encompasses greenhouse gas (GHG) reduction, the work of the Bi-State Consultation on Transportation, destination stewardship planning, and ongoing transportation corridor planning.

Creating a Better Network for Walking, Biking, and Rolling

In January 2023, TRPA kicked-off the planning process for an update to the Active Transportation Plan, last updated in 2018. The plan seeks to support a host of active transportation initiatives, most notably updating the priority project list, incorporating an existing pedestrian and bicycling infrastructure analysis, policy recommendations for the region for electric bicycles and shared mobility (electric scooters), and bringing the "Complete Streets Guide" up to 2023 standards. This planning effort seeks to empower local agencies to implement these design guidelines and programs in construction projects and community programming. The overarching goal of the plan is to encourage residents and visitors to reduce reliance on personal automobiles and utilize the world-class network of on- and off-street bicycle and pedestrian facilities. These goals directly

seek to reduce vehicle miles traveled in the Tahoe Basin, while also reducing greenhouse gas emissions.

The final updated Active Transportation Plan will also serve to update and inform the active transportation component of the upcoming Regional Transportation Plan (2025). Staff has convened a regional Technical Advisory Committee and will be engaging with the public at several outreach events in the spring, summer, and fall. Staff expects to present the plan to the Governing Board in early 2024 for potential adoption of the updated plan.



Tahoe Regional Trails Strategy Released

For the first time ever, a coalition of Tahoe partners have developed a Tahoe Regional Trails Strategy to take a basin-wide perspective to trail planning and building. The draft strategy was released publicly on March 1 following a two-year long planning process with partners including Achieve Tahoe, California State Parks, California Tahoe Conservancy, Nevada State Parks, Tahoe Area Mountain Biking Association, Tahoe Fund, Tahoe Rim Trail Association, USDA Forest Service, and the Washoe Tribe. Once finalized, the strategy will serve as a blueprint for a connected and accessible dirt trail network for Tahoe. The draft strategy is available for review at www.tahoetrailsplan.org and the TRPA Governing Board will receive an informational presentation on the strategy at the April meeting.

Funding for Six Transportation Projects and Continuing Free Transit

In November 2022, TRPA/Tahoe Metropolitan Planning Organization staff released a call for projects for the 2023 Regional Grant Program. Fourteen project applications were received, totaling over $38.7 million in program funding requests. The project applications were evaluated by an internal cross department review team that scored the projects based on the screening and criteria established in the guidelines. Staff is recommending seven projects for a total of $11.1 million in California funding. Nevada projects have not been recommended at this time and are pending additional review. Staff recommendations can be viewed at https://www.trpa.gov/transportation/funding/regional-grant-program. The TRPA

Projects Recommended for 2023 Regional Grant Program Funding

1. Kings Beach Western Approach
2. Apache Avenue Pedestrian Safety and Connectivity
3. Pioneer Trail/ U.S. Highway 50 Intersection Safety Improvement
4. Pioneer Trail Pedestrian Improvement Project Phase II
5. Microtransit EV Charging Base Station (New)
6. North Tahoe Shared-Use Trail
7. Free-to-User Transit Program

Governing Board will consider the recommendations for programming of projects at their April meeting.

Transportation Priority Project State Route 28: Spooner Mobility Hub, Trail and Watercraft Inspection Station

State Route 28 Central Corridor projects are moving towards implementation. The SR 28 Central Corridor Management Plan - Sand Harbor to Spooner - Parking, Transit, Trail, and Safety Improvements Project will be split into two projects to accelerate implementation. The transit mobility hub element for Spooner Summit is being transferred from the Sand Harbor to Spooner project to the new SR 28/US 50 Spooner Mobility Hub and Aquatic Invasive Species Watercraft Inspection Station Project led by Nevada Department of Transportation. This new project will include the design and construction of an aquatic invasive species boat inspection station, a transit mobility hub with 250 parking spaces and restrooms, and 0.5 miles of multi-use path with a pedestrian crossing to Spooner State Park. The site is already home to a seasonal watercraft inspection station in need of permanent improvements. The update to the corridor management plan requires a Federal Transportation Implementation Program amendment that TRPA staff will present to the Environment Improvement, Transportation, & Public Outreach Committee at its April meeting. The committee will be asked to recommend the Governing Board adopt the change as the Tahoe Metropolitan Planning Organization also at its April meeting.

TRPA Staff Contacts: Michelle Glickert, Principal Transportation Planner & Transportation Planning Program Manager
775-589-5204, mglickert@trpa.gov

Jennifer Self, Principal Planner
775-589-5261, jself@trpa.gov

Associated Working Group(s)/Committee(s):

- Bi-State Consultation on Transportation
- Transportation Performance Technical Advisory Committee
- Tahoe Transportation Implementation Committee
- Lake Tahoe Destination Stewardship Plan Core Team and Executive Team
- Lake Tahoe Destination Stewardship Coordinating Committees
- Regional Trails Plan Steering Committee

Website(s):

- https://www.trpa.gov/transportation/#programs
- https://www.trpa.gov/programs/sustainable-recreation/
- https://stewardshiptahoe.org/

Newsletter: Sign up to receive news by sending an email to enews@trpa.gov and put "Transportation" or "Destination Stewardship" in the subject line.

TAHOE LIVING: HOUSING & COMMUNITY REVITALIZATION STRATEGIC INITIATIVE

This initiative addresses strategies for implementing affordable and achievable workforce housing as a key component of healthy, sustainable communities in the region. The Tahoe Living initiative implements the Regional Plan, the Regional Transportation Plan/Sustainable Communities Strategy, the Regional Housing Needs Allocation, and other identified regional housing needs.

"Achievable" Housing Definition Amendments

The Regional Plan Implementation Committee (RPIC) hearing on the "achievable" housing definition amendments scheduled for February has been rescheduled to the March committee meeting. This month, staff will bring the amendments forward to RPIC for a possible committee recommendation. Staff anticipates bringing the draft amendments to the TRPA Advisory Planning Commission in early April for a recommendation for approval by the Governing Board, which could then consider adoption of the amendments at its meeting later that month.

Height, Density, and Coverage Development Right Standards Amendments

TRPA has received input from the Tahoe Living Working Group, the Local Government and Housing Committee, and the Governing Board on changes to regional height, density, and coverage standards that would help make housing more affordable for Tahoe residents. The Tahoe Living Working Group will provide input on these code amendments at its meeting April 21, and staff anticipates bringing these to Governing Board committees beginning as early as May and June.

TRPA Staff Contact: Karen Fink, Housing Program Manager/Housing Ombudsperson
775-589-5258, kfink@trpa.gov

Associated Working Group(s)/Committee(s):

- Tahoe Living Working Group
- TRPA Governing Board Local Government & Housing Committee

Website(s):

- Meeting materials are posted on the Tahoe Living Working Group page: https://www.trpa.gov/tahoe-living-housing-and-community-revitalization-working-group-2/
- Tahoe Housing Story Map: https://storymaps.arcgis.com/stories/62ae9110d85c43ecb381eb3f3ccec196

Newsletter: Sign up to receive housing news by sending an email to enews@trpa.gov and put "Housing" in the subject line.

RESTORATION BLUEPRINT: ENVIRONMENTAL IMPROVEMENT PROGRAM

This initiative focuses on accelerating the pace and scale of Environmental Improvement Program (EIP) implementation to keep pace with current threats and to build resiliency to climate change. The EIP has a proven track record over 25 years. This bi-state, cross-boundary restoration partnership has implemented more than 700 projects to improve the environmental and economic health of the Tahoe Basin. To build on the program's success, TRPA staff are accelerating project implementation on multiple fronts including streamlining EIP project permitting by "Cutting the Green Tape," augmenting program funding, and building partnerships at the national and regional levels.

Lake Tahoe Restoration Act

This month, the EIP partnership will submit their annual funding request for Federal Fiscal Year (FY) 2024 to Lake Tahoe's Congressional delegation. This request is the result of a collaborative project prioritization process led by TRPA through the Tahoe Interagency Executive Steering Committee. Since the act passed in 2016, over $100 million in EIP project funding has been directed to the Tahoe Basin to accelerate threshold attainment. This year's request is $75.25 million to advance work in forest health, water infrastructure, aquatic invasive species, and watershed and water quality improvements. While FY 2024 is the last year of the current authorization, on March 1 Senator Catherine Cortez Masto (D-Nev.) introduced bipartisan, bicameral legislation to extend the authorization of the Lake Tahoe Restoration Act to 2034.

Additionally, TRPA is preparing to award FY 2022 Lake Tahoe Restoration Act funding as part of the TRPA/USDA Forest Service funding agreement. This interagency agreement expands capacity to allocate federal funding to priority projects within the EIP. Funding awards will include approximately $1.7 million to watershed restoration and water quality projects and $1.5 million to forest health projects. Staff will provide the final project awards in the next Tahoe In Brief.

Cutting the Green Tape

TRPA staff will take part in two upcoming Cutting the Green Tape forums hosted by the California Natural Resources Agency and the California Landscape Stewardship network. In March, TRPA will present at a state-wide webinar to share progress and lessons learned on Lake Tahoe's Cutting the Green Tape initiative. In June, Deputy Director and Chief Partnerships Officer Kimberly Chevallier will serve as facilitator for an in-person forum bringing together key staff from California Department of Fish & Wildlife and the California Regional Water Quality Control Boards to advance Cutting the Green Tape across the state.

Tahoe Keys Lagoons Aquatic Weed Control Methods Test

On March 15, the Tahoe Keys Property Owners Association will have submitted their annual progress reports to TRPA and the Lahontan Water Board on the first phase of the

control methods test. The report will summarize the results of the first year and will include required water quality monitoring, resource protection measures, and mitigation data and results. TRPA staff will present to the Governing Board in May to review the results of the first year and what is planned for the upcoming season of the test project.

Permanent Watercraft Inspection Stations- Spooner Summit
The planned permanent station for Lake Tahoe aquatic invasive species watercraft inspections at Spooner Summit is coming closer to reality. In collaboration with EIP partners, the project to construction a permanent station near the current location of a seasonal inspection station has been folded into the Spooner Mobility Hub element of the SR 28 Central Corridor Management Plan, as mentioned in the Transportation brief above. In addition to initial plans, partners are assembling a funding package that includes contributions from the Bipartisan Infrastructure Law, Nevada Lake Tahoe License Plate funds, Community Directed Spending, and Federal Highways funding through the Nevada Department of Transportation (NDOT), which is the project lead. The TRPA Governing Board is scheduled to review the project's inclusion in the Federal Transportation Improvement Program list in April. Subsequently, NDOT will pull together a project team to lead delivery of this critical investment in infrastructure to protect Lake Tahoe from aquatic invasive species.

TRPA Staff Contact: Kimberly Chevallier, Deputy Director and Chief Partnerships Officer
775-589-5263, kchevallier@trpa.gov

Associated Working Group(s)/Committee(s):

- Governing Board Environmental Improvement Program Committee
- Tahoe Interagency Executives Steering Committee

Website(s):

- EIP Project Tracker: https://eip.laketahoeinfo.org/
- Cutting the Green Tape: https://resources.ca.gov/Initiatives/Cutting-Green-Tape

DIGITAL FIRST: INNOVATION INITIATIVE

This initiative recognizes the agency's unique ability to address external events, technology changes, and pursue continuous improvement. It involves significantly improving the ability of the agency to provide services in a "digital first" way by rethinking processes and, using innovative technology.

Project Permitting
Staff continue implementation of the Shoreline Plan. This is happening in two phases: Phase 1 registration and/or permitting of **existing** moorings and Phase two permitting and registration of **new** moorings.

Phase 1:

- Phase 1 Mooring Registrations – 89 percent of the 1,425 registrations have been processed and 9.5 percent remain to be processed. This includes 81 that are in

TRPA review and 55 that require additional information from applicants to proceed with review.

- Phase 1 Mooring Registrations Requiring a Permit – 91 percent of the 233 registrations that required permits have been processed. Twenty of these remain to be processed and are in TRPA review.

Phase 2:

- Phase 2 – New Mooring Permits – 45 percent of the 118 applications have been processed. Fifty-five percent remain to be processed, including four that are in TRPA review and 58 that require additional information from applicants to proceed with review and three that are on hold per the applicants' request.
- Pier Lottery Permits– 67 percent of the 24 applications have been processed. Thirty-three percent remain to be processed, including one that is in TRPA review, 1 that is awaiting a public hearing, four that require additional information from applicants to proceed with review, and two that are on hold per the applicants' request.

See tables on the next pages for permitting details.

TRPA Applications by Project Type through February 28, 2023

TRPA Applications by Project Type	2021	2022	2023 YTD
Residential Projects	242	267	42
Commercial Projects	11	18	7
Recreation/Public Service Projects	44	48	7
Environmental Improvement Projects	13	5	1
Shorezone/Lakezone Projects	130	66	3
Buoy and Mooring Projects	48	15	4
Grading Projects	37	35	2
Verifications and Banking	427	379	37
Transfers of Development	55	59	7
Other	142	233	22
Grand Total	**1,149**	**1,125**	**132**

Completeness Review Performance

	December 31, 2022	January 31, 2023	February 28, 2023
Completeness Reviews Finished During Period	**62**	**73**	**82**
Reviewed within 30 Days of Submission	62	73	82
Over 30 Days from Submission	0	1	0
Percent Over 30 Days	0%	1%	0%
Files with Completeness Over 30 Days		HIST2022-1549 (Historic Det.; 31 days)	
Applications Not Yet Reviewed for Completeness	**39**	**38**	**32**
Under 30 Days Since Submission	39	38	32
Over 30 Days Since Submission	0	0	0

Application Review Performance

	December 31, 2022	January 31, 2023	February 28, 2023
Issued Permits	**43**	**59**	**56**
Issued within 120 Days of Complete Application	41	51	49
Issued over 120 Days from Complete Application	2	8	7
Percent Over 120 Days	5%	14%	13%
Files with Issued Permits - Over 120 Days:	ERSP2022-0016 (Shore-Lakezone, 263 days) MOOR2022-1898 (Mooring Permit, 189 days)	ERSP2022-0242 (Shore-Lakezone; 311 days) MOOR2021-1777 (Mooring Permit; 135 days) ERSP2022-0097 (Shore-Lakezone; 176 days) MOOR2021-1832 (Mooring Permit; 176 days) MOOR2021-1689 (Mooring Permit; 198 days) ERSP2022-1688 (Residential Dwelling; 127 days) ERSP2022-1601 (Residential Dwelling; 121 days) LLAD2022-1063 (Lot Line Adj., 121 days)	MOOR2021-1896 (Mooring Permit; 194 days) MOOR2021-1690 (Mooring Permit; 188 days) MOOR2021-1823 (Mooring Permit; 187 days) MOOR2021-1831 (Mooring Permit; 158 days) MOOR2021-1822 (Mooring Permit; 143 days) MOOR2021-1845 (Mooring Permit; 138 days) ERSP2022-0939 (Residential; 126 days)

	December 31-2022	January 31, 2023	February 28, 2023
Applications in Review	**133**	**99**	**97**
Under 120 Days in TRPA Review	113	83	82
Over 120 Days in TRPA Review	20	16	15
Percent Over 120 Days	15.0%	16.2%	15.5%
Files In Review - Over 120 Days:	ERSP2022-0242 (Shore-Lakezone; 302 days) MOOR2021-1889 (Mooring Permit; 268 days) MOOR2021-1798 (Mooring Permit; 208 days) MOOR2021-1894 (Mooring Permit; 200 days) ERSP2022-1124 (Shore-Lakezone; 199 days)	MOOR2021-1798 (Mooring Permit; 239 days) ERSP2022-1124 (Shore-Lakezone; 230 days) MOOR2021-1930 (Mooring Permit; 209 days) MOOR2021-0768 (Mooring Permit; 190 days) MOOR2021-1075 (Mooring Permit; 190 days)	MOOR2021-1798 (Mooring Permit; 267 days) MOOR2021-1820 (Mooring Permit; 258 days) MOOR2021-0768 (Mooring Permit; 218 days) MOOR2021-1075 (Mooring Permit; 218 days) MOOR2022-1635 (Mooring Permit; 166 days)

	December 31-2022	January 31, 2023	February 28, 2023
	MOOR2021-1930 (Mooring Permit; 178 days) MOOR2021-1689 (Mooring Permit; 176 days) MOOR2021-0768 (Mooring Permit; 159 days) MOOR2021-1075 (Mooring Permit; 159 days) MOOR2021-1299 (Mooring Permit; 159 days) MOOR2021-1690 (Mooring Permit; 159 days) MOOR2021-1819 (Mooring Permit; 159 days) MOOR2021-1830 (Mooring Permit; 159 days) MOOR2021-1832 (Mooring Permit; 159 days) MOOR2021-1866 (Mooring Permit; 159 days) MOOR2021-1887 (Mooring Permit; 159 days) MOOR2021-1896 (Mooring Permit; 159 days) MOOR2021-1902 (Mooring Permit; 159 days) MOOR2021-1907 (Mooring Permit; 159 days) MOOR2021-1909 (Mooring Permit; 159 days)	MOOR2021-1819 (Mooring Permit; 190 days) MOOR2021-1830 (Mooring Permit; 190 days) MOOR2021-1887 (Mooring Permit; 190 days) MOOR2021-1902 (Mooring Permit; 190 days) MOOR2021-1907 (Mooring Permit; 190 days) MOOR2021-1909 (Mooring Permit; 190 days) MOOR2022-1635 (Mooring Permit; 138 days) ERSP2022-1772 (Shore-Lakezone; 133 days) MOOR2022-1579 (Mooring Permit; 130 days) MOOR2022-1808 (Mooring Permit; 124 days) MOOR2022-1668 (Mooring Permit; 123 days)	ERSP2022-1772 (Shore-Lakezone; 161 days) MOOR2022-1579 (Mooring Permit; 158 days) MOOR2022-1808 (Mooring Permit; 152 days) MOOR2022-1668 (Mooring Permit; 151 days) MOOR2021-1847 (Mooring Permit; 137 days) MOOR2021-1869 (Mooring Permit; 137 days) ERSP2022-0065 (Shore-Lakezone; 132 days) MOOR2022-1826 (Mooring Permit; 127 days) MOOR2022-1834 (Mooring Permit; 127 days) MOOR2022-1835 (Mooring Permit; 127 days)
Applications Requiring Additional Info. From Applicants For TRPA Review	**85**	**111**	**104**

For detailed information on the status of any application listed here please contact Wendy Jepson, Permitting and Compliance Department Manager, at wjepson@trpa.gov or Tiffany Good, Permitting Program Manager, at tgood@trpa.gov.

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STAFF REPORT

Date: March 22, 2023

To: TRPA Governance and Operations Committee

From: TRPA Staff

Subject: Shoreline Implementation Update

Summary:
At its request the Governance and Operations Committee will receive an update on implementation of the TRPA Shoreline Plan, adopted in October of 2018. The update will include work that has been completed since adoption and current work on implementation. In order to improve the effectiveness and efficiency of implementing the shoreline plan, a subset of shoreline-related process improvements is included in Process Improvements Implementation Report and recommendations, to be considered by the Governing Board this month.

Required Motions:
No motion is required, as this is an informational item only.

Description:
Committee members have requested staff provide an update on shoreline implementation. To assist all Committee members to become more familiar with shoreline implementation, staff describe the shoreline plan and work that has been completed since implementation began in early 2019, as well as current work on implementation.

Shoreline Plan Background:
In 2015, the Tahoe Regional Planning Agency (TRPA) and critical stakeholder partners launched a collaborative planning process to develop a Lake Tahoe Shoreline Plan with development caps and guidelines for appropriate uses along the lake's 72 miles of shoreline. The plan updated regulations for shoreline structures including piers, buoys, boat ramps, and marinas to support water-dependent recreation at Lake Tahoe and ensure effective natural resource management for continued environmental threshold attainment. Several years of collaborative work with Shoreline Steering Committee partners and the public resulted in the five key policy areas that are addressed in the Shoreline Plan: boating, access, marinas, piers, and low lake level adaptation.

Shoreline Permitting Background:
Development along the shoreline of Lake Tahoe has been the subject of decades of study and controversy. Multiple agencies with jurisdiction over Lake Tahoe's shoreline have an interest in the development that takes place in the shorezone. The current Shoreline Plan process emphasizes continuous coordination with agencies that have jurisdiction in the shorezone including the California State Lands Commission (CSLC), Nevada Division of State Lands (NDSL), Lahontan Regional Water Quality

Control Board (LRWQB), and the U.S. Army Corps of Engineers. Under the Shoreline Plan, TRPA reviews applications for new structures and modifications/expansions to existing structures in the shorezone, including piers, moorings, ramps, and activities and structures at marinas, while coordinating permitting with federal and state agencies through the Shoreline Review Committee. The Committee is made up of representatives from agencies that have jurisdiction in the shorezone reviews all shoreline projects to ensure they meet all applicable regulations.

Internally, TRPA staff has focused attention on developing and implementing shorezone project permitting tools, processes, and systems to permit projects consistent with the plan. After years of restrictive shorezone development due to a lack of current regulations, there is a built up demand for pursuing shorezone projects. Staff has worked to respond to and prioritize this demand based on staff resources available. In particular, the permitting and registration of moorings have posed challenges given the volume of submissions staff has received. As a result, staff is prioritizing the review of new mooring applications (also referred to as Phase 2) over review of the remaining submissions for existing mooring permits and registrations (also referred to as Phase 1). In the interim existing moorings under Phase 1 review are being allowed to remain in place.

Shoreline Implementation: Accomplishments-to-Date and On-going Work

The Shoreline Plan was adopted in October 2018 and went into effect in December of that same year. Since its adoption, implementation has been ongoing and includes the following accomplishments:

Moorings

- Creation, implementation, and support of the Mooring Permitting and Registration Program including designing a new online portal to register and track annual mooring registrations through Lake Tahoe Information
- Creation, implementation, and support of the New Mooring Lottery and permitting and registration of the new moorings (a.k.a., Phase 2 Moorings)
- Continual enforcement of illegal buoys in front of public lands where it is clear that a permit cannot be issued
- 30 watercraft located on unauthorized moorings or anchored were tagged and removed from the Lake along with associated moorings
- Mapping of legal, permitted, and tagged moorings to help identify illegal moorings on the Lake

Piers

- Creation and implementation of a new pier lottery and permitting program, conducted every two years with the first year being 2019
- Process applications for new piers and pier modifications and expansions

Concessions

- Continuing to identify and permit concessions
- Partnering with the League to Save Lake Tahoe, Coast Guard, and local authorized concessions to conduct public health and safety and TRPA educational trainings

No Wake Zone

- Operation of two patrol boats totaling approximately 1200 hours on the water
- Pursuance of over 620 Enforcement actions resulting in a positive change in behavior or further discussions regarding no-wake rules and how to download the Lake Tahoe Boating App

General

- Creation and launch of the boating app

- Update of the BMP Handbook to include more comprehensive shoreline BMPs
- Ongoing noise, turbidity, and recreation monitoring
- Continuous outreach and education with the following groups:
    - Tahoe Lakefront Owners
    - Marine contractors
    - Public land managers
    - Land use consultants
    - Partner agencies
    - Marinas
- Completion of a collaborative process to identify shoreline public safety needs and appropriate locations for lake-based safety facilities
- Completion of Code amendments and clarifications to facilitate implementation of shoreline policies

Permitting projects in the shorezone implements natural resource management for continued environmental threshold attainment. As such, reviewing and permitting projects is a primary element in carrying out the plan. Below is a current accounting of shorezone permitting since implementation began in 2019.

Phase 1 Mooring Registrations	Number	Percentage	Total Moorings	Percentage of moorings
Registrations requested	1425	100.0%	6546	100.0%
Registrations approved	1140	80.0%	5409	82.6%
	285			
Draft registrations that have not been submitted to TRPA by property owner or agent	20	1.4%	93	1.4%
	265			
Registrations in review	81	5.7%	679	10.4%
	184			
Review paused awaiting more information/corrections from property owner or agent	55	3.9%	136	2.1%
	129			
Withdrawn or denied	129	9.1%	229	3.5%
	0			
Phase 1 Mooring Registrations Requiring a Permit				
Registrations requring a permit	233	100.0%	1593	100.0%
Applications Approved	209	89.7%	1287	80.8%
	24			
Applications in review	20	8.6%	301	18.9%
	4			
Withdrawn	2	0.9%	3	0.2%
	2			
Denied	2	0.9%	2	0.1%
	0			

Phase 2 Permits		
Applications received from 285 allocations released	118	100.0%
Applications approved	39	33.1%
	79	
Applications in review	4	3.4%
	75	
Review paused awaiting more information/corrections from property owner or agent	58	49.2%
	17	
On hold per request of applicant	3	2.5%
	14	
Withdrawn or denied	14	11.9%
	0	
Pier Lottery Permits		
Allocations issued for application	24	100.0%
Applications approved	16	66.7%
	8	
Applications awaiting hearing	1	4.2%
	7	
Applications in review	1	4.2%
	6	
Review paused awaiting more information/corrections from property owner or agent	4	16.7%
	2	
On hold per request of applicant	2	8.3%
	0	

Contact Information:
For questions regarding this agenda item, please contact or Tiffany Good, Permitting Program Manager, at (775) 589-5283 or tgood@trpa.gov.

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STAFF REPORT

Date: March 15, 2023

To: Environment Improvement, Transportation, and Public Outreach Committee

From: TRPA Staff

Subject: Transportation Performance and Recommendations Report

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Staff Recommendation:
This is an information item on the Transportation Performance and Recommendations Report framework.

Required Motion:
There is no required motion.

Background:
In April of 2021 the TRPA Governing Board adopted a new Transportation and Sustainable Communities threshold category and a VMT per-capita standard (TSC-1). Along with adoption of the new standard, the Governing Board adopted a goal in the Development and Implementation Priorities sub-element of the TRPA Goals and Policies (DP-5) that includes a suite of adaptive management actions to achieve and maintain the VMT per-capita standard.

The adaptive management framework outlined by DP-5 includes the following five actions, three of which of have been completed:

- Establishing a schedule of milestones to measure progress towards the per capita VMT reduction goal (completed April 2021)
- Establishment of a technical advisory body for transportation (approved March 2022)
- Preparation of a charter, primary objectives, and work plan to be approved by Governing Board (approved September 2022)
- Technical advisory body to prepare and transmit to the TRPA and Tahoe Metropolitan Planning Organization (TMPO) governing boards a regular report including past performance, findings, and recommendations that the boards may act on.
- Implementing adaptive management responses if scheduled milestones are not met.

The biennial Performance and Recommendations Report and the Regional Transportation Plan/Sustainable Community (RTP/SCS) report framework described herein will address the last two actions in preparation for a draft 2024 RTP/SCS report at the end of this year.

ENVIRONMENTAL IMPROVEMENT,
TRANSPORTATION, & PUBLIC OUTREACH
COMMITTEE AGENDA ITEM NO. 3

Committees/Commissions:
On March 9, 2023 the Tahoe Transportation Implementation Committee, many members of which overlap with the Transportation Performance Technical Advisory Committee, received a briefing on the biennial reporting framework. Positive feedback was received, and no changes were suggested. The framework was originally scheduled for a briefing at the March Advisory Planning Commission however now postponed to April 12, 2023.

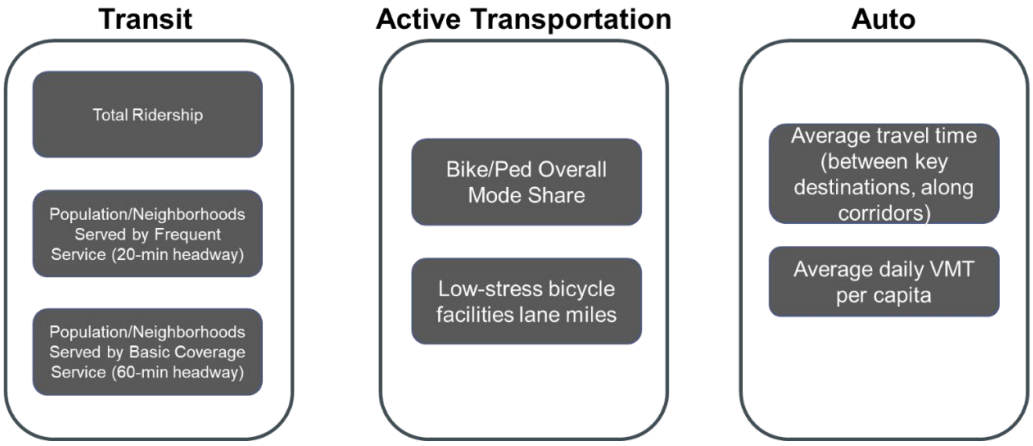
Discussion:
The reporting framework was developed over a series of four meetings with the Transportation Performance Technical Advisory Committee (TPTAC) beginning in July 2022 and wrapping up in November 2022. The TPTAC agreed on the following objectives for the committee and reporting framework.

Primary objectives:

1. Develop high-level transportation metrics to track implementation of Vehicle Miles Traveled reduction and the achievement of other Regional Transportation Plan/Sustainable Communities Strategy Goals.
2. Provide guidance on program, policy, and project modifications necessary to attain and maintain Transportation and Sustainable Communities Threshold Standard 1.
3. Prepare and transmit a Performance and Recommendations Report to the Governing Board starting development in 2022 and every four years thereafter.
4. Prepare and transmit a Regional Transportation Plan Sustainable Community Strategy Analysis and Recommendations Report to the Governing Board starting in the second quarter of 2024 and every four years thereafter.
5. Prepare and transmit adaptive management responses that can be implemented if the region is not reaching Vehicle Miles Traveled milestones and achieving Regional Transportation Plan/Sustainable Communities Strategy Goals.

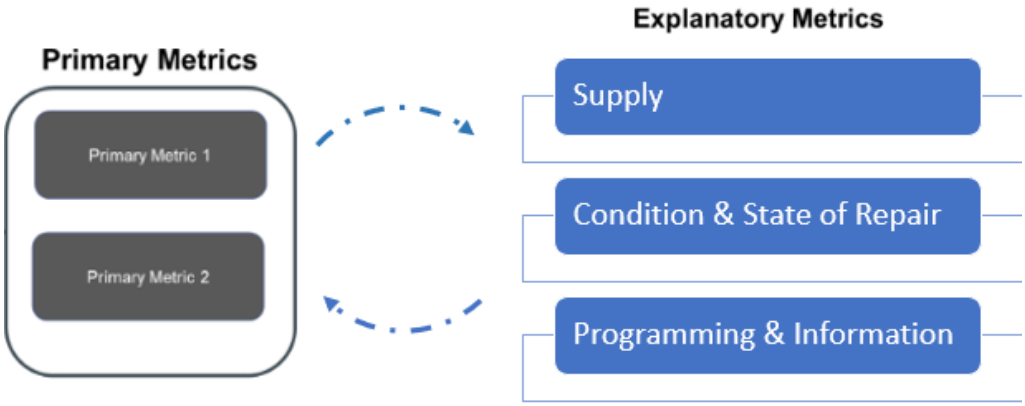
Metrics
To track progress and evaluate the efficacy of Regional Transportation Plan goals and policies, the report framework includes seven metrics categorized by mode: transit, active transportation, and auto. Transit includes three primary metrics: total ridership, population/neighborhoods served by frequent service (20-minute headways), and population/neighborhoods served hourly. Active Transportation primary metrics include bicycle and pedestrian overall mode share and lane miles of low-stress bicycle facilities. Auto mode includes average travel time along corridors between major destinations and average daily VMT per capita. The seven primary metrics will be evaluated in every bi-annual report.

Primary metrics by mode:



The TPTAC helped identify readily available data and future needs. The TPTAC will be heavily involved in the data gathering and sharing required for reporting. In advance of the biennial performance report, the data for the primary metrics will be collected and shared with the TPTAC. Based on the performance of each mode, additional information may be needed for management decisions to better understand where the system is performing well or lagging.

Therefore, in addition to the primary metrics, explanatory metrics are identified in the report framework. This second tier of metrics is designed to be collected as needed. The explanatory information folds in common factors that influence trends. These metrics will allow for the TPTAC to better understand change or performance in primary metrics to guide future recommendations on policies, programs and projects. Explanatory metrics for each mode include supply, conditions and state of repair, and programs and information.



For Transit, an example supply metric includes how many neighborhoods have access to transit to understand how accessible transit is to various populations. While the report will look at regional numbers, if a mode is underperforming, a deeper look at the condition and state of repair metrics can measure the overall quality of the transit infrastructure and service. Data on station conditions and the

frequency of bus stops could also be assessed. Programming and information metrics assess the general awareness of the network and programs to increase utilization. Data on the number of employers implementing trip reduction programs are an example of explanatory metric.

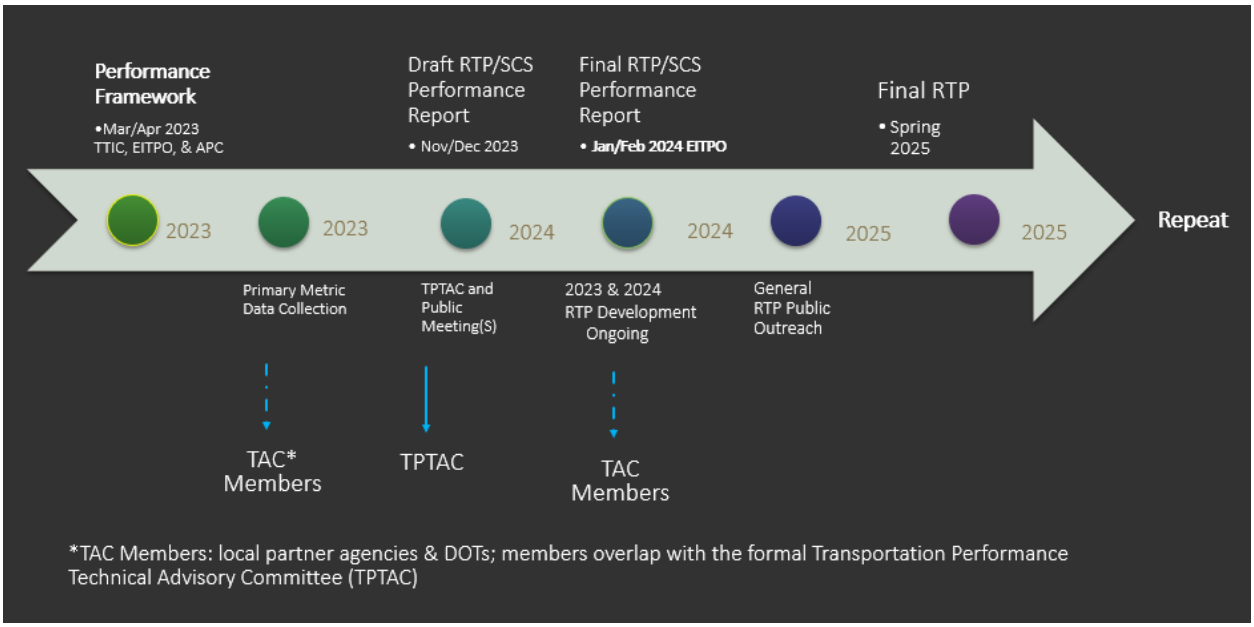
Adaptive Management and Reporting Schedule

The reporting framework developed incorporates an adaptive management approach to improve transportation resource management across the Tahoe Basin. This approach links information collected through monitoring and evaluation with the planning process to dynamically adjust the strategies that guide the region towards achieving the goals established by the Regional Transportation Plan and other local, state, and federal requirements. The report framework incorporates a tiered system of metrics that will allow for adaptive management responses for each of the transportation reports. If the region is not reaching Vehicle Miles Traveled milestones and achieving Regional Transportation Plan/Sustainable Communities Strategy goals, the report to be presented to the Governing Board will include recommendations to make the necessary adjustments. For example, if the regional mode share analysis shows transit ridership is decreasing, recommendations could include additional analysis to better understand what routes are underperforming, policy changes that direct available grant funds into transit operations, or outreach programs to encourage more people to use transit services.

The adaptive performance management system is a forward-looking, dynamic learning process that involves identifying metrics, setting targets, monitoring and evaluating performance, identifying underlying causes in performance changes and engaging stakeholders to drive improvements.

Next Steps:

The report framework provides the outline and adaptive management structure for future Transportation Performance Reports as well as the upcoming 2024 Regional Transportation Plan/Sustainable Community Strategy Report which also includes additional data necessary to produce the updated RTP (e.g., amendments to goals and policies, revised project and programs, etc.). Preparation of the 2024 RTP/SCS Strategy Analysis and Recommendations Report will begin with data collection this year with a collaborative effort involving our local agency partners (TAC Members). Following data evaluation, the TPTAC will reconvene in the late fall and/or early winter to evaluate performance details and provide necessary recommendations on projects, policies and recommended programs. The 2024 RTP/SCS report will be discussed at the Governing Board in early 2024. The final 2024 RTP/SCS report as designed will drive the 2025 Regional Transportation Plan/Sustainable Communities Strategy.



Contact Information:
For questions regarding this agenda item, please contact Michelle Glickert, Transportation Planning Program Manager at mglickert@trpa.gov.

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STAFF REPORT

Date: March 15, 2023

To: TRPA Environmental Improvement, Transportation, and Public Outreach Committee

From: TRPA Staff

Subject: Cascade to Meeks Trail Feasibility Study

Summary and Staff Recommendation:
Staff will provide an update on State Route 89 Corridor Planning, specifically the Cascade to Meeks Trail Feasibility Study. This item is for informational purposes and no action is required.

Project Description/Background:
The State Route 89 Corridor Management Plan was completed in 2020 after a 2-year process that engaged key stakeholders, land managers and the public. The plan outlines a vision and a set of goals that address everything from traffic congestion to public access to environmental protections along State Route 89. The need to create a walking and biking trail from the area of Cascade Lake to Meeks Bay, through Emerald Bay, was identified as a top priority in the Corridor Management Plan and the 2022 Lake Tahoe Transportation Action Plan. This segment, planned as part of the Tahoe Trail (shown below), would provide an important linkage to existing trails on the West Shore. As Lake Tahoe continues to experience increased demand for recreation, transportation solutions are important investments in sustainable recreation and communities.

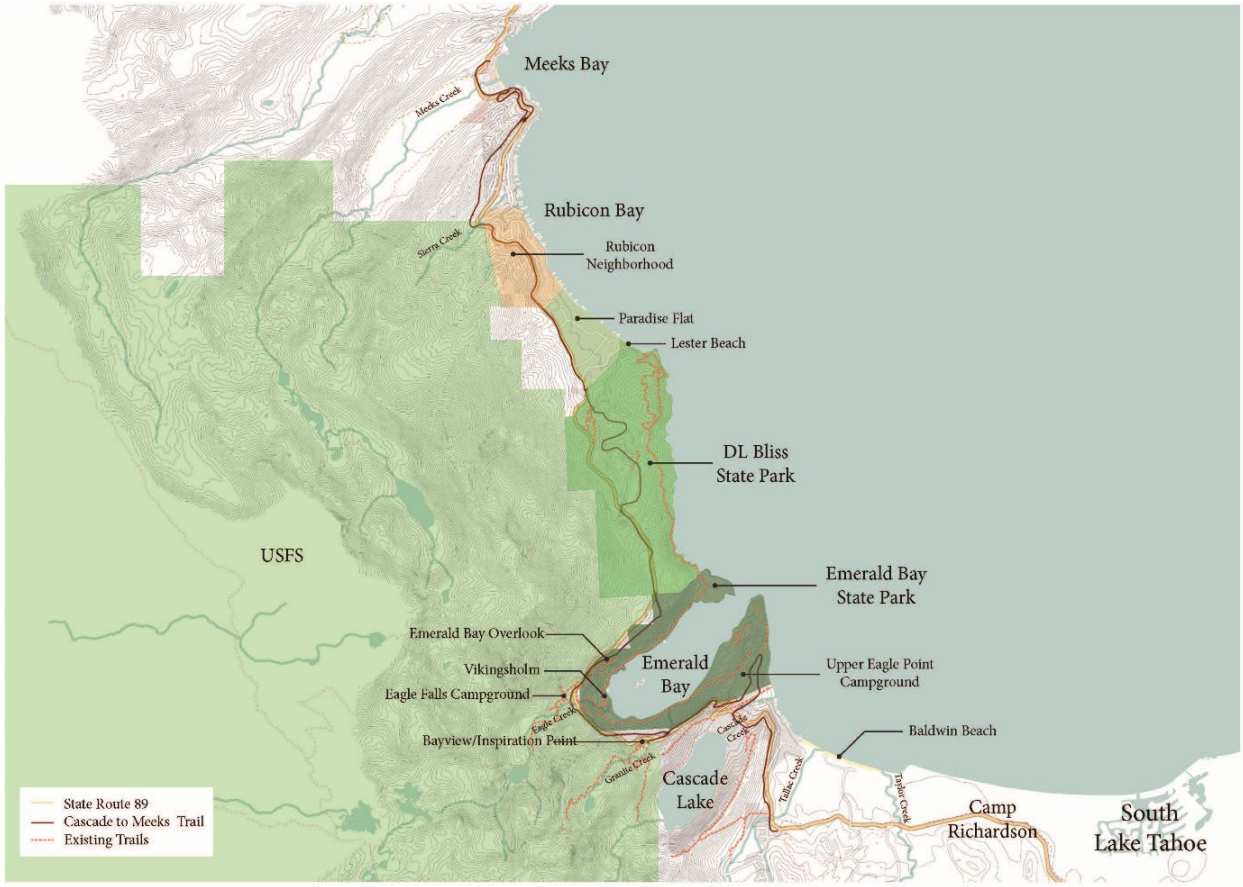
The Cascade to Meeks Trail Feasiblity Study is the first project that has come as a direct result of the Corridor Management Plan. The study identifies the preferred alignment for the 11-mile trail, access points, and a cost/feasibility analysis. The study, launched in 2021, is funded by the U.S. Forest Service, Lake Tahoe Basin Management Unit (LTBMU) led by TRPA, supported by a consultant team, and overseen by a Steering Committee comprised of the California Department of Transportation (Caltrans) El Dorado County, LTBMU, California State Parks, and the Washoe Tribe of Nevada and California. The purpose of the Cascade to Meeks Trail Study is to identify a preferred alignment that achieves the vision for the corridor, obtain broad support, and assess the feasibility of designing, permitting, and constructing that alignment.

ENVIRONMENTAL IMPROVEMENT,
TRANSPORTATION, & PUBLIC OUTREACH
COMMITTEE AGENDA ITEM NO. 4

North Shore
Tahoe Trail
Tunnel Creek Lodge
Undergoing
Preliminary
Engineering
Undergoing
High-level
Scoping
Completion
Spring 2019
Completed 2018
SR 89/SR 28
Under
Environmental
Review
East Shore
Tahoe Trail
West Shore
Tahoe Trail
Preliminary Engineering
Beginning 2019
Round Hill Pines
Undergoing
Planning
Spring Creek Rd
South Shore
Tahoe Trail
Miles
0 0.5 1 2 3 4

The study was initiated by gathering relevant background resource information, developing, and walking the proposed alignments, considering potential user amenities, and then refining the alignments based on the initial field and research efforts. Once a final set of trail alignments was identified, the alignment analysis began with the development of evaluation categories and criteria. The evaluation criteria used to determine the selected alignment included: access and operations, constructability, cost, environmental, landowner considerations, and user experience. Next, potential amenities were identified along the trail, including lookouts, crossings, and opportunities for interpretive signage.

Based on the work described above, In August 2022, the Steering Committee agreed on a selected alignment (shown below) that would be evaluated for the feasibility study and report. Planning, engineering, environmental resource, and landscape design considerations were applied to the preferred alignment to determine its feasibility. The process required developing schematic-level plans, profiles, and cross sections of the trail and structures; creating visuals of amenities; and determining implementation priorities and preliminary cost estimates. The consultant team completed the draft feasibility report on December 9, 2022, has incorporated feedback from the agency Steering Committee and considered comments from the public. The report is available on the project website https://www.westshoretahoetrail.com/.



Key Findings of the Feasibility Analysis

The Feasibility report outlines how the Steering Committee, stakeholders, and public were engaged to collect both quantitative and qualitative data to develop the proposed alignment. The report then breaks the 11-mile corridor into six buildable segments: Meeks Bay, Rubicon North/Tahoe Hills, Paradise Flat, D.L. Bliss State Park, Emerald Bay North, Emerald Bay South, and Cascade. In each of these segments, the report presents key opportunities and challenges including environmental, construction, design and engineering considerations, amenities (scenic viewpoints, interpretative signage), and cost estimates. To eliminate at-grade highway crossings and avoid sensitive stream and wetland environments, underpasses are proposed through the Meeks Bay segment; a bridge over Sierra Creek near Rubicon Bay; a boardwalk through Paradise Flat; a rock shed, tunnel, or pier supported trail through the landslide path at Emerald Bay; and a bridge crossing at Cascade Creek. Throughout the corridor, significant grading, rock excavation, retaining wall construction, and tree removal would be required.

The report provides guidance on priority and sequencing of project implementation through a proposed phasing approach. The Meeks segment is recommended as the first phase due to its connection to the Meeks Bay Restoration project and SR 89 Bridge replacement project. The environmental analysis for the restoration project is nearly complete, and funding has been secured by Caltrans to replace the bridge. The new bridge would include a bicycle and pedestrian path connected to the Meeks Bay resort, campgrounds, beaches, and to trail segments north and south of Meeks Bay.

Public Engagement and Outreach

Agency and public involvement have been a cornerstone of the trail study since its initiation. A robust outreach and engagement approach was implemented to foster a spirit of collaboration with the Steering Committee, key stakeholders, and engaged members of the public. This included community workshops and information sessions, field visits, several focused meetings with homeowners' associations, press releases, a website, surveys, and an interactive web map. Input was received from permanent and part-time residents; homeowners associations; recreationists, environmental and

conservation groups; chambers of commerce; tourism groups; resort associations; cities and counties; fire departments; transportation districts; law enforcement agencies, and visitors.

Input received during these activities was integral in defining evaluation criteria, arriving at the preferred trail alignment, and conducting the feasibility analysis.

Issues and Concerns

While many participants in the public process expressed support and excitement for the trail concept, specific concerns were raised including:

- Increased visitation
- Parking and trespass near private property
- Scenic impacts
- Trash
- Noise
- Slope stability
- Water resource protection
- Wildlife impacts

A large portion of the trail would cross Emerald Bay and D.L. Bliss State Parks, which raises concerns from California State Parks related to potential visual impacts, level of disturbance on steep slopes, and maintenance.

Environmental Review and Implementation

The feasibility report provides a foundation for implementing agencies to assess the costs and benefits of building a trail, or trail segments, from Cascade Creek to Meeks Bay. The next step for the project is to identify a lead implementing agency or agencies who will determine the scope and funding sources for the environmental analysis, design, and implementation of the trail. Based on the level of environmental review required, and input received from the public, the agencies may select the alignment identified in the feasibility study as the preferred alternative and/or select additional alternatives for analysis.

To learn more and to review the Feasibility Report, please visit the project website:
https://www.westshoretahoetrail.com/

Attachment:

A. Cascade to Meeks Feasibility Report

Contact Information:
For questions regarding this agenda item, please contact Rebecca Cremeen, Associate Planner, at (775) 589-5214 or rcremeen@trpa.gov.

Attachment A

Cascade to Meeks Feasibility Report

https://www.westshoretahoetrail.com/

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STAFF REPORT

Date: March 15, 2023

To: TRPA Regional Plan Implementation Committee

From: TRPA Staff

Subject: Amendment to Washoe County's Tahoe Area Plan to Allow Single-Family Condominiums in Special Area 1 of the Incline Village Commercial Regulatory Zone

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Summary and Staff Recommendation:
Washoe County will provide an overview of the proposed amendment to the Tahoe Area Plan (TAP) including single-family condominiums as an allowed use in Special Area 1 of the Incline Village Commercial Regulatory Zone. Staff recommend adoption of the proposed amendment contingent on the County's adequately addressing Advisory Planning Commission (APC) comments as described below. The proposed amendment was adopted as a development code amendment by the Washoe County Board of County Commissioners on January 17, 2023.

Required Motions:
To recommend adoption of the area plan amendment, 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 D, including a Finding of No Significant Effect, for adoption of the Area Plan amendment as described in the staff summary; and
2) A motion to recommend adoption of Ordinance 2023-__, amending Ordinance 2013-05, to amend the Washoe County Tahoe Area Plan as shown in Attachment C.

An affirmative vote of a majority of the quorum present is required for a motion to pass.

Project Description/Background:
Since the 2012 Regional Plan Update, TRPA has allowed local jurisdictions to develop Area Plans to replace the former local planning documents: Plan Area Statements and Community Plans. Area Plans become a component of both the Regional Plan and the city or county's comprehensive plan.

The TRPA Governing Board approved the TAP in January 2021. The plan encompasses the entirety of Washoe County's jurisdiction in the Tahoe Basin and has not been amended in the two years since its adoption. The proposed amendment pertains specifically to Special Area 1 of the Incline Village Commercial Zone.

In June 2022, TRPA issued a development permit for a mixed-use (multi-family and commercial) development at 941 and 947 Tahoe Boulevard (APN 132-231-09 and 132-231-10) in Special Area 1 of the

Incline Village Commercial Zone. The permitted project included 40 multi-family units and 925 square feet of commercial space in compliance with the TAP implementing regulations. Following permit approval, the developer requested the conversion of the multi-family rental units into owner-occupied condominiums. This request could not be granted because single-family condominium uses are not permitted in Special Area 1.

Washoe County is proposing an amendment to remedy this issue by permitting single-family condominiums in Special Area 1 of the Incline Village Commercial Zone, allowing the proposed condominium subdivision at 947 Tahoe Boulevard along with future mixed-use condominium uses in Special Area 1. The County is also proposing to codify a policy requiring that condominiums are only allowed in the Incline Village Commercial regulatory zone when part of a mixed-use development or if they are affordable housing.

A development code amendment applying this change to the Washoe County Code was approved on January 17, 2023, by the Washoe County Board of County Commissioners. A copy of the adopted County Ordinance with proposed plan language is included as Attachment A to this packet. Public comment letters received before March 22, 2023, are included in this packet. TRPA Governing Board approval is required to amend the TAP.

The APC held a hearing for the proposed amendment on March 8, 2023. At the hearing, the APC failed to pass a motion to recommend approval of the required findings, with six ayes, four nays, and two abstentions. Seven affirmative votes were required for a motion to pass. APC member comments focused on three main issues:

- Commissioners felt that the impact of condominium subdivisions on the number of short term rentals (STRs) in Special Area 1 were not adequately analyzed in the IEC and that mitigations were needed to prevent the proliferation of STRs in condominium subdivisions. Commissioners were concerned that, if subdivided, a 40-unit multifamily structure which could previously accommodate a single STR could potentially allow up to 40 STRs, or one per unit. The APC asked that the County address the impacts of STRs in the IEC and consider mitigating the impact of increased STR potential from condominium subdivision.
- Commissioners were concerned that the findings did not adequately address the potential impact of condominium subdivision on housing affordability.
- Commissioners suggested that the County define and set minimum standards for mixed-use development and affordable housing units in order to strengthen and further define the special policy requiring that single family dwellings in the Incline Village Commercial regulatory zone are part of a mixed-use development or are affordable housing units.

Pending the RPIC's recommendation, the next step will be to bring the full amendment package to the Governing Board who will make a final determination on the proposed amendment.

<u>Environmental Review:</u>
Washoe County submitted 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 (Attachment E). TRPA staff completed a review of the IEC and submitted revisions to Washoe County staff. The IEC finds that the proposed amendments would not result in significant effects on the environment. Staff recommends additional revisions to the IEC pursuant to APC's comments.

Regional Plan Compliance:
TRPA staff completed a Regional Plan Conformance Review Checklist (Attachment F) and determined that the proposed amendment is in conformance with the Regional Plan. The proposed amendment was reviewed by the APC and will be reviewed by the Regional Plan Implementation Committee (RPIC). Recommendations of the APC and RPIC will then be considered by the Governing Board in determining whether to find the Area Plan amendment in compliance with the Regional Plan.

Contact Information:
For questions regarding this agenda item, please contact Jacob Stock, AICP, Senior Planner, at (775) 589-5221 or jstock@trpa.gov.

Attachments:
A. Washoe County Adopting Ordinance
B. Washoe County Staff Memo Summarizing the Proposed Area Plan Amendment
C. TRPA Ordinance 2023-__
D. Required Findings/Rationale
E. Initial Environmental Checklist
F. Conformity Checklist
G. Compliance Measures Checklist

Attachment A

Washoe County Adopting Ordinance

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Notice: Per NRS 239B.030, this document does not contain personal information as defined in NRS 603A.040

Summary: ***AMENDS WASHOE COUNTY CODE CHAPTER 110 (DEVELOPMENT CODE), ARTICLE 220 (Tahoe Area), Section 110.220.145 (Incline Village Commercial Regulatory Zone Special Area 1) and Section 110.220.150 (Incline Village Commercial Regulatory Zone Special Policies) referring to land use.***

BILL NO. 1822

ORDINANCE NO. 1696

Title:

An ordinance amending Washoe County Code Chapter 110 (Development Code), Article 220 (Tahoe Area), Section 110.220.145 (Incline Village Commercial Regulatory Zone Special Area 1) to add single family dwellings, limited to air space condominiums, as an allowed use in Incline Village Commercial Regulatory Zone Special Area 1; and to amend Section 110.220.150 (Incline Village Commercial Regulatory Zone Special Policies) referring to land use to add Tahoe Area Plan Policy LU2-9 [Single family dwellings shall only be allowed in the Incline Village Commercial regulatory zone when they are part of a mixed-use development or when they are affordable housing units] as a special policy; and all matters necessarily connected therewith and pertaining thereto.

WHEREAS:

A. This Commission desires to amend Washoe County Code Chapter 110 (Development Code), Article 220 (Tahoe Area), Section 110.220.145 (Incline Village Commercial Regulatory Zone Special Area 1) in order to add single family dwellings, limited to air space condominiums, as an allowed use in the Incline Village Commercial Regulatory Zone Special Area 1; and to add Tahoe Area Plan Policy LU2-9 as to Section

110.220.150 (Incline Village Commercial Regulatory Zone Special Policies); and

B. The Washoe County Planning Commission initiated the proposed amendments by Resolution Number 22-17 on November 1, 2022; and

C. The amendments and this ordinance were drafted in concert with the District Attorney, and the Planning Commission held a duly noticed public hearing for WDCA22-0002 on November 1, 2022, and adopted Resolution Number 22-17 recommending adoption of this ordinance; and

D. Following a first reading and publication as required by NRS 244.100(1), and after a duly noticed public hearing, this Commission desires to adopt this Ordinance; and

E. This Commission has determined that this ordinance is being adopted pursuant to requirements set forth in Chapter 278 of NRS, therefore it is not a "rule" as defined in NRS 237.060 requiring a business impact statement.

THE BOARD OF COUNTY COMMISSIONERS OF WASHOE COUNTY DOES HEREBY ORDAIN:

SECTION 1. Washoe County Code Chapter 110 (Development Code), Article 220 (Tahoe Area), Section 110.220.145 (Incline Village Commercial Regulatory Zone Special Area 1) is hereby amended as follows:

Section 110.220.145 Incline Village Commercial Regulatory Zone.

INCLINE VILLAGE COMMERCIAL REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	A	Based on other residential use densities
Multiple Family Dwelling	S	15 units per acre minimum 25 units per acre maximum
Multi-Person Dwelling	S	25 people per acre
Nursing and Personal Care (Section 110.220.410)	S	

		40 people per acre
Residential Care (Section 110.220.410)	S	40 people per acre
Single Family Dwellings	S	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Tourist Accommodation		
Bed and Breakfast Facilities	A	5 units per site
Hotels, Motels and Other Transient Dwelling Units	A	40 units per acre
Timeshare (Hotel/Motel Design)	S	Based on hotel, motel and other transient use densities set forth above
Timeshare (Residential Design)	S	Based on hotel, motel and other transient use densities set forth above
Commercial		
Auto, Mobile Home and Vehicle Dealers	A	
Building Materials and Hardware	A	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings and Equipment	A	
General Merchandise Stores	A	
Mail Order and Vending	A	
Nursery	A	
Outdoor Retail Sales	S	
Service Stations	A	
Amusements and Recreation Services	S	
Privately Owned Assembly and Entertainment	S	
Outdoor Amusements	S	
Animal Husbandry Services	A	
Auto Repair and Service	S	
Broadcasting Studios	A	
Business Support Services	A	
Financial Services	A	
Contract Construction Services	A	
Health Care Services	A	
Laundries and Dry Cleaning Plant	A	
Personal Services	A	
Professional Offices	A	
Repair Services	A	
Sales Lot	S	
Schools – Business and Vocational	A	
Secondary Storage	S	
Food and Kindred Products	S	
Fuel and Ice dealers	S	
Industrial Services	S	
Printing and Publishing	A	

Small Scale Manufacturing	S	
Storage Yards	S	
Vehicle and Freight Terminals	S	
Vehicle Storage and Parking	S	
Warehousing	S	
Wholesale and Distribution	S	
Public Service		
Churches	A	
Collection Stations	S	
Regional Public Health and Safety Facilities	S	
Health Care Services	S	
Cultural Facilities	A	
Day Care Centers/Preschools	S	
Government Offices	A	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Pipelines and Power Transmission	S	
Schools – Kindergarten through Secondary	A	
Social Service Organizations	A	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Recreation		
Day Use Areas	A	
Participant Sports Facilities	A	
Outdoor Recreation Concessions	S	
Recreational Centers	A	
Riding and Hiking Trails	S	
Sport Assembly	S	
Visitor Information Centers	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Thinning	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	

INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA 1		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling*	A	1 unit per parcel
Multiple Family Dwelling	A	15 units per acre minimum 25 units per acre
Employee Housing	A	Based on other residential use densities
Nursing and Personal Care (Section 110.220.410)	S	40 people per acre
Residential Care (Section 110.220.410)	S	40 people per acre
Commercial		
Building Materials and Hardware	S	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings and Equipment	A	
General Merchandise Stores	A	
Mail Order and Vending	A	
Nursery	A	
Outdoor Retail Sales	S	
Service Stations	S	
Privately Owned Assembly and Entertainment	S	
Broadcasting Studios	A	
Financial Services	A	
Health Care Services	A	
Personal Services	A	
Professional Offices	A	
Repair Services	A	
Schools – Business and Vocational	A	
Printing and Publishing	S	
Public Service		
Churches	A	
Cultural Facilities	A	
Day Care Centers/Preschools	A	
Government Offices	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Regional Public Health and Safety Facilities	A	
Social Service Organizations	A	
Pipelines and Power Transmission	S	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	

Transportation Routes	S	
Transmission and Receiving Facilities	S	
INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA #2		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Commercial		
General Merchandise Stores	A	
Mail Order and Vending	A	
Building Materials and Hardware	S	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings, and Equipment	A	
Professional Offices	A	
Broadcasting Studios	A	
Schools – Business and Vocational	A	
Financial Services	A	
Health Care Services	A	
Printing and Publishing	S	

INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA #3		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Public Service		
Churches	A	
Collection Stations	S	
Regional Public Health and Safety Facilities	S	
Health Care Services	S	
Cultural Facilities	A	
Day Care Centers/Preschools	S	
Government Offices	A	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Pipelines and Power Transmission	S	
Schools – Kindergarten through Secondary	A	
Social Service Organizations	A	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	S	
Thinning	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	

Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	

*Only when associated with an approved tentative subdivision map of multifamily into air space condominiums

SECTION 2. Washoe County Code Chapter 110 (Development Code), Article 220 (Tahoe Area), Section 110.220.150(Incline Village Commercial Regulatory Zone Special Policies) referring to land use is hereby amended as follows:

Section 110.220.150 Incline Village Commercial Regulatory Zone Special Policies. The following special policies will be implemented in the Incline Village Commercial Regulatory Zone.

a. The Incline Village Commercial Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations:*
   (1) Preferred Affordable Housing Area
   (2) Scenic Restoration Area

b. Parking areas should be developed taking access from local streets such as Alder Avenue and Incline Way.

c. Single family dwellings shall only be allowed in the Incline Village Commercial regulatory zone when they are part of a mixed-use development or when they are affordable housing units.

SECTION 3. General Terms.

1. All actions, proceedings, matters, and things heretofore taken, had and done by the County and its officers not inconsistent with the provisions of this Ordinance are ratified and approved.

2. The Chair of the Board and officers of the County are authorized and directed to take all action necessary or appropriate to effectuate the provisions of this Ordinance. The District Attorney is authorized to make non-substantive edits and corrections to this Ordinance.

3. All ordinances, resolutions, bylaws and orders, or parts thereof, in conflict with the provisions of this Ordinance are hereby repealed to the extent only of such inconsistency. This repealer shall not be construed to revive any ordinance, resolution, bylaw or order, or part thereof, heretofore repealed.

4. Each term and provision of this Ordinance shall be valid and shall be enforced to the extent permitted by law. If any term or provision of this Ordinance or the application thereof shall be deemed by a court of competent jurisdiction to be in violation of law or public policy, then it shall be deemed modified, ipso facto, to bring it within the limits of validity or enforceability, but if it cannot be so modified, then the offending provision or term shall be excised from this Ordinance. In any event, the remainder of this Ordinance, or the application of such term or provision to circumstances other than those to which it is invalid or unenforceable, shall not be affected.

Passage and Effective Date

Proposed on December (month) 13 (day), 2022.

Proposed by Commissioner Hill.

Passed on January (month) 17 (day), 2023.

Vote:

Ayes: Harting, Hill, Herman, Garcia, Clark

Nays: None

Absent: None

Chair
Washoe County Commission

ATTEST:

Janis Galassini, County Clerk

This ordinance shall be in force and effect from and after the 27th day of the month of January of the year 2023.

Attachment B

Washoe County Staff Memo Summarizing the Proposed Area Plan Amendment

WASHOE COUNTY

Integrity Communication Service

www.washoecounty.gov

MEMORANDUM

MEETING DATE: March 8, 2023

DATE: February 28, 2023

TO: Regional Plan Implementation Committee

FROM: Courtney Weiche, Senior Planner, Community Services Dept., 328-3608, cweiche@washoecounty.gov

THROUGH: Kelly Mullin, AICP, Division Director, Planning & Building Division, Community Services Department, 328.3619, kmullin@washoecounty.gov

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SUMMARY

On January 17, 2023, the Washoe County Board of County Commissioners (BCC) adopted Bill No. 1888, Ordinance No. 1696, a development code amendment (ref. WDCA22-0003), amending Washoe County Code Chapter 110 (Development Code), Article 220 (Tahoe Area) to add single family dwellings, limited to condominiums, as an allowable use in the Incline Village Commercial (IV-C)- Special Area 1 regulatory zone subject to Land Use Policy LU2-9 which provides "single family dwellings shall only be allowed in the Incline Village Commercial regulatory zone when they are part of a mixed-use development or when they are affordable housing units". The IV-C regulatory zone falls within Washoe County's Tahoe Area Plan. Therefore, the amendment requires approval by the TRPA Governing Board before it becomes effective.

BACKGROUND

January 26, 2021. BCC adopted a comprehensive package of amendments that amended the Washoe County Master Plan, Tahoe Area Plan (WMPA19-0007) and Tahoe Area Regulatory Zone Map (WRZA19-0007) and development code amendments (WDCA19-0007) replacing Article 220 Tahoe Area Plan modifiers with two new articles, Article 220 Tahoe Area Plan modifiers and Article 220.1 Tahoe Area Design Standards.

May 26, 2021. TRPA Governing Board adopted the Washoe County Tahoe Area Plan and amendments to Chapters 34, 36, and 38 of the TRPA Code of Ordinances.

October 8, 2021. An applicant submitted a special use permit application (WSUP21-0029) to construct a 40-unit multifamily residential project at 947/941 Tahoe Boulevard, as required for projects located in the broader Incline Village Commercial regulatory zone. Staff later determined that the proposed project was not subject to the approval of a special use permit because the project site was located in Special Area 1 of the IV-C, in which multifamily dwellings are an allowed use. As an allowed use and not a special use,

the 40-unit multifamily project would not require discretionary action by the County. The applicants indicated their desire was to eventually subdivide the multifamily dwellings into air space condominiums.

December 8, 2021. The applicant submitted a tentative subdivision map application (WTM21-012) to subdivide a proposed 40-unit multifamily dwelling project located at 947/941 Tahoe Boulevard into 40 air space condominiums. Pursuant to Washoe County's development review process, the applicant held a neighborhood meeting in Incline Village on January 24, 2022, for the 40-unit project and subdivision.

Upon further review, it was discovered that single family condominium dwellings are currently not an allowed use in IV-C Special Area 1. Per the Tahoe Regional Planning Agency's (TRPA) Code of Ordinances, condominiums are considered single family dwellings.

Upon subsequent consultation with Washoe County and TRPA staff, the applicant was informed that they would need to seek approval to amend the Tahoe Area Plan and Washoe County Development Code if they desired to pursue adding single family condominium dwellings as an allowable use in Special Area 1 of the IV-C regulatory zone. This request would require both Washoe County and TRPA approval.

It is important to note that the subject amendment is not specific to any one parcel or project in the IV-C Special Area 1 regulatory zone. The proposed amendment addresses the addition of single-family dwellings, limited to air space condominiums, for the whole of IV-C, Special Area 1.

July 8, 2022. The applicant submitted a development code amendment application (WDCA22-0002) to add single family dwellings, limited to condominiums, as an allowable use in the Incline Village Commercial (IV-C)- Special Area 1 regulatory zone subject to Land Use Policy LU2-9 which provides "single family dwellings shall only be allowed in the Incline Village Commercial regulatory zone when they are part of a mixed-use development or when they are affordable housing units".

August 22, 2022. The applicant held a zoom meeting between 5:00pm and 6:00pm, to request feedback on the requested development code amendment. A total of 3,264 individual email recipients received the meeting invitation. Thirty-four people were in attendance.

November 1, 2022. The Washoe County Planning Commission (PC) reviewed the proposed amendments to Washoe County Code Chapter 110 (Development Code), Article 220, Tahoe Area, and voted unanimously to recommend approval of Development Code Amendment WDCA22-0002 to the Board.

December 13, 2022. The Washoe County Board of County Commissioners (Board) introduced and conducted a first reading for Bill 1888, an ordinance amending Washoe County Code Chapter 110 (Development Code), Article 220, Tahoe Area.

January 17, 2023. The Washoe County Board of County Commissioners (Board) held a public hearing and conducted a second reading for Bill 1888, adopting an ordinance amending Washoe County Code Chapter 110 (Development Code), Article 220, Tahoe Area.

February 22, 2023. The Regional Plan Implementation Committee heard a presentation on the requested amendment for informational purposes only.

March 8, 2023. The Advisory Planning Commission held a hearing on the proposed amendment and failed to pass a motion to recommend approval of the required findings. County staff are working to address the APC's concerns.

PUBLIC INPUT RECEIVED

Public comment included a mix of both support and opposition for the proposed amendment. Many of the comments focused on a specific project, known as "Nine 47 Tahoe Condo", recently approved by TRPA for new construction as a multifamily dwelling development in June of 2022. The subject area plan amendment would apply to the entire Special Area 1 of the Incline Village Commercial regulatory zone. The analysis required for the requested amendment is for the addition of single-family dwellings as an allowable use for IV-C, Special Area 1 only, provided that: (1) the use is associated with an approved tentative subdivision map for multifamily use; and (2) the use is part of a mixed-use development or the single-family dwelling units are affordable housing units.

Tahoe Area Plan, Appendix A, Development Code Standards Amendments

The following is a summary of the specific sections of Article 220 requested for amendment:

1) **Section 110.220.145 Incline Village Commercial Regulatory Zone**. Add single family residential, limited to air space condominiums, as an allowed use to the table of allowable land uses for the Incline Village Commercial Regulatory Zone Special Area 1.
2) **Section 110.220.150 Incline Village Commercial Regulatory Zone Special Policies.** Add Tahoe Area Plan Policy LU2-9 as a special policy to Section 110.220.150, which provides that single family dwellings shall only be allowed in the Incline Village Commercial Regulatory Zone when they are part of a mixed-use development or when they are affordable housing units.

The proposed text amendment is shown in Bold **Red**.

Section 110.220.145 Incline Village Commercial Regulatory Zone.

INCLINE VILLAGE COMMERCIAL REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	A	Based on other residential use densities
Multiple Family Dwelling	S	15 units per acre minimum 25 units per acre maximum
Multi-Person Dwelling	S	25 people per acre
Nursing and Personal Care (Section 110.220.410)	S	40 people per acre
Residential Care (Section 110.220.410)	S	40 people per acre

Single Family Dwellings	S	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Tourist Accommodation		
Bed and Breakfast Facilities	A	5 units per site
Hotels, Motels and Other Transient Dwelling Units	A	40 units per acre
Timeshare (Hotel/Motel Design)	S	Based on hotel, motel and other transient use densities set forth above
Timeshare (Residential Design)	S	Based on hotel, motel and other transient use densities set forth above
Commercial		
Auto, Mobile Home and Vehicle Dealers	A	
Building Materials and Hardware	A	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings and Equipment	A	
General Merchandise Stores	A	
Mail Order and Vending	A	
Nursery	A	
Outdoor Retail Sales	S	
Service Stations	A	
Amusements and Recreation Services	S	
Privately Owned Assembly and Entertainment	S	
Outdoor Amusements	S	
Animal Husbandry Services	A	
Auto Repair and Service	S	
Broadcasting Studios	A	
Business Support Services	A	
Financial Services	A	
Contract Construction Services	A	
Health Care Services	A	
Laundries and Dry Cleaning Plant	A	
Personal Services	A	
Professional Offices	A	
Repair Services	A	
Sales Lot	S	
Schools – Business and Vocational	A	
Secondary Storage	S	
Food and Kindred Products	S	
Fuel and Ice dealers	S	
Industrial Services	S	

Printing and Publishing	A	
Small Scale Manufacturing	S	
Storage Yards	S	
Vehicle and Freight Terminals	S	
Vehicle Storage and Parking	S	
Warehousing	S	
Wholesale and Distribution	S	
Public Service		
Churches	A	
Collection Stations	S	
Regional Public Health and Safety Facilities	S	
Health Care Services	S	
Cultural Facilities	A	
Day Care Centers/Preschools	S	
Government Offices	A	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Pipelines and Power Transmission	S	
Schools – Kindergarten through Secondary	A	
Social Service Organizations	A	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Recreation		
Day Use Areas	A	
Participant Sports Facilities	A	
Outdoor Recreation Concessions	S	
Recreational Centers	A	
Riding and Hiking Trails	S	
Sport Assembly	S	
Visitor Information Centers	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Thinning	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	

Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	
INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA 1		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling*	**A**	**1 unit per parcel**
Multiple Family Dwelling	A	15 units per acre minimum 25 units per acre
Employee Housing	A	Based on other residential use densities
Nursing and Personal Care (Section 110.220.410)	S	40 people per acre
Residential Care (Section 110.220.410)	S	40 people per acre
Commercial		
Building Materials and Hardware	S	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings and Equipment	A	
General Merchandise Stores	A	
Mail Order and Vending	A	
Nursery	A	
Outdoor Retail Sales	S	
Service Stations	S	
Privately Owned Assembly and Entertainment	S	
Broadcasting Studios	A	
Financial Services	A	
Health Care Services	A	
Personal Services	A	
Professional Offices	A	
Repair Services	A	
Schools – Business and Vocational	A	
Printing and Publishing	S	
Public Service		
Churches	A	

Cultural Facilities	A	
Day Care Centers/Preschools	A	
Government Offices	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Regional Public Health and Safety Facilities	A	
Social Service Organizations	A	
Pipelines and Power Transmission	S	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA #2		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Commercial		
General Merchandise Stores	A	
Mail Order and Vending	A	
Building Materials and Hardware	S	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings, and Equipment	A	
Professional Offices	A	
Broadcasting Studios	A	
Schools – Business and Vocational	A	
Financial Services	A	
Health Care Services	A	
Printing and Publishing	S	

INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA #3		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Public Service		
Churches	A	
Collection Stations	S	
Regional Public Health and Safety Facilities	S	
Health Care Services	S	
Cultural Facilities	A	
Day Care Centers/Preschools	S	
Government Offices	A	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	

Publicly Owned Assembly and Entertainment	S	
Pipelines and Power Transmission	S	
Schools – Kindergarten through Secondary	A	
Social Service Organizations	A	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	S	
Thinning	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	

***Only when associated with an approved tentative subdivision map of multifamily into air space condominiums**

Section 110.220.150 Incline Village Commercial Regulatory Zone Special Policies. The following special policies will be implemented in the Incline Village Commercial Regulatory Zone.

a. The Incline Village Commercial Regulatory Zone includes the following special
designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special*
Designations:

(1) Preferred Affordable Housing Area

(2) Scenic Restoration Area

b. Parking areas should be developed taking access from local streets such as Alder Avenue and Incline Way.

c. Single family dwellings shall only be allowed in the Incline Village Commercial regulatory zone when they are part of a mixed-use development or when they are affordable housing units.

CONCLUSION

Staff believes all findings can be made to approve the proposed area plan amendment and that the amendment will support and further the aims of the Tahoe Area Plan and the Regional Plan. Washoe County staff requests that the Regional Plan Implementation Committee recommend Governing Board approval of the proposed amendment.

Attachment C

TRPA Ordinance 2023-__

TAHOE REGIONAL PLANNING AGENCY
ORDINANCE 2023-__

AN AMENDMENT TO ORDINANCE NO. 2021-06 TO ADOPT
TAHOE AREA PLAN AMENDMENTS

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

Section 1.00 Findings

1.10 It is desirable to amend TRPA Ordinance 2013-05 by amending the Tahoe Area 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 Tahoe Area 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 Tahoe Area 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 Tahoe Area 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 Tahoe Area 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 TRPA Code of Ordinances Section 4.5, 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 2021-06 is hereby amended by amending the Tahoe Area Plan as set forth in Attachment A.

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 Tahoe Area Plan shall become effective on adoption.

PASSED AND ADOPTED by the Tahoe Regional Planning Agency Governing Board at a regular meeting held on _____, 2023, by the following vote:

Ayes:

Nays:

Abstentions:

Absent:

_____
Cindy Gustafson, Chair
Tahoe Regional Planning Agency,
Governing Board

Attachment D

Required Findings/Rationale

REQUIRED FINDINGS FOR AMENDMENTS TO THE WASHOE COUNTY TAHOE AREA PLAN, INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA 1

This document contains required findings per Chapter 3, 4, and 13 of the TRPA Code of Ordinances for amendments to the Washoe County Tahoe Area Plan (TAP):

Chapter 3 Findings: The following finding must be made prior to amending the TAP:

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 Initial Environmental Checklist/Finding of No Significant Effect (IEC/FONSE) for the amendments, no significant environmental impacts have been identified as a result of the proposed amendments. The 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)
   - Washoe County/TRPA, *Tahoe Area Plan IEC/FONSE,* certified by the TRPA Governing Board on May 26, 2021 (TAP IEC).
   - TRPA/Tahoe Metropolitan Planning Organization (TMPO), *2020 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy IS/MND/IEC/FONSE*, certified by the TMPO Board and the TRPA Governing Board on April 2021 (RTP IS/IEC)

   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 2012 Regional Plan Update (RPU), adopted TAP and Regional Transportation Plan (RTP), which have approved program-level environmental documents, the TAP amendments are within the scope of these program-level documents.

   The proposed amendments evaluated by the IEC are limited to the amendments of the TAP to add single-family dwellings (SFDs), limited to condominiums, as a permissible use in the TAP's Incline Village Commercial Regulatory Zone (IVCRZ) Special Area 1 (SA1) when part of a mixed-use development or when they are affordable housing units. The purpose of the amendments is to allow for the condominium form of ownership within SA1 when an approved multiple-family dwelling (MFD) project, with a mixed-use component or limited to affordable housing, is subdivided into airspace condominiums. Under current zoning, units in

an MFD development within SA1 may only be rented since subdivision into SFD condominiums is prohibited. The amendment will not have a significant effect on existing environmental conditions as analyzed in the original TAP IEC because it does not change intensity of development and the proposed SFD use is identical to the existing allowed MFD use in nearly all respects but form of ownership.

The amendments described in this packet will become part of the Regional Plan and update the permissible uses within the IVCRZ SA1. The proposed amendments are consistent overall with the TRPA Conceptual Regional Land Use Map adopted as part of the RPU.

The IEC is tiered from the RPU EIS in accordance with Section 6.12 of the TRPA Rules of Procedures. The 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 RPU is a comprehensive land use plan that guides physical development within the Lake Tahoe Region through 2035. The RPU EIS analyzes full implementation of uses and physical development proposed under the RPU, and it identifies measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth. The TAP is an element of the growth that was anticipated in the RPU and evaluated in the RPU EIS. By tiering from the RPU EIS, this IEC relies on the 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.

The IEC evaluated the potential environmental impacts of the proposed amendments with respect to the RPU EIS to determine what level of additional environmental review, if any, is appropriate. The IEC assessed potential impacts to the affected physical environment from the proposed amendments which involve no change to development standards (e.g., land coverage, density, height, etc.). There are no new mitigation measures required for the proposed amendments, and nothing in the IEC alters the obligations of the County or TRPA to implement the mitigation measures adopted as part of the RPU.

Based on the review of the evidence, the analysis and conclusions in the IEC determined that the amendments will not have a significant impact on the environment. Therefore, a Finding of No Significant Effect will be prepared.

The IEC did not evaluate potential environmental impacts of any specific projects. Project level environmental analysis will be required based on the design of specific projects that may be submitted pursuant to the amendment.

Chapter 4 Findings: The following findings must be made prior to adopting the TAP Amendment:

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: The proposed amendments include adding SFDs, limited to condominiums, to the list of permissible uses for IVCRZ SA1 and adding TAP Land Use Policy (LU) 2-9, currently applicable to the greater IVCRZ, to SA1. LU 2-9 provides, "[s]ingle family dwellings shall only be allowed in IVCRZ when they are part of a mixed-use development or when they are affordable housing units." The amendments will allow for the condominium form of ownership within SA1 when an approved multiple-family dwelling (MFD) project, with a mixed-use component or limited to affordable housing, is subdivided into airspace condominiums. Under current zoning, units in an MFD development within SA1 may only be rented since subdivision into SFD condominiums is prohibited.

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 TAP is consistent with the Tahoe Regional Plan and TRPA Code of Ordinances, as shown in the Conformance Review Checklist and as demonstrated by the IEC.

Pursuant to Code Section 4.4.2, TRPA considers, as background for making the Section 4.4.1.A through C findings, the proposed amendments' 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 amendments' accompanying environmental documentation, Staff's professional analysis, and prior plan level documentation, including findings and EISs, to reach the fundamental conclusions regarding the amendments' 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 TAP amendments on these items, if any, are identified and to the extent possible described.

Based on the IEC, the RPU EIS, the TAP IEC, the RPU and RTP findings made by the TRPA Governing Board, the Section 4.4.2 findings, 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 2019 Threshold Evaluation. The TAP incorporates and/or implements relevant compliance measures, and with the implementation of the measures with respect to development within the TAP, the effects are not adverse, and with respect to some measures, are positive. The amendments do not change the TAP's design standards or compliance measures. (See the IEC, TAP Amendment Conformity Checklist and Compliance Measures Worksheet)

Washoe County anticipates that implementation of the amendments could accelerate threshold gains by encouraging the redevelopment of an aging town center as demonstrated below. Regardless, the single-family condominium use is sufficiently similar to existing allowed uses as to have no significant environmental impact.

Section 4.4.2.B also requires TRPA to disclose the impact of the proposed amendments on its cumulative accounting of units of use (e.g., residential allocations, commercial floor area). The TAP 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.

Similarly, Section 4.4.2.C requires TRPA to confirm whether the proposed amendments are within the remaining capacity for development (e.g., water supply, sewage, etc.) identified in the environmental documentation for the RPU. The amendments do not change development standards, including density, that could affect the amount of the remaining capacities available, identified and discussed in the RPU EIS. The TAP 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 EIS.

TRPA therefore finds that the amendments are consistent with and will not adversely affect implementation of the RPU, 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 IEC, no significant environmental effects were identified as a result of the proposed amendments, and the IEC did not find any thresholds that would be adversely affected or exceeded. Adding SFDs, limited to condominiums, will have no adverse impact on thresholds compared to the uses currently permissible in SA1. For example, the ITE average trip generation for single family dwellings (condominium form) is slightly lower than multi family dwelling rental units. The design standards, including density, land coverage, height, etc. are the same for MFDs and SFD condominiums. As found above, the Area Plan, as amended, 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 2019 Threshold Evaluation indicator summaries. TRPA anticipates that implementation of the TAP will accelerate threshold gains as demonstrated below. Because the principal beneficial impacts of implementation of the TAP depend upon the number and size of redevelopment projects, the specific extent and timing or rate of effects of the TAP 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 TAP 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 Washoe County or purchased or exchanged through the Development Rights Program. Accounting for units of use, resource utilization and threshold attainment will occur as 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 EIS and/or RTP IEC. 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) TAP Amendment IEC; (2) RPU EIS; (3) RTP IEC; and (4) 2019 Threshold Evaluation Report, adopted by the Governing Board, 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 TAP 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 TAP, 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: **TAP Amendments and Threshold Gain**

The TAP, adopted in 2021, identifies the need to diversify and provide support for varying housing options, specifically in Town Centers. The proposed amendments accomplish this by affording property owners in SA1 the option to include SFDs, as airspace condominiums, in future development projects. In addition, Policy LU7-1 of the TAP directs the County to identify barriers to redevelopment within Town Centers and states that amendments to the TAP should be pursued to remove barriers or otherwise facilitate redevelopment in these areas. The prohibition of SFD condominiums in SA1 (in both the TAP and the 25-year-old Community Plan that it replaced) presents a barrier to environmentally sensitive redevelopment. No housing of any kind has been developed in SA1 despite the stated goal to create

walkable communities where people live, work and play. The amendments will incentivize residential mixed-use redevelopment in the Town Center by increasing opportunities for economically viable projects.

The TAP amendments accelerate threshold gain including water quality restoration, scenic quality improvement, and other ecological benefits, by supporting environmental redevelopment opportunities and Environmental Improvement Program (EIP) investments. 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 TAP provisions.

The TAP'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 is identified in the RPU as a high priority.

As described in more specific detail below, the amendments beneficially affect multiple threshold areas.

A. Water Quality

The 2019 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 TAP 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.

B. Air Quality

The 2019 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 TAP 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 TAP 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 Washoe County's Green Building Program will also help to improve air quality and ensure the attainment of air quality standards.

TRPA's 2020 *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 changes to land use assumptions for mixed-use assigned to the amendment area and the TAP 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.

Per Chapter 2 of the TAP, environmental redevelopment offers the best path to sustainable development by directing the remaining development capacity in the Region into areas with existing development and infrastructure, promoting economic activity, replacing sub-standard development with more energy-efficient and environmentally friendly structures, and creating more compact walkable and bikeable Town Centers. Allowing SFDs, limited to airspace condominiums, in SA1, a Town Center, provides additional housing options consistent with many goals and policies identified in the TAP, including the creation of walkable Town Centers and reduced vehicle-miles traveled needed to meet the air quality goals of the Regional Plan.

C. Soil Conservation

The 2019 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.

Today, most if not all developed commercial and tourist properties exceed the 50 percent maximum land coverage allowed in the TAP. Several commercial properties

within the subject 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. Any project developed as a result of the amendments would include excess coverage mitigation. Therefore, the amendments will help to accelerate threshold gain through soil conservation.

D. Scenic Quality

The 2019 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.

Future redevelopment within the subject 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 TAP Goals and Policies:

> **Goal LU6**: Strengthen economic activity in Incline Village and Crystal Bay by creating pedestrian-friendly environments in mixed-use and tourist regulatory zones with upgraded aesthetics, architecture, and landscaping. Reduce the visual prominence of parking lots and asphalt.
>
> **Goal C5**: Improve and protect the scenic quality and tranquility of the planning area. Protect and enhance scenic views and vistas from public areas.

E. Vegetation

The 2019 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.

SA1 is a developed urban area. Of the 42 properties, only nine are vacant and, of those nine, two were previously developed and have an approved development project permit. The undeveloped properties have native vegetation. The proposed amendments would not alter or revise the regulations pertaining to native vegetation protection during construction. Adding SFDs, limited to condominiums,

would not increase tree or vegetation removal. SA 1 is not within TRPA's Conservation or Recreation land use classifications.

F. Recreation

The 2019 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.

There are several recreation sites located just east of SA 1 off State Route 28. These include an 18-hole golf course, ball fields and a skate park. The TAP 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 proposed amendments do not include any changes to recreational land uses or policies, nor does it eliminate a planned recreational use in the TAP.

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.

G. Fisheries

While the 2019 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.

BMPs required for project development would improve water quality and thus

could contribute to improved riparian and lake conditions in receiving water bodies. The proposed amendments 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 projection of fish habitat and provide for the enhancement of degraded habitat. Development within the TAP could benefit the Fisheries Threshold through Goals and Policies aimed at the restoration of SEZs and implementation of BMPs.

H. Wildlife

The 2019 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 SA1 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 to animal species would be evaluated based on applicable 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. The analysis included in the IEC concludes the amendments will not change development standards (e.g., habitat protections) that could lead to changes in biological resources.

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.

I. Noise

The 2019 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 IEC, the TAP amendments would not alter noise policies and the adopted TRPA CNEL threshold standards, and Regional Plan and General Plan noise policies would continue to be applied.

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 the new allowed use (SFD condominiums).

III. Conclusion

Based on the foregoing, the completion of the IEC, the previously certified RPU EIS, RTP 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 TAP amendments, achieves and maintains the thresholds. As described above in more detail, the amendments actively promote threshold achievement and maintenance by, *inter alia*, (1) incentivizing environmentally beneficial redevelopment, and (2) facilitating multi-use development in proximity to alternative modes of transportation in order to reduce vehicle miles traveled (VMT) and create a walkable Town Center. 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 TAP amendments, will continue to achieve and maintain the thresholds.

Chapter 13 Findings: The following findings must be made prior to adopting amendments to the TAP:

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 TAP amendments were found to be consistent with the goals and policies of the Regional Plan, as described in the Area Plan Conformance Checklist and as described in Chapter 4, Finding #1, above.

Per Chapter 2 of the Tahoe Area Plan, environmental redevelopment offers the best path to sustainable development by directing the remaining development capacity in the Region into areas with existing development and infrastructure, promoting economic activity, replacing sub-standard development with more energy-efficient and environmentally friendly structures, and creating more compact walkable and bikeable Town Centers. Allowing single family dwellings, limited to air space condominiums, in SA1 of the IVCRZ, a Town Center, provides additional housing and development options consistent with many goals and policies identified in the Tahoe Area Plan, including the creation of walkable Town Centers.

The proposed amendments are intended to encourage development/redevelopment in the Town Center by allowing the division of MFDs or mixed-use projects for individual ownership, *i.e.* SFDs, as airspace condominiums, as an additional option for development.

Policy LU7-1 of the TAP directs the County to identify barriers to redevelopment within Town Centers and provides that amendments to the TAP should be pursued to remove barriers or otherwise facilitate redevelopment in these areas. The prohibition of SFDs in SA1 (in both the Area Plan and the 25-year-old Community Plan that it replaced) presents a barrier to environmentally sensitive redevelopment. No housing of any kind has been developed in SA1 despite the stated goal to create walkable communities where people live, work and play. The amendment will incentivize appropriate residential redevelopment in the Town Center by increasing opportunities for economically viable projects.

Attachment E

Initial Environmental Checklist

TAHOE REGIONAL PLANNING AGENCY

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INITIAL ENVIRONMENTAL CHECKLIST FOR DETERMINATION OF ENVIRONMENTAL IMPACT

Project Name: Washoe County Tahoe Area Plan Amendment

APN/Project Location: Incline Village Commercial Regulatory Zone, Special Area 1

County/City: Washoe County

Project Description:

Amend the Washoe County Tahoe Area Plan (WCTAP) to add single family dwellings (SFDs) to the existing list of permissible uses within the Incline Village Commercial regulatory zone (IV-C), Special Area 1 (SA1). The amendment limits singles family dwellings to condominiums; detached single family dwellings would remain prohibited. Single family dwellings are permissible in the broader IV-C regulatory zone.

The second portion of the amendment would add reference to existing Policy LU2-9 "*single family dwellings shall only be allowed in IV-C regulatory zone when they are part of a mixed-use development or when they are affordable housing units*." to Appendix A - 110.220.150 "Incline Village Commercial Regulatory Zone Special Policies" clarifying that the policy applies to all of IV-C, including Special Area 1.

If adopted, the amendment would allow for two-step subdivisions (e.g. approved multi-family dwellings would be eligible for subdivision into single family dwellings as air space condominiums) within SA1, subject to all relevant provisions of the WCTAP and TRPA Code regulations.

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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 and reference the question number and letter. If more space is required for additional information, please attached separate sheets and reference the question number and letter.

For information on the status of TRPA environmental thresholds click on the links to the Threshold Dashboard.

I. Environmental Impacts

1. Land

Current and historic status of soil conservation standards can be found at the links below:

- Impervious Cover
- Stream Environment Zone

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?	○	●	○	○
b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	○	●	○	○
c. Unstable soil conditions during or after completion of the proposal?	○	●	○	○
d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?	○	●	○	○
e. The continuation of or increase in wind or water erosion of soils, either on or off the site?	○	●	○	○
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?	○	●	○	○
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change any development standards (e.g., density or land coverage limits) that could lead to changes in geological resources.

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2. Air Quality

Current and historic status of air quality standards can be found at the links below:

- Carbon Monoxide (CO)
- Nitrate Deposition
- Ozone (O3)
- Regional Visibility
- Respirable and Fine Particulate Matter
- Sub-Regional Visibility

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Substantial air pollutant emissions?	○	●	○	○
b. Deterioration of ambient (existing) air quality?	○	●	○	○
c. The creation of objectionable odors?	○	●	○	○
d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	○	●	○	○
e. Increased use of diesel fuel?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., limits for acceptable emissions) that could lead to changes in air resources.

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3. Water Quality

Current and historic status of water quality standards can be found at the links below:

- Aquatic Invasive Species
- Deep Water (Pelagic) Lake Tahoe
- Groundwater
- Nearshore (Littoral) Lake Tahoe
- Other Lakes
- Surface Runoff
- Tributaries
- Load Reductions

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Changes in currents, or the course or direction of water movements?	○	●	○	○
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?	○	●	○	○
c. Alterations to the course or flow of 100-yearflood waters?	○	●	○	○
d. Change in the amount of surface water in any water body?	○	●	○	○
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	○	●	○	○
f. Alteration of the direction or rate of flow of ground water?	○	●	○	○
g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	○	●	○	○
h. Substantial reduction in the amount of water otherwise available for public water supplies?	○	●	○	○
i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?	○	●	○	○
j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?	○	●	○	○
k. Is the project located within 600 feet of a drinking water source?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., land coverage limits) that could lead to changes in water resources.

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4. Vegetation

Current and historic status of vegetation preservation standards can be found at the links below:

- Common Vegetation
- Late Seral/Old Growth Ecosystems
- Sensitive Plants
- Uncommon Plant Communities

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?	○	●	○	○
b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?	○	●	○	○
c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?	○	●	○	○
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)?	○	●	○	○
e. Reduction of the numbers of any unique, rare, or endangered species of plants?	○	●	○	○
f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	○	●	○	○
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?	○	●	○	○
h. A change in the natural functioning of an old growth ecosystem?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., habitat protections) that could lead to changes in biological resources.

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5. Wildlife

Current and historic status of special interest species standards can be found at the links below:

- Special Interest Species

Current and historic status of the fisheries standards can be found at the links below:

- Instream Flow
- Lake Habitat
- Stream Habitat

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
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)?	○	●	○	○
b. Reduction of the number of any unique, rare or endangered species of animals?	○	●	○	○
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	○	●	○	○
d. Deterioration of existing fish or wildlife habitat quantity or quality?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., habitat protections) that could lead to changes in biological resources.

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6. Noise

Current and historic status of the noise standards can be found at the links below:

- Cumulative Noise Events
- Single Noise Events

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
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?	○	●	○	○
b. Exposure of people to severe noise levels?	○	●	○	○
c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	○	●	○	○
d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	○	●	○	○
e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?	○	●	○	○
f. Exposure of existing structures to levels of ground vibration that could result in structural damage?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., construction or operational noise limits) that could lead to changes in existing noise levels.

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7. Light and Glare

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Include new or modified sources of exterior lighting?	○	●	○	○
b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?	○	●	○	○
c. Cause light from exterior sources to be cast off -site or onto public lands?	○	●	○	○
d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., lighting placement) that could lead to changes in light and glare.

8. Land Use

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Include uses which are not listed as permissible uses in the applicable Area Plan, Plan Area Statement, adopted Community Plan, or Master Plan?	●	○	○	○
b. Expand or intensify an existing non-conforming use?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. Some members of the public have commented the commercial regulatory zone is intended for commercial business, retail and restaurants, only, and is not intended for residential uses. However, the area plan states, “redevelopment is the foundation of the planning concept in these areas [town centers]” and places an emphasis on mixed use development to facilitate walkable communities in the town centers. Walkable communities are those where people live, work and play; residential development is a necessary component of achieving this goal. The Area Plan has, thus far, not helped achieve the goal of creating walkable communities; limited investment has occurred within SA1 over the last 20 years, despite the goals of the current Area Plan and former Community Plan. WCTAP policy LU7-1 directs the County to identify barriers for redevelopment within Town Centers and to amend the area plan as necessary to remove barriers or otherwise facilitate redevelopment in these areas. The proposed amendment advances the goals of development / redevelopment by providing property owners the option to incorporate single family dwellings, limited to condominiums, as part of a mixed use or affordable housing project. This could provide an additional funding resource to support a broader mixed use/affordable housing project.

9. Natural Resources

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. A substantial increase in the rate of use of any natural resources?	○	●	○	○
b. Substantial depletion of any non-renewable natural resource?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., density limits) that could lead to changes in the use of natural resources.

10. Risk of Upset

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
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?	○	●	○	○
b. Involve possible interference with an emergency evacuation plan?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., density limits) that could lead to greater population growth.

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11. Population

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?	○	●	○	○
b. Include or result in the temporary or permanent displacement of residents?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment does not change development standards, specifically on density limits, that could impact population or change the location/distribution of residential units. The amendment does not change the amount of residential development allowed in the SA 1 regulatory zone; therefore, it would not alter the growth rate of residential units planned for the Region. Some members of the public have expressed concerns the proposed amendment could prevent future affordable housing developments. On the contrary, as proposed, single family dwellings (limited to condominiums) would be the only use type that requires affordable housing, or a mixed-use component, to be incorporated for the use to be approved. Further, the amendment makes no changes to affordable housing standards and has no impact on the option for properties to develop affordable housing projects in SA1, as currently allowed. The amendment is intended to support residential development to the Incline Village Town Center. Historical evidence shows that no substantial residential investment has occurred in the past 20 years under the existing plans. The amendment would not change the maximum number of total residential units allowed, nor would it alter the location, distribution, density, or growth rate of the population for the Region.

12. Housing

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
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?	○	●	○	○
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?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment also includes adding reference to Policy LU2-9 requiring "single family dwellings shall only be allowed in IV-C regulatory zone when they are part of a mixed-use development or when there are affordable housing units" to Appendix A - 110.220.150 Incline Village Commercial Regulatory Zone Special Policies. There are several area plan regulatory zones that are identified for preferred affordable housing. Affordable housing is not a mandate in SA1. Any future request for single family dwellings will be required to incorporate a mixed-use component or limited to affordable housing. It's unclear how this proposal would adversely impact the goal of affordable housing in the SA1, this amendment request does not prevent or restrict affordable housing in the SA1, it only allows for more residential opportunities. The proposed amendment does not impact a property owners' ability to develop affordable housing projects in SA1.

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13. Transportation / Circulation

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Generation of 650 or more new average daily Vehicle Miles Travelled?	○	●	○	○
b. Changes to existing parking facilities, or demand for new parking?	○	●	○	○
c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?	○	●	○	○
d. Alterations to present patterns of circulation or movement of people and/or goods?	○	●	○	○
e. Alterations to waterborne, rail or air traffic?	○	●	○	○
f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. Adding a permissible land use could impact trip generation and total vehicle miles traveled calculations. However, in this case, the same ITE land use category and daily trip rate applies to both multiple family dwellings (MFDs) and SFDs (condominium form). ITE Land Use (LU) Code 220 for Multifamily Housing (Low-Rise) applies to a MFD development within a building having 3 floors or less. The same LU Code applies to SFD condos within a building having 3 floors or less. The daily trip rate for ITE LU Code 220 is 6.74 per unit. (ITE Trip Generation, 11th Edition.) ITE LU Code 221 for Multifamily Housing (Mid-Rise) applies to a MFD development within a building having more than 3 floors. The same LU Code applies to SFD condos within a building having more than 3 floors. The daily trip rate for ITE LU Code 221 is 4.54 per unit. (ITE Trip Generation, 11th Edition.) As a result, subdividing an approved MFD project into SFD condominiums will not increase trip generation or vehicle miles traveled. Further, the amendment does not change existing development standards (e.g., density limits) that could lead to increased traffic or vehicle miles traveled.

Per Appendix A - Parking Demand Table, to Washoe County's Tahoe Planning Area Design Standards and Guidelines, the parking rate for multiple family dwelling projects is 1 space per 2 beds plus 1/2 space per bedroom. Appendix A provides that the Multiple Family Dwelling parking rate is to be used for Single Family Dwelling condos. As a result, the addition of SFD condominiums as a permissible use will not create a demand for new parking compared to the uses permissible prior to the amendment.

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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?:

	Yes	No	No, with mitigation	Data insufficient
a. Fire protection?	○	●	○	○
b. Police protection?	○	●	○	○
c. Schools?	○	●	○	○
d. Parks or other recreational facilities?	○	●	○	○
e. Maintenance of public facilities, including roads?	○	●	○	○
f. Other governmental services?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., density limits) that could lead to greater burdens on public services.

15. Energy

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Use of substantial amounts of fuel or energy?	○	●	○	○
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	○	●	○	○

Discussion:

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., density limits) that could lead to increased use of energy.

16. Utilities

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

	Yes	No	No, with mitigation	Data insufficient
a. Power or natural gas?	○	●	○	○
b. Communication systems?	○	●	○	○
c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?	○	●	○	○
d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?	○	●	○	○
e. Storm water drainage?	○	●	○	○
f. Solid waste and disposal?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., density limits) that could lead to greater burdens on public utilities.

17. Human Health

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Creation of any health hazard or potential health hazard (excluding mental health)?	○	●	○	○
b. Exposure of people to potential health hazards?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would notchange development standards (e.g., fuel storage limits) that could lead to increased risks to human health.

18. Scenic Resources / Community Design

Current and historic status of the scenic resources standards can be found at the links below:

- Built Environment
- Other Areas
- Roadway and Shoreline Units

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?	●	●	○	○
b. Be visible from any public recreation area or TRPA designated bicycle trail?	○	●	○	○
c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?	○	●	○	○
d. Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan?	○	●	○	○
e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. SA1 is visible from State Route 28 which bisects IV-C Special Area 1 boundary. The amendment would not impact existing development standards (e.g., height limits, building setbacks and design) that could lead to changes or degradation of scenic resource scores. Compliance with Area Plan and TRPA Code standards for scenic quality would still be required for any subsequent development; including single family dwellings built as condominiums. Existing design standards that apply to multi-family dwellings would be the same for single family condominiums.

19. Recreation

Current and historic status of the recreation standards can be found at the links below:

- Fair Share Distribution of Recreation Capacity
- Quality of Recreation Experience and Access to Recreational Opportunities

Will the proposal:	Yes	No	No, with mitigation	Data insufficient
a. Create additional demand for recreation facilities?	○	●	○	○
b. Create additional recreation capacity?	○	●	○	○
c. Have the potential to create conflicts between recreation uses, either existing or proposed?	○	●	○	○
d. Result in a decrease or loss of public access to any lake, waterway, or public lands?	○	●	○	○

Discussion

The Washoe County Tahoe Area Plan amendment (proposed action) would change the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., density limits) that could lead to greater burdens on recreational facilities.

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20. Archaeological / Historical

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?	○	●	○	○
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?	○	●	○	○
c. Is the property associated with any historically significant events and/or sites or persons?	○	●	○	○
d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	○	●	○	○
e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would notchange development standards (e.g., density limits) that could lead to greater burdens on known archaeological or historic resources.

21. Findings of Significance

	Yes	No	No, with mitigation	Data insufficient
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?	○	●	○	○
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.)	○	●	○	○
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?)	○	●	○	○
d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?	○	●	○	○

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment is intended to support residential development to the Incline Village Town Center. Adding SFDs, limited to condominiums, to SA1 list of allowable uses will have no adverse impacts on thresholds compared to the uses currently permissible in SA1. The design standards, including density, land coverage, height, etc. are the same for MFDs and SFD condominiums.

There are several area plan regulatory zones that are identified for preferred affordable housing. Affordable housing is not a mandate in SA1. Any future request for single family dwellings will be required to incorporate a mixed-use component or limited to affordable housing. It's unclear how this proposal would adversely impact the goal of affordable housing in the SA1, this amendment request would not prevent or restrict affordable housing in the SA1, it only allows for more residential opportunities. The proposed amendment would not impact a property owners' ability to develop affordable housing projects in SA1.

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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:

	at	Select One		
Person preparing application		County		Date

Applicant Written Comments: (Attach additional sheets if necessary)

The Washoe County Tahoe Area Plan amendment would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. Some members of the public have commented the commercial regulatory zone is intended for commercial business, retail and restaurants, only, and is not intended for residential uses. However, the area plan states, "redevelopment is the foundation of the planning concept in these areas [town centers]" and places an emphasis on mixed use development to facilitate walkable communities in the town centers. Walkable communities are those where people live, work and play; residential development is a necessary component of achieving this goal. The Area Plan has, thus far, not helped achieve the goal of creating walkable communities; limited investment has occurred within SA1 in over the last 20 years, despite the goals of the current Area Plan and former Community Plan. WCTAP policy LU7-1 directs the County to identify barriers for redevelopment within Town Centers and to amend the area plan as necessary to remove barriers or otherwise facilitate redevelopment in these areas. The proposed amendment advances the goals of development / redevelopment by providing property owners the option to incorporate single family dwellings, limited to condominiums, as part of a mixed use or affordable housing project.

The amendment makes no changes to affordable housing standards and has no impact on the option for properties to develop affordable housing projects in SA1, as currently allowed. The amendment is intended to support residential development to the Incline Village Town Center. There are several area plan regulatory zones that are identified as preferred affordable housing. Affordable housing is not a mandate in SA1. Any future request for single family dwellings will be required to incorporate a mixed-use component or be limited to affordable housing. It's unclear how this proposal would adversely impact the goal of affordable housing in the SA1, this amendment request does not prevent or restrict affordable housing in the SA1, it only allows for more residential opportunities. The proposed amendment does not impact a property owners' ability to develop affordable housing projects in SA1.

The proposed amendment does not conflict with the policies and action programs of the Washoe County Master Plan and are compatible with the new Tahoe Area Plan. Per Chapter 2 of the Tahoe Area Plan, environmental redevelopment offers the best path to sustainable development by directing the remaining development capacity in the Region into areas with existing development and infrastructure, promoting economic activity, replacing sub-standard development with more energy-efficient and environmentally friendly structures, and creating more compact walkable and bikeable Town Centers. Allowing single family dwellings, limited to air space condominiums, in Incline Village Commercial Regulatory Zone SA 1, a Town Center, provides additional housing options consistent with many goals and policies identified in the Tahoe Area Plan, including the creation of walkable Town Centers.

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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 Procedures.	☐ YES	☐ NO

Date _____

_____
Signature of Evaluator

_____
Title of Evaluator

Attachment F

Conformity Checklist

Attachment E

Tahoe Regional Planning Agency
Area Plan Finding of Conformity Checklist

AREA PLAN INFORMATION

Area Plan Name:	Tahoe Area Plan (TAP)
Lead Agency:	Washoe County
Submitted to TRPA:	February 8, 2023
TRPA File No:	N/A

CONFORMITY REVIEW

Review Stage:	Final Review
Conformity Review Date:	February 9, 2023
TRPA Reviewer:	Jacob Stock, AICP

HEARING DATES

Lead Agency Approval:	January 17 or 24, 2023
APC:	March 8, 2023
Governing Board:	March 29, 2023
Appeal Deadline:	N/A
MOU Approval Deadline:	N/A

CHARACTERISTICS

Geographic Area and Description:	Incline Village Commercial Regulatory Zone, Special Area 1
Land Use Classifications:	Mixed Use (Town Center Overlay)
Area Plan Amendment Summary:	The proposed amendments affect TAP Appendix A (Development Code Standards), Section 110.220.145 Incline Village Commercial Regulatory Zone Allowable Land Uses and Section 110.220.150 Incline Village Commercial Regulatory Zone Special Policies as follows:

- Add Single Family Dwellings, limited to air space condominiums, as an allowed use in Special Area 1 of the Incline Village Commercial Regulatory Zone, and
- Add Tahoe Area Plan Policy LU2-9 as a special policy to Section 110.220.150 Incline Village Commercial Regulatory Zone Special Policies.

Conformity Checklist

		TRPA Code Section	Conformity YES	NO	N/A
A.	**Contents of Area Plans**				
1	General	13.5.1	●		
2	Relationship to Other Code Sections	13.5.2	●		
B.	**Development and Community Design Standards**				
	Building Height				
1	Outside of Centers	13.5.3			●
2	Within Town Centers	13.5.3			●
3	Within the Regional Center	13.5.3			●
4	Within the High-Density Tourist District	13.5.3			●
	Density				
5	Single-Family Dwellings	13.5.3			●
6	Multiple-Family Dwellings outside of Centers	13.5.3			●
7	Multiple-Family Dwellings within Centers	13.5.3			●
8	Tourist Accommodations	13.5.3			●
	Land Coverage				
9	Land Coverage	13.5.3			●
10	Alternative Comprehensive Coverage Management	13.5.3.B.1			●
	Site Design				
11	Site Design Standards	13.5.3			●
	Complete Streets				
12	Complete Streets	13.5.3			●
C.	**Alternative Development Standards and Guidelines Authorized in an Area Plan**				
1	Alternative Comprehensive Coverage Management System	13.5.3.B.1			●
2	Alternative Parking Strategies	13.5.3.B.2			●
3	Areawide Water Quality Treatments and Funding Mechanisms	13.5.3.B.3			●
4	Alternative Transfer Ratios for Development Rights	13.5.3.B.4			●

		TRPA Code Section	Conformity YES	NO	N/A
D.	**Development Standards and Guidelines Encouraged in Area Plans**				
1	Urban Bear Strategy	13.5.3.C.1			●
2	Urban Forestry	13.5.3.C.2			●
E.	**Development on Resort Recreation Parcels**				
1	Development on Resort Recreation Parcels	13.5.3.D			●
F.	**Greenhouse Gas Reduction**				
1	Greenhouse Gas Reduction Strategy	13.5.3.E			●
G.	**Community Design Standards**				
1	Development in All Areas	13.5.3.F.1.a			●
2	Development in Regional Center or Town Centers	13.5.3.F.1.b			●
3	Building Heights	13.5.3.F.2			●
4	Building Design	13.5.3.F.3			●
5	Landscaping	13.5.3.F.4			●
6	Lighting	13.5.3.F.5			●
7	Signing – Alternative Standards	13.5.3.F.6			●
8	Signing – General Policies	13.5.3.F.6			●
H.	**Modification to Town Center Boundaries**				
1	Modification to Town Center Boundaries	13.5.3.G			●
I.	**Conformity Review Procedures for Area Plans**				
1	Initiation of Area Planning Process by Lead Agency	13.6.1			●
2	Initial Approval of Area Plan by Lead Agency	13.6.2			●
3	Review by Advisory Planning Commission	13.6.3			●
4	Approval of Area Plan by TRPA	13.6.4			●
J.	**Findings for Conformance with the Regional Plan** *General Review Standards for All Area Plans*				
1	Zoning Designations	13.6.5.A.1	●		
2	Regional Plan Policies	13.6.5.A.2	●		

		TRPA Code Section	Conformity YES	NO	N/A
3	Regional Plan Land Use Map	13.6.5.A.3			●
4	Environmental Improvement Projects	13.6.5.A.4			●
5	Redevelopment	13.6.5.A.5	●		
6	Established Residential Areas	13.6.5.A.6			●
7	Stream Environment Zones	13.6.5.A.7			●
8	Alternative Transportation Facilities and Implementation	13.6.5.A.8			●
	Load Reduction Plans				
9	Load Reduction Plans	13.6.5.B			●
	Additional Review Standards for Town Centers and the Regional Center				
10	Building and Site Design Standards	13.6.5.C.1			●
11	Alternative Transportation	13.6.5.C.2			●
12	Promoting Pedestrian Activity	13.6.5.C.3			●
13	Redevelopment Capacity	13.6.5.C.4			●
14	Coverage Reduction and Stormwater Management	13.6.5.C.5			●
15	Threshold Gain	13.6.5.C.6	●		
	Additional Review Standards for the High-Density Tourist District				
16	Building and Site Design	13.6.5.D.1			●
17	Alternative Transportation	13.6.5.D.2			●
18	Threshold Gains	13.6.5.D.3			●
K.	**Area Plan Amendments**				
1	Conformity Review for Amendments to an Area Plan	13.6.6	●		
2	Conformity Review for Amendments Made by TRPA to the Regional Plan that Affect an Area Plan – Notice	13.6.7.A			●
3	Conformity Review for Amendments Made by TRPA to the Regional Plan that Affect an Area Plan – Timing	13.6.7.B			●
L.	**Administration**				
1	Effect of Finding of Conformance of Area Plan	13.6.8	●		

		TRPA Code Section	Conformity YES	NO	N/A
2	Procedures for Adoption of Memorandum of Understanding	13.7			●
3	Monitoring, Certification, and Enforcement of an Area Plan	13.8			●
4	Appeal Procedure	13.9			●

Conformity Review Notes

A. CONTENTS OF AREA PLANS

1. General ☒ YES ☐ NO ☐ N/A

Citation 13.5.1

Requirement 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.

Notes The TAP consists of goals, policies, actions, projects, maps, ordinances, and related materials that conform to the Regional Plan. The adopted land use and zoning maps are consistent with Regional Plan Map 1, *Conceptual Regional Land Use Map*. No modifications to boundaries are proposed.

The proposed amendments make changes only to permissible uses in Special Area 1 (SA1) of the Incline Village Commercial Regulatory Zone (IVCRZ) in Appendix A of the TAP.

2. Relationship to Other Sections of the Code ☒ YES ☐ NO ☐ N/A

Citation 13.5.2

Requirement 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.

Notes Under the proposed amendment, development and design standards comply with those prescribed in the Code. The only difference is that single family dwellings (SFDs) will be limited to condominiums.

B. DEVELOPMENT AND COMMUNITY DESIGN STANDARDS

Area plans shall have development standards that are consistent with those in Table 13.5.3-1

MAXIMUM BUILDING HEIGHT

1. Outside of Centers ☐ YES ☐ NO ☒ N/A

Citation 13.5.3

Requirement Building height standards shall be consistent with Code Section 37.4.

Notes The proposed amendments make no changes to building height standards outside Centers. The adopted TAP is consistent with Code Section 37.4 for height outside Centers

2. Within Town Centers ☐ YES ☐ NO ☒ N/A

Citation 13.5.3

Requirement Building height is limited to a maximum of 4 stories and 56 feet.

Notes The proposed amendments make no changes to building height standards. Height within Town Centers in the adopted TAP are limited to a maximum of 4 stories and 56 feet.

3. Within the Regional Center ☐ YES ☐ NO ☒ N/A

Citation 13.5.3

Requirement Building height is limited to a maximum of 6 stories and 95 feet.

Notes There are no Regional Centers in the TAP.

4. Within the High-Density Tourist District ☐ YES ☐ NO ☒ N/A

Citation 13.5.3

Requirement Building height is limited to a maximum of 197 feet.

Notes There is no high-density tourist district in the TAP.

DENSITY

5. Single-Family Dwellings ☐ YES ☐ NO ☒ N/A

Citation 13.5.3

Requirement Single-family dwelling density shall be consistent with Code Section 31.3.

Notes The proposed amendments do not change SFD density. SFDs as condominiums will only be permitted when part of a mixed-use project or when they are affordable housing units and will be subject to existing density standards.

6. Multiple-Family Dwellings outside of Centers ☐ YES ☐ NO ☒ N/A

Citation 13.5.3

Requirement Multiple-family dwelling density outside of Centers shall be consistent with Code Section 31.3.

Notes The proposed amendments do not change multiple-family dwelling (MFD) density outside Centers. MFD density outside Centers in the adopted TAP is consistent with Code Section 31.3.

7. Multiple-Family Dwellings within Centers ☐ YES ☐ NO ☒ N/A

Citation 13.5.3

Requirement Multiple-family dwelling density within Centers shall be a maximum of 25 units per acre.

Notes The proposed amendments do not change MFD density within Centers. MFD density within Centers in the adopted TAP is a maximum of 25 units per acre.

8. Tourist Accommodations ☐ YES ☐ NO ☒ N/A

Citation 13.5.3

Requirement Tourist accommodations (other than bed and breakfast) shall have a maximum density of 40 units per acre.

Notes The proposed amendments do not make any changes to tourist accommodation density.

LAND COVERAGE

9. Land Coverage ☐ YES ☐ NO ☒ N/A

Citation 13.5.3

Requirement Land coverage standards shall be consistent with Section 30.4 of the TRPA Code.

Notes The proposed amendments do not make any changes to land coverage.

10. Alternative Comprehensive Coverage Management System ☐ YES ☐ NO ☒ N/A

See Section C.1 of this document.

SITE DESIGN

11. Site Design Standards ☐ YES ☐ NO ☒N/A

Citation 13.5.3

Requirement Area plans shall conform to Section 36.5 of the TRPA Code.

Notes The proposed amendments do not change site design standards in the TAP which conform to Section 36.5 of the TRPA Code.

COMPLETE STREETS

12. Complete Streets ☐ YES ☐ NO ☒ N/A

Citation 13.5.3

Requirement Within Centers, plan for sidewalks, trails, and other pedestrian amenities providing safe and convenient non-motorized circulation within Centers, as applicable, and incorporation of the Regional Bike and Pedestrian Plan.

Notes The proposed amendments do not make any changes to complete street standards.

C. ALTERNATIVE DEVELOPMENT STANDARDS AND GUIDELINES AUTHORIZED IN AREA PLANS

1. Alternative Comprehensive Coverage Management System ☐ YES ☐ NO ☒ N/A

Citation 13.5.3.B.1

Requirement 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.

Notes Washoe County does not have an alternative comprehensive coverage management system.

2. Alternative Parking Strategies ☐ YES ☐ NO ☒ N/A

Citation 13.5.3.B.2

Requirement An Area Plan is encouraged to include 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:

- 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

Notes Washoe County does not have alternative parking strategies. The existing TAP does include policies and standards that mirror some of the listed parking strategies.

3. Areawide Water Quality Treatments and Funding Mechanisms ☐ YES ☐ NO ☒ N/A

Citation 13.5.3.B.3

Requirement An Area Plan may include water quality treatments and funding mechanisms in lieu of certain site-specific BMPs, subject to the following requirements:

- 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.

Notes Washoe County has chosen not to develop an area-wide water quality program. This is an optional component.

4. Alternative Transfer Ratios for Development Rights ☐ YES ☐ NO ☒ N/A

Citation 13.5.3.B.4

Requirement 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 Development.

Notes There are no Stream Restoration Plan Areas in the TAP.

D. Development Standards and Guidelines Encouraged in Area Plans

1. Urban Bear Strategy ☐ YES ☐ NO ☒ N/A

Citation 13.5.3.C.1

Requirement 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.

Notes No changes are proposed to an urban bear strategy.

2. Urban Forestry ☐ YES ☐ NO ☒ N/A

Citation 13.5.3.C.2

Requirement 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.

Notes No changes are proposed to an urban forestry strategy.

E. Development on Resort Recreation Parcels

1. Development on Resort Recreation Parcels ☐ YES ☐ NO ☒ N/A

Citation 13.5.3.D

Requirement 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:

- 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.

Notes There are no resort recreation parcels in the TAP.

F. GREENHOUSE GAS REDUCTION

1. Greenhouse Gas Reduction Strategy ☐ YES ☐ NO ☒ N/A

Citation 13.5.3.E

Requirement To be found in conformance with the Regional Plan, Area Plans shall include a strategy to reduce emissions of Greenhouse Gases from the operation or construction of buildings. The strategy shall include elements in addition to those included to satisfy other state requirements or requirements of this code. Additional elements included in the strategy may include but are not limited to the following:

- A local green building incentive program to reduce the energy consumption of new or remodeled buildings;
- A low interest loan or rebate program for alternative energy projects or energy efficiency retrofits;
- Modifications to the applicable building code or design standards to reduce energy consumption; or
- Capital improvements to reduce energy consumption or incorporate alternative energy production into public facilities.

Notes The proposed amendments do not change the TAP's approved GHG reduction strategy.

G. COMMUNITY DESIGN STANDARDS

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.

1. Development in All Areas ☐ YES ☐ NO ☒ N/A

Citation 13.5.3.F.1.a

Requirement All new development shall consider, at minimum, the following site design standards:

- 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, safe, and meet the requirements of the transportation element.

Notes The proposed amendments do not affect the adopted TAP's site design standards.

2. Development in Regional Center or Town Centers ☐ YES ☐ NO ☒ N/A

Citation 13.5.3.F.1.b

Requirement In addition to the standards above, development in Town Centers or the Regional Center shall address the following design standards:

- 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.

Notes The proposed amendments do not affect the adopted TAP's site design standards.

3. Building Heights ☐ YES ☐ NO ☒ N/A

Citation 13.5.3.F.2

Requirement

- 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.

Notes Building height is set forth in Appendix A of the TAP and is consistent with these standards. No changes are proposed to building height.

4. Building Design ☐ YES ☐ NO ☒ N/A

Citation 13.5.3.F.3

Requirement Standards shall be adopted to ensure attractive and compatible development. The following shall be considered:

- 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.

Notes Building design is set forth in Appendix A of the TAP and is consistent with these standards. No changes are proposed to these standards.

5. Landscaping ☐ YES ☐ NO ☒ N/A

Citation 13.5.3.F.4

Requirement The following should be considered with respect to this design component of a project:

- 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.

Notes No changes are proposed to these standards.

6. Lighting ☐ YES ☐ NO ☒ N/A

Citation 13.5.3.F.5

Requirement Lighting increases the operational efficiency of a site. In determining the lighting for a project, the following should be required:

- Exterior lighting should be minimized to protect dark sky views, yet adequate to provide for public safety, and should be consistent with the architectural design.
- 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.

Notes No change to lighting standards is proposed as part of these amendments.

7. Signing – Alternative Standards ☐ YES ☐ NO ☒ N/A

Citation 13.5.3.F.6

Requirement 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.

Notes No change to Chapter 8 – Signs of Appendix B to the TAP is proposed.

8. Signing – General Policies ☐ YES ☐ NO ☒ N/A

Citation 13.5.3.F.6

Requirement In the absence of a Conforming Area Plan that addresses sign standards, the following policies apply, along with implementing ordinances:

- 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; and
- 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.

Notes No change is proposed as part of these amendments.

H. MODIFICATION TO TOWN CENTER BOUNDARIES

1. Modification to Town Center Boundaries ☐ YES ☐ NO ☒ N/A

Citation 13.5.3.G

Requirement When Area Plans propose modifications to the boundaries of a Center, the modification shall comply with the following:

- 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.
- Properties included in a Center shall be less than ¼ mile from existing Commercial and Public Service uses.

- Properties included in a Center shall encourage and facilitate the use of existing or planned transit stops and transit systems.

Notes The amendments do not include any modifications to the Town Center boundaries.

I. CONFORMITY REVIEW PROCEDURES FOR AREA PLANS

1. Initiation of Area Planning Process by Lead Agency ☐YES ☐ NO ☒ N/A

Citation 13.6.1

Requirement 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 Tahoe Area Plan has already been adopted.

2. Initial Approval of Area Plan by Lead Agency ☐YES ☐ NO ☒ N/A

Citation 13.6.2

Requirement 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.

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.

Notes The TAP has already been approved by the Lead Agency.

3. Review by Advisory Planning Commission ☐ YES ☐ NO ☒ N/A

Citation 13.6.3

Requirement 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.

Notes The approved TAP was reviewed by the APC.

4. Approval of Area Plan by TRPA ☐ YES ☐ NO ☒ N/A

Citation 13.6.4

Requirement 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.

Notes The Governing Board adopted the TAP on March 26, 2021.

J. 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

1. Zoning Designations ☒ YES ☐ NO ☐ N/A

Citation 13.6.5.A.1

Requirement The submitted Area Plan shall identify zoning designations, allowed land uses, and development standards throughout the plan area.

Notes Section 110.220.145 in Appendix A to the AP is being amended to add SFDs, limited to condominiums, as a permissible use in Special Area 1 of the IVCRZ. No changes to existing zoning designation or development standards are proposed.

2. Regional Plan Policies ☒ YES ☐ NO ☐ N/A

Citation 13.6.5.A.2

Requirement The submitted Area Plan shall be consistent with all applicable Regional Plan policies, including, but not limited to, the regional growth management system, development allocations, and coverage requirements.

Notes The TAP contains goals and policies that are in alignment with Regional Plan policies. Consistent with Land Use Policy LU2-9 applicable to the greater IVCRZ, which requires SFDs to be part of a mixed-use project or provide affordable housing, LU2-9 will be added to the special policies in Section 110.22.150 so that it will also apply to Special Area 1.

3. Regional Plan Land Use Map ☐ YES ☐ NO ☒ N/A

Citation 13.6.5.A.3

Requirement The submitted Area Plan shall 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.

Notes The proposed amendments are consistent with the Regional Land Use Map and do not require amendments to the Map.

4. Environmental Improvement Projects ☐ YES ☐ NO ☒ N/A

Citation 13.6.5.A.4

Requirement The submitted Area Plan shall 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.

Notes The TAP recognizes and incorporates the Environmental Improvement Program (EIP). Planned environmental improvement projects are included in the plan. No changes are proposed as part of the amendments.

5. Redevelopment ☒ YES ☐ NO ☐ N/A

Citation 13.6.5.A.

Requirement The submitted Area Plan shall promote environmentally beneficial redevelopment and revitalization within town centers, regional centers and the High Density Tourist District.

Notes The TAP promotes redevelopment within Town Centers by incorporating the incentives established in the 2012 Regional Plan Update. The Town Center is eligible for increased density, coverage, and height as a result of area plan adoption. This promotes compact development and promotes the Regional Plan's land use and transportation strategies. Adding SFDs as an additional permissible use will further incentivize redevelopment in Special Area 1, a Town Center.

6. Established Residential Areas ☐ YES ☐ NO ☒ N/A

Citation 13.6.5.A.6

Requirement The submitted Area Plan shall preserve the character of established residential areas outside of town centers, regional centers and the High Density Tourist District, while seeking opportunities for environmental improvements within residential areas.

Notes No changes to residential areas outside of Town Centers are proposed as part of these amendments.

7. Stream Environment Zones ☐ YES ☐ NO ☒ N/A

Citation 13.6.5.A.7

Requirement The submitted Area Plan shall 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.

Notes No changes are proposed under the amendments.

8. Alternative Transportation Facilities and Implementation ☐ YES ☐ NO ☒ N/A

Citation 13.6.5.A.8

Requirement The submitted Area Plan shall identify facilities and implementation measures to enhance pedestrian, bicycling and transit opportunities along with other opportunities to reduce automobile dependency.

Notes No changes are proposed as part of the amendments. However, adding an additional residential use in Special Area 1 will help achieve a walkable and bikeable community.

LOAD REDUCTION PLANS

9. Load Reduction Plans ☐ YES ☐ NO ☒ N/A

Citation 13.6.5.B

Requirement 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.

Notes No changes are proposed as part of the amendments.

ADDITIONAL REVIEW STANDARDS FOR TOWN CENTERS AND THE REGIONAL CENTER

10. Building and Site Design Standards ☐ YES ☐ NO ☒ N/A

Citation 13.6.5.C.1

Requirement The submitted Area Plan shall 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.

Notes No changes to the approved TAP's building and site design standards are proposed as part of these amendments.

11. Alternative Transportation ☐ YES ☐ NO ☒ N/A

Citation 13.6.5.C.2

Requirement The submitted Area Plan shall 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.

Notes No changes to alternative transportation are proposed as part of these amendments. However, adding an additional residential use in Special Area 1 could help achieve a walkable and bikeable community.

12. Promoting Pedestrian Activity ☐ YES ☐ NO ☒ N/A

Citation 13.6.5.C.3

Requirement The submitted Area Plan shall use standards within town centers and regional centers addressing the form of development and requiring that projects promote pedestrian activity and transit use.

Notes The adopted Design Standards promote pedestrian activity through site design, building design, and transportation facility standards and guidelines. Adding an additional residential use in Special Area 1 could help achieve a walkable and bikeable community.

13. Redevelopment Capacity ☐ YES ☐ NO ☒ N/A

Citation 13.6.5.C.4

Requirement The submitted Area Plan shall ensure adequate capacity for redevelopment and transfers of development rights into town centers and regional centers.

Notes The proposed amendments will not impact redevelopment capacity.

14. Coverage Reduction and Stormwater Management ☐ YES ☐ NO ☒ N/A

Citation 13.6.5.C.5

Requirement The submitted Area Plan shall identify an integrated community strategy for coverage reduction and enhanced stormwater management.

Notes No changes are proposed as part of these amendments.

15. Threshold Gain ☒ YES ☐ NO ☐ N/A

Citation 13.6.5.C.6

Requirement The submitted Area Plan shall 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.

Notes All development, including any SFD development that may occur as a result of the proposed amendments, is required to adhere to the standards of the TAP which are designed to promote threshold gains including but not limited to scenic, community design, air quality, soils and water quality. No changes to the area plan's threshold gain strategies are proposed under these amendments.

ADDITIONAL REVIEW STANDARDS FOR THE HIGH-DENSITY TOURIST DISTRICT

16. Building and Site Design ☐ YES ☐ NO ☒ N/A

Citation 13.6.5.D.1

Requirement The submitted Area Plan shall include building and site design standards that substantially enhance the appearance of existing buildings in the High Density Tourist District.

Notes There is no High-Density Tourist District in the TAP.

17. Alternative Transportation ☐ YES ☐ NO ☒ N/A

Citation 13.6.5.D.2

Requirement The submitted Area Plan shall provide pedestrian, bicycle and transit facilities connecting the High-Density Tourist District with other regional attractions.

Notes There is no High-Density Tourist District in the TAP.

18. Threshold Gain ☐ YES ☐ NO ☒ N/A

Citation 13.6.5.D.3

Requirement The submitted Area Plan shall 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.

Notes There is no High-Density Tourist District in the TAP.

K. AREA PLAN AMENDMENTS

1. Conformity Review for Amendments to an Area Plan ☒ YES ☐ NO ☐ N/A

Citation 13.6.6

Requirement 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.

Notes The proposed amendments to the TAP are narrow in focus and have been reviewed by staff for conformity with the Regional Plan. The APC's and Governing Board's review will be limited to determining the conformity of the specific amendments.

2. Conformity Review for Amendments Made by TRPA to the Regional Plan that Affect an Area Plan - Notice ☐ YES ☐ NO ☒ N/A

Citation 13.6.7.A

Requirement 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.

Notes Acknowledged, but not applicable to the proposed amendments.

3. Conformity Review for Amendments Made by TRPA to the Regional Plan that Affect an Area Plan - Timing ☐ YES ☐ NO ☒ N/A

Citation 13.6.7.B

Requirement 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 Bod 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.

Notes Acknowledged, but not applicable to the proposed amendments.

L. ADMINISTRATION

1. Effect of Finding of Conformance of Area Plan ☒ YES ☐ NO ☐ N/A

Citation 13.6.8

Requirement 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.

Notes The Governing Board found the TAP to be in conformance with the Regional Plan on May 26, 2021. These amendments will be reviewed by the Governing Board prior to going into effect.

2. Procedures for Adoption of Memorandum of Understanding ☐ YES ☐ NO ☒ N/A

Citation 13.7

Requirement An Area Plan shall be consistent with the Procedures for Adoption of a Memorandum of Understanding.

Notes A memorandum of understanding delegating permitting authority to Washoe County has not yet been adopted.

3. Monitoring, Certification, and Enforcement of an Area Plan ☐ YES ☐ NO ☒ N/A

Citation 13.8

Requirement An Area Plan shall include notification, monitoring, annual review, and recertification procedures consistent with Code Section 13.8.

Notes The adopted TAP includes these procedures. No changes are proposed.

4. Appeal Procedure ☐ YES ☐ NO ☒ N/A

Citation 13.9

Requirement The Area Plan shall include an appeal procedure consistent with Code Section 13.9.

Notes Section 110.220.435 in Appendix A to the TAP contains the required appeal procedure. No changes are proposed.

Attachment G

Compliance Measures Checklist

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
WATER QUALITY/SEZ - IN PLACE				
1	BMP requirements, new development: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ, Fish**	**N**	The proposed Amendment makes no changes to the Tahoe Area Plan's (TAP) BMP requirements and implementation programs. Proposed development within Special Area 1 (SA 1) of the TAP's Incline Village Commercial Regulatory Zone (IVCRZ) must comply with existing BMP requirements.
2	BMP implementation program -- existing streets and highways: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ, Trans, Fish**	**N**	
3	BMP implementation program -- existing urban development: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ, Fish**	**N**	
4	BMP implementation program -- existing urban drainage systems: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ, Trans, Fish**	**N**	
5	Capital Improvement Program for Erosion and Runoff Control	**WQ, Soils/SEZ, Trans, Fish**	**N**	The proposed amendment makes no changes to the TAP's policies regarding implementation of the CIP.
6	Excess coverage mitigation program: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ**	**N**	The proposed amendment does not change excess coverage mitigation requirements.
7	Effluent limitations: California (SWRCB, Lahontan Board) and Nevada (NDEP): *Code of Ordinances* 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. (Lot and block subdivisions will still be prohibited.)
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 TAP was developed to meet the requirements of Chapter 13, Area Plans, and to implement the 2012 Regional Plan. This amendment will allow an additional residential use - single family dwellings (SFD) as condominiums, to be developed within SA 1, a Town Center. This will expand options for residential development within Town Centers and could increase the likelihood of achieving walkable, bikeable communities.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
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 TAP maintains the existing Growth Management regulations, Chapters 50 through 53, of the TRPA Code. No changes are proposed with the amendment.
11	Limits on land coverage for new development: Goals and Policies: Land Use Element and Code of Ordinances Chapter 30	**WQ, Soils/SEZ, Scenic**	**N**	The TAP 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 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**	**N**	The amendment does not change the Goals and Policies from the Land Use Element or Implementation Element of the Regional Plan regarding the transfer of development.
13	Restrictions on SEZ encroachment and vegetation alteration: *Code of Ordinances* Chapters 30 and 61	**WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic**	**N**	The TAP Amendment will not alter existing restrictions on SEZ encroachment or vegetation alteration in the TRPA Code of Ordinances, Chapters 30 and 61
14	SEZ restoration program: Environmental Improvement Program.	**WQ, Soils/SEZ, Veg, Wildlife, Fish, Scenic**	**N**	The TAP 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: *Code of Ordinances* 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 TAP. No changes are proposed.
16	Fertilizer reporting requirements: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ, Fish, Rec**	**N**	The TAP 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.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
17	Water quality mitigation: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ**	**N**	The TAP 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.
18	Restrictions on rate and/or amount of additional development	**WQ, Soils/SEZ, Wildlife, Scenic**	**N**	The TAP incorporates the RPU's restrictions on the rate and amount of additional development. The proposed amendment adds an additional residential use (SFD limited to condominiums) as an allowed use in SA 1. Multiple family dwelling (MFD) is already an allowed use in SA 1. MFD involves for rent units, whereas SFD involves for sale units. The amendment does not change density standards. Any SFD condominium project proposed in SA 1 as a result of the amendment must obtain residential allocations and potential residential units of use or transfer existing development to the site.
19	Improved BMP implementation/ enforcement program	**WQ, Soils/SEZ**	**N**	See response to Compliance Measures 1 through 4.
20	Increased funding for EIP projects for erosion and runoff control	**WQ, Soils/SEZ**	**N**	The TAP 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 TAP 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**	**N**	The TAP maintains the RPU's incentives for property owners to hasten the transfer of development rights from sensitive lands, including SEZs, or outlying areas to Town Centers 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**	**N**	The TAP facilitates development of an integrated multi-modal transportation system that largely relies on increased transit service serving designated mobility hubs. The amendment makes no changes.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
24	Redevelopment and redirection of land use: Goals and Policies: Land Use Element and Code of Ordinances Chapter 13	**WQ, Soils/SEZ, Scenic**	**Y**	The TAP encourages redevelopment within a Town Center and within close proximity to services and transit. The amendment will further this goal by expanding options for residential development in SA 1. See response to Compliance Measure 9.
25	Combustion heater rules, stationary source controls, and related rules: *Code of Ordinances* 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.
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: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ**	**N**	
30	Prohibition on solid waste disposal: Goals and Policies: Land Use Element	**WQ, Soils/SEZ**	**N**	
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 Code of Ordinances Chapter 60	**WQ, Soils/SEZ**	**N**	
33	BMP implementation program, Snow and ice control practices: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ, AQ**	**N**	The TAP 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 Code of Ordinances Chapter 60	**WQ, Soils/SEZ, Fish**	N	

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
35	BMP implementation program--roads, trails, skidding, logging practices: *Code of Ordinances* Chapter 60, Chapter 61	**WQ, Soils/SEZ, Fish**	**N**	
36	BMP implementation program--outdoor recreation: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ, Fish, Rec**	**N**	
37	BMP implementation program--livestock confinement and grazing: *Code of Ordinances* Chapter 21, Chapter 60, Chapter 64	**WQ, Soils/SEZ, Veg, Wildlife, Fish**	**N**	
38	BMP implementation program--pesticides	**WQ, Soils/SEZ**	**N**	
39	Land use planning and controls -- timber harvesting: *Code of Ordinances* Chapter 21	**WQ, Soils/SEZ, AQ, Wildlife, Fish, Scenic**	**N**	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: *Code of Ordinances* Chapter 21	**WQ, Soils/SEZ, Wildlife, Noise, Rec, Scenic**	**N**	
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 expect on specified roads, trails, or designated areas where the impacts can be mitigated." The TAP did not expand ORV use, and no changes are proposed.
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: *Code of Ordinances* Chapter 83	**WQ, Soils/SEZ, Scenic**	**N**	The existing Code provisions related to the Shorezone remain in effect, and no changes are proposed that would impact Compliance Measures 43 through 50. There is no shorezone within the affected SA 1.
44	BMP implementation program--shorezone areas: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ**	**N**	

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
45	BMP implementation program--dredging and construction in Lake Tahoe: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ**	N	
46	Restrictions and conditions on filling and dredging: *Code of Ordinances* Chapter 84	**WQ, Soils/SEZ, Fish**	**N**	
47	Protection of stream deltas	**WQ, Soils/SEZ, Wildlife, Fish, Scenic**	**N**	
48	Marina master plans: *Code of Ordinances* Chapter 14	**WQ, AQ/Trans, Fish, Scenic**	**N**	
49	Additional pump-out facilities: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ**	**N**	
50	Controls on anti-fouling coatings: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ, Fish**	**N**	
51	Modifications to list of exempt activities	**WQ, Soils/SEZ**	**N**	The TAP 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**	
58	Improved exfiltration control program	**WQ, Soils/SEZ**	**N**	
59	Improved infiltration control program	**WQ, Soils/SEZ**	**N**	

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
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 TAP does not impact any transit services, bikeways, or pedestrian facilities, except to encourage Town Center redevelopment and the completion of identified transportation improvements.
64	Demand Responsive Transit	**Trans**	**N**	
65	Seasonal Transit Services	**Trans, Rec**	**N**	
66	Social Service Transportation	**Trans**	**N**	
67	Shuttle programs	**Trans, Rec**	**N**	
69	Intercity bus services	**Trans**	**N**	
70	Passenger Transit Facilities	**Trans**	**N**	
71	Bikeways, Bike Trails	**Trans, Noise, Rec, Scenic**	**N**	
72	Pedestrian facilities	**Trans, Rec, Scenic**	**N**	
73	Wood heater controls: *Code of Ordinances* 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: *Code of Ordinances* Chapter 65	**WQ, AQ**	**N**	
75	Stationary source controls: *Code of Ordinances* Chapter 65	**WQ, AQ**	**N**	
76	U.S. Postal Service Mail Delivery	**Trans**	**N**	The TAP amendment will not impact U.S. Postal Service Delivery.
77	Indirect source review/air quality mitigation: *Code of Ordinances* Chapter 65	**WQ, AQ, Trans**	**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: *Code of Ordinances* 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.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
80	Open Burning Controls: *Code of Ordinances* Chapters 61 and Chapter 65	**WQ, AQ, Scenic**	**N**	No changes are proposed.
81	BMP and Revegetation Practices	**WQ, AQ, Wildlife, Fish**	**N**	See response to Compliance Measures 1 through 4.
82	Employer-based Trip Reduction Programs: *Code of Ordinances* Chapter 65	**Trans**	**N**	No changes are proposed.
83	Vehicle rental programs: *Code of Ordinances* Chapter 65	**Trans**	**N**	
84	Parking Standards	**Trans**	**N**	The TAP amendment does not make any changes that would impact parking standards, parking management, parking fees or facilities, traffic management, signal synchronization, aviation, waterborne transit or excursions, air quality monitoring, alternative fueled vehicle fleets or infrastructure improvements, north shore transit, or the Heavenly Ski Resort Gondola. The proposed amendment will not impact trip generation or VMT as the trip rates for MFD and SFD condominium uses are the same. Additional development associated with the amendment is within the Regional Plan's growth management system and would not generate additional demand for waterborne transit services
85	Parking Management Areas	**Trans**	**N**	
86	Parking Fees	**Trans**	**N**	
87	Parking Facilities	**Trans**	**N**	
88	Traffic Management Program - Tahoe City	**Trans**	**N**	
89	US 50 Traffic Signal Synchronization - South Shore	**Trans**	**N**	
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**	
96	Tahoe Area Regional Transit Maintenance Facility	**Trans**	**N**	
97	Heavenly Ski Resort Gondola	**Trans**	**N**	
AIR QUALITY/TRANSPORTATION - SUPPLEMENTAL				

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
98	Demand Responsive Transit - North Shore	**Trans**	**N**	No changes to existing air quality or transportation policies, programs or services are proposed or anticipated to occur with the TAP amendment.
99	Coordinated Transit System - South Shore	**Trans**	**N**	
100	Transit Passenger Facilities	**Trans**	**N**	
101	South Shore Transit Maintenance Facility - South Shore	**Trans**	**N**	
102	Transit Service - Fallen Leaf Lake	**WQ, Trans**	**N**	
103	Transit Institutional Improvements	**Trans**	**N**	
104	Transit Capital and Operations Funding Acquisition	**Trans**	**N**	
105	Transit/Fixed Guideway Easements - South Shore	**Trans**	**N**	
106	Visitor Capture Program	**Trans**	**N**	
107	Pedestrian and Bicycle Facilities--South Shore	**Trans, Rec**	**N**	
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**	**N**	
114	Intersection improvements--South Shore	**Trans, Scenic**	**N**	
115	Intersection improvements--North Shore	**Trans, Scenic**	**N**	
116	Roadway Improvements - South Shore	**Trans, Scenic**	**N**	
117	Roadway Improvements - North Shore	**Trans, Scenic**	**N**	
118	Loop Road - South Shore	**Trans, Scenic**	**N**	
119	Montreal Road Extension	**Trans**	**N**	
120	Kingsbury Connector	**Trans**	**N**	
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**	

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
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: *Code of Ordinances* Chapter 33	**WQ, AQ, Veg, Scenic**	**N**	The TAP did not alter the provisions of Chapter 33, and no changes are proposed with the amendment.
128	Tree Removal: *Code of Ordinances* Chapter 61	**Veg, Wildlife, Scenic**	**N**	The TAP did not alter the provisions of Chapter 61, and no changes are proposed with the amendment.
129	Prescribed Burning: *Code of Ordinances* Chapter 61	**WQ, AQ, Veg, Wildlife, Scenic**	**N**	
130	Remedial Vegetation Management: *Code of Ordinances* Chapter 61	**WQ, Veg, Wildlife**	**N**	
131	Sensitive and Uncommon Plant Protection and Fire Hazard Reduction: *Code of Ordinances* Chapter 61	**Veg, Wildlife, Scenic**	**N**	
132	Revegetation: *Code of Ordinances* Chapter 61	**WQ, Veg, Wildlife, Scenic**	**N**	
133	Remedial Action Plans: *Code of Ordinances* Chapter 5	**WQ, Veg**	**N**	The TAP, as amended, will be consistent with Chapter 5 of the TRPA Code. TRPA shall remain responsible for preparing Remedial Action Plans, in coordination with Washoe County.
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.
135	Shorezone protection	**WQ, Soils/SEZ, Veg**	**N**	See responses to Compliance Measures 43 through 50
136	Project Review	**WQ, Veg**	**N**	An MOU between TRPA and Washoe County has not been adopted. Until such time as an MOU delegating certain permitting activities to Washoe County is adopted by both agencies, TRPA will continue to review projects within the Washoe County portion of the Basin as required by the Regional Plan. The proposed amendment will not alter this.
137	Compliance inspections	**Veg**	**N**	

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
138	Development Standards in the Backshore	**WQ, Soils/SEZ, Veg, Wildlife, Scenic**	**N**	See responses to Compliance Measures 43 through 50.
139	Land Coverage Standards: *Code of Ordinances* 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): *Code of Ordinances* Chapter 61	**Veg, Wildlife, Fish**	**N**	No changes are proposed.
143	Stream Environment Zone Vegetation: *Code of Ordinances* 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**	No changes are proposed.
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: *Code of Ordinances* Chapter 62	**Wildlife, Noise**	**N**	No changes are proposed.
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.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
152	Remedial Action Plans: *Code of Ordinances* Chapter 5	**Wildlife**	**N**	See response to Compliance Measure 133.
153	Project Review	**Wildlife**	**N**	See response to Compliance Measures 136 and 137.
FISHERIES - IN PLACE				
156	Fish Resources: *Code of Ordinances* Chapter 63	**WQ, Fish**	**N**	No changes are proposed.
157	Tree Removal: *Code of Ordinances* Chapter 61	**Wildlife, Fish**	**N**	The TAP 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: *Code of Ordinances* Chapter 84	**WQ, Fish**	**N**	
160	Location standards for structures in the shorezone: *Code of Ordinances* 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**	
165	Livestock: *Code of Ordinances* Chapter 64	**WQ, Soils/SEZ, Fish**	**N**	No changes are proposed.
npliance M	BMP and revegetation practices	**WQ, Fish**	**N**	See response to Compliance Measures 1 through 4.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
167	Fish habitat study	**Fish**	**N**	No changes are proposed.
168	Remedial Action Plans: *Code of Ordinances* Chapter 5	**Fish**	**N**	See response to Compliance Measure 133.
169	Mitigation Fee Requirements: *Code of Ordinances* 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 TAP does not make any changes to the county's education and outreach efforts. No changes are proposed with the amendment.
NOISE - IN PLACE				
172	Airport noise enforcement program	**Wildlife, Fish**	**N**	No changes are propsoed.
173	Boat noise enforcement program	**Wildlife, Fish, Rec**	**N**	No changes are propsoed.
174	Motor vehicle/motorcycle noise enforcement program: *Code of Ordinances* Chapters 5 and 23	**Wildlife, Fish**	**N**	No changes are propsoed.
175	ORV restrictions	**AQ, Wildlife, Noise, Rec**	**N**	No changes are propsoed.
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**	**N**	The TAP should reduce VMT via installation of pedestrian and bike paths, improving public transit and creating walkable/bikeable communities. No changes are proposed, although the amendment may accelerate achievement of walkable/bikeable communities by expanding housing development options in SA 1.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
179	Transportation corridor design criteria	**Trans, Noise**	**N**	The TAP incorporates criteria from the corridor plans for State Route 28 and Mount Rose Highway by reference. No changes are proposed with the amendment.
180	Airport Master Plan South Lake Tahoe	**Trans, Noise**	**N**	N/A
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: *Code of Ordinances* Chapters 5 and 68	**Noise**	**N**	Existing complaint systems are not being modified.
184	Transportation corridor compliance program	**Trans, Noise**	**N**	No changes are proposed.
185	Exemptions to noise limitations	**Noise**	**N**	No changes are proposed.
186	TRPA's Environmental Improvement Program (EIP)	**Noise**	**N**	No changes are proposed.
187	Personal watercraft noise controls	**Wildlife, Noise**	**N**	No changes are proposed.
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 TAP amendment.
RECREATION - IN PLACE				
189	Allocation of Development: *Code of Ordinances* Chapter 50	**Rec**	**N**	See response to Compliance Measure 10.
190	Master Plan Guidelines: *Code of Ordinances* Chapter 14	**Rec, Scenic**	**N**	The TRPA, in coordination with Washoe County, will continue to process Specific and Master Plan Plans pursuant to Chapter 14 of the TRPA Code of Ordinances.
191	Permissible recreation uses in the shorezone and lake zone: *Code of Ordinances* 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 TAP amendment is not altering provisions regarding public outdoor recreation in sensitive lands.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
193	Hiking and riding facilities	**Rec**	**N**	No changes are proposed with the amendment.
194	Scenic quality of recreation facilities	**Rec, Scenic**	**N**	All proposals for new recreation facilities within the TAP will have to meet Scenic Quality standards. No changes are proposed.
195	Density standards	**Rec**	**N**	No changes to density standards are proposed.
196	Bonus incentive program	**Rec**	**N**	The TAP Amendment does not alter existing bonus unit incentives.
197	Required Findings: *Code of Ordinances* 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 TAP, 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**	**N**	No changes are proposed.
201	Establish fair share resource capacity estimates	**Rec**	**N**	The TAP 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: *Code of Ordinances* Chapter 2	**Scenic**	**N**	See responses to Compliance Measures 136 and 137.
205	Land Coverage Limitations: *Code of Ordinances* Chapter 30	**WQ, Scenic**	**N**	See response to Compliance Measure 11.
206	Height Standards: *Code of Ordinances* Chapter 37	**Scenic**	**N**	No changes to the adopted height standards are proposed.
207	Driveway and Parking Standards: *Code of Ordinances* Chapter 34	**Trans, Scenic**	**N**	No changes are proposed.
208	Signs: *Code of Ordinances* Chapter 38	**Scenic**	**N**	No changes are proposed.
209	Historic Resources: *Code of Ordinances* Chapter 67	**Scenic**	**N**	No changes are proposed.
210	Design Standards: *Code of Ordinances* Chapter 36	**Scenic**	**N**	No changes are proposed.
211	Shorezone Tolerance Districts and Development Standards: *Code of Ordinances* Chapter 83	**Scenic**	**N**	See responses to Compliance Measures 43 through 50. No shorezone is located in SA 1.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
212	Development Standards Lakeward of Highwater: *Code of Ordinances* Chapter 84	**WQ, Scenic**	**N**	N/A. No lakes are located in SA 1.
213	Grading Standards: *Code of Ordinances* 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: *Code of Ordinances* Chapter 61	**Scenic**	**N**	See responses to Compliance Measures 16 and 17.
216	Design Review Guidelines	**Scenic**	**N**	No changes are proposed.
217	Scenic Quality Improvement Program(SQIP)	**Scenic**	**N**	See response to Compliance Measure 194.
218	Project Review Information Packet	**Scenic**	**N**	See response to Compliance Measure 194.
219	Scenic Quality Ratings, Features Visible from Bike Paths and Outdoor Recreation Areas Open to the General Public	**Trans, Scenic**	**N**	See response to Compliance Measure 194.
220	Nevada-side Utility Line Undergrounding Program	**Scenic**	**N**	The TAP includes a future action for the establishment of assessment districts or another financing mechanism to support undergrounding of utilities. No changes are proposed with the amendment
SCENIC - SUPPLEMENTAL				
221	Real Time Monitoring Program	**Scenic**	**N**	No changes to the real time monitoring program are being proposed with the TAP amendment.
222	Integrate project identified in SQIP	**Scenic**	**N**	No changes are proposed.

TAHOE REGIONAL PLANNING AGENCY

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STAFF REPORT

Date: March 15, 2023

To: Regional Plan Implementation Committee

From: TRPA Staff

Subject: Distribution of the 2023 and 2024 Residential Allocations to Local Jurisdictions

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Summary and Recommendation:
In the Tahoe Region, there are three types of development rights that can be used to construct new residential units:

1) **Existing Development:** Existing development, including tourist accommodation units, commercial floor area, and residential units, can be converted to residential unit of uses (RUU) and transferred to parcels eligible for development and used to construct market rate residential units.
2) **Residential Bonus Units**: The Tahoe Regional Planning Agency (TRPA) can award residential bonus units to projects that include deed restricted affordable (up to 80% of area medium income (AMI), moderate (80% to 120% of AMI), and local achievable (above 120% AMI, varies by county) income housing units.[1]
3) **Residential Allocations and Potential Residential Units of Use**: A residential allocation, when combined with a potential residential unit of use (PRUU), is a development right that can be used to construct a market rate residential unit in the Tahoe Region. Residential parcels legally existing on the effective date of the Regional Plan have a potential residential unit of use (TRPA Code, Section 50.3).

As part of TRPA's growth management program, the Agency releases residential allocations over time. The Governing Board considers the distribution of residential allocations to local jurisdictions every two years from the total number of allocations released[2] every four years. Distribution to the local jurisdictions is based on three criteria: 1) residential permit review and code compliance; 2) Total Maximum Daily Load (TMDL) implementation; and 3) short-term rental neighborhood compatibility (TRPA Code, Section 50.5: *Allocation of Additional Development*). The Performance Review Committee, comprised of staff from each local jurisdiction and TRPA, is convened every two years to review the Performance Review System

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[1] As of January 2023, TRPA has 1,378 remaining Residential Bonus Units (1,012 unreserved and 366 reserved residential bonus units for projects in various stages of review and permitting).
[2] In 2021, 520 residential allocations were released for the next four years. Of the 2,600 additional residential allocations added with the 2012 Regional Plan Update, 1,040 have yet to be released.

results and make a recommendation to the Governing Board regarding the distribution of residential allocations.[3]

On March 2, 2023, TRPA convened the Performance Review Committee. The Committee included:

Heather Beckman, Senior Planner, Placer County
Madison Dederick, Assistant Planner, City of South Lake Tahoe
Courtney Weiche, Senior Planner, Washoe County
Brendan Ferry, Deputy Director of Tahoe Planning & Stormwater Division, El Dorado County
Kate Moroles ONeil, Principal Planner, Douglas County
Brandy McMahon, Local Government Coordinator, Tahoe Regional Planning Agency

Based on the Performance Review System addressed in TRPA Code, Section 50.5: *Allocation of Additional Development,* and the staff summary, the Performance Review Committee is recommending:

1) The City of South Lake Tahoe, El Dorado County, Placer County, and Douglas County receive the base number of residential allocations for 2023 and 2024 as shown in Table 3 of the Staff Report; and
2) Washoe County receive the base number of allocations with two increments of deduction for 2023 and 2024 as shown in Table 3 of the Staff Report.

Required Motions:
To recommend approval of the proposed allocation distribution to the Governing Board, the Regional Plan Implementation Committee (RPIC) must make the following motions, based on this staff summary and the evidence in the record:

1) A motion that the proposed distribution of residential allocations for 2023 and 2024 meets the requirements of Chapter 50, Section 50.5: *Allocation of Additional Residential Units* of the TRPA Code of Ordinances; and

2) A motion to recommend approval of the distribution of residential allocations for 2023 and 2024 as shown in Table 3 of the Staff Report.

In order for the motion(s) to pass, an affirmative vote of the majority of the quorum is required.

Performance Review System Results:
The following is the Performance Review System results reviewed by the Performance Review Committee:

Residential Audits:

[3]Pursuant to TRPA Code 50.5.2.A.1, TRPA will reserve 10% of each jurisdiction's annual allocations for distribution to parcels below the Individual Parcel Evaluation Score (IPES) line.

In 2021 and 2022, TRPA staff completed residential project review and code compliance audits for each jurisdiction (City of South Lake Tahoe, Douglas County, El Dorado County, Placer County, and Washoe County), as required by TRPA Code of Ordinances Section 50.5.2.E. The purpose of these audits is to (1) ensure residential projects reviewed and inspected by Memorandum of Understanding (MOU) partners on behalf of TRPA comply with the TRPA Code and Rules of Procedure, (2) identify project review training and education opportunities for MOU partners, and (3) provide the Performance Review Committee with a summary of MOU performance for the distribution of residential allocations.

The 2021 and 2022 Audit Results are provided below. Local jurisdictions were provided initial audit results and provided an opportunity to work with TRPA to address comments before final scores were determined. In jurisdictions without an active MOU, permits issued by TRPA were audited by TRPA staff. Overall, MOU partners did an exceptional job completing TRPA environmental review, ensuring project files were complete and well organized, and completing inspections. As a result, TRPA staff is not recommending any deductions to allocations because the average audit score for 2021 and 2022 were all above 90%.

Table 1: 2021 & 2022 MOU Residential Project & Compliance Review Audits

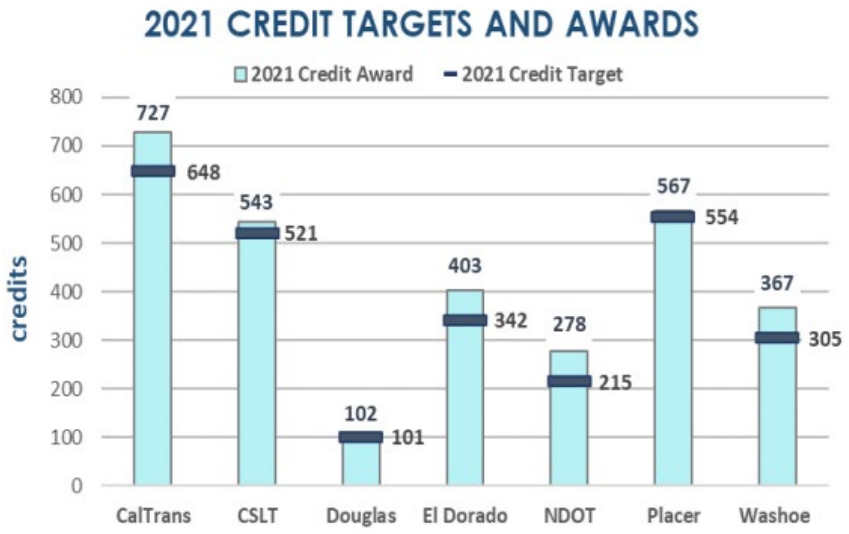
	2021			2022			2021 & 2022 Average
Jurisdiction	**Project Review**	**Compliance**	**Average**	**Project Review**	**Compliance**	**Average**	
City of South Lake Tahoe	93.5	93.2	93.35	96	92.4	94.2	93.77
Douglas County	97	92.2	94.6	95.5	94.55	95.03	94.81
El Dorado County	93	85.2*	89.1	94	97.95	95.98	92.54
Placer County	96	87.65	91.83	94.5	91.9	93.2	92.52
Washoe County	93	95.7	94.35	93	96.8	94.9	94.63

*The average security return score was 93.8 and the average winterization score was 76.6, for an average compliance score of 85.2 in El Dorado County. The average winterization score was lower than normal due to the Caldor Fire which happened in the fall of 2021. Areas within the Tahoe Basin and in El Dorado County were evacuated towards the end of construction season and many El Dorado County staff members were reassigned to assist with fire related matters.

Total Maximum Daily Load (TMDL) Implementation:
Lake Tahoe is designated an Outstanding National Resource Water and a "Waterbody of extraordinary ecological or aesthetic value" by the states of California and Nevada for its world famous clarity and striking blue color. The Lake Tahoe Total Maximum Daily Load (TMDL) Program seeks to effectively guide efforts to restore historic clarity within the lake so people may once again be able to see to depths of nearly 100 feet. The program established Lake Clarity Credit targets for reducing the amount of nitrogen, phosphorus, and fine sediment

entering the lake. TRPA Code, Section 50.5.2, states a jurisdiction shall receive their base allocation for achieving above 90 percent or greater conformance with State approved annual Lake Tahoe Clarity Credit targets.

According to the Lahontan Regional Water Quality Control Board and Nevada Division of Environmental Protection, all jurisdictions in California and Nevada achieved their 2021 Lake Tahoe Total Maximum Daily Load (TMDL) credit targets and have achieved or are anticipated to achieve their 2022 TMDL credit targets. The results are documented on the Clarity Tracker's Urban Uplands Results page (https://clarity.laketahoeinfo.org/Results/Detail/UrbanUplands) and in the 2022 TMDL Performance Report. [4] Since all of the jurisdictions are meeting Lake Tahoe Clarity Credit targets, TRPA staff is not recommending any deductions to allocations.



Source: 2022 TMDL Performance Report, available at: https://clarity.laketahoeinfo.org/Document/Index

Short-Term Rental Neighborhood Compatibility:
In 2019, TRPA's Local Government and Housing Committee convened a Short-Term Rental (STR) Neighborhood Compatibility Working Group to develop STR Neighborhood Compatibility Guidelines and a Code amendment to make STR neighborhood compatibility a third criterion of the Performance Review System. The Guidelines were developed to provide local jurisdictions a range of options and flexibility in implementing and achieving STR neighborhood compatibility. The Guidelines include locational, operational, and enforcement criteria. TRPA maintains information developed by the STR Neighborhood Compatibility Working Group at: https://www.trpa.gov/short-term-rental-neighborhood-compatability/.

All of the local jurisdictions in the Tahoe Basin have adopted STR (or Vacation Home Rental, or VHR) ordinances that address noise, occupancy, parking, refuse, defensible space, and public health and safety. All of the local jurisdictions have also established STR/VHR enforcement

[4] Source: Mary Fiore-Wagner and Brian Judge, Lahontan Regional Water Quality Control Board, and Jason Kuchnicki, Nevada Division of Environmental Protection.

programs. All of the local jurisdictions have addressed the location criterion, which the exception of Washoe County. Under the locational criterion, a local jurisdiction must demonstrate that STRs are being located consistent with Regional Plan Land Use Goals and Policies, including directing STRs towards Town Centers, tourist lodging and/or commercial areas, major non-auto dependent transportation corridors and/or near tourist-oriented regional recreational amenities; addressing residential compatibility issues such as the over saturation ("clustering") of STRs and the construction of large STRs in residential neighborhoods; and supporting Regional Plan Transportation Goals and Policies, including directing STRs to areas where alternative transportation options (shared-use paths, bike lanes/routes, and public transit) are available.

A summary of how the local jurisdictions ranked their STR programs is shown in Table 2 (below). In areas where a score was not provided by the local jurisdiction, TRPA staff provided one. The Guidelines submitted by the local jurisdictions and a memorandum from Placer County are provided as Attachments A, B, C, D, & E. TRPA Code, Section 50.5.2.E, states that a local jurisdiction that receives a score of 90 percent or greater based on the STR Neighborhood Compatibility Guidelines shall receive their full allotment of residential allocations, be penalized one increment of deduction for a score between 75 and 89 percent, or be penalized two increments of deduction for a score below 75 percent. TRPA is proposing to subtract two increments of deduction from Washoe County's annual base allocation for both 2023 and 2024 because the County has yet to adequately address the location criterion.

Table 2: Short-Term Rental Neighborhood Compatibility Scores

BEST PRACTICES	DC	EDC	PC	CSLT	WC
LOCATIONAL (maximum 30 points					
Land Use (10 points)	0	0	6	10	0
Residential Compatibility (10 points)	10	10	6	10	1
Transportation (10 points)	10	10	6	8	0
Other Best Practices (can substitute up to 30 points)*	10	5	10	2	0
Total	**30**	**25**	**28**	**30**	**1**
OPERATIONAL (maximum 30 points)					
Noise (5 points)	5	5	2.5	5	5
Occupancy (2.5 points)	2.5	2.5	2.5	2.5	2.5
Parking (5 points)	5	5	5	5	5
Refuse (5 points)	5	5	5	5	5
Defensible Space (2.5 points)	2.5	2.5	2.5	2.5	2.5
Water Quality (2.5 points)	0	0	0	0	0
Public Health & Safety (5 points)	5	5	3	5	5
Education (2.5 points)	2.5	2.5	2.5	2.5	2.5
Other Best Practices (can substitute for up to 30 points)*	2.5	2.5	7	2.5	2.5

Total	**30**	**30**	**30**	**30**	**30**
ENFORCEMENT (maximum 40 points)					
Implementation (15 points)	15	15	15	15	15
Funding (10 points)	10	10	6	10	10
Education (10 points)	10	10	8	10	10
Penalties (5 points)	5	5	3	5	0
Other Best Practices (can substitute for up to 40 points)*	n/a	n/a	9	n/a	5
Total	**40**	**40**	**36**	**40**	**40**
TOTAL	**100**	**95**	**94**	**100**	**71**

*TRPA is recommending jurisdictions be able to substitute points for developing working groups and hosting public workshops that informed the development of STR ordinances and programs. TRPA is also recommending that local jurisdictions be able to substitute points for using transit occupancy tax (TOT) funding generated from STRs to fund transportation projects, including transit, to offset the impacts of tourism.

Recommendation:
The Performance Review Committee is recommending to the Governing Board that the following amount of residential allocations be allocated to each jurisdiction for 2023 and 2024:

Table 3: 2023 & 2024 Performance Evaluation Results Summary

Jurisdiction	Annual Base Allocation*	Deduction Increments*	Minimum Allocation with Deductions	Total Recommended 2023 and 2024 Allocations
Douglas County	10	2.0	2	20
El Dorado County	30	5.5	8	60
Placer County	37	6.5	11	74
City of South Lake Tahoe	33	5.75	10	66
Washoe County	10	1.75	3	13
Total	120		34	233
Residential Allocation Incentive Pool* **				7

* The Annual Base Allocation and Deduction Increments are provided in Table 50.5.2 of TRPA Code. One deduction increment equals the number of allocations shown for individual jurisdictions. If the final allocation results in a decimal ending in 0.5 or higher the allocation is rounded up to the nearest whole number, if the decimal is below 0.5 the allocation is rounded down to the nearest whole number.
** Based on TRPA Code, Section 50.5.2, which requires two increments of deduction for a score below 75% on the STR Neighborhood Compatibility Guidelines, staff recommends that Washoe County be deducted two increments from their base allocation for 2021 and 2022, for a total of 7 deducted allocations. Thus, staff recommends Washoe County receive 13 residential allocations for 2023 and 2024.
***Allocations not distributed under the Performance Review System will be assigned to TRPA's Residential Allocation Incentive Pool. Individuals can apply for an allocation from the Residential Allocation Incentive Pool in exchange for retiring a sensitive lot and local jurisdictions can apply for allocations in exchange for restoring stream environment zones, building multi-family housing in Town Centers, transferring residential development rights to Town Centers, maintaining a Certified Local

Government Moderate Income Housing Program, and demonstrating progress towards other Regional Plan Goals and Policies (refer to TRPA Code, Section 50.5.1.D).

TRPA is planning on placing the recommendation to distribute residential allocations to the local jurisdictions on the Governing Board agenda for April 26th. Local jurisdictions establish policies and procedures for distributing residential allocations to property owners.

Contact Information:
For questions regarding this agenda item, please contact Brandy McMahon, AICP, Local Government Coordinator, at (775) 589-5274 or bmcmahon@trpa.gov.

Attachments:

A. STR Neighborhood Compatibility Guidelines – Douglas County
B. STR Neighborhood Compatibility Guidelines – El Dorado County
C. Memo from Placer County and STR Neighborhood Compatibility Guidelines – Placer County
D. STR Neighborhood Compatibility Guidelines - City of South Lake Tahoe
E. STR Neighborhood Compatibility Guidelines – Washoe County

Attachment A

STR Neighborhood Compatibility Guidelines – Douglas County

Tahoe Regional Planning Agency Short-Term Rental Neighborhood Compatibility Guidelines for Local Jurisdictions

Adopted by TRPA Governing Board on October 23, 2019
(Print on Tabloid 11" by 17" Paper)

These Guidelines are to be used by the Tahoe Regional Planning Agency (TRPA) when evaluating local jurisdiction Short-Term Rental Neighborhood Compatibility Programs during the application of the Performance Review System (TRPA Code, Section 50.5) for the distribution of residential allocations in the Tahoe Region.

Local jurisdiction: Douglas County NV Date: 1/30/2023 Prepared by: Dr. Ernie Strehlow Ed.D , VHR Program Manager/Head of Code Enforcement

LOCAL JURISDICTION SHORT-TERM RENTAL NEIGHBORHOOD COMPATIBILITY GUIDELINES			
Example STR Neighborhood Compatibility Best Practices *The purpose for using best practices is to attain and maintain threshold standards and implement Regional Plan goals and policies as specified in the TRPA Compact. The threshold standards include vegetation, recreation, water quality, soils/SEZ conservation, fisheries, scenic resources, air quality, noise and wildlife. The Regional Plan includes land use, transportation, conservation, recreation, and public services and facilities goals and policies (http://www.trpa.org/wp-content/uploads/Adopted-Regional-Plan_20190722.pdf). Local jurisdictions may pick from the "menu" of examples of best practices below or develop their own best practices to earn points provided the practices achieve the purpose described above and in the guidance statement below.*	**Local Jurisdiction Response** *(to be provided before convening PRC*)*	**Points (Max.)**	**Points Awarded** *(to be determined by TRPA/PRC)*
LOCATIONAL			
Guidance: To receive 30 points, a local jurisdiction must demonstrate that STRs will be located consistent with: 1) Regional Plan **Land Use** goals and policies, including directing STRs towards Town Centers, tourist lodging and/or commercial areas, major non-auto dependent transportation corridors and/or near tourist-oriented regional recreational amenities (10 points); 2) address **Residential Compatibility** issues such as the over saturation ("clustering") of STRs and the construction of large STRs in residential neighborhoods (10 points); and 3) by supporting Regional Plan **Transportation** goals and policies, including directing STRs to areas where alternative transportation options (shared-use paths, bike lanes/routes, and public transit) are available (10 points). Examples of best practices that a local jurisdiction may implement to address these locational components are provided below.			
Example Land Use Best Practices (10 points)	Land Use		
1. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within Town Centers.	1. No		0
2. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within designated tourist lodging and/or commercial areas.	2. No		0
3. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within major non-auto dependent transportation corridors (e.g., bus routes, shared-use paths, and bike lanes/routes) that can be used to access non-residential uses without using an automobile.	3. No		0
4. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs in and/or adjacent to tourist-oriented regional recreation amenities that can be accessed without an automobile, such as a ski resort, golf course, or major trailhead with available public transit from/to Town Center(s).	4. No	**30 points (max)**	0
5. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs that clearly reinforce the development pattern and uses as designated by the Regional Plan goals and policies and/or adopted Regional Plan or Area Plan planned land use map.	5. No		0
Example Residential Compatibility Best Practices (10 points)	Compatibility		
1. The STR neighborhood compatibility program includes requirements to allow STR use in residential areas only if the home is occupied by a primary resident the majority of the year (i.e., make STRs an accessory use).	1. No		0
2. The STR neighborhood compatibility program includes a requirement to allow STR use only if managed by a licensed professional property manager.	2. No		0

3. The STR neighborhood compatibility program limits the size of STRs and/or includes additional requirements for larger STRs (e.g., special use permit, prohibition on use of large new homes with 4-5 bedrooms as STRs through a deed restriction, requirement for a business license for large STRs, limit total number, require separation distance, require additional permit and/or mitigation fees, etc.).	3. Yes 4. No		10 0
4. The STR neighborhood compatibility program limits the total number of STRs in each jurisdiction (e.g., ratio of STRs to occupied housing, maximum number issued by lottery or on a first come/first served basis, etc.).	5. No		0
5. The STR neighborhood compatibility program limits the number of STRs in designated neighborhoods.	6. Yes		10
6. The STR neighborhood compatibility program establishes a waiting period after home construction or sale for STR permit eligibility in neighborhoods vs. other areas (e.g., five year waiting period for properties with single-family zoning and no waiting period for properties in Town Centers).	7. No		0
7. The STR neighborhood compatibility program establishes a ratio of long-term to short-term rentals.	8. No		0
8. The STR neighborhood compatibility program requires minimum spacing between STRs in residential areas, such as requiring at least 500 feet between parcels with STRs, to address clustering.	9. Yes 10. No		10 0
9. The STR neighborhood compatibility program limits the number of STRs per parcel.			
10. The STR neighborhood compatibility program requires a two-day minimum stay for STRs in residential areas to lessen impact of move-ins and move-outs.	11. No		0
11. The STR neighborhood compatibility program caps the number of nights per year a unit may be rented as an STR in residential areas, such as 30 days per year.	12. No		0
12. The STR neighborhood compatibility program caps the number of times an STR may be rented in residential areas, such as four times per month.			
Example Transportation Best Practices (10 points)	<u>Transportation</u> 1. No 2. Yes		0 10
1. The STR neighborhood compatibility program only allows STRs within ¼ mile of public transit and/or shared-use paths, bike lanes, or bike routes.			
2. The STR neighborhood compatibility program uses transit occupancy tax collected from STRs or other revenue sources to offset tourist impacts (e.g. increase transit availability, provide on-demand transit in residential areas, etc.).	3. Yes		10
3. The STR neighborhood compatibility program limits the total number of cars allowed per STR, regardless of the size or number of bedrooms, to a maximum amount equal to or less than the minimum amount of parking spaces required by local ordinance.	<u>Other</u> 1. Yes		10
Example Other Best Practices (Can substitute for up to 30 points from above)			
1. The local government has created a working group to develop policies and programs for location of STRs, those policies and programs are consistent with the threshold standards and Regional Plan goals and policies, and the local government has implemented those policies and programs.			
OPERATIONAL			
Guidance: To receive 30 points, a local jurisdiction must demonstrate that they have regulations in place that address, at a minimum, **Noise** (5 points), **Occupancy** (2.5 points), **Parking** (5 points), **Refuse** (5 points), **Defensible Space** (2.5 points), **Water Quality** (2.5), **Public Health and Safety** (5 points), public/visitor **Education** (2.5 points), or **Other** program elements that will further STR neighborhood compatibility. Examples of best practices that a local jurisdiction may implement to address the operational component are provided below.			
Example Noise Best Practices (5 points)	<u>Noise</u>		
1. The STR neighborhood compatibility program establishes quiet hours (e.g., 10:00 p.m. to 7:00 a.m.).	1. Yes		5
2. The STR neighborhood compatibility program requires a noise management plan.	2. No		0
3. The STR neighborhood compatibility program requires installation of noise monitoring devices.	3. Yes		5
Example Occupancy Best Practices (2.5 points)	<u>Occupancy</u>		
1. The STR neighborhood compatibility program establishes occupancy limits (e.g., limits the number of visitors by bedrooms, such as 2 per bedroom, unless under 5 years of age, and additional parking is available).	1.Yes	**30 points (max)**	2.5
Example Parking Best Practices (5 points)	<u>Parking</u>		
1. The STR neighborhood compatibility program requires adequate improved off-street parking.	1. Yes		5
2. The STR neighborhood compatibility program requires snow removal.	2. No		0
3. The STR neighborhood compatibility program requires a parking management plan that includes a location for snow storage.	3. No		0
Example Refuse Best Practices (5 points)	<u>Trash</u>		

1. The STR neighborhood compatibility program requires proper garbage containment, such as bear boxes and trash service.	1. Yes		5
Example Defensible Space Best Practices (2.5 points)	Defensible Space		
1. The STR neighborhood compatibility program requires defensible space inspections and maintenance.	1.Yes		2.5
2. The STR neighborhood compatibility program prohibits outdoor fires, fire pits, charcoal BBG grills, etc.	2. Yes		2.5
Example Water Quality Best Practices (2.5 points)	Water		
1. The STR neighborhood compatibility program requires stormwater Best Management Practices be installed/recertified at authorization and reauthorization.	1. No		0
2. The STR neighborhood compatibility program requires mitigation of all excess on-site coverage.	2. No		0
Example Public Health and Safety Best Practices (5 points)	Health & Safety		
1. The STR neighborhood compatibility program requires public health and safety inspections for new permits and permit renewals (require appropriate handrails, adequate electrical for hot tubs, CO2 and smoke detectors, exit signs, etc.).	1. Yes		5
2. The STR neighborhood compatibility program limits the total number of STR permits based on emergency medical services, fire, and law enforcement resources & availability.	2. No		0
3. The STR neighborhood compatibility program uses transient occupancy tax revenues and permit fees to fund needed public services, such as law/code enforcement and fire.	3. Yes		5
4. The STR neighborhood compatibility program charges commercial water and sewer fees for STRs to cover the cost and impact of increased usage.	4. Yes		2.5
5. The STR neighborhood compatibility program complies with public accommodation requirements in state law.	5. No		0
Example Education Best Practices (2.5 points)	Education		
1. The STR neighborhood compatibility program requires all renters to be provided with education about being a good neighbor, fire safety, Lake Tahoe stewardship, geotourism, parking, and public transportation options.	1. No		0
2. The STR neighborhood compatibility program requires interior and exterior signage with permit information and regulations.	2. Yes		2.5
3. The STR neighborhood compatibility program requires permit numbers to be on all STR advertisements.	3. Yes		2.5
4. The STR neighborhood compatibility program requires STR permit holders and/or renters to read rules and responsibilities, and to sign an acknowledgement.	4. Yes		2.5
Example Other Best Practices (Can substitute for up to 30 points from above)	Other		
1. The STR neighborhood compatibility program requires an STR permit and annual renewal.	1. Yes		5
2. The STR neighborhood compatibility program provides a web-based permitting service and annual renewal service.	2. Yes		5
3. The STR neighborhood compatibility program requires permit fees, inspection fees, & annual renewal fees.	3. Yes		5
4. The STR neighborhood compatibility program requires permit holders to have insurance that is specifically for STRs.	4. Yes		5
5. The STR neighborhood compatibility program requires permit applicants to identify and disclose HOA CC&R regulations that limit the length of a lease or rentals.	5. Yes		5
6. The STR neighborhood compatibility program requires a full-time certified local contact (or professional management firm) be available anytime an STR is occupied.	6. Yes		5
7. The STR neighborhood compatibility program requires on-site professional management.	7. No		0
8. The STR neighborhood compatibility program provides incentives for full-time hosted/shared or professionally managed STRs (e.g., fee discounts, permit exemptions, etc.).	8. No		0
9. The STR neighborhood compatibility program only allows permanent residents to operate STRs.	9. No		0
10. The local government has created a working group to develop policies and programs for operation of STRs and implemented those policies and programs.	10. Yes		5
ENFORCEMENT ?			

Guidance: To receive 40 points, a local jurisdiction must demonstrate that that they have an **Implementation** program in place for enforcing locational and operational STR requirements, including bringing illegal STRs into conformance and addressing "bad actors" (15 points), adequate enforcement program **Funding** (10 points), effective **Penalties** (5 points), and an **Education** program (10 points). Examples of best practices that a local jurisdiction may implement to address the enforcement component are provided below.			
Example Implementation Best Practices (15 points)			
1. The STR neighborhood compatibility program requires a full-time certified local contact (or professional management firm) be available anytime an STR is occupied.	Implementation		
2. The STR neighborhood compatibility program provides a 24 hour/7 day a week enforcement hotline.	1. Yes		15
3. The STR neighborhood compatibility program utilizes a rental activity monitoring service or program to identify STRs that do not have permits or certificates and uses that information to require compliance with applicable regulations and requirements.	2. Yes		15
4. The STR neighborhood compatibility program prohibits repeat violators from applying for additional STR permits.	3. Yes		15
5. The STR neighborhood compatibility program provides a web-based format for community members to report STR violations.	4. No		0
6. The STR neighborhood compatibility program grants fee and permit condition waivers or reduced requirements for full-time hosted STRs (e.g., fee discounts, permit condition exemptions, etc.).	5. Yes		15
7. The STR neighborhood compatibility program provides timely resolution of complaints and violations.	6. No		0
8. The STR neighborhood compatibility program includes unscheduled and non-complaint based inspections to encourage compliance.	7. Yes		15
Example Funding Best Practices (10 points)	8. Yes		15
1. The STR neighborhood compatibility program uses permit fees, transient occupancy tax or room tax revenues, money generated from fines, or other revenue services to fund STR code enforcement.	Funding		
2. The STR neighborhood compatibility program has higher fees for larger homes to fund potentially greater enforcement costs resulting from the higher number of occupants.	1. Yes		10
3. The STR neighborhood compatibility program allows for cost recovery to be built into STR permit fees and fines to fund code enforcement staff.	2. Yes		10
Example Education Best Practices (10 points)	3. Yes		10
1. The STR neighborhood compatibility program requires interior and exterior signage with the local contact name and phone number.	Education	**40 points (max)**	
2. The STR neighborhood compatibility program requires that neighbors be notified and given an opportunity to comment prior to a permit being issued.	1. No		0
3. The STR neighborhood compatibility program requires that neighbors that share a common wall approve STR permits.	2. No		0
4. The STR neighborhood compatibility program requires permit numbers be on all STR advertisements.	3. No		0
5. The STR neighborhood compatibility program provides education on being a good neighbor, fire safety, Lake Tahoe stewardship, geotourism, parking, and public transportation options.	4. Yes		10
6. The STR neighborhood compatibility program includes a system to track and report complaints (type of compliant, location, response time, resolution, number of complaints at that location, owner, etc.) and uses the results for enforcement (e.g., condition and/or deny new and/or renewal of permits, etc.).	5. No		0
Example Penalties Best Practices (5 points)	6. Yes		10
1. The STR neighborhood compatibility program revokes STR permits for repeat violations or for STRs that do not meet public health and safety standards.	Penalties		
2. The STR neighborhood compatibility program increases violation fines for repeated violations by the STR permit holder, property owners, and/or visitors.	1. Yes		5
3. The STR neighborhood compatibility program places a lien on a property if fines for violations have not been paid.	2. Yes		5
4. The STR neighborhood compatibility program includes mandatory eviction provisions for violations in rental agreements.	3. Yes		5
5. The STR neighborhood compatibility program includes a certified local contact requirement and the local government has the right to revoke a certificate if a certain number of unresolved complaints are lodged against the property being managed by the certificate holder.	4. No		0
Example Other Best Practices (Can substitute for up to 40 points from above)	5. Yes		5
1. The local government has created a working group to develop policies and programs for STR enforcement and implemented those policies and programs.	Other		
	1. Yes		10

TOTAL		**100 points (max)**	**100**

*Every two years, TRPA convenes the Performance Review Committee (PRC), a Committee made up of one TRPA staff member and one staff member from each local jurisdiction, to review the Performance Review System and ensure the provisions of TRPA Code, Chapter 50, have been applied correctly and provide a recommendation to TRPA's Advisory Planning Commission and Governing Board regarding the distribution of residential allocations to the local jurisdictions.

Attachment B

STR Neighborhood Compatibility Guidelines – El Dorado County

Tahoe Regional Planning Agency Short-Term Rental Neighborhood Compatibility Guidelines for Local Jurisdictions

Adopted by TRPA Governing Board on October 23, 2019
(Print on Tabloid 11" by 17" Paper)

These Guidelines are to be used by the Tahoe Regional Planning Agency (TRPA) when evaluating local jurisdiction Short-Term Rental Neighborhood Compatibility Programs during the application of the Performance Review System (TRPA Code, Section 50.5) for the distribution of residential allocations in the Tahoe Region.

Local jurisdiction:_____El Dorado County_____ Date:_____2/13/23_____ Prepared by:_____Brendan Ferry_____

LOCAL JURISDICTION SHORT-TERM RENTAL NEIGHBORHOOD COMPATIBILITY GUIDELINES			
Example STR Neighborhood Compatibility Best Practices *The purpose for using best practices is to attain and maintain threshold standards and implement Regional Plan goals and policies as specified in the TRPA Compact. The threshold standards include vegetation, recreation, water quality, soils/SEZ conservation, fisheries, scenic resources, air quality, noise and wildlife. The Regional Plan includes land use, transportation, conservation, recreation, and public services and facilities goals and policies (http://www.trpa.org/wp-content/uploads/Adopted-Regional-Plan_20190722.pdf). Local jurisdictions may pick from the "menu" of examples of best practices below or develop their own best practices to earn points provided the practices achieve the purpose described above and in the guidance statement below.*	**Local Jurisdiction Response** *(to be provided before convening PRC*)*	**Points (Max.)**	**Points Awarded** *(to be determined by TRPA/PRC)*
LOCATIONAL			
Guidance: To receive 30 points, a local jurisdiction must demonstrate that STRs will be located consistent with: 1) Regional Plan **Land Use** goals and policies, including directing STRs towards Town Centers, tourist lodging and/or commercial areas, major non-auto dependent transportation corridors and/or near tourist-oriented regional recreational amenities (10 points); 2) address **Residential Compatibility** issues such as the over saturation ("clustering") of STRs and the construction of large STRs in residential neighborhoods (10 points); and 3) by supporting Regional Plan **Transportation** goals and policies, including directing STRs to areas where alternative transportation options (shared-use paths, bike lanes/routes, and public transit) are available (10 points). Examples of best practices that a local jurisdiction may implement to address these locational components are provided below.			
Example Land Use Best Practices (10 points) 1. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within Town Centers. 2. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within designated tourist lodging and/or commercial areas. 3. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within major non-auto dependent transportation corridors (e.g., bus routes, shared-use paths, and bike lanes/routes) that can be used to access non-residential uses without using an automobile. 4. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs in and/or adjacent to tourist-oriented regional recreation amenities that can be accessed without an automobile, such as a ski resort, golf course, or major trailhead with available public transit from/to Town Center(s). 5. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs that clearly reinforce the development pattern and uses as designated by the Regional Plan goals and policies and/or adopted Regional Plan or Area Plan planned land use map.	no	**30 points (max)**	0 points
Example Residential Compatibility Best Practices (10 points) 1. The STR neighborhood compatibility program includes requirements to allow STR use in residential areas only if the home is occupied by a primary resident the majority of the year (i.e., make STRs an accessory use). 2. The STR neighborhood compatibility program includes a requirement to allow STR use only if managed by a licensed professional property manager. 3. The STR neighborhood compatibility program limits the size of STRs and/or includes additional requirements for larger STRs (e.g., special use permit, prohibition on use of large new homes with 4-5 bedrooms as STRs through a deed restriction, requirement for a business license for large	Local Contact		10 points

STRs, limit total number, require separation distance, require additional permit and/or mitigation fees, etc.).	Clustering Policy		
4. The STR neighborhood compatibility program limits the total number of STRs in each jurisdiction (e.g., ratio of STRs to occupied housing, maximum number issued by lottery or on a first come/first served basis, etc.).	Cap of 900		
5. The STR neighborhood compatibility program limits the number of STRs in designated neighborhoods.			
6. The STR neighborhood compatibility program establishes a waiting period after home construction or sale for STR permit eligibility in neighborhoods vs. other areas (e.g., five year waiting period for properties with single-family zoning and no waiting period for properties in Town Centers).			
7. The STR neighborhood compatibility program establishes a ratio of long-term to short-term rentals.	10% limit in cap		
8. The STR neighborhood compatibility program requires minimum spacing between STRs in residential areas, such as requiring at least 500 feet between parcels with STRs, to address clustering.			
9. The STR neighborhood compatibility program limits the number of STRs per parcel.	Yes, 1 per lot		
10. The STR neighborhood compatibility program requires a two-day minimum stay for STRs in residential areas to lessen impact of move-ins and move-outs.			
11. The STR neighborhood compatibility program caps the number of nights per year a unit may be rented as an STR in residential areas, such as 30 days per year.			
12. The STR neighborhood compatibility program caps the number of times an STR may be rented in residential areas, such as four times per month.			
Example Transportation Best Practices (10 points)			
1. The STR neighborhood compatibility program only allows STRs within ¼ mile of public transit and/or shared-use paths, bike lanes, or bike routes.	Board policy is to use TOT to offset tourist impacts		10 points
2. The STR neighborhood compatibility program uses transit occupancy tax collected from STRs or other revenue sources to offset tourist impacts (e.g. increase transit availability, provide on-demand transit in residential areas, etc.).			
3. The STR neighborhood compatibility program limits the total number of cars allowed per STR, regardless of the size or number of bedrooms, to a maximum amount equal to or less than the minimum amount of parking spaces required by local ordinance.			
Example Other Best Practices (Can substitute for up to 30 points from above)			
1. The local government has created a working group to develop policies and programs for location of STRs, those policies and programs are consistent with the threshold standards and Regional Plan goals and policies, and the local government has implemented those policies and programs.			
OPERATIONAL			
Guidance: To receive 30 points, a local jurisdiction must demonstrate that they have regulations in place that address, at a minimum, **Noise** (5 points), **Occupancy** (2.5 points), **Parking** (5 points), **Refuse** (5 points), **Defensible Space** (2.5 points), **Water Quality** (2.5), **Public Health and Safety** (5 points), public/visitor **Education** (2.5 points), or **Other** program elements that will further STR neighborhood compatibility. Examples of best practices that a local jurisdiction may implement to address the operational component are provided below.			
Example Noise Best Practices (5 points)			
1. The STR neighborhood compatibility program establishes quiet hours (e.g., 10:00 p.m. to 7:00 a.m.).	Yes		
2. The STR neighborhood compatibility program requires a noise management plan.			5 points
3. The STR neighborhood compatibility program requires installation of noise monitoring devices.			
Example Occupancy Best Practices (2.5 points)			
1. The STR neighborhood compatibility program establishes occupancy limits (e.g., limits the number of visitors by bedrooms, such as 2 per bedroom, unless under 5 years of age, and additional parking is available).	Yes	**30 points (max)**	2.5 points
Example Parking Best Practices (5 points)			
1. The STR neighborhood compatibility program requires adequate improved off-street parking.	Yes		5 points
2. The STR neighborhood compatibility program requires snow removal.			
3. The STR neighborhood compatibility program requires a parking management plan that includes a location for snow storage.			
Example Refuse Best Practices (5 points)			
1. The STR neighborhood compatibility program requires proper garbage containment, such as bear boxes and trash service.	Yes		5 points
Example Defensible Space Best Practices (2.5 points)			

1. The STR neighborhood compatibility program requires defensible space inspections and maintenance. 2. The STR neighborhood compatibility program prohibits outdoor fires, fire pits, charcoal BBG grills, etc.	No		0 points
Example Water Quality Best Practices (2.5 points) 1. The STR neighborhood compatibility program requires stormwater Best Management Practices be installed/recertified at authorization and reauthorization. 2. The STR neighborhood compatibility program requires mitigation of all excess on-site coverage.	No		0 points
Example Public Health and Safety Best Practices (5 points) 1. The STR neighborhood compatibility program requires public health and safety inspections for new permits and permit renewals (require appropriate handrails, adequate electrical for hot tubs, CO2 and smoke detectors, exit signs, etc.). 2. The STR neighborhood compatibility program limits the total number of STR permits based on emergency medical services, fire, and law enforcement resources & availability. 3. The STR neighborhood compatibility program uses transient occupancy tax revenues and permit fees to fund needed public services, such as law/code enforcement and fire. 4. The STR neighborhood compatibility program charges commercial water and sewer fees for STRs to cover the cost and impact of increased usage. 5. The STR neighborhood compatibility program complies with public accommodation requirements in state law.	Yes		5 points
Example Education Best Practices (2.5 points) 1. The STR neighborhood compatibility program requires all renters to be provided with education about being a good neighbor, fire safety, Lake Tahoe stewardship, geotourism, parking, and public transportation options. 2. The STR neighborhood compatibility program requires interior and exterior signage with permit information and regulations. 3. The STR neighborhood compatibility program requires permit numbers to be on all STR advertisements. 4. The STR neighborhood compatibility program requires STR permit holders and/or renters to read rules and responsibilities, and to sign an acknowledgement.	Yes Yes Yes Yes		2.5 points
Example Other Best Practices (Can substitute for up to 30 points from above) 1. The STR neighborhood compatibility program requires an STR permit and annual renewal. 2. The STR neighborhood compatibility program provides a web-based permitting service and annual renewal service. 3. The STR neighborhood compatibility program requires permit fees, inspection fees, & annual renewal fees. 4. The STR neighborhood compatibility program requires permit holders to have insurance that is specifically for STRs. 5. The STR neighborhood compatibility program requires permit applicants to identify and disclose HOA CC&R regulations that limit the length of a lease or rentals. 6. The STR neighborhood compatibility program requires a full-time certified local contact (or professional management firm) be available anytime an STR is occupied. 7. The STR neighborhood compatibility program requires on-site professional management. 8. The STR neighborhood compatibility program provides incentives for full-time hosted/shared or professionally managed STRs (e.g., fee discounts, permit exemptions, etc.). 9. The STR neighborhood compatibility program only allows permanent residents to operate STRs. 10. The local government has created a working group to develop policies and programs for operation of STRs and implemented those policies and programs.	yes yes Yes no no Yes no yes no no		5 points
ENFORCEMENT			
Guidance: To receive 40 points, a local jurisdiction must demonstrate that that they have an **Implementation** program in place for enforcing locational and operational STR requirements, including bringing illegal STRs into conformance and addressing "bad actors" (15 points), adequate enforcement program **Funding** (10 points), effective **Penalties** (5 points), and an **Education** program (10 points). Examples of best practices that a local jurisdiction may implement to address the enforcement component are provided below.			
Example Implementation Best Practices (15 points)		**40 points**	

1. The STR neighborhood compatibility program requires a full-time certified local contact (or professional management firm) be available anytime an STR is occupied.	Yes	**(max)**	
2. The STR neighborhood compatibility program provides a 24 hour/7 day a week enforcement hotline.	Sheriff		15 points
3. The STR neighborhood compatibility program utilizes a rental activity monitoring service or program to identify STRs that do not have permits or certificates and uses that information to require compliance with applicable regulations and requirements.	Yes		
4. The STR neighborhood compatibility program prohibits repeat violators from applying for additional STR permits.	Yes		
5. The STR neighborhood compatibility program provides a web-based format for community members to report STR violations.	Yes		
6. The STR neighborhood compatibility program grants fee and permit condition waivers or reduced requirements for full-time hosted STRs (e.g., fee discounts, permit condition exemptions, etc.).	Yes		
7. The STR neighborhood compatibility program provides timely resolution of complaints and violations.			
8. The STR neighborhood compatibility program includes unscheduled and non-complaint based inspections to encourage compliance.			
Example Funding Best Practices (10 points)			10 points
1. The STR neighborhood compatibility program uses permit fees, transient occupancy tax or room tax revenues, money generated from fines, or other revenue services to fund STR code enforcement.	Yes		
2. The STR neighborhood compatibility program has higher fees for larger homes to fund potentially greater enforcement costs resulting from the higher number of occupants.			
3. The STR neighborhood compatibility program allows for cost recovery to be built into STR permit fees and fines to fund code enforcement staff.	Yes		
Example Education Best Practices (10 points)			10 points
1. The STR neighborhood compatibility program requires interior and exterior signage with the local contact name and phone number.	Yes		
2. The STR neighborhood compatibility program requires that neighbors be notified and given an opportunity to comment prior to a permit being issued.			
3. The STR neighborhood compatibility program requires that neighbors that share a common wall approve STR permits.			
4. The STR neighborhood compatibility program requires permit numbers be on all STR advertisements.	Yes		
5. The STR neighborhood compatibility program provides education on being a good neighbor, fire safety, Lake Tahoe stewardship, geotourism, parking, and public transportation options.			
6. The STR neighborhood compatibility program includes a system to track and report complaints (type of compliant, location, response time, resolution, number of complaints at that location, owner, etc.) and uses the results for enforcement (e.g., condition and/or deny new and/or renewal of permits, etc.).	Yes		
Example Penalties Best Practices (5 points)			
1. The STR neighborhood compatibility program revokes STR permits for repeat violations or for STRs that do not meet public health and safety standards.	Yes		5 points
2. The STR neighborhood compatibility program increases violation fines for repeated violations by the STR permit holder, property owners, and/or visitors.	Yes		
3. The STR neighborhood compatibility program places a lien on a property if fines for violations have not been paid.			
4. The STR neighborhood compatibility program includes mandatory eviction provisions for violations in rental agreements.			
5. The STR neighborhood compatibility program includes a certified local contact requirement and the local government has the right to revoke a certificate if a certain number of unresolved complaints are lodged against the property being managed by the certificate holder.	Yes		
Example Other Best Practices (Can substitute for up to 40 points from above)			
1. The local government has created a working group to develop policies and programs for STR enforcement and implemented those policies and programs.			
TOTAL		**100 points (max)**	**90**

*Every two years, TRPA convenes the Performance Review Committee (PRC), a Committee made up of one TRPA staff member and one staff member from each local jurisdiction, to review the Performance Review System and ensure the provisions of TRPA Code, Chapter 50, have been applied correctly and provide a recommendation to TRPA's Advisory Planning Commission and Governing Board regarding the distribution of residential allocations to the local jurisdictions.

Attachment C

Memo from Placer County and STR Neighborhood Compatibility Guidelines – Placer County

MEMORANDUM

DATE:

TO: Brandy McMahon, TRPA Local Government Coordinator

FROM: Emily Setzer, Principal Planner/STR Program Manager

SUBJECT: 2023 STR Guidelines – Performance Review Committee

Purpose

This memo is in response to the TRPA's request for a summary of Placer County's Short-Term Rental (STR) Program and how it aligns with the TRPA Neighborhood Compatibility Guidelines.

Background

North Lake Tahoe has and will always be a vacation destination, and tourism is the main driver of the North Lake Tahoe economy. Most homes in the Tahoe area were initially constructed as vacation cabins and to this day, many homes still serve as vacation homes. It is important to note that Placer County currently lacks the quantity and quality of hotel/motel lodging in its Town and Village Centers, and so STRs in the Tahoe Basin area of Placer County fill a lodging need.

In July 2019 the County Board of Supervisors directed staff to create an STR ordinance and accordingly the County formed a multi-disciplinary STR Team to develop and administer the STR program. This team developed STR operational standards and an STR permitting system. The STR Ordinance was adopted in November 2019 and went into effect in January 2020. Several subsequent ordinance changes have occurred since that time:

- March 30, 2021: The Board adopted minor amendments to the ordinance aimed at clarifying and refining areas of the ordinance.
- July 27, 2021: After hearing concerns from the Tahoe community regarding the decline of workforce housing availability and the preservation of residential neighborhoods in the Tahoe region, the Placer County Board of Supervisors approved an Urgency Ordinance enacting a 45-day moratorium on new STR permits.
- August 31, 2021: Placer County Board of Supervisors extended the moratorium on new STR permits until March 31, 2022 so staff could study STR program best practices, analyze STR impacts on housing and hotel/motel industries, and explore ordinance revisions to restrict STRs in the region

COMMUNITY DEVELOPMENT RESOURCE AGENCY
AUBURN OFFICE - 3091 County Center Drive, Ste.160 / Auburn, California 95603 / (530) 745-3010 / Fax (530) 745-3058
TAHOE OFFICE – 775 North Lake Blvd. / Tahoe City, California 96145 / (530) 581-6200 / Fax (530) 581-6204
Web Site Address: http://www.placer.ca.gov Email: codecomp@placer.ca.gov

- January 25, 2022: The Placer County Board of Supervisors introduced an ordinance to repeal and replace the existing short-term rental ordinance, Chapter 9, Article 9.42 of the Placer County Code. The ordinance was adopted on February 8, 2022 and took effect on March 11, 2022. The ordinance was intended to create a balance between short term rental opportunities in a diversity of lodging types to both support opportunities for residential lodging and encourage new or redeveloped lodging in town centers.

Overnight Visitors

The greatest economic engine for our tourist-driven community is driven by the overnight stays, as those visitors are critical to supporting restaurants, retail, and recreation in the region. The Transient Occupancy Tax (TOT) revenue those overnight guests generate is also important to the community because it provides funding for infrastructure, amenities, and local services that benefit visitors and the local community. Without a robust, updated, competitive hotel/motel supply, the 2,171permitted STRs within the Tahoe Basin portion of Placer County are critical to enabling visitors who choose to spend more time in North Lake Tahoe.

1.5 Million+ visitors to North Lake Tahoe annually:

- 58% of visitors are overnight visitors[1]
    - Overnight visitors spent 22,800 visitor days in North Lake Tahoe in 2016
        - 81% of those nights spent in private/vacation homes
        - 9% spent in hotels/motels
- Overnight visitors spend about twice as many dollars per day than a day-visitor ($250/person/day for overnight visitors, versus $128/person for day visitors[2])
- Overnight visitors stay on average approximately 3.5 days (e.g. $875/person for their stay) versus the $128 for a day visitor
- Tourist Accommodations[3]:
    - 14,000 private and vacation homes
    - 2,000 traditional hotel/motel/B&B lodging units
    - Placer County's hotels/motels/B&Bs were last built in 1960s and are dated

Incentives for New and Renovated Lodging Amenities

[1] The Economic Significance of Travel to the North Lake Tahoe Area, October 2017, prepared by Dean Runyan Associates for the North Lake Tahoe Resort Association.
[2] The Economic Significance of Travel to the North Lake Tahoe Area, October 2017, prepared by Dean Runyan Associates for the North Lake Tahoe Resort Association.

[3] North Lake Tahoe Tourism Master Plan, 2015

No new lodging products have been constructed in the Placer County portion of the basin since the early 1960s. As such, STRs have been widely adopted as a primary lodging type for overnight visitors. To shift visitors from the residential neighborhoods to the town centers, Placer County is working from several angles to spur reinvestment and promotion of mixed-use projects that include lodging in its Town Centers.

In March 2020, Placer County commissioned a study with Bay Area Economics (BAE) to determine why new and renovated lodging projects were not progressing in the North Lake Tahoe basin, and how to incentivize new or renovated lodging products. The study pointed to high costs of development, complex and prescriptive regulatory requirements, and a lack of high-quality lodging examples that would encourage new development. The BAE study determined that additional incentives were needed to help spur development consistent with community and County environmental and economic development goals and to achieve prescribed environmental standards by redeveloping the outdated built environment. Staff revised the existing North Lake Tahoe Economic Development Incentive Program to include a TOT rebate that could be utilized for newly constructed or renovated hotel/motel lodging products. The amendment to that program was adopted in 2020 and further refined in February 2021 after subsequent conversations with hotel developers in the area.

Additionally, staff are finalizing a set of proposed Tahoe Basin Area Plan amendments which staff presented to the TRPA Regional Plan Implementation Committee in December 2022. The amendments are focused on increasing a diversity of housing types and incentivizing deed-restricted achievable housing, as well as facilitating mixed use development with lodging in the town centers. The amendments would allow boutique-sized hotels by right in the town centers, using the TRPA Project Impact Assessment tool to determine the maximum square footage. They also include a policy that would decrease the STR cap by one STR for each new lodging unit developed to try to shift lodging from the neighborhoods to the town centers. As STRs do not require TRPA tourist accommodation units (TAUs), this is the first time STRs have been linked to TAUs in an attempt to think of all types of lodging units holistically. Amendments are anticipated to be adopted Summer 2023. Additionally, a minor STR ordinance amendment proposed for this spring also proposes the decrease in the STR cap by one STR for each new commercial lodging unit developed in East Placer.

Locational Provisions

At this time, the County does not believe that locational STR ordinance provisions geared at shifting STRs toward Town Centers is an effective way to regulate the County's STR program. Instead, the updated North Lake Tahoe Economic Incentives Program that provides a TOT rebate for new or revitalized commercial lodging, as well as the policies in the proposed TBAP and future STR ordinance amendment to reduce the STR cap by one STR for each new commercial lodging unit built, are two key ways the County is trying to shift visitor lodging from the residential neighborhoods to the town centers.

Land Use Best Practices and Regional Plan Alignment

Placer County's Town Centers of Kings Beach and Tahoe City are small, predominantly commercial cores which include very few residential uses. The physical layouts of Placer County's Town Centers are constrained so that they could never support a Town Center locational STR program as there is very limited vacant space to create new residential uses. Furthermore, the community has vocalized its desire to limit residential uses in the town centers, and rather encourage commercial, mixed use, and formal lodging hotel uses in the town centers.

The Tahoe Basin's tourist economy is driven by the amazing natural resources and associated recreation opportunities that our region provides. Placer County's plethora of beaches along the West Shore, around Tahoe City, along Tahoe Vista, and in Kings Beach and Brockway, as well as trailheads and ski resorts scattered throughout the region, are also a huge attraction to tourists who enjoy staying at STRs near those locations.

Placer County worked collaboratively with Tahoe Regional Planning Agency to adopt the Tahoe Basin Area Plan, which includes regulations that encourage and allow for the highest and best uses for these areas continue to focus on retail and lodging uses, with a limited residential component. The County's efforts on incentivizing development of new lodging in the town centers, partnered with the increased transportation and mobility initiatives, are designed to effectively shift lodging to town centers and away from STRs while providing alternative modes of transportation for guests to reach their tourism destinations.

Residential Compatibility

To preserve residential compatibility, Placer County has implemented several components to the STR program. Placer County's updated STR ordinance, which became effective in March 2022, introduced and implemented a maximum cap on STR permits of 3,900 in order to maintain housing supply and attainable housing pricing for the workforce. The ordinance also requires a business license and a TOT certificate for all STR properties. To preserve multifamily developments for long-term rentals, the ordinance limits one STR per multifamily property. The County also initiated a Board-directed stakeholder working group to gauge the efficacy and impacts of the program. Working group sessions have included discussion about potential reductions to the cap, a one-year waiting period, a 500-foot buffering provision, as well as additional clarifications and refinements to the ordinance to better enable enforcement of STRs in violation of the ordinance. Over the next year, staff will continue to monitor the STR program and may work with the stakeholder working group to explore ordinance revisions that would further address residential compatibility.

Transit/Mobility Improvements

Traffic congestion has been one of the most severe tourism impacts experienced by the Lake Tahoe region for decades, an impact which continues to worsen. The County utilizes its North Lake Tahoe Tourism Master Plan as a guideline for planning and funding a variety of transportation, mobility, and recreational amenities that serve visitors and the local community. Placer County continues to address traffic impacts on multiple fronts, addressing both day and overnight visitors, as well as community transportation and mobility needs. The County focuses on transportation and mobility inside and outside of the basin, particularly the connections in East Placer that span from Tahoe City and Kings Beach to ski resorts and Truckee, recognizing that tourism and traffic impacts are regional and not just local. STRs are located throughout the entirety of our neighborhoods as they are a byproduct of how our subdivisions and communities have evolved over the decades – small vacation cabins and scattered throughout the community as opposed to being concentrated in our small, mostly commercial Town Centers. Per the updated STR ordinance, STR owners must describe how many parking spaces are available at their property and limit the number of guest cars. This is enforced by Placer County's code compliance team. To minimize impacts from congestion, at least in part caused by visitors, the County dedicates significant TOT revenue and staff resources towards these efforts.

- Trails- (FY 21-22, $2.58 million and FY22-23 funding will go to the Board of Supervisors in Jan. 2023) Funding continues to be dedicated to trail planning and construction. For FY 21-22, $2.58 million was dedicated to trail planning and construction throughout eastern Placer County- most of which was dedicated to the "Resort Triangle Trail" which will ultimately connect Tahoe City, Kings Beach, and Truckee on a class 1 paved trail.
- Snow Removal on Trails- ($97,000 in FY 21-22 and budgeted $100,000 in FY 22-23)- This funds clearing snow from paved trails in the region which allows for recreation as well as multi-modal transportation options in the winter
- Park and Ride Service-($63,000 spent in FY21-22 and $122,000 budgeted for FY22-23. This funds winter service to ski resorts as well as summer service at peak times. Program goals include reducing traffic congestion, reducing vehicle miles traveled or "VMT", encouraging use of public transit and improving the overall visitor experience to the region.
- Microtransit Service North Lake Tahoe ($1.9 million in TOT spent in FY21-22 and $1.95 million budgeted for the service in FY22-23) – On-demand shuttle service for Kings Beach, Tahoe Vista, Dollar Hill, Tahoe City and the West Shore to town-centers has been implemented. There is additional weekend service in the peak seasons between Olympic Valley and Tahoe City and from Northstar to Kings Beach.
- Pedestrian Safety and Traffic Mitigation – ($140,000 for crossing guards in FY21-22 and $250,000 budgeted for traffic mitigation and pedestrian safety in FY22-23)- Pedestrian crossing guards are placed at heavily trafficked crossing in Kings Beach and Tahoe City. The goals of this

program include pedestrian safety and reduction in traffic congestion. Additional funding can be utilized for other traffic mitigation programs and signage.

Those highlights are in addition to the regional transit system, Tahoe Area Regional Transit (TART), that Placer County has implemented for almost two decades. Highlights of the operations include:

- $12.3 Million Annual Operating Budget – including TART Fixed Route service as well as TART Connect on-demand service
- 14 fixed route buses- 11 in daily operation
- 2 paratransit bus – both in daily operation
- 11 TART Connect vans – 8 maximum in operation daily
- 34 budgeted positions for TART Fixed Route service- only 15 filled at this time
- 390,000+ Riders- including TART Fixed Route and TART Connect
- 61, 706 Vehicle Service Hours
- 1, 171, 950 Vehicle Revenue Miles
- Operating Hours: 5:30 AM -12 AM Summer & Winter, 6 AM – 10 PM Fall & Spring – including TART Fixed Route and TART Connect

TART has expanded significantly over the years. In the last five years, TART has accomplished the following:

- Initiation of SR 267 Spring and Fall Service
- Initiation of SR 267 year-round service to Truckee
- Expanded night service to include non-peak season service until 10pm
- Initiation of winter early morning connections to Northstar
- Initiation of year-round 30-minute service on Mainline (Tahoe City – Crystal Bay)
- Implementation of TART website (TahoeTruckeeTransit.com) upgrade offering interactive user experience
- Initiation of winter peak AM & PM winter 30-minute service Hwy 89 (Tahoe City – Squaw Valley)
- Initiation of winter peak AM & PM winter 30-minute service Hwy 267 (Crystal Bay – Northstar)
- Initiation of Park & Ride service in partnership with the Truckee North Tahoe TMA (Hwy. 89 and 267 connections from Truckee, Tahoe City Transit Center, and Tahoe Biltmore/Crystal Bay)
- Partnership with Town of Truckee and Truckee Tahoe Airport to initiate year-round night service connection to Northstar and Squaw Valley from Truckee
- "Free to the Rider" system implemented on TART

Operational Provisions

Placer County understands issues surrounding vacation/second homes and STRs, including nuisance concerns and neighborhood compatibility. Placer County recognizes the need for STRs and strives hard

to create a multi-pronged approach to balance the impacts from tourism to our local community and environment while simultaneously promoting economic development and revitalization.

Per the updated STR ordinance, the STR permit is good for one year and requires annual renewal. The County provides web-based permitting service, permit fees, and inspection fees. The ordinance includes the following operational standards:

- No amplified sound outside or audible from parcel line at any time
- Quiet hours from 9 p.m. to 8 a.m., no sound from STR shall be audible from parcel line during this time
- Maximum daytime and nighttime occupancy by number of bedrooms
- Requirement that parking, trash & occupancy violations must be resolved within one hour
- Requirement for snow removal
- Maximum number of parking spaces, prohibition of on-street parking
- Requirement for bear bin or dumpster before issuance of STR permit
- Increased fire protection standards, including interior fire life safety and exterior defensible space inspections that check for required number of smoke and CO2 detectors as well as fire extinguishers and means of ingress/egress, and limitations on grills, outdoor fireplaces, and enforcement of red flag days
- Increased STR unit postings of the Good Neighbor Flyer containing the contact information for the local contact person and emergency information and operational standards at a minimum pertaining to noise, parking, fire and life safety, occupancy limits, bears and trash, and pets, required to be posted in the STR property's interior and in online STR advertisements
- Exterior STR unit postings showing the STR permit registration number of the unit as well as the Placer County STR Hotline phone number
- Local contact person required

As described above, the county has formed a STR stakeholder working group to evaluate what is and isn't working well in the program and how it could be improved and adaptively managed. Staff are currently coordinating with the working group on potential ordinance amendments that could be brought forward this spring.

Enforcement and Administration

As outlined in Placer's responses to the Short-Term Rental (STR) Neighborhood Compatibility Guidelines, Placer County has established a robust enforcement approach to its STR program. Since adoption of the STR ordinance in November 2019, the County has developed a code compliance team housed out of its Tahoe City office. The County sees the compliance/enforcement arm as a key component to address complaints and ultimately reduce the impacts of STRs and tourism, and views the compliance team as educators about the program and about being a good "guest" neighbor, data gatherers on what is/not

working, and on-the-ground resources to identify new or adapted mitigations that should be implemented (both within the parameters of the STR ordinance and in the County initiatives as a whole). Furthermore, the County has prioritized expansion of the Tahoe CDRA administration and code compliance team, funded by STR permit fees. The STR team and program includes the following elements:

- Tahoe Code/STR Compliance Supervisor
- Five Tahoe Code/STR Compliance officer positions
- Three Tahoe STR administrative staff
- One Tahoe STR program manager
- A 7-day a week Code Compliance presence, including Tahoe CDRA STR nuisance enforcement (with branded STR program vehicles), with schedules adjusted to late night to accommodate holidays, time of year, etc.
- A dedicated 24/7 STR hotline for nuisance complaints as well as an email option (the previous web-based version did not load well in the field as North Lake Tahoe has many locations without wifi access)
- A dedicated STR administration phone line for program assistance
- Promotion/education of STR program and enforcement process, including updates to dedicated webpage, PIO press releases, reporting at community meetings, etc.
- Effective management of enforcement/compliance work program which includes real-time investigation of complaints, issuance of citations, administrative hearings, collection of fines, and suspension/revocation of STR permits
- Data Collection – Complaint data is collected various ways including phone calls, emails, in-person complaints and through software used to identify those who are not complying with the STR ordinance, allowing staff to see trends in reported nuisance types and track outcomes (education, warnings, citations and revocation)

The STR permit requires each application to submit a local contact, as well as the property owner and property manager (if applicable) contact information. The County also has a contract with Deckard Technologies to monitor and identify STRs that do not have STR permits or TOT certificates. The updated ordinance provides the County enhanced enforcement capabilities than the previous ordinance. It utilizes maximum penalties as outlined in SB 60, approved by the California State legislature in September of 2021, which authorizes penalties for short-term rentals to be $1,500 for a first violation, $3,000 for a 2nd violation of the same ordinance within one year, and $5,000 for each additional violation of the same ordinance within one year of the first violation. The ordinance allows the County to revoke permits for a variety of reasons, including three administration citations within a 24-month period and/or unpaid fines or taxes.

This team and program have resulted in many successes, ranging from increased citations to fewer trash complaints. Environmental Health and Code Compliance staff have noticed improvement in trash problem

properties through a new way of enforcing the code and using notice of violations for properties to cure problem in 24 hours. Additionally, Clean Tahoe has seen a decreased quantity of STR-related complaints.

Funding Tourism Mitigation

STRs generate a significant amount of TOT revenue for Placer County, which is then reinvested into the community. Placer County continues to be progressive and aggressive in identifying areas where the County can mitigate the impacts of tourism and improve the region's infrastructure, primarily with TOT funding generated by our region's lodging and creative funding mechanisms that support these improvements and mitigation measures.

A critical step toward this funding is the newly created North Lake Tahoe Tourism Business Improvement District (NLTTBID) that was approved by our Board of Supervisors on March 9, 2021. The NLTTBID is a benefit assessment district that provides specific benefits to payors by creating a revenue stream to fund marketing, promotions, and special events; visitor services and visitor centers operations; business support and advocacy; economic development and transportation; and sustainability and mitigation of tourism impacts programs for certain North Lake Tahoe businesses. Under this program, lodging (including STRs), restaurant, retail, activities and attractions are all assessed to create the revenue source. The NLTTBID is expected to generate approximately $6 Million on an annual basis for stewardship and promotion of travel and tourism specific to North Lake Tahoe. The NLTTBID has freed up approximately $4.1 million of County TOT funds each year that previously went towards funding North Lake Tahoe tourism and marketing promotions. Placer County has committed to use that $4.1 million to fund housing and transportation initiatives throughout the North Lake Tahoe/East Placer region.

Additionally, Placer County continues to invest TOT dollars in transit/transportation and tourism mitigation projects. Our region continues to experience significant impacts related to trash and litter in our town centers and beaches. To mitigate this, Placer County increased the capacity of trash bins and the frequency of trash service in Kings Beach and Tahoe City through a partnership with Clean Tahoe. For example, enhanced litter and trash cleanup service was implemented the past two years, funded by TOT ($150,000 in FY21-22 and $150,000 in FY22-23).

Balancing Workforce Housing Needs

One of East Placer's primary challenges is how and where to house our local workforce. Much like the rest of the Tahoe Basin area, Placer County is facing increased challenges of housing affordability as well as housing availability for the workforce. Approximately 80 percent of Placer's housing units are used as second homes or short-term rentals. The region has experienced declining availability in the existing housing supply alongside increasing housing costs due in large part to the purchase of housing for second home or short-term rental use in the Tahoe area. This affects the local workforce and results in negative

impacts to the community, businesses, and tourism. Per Census data, the North Lake Tahoe basin has seen a reduction of 2,000 full-time residents between 2000-2020. Anecdotally, those residents moved to Truckee or Reno/Carson City, or out of the area completely. Many of them would like to move back to North Lake Tahoe: per the Mountain Housing Council 2021 Regional Housing Implementation Plan, 63 percent of those who work in the North Tahoe region and reside outside the region reported that they would prefer to live in the region. Nearly 48 percent of employees who work in the North Lake Tahoe region reported that it was hard to find a home with affordable rent while only 6 percent did not experience any problems finding or securing housing in 2021.

To address the lack of available and affordable housing, Placer County is working closely with the Tahoe Regional Planning Agency, the Tahoe Truckee Workforce Housing Agency, the Mountain Housing Council, and the business community to collaborate, research, and adopt innovative approaches to workforce housing.

In the past year, the county has launched the following programs and initiatives which have proven to be successful in the region:

- Workforce Housing Preservation ($250,000 TOT dedicated total for FY21-22 and FY22-23)- The program is to provide homebuying assistance for members of the local workforce to deed restrict existing homes for local workforce occupancy. Staff will return to the Board of Supervisors to ask for additional funding in February 2023.
- Lease to Locals ($500,000 TOT in FY22-23)- Funding for this program goes to incentivize homeowners to convert vacation homes to long-term rentals for members of the local workforce.

Additionally, Placer County's proposed Tahoe Basin Area Plan amendments are targeted at housing and economic sustainability of the town centers. The amendments are focused on streamlining and increasing a diversity of housing types by allowing development of deed-restricted achievable housing by right in many zone districts. This would alleviate potentially hundreds of thousands of dollars in entitlement, permitting, and environmental review costs from housing developments targeted at the local workforce. Per TRPA and County data, the vehicle miles traveled and other environmental impacts from local workforce housing are minimal. Therefore, amendments include by-right allowances to incentivize and streamline development of workforce housing.

Between now and 2040, East Placer County anticipates a demand for between 300 and 600 single family units and between 700 and 1,700 multifamily units[4], depending on a low growth or high growth scenario.

[4] Placer County Housing Strategy & Development Plan, BAE, 2018.

Therefore, Placer County is dependent on the annual residential allocations to accommodate development of a variety of housing types, including privately funded and publicly funded projects. One project the County has been working on for a few years, Dollar Creek Crossing, is currently undergoing environmental review. The project would include up to 150 units of rental housing and for-sale housing targeted to meet regional housing needs.

Ongoing Community Engagement

An important part of the County's integrated approach to mitigating the impacts of tourism and STRs in the Tahoe area includes the best practice of regularly engaging the community. The STR stakeholder working group was formed at the direction of the County's Board of Supervisors to adaptively manage the STR program overtime. The stakeholder working group consists of business owners, homeowners, property managers, fire department staff, community members and representatives from our permitting platform. The purpose of the stakeholder working group was to learn what is working in the current STR ordinance and share trends from other STR programs. Additionally, the intention of the stakeholder working group is to brainstorm ideas that would improve the STR ordinance. The stakeholder working group has met twice and is scheduled to meet quarterly. With the goal of adaptively managing the STR program, ordinance amendments will be going to the Board of Supervisors March 2023.

Conclusion

STRs are a crucial component of the tourism economy of North Lake Tahoe. Placer County has and is going to great lengths to ensure that STRs and visitors to the area strike a balance between the basin's economic, environment and community needs. Placer County's STR operational and enforcement components of the STR program, as well as the multi-faceted approach to fund and implement tourism mitigation and transit/mobility improvements, encourage proximity of STRs to recreational amenities, encourage and incentivize workforce housing and new and renovated lodging products, as well as conduct ongoing community engagement all are designed to achieve a balanced solution to a lodging product type that is crucial to our economy.

Tahoe Regional Planning Agency Short-Term Rental Neighborhood Compatibility Guidelines for Local Jurisdictions

Adopted by TRPA Governing Board on October 23, 2019
(Print on Tabloid 11" by 17" Paper)

These Guidelines are to be used by the Tahoe Regional Planning Agency (TRPA) when evaluating local jurisdiction Short-Term Rental Neighborhood Compatibility Programs during the application of the Performance Review System (TRPA Code, Section 50.5) for the distribution of residential allocations in the Tahoe Region.

Local jurisdiction: Placer County Date: 2/1/2023 Prepared by: Emily Setzer, STR Program Supervisor

LOCAL JURISDICTION SHORT-TERM RENTAL NEIGHBORHOOD COMPATIBILITY GUIDELINES			
Example STR Neighborhood Compatibility Best Practices *The purpose for using best practices is to attain and maintain threshold standards and implement Regional Plan goals and policies as specified in the TRPA Compact. The threshold standards include vegetation, recreation, water quality, soils/SEZ conservation, fisheries, scenic resources, air quality, noise and wildlife. The Regional Plan includes land use, transportation, conservation, recreation, and public services and facilities goals and policies (http://www.trpa.org/wp-content/uploads/Adopted-Regional-Plan_20190722.pdf). Local jurisdictions may pick from the "menu" of examples of best practices below or develop their own best practices to earn points provided the practices achieve the purpose described above and in the guidance statement below.*	**Local Jurisdiction Response** *(to be provided before convening PRC*)*	**Points (Max.)**	**Points Awarded** *(to be determined by TRPA/PRC)*
LOCATIONAL			
Guidance: To receive 30 points, a local jurisdiction must demonstrate that STRs will be located consistent with: 1) Regional Plan **Land Use** goals and policies, including directing STRs towards Town Centers, tourist lodging and/or commercial areas, major non-auto dependent transportation corridors and/or near tourist-oriented regional recreational amenities (10 points); 2) address **Residential Compatibility** issues such as the over saturation ("clustering") of STRs and the construction of large STRs in residential neighborhoods (10 points); and 3) by supporting Regional Plan **Transportation** goals and policies, including directing STRs to areas where alternative transportation options (shared-use paths, bike lanes/routes, and public transit) are available (10 points). Examples of best practices that a local jurisdiction may implement to address these locational components are provided below.			
Example Land Use Best Practices (10 points) 1. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within Town Centers. 2. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within designated tourist lodging and/or commercial areas. 3. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within major non-auto dependent transportation corridors (e.g., bus routes, shared-use paths, and bike lanes/routes) that can be used to access non-residential uses without using an automobile. 4. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs in and/or adjacent to tourist-oriented regional recreation amenities that can be accessed without an automobile, such as a ski resort, golf course, or major trailhead with available public transit from/to Town Center(s). 5. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs that clearly reinforce the development pattern and uses as designated by the Regional Plan goals and policies and/or adopted Regional Plan or Area Plan planned land use map. **Example Residential Compatibility Best Practices (10 points)** 1. The STR neighborhood compatibility program includes requirements to allow STR use in residential areas only if the home is occupied by a primary resident the majority of the year (i.e., make STRs an accessory use). 2. The STR neighborhood compatibility program includes a requirement to allow STR use only if managed by a licensed professional property manager.	**Land Use:** Examples 1, 2 and 5 are Supported by the TOT Rebate Program: Incentivizes lodging in Town Centers with TOT Rebate program; only Town Center TOTs can take advantage of this rebate program. **(6 points total)** **Residential Compatibility:** Example 1; STR permits issued to those who claim the short-term rental as their primary residence are not subject to the cap under the STR ordinance.	**30 points (max)**	

3. The STR neighborhood compatibility program limits the size of STRs and/or includes additional requirements for larger STRs (e.g., special use permit, prohibition on use of large new homes with 4-5 bedrooms as STRs through a deed restriction, requirement for a business license for large STRs, limit total number, require separation distance, require additional permit and/or mitigation fees, etc.). 4. The STR neighborhood compatibility program limits the total number of STRs in each jurisdiction (e.g., ratio of STRs to occupied housing, maximum number issued by lottery or on a first come/first served basis, etc.). 5. The STR neighborhood compatibility program limits the number of STRs in designated neighborhoods. 6. The STR neighborhood compatibility program establishes a waiting period after home construction or sale for STR permit eligibility in neighborhoods vs. other areas (e.g., five year waiting period for properties with single-family zoning and no waiting period for properties in Town Centers). 7. The STR neighborhood compatibility program establishes a ratio of long-term to short-term rentals. 8. The STR neighborhood compatibility program requires minimum spacing between STRs in residential areas, such as requiring at least 500 feet between parcels with STRs, to address clustering. 9. The STR neighborhood compatibility program limits the number of STRs per parcel. 10. The STR neighborhood compatibility program requires a two-day minimum stay for STRs in residential areas to lessen impact of move-ins and move-outs. 11. The STR neighborhood compatibility program caps the number of nights per year a unit may be rented as an STR in residential areas, such as 30 days per year. 12. The STR neighborhood compatibility program caps the number of times an STR may be rented in residential areas, such as four times per month. **Example Transportation Best Practices (10 points)** 1. The STR neighborhood compatibility program only allows STRs within ¼ mile of public transit and/or shared-use paths, bike lanes, or bike routes. 2. The STR neighborhood compatibility program uses transit occupancy tax collected from STRs or other revenue sources to offset tourist impacts (e.g. increase transit availability, provide on-demand transit in residential areas, etc.). 3. The STR neighborhood compatibility program limits the total number of cars allowed per STR, regardless of the size or number of bedrooms, to a maximum amount equal to or less than the minimum amount of parking spaces required by local ordinance. **Example Other Best Practices (Can substitute for up to 30 points from above)** 1. The local government has created a working group to develop policies and programs for location of STRs, those policies and programs are consistent with the threshold standards and Regional Plan goals and policies, and the local government has implemented those policies and programs.	Example 3; The STR Ordinance requires applicants to apply for a business license. Example 9; The STR Ordinance limits the number of permits per parcel to one. Example 2 would not be possible because it could be interpreted as discriminatory. **(6 points total)** **Transportation**: Example 2; The County allocates TOT revenue to transportation projects. Example 3; The STR Ordinance requires onsite parking. Number of cars is limited to amount of legal, onsite parking year-round. **(6 points total)** **Other Best Practices**: Placer County has established a stakeholder working group to brainstorm ideas that could improve the STR ordinance. **(10 points)** **(Grand Total Locational 28 points)**		
OPERATIONAL			
Guidance: To receive 30 points, a local jurisdiction must demonstrate that they have regulations in place that address, at a minimum, **Noise** (5 points), **Occupancy** (2.5 points), **Parking** (5 points), **Refuse** (5 points), **Defensible Space** (2.5 points), **Water Quality** (2.5), **Public Health and Safety** (5 points), public/visitor **Education** (2.5 points), or **Other** program elements that will further STR neighborhood compatibility. Examples of best practices that a local jurisdiction may implement to address the operational component are provided below.			

Example Noise Best Practices (5 points) 1. The STR neighborhood compatibility program establishes quiet hours (e.g., 10:00 p.m. to 7:00 a.m.). 2. The STR neighborhood compatibility program requires a noise management plan. 3. The STR neighborhood compatibility program requires installation of noise monitoring devices. **Example Occupancy Best Practices (2.5 points)** 1. The STR neighborhood compatibility program establishes occupancy limits (e.g., limits the number of visitors by bedrooms, such as 2 per bedroom, unless under 5 years of age, and additional parking is available). **Example Parking Best Practices (5 points)** 1. The STR neighborhood compatibility program requires adequate improved off-street parking. 2. The STR neighborhood compatibility program requires snow removal. 3. The STR neighborhood compatibility program requires a parking management plan that includes a location for snow storage. **Example Refuse Best Practices (5 points)** 1. The STR neighborhood compatibility program requires proper garbage containment, such as bear boxes and trash service. **Example Defensible Space Best Practices (2.5 points)** 1. The STR neighborhood compatibility program requires defensible space inspections and maintenance. 2. The STR neighborhood compatibility program prohibits outdoor fires, fire pits, charcoal BBG grills, etc. **Example Water Quality Best Practices (2.5 points)**	**Noise** Example 1; Section 9.42.040(D) establishes "quiet hours" from 9:00 pm to 8:00 am and also prohibits any use of amplified sound outside or audible from the parcel line at any time. **(2.5 points)** **Occupancy:** Example 1; Section 9.42.080(N) The STR Ordinance limits the number of occupants. The nighttime occupancy limit is people per bedroom (2 per bedroom plus 2 people) up to 12 people. The daytime occupancy limit is one and a half times the number of occupants allowed at night. **(2.5 points)** **Parking**: Examples 1, 2 and 3; Section 9.42.080(C) requires on-site parking for all vehicles and compliance with all County codes. Section 9.42.080(Q) requires snow removal services provided by the owner or property manager **(5 points)** **Refuse:** Section 9.42.080(E)(3) requires all trash receptacles to be animal-proofed and requires all STRs to provide evidence of receptacle installation to qualify for permit renewal. Additionally, county code requires trash service for all residential units above 5,000 feet. **(5 points)** **Defensible Space:** Section 9.42.080 (L) Requires annual defensible space inspections. Section 9.42.090(C) Prohibit outdoor fireplaces and charcoal grills. **(2.5 points)**	**30 points (max)**	

1. The STR neighborhood compatibility program requires stormwater Best Management Practices be installed/recertified at authorization and reauthorization. 2. The STR neighborhood compatibility program requires mitigation of all excess on-site coverage. **Example Public Health and Safety Best Practices (5 points)** 1. The STR neighborhood compatibility program requires public health and safety inspections for new permits and permit renewals (require appropriate handrails, adequate electrical for hot tubs, CO2 and smoke detectors, exit signs, etc.). 2. The STR neighborhood compatibility program limits the total number of STR permits based on emergency medical services, fire, and law enforcement resources & availability. 3. The STR neighborhood compatibility program uses transient occupancy tax revenues and permit fees to fund needed public services, such as law/code enforcement and fire. 4. The STR neighborhood compatibility program charges commercial water and sewer fees for STRs to cover the cost and impact of increased usage. 5. The STR neighborhood compatibility program complies with public accommodation requirements in state law. **Example Education Best Practices (2.5 points)** 1. The STR neighborhood compatibility program requires all renters to be provided with education about being a good neighbor, fire safety, Lake Tahoe stewardship, geotourism, parking, and public transportation options. 2. The STR neighborhood compatibility program requires interior and exterior signage with permit information and regulations. 3. The STR neighborhood compatibility program requires permit numbers to be on all STR advertisements. 4. The STR neighborhood compatibility program requires STR permit holders and/or renters to read rules and responsibilities, and to sign an acknowledgement. **Example Other Best Practices (Can substitute for up to 30 points from above)** 1. The STR neighborhood compatibility program requires an STR permit and annual renewal. 2. The STR neighborhood compatibility program provides a web-based permitting service and annual renewal service. 3. The STR neighborhood compatibility program requires permit fees, inspection fees, & annual renewal fees. 4. The STR neighborhood compatibility program requires permit holders to have insurance that is specifically for STRs. 5. The STR neighborhood compatibility program requires permit applicants to identify and disclose HOA CC&R regulations that limit the length of a lease or rentals. 6. The STR neighborhood compatibility program requires a full-time certified local contact (or professional management firm) be available anytime an STR is occupied. 7. The STR neighborhood compatibility program requires on-site professional management.	**Health and Safety:** Example 2; The STR Ordinance requires a fire inspection as part of the permit renewal application. Example 3; TOT taxes fund public services including, but not limited to, pedestrian safety infrastructure, public parks, etc. **(3 points)** **Education**: Section 9.42.080(F) establishes interior and exterior posting requirements including posting a magnet or sticker in a visible location on the outside of the rental as well as a Good Neighbor Flyer inside of the rental near the front door as well as behind the interior of each bedroom door. The flyer includes applicable restrictions for noise, parking, occupancy, fire safety, and local contact information. The flyer is also to be posted on advertisements for the rental property. Section 9.42.050(B)(13) requires the owner or agent acknowledge they have read and understands the ordinance. **(2.5 points)** **Other Best Practices:** Examples 1, 2, 3, 6, 10; Section 9.42.070 (A) Explains that the STR permit expires, if not renewed after 365 days from the original date of issuance. Rentalscape is the online system used for permitting, tracking and annual renewal; Section 9.42.060(A) establishes a permit fee; Section		

8. The STR neighborhood compatibility program provides incentives for full-time hosted/shared or professionally managed STRs (e.g., fee discounts, permit exemptions, etc.). 9. The STR neighborhood compatibility program only allows permanent residents to operate STRs. 10. The local government has created a working group to develop policies and programs for operation of STRs and implemented those policies and programs.	9.42.080 (L) Sets the fire inspections requirement and explains the fee for these inspections. Section 9.42.080 (B) Requires the local contact person to be available 24 hours a day by phone and maintains the ability to be physically present at the property within 60 minutes. The Board of Supervisors have requested for the STR program to be adaptively managed and to create a stakeholder working group consisting of various community members. Example 9 would not be possible because it would be in violation of recent case law violating interstate commerce laws. **(7 Total Points)** **Grand Total Operational: 30 points**		
ENFORCEMENT			
Guidance: To receive 40 points, a local jurisdiction must demonstrate that that they have an **Implementation** program in place for enforcing locational and operational STR requirements, including bringing illegal STRs into conformance and addressing "bad actors" (15 points), adequate enforcement program **Funding** (10 points), effective **Penalties** (5 points), and an **Education** program (10 points). Examples of best practices that a local jurisdiction may implement to address the enforcement component are provided below.			
Example Implementation Best Practices (15 points) 1. The STR neighborhood compatibility program requires a full-time certified local contact (or professional management firm) be available anytime an STR is occupied. 2. The STR neighborhood compatibility program provides a 24 hour/7 day a week enforcement hotline. 3. The STR neighborhood compatibility program utilizes a rental activity monitoring service or program to identify STRs that do not have permits or certificates and uses that information to require compliance with applicable regulations and requirements. 4. The STR neighborhood compatibility program prohibits repeat violators from applying for additional STR permits. 5. The STR neighborhood compatibility program provides a web-based format for community members to report STR violations. 6. The STR neighborhood compatibility program grants fee and permit condition waivers or reduced requirements for full-time hosted STRs (e.g., fee discounts, permit condition exemptions, etc.). 7. The STR neighborhood compatibility program provides timely resolution of complaints and violations. 8. The STR neighborhood compatibility program includes unscheduled and non-complaint based inspections to encourage compliance. **Example Funding Best Practices (10 points)**	**Implementation:** Examples 1-4, and 7; Section 9.42.080(B) requires STRs to have a local contact person who is able to be present at the rental within 60 minutes of contact. By signing the STR application, they are self-certifying the local contact requirement. The County has a hotline available 24/7 for complaints. This is a faster and more efficient way to communicate with our code officers than the previous web-based platform. Deckard Technologies administers our STR permit software provides a service to identify unpermitted STRs that the County has been successful in using to register properties with a TOT certificate and STR permit. Section 9.42.100 establishes enforcement protocols and permit	**40 points (max)**	

1. The STR neighborhood compatibility program uses permit fees, transient occupancy tax or room tax revenues, money generated from fines, or other revenue services to fund STR code enforcement. 2. The STR neighborhood compatibility program has higher fees for larger homes to fund potentially greater enforcement costs resulting from the higher number of occupants. 3. The STR neighborhood compatibility program allows for cost recovery to be built into STR permit fees and fines to fund code enforcement staff. **Example Education Best Practices (10 points)** 1. The STR neighborhood compatibility program requires interior and exterior signage with the local contact name and phone number. 2. The STR neighborhood compatibility program requires that neighbors be notified and given an opportunity to comment prior to a permit being issued. 3. The STR neighborhood compatibility program requires that neighbors that share a common wall approve STR permits. 4. The STR neighborhood compatibility program requires permit numbers be on all STR advertisements. 5. The STR neighborhood compatibility program provides education on being a good neighbor, fire safety, Lake Tahoe stewardship, geotourism, parking, and public transportation options. 6. The STR neighborhood compatibility program includes a system to track and report complaints (type of compliant, location, response time, resolution, number of complaints at that location, owner, etc.) and uses the results for enforcement (e.g., condition and/or deny new and/or renewal of permits, etc.). **Example Penalties Best Practices (5 points)** 1. The STR neighborhood compatibility program revokes STR permits for repeat violations or for STRs that do not meet public health and safety standards. 2. The STR neighborhood compatibility program increases violation fines for repeated violations by the STR permit holder, property owners, and/or visitors. 3. The STR neighborhood compatibility program places a lien on a property if fines for violations have not been paid. 4. The STR neighborhood compatibility program includes mandatory eviction provisions for violations in rental agreements. 5. The STR neighborhood compatibility program includes a certified local contact requirement and the local government has the right to revoke a certificate if a certain number of unresolved complaints are lodged against the property being managed by the certificate holder. *Local contact is not certified.* **Example Other Best Practices (Can substitute for up to 40 points from above)** 1. Example added by Placer County:The local government has created a stakeholder working group to discuss ways to improve the STR program. 2. Example added by Placer County: Placer County has dedicated a significant amount of resources in terms staffing and funding to develop, promote, execute and enforce an STR Ordinance for the benefit of our community. This includes 4 fulltime on the enforcement team and 2 fulltime program administrators, 1 fulltime analyst and 1 fulltime program supervisor.	suspension/revocation processes. **(10 points)** **Funding**: Examples 1 and 3; Funds generated from the STR permit program are to be used to fund the enforcement program. **(6 points)** **Education**: Examples 1, 4, 5 and 6; Section 9.42.080(F) requires STRs to post the Good Neighbor flyer on the rental interior, upload the flyer to advertisements with the permit number, and post a magnet or sticker on the exterior of the rental with the permit number. Our Code Compliance officers use an online system, Accela, to record and track complaints, violations and citations. **(8 points)** **Penalties**: Examples 1, 2, and 5; Section 9.42.100 (E) establishes penalties, fines and grounds for permit denial and/or suspension. Section 9.42.100 (E) outlines the reason for revoking a permit. **(3 points)** **Other**: Examples 1 and 2 provided in column **(9 points)** **(Grand Total Enforcement 36 points)**		
TOTAL	**94**	**100 points (max)**	

*Every two years, TRPA convenes the Performance Review Committee (PRC), a Committee made up of one TRPA staff member and one staff member from each local jurisdiction, to review the Performance Review System and ensure the provisions of TRPA Code, Chapter 50, have been applied correctly and provide a recommendation to TRPA's Advisory Planning Commission and Governing Board regarding the distribution of residential allocations to the local jurisdictions.

Attachment D

STR Neighborhood Compatibility Guidelines - City of South Lake Tahoe

Tahoe Regional Planning Agency Short-Term Rental Neighborhood Compatibility Guidelines for Local Jurisdictions

Adopted by TRPA Governing Board on October 23, 2019
(Print on Tabloid 11" by 17" Paper)

These Guidelines are to be used by the Tahoe Regional Planning Agency (TRPA) when evaluating local jurisdiction Short-Term Rental Neighborhood Compatibility Programs during the application of the Performance Review System (TRPA Code, Section 50.5) for the distribution of residential allocations in the Tahoe Region.

Local jurisdiction: City of South Lake Tahoe Date: January 20, 2023 Prepared by: John Hitchcock, Planning Manager

LOCAL JURISDICTION SHORT-TERM RENTAL NEIGHBORHOOD COMPATIBILITY GUIDELINES			
Example STR Neighborhood Compatibility Best Practices *The purpose for using best practices is to attain and maintain threshold standards and implement Regional Plan goals and policies as specified in the TRPA Compact. The threshold standards include vegetation, recreation, water quality, soils/SEZ conservation, fisheries, scenic resources, air quality, noise and wildlife. The Regional Plan includes land use, transportation, conservation, recreation, and public services and facilities goals and policies (http://www.trpa.org/wp-content/uploads/Adopted-Regional-Plan_20190722.pdf). Local jurisdictions may pick from the "menu" of examples of best practices below or develop their own best practices to earn points provided the practices achieve the purpose described above and in the guidance statement below.*	**Local Jurisdiction Response** *(to be provided before convening PRC*)*	**Points (Max.)**	**Points Awarded** *(to be determined by TRPA/PRC)*
LOCATIONAL			
Guidance: To receive 30 points, a local jurisdiction must demonstrate that STRs will be located consistent with: 1) Regional Plan **Land Use** goals and policies, including directing STRs towards Town Centers, tourist lodging and/or commercial areas, major non-auto dependent transportation corridors and/or near tourist-oriented regional recreational amenities (10 points); 2) address **Residential Compatibility** issues such as the over saturation ("clustering") of STRs and the construction of large STRs in residential neighborhoods (10 points); and 3) by supporting Regional Plan **Transportation** goals and policies, including directing STRs to areas where alternative transportation options (shared-use paths, bike lanes/routes, and public transit) are available (10 points). Examples of best practices that a local jurisdiction may implement to address these locational components are provided below.			
Example Land Use Best Practices (10 points) 1. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within Town Centers. 2. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within designated tourist lodging and/or commercial areas. 3. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within major non-auto dependent transportation corridors (e.g., bus routes, shared-use paths, and bike lanes/routes) that can be used to access non-residential uses without using an automobile. 4. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs in and/or adjacent to tourist-oriented regional recreation amenities that can be accessed without an automobile, such as a ski resort, golf course, or major trailhead with available public transit from/to Town Center(s). 5. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs that clearly reinforce the development pattern and uses as designated by the Regional Plan goals and policies and/or adopted Regional Plan or Area Plan planned land use map. **Example Residential Compatibility Best Practices (10 points)** 1. The STR neighborhood compatibility program includes requirements to allow STR use in residential areas only if the home is occupied by a primary resident the majority of the year (i.e., make STRs an accessory use). 2. The STR neighborhood compatibility program includes a requirement to allow STR use only if managed by a licensed professional property manager.	Short-term rentals are prohibited in residential zones and have all been phased out. New VHRs are only allowed in the Tourist Core Area Plan, the Tahoe Valley Area Plan, and all areas zoned commercial (i.e., Town Centers) or recreation. These areas have access to transit and non-auto dependent transit opportunities. These areas also contain regional transit	**30 points (max)**	

3. The STR neighborhood compatibility program limits the size of STRs and/or includes additional requirements for larger STRs (e.g., special use permit, prohibition on use of large new homes with 4-5 bedrooms as STRs through a deed restriction, requirement for a business license for large STRs, limit total number, require separation distance, require additional permit and/or mitigation fees, etc.). 4. The STR neighborhood compatibility program limits the total number of STRs in each jurisdiction (e.g., ratio of STRs to occupied housing, maximum number issued by lottery or on a first come/first served basis, etc.). 5. The STR neighborhood compatibility program limits the number of STRs in designated neighborhoods. 6. The STR neighborhood compatibility program establishes a waiting period after home construction or sale for STR permit eligibility in neighborhoods vs. other areas (e.g., five year waiting period for properties with single-family zoning and no waiting period for properties in Town Centers). 7. The STR neighborhood compatibility program establishes a ratio of long-term to short-term rentals. 8. The STR neighborhood compatibility program requires minimum spacing between STRs in residential areas, such as requiring at least 500 feet between parcels with STRs, to address clustering. 9. The STR neighborhood compatibility program limits the number of STRs per parcel. 10. The STR neighborhood compatibility program requires a two-day minimum stay for STRs in residential areas to lessen impact of move-ins and move-outs. 11. The STR neighborhood compatibility program caps the number of nights per year a unit may be rented as an STR in residential areas, such as 30 days per year. 12. The STR neighborhood compatibility program caps the number of times an STR may be rented in residential areas, such as four times per month. **Example Transportation Best Practices (10 points)** 1. The STR neighborhood compatibility program only allows STRs within ¼ mile of public transit and/or shared-use paths, bike lanes, or bike routes. 2. The STR neighborhood compatibility program uses transit occupancy tax collected from STRs or other revenue sources to offset tourist impacts (e.g. increase transit availability, provide on-demand transit in residential areas, etc.). 3. The STR neighborhood compatibility program limits the total number of cars allowed per STR, regardless of the size or number of bedrooms, to a maximum amount equal to or less than the minimum amount of parking spaces required by local ordinance. **Example Other Best Practices (Can substitute for up to 30 points from above)** 1. The local government has created a working group to develop policies and programs for location of STRs, those policies and programs are consistent with the threshold standards and Regional Plan goals and policies, and the local government has implemented those policies and programs.	hubs and are in close proximity to recreation opportunities such as Lake Tahoe, Heavenly Ski Resort and City recreation facilities. In residential plan areas, Qualified VHR permit allows a primary home owner, with proof of tax exemption, to rent their home limited to 30 days per year, non-consecutively. VHR occupancy is limited by the number of bedrooms and/or on-site parking spaces up to a maximum of 6 persons. VHRs are required to designate a local contact or property manager to respond to neighborhood compatibility complaints. VHR permit fees are based on the size of the VHR unit, providing funding for enforcement of neighborhood compatibility regulations. Transient Occupancy Tax is utilized to fund City services and capital		

	projects related to public safety, auto and non-auto transportation infrastructure, water quality improvement projects, housing, parks and recreation and land use planning. The newly adopted Hosted Rental (referred to as HR hereon) Ordinance requires the permittee to be a primary resident and have a cap of 200 permits. The host must be present during the duration of the rental. No more than one VHR or HR permit is allowed per parcel. All VHR parking must be accommodated off-street; one dedicated parking space is required for HR's. The ordinance permits VHRs in commercial areas and the tourist core area, which are well served by existing public transit. All VHRs in commercial areas and tourist core area are within ¼ mile of transit and shared use trails.		

OPERATIONAL			
Guidance: To receive 30 points, a local jurisdiction must demonstrate that they have regulations in place that address, at a minimum, **Noise** (5 points), **Occupancy** (2.5 points), **Parking** (5 points), **Refuse** (5 points), **Defensible Space** (2.5 points), **Water Quality** (2.5), **Public Health and Safety** (5 points), public/visitor **Education** (2.5 points), or **Other** program elements that will further STR neighborhood compatibility. Examples of best practices that a local jurisdiction may implement to address the operational component are provided below.			
Example Noise Best Practices (5 points) 1. The STR neighborhood compatibility program establishes quiet hours (e.g., 10:00 p.m. to 7:00 a.m.). 2. The STR neighborhood compatibility program requires a noise management plan. 3. The STR neighborhood compatibility program requires installation of noise monitoring devices. **Example Occupancy Best Practices (2.5 points)** 1. The STR neighborhood compatibility program establishes occupancy limits (e.g., limits the number of visitors by bedrooms, such as 2 per bedroom, unless under 5 years of age, and additional parking is available). **Example Parking Best Practices (5 points)** 1. The STR neighborhood compatibility program requires adequate improved off-street parking. 2. The STR neighborhood compatibility program requires snow removal. 3. The STR neighborhood compatibility program requires a parking management plan that includes a location for snow storage. **Example Refuse Best Practices (5 points)** 1. The STR neighborhood compatibility program requires proper garbage containment, such as bear boxes and trash service. **Example Defensible Space Best Practices (2.5 points)** 1. The STR neighborhood compatibility program requires defensible space inspections and maintenance. 2. The STR neighborhood compatibility program prohibits outdoor fires, fire pits, charcoal BBG grills, etc. **Example Water Quality Best Practices (2.5 points)** 1. The STR neighborhood compatibility program requires stormwater Best Management Practices be installed/recertified at authorization and reauthorization. 2. The STR neighborhood compatibility program requires mitigation of all excess on-site coverage. **Example Public Health and Safety Best Practices (5 points)** 1. The STR neighborhood compatibility program requires public health and safety inspections for new permits and permit renewals (require appropriate handrails, adequate electrical for hot tubs, CO2 and smoke detectors, exit signs, etc.). 2. The STR neighborhood compatibility program limits the total number of STR permits based on emergency medical services, fire, and law enforcement resources & availability. 3. The STR neighborhood compatibility program uses transient occupancy tax revenues and permit fees to fund needed public services, such as law/code enforcement and fire. 4. The STR neighborhood compatibility program charges commercial water and sewer fees for STRs to cover the cost and impact of increased usage. 5. The STR neighborhood compatibility program complies with public accommodation requirements in state law. **Example Education Best Practices (2.5 points)** 1. The STR neighborhood compatibility program requires all renters to be provided with education about being a good neighbor, fire safety, Lake Tahoe stewardship, geotourism, parking, and public transportation options. 2. The STR neighborhood compatibility program requires interior and exterior signage with permit information and regulations. 3. The STR neighborhood compatibility program requires permit numbers to be on all STR advertisements. 4. The STR neighborhood compatibility program requires STR permit holders and/or renters to read rules and responsibilities, and to sign an acknowledgement. **Example Other Best Practices (Can substitute for up to 30 points from above)** 1. The STR neighborhood compatibility program requires an STR permit and annual renewal.	Quiet hours are required between 10pm and 7am. Both HR and VHRs have occupancy limits based on bedrooms and parking. In no case, can a HR exceed more than 6 people regardless of size/bedrooms. All VHRs, outside of Tahoe Keys and the Tourist Core, are required to install bear proof trash enclosures. Outdoor fire pits are prohibited, and defensible space is required as part of the VHR inspection. On-site parking spaces are required to be paved. Public health and safety inspections are required for all VHRs outside of the Tourist Core. Inspection includes building, electrical and fire code compliance (see checklist)	**30 points (max)**	

2. The STR neighborhood compatibility program provides a web-based permitting service and annual renewal service. 3. The STR neighborhood compatibility program requires permit fees, inspection fees, & annual renewal fees. 4. The STR neighborhood compatibility program requires permit holders to have insurance that is specifically for STRs. 5. The STR neighborhood compatibility program requires permit applicants to identify and disclose HOA CC&R regulations that limit the length of a lease or rentals. 6. The STR neighborhood compatibility program requires a full-time certified local contact (or professional management firm) be available anytime an STR is occupied. 7. The STR neighborhood compatibility program requires on-site professional management. 8. The STR neighborhood compatibility program provides incentives for full-time hosted/shared or professionally managed STRs (e.g., fee discounts, permit exemptions, etc.). 9. The STR neighborhood compatibility program only allows permanent residents to operate STRs. 10. The local government has created a working group to develop policies and programs for operation of STRs and implemented those policies and programs.	Annual renewals are required for all VHRs, qualified VHRs, and hosted rental permits. VHRs are required to designate a local contact or property manager to respond to neighborhood compatibility complaints. HR permittees must provide a self-certified inspection checklist for compliance with requirements. Permit and violation fees contribute to the cost of enforcement and implementation of the VHR/HR programs. Interior and exterior signage is required for all VHRs. The ordinance requires all residential properties to have trash service The City collects a permit application fee and an inspection fee prior to issuing VHR permits. Educational information is implemented through		

	the "Leave No Impact Program". Transient Occupancy Tax is utilized to fund City services and capital projects related to public safety, auto and non-auto transportation infrastructure, water quality improvement projects, housing, parks and recreation and land use planning. STPUD collects water and sewer fees based on the number of fixtures within the unit and service fees based on usage.		
ENFORCEMENT			
Guidance: To receive 40 points, a local jurisdiction must demonstrate that that they have an **Implementation** program in place for enforcing locational and operational STR requirements, including bringing illegal STRs into conformance and addressing "bad actors" (15 points), adequate enforcement program **Funding** (10 points), effective **Penalties** (5 points), and an **Education** program (10 points). Examples of best practices that a local jurisdiction may implement to address the enforcement component are provided below.			
Example Implementation Best Practices (15 points) 1. The STR neighborhood compatibility program requires a full-time certified local contact (or professional management firm) be available anytime an STR is occupied. 2. The STR neighborhood compatibility program provides a 24 hour/7 day a week enforcement hotline. 3. The STR neighborhood compatibility program utilizes a rental activity monitoring service or program to identify STRs that do not have permits or certificates and uses that information to require compliance with applicable regulations and requirements. 4. The STR neighborhood compatibility program prohibits repeat violators from applying for additional STR permits. 5. The STR neighborhood compatibility program provides a web-based format for community members to report STR violations. 6. The STR neighborhood compatibility program grants fee and permit condition waivers or reduced requirements for full-time hosted STRs (e.g., fee discounts, permit condition exemptions, etc.). 7. The STR neighborhood compatibility program provides timely resolution of complaints and violations. 8. The STR neighborhood compatibility program includes unscheduled and non-complaint based inspections to encourage compliance. **Example Funding Best Practices (10 points)** 1. The STR neighborhood compatibility program uses permit fees, transient occupancy tax or room tax revenues, money generated from fines, or other revenue services to fund STR code enforcement. 2. The STR neighborhood compatibility program has higher fees for larger homes to fund potentially greater enforcement costs resulting from the higher number of occupants. 3. The STR neighborhood compatibility program allows for cost recovery to be built into STR permit fees and fines to fund code enforcement staff.	A local contact must be available 24/7. Permit and violation fees, and TOT contribute to the cost of enforcement and implementation of the VHR/HR programs. A VHR permit may be revoked after 3 adjudicated violations. Signage is required. Educational information is	**40 points (max)**	

Example Education Best Practices (10 points) 1. The STR neighborhood compatibility program requires interior and exterior signage with the local contact name and phone number. 2. The STR neighborhood compatibility program requires that neighbors be notified and given an opportunity to comment prior to a permit being issued. 3. The STR neighborhood compatibility program requires that neighbors that share a common wall approve STR permits. 4. The STR neighborhood compatibility program requires permit numbers be on all STR advertisements. 5. The STR neighborhood compatibility program provides education on being a good neighbor, fire safety, Lake Tahoe stewardship, geotourism, parking, and public transportation options. 6. The STR neighborhood compatibility program includes a system to track and report complaints (type of compliant, location, response time, resolution, number of complaints at that location, owner, etc.) and uses the results for enforcement (e.g., condition and/or deny new and/or renewal of permits, etc.). **Example Penalties Best Practices (5 points)** 1. The STR neighborhood compatibility program revokes STR permits for repeat violations or for STRs that do not meet public health and safety standards. 2. The STR neighborhood compatibility program increases violation fines for repeated violations by the STR permit holder, property owners, and/or visitors. 3. The STR neighborhood compatibility program places a lien on a property if fines for violations have not been paid. 4. The STR neighborhood compatibility program includes mandatory eviction provisions for violations in rental agreements. 5. The STR neighborhood compatibility program includes a certified local contact requirement and the local government has the right to revoke a certificate if a certain number of unresolved complaints are lodged against the property being managed by the certificate holder. **Example Other Best Practices (Can substitute for up to 40 points from above)** 1. The local government has created a working group to develop policies and programs for STR enforcement and implemented those policies and programs.	implemented through the "Leave No Impact Program". Operating a vacation home rental property without a permit is subject to a $1,000 fine. The City maintains a VHR hotline to receive reports of violations. The Police Department tracks and reports all complaints including processing any appeals through the administrative citation process. Fines associated with citations range between $250 and $1000 per violation. Either the property owner or renter can be issued a citation. City engages with Host Compliance for Address Identification, Rental Activity and Active Ads. Permit numbers are required to be displayed on all advertisements		
TOTAL		**100 points (max)**	

*Every two years, TRPA convenes the Performance Review Committee (PRC), a Committee made up of one TRPA staff member and one staff member from each local jurisdiction, to review the Performance Review System and ensure the provisions of TRPA Code, Chapter 50, have been applied correctly and provide a recommendation to TRPA's Advisory Planning Commission and Governing Board regarding the distribution of residential allocations to the local jurisdictions.

Attachment E

STR Neighborhood Compatibility Guidelines – Washoe County

Tahoe Regional Planning Agency Short-Term Rental Neighborhood Compatibility Guidelines for Local Jurisdictions

Adopted by TRPA Governing Board on October 23, 2019
(Print on Tabloid 11" by 17" Paper)

These Guidelines are to be used by the Tahoe Regional Planning Agency (TRPA) when evaluating local jurisdiction Short-Term Rental Neighborhood Compatibility Programs during the application of the Performance Review System (TRPA Code, Section 50.5) for the distribution of residential allocations in the Tahoe Region.

Local jurisdiction: Washoe County_____ Date: February 13, 2023 Prepared by: Courtney Weiche, Senior Planner_____

LOCAL JURISDICTION SHORT-TERM RENTAL NEIGHBORHOOD COMPATIBILITY GUIDELINES			
Example STR Neighborhood Compatibility Best Practices *The purpose for using best practices is to attain and maintain threshold standards and implement Regional Plan goals and policies as specified in the TRPA Compact. The threshold standards include vegetation, recreation, water quality, soils/SEZ conservation, fisheries, scenic resources, air quality, noise and wildlife. The Regional Plan includes land use, transportation, conservation, recreation, and public services and facilities goals and policies (http://www.trpa.org/wp-content/uploads/Adopted-Regional-Plan_20190722.pdf). Local jurisdictions may pick from the "menu" of examples of best practices below or develop their own best practices to earn points provided the practices achieve the purpose described above and in the guidance statement below.*	**Local Jurisdiction Response** *(to be provided before convening PRC*)*	**Points (Max.)**	**Points Awarded** *(to be determined by TRPA/PRC)*
LOCATIONAL			
Guidance: To receive 30 points, a local jurisdiction must demonstrate that STRs will be located consistent with: 1) Regional Plan **Land Use** goals and policies, including directing STRs towards Town Centers, tourist lodging and/or commercial areas, major non-auto dependent transportation corridors and/or near tourist-oriented regional recreational amenities (10 points); 2) address **Residential Compatibility** issues such as the over saturation ("clustering") of STRs and the construction of large STRs in residential neighborhoods (10 points); and 3) by supporting Regional Plan **Transportation** goals and policies, including directing STRs to areas where alternative transportation options (shared-use paths, bike lanes/routes, and public transit) are available (10 points). Examples of best practices that a local jurisdiction may implement to address these locational components are provided below.			
Example Land Use Best Practices (10 points)		**30 points (max)**	
1. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within Town Centers.	**No**		
2. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within designated tourist lodging and/or commercial areas.	**No**		
3. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within major non-auto dependent transportation corridors (e.g., bus routes, shared-use paths, and bike lanes/routes) that can be used to access non-residential uses without using an automobile.	**No**		
4. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs in and/or adjacent to tourist-oriented regional recreation amenities that can be accessed without an automobile, such as a ski resort, golf course, or major trailhead with available public transit from/to Town Center(s).	**No**		
5. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs that clearly reinforce the development pattern and uses as designated by the Regional Plan goals and policies and/or adopted Regional Plan or Area Plan planned land use map.	**No**		
Example Residential Compatibility Best Practices (10 points)			
1. The STR neighborhood compatibility program includes requirements to allow STR use in residential areas only if the home is occupied by a primary resident the majority of the year (i.e., make STRs an accessory use).	**No**		
2. The STR neighborhood compatibility program includes a requirement to allow STR use only if managed by a licensed professional property manager.	**While not required, a reduction in fees is applied for STRs**		

3. The STR neighborhood compatibility program limits the size of STRs and/or includes additional requirements for larger STRs (e.g., special use permit, prohibition on use of large new homes with 4-5 bedrooms as STRs through a deed restriction, requirement for a business license for large STRs, limit total number, require separation distance, require additional permit and/or mitigation fees, etc.).	**with property managers. Occupancies above 20 require a special use permit and are limited to commercial regulatory zones.**		
4. The STR neighborhood compatibility program limits the total number of STRs in each jurisdiction (e.g., ratio of STRs to occupied housing, maximum number issued by lottery or on a first come/first served basis, etc.).			
5. The STR neighborhood compatibility program limits the number of STRs in designated neighborhoods.	**No**		
6. The STR neighborhood compatibility program establishes a waiting period after home construction or sale for STR permit eligibility in neighborhoods vs. other areas (e.g., five year waiting period for properties with single-family zoning and no waiting period for properties in Town Centers).	**No**		
7. The STR neighborhood compatibility program establishes a ratio of long-term to short-term rentals.	**No**		
8. The STR neighborhood compatibility program requires minimum spacing between STRs in residential areas, such as requiring at least 500 feet between parcels with STRs, to address clustering.	**No**		
9. The STR neighborhood compatibility program limits the number of STRs per parcel.	**No**		
10. The STR neighborhood compatibility program requires a two-day minimum stay for STRs in residential areas to lessen impact of move-ins and move-outs.	**Yes, one per parcel.**		
11. The STR neighborhood compatibility program caps the number of nights per year a unit may be rented as an STR in residential areas, such as 30 days per year.	**No**		
12. The STR neighborhood compatibility program caps the number of times an STR may be rented in residential areas, such as four times per month.	**No**		
Example Transportation Best Practices (10 points)			
1. The STR neighborhood compatibility program only allows STRs within ¼ mile of public transit and/or shared-use paths, bike lanes, or bike routes.	**No**		
2. The STR neighborhood compatibility program uses transit occupancy tax collected from STRs or other revenue sources to offset tourist impacts (e.g. increase transit availability, provide on-demand transit in residential areas, etc.).	**No**		
3. The STR neighborhood compatibility program limits the total number of cars allowed per STR, regardless of the size or number of bedrooms, to a maximum amount equal to or less than the minimum amount of parking spaces required by local ordinance.	**No**		
Example Other Best Practices (Can substitute for up to 30 points from above)	**No**		
1. The local government has created a working group to develop policies and programs for location of STRs, those policies and programs are consistent with the threshold standards and Regional Plan goals and policies, and the local government has implemented those policies and programs.	**Yes**		
OPERATIONAL			
Guidance: To receive 30 points, a local jurisdiction must demonstrate that they have regulations in place that address, at a minimum, **Noise** (5 points), **Occupancy** (2.5 points), **Parking** (5 points), **Refuse** (5 points), **Defensible Space** (2.5 points), **Water Quality** (2.5), **Public Health and Safety** (5 points), public/visitor **Education** (2.5 points), or **Other** program elements that will further STR neighborhood compatibility. Examples of best practices that a local jurisdiction may implement to address the operational component are provided below.			
Example Noise Best Practices (5 points)		**30 points**	
1. The STR neighborhood compatibility program establishes quiet hours (e.g., 10:00 p.m. to 7:00 a.m.).	**Yes**	**(max)**	

2. The STR neighborhood compatibility program requires a noise management plan.	**No**		
3. The STR neighborhood compatibility program requires installation of noise monitoring devices.	**No**		
Example Occupancy Best Practices (2.5 points)			
1. The STR neighborhood compatibility program establishes occupancy limits (e.g., limits the number of visitors by bedrooms, such as 2 per bedroom, unless under 5 years of age, and additional parking is available).	**Yes**		
Example Parking Best Practices (5 points)			
1. The STR neighborhood compatibility program requires adequate improved off-street parking.	**Yes**		
2. The STR neighborhood compatibility program requires snow removal.	**No**		
3. The STR neighborhood compatibility program requires a parking management plan that includes a location for snow storage.	**No**		
Example Refuse Best Practices (5 points)			
1. The STR neighborhood compatibility program requires proper garbage containment, such as bear boxes and trash service.	**Yes**		
Example Defensible Space Best Practices (2.5 points)			
1. The STR neighborhood compatibility program requires defensible space inspections and maintenance.	**Yes**		
2. The STR neighborhood compatibility program prohibits outdoor fires, fire pits, charcoal BBG grills, etc.	**Yes**		
Example Water Quality Best Practices (2.5 points)			
1. The STR neighborhood compatibility program requires stormwater Best Management Practices be installed/recertified at authorization and reauthorization.	**No**		
2. The STR neighborhood compatibility program requires mitigation of all excess on-site coverage.	**No**		
Example Public Health and Safety Best Practices (5 points)			
1. The STR neighborhood compatibility program requires public health and safety inspections for new permits and permit renewals (require appropriate handrails, adequate electrical for hot tubs, CO2 and smoke detectors, exit signs, etc.).	**Yes**		
2. The STR neighborhood compatibility program limits the total number of STR permits based on emergency medical services, fire, and law enforcement resources & availability.	**No**		
3. The STR neighborhood compatibility program uses transient occupancy tax revenues and permit fees to fund needed public services, such as law/code enforcement and fire.	**No**		
4. The STR neighborhood compatibility program charges commercial water and sewer fees for STRs to cover the cost and impact of increased usage.	**No**		
5. The STR neighborhood compatibility program complies with public accommodation requirements in state law.	**No**		
Example Education Best Practices (2.5 points)			
1. The STR neighborhood compatibility program requires all renters to be provided with education about being a good neighbor, fire safety, Lake Tahoe stewardship, geotourism, parking, and public transportation options.	**Yes**		
2. The STR neighborhood compatibility program requires interior and exterior signage with permit information and regulations.	**No exterior signage is permitted. An interior placard is required to provide this information.**		
3. The STR neighborhood compatibility program requires permit numbers to be on all STR advertisements.	**Yes**		
4. The STR neighborhood compatibility program requires STR permit holders and/or renters to read rules and responsibilities, and to sign an acknowledgement.	**Yes**		
Example Other Best Practices (Can substitute for up to 30 points from above)			
1. The STR neighborhood compatibility program requires an STR permit and annual renewal.	**Yes**		
2. The STR neighborhood compatibility program provides a web-based permitting service and annual renewal service.	**Yes**		

3. The STR neighborhood compatibility program requires permit fees, inspection fees, & annual renewal fees. 4. The STR neighborhood compatibility program requires permit holders to have insurance that is specifically for STRs. 5. The STR neighborhood compatibility program requires permit applicants to identify and disclose HOA CC&R regulations that limit the length of a lease or rentals. 6. The STR neighborhood compatibility program requires a full-time certified local contact (or professional management firm) be available anytime an STR is occupied. 7. The STR neighborhood compatibility program requires on-site professional management. 8. The STR neighborhood compatibility program provides incentives for full-time hosted/shared or professionally managed STRs (e.g., fee discounts, permit exemptions, etc.). 9. The STR neighborhood compatibility program only allows permanent residents to operate STRs. 10. The local government has created a working group to develop policies and programs for operation of STRs and implemented those policies and programs.	**Yes** **Yes** **No** **Yes** **No** **No** **No** **Yes**		
ENFORCEMENT			
Guidance: To receive 40 points, a local jurisdiction must demonstrate that that they have an **Implementation** program in place for enforcing locational and operational STR requirements, including bringing illegal STRs into conformance and addressing "bad actors" (15 points), adequate enforcement program **Funding** (10 points), effective **Penalties** (5 points), and an **Education** program (10 points). Examples of best practices that a local jurisdiction may implement to address the enforcement component are provided below.			
Example Implementation Best Practices (15 points) 1. The STR neighborhood compatibility program requires a full-time certified local contact (or professional management firm) be available anytime an STR is occupied. 2. The STR neighborhood compatibility program provides a 24 hour/7 day a week enforcement hotline. 3. The STR neighborhood compatibility program utilizes a rental activity monitoring service or program to identify STRs that do not have permits or certificates and uses that information to require compliance with applicable regulations and requirements. 4. The STR neighborhood compatibility program prohibits repeat violators from applying for additional STR permits. 5. The STR neighborhood compatibility program provides a web-based format for community members to report STR violations. 6. The STR neighborhood compatibility program grants fee and permit condition waivers or reduced requirements for full-time hosted STRs (e.g., fee discounts, permit condition exemptions, etc.). 7. The STR neighborhood compatibility program provides timely resolution of complaints and violations. 8. The STR neighborhood compatibility program includes unscheduled and non-complaint based inspections to encourage compliance. **Example Funding Best Practices (10 points)** 1. The STR neighborhood compatibility program uses permit fees, transient occupancy tax or room tax revenues, money generated from fines, or other revenue services to fund STR code enforcement. 2. The STR neighborhood compatibility program has higher fees for larger homes to fund potentially greater enforcement costs resulting from the higher number of occupants. 3. The STR neighborhood compatibility program allows for cost recovery to be built into STR permit fees and fines to fund code enforcement staff.	**A "local responsible party" must be available at all times during an occupied stay at an STR.** **Yes** **Yes** **Yes** **Yes** **No** **Yes** **No** **Yes** **Yes. Fees are based on the Tier type required for the maximum no. of occupants.** **Yes**	**40 points (max)**	

Example Education Best Practices (10 points) 1. The STR neighborhood compatibility program requires interior and exterior signage with the local contact name and phone number.	**No exterior signage is permitted. An interior placard is required to provide this information.**		
2. The STR neighborhood compatibility program requires that neighbors be notified and given an opportunity to comment prior to a permit being issued.	**Required for Tier 2 permits (11-20 persons) and SUP (above 20) only.**		
3.			
4. The STR neighborhood compatibility program requires that neighbors that share a common wall approve STR permits.	**No**		
5. The STR neighborhood compatibility program requires permit numbers be on all STR advertisements.	**Yes**		
6. The STR neighborhood compatibility program provides education on being a good neighbor, fire safety, Lake Tahoe stewardship, geotourism, parking, and public transportation options.	**Yes**		
7. The STR neighborhood compatibility program includes a system to track and report complaints (type of compliant, location, response time, resolution, number of complaints at that location, owner, etc.) and uses the results for enforcement (e.g., condition and/or deny new and/or renewal of permits, etc.).	**Yes**		
Example Penalties Best Practices (5 points)			
1. The STR neighborhood compatibility program revokes STR permits for repeat violations or for STRs that do not meet public health and safety standards.	**Yes**		
2. The STR neighborhood compatibility program increases violation fines for repeated violations by the STR permit holder, property owners, and/or visitors.	**No**		
3. The STR neighborhood compatibility program places a lien on a property if fines for violations have not been paid.	**Yes**		
4. The STR neighborhood compatibility program includes mandatory eviction provisions for violations in rental agreements.	**No**		
5. The STR neighborhood compatibility program includes a certified local contact requirement and the local government has the right to revoke a certificate if a certain number of unresolved complaints are lodged against the property being managed by the certificate holder.	**No**		
Example Other Best Practices (Can substitute for up to 40 points from above)			
1. The local government has created a working group to develop policies and programs for STR enforcement and implemented those policies and programs.	**Yes**		
TOTAL		**100 points (max)**	

*Every two years, TRPA convenes the Performance Review Committee (PRC), a Committee made up of one TRPA staff member and one staff member from each local jurisdiction, to review the Performance Review System and ensure the provisions of TRPA Code, Chapter 50, have been applied correctly and provide a recommendation to TRPA's Advisory Planning Commission and Governing Board regarding the distribution of residential allocations to the local jurisdictions.

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STAFF REPORT

Date: March 15, 2023

To: Regional Plan Implementation Committee

From: TRPA Staff

Subject: TRPA growth management and development rights system; proposed amendments to the "Achievable" deed restriction category definition, including changes to Sections 52.3.4 and 90.2; proposed amendment to Section 34.3.3 regarding driveways for accessory dwelling units.

Summary and Staff Recommendation:
Staff requests a recommendation for approval on proposed code amendments to the "Achievable" deed restriction category definition, including changes to Sections 52.3.4 and 90.2, and an amendment to Section 34.3.3 regarding driveways for accessory dwelling units. Staff will also provide a short briefing on how TRPA's growth management system incentivizes different types of housing.

Required Motions:
To approve the recommendation, the Regional Plan Implementation Committee should make the following motion, based on the staff report:

1) A motion to recommend adoption of the required findings (Attachment E), including a finding of no significant effect, for the adoption of Amendments to the TRPA Code of Ordinances related to: 1) the "achievable" deed restriction category definition, including changes to Sections 52.3.4 and 90.2, and 2) driveways for accessory dwelling units, including changes to Section 34.3.3 as described in this staff report.

2) A motion to recommend adoption of Ordinance 23-__ (Attachment A) amending Ordinance 87-9, as amended, for the adoption of amendments to the TRPA Code of Ordinances Chapters 34, 52, and 90.

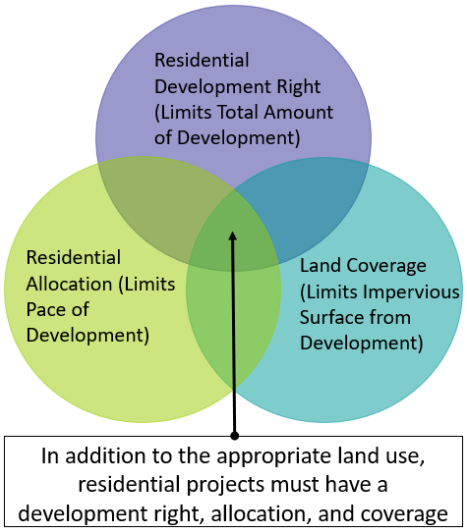
In order for the motion(s) to pass, an affirmative vote of the majority of the quorum is required.

Background
Since 1987, TRPA has incentivized development of affordable and multi-family housing through its "Bonus Unit Incentive Pool." As pressure on the housing market has intensified in recent years, the shortage of available housing has shifted from a shortage of housing for the lowest-income residents to a shortage of housing for residents, including working households, across all income brackets. Over time, TRPA has adapted both its growth management system and its "Bonus Unit Incentive Pool" to keep up with these changing needs.

The 1987 Regional Plan used the "Bonus Unit Incentive Pool" to set aside bonus residential development rights for deed-restricted affordable housing, un-restricted multi-family housing that provided additional environmental benefits, and to incentivize transfers of development. Over time TRPA added deed-restricted moderate-income housing and then deed-restricted "achievable" housing to the bonus unit uses.

To provide background for the code changes proposed in the "Discussion" section, and to lay the groundwork for future discussions on how TRPA's growth management system can better incentivize "missing middle" housing types, the underlying growth management and development rights systems are outlined below.

Growth Management System and Development Rights



As shown in the adjacent figure, to develop on a parcel in the Tahoe Basin it is necessary to have the appropriate land use allowed on that parcel, adequate allowable pervious surface (a.k.a., coverage), a development right, and an allocation if it is new residential development. TRPA has a set number of development rights in the form of residential units, commercial floor area, and tourist accommodation units (e.g., hotel rooms). These development rights can be converted from one form to another. For example, commercial floor area can be converted to either a multi-family or single family residential unit.

The following focuses on and provides more detail on residential development rights and bonus units.

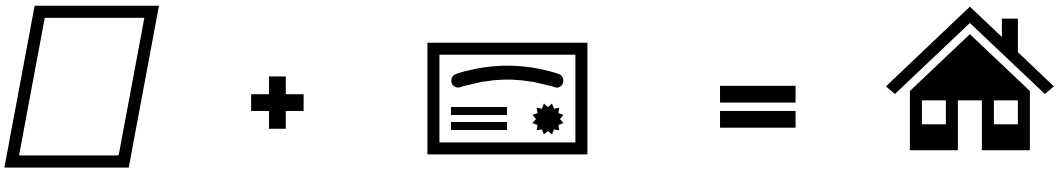
Potential Residential Units of Use (PRUUs) and Allocations

In 1987, TRPA's Regional Plan established that every vacant residential parcel had one "Potential Unit of Use (PRUU)" associated with it.[1] A PRUU gives a property owner the right to build one home. However, TRPA's Regional Plan also established that TRPA had the right to pace growth out over time. TRPA does this through its allocation system, by distributing up to 130 allocations per year to local jurisdictions. Thus, a property owner cannot build a home with their PRUU until they receive an allocation from their local jurisdiction. Once a PRUU and an allocation are matched, the two together are called a "Residential Unit of Use." If someone possesses an RUU, they are ready to apply for a permit for construction of one

[1] In the 1987 plan, these were called "development rights." In 2018 TRPA updated the Regional Plan to call these "Potential Residential Units of Use."

residential unit. An existing unit is also considered an RUU. The graphic below shows how a PRUU and an allocation are matched to form an RUU:

Potential Residential Unit of Use	**+**	**Residential Allocation**	**=**	**Residential Unit of Use**
(ability to develop a lot)		*(permission to build)*		*(upon construction)*



Vacant Residential lot *Residential Allocation*

Since 1987, TRPA has approved the distribution of up to 8,687 allocations until 2032 (Table 50.4.1-1 of the TRPA Code of Ordinances). As of March 6, 2023, there were 1,040 allocations remaining.

Bonus Units

In the 1987 Regional Plan, TRPA recognized that there was a critical need for affordable housing, and that special development rights for deed-restricted affordable and non-deed-restricted multi-family housing should be created. Like other residential parcels, parcels zoned for multi-family development also come with only one PRUU per parcel. Thus, a builder who wanted to build multi-family housing would have to transfer PRUUs or RUUs to that parcel. While TRPA's transfer of development rights (TDR) program incentivized the transfer of some PRUUs, they were not widely available. Thus, in 1987 TRPA established the "Bonus Unit Incentive Pool." The Bonus Unit Incentive Pool comprised 1400 PRUUs. Builders could obtain one of these bonus PRUUs in a few ways, but for the purposes of incentivizing housing, the two main ways included:

- By constructing deed-restricted, affordable-income housing (income under 80 percent of Area Median Income).[2] The requirement for an allocation was waived for these units.
- By constructing multi-family housing that was not deed-restricted. Non-deed-restricted multi-family was still subject to the timing element of the growth management system and thus required an allocation. To qualify for bonus PRUUs, multi-family housing was required to provide additional environmental benefits, such as SEZ restoration or provision of transportation improvements. This option was not widely utilized.

[2] In 2004 deed-restricted moderate-income housing was added as a use of bonus units.

The Creation of the "Achievable" Bonus Unit Category in 2018

By 2016, awareness was growing that the housing shortage was affecting not only lower-income (<80 percent of Area Median Income (AMI)) and moderate-income households (<120 percent AMI), but also working households that made more than 120 percent of AMI. Due to the high demand for second homes and vacation rentals, the vast majority of for-sale homes, whether single-family or condominiums, were priced far out of reach of most local working households. Thus, TRPA created the "achievable" [3] income category as part of its Development Rights Strategic Initiative approved in 2018. "Achievable" income limits were set at the income level needed to afford the median-priced home. Since the median home price varies by county, the "achievable" income limits vary. Currently they vary from a low of 125 percent of AMI in the El Dorado County portion of the Tahoe Region, to a high of 230 percent of AMI in Washoe County for multi-family achievable.

Discussion

Proposed Updates to the "Achievable" Definition and Other Minor Code Updates

Utilization of the "achievable" bonus unit pool is ramping up (TRPA has issued permits for 30 achievable units to date). In past meetings the Tahoe Living Working Group has discussed needed amendments to the "achievable" housing definition to ensure that this housing is primarily occupied by local workers or by those below a certain income level. The existing wording of the achievable definition allows remote workers to be eligible for deed-restricted achievable housing, and members of the Working Group and the public have identified that housing remote workers is not aligned with the intent of the achievable program.

Summary of proposed changes to the Achievable Housing Definition and Deed-Restriction Compliance Program:

- Update "achievable" definition to limit the achievable category to include single or multi-family residential development to be used exclusively as a primary residence by a household that meets one or more of the following criteria:

    1. Has a household income not in excess of 120 percent of the respective county's area median income (AMI) area median income (AMI) (moderate income households and below); or

    2. At least one occupant of the household works at least 30 hours per week or full-time equivalency for an employer with a business license or tax address within the Tahoe

[3] The definition of "achievable" was based on the "Achievable Local Housing Policy Brief," released by the Tahoe Truckee Community Foundation's Mountain Housing Council, February 20, 2018, available at: https://www.mountainhousingcouncil.org/achievable-local-housing/.

region or Tahoe-Truckee Unified School District. Full-time equivalency may be confirmed by employer; or

3. Is a retired person who has lived in a deed-restricted unit in the Tahoe Basin for more than seven years,

- Update compliance requirements in the deed-restriction template to alert homeowner that TRPA may conduct an audit whereby owners of deed-restricted properties will be required to furnish documentation that the unit is being utilized in accordance with the deed-restriction.

The achievable definition would maintain provisions that the unit cannot be used as a second home or short-term rental. It would also include a notation that TRPA can set asset limits for those purchasing the home, and that for ADUs the employment requirement may be waived when the unit is permanently occupied by a family member of the owner of the primary dwelling.

TRPA's Local Government and Housing Committee has considered these proposed changes to the "achievable" definition and recommended advancing them to the full Governing Board for consideration.

See Attachment A for proposed amendments to the Code of Ordinances in "track changes."

The code amendment package would also include minor code updates. Currently the only minor code update proposed is to allow a separate driveway for an ADU.

Next Steps

After incorporating input received from the Regional Plan Implementation Committee, TRPA will bring these proposed code amendments forward to the Advisory Planning Committee for a recommendation for approval in April 2023, and to the Governing Board for consideration in April 2023.

Contact Information:
For questions regarding this agenda item, please contact Karen Fink, at (775) 589-5258 or kfink@trpa.gov.

Attachments:
Attachment A: Ordinance 23-__ with Proposed Code Amendments (in track changes)
Attachment B: Employment Area for Achievable definition – Greater Tahoe-Truckee area
Attachment C: Affordable, Moderate and Achievable Deed Restriction template and Compliance Form in track changes
Attachment D: Public comment received
Attachment E: Findings and Finding of No Significant Effect
Attachment F: Initial Environmental Checklist and Threshold Indicators
Attachment G: Compliance Measures

Attachment A

Ordinance 23-__ with Proposed Code Amendments (in track changes)

TAHOE REGIONAL PLANNING AGENCY

ORDINANCE 2023-___

AN ORDINANCE AMENDING AND ORDINANCE 87-9, AS AMENDED, TO AMEND TRPA'S CODE OF ORDINANCES AND OTHER MATTERS RELATED THERETO

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

Section 1.0 Findings

1.10 The Tahoe Regional Planning Compact (P. L. 96-551, 94 Stat. 3233, 1980) created the Tahoe Regional Planning Agency (TRPA) and empowered it to set forth environmental threshold carrying capacities ("threshold standards") for the Tahoe Region.

1.15 The Compact directs TRPA to adopt and enforce a Regional Plan that, as implemented through agency ordinances, rules and regulations, will achieve and maintain such threshold standards while providing opportunities for orderly growth and development consistent with such thresholds.

1.20 The Compact further requires that the Regional Plan attain and maintain federal, state, or local air and water quality standards, whichever are strictest, in the respective portions of the region for which the standards are applicable.

1.25 Compact Art. V(c) states that the TRPA Governing Board and Advisory Planning Commission shall continuously review and maintain the Regional Plan.

1.30 In June 1987, the TRPA Governing Board adopted Ordinance 87-9, which established the Regional Plan and included, amongst other things, the Goals & Policies and the Code of Ordinances ("Code").

1.35 Concurrent with this Ordinance, the TRPA Governing Board will approve Ordinance 2023-__, An Ordinance to modify the "achievable" deed restriction category definition to require a local employment component, including changes to Sections 52.3.4 and 90.2; and to allow a second driveway for accessory dwelling units, including changes to Section 34.3.3.

1.40 TRPA has made the necessary findings required by Article V of the Compact, Chapter 4 of the Code, and all other applicable rules and regulations, and incorporates these findings fully herein.

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

Section 2.0 Amendment of the TRPA Code of Ordinances

2.10 Ordinance 87-9, as previously amended, is hereby amended as shown in Exhibit 1.

Section 3.0 Interpretation and Severability

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

Section 4.0 Effective Date

4.10 This ordinance shall be effective 60 days after adoption.

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

Ayes:

Nays:

Abstain:

Absent:

_____
Cindy Gustafson, Chair
Tahoe Regional Planning Agency
Governing Board

Exhibit 1 – "Achievable" Code Amendments and Minor Code Amendments – draft code changes

Item #1 - Clarification of the Achievable Housing Definition and updates to the Deed-Restriction Compliance Program

Code of Ordinances

52.3.4. Affordable, Moderate, and Achievable ~~Income~~ Housing
All projects receiving a residential bonus unit for affordable, moderate, or achievable housing development as defined in Chapter 90: *Definitions* shall comply with criteria in Section 52.3.4.A-F. TRPA shall report to the TRPA Governing Board biennially on the implementation of the residential bonus unit program for affordable, moderate, and achievable housing development. This report shall include, but is not limited to, the number of housing developments and units awarded and constructed bonus units, number of bonus units awarded to and constructed in each income category, number of bonus units awarded to and constructed in single and multi-family housing developments, location of housing developments, and compliance with the program.

A. Residential bonus units may be awarded to single or multi-family housing developments.

B. The owner of the parcel, through a deed restriction running with the land, shall restrict the unit for which the bonus unit was awarded from being used as a second home or a vacation rental.

C. A bonus unit may be used for an accessory dwelling unit as defined by Section 21.3.2, notwithstanding 52.3.4.A above, provided it is consistent with all provisions of the applicable area plan or this Code of Ordinances.

D. The owner of the parcel, through a deed restriction running with the land, shall limit the unit for which the bonus unit was awarded to the approved use and restrict the occupants' household ~~income~~ to affordable, moderate, or achievable ~~housing~~ limits set forth in Chapter 90: Definitions, depending on the applicable ~~income level~~deed-restriction type for which the bonus unit was awarded. The restriction shall also include the requirement to disclose the restrictions associated with the unit at the time of sale of the unit, the requirement to submit an annual compliance report to TRPA, and the potential to be fined up to 1/10 of the current cost of a residential unit of use annually for failure to submit the compliance report or comply with these requirements.

E. An owner-occupant of a unit who has provided all required annual compliance reports and who has had an increase in income so that they are no longer eligible for the bonus unit may apply to TRPA and receive an exemption to the income requirement until the unit is sold. The owner must continue to be the occupant, provide annual compliance reports to remain eligible for the exemption and not be subject to the annual fine, rent the unit only to a~~n income~~ qualified renter if no longer the occupant, or sell the unit only to a~~n income~~ qualified buyer.

F. A renter household which has had an increase in income or change in circumstances such that they no longer meet the qualifying criteria may remain in the home for up to one year, after

which time the household is required to re-locate if qualifying factors have not been re-established.

~~F~~G**.** The project awarded a residential bonus unit shall be within ½ mile of a designated Town Center; within ½ mile of an existing transit stop or a transit stop that will be existing concurrent with the completion of the project; or located in an area where multi-family dwellings are an allowed or special use.

90.2. OTHER TERMS DEFINED

Achievable Housing
Single or multi-family residential development to be used exclusively as a residential dwelling by permanent residents who meet one or more of the following criteria:

1. Have a household~~with an~~ income not in~~s~~ excess of 120 percent of the respective county's area median income (AMI) (moderate income households and below); or

2. At least one occupant of the household works at least 30 hours per week or full-time equivalency for an employer with a business license or tax address within the Tahoe region or Tahoe-Truckee Unified School District. Full-time equivalency may be confirmed by employer; or
~~n household~~~~achievable area median income (AMI) percentage, using the following methodology:~~
~~1. Determine the county's median income where the housing development will be located using income limits for a family of three published annually by the US Department of Housing and Urban Development and, if applicable, the California Department of Housing and Community Development.~~

~~2. Determine the county's median single or multi-family housing price, as applicable, where the housing development will be located using median housing prices published annually by the TRPA.~~

~~3. Divide the median single or multi-family housing price, as applicable, (determine in Step 2) by 3.79 (buying power) to determine the annual income needed to afford an achievable housing unit.~~

~~4. Divide the annual income needed (calculated in Step 3) by the median income (determined in Step 1) to determine the achievable AMI percentage.~~

3. Is a retired person who has lived in a deed-restricted unit in the Tahoe Basin for more than seven years.

The employment requirement may be waived for accessory dwelling units when the unit is occupied by a family member related by birth, marriage or adoption to the owner of the primary dwelling. TRPA may include asset limits for purchasers of deed-restricted homes.

~~**Example:**~~
~~• Median Single Family or Multi-family Home Price (Step 1) / 3.79 = Annual Income Needed~~

~~Annual Income Needed (Step 3) / HUD County AMI (Step 2) = Achievable AMI Percentage~~

~~• El Dorado Median Multi-family home price of $330,000 / 3.79 = $87,071 Annual Income Needed~~

~~87,071 Annual Income Needed / $65,500 HUD El Dorado AMI = 127% maximum AMI per household to be eligible for an achievable residential bonus unit~~

~~This calculation may be periodically adjusted to reflect changes in the affordability gap between median income and median home price within the Lake Tahoe Basin. Maximum AMI per county per household to be eligible for an achievable bonus unit will be available upon request from TRPA.~~ Achievable housing units shall meet the criteria and restrictions in accordance with~~to~~ Chapter 52: *Bonus Unit Incentive Program*.

Achievable deed-restrictions issued before [the date this code amendment goes into effect] may utilize this definition or the definition of "achievable" in effect from December 20, 2018 to [the date this code amendment goes into effect].

Item #2 – Number of Driveways for ADUs

34.3.3. Numbers of Driveways

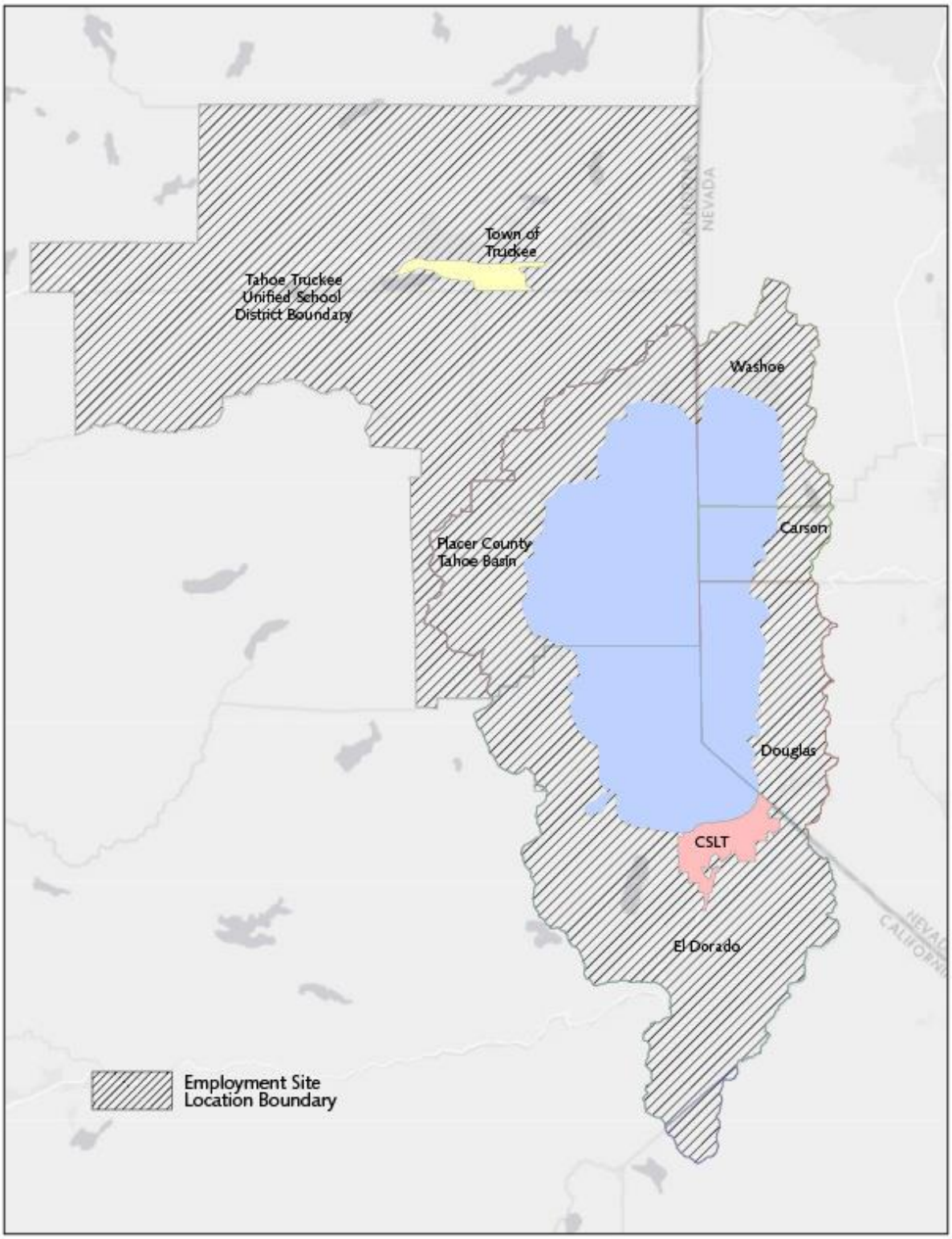
Projects generating up to 1,300 vehicle miles travelled shall be served by a single driveway with no more than two points of ingress/egress from the public right-of-way or other access road, except as provided for in subparagraph A, below. Additional or transferred development that generates more than 1,300 vehicle miles travelled shall conform to the ingress/egress provisions necessary to mitigate all transportation and air quality impacts under subsection 65.2.4.

A. ~~A.~~ One accessory dwelling unit may be served by a separate driveway when doing so would result in less environmental disturbance than a single driveway (e.g. sensitive land disturbance, land coverage, tree removal, grading, etc.).

Attachment B

Employment Area for Achievable definition – Greater Tahoe-Truckee area

Attachment B - Map of Proposed Boundary for Employment Location Eligibility



Attachment C

Affordable, Moderate and Achievable Deed Restriction template and Compliance Form in track changes

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

Tahoe Regional Planning Agency
Attn:
P.O. Box 5310
Stateline, NV 89449

TRPA File No. _____

DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS
ACHIEVABLE AREA MEDIAN INCOME HOUSING ("DEED RESTRICTION")

This Deed Restriction is made as of the ___ day of _____ 20___, by _____ (hereinafter "Declarants").

RECITALS

A. Declarants are the owners of that certain real property located at _____, _____ County, State of _____, commonly known as Assessor's Parcel No. _____, and more particularly described in the attached Exhibit A (the "Property").

The Grant Deed conveying the Property to Declarant was recorded on _____, as Document No. _____, in the _____ County Recorder's Office.

B. The Property is located in the Tahoe Region as described in the Tahoe Regional Planning Compact (P.L. 96-551, State. 3233, 1980), which region is subject to the regional plan and the ordinances adopted by the Tahoe Regional Planning Agency ("TRPA") pursuant to the Tahoe Regional Planning Compact.

C. Declarants received approval from TRPA on _____ (TRPA File No. _____), to _____ (on that certain real property formerly known as Assessor's Parcel No. _____), subject to a special condition that _____ of the _____ residential units be deed restricted as Achievable Area Median Income housing units.

D. For purposes of this deed restriction Achievable ~~Area Median Income~~ Housing is defined as:

Single or multi-family residential development to be used exclusively as a residential dwelling by permanent residents who meet one or more of the following criteria:

1. Have a household~~with an~~ income not in excess of 120 percent of the respective county's area median income (AMI) (moderate income households and below) and, if purchasing the home, whose household assets do not exceed two times the annual household income for the respective AMI category and household size; the county's

area median income will be determined according to the income limits published annually by the Department of Housing and Urban Development; or

2. At least one occupant of the household works at least 30 hours per week or full-time equivalency for an employer with a business license or tax address within the Tahoe region or Tahoe-Truckee Unified School District. Full-time equivalency may be confirmed by employer; or

3. Is a retired person who has lived in a deed-restricted unit in the Tahoe Basin for more than seven years.

Such housing shall be occupied, rented and sold to households that meet one or more of the above criteria, and shall be rented and sold at prices affordable to households who meet one or more of the above criteria. The employment requirement for occupants with incomes over 120 percent of AMI may be waived for accessory dwelling units when the unit is occupied by a family member.

E. **Household Assets.** Household Assets include the sum of all real and personal property, money, and other items of value owned or controlled by all persons in the household at the time of initial purchase of a unit, including stocks, bonds, precious metals, rare collectibles and bank accounts, but not including clothing, furniture and household appliances. Certain other assets are exempt, including retirement accounts, health savings and college savings accounts.

F. **Primary Residence.** Primary Residence shall mean the occupation and use of a residence as the primary residence, which shall be determined by TRPA taking into account the following circumstances:

i. Voter Registration.

ii. Stated address on Nevada or California Driver's License or Identification Card;

iii. Stated address on motor vehicle registration;

iv. Stated residence for income and tax purposes;

v. Such other circumstances as well as such processes for verification and investigation deemed appropriate by TRPA in determining the applicant is continuously occupying and using the residence as a primary residence; and

vi. Primary residence status may be maintained if circumstances that are unforeseen or beyond the control of the resident arise that requires the household to temporarily leave the residence for a period not to exceed six (6) months with the intent to return, and the residence is leased to another household that meets the "achievable housing" qualifications.

~~achievable area median income (AMI) percentage, using the following methodology:~~

~~1. Determine the county's median income where the housing development will be located using income limits for a family of three published annually by the US Department of Housing and Urban Development and, if applicable, the California Department of Housing and Community Development.~~

~~2. Determine the county's median single or multi-family housing price, as applicable, where the housing development will be located using median housing prices published annually by the TRPA.~~

~~3. Divide the median single or multi-family housing price, as applicable, (determine in Step 2) by 3.79 (buying power) to determine the annual income needed to afford an achievable housing unit.~~

~~4. Divide the annual income needed (calculated in Step 3) by the median income (determined in Step 1) to determine the achievable AMI percentage.~~

~~**Please note that the AMI percentages will be rounded to increments of 5%, so the percentages generated using the above methodology may differ slightly from those reported TRPA documentation.~~

DECLARATION

1. Declarants hereby declare that, for the purpose of partially satisfying TRPA's (DATE)_____ conditions of approval, the (#)_____ residential unit(s) on the Property shall be permanently restricted to Achievable ~~Area Median Income~~ Housing and shall not be used as a second home or a vacation rental.

2. The restrictions associated with the Property shall be disclosed to the buyer at the time of sale of the Property, through a Real Estate Disclosure form, a copy of which shall also be filed with the Tahoe Regional Planning Agency.

3. The owner of the Property shall submit an annual compliance report to TRPA. Failure to submit the required report, or failure to comply with the requirements of this deed-restriction may result in an annual fine of up to 1/10 of the current cost of a residential unit of use. TRPA may conduct an audit at any time requesting additional documentation to verify the responses submitted in the compliance report.

4. It shall not be deemed a violation of Section 3 above if:

   i. The head of household or individual relied upon for qualification becomes disabled and is no longer able to work as determined by TRPA in its sole discretion; or

   ii. The head of household or individual relied upon for qualification has lost full-time

employment and is actively seeking reemployment in the Tahoe region or Tahoe-Truckee Unified School District as determined by TRPA in its sole discretion; or

iii. The Property is unoccupied, and the owner of the property is actively seeking to sell or lease the Property to a qualifying household as determined by TRPA in its sole discretion.

4. An owner-occupant of a Property who has provided all required annual compliance reports and who has had an increase in income so that they no longer meet the income eligibility requirements for Achievable Housing may apply to TRPA and receive an exemption to the income requirement until the unit is sold. To receive the exemption, the owner must either continue to be the occupant and provide annual compliance reports to remain eligible for the exemption and not be subject to the annual fine; or rent the unit only to an income qualified renter if no longer the occupant. When the unit is sold it may only be sold to an income qualified buyer.

5. A renter household which has had an increase in income or change in circumstances such that they no longer meet the qualifying criteria may remain in the home for up to one year, after which time the household is required to re-locate if qualifying factors have not been re-established.

56. This Deed Restriction shall be deemed a covenant running with the land or an equitable servitude, as the case may be, and shall be binding on the Declarants and Declarants' assigns, and all persons acquiring or owning any interests in the Property.

76. The owner of the parcel shall restrict the unit for which the bonus unit was awarded from being used as a second home or a vacation rental.

87. This Deed Restriction may not be revoked or modified without the prior express written and recorded consent of the Tahoe Regional Planning Agency or its successor agency, if any. TRPA is deemed and agreed to be a third-party beneficiary of this Deed Restriction, and as such, can enforce the provisions of this Deed Restriction.

IN WITNESS WHEREOF, Declarants have executed this Deed Restriction this the day and year written below.

Declarant's Signature:

_____ Dated: _____

Name, Title
Ownership Entity

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document, to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF)
) SS.
COUNTY OF)

On _____ before me, _____ a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of _____ that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____ (Seal)

Name: _____

(typed or printed)

APPROVED AS TO FORM:

_____ Dated: _____
Tahoe Regional Planning Agency

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document, to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF NEVADA)
) SS.
COUNTY OF DOUGLAS)

On _____ before me, _____ a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of Nevada that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____ (Seal)

Name: _____

(typed or printed)

TAHOE REGIONAL PLANNING AGENCY

AFFORDABLE, MODERATE, OR ACHIEVABLE DEED-RESTRICTION

COMPLIANCE FORM

Per Chapter 52, Bonus Unit Incentive Program of the Tahoe Regional Planning Agency Code of Ordinances, property owners in the Tahoe Region have the option to deed-restrict their parcel to different affordability levels in exchange for a bonus unit. On these parcels, through a deed restriction running with the land, occupants' household income or employment location is restricted to affordable, moderate, or achievable housing limits set forth in Chapter 90, depending on the applicable ~~income level~~ deed-restriction type for which the bonus unit was awarded, and the unit may not be used as a second home or a vacation rental. Deed-restrictions issued per Chapter 52 also include the requirement to disclose the restrictions associated with the unit at the time of sale of the unit, and the **requirement to submit an annual compliance report to TRPA.**

This form must be submitted by April 15 each year following the year in which the home was purchased.

- **This form can be digitally signed and submitted electronically by clicking below**

or

- **Print, sign and submit via**: **EMAIL** to **info@trpa.org**, **FAX** to 775-588-4527, **MAIL** to PO Box 5310, Stateline NV 89449 or **IN PERSON** at the TRPA front counter located at 128 Market Street, Stateline

Property owners may be subject to a fine of up to 1/10 of the current cost of a residential unit of use (RUU) annually for failure to submit the compliance report, deed-restriction disclosure form, or otherwise comply with the requirements of Chapter 52.

Property Information:

Check one:

□ Single-Family Residence/Main House □ Single-Family Residence/Accessory Dwelling Unit (secondary residence). For Single-Family residences, if both the main house and the accessory dwelling unit(s) are deed-restricted, one compliance form may be submitted for all units.

□ Multi-Family Residence. For Multi-Family Residences, one compliance form may be submitted for multiple units on one parcel.

Physical Address: _____
City: _____ State: _____ County: _____ Zip: _____
Assessor's Parcel Number (APN): _____

1. Deed-restriction affordability level:

□ Affordable, number of units: ___ □ Moderate, number of units: ___ □ Achievable, number of units: ____

2. Units by number of bedrooms:

The deed-restriction covers these units:

Number of studio units: ____ Number of 2-br units: ____ Number of 4-br units:___

Number of 1-br units: ____ Number of 3-br units: ____ Number of units with 5 or more bedrooms: _____

Total number of units: _____

3. The unit was occupied by the owner throughout the last year: □ Yes □ No

3a. If yes, the owner meets the income, employment and/or rent limits established by the deed-restriction, ~~and~~ as noted in #1, above.

□ Yes □ No

4. The unit or units was/were rented: □ Yes □ No.

4a. If yes, the renter(s) meet(s) the income, employment and/or rent limits established by the deed-restriction, ~~and~~as noted in #1, above.

□ Yes □ No

5. ~~The~~ Has the unit ~~HAS NOT~~ been used as a second home or vacation rental throughout the course of the last year?~~:~~

□ Yes □ No

6. The unit has been used exclusively by a permanent resident or seasonal worker throughout the course of the last year:

□ Yes □ No

If you are not able to answer yes to either of 3a. or 4a. above, please contact TRPA.

DECLARATION: I hereby declare under penalty of perjury that all information submitted as part of this compliance form is true and accurate to the best of my knowledge and I understand that should any information submitted be inaccurate, erroneous, or incomplete, TRPA may take appropriate action.

Deed Holder(s)/Property Owner(s):

Printed Name(s)_____ _____ Date: _____
Signature(s): _____ _____

Attachment D

Public comment received

From: Amanda Adams <amanda@tahoeadams.com>
Sent: Saturday, February 18, 2023 8:38 PM
To: Duane Wallace <duane_wallace@hotmail.com>; Karen Fink <kfink@trpa.gov>
Cc: Joe irvin <jirvin@cityofslt.us>; Hilary Roverud <hroverud@cityofslt.us>; John Friedrich <jfriedrich@cityofslt.us>; ccreegan@cityofslt.us; srobbins@cityofslt.us; cbass@cityofslt.us; Heather Stroud <hstroud@cityofslt.us>
Subject: Re: Tahoe Housing Updates and Events

I agree. Remote workers are a huge boom for us in some ways. They bring outside money into our town to spend. It's like tourists but without the negatives. And brings famili3s into our community which means more year round folks to support local businesses.

Amanda Adams

President - South Tahoe Chamber of Commerce
CA & NV REALTOR® - Paradise Real Estate | Compass

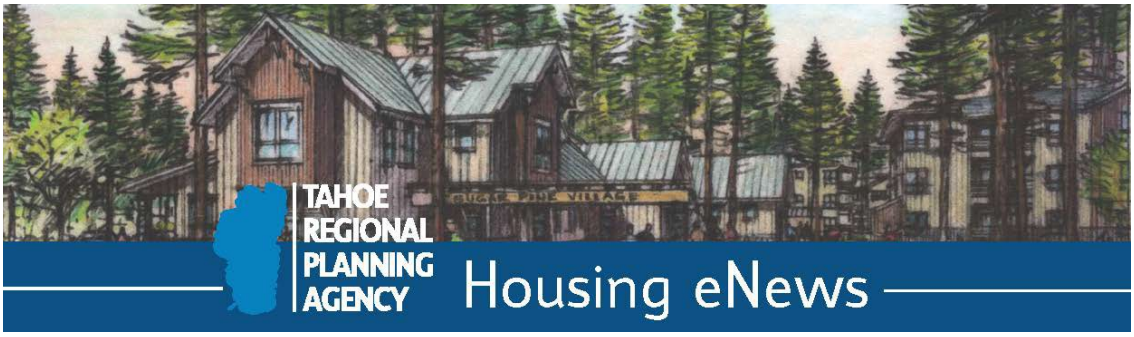
From: Duane Wallace <duane_wallace@hotmail.com>
Sent: Saturday, February 18, 2023 5:28:01 PM
To: Karen Fink <kfink@trpa.gov>
Cc: Joseph Irvin <jirvin@cityofslt.us>; 'Hilary Roverud' <hroverud@cityofslt.us>; jfriedrich@cityofslt.us <jfriedrich@cityofslt.us>; Amanda Adams <amanda@tahoeadams.com>; ccreegan@cityofslt.us <ccreegan@cityofslt.us>; srobbins@cityofslt.us <srobbins@cityofslt.us>; cbass@cityofslt.us <cbass@cityofslt.us>; Heather Stroud <hstroud@cityofslt.us>
Subject: Re: Tahoe Housing Updates and Events

Karen,

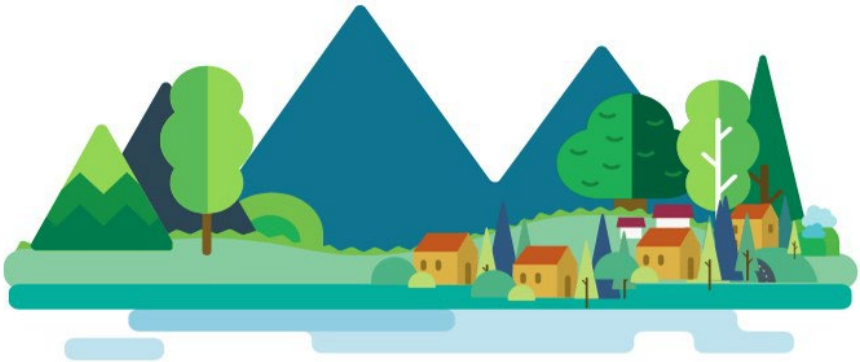
I personally am OK with remote workers being able to get equal treatment. Their pay check comes here, they spend their money here and their children go to school here. In some ways they may create less traffic if they work from home. If they are here full time but working remotely from home, I don't see the distinction.

Duane

From: Karen Fink <kfink@trpa.gov>
Sent: Friday, February 17, 2023 3:18 PM
To: Duane Wallace <duane_wallace@hotmail.com>
Subject: Tahoe Housing Updates and Events



Tahoe Affordable Housing Updates and Events



"Achievable" Definition Updates

On **February 22**, TRPA will hold an informational hearing with its Regional Plan Implementation Committee on updates to the definition of "achievable" housing to include a local employment component, closing a loophole that allowed achievable units to be used by remote workers. In 2022, the Tahoe Living Working Group and Local Government and Housing Committee recommended advancing these

updates for approval to the Governing Board. This item will also include a short briefing on how TRPA incentivizes local resident housing within its growth management system. The RPIC meeting will start no earlier than **1:30 PM**.

February 22 Meeting Materials

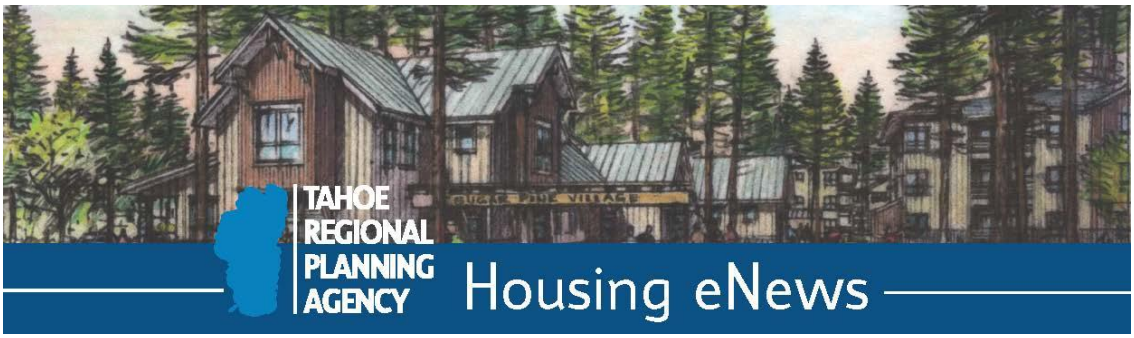
From: Duane Wallace <duane_wallace@hotmail.com>
Sent: Saturday, February 18, 2023 5:28 PM
To: Karen Fink <kfink@trpa.gov>
Cc: Joe irvin <jirvin@cityofslt.us>; Hilary Roverud <hroverud@cityofslt.us>; John Friedrich <jfriedrich@cityofslt.us>; Amanda Adams <amanda@tahoeadams.com>; ccreegan@cityofslt.us; srobbins@cityofslt.us; cbass@cityofslt.us; Heather Stroud <hstroud@cityofslt.us>
Subject: Re: Tahoe Housing Updates and Events

Karen,

I personally am OK with remote workers being able to get equal treatment. Their pay check comes here, they spend their money here and their children go to school here. In some ways they may create less traffic if they work from home. If they are here full time but working remotely from home, I don't see the distinction.

Duane

From: Karen Fink <kfink@trpa.gov>
Sent: Friday, February 17, 2023 3:18 PM
To: Duane Wallace <duane_wallace@hotmail.com>
Subject: Tahoe Housing Updates and Events



Tahoe Affordable Housing Updates and Events

"Achievable" Definition Updates

On **February 22**, TRPA will hold an informational hearing with its Regional Plan Implementation Committee on updates to the definition of "achievable" housing to include a local employment component, closing a loophole that allowed achievable units to be used by remote workers. In 2022, the Tahoe Living Working Group and Local Government and Housing Committee recommended advancing these updates for approval to the Governing Board. This item will also include a short briefing on how TRPA incentivizes local resident housing within its growth management system. The RPIC meeting will start no earlier than **1:30 PM**.

February 22 Meeting Materials

Attachment E

Findings and Finding of No Significant Effect

REQUIRED FINDINGS & FINDING OF NO SIGNIFICANT EFFECT FOR "ACHIEVABLE" DEFINITION AMENDMENTS; ACCESSORY DWELLING UNIT DRIVEWAY AMENDMENT TO THE TRPA CODE OF ORDINANCES

This document contains required findings per Chapter 3 and 4 of the TRPA Code of Ordinances for amendments to the TRPA Code of Ordinances Sections 52.3.4 and 90.2 ("achievable" definition amendments); and Section 34.3.3 (driveways for accessory dwelling units).

Chapter 3 Findings: The following finding must be made based on the information submitted in the Initial Environmental Checklist:

1. Finding 3.3.2: 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: TRPA staff prepared an Initial Environmental Checklist (IEC) pursuant to Article VI of TRPA Rules of Procedure and Chapter 3: *Environmental Documentation* of the TRPA Code of Ordinances to evaluate potential environmental effects of the proposed code amendments.

   These amendments, as described in the staff report packet, will become part of the Code of Ordinances. Proposed changes are programmatic and not specific to any site location nor any development project, and they do not change any code requirements that affect project evaluation with respect to achieving and maintaining environmental thresholds. Future projects will still be subject to environmental review and analysis in accordance with the TRPA Regional Plan.

   Based on the information contained within the IEC, the proposed amendments would not have a significant effect on the environment and TRPA staff prepared a finding of no significant effect in accordance with TRPA's Rules of Procedure Section 6.6 and Code of Ordinance Section 3.3.2.

Chapter 4 Findings: Threshold-Related Findings

1. Finding 4.4.1.A: The proposed amendments are 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: The proposed amendments help encourage residential bonus units to be used to provide housing for local workers. They also may contribute a small reduction in costs for building accessory dwelling units by removing a requirement that could have led to additional driveway length.

They support the following goals and policies in the Regional Plan:

- GOAL HS-1 Promote housing opportunities for full-time and seasonal residents as well as workers employed within the region.
- GOAL HS-3 Regularly evaluate housing needs in the region and update policies and ordinances if necessary to achieve state, local and regional housing goals.
- POLICY HS-3.1 TRPA shall regularly review its policies and regulations to remove identified barriers preventing the construction of necessary affordable housing in the region. TRPA staff will work with local jurisdictions to address issues including, but not limited to, workforce and moderate income housing, secondary residential units and long term residency in motel units in accordance with the timeline outline in the Implementation Element.

The amendments are consistent with the Tahoe Regional Plan and TRPA Code of Ordinances, as shown in the Conformance Review Checklist, attached to the staff report, and as demonstrated by the IEC.

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 4.4.1.B: The proposed ordinance and rule amendments will not cause the environmental threshold carrying capacities to be exceeded.

Rationale: As demonstrated in the completed IEC, no significant environmental effects were identified as a result of the proposed amendments, and the IEC did not find any thresholds that would be adversely affected or exceeded. As found above, the amendments are consistent with and will help to implement the Regional Plan.

Based on the evaluation in the IEC, evaluation of compliance measures, supplemental compliance measures, and threshold indicator sheets, TRPA finds

that the amendments will not cause the thresholds to be exceeded.

3. Finding 4.4.1.C: Wherever federal, state or local air and water quality standards are 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: 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 Regional Plan 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). Federal, State, and local air and water quality standards remain applicable for all parcels in the region, thus ensuring environmental standards will be achieved or maintained pursuant to the Bi-State Compact.

4. Finding 4.6: To approve any amendment or adoption of the Code, Rules, or other TRPA plans and programs that implement the Regional Plan, TRPA shall find that the Regional Plan and all of its elements, as implemented through the Code, Rules, and other TRPA plans and programs, as amended, achieves and maintains the thresholds.

   Rationale: As demonstrated in the IEC and threshold indicators report, as well as the compliance measures consistency evaluation, the Regional Plan and all of its elements, as amended, will achieve and maintain the thresholds. The amendments make a minor adjustment to the use of the residential bonus unit incentive pool, to promote consistency with Regional Plan Goals 1 and 3, and remove a barrier to minimizing the impacts of driveways when constructing an accessory dwelling unit. The Regional Plan, as amended by the project, will continue to promote achieving and maintaining the thresholds.

TAHOE REGIONAL PLANNING AGENCY

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.gov

FINDING OF NO SIGNIFICANT EFFECT

Project Description: The "achievable" definition and accessory dwelling unit driveway amendments to the TRPA Code of Ordinances.

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 Initial Environmental Checklist, Agency staff found that the subject project will not have a significant effect on the environment.

_____ _____

TRPA Executive Director/Designee Date

Attachment F

Initial Environmental Checklist and Threshold Indicators

TAHOE REGIONAL PLANNING AGENCY

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.gov

INITIAL ENVIRONMENTAL CHECKLIST FOR DETERMINATION OF ENVIRONMENTAL IMPACT

Project Name: Amendments to Rule of Procedure Section 2.16 Teleconferencing

APN/Project Location: Basinwide

County/City: Select One

Project Description:

In order to make teleconferencing more available and thereby maximize Governing Board member participation and public safety, the proposed amendments to Rule of Procedure 2.16 Teleconferencing:

- Allow members to appear remotely within the jurisdiction each member represents and without opening each location to the public. Members not representing a local jurisdiction represents the state of their delegation and may appear remotely from anywhere therein.
- Restrict the number of remote appearances to three consecutively and five per calendar year.
- Require disclosure of any person 18 or over who is in the same room as the remotely appearing member and their relationship with the member.
- Require the public to be provided with three modes of participating in a public meeting; in person, telephonically, and via an internet platform.
- Delete specific quorum locational requirements.

The proposed amendments will provide greater flexibility for Governing Board members to appear remotely and providing extensive opportunities for members of the public to participate remotely and in person.

TAHOE REGIONAL PLANNING AGENCY

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.gov

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 and reference the question number and letter. If more space is required for additional information, please attached separate sheets and reference the question number and letter.

For information on the status of TRPA environmental thresholds click on the links to the Threshold Dashboard.

I. Environmental Impacts

1. Land

Current and historic status of soil conservation standards can be found at the links below:

- Impervious Cover
- Stream Environment Zone

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?	○	○	○	○
b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	○	○	○	○
c. Unstable soil conditions during or after completion of the proposal?	○	○	○	○
d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?	○	○	○	○
e. The continuation of or increase in wind or water erosion of soils, either on or off the site?	○	○	○	○
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?	○	○	○	○
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to land impacts.

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2. Air Quality

Current and historic status of air quality standards can be found at the links below:

- Carbon Monoxide (CO)
- Nitrate Deposition
- Ozone (O3)
- Regional Visibility
- Respirable and Fine Particulate Matter
- Sub-Regional Visibility

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Substantial air pollutant emissions?	○	○	○	○
b. Deterioration of ambient (existing) air quality?	○	○	○	○
c. The creation of objectionable odors?	○	○	○	○
d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	○	○	○	○
e. Increased use of diesel fuel?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to air quality impacts.

3. Water Quality

Current and historic status of water quality standards can be found at the links below:

- Aquatic Invasive Species
- Deep Water (Pelagic) Lake Tahoe
- Groundwater
- Nearshore (Littoral) Lake Tahoe
- Other Lakes
- Surface Runoff
- Tributaries
- Load Reductions

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Changes in currents, or the course or direction of water movements?	○	○	○	○
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?	○	○	○	○
c. Alterations to the course or flow of 100-yearflood waters?	○	○	○	○
d. Change in the amount of surface water in any water body?	○	○	○	○
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	○	○	○	○
f. Alteration of the direction or rate of flow of ground water?	○	○	○	○
g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	○	○	○	○
h. Substantial reduction in the amount of water otherwise available for public water supplies?	○	○	○	○
i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?	○	○	○	○
j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?	○	○	○	○
k. Is the project located within 600 feet of a drinking water source?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to water quality impacts.

4. Vegetation

Current and historic status of vegetation preservation standards can be found at the links below:

- Common Vegetation
- Late Seral/Old Growth Ecosystems
- Sensitive Plants
- Uncommon Plant Communities

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?	○	○	○	○
b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?	○	○	○	○
c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?	○	○	○	○
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)?	○	○	○	○
e. Reduction of the numbers of any unique, rare, or endangered species of plants?	○	○	○	○
f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	○	○	○	○
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?	○	○	○	○
h. A change in the natural functioning of an old growth ecosystem?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to vegetation impacts.

5. Wildlife

Current and historic status of special interest species standards can be found at the links below:

- Special Interest Species

Current and historic status of the fisheries standards can be found at the links below:

- Instream Flow
- Lake Habitat
- Stream Habitat

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
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)?	○	○	○	○
b. Reduction of the number of any unique, rare or endangered species of animals?	○	○	○	○
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	○	○	○	○
d. Deterioration of existing fish or wildlife habitat quantity or quality?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to wildlife impacts.

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6. Noise

Current and historic status of the noise standards can be found at the links below:

- Cumulative Noise Events
- Single Noise Events

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
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?	○	○	○	○
b. Exposure of people to severe noise levels?	○	○	○	○
c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	○	○	○	○
d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	○	○	○	○
e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?	○	○	○	○
f. Exposure of existing structures to levels of ground vibration that could result in structural damage?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to noise impacts.

7. Light and Glare

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Include new or modified sources of exterior lighting?	○	○	○	○
b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?	○	○	○	○
c. Cause light from exterior sources to be cast off -site or onto public lands?	○	○	○	○
d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to light and glare impacts.

8. Land Use

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Include uses which are not listed as permissible uses in the applicable Area Plan, Plan Area Statement, adopted Community Plan, or Master Plan?	○	○	○	○
b. Expand or intensify an existing non-conforming use?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to land use impacts.

9. Natural Resources

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. A substantial increase in the rate of use of any natural resources?	○	○	○	○
b. Substantial depletion of any non-renewable natural resource?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to natural resource impacts.

10. Risk of Upset

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
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?	○	○	○	○
b. Involve possible interference with an emergency evacuation plan?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to risk of upset impacts.

11. Population

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?				
b. Include or result in the temporary or permanent displacement of residents?				

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to land impacts.

12. Housing

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
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?				
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?				

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to housing impacts.

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13. Transportation / Circulation

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Generation of 650 or more new average daily Vehicle Miles Travelled?				
b. Changes to existing parking facilities, or demand for new parking?				
c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?				
d. Alterations to present patterns of circulation or movement of people and/or goods?				
e. Alterations to waterborne, rail or air traffic?				
f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?				

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to transportation and circulation impacts.

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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?:

	Yes	No	No, with mitigation	Data insufficient
a. Fire protection?	○	○	○	○
b. Police protection?	○	○	○	○
c. Schools?	○	○	○	○
d. Parks or other recreational facilities?	○	○	○	○
e. Maintenance of public facilities, including roads?	○	○	○	○
f. Other governmental services?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to public service impacts.

15. Energy

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Use of substantial amounts of fuel or energy?	○	○	○	○
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	○	○	○	○

Discussion:

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to energy impacts.

16. Utilities

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

	Yes	No	No, with mitigation	Data insufficient
a. Power or natural gas?	○	○	○	○
b. Communication systems?	○	○	○	○
c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?	○	○	○	○
d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?	○	○	○	○
e. Storm water drainage?	○	○	○	○
f. Solid waste and disposal?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to utility impacts.

17. Human Health

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Creation of any health hazard or potential health hazard (excluding mental health)?	○	○	○	○
b. Exposure of people to potential health hazards?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to human health impacts.

18. Scenic Resources / Community Design

Current and historic status of the scenic resources standards can be found at the links below:

- Built Environment
- Other Areas
- Roadway and Shoreline Units

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?	○	○	○	○
b. Be visible from any public recreation area or TRPA designated bicycle trail?	○	○	○	○
c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?	○	○	○	○
d. Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan?	○	○	○	○
e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to scenic and community design impacts.

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19. Recreation

Current and historic status of the recreation standards can be found at the links below:

- Fair Share Distribution of Recreation Capacity
- Quality of Recreation Experience and Access to Recreational Opportunities

Will the proposal:	Yes	No	No, with mitigation	Data insufficient
a. Create additional demand for recreation facilities?	○	○	○	○
b. Create additional recreation capacity?	○	○	○	○
c. Have the potential to create conflicts between recreation uses, either existing or proposed?	○	○	○	○
d. Result in a decrease or loss of public access to any lake, waterway, or public lands?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to recreation impacts.

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20. Archaeological / Historical

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?	○	○	○	○
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?	○	○	○	○
c. Is the property associated with any historically significant events and/or sites or persons?	○	○	○	○
d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	○	○	○	○
e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to archaeological and historical impacts.

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21. Findings of Significance

	Yes	No	No, with mitigation	Data insufficient
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?	○	○	○	○
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.)	○	○	○	○
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?)	○	○	○	○
d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?	○	○	○	○

Discussion

The proposed amendments are procedural in nature only and will result in no changes to criteria relating to environmental and human impacts, either directly or cumulatively.

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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:

John L. Marshall	at Washoe County	March 13, 2023
Person preparing application	County	Date

Applicant Written Comments: (Attach additional sheets if necessary)

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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 Procedures.	☐ YES	☐ NO

Date _____

_____
Signature of Evaluator

_____
Title of Evaluator

Attachment G

Compliance Measures

COMPLIANCE MEASURES FOR "ACHIEVABLE" DEFINITION AMENDMENTS; ACCESSORY DWELLING UNIT DRIVEWAY AMENDMENT TO THE TRPA CODE OF ORDINANCES

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
WATER QUALITY/SEZ - IN PLACE				
1	BMP requirements, new development: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ, Fish	**N**	The proposed amendments make no changes to BMP requirements and implementation programs.
2	BMP implementation program -- existing streets and highways: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ, Trans, Fish	**N**	
3	BMP implementation program -- existing urban development: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ, Fish	**N**	
4	BMP implementation program -- existing urban drainage systems: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ, Trans, Fish	**N**	
5	Capital Improvements Program for Erosion and Runoff Control	WQ, Soils/SEZ, Trans, Fish	**N**	The proposed amendments make no changes to policies that would impact the Capital Improvement Program for Erosion and Runoff Control.
6	Excess land coverage mitigation program: *Code of Ordinances* Chapter 30	WQ, Soils/SEZ	**N**	The proposed amendments do not change excess mitigation requirements.
7	Effluent (Discharge) limitations: California (SWRCB, Lahontan Board) and Nevada (NDEP): *Code of Ordinances* Chapter 60	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**	New subdivisions will continue to be limited by the provisions in Chapter 39, Subdivision, of the TRPA Code of Ordinances. There is no change to limitations on new subdivisions.

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
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 amendments do not make any changes to allowable uses or land use controls in Chapters 11, 12, 13, 14 and 21.
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**	TRPA's residential growth management provisions and Individual Parcel Evaluation System (IPES) will remain in effect and unchanged.
11	Limits on land coverage for new development: Goals and Policies: Land Use Element and Code of Ordinances Chapter 30	WQ, Soils/SEZ, Scenic	**N**	No changes to limits on land coverage are proposed with the amendments.
12	Transfer of development: Goals and Policies: Land Use Element and Implementation Element	WQ, Soils/SEZ	**N**	The amendments do not make any changes to transfer of development policies.
13	Restrictions on SEZ encroachment and vegetation alteration: *Code of Ordinances Chapters 30 and 61*	WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic	**N**	The amendments will not alter existing restrictions on SEZ encroachment and vegetation alteration in the TRPA Code of Ordinances, Chapters 30 and 61.
14	SEZ restoration program: Environmental Improvement Program.	WQ, Soils/SEZ, Veg, Wildlife, Fish, Scenic	**N**	The amendments do not change policies and provisions that require the protection and restoration of SEZs.
15	SEZ setbacks: *Code of Ordinances* Chapter 53	WQ, Soils/SEZ, Veg, Wildlife, Fish	**N**	SEZ setback requirements in the TRPA Code of Ordinances, Chapter 53, Individual Parcel Evaluation System, Section 53.9, will not be altered by the amendments.

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
16	Fertilizer reporting requirements: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ, Fish, Rec	**N**	The amendments will not modify the Resource Management and Protection regulations, Chapters 60 through 68, of the TRPA Code of Ordinances. Thus, fertilizer reporting and water quality mitigation requirements will stay in effect.
17	Water quality mitigation: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ	**N**	
18	Restrictions on rate and/or amount of additional development	WQ, Soils/SEZ, Wildlife, Scenic	**N**	The amendments do not change the rate of allocation distribution or add any new development potential.
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 amendments will not directly increase funding for EIP projects for erosion and runoff control.
21	Artificial wetlands/runoff treatment program	WQ, Soils/SEZ	**N**	There are no changes to the artificial wetlands/runoff treatment program proposed.
22	Transfer of development from SEZs	WQ, Soils/SEZ, Scenic	**N**	The amendments do not affect existing provisions regarding the transfer of development from SEZs.
23	Improved mass transportation	WQ, Trans, Noise	**Y**	The amendments do not directly improve or affect mass transportation, however they may encourage more use of transit as they provide additional housing opportunities for local residents and workers.
24	Redevelopment and redirection of land use: Goals and Policies: Land Use Element and Code of Ordinances Chapter 13	WQ, Soils/SEZ, Scenic	**Y**	The amendments do not affect redevelopment or any redirection of land use.
25	Combustion heater rules, stationary source controls, and related rules: *Code of Ordinances* Chapter 65	WQ, AQ	**N**	The amendments do not alter existing TRPA Code of Ordinance provisions concerning combustion heaters, stationary source controls, sewage transport, treatment, or release, garbage or hazardous materials and waste.
26	Elimination of accidental sewage releases: Goals and Policies: Land Use Element	WQ, Soils/SEZ	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
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: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ	**N**	
30	Prohibition on solid waste disposal: Goals and Policies: Land Use Element	WQ, Soils/SEZ	**N**	
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 Code of Ordinances Chapter 60	WQ, Soils/SEZ	**N**	
33	BMP implementation program, Snow and ice control practices: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ, AQ	**N**	The amendments will not change BMP requirements. See response to Compliance Measures 1 through 4.
34	Reporting requirements, highway abrasives and deicers: Goals and Policies:, Land Use Element and Code of Ordinances Chapter 60	WQ, Soils/SEZ, Fish	**N**	
35	BMP implementation program--roads, trails, skidding, logging practices: *Code of Ordinances* Chapter 60, Chapter 61	WQ, Soils/SEZ, Fish	**N**	
36	BMP implementation program--outdoor recreation: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ, Fish, Rec	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
37	BMP implementation program--livestock confinement and grazing: *Code of Ordinances* Chapter 21, Chapter 60, Chapter 64	WQ, Soils/SEZ, Veg, Wildlife, Fish	**N**	
38	BMP implementation program--pesticides	WQ, Soils/SEZ	**N**	
39	Land use planning and controls -- timber harvesting: *Code of Ordinances* Chapter 21	WQ, Soils/SEZ, AQ, Wildlife, Fish, Scenic	**N**	There are no changes to allowable timber harvesting requirements or permissibility as part of the amendments.
40	Land use planning and controls - outdoor recreation: *Code of Ordinances* Chapter 21	WQ, Soils/SEZ, Wildlife, Noise, Rec, Scenic	**N**	There are no changes to outdoor recreation requirements or permissibility as part of this proposal.
41	Land use planning and controls--ORV use: Goals and Policies: Recreation Element	WQ, Soils/SEZ, AQ, Wildlife, Fish, Noise, Rec, Scenic	**N**	There are no changes to off-road vehicle use as part of this proposal.
42	Control of encroachment and coverage in sensitive areas	WQ, Soils/SEZ, Wildlife, Rec, Scenic	**N**	No changes to coverage regulations or regulations related to encroachment into sensitive areas are included in the amendments.
43	Control on shorezone encroachment and vegetation alteration: *Code of Ordinances* Chapter 83	WQ, Soils/SEZ, Scenic	**N**	No changes are being proposed that would modify existing code provisions related to the shorezone or impact these compliance measures.
44	BMP implementation program--shorezone areas: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
45	BMP implementation program--dredging and construction in Lake Tahoe: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ	**N**	
46	Restrictions and conditions on filling and dredging: *Code of Ordinances* Chapter 84	WQ, Soils/SEZ, Fish	**N**	
47	Protection of stream deltas	WQ, Soils/SEZ, Wildlife, Fish, Scenic	**N**	
48	Marina master plans: *Code of Ordinances* Chapter 14	WQ, AQ/Trans, Fish, Scenic	**N**	
49	Additional pump-out facilities: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ	**N**	
50	Controls on anti-fouling coatings: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ, Fish	**N**	
51	Modifications to list of exempt activities	WQ, Soils/SEZ	**N**	The amendments do 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 amendments do 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**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
56	Control of upwind pollutants	WQ, Soils/SEZ, AQ	**N**	
57	Additional controls on combustion heaters	WQ, Soils/SEZ, AQ	**N**	
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	Trans, Rec	**N**	As noted in Compliance Measure 23, above, the amendments do not change plans or goals and policies related to transit or active transportation, but they could support transit indirectly by providing additional opportunities for housing for local residents and workers who may use transit for work or other activities.
63	Fixed Route Transit - North Shore: TART	Trans, Rec	**N**	
64	Demand Responsive Transit - South Shore	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	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
72	Pedestrian facilities	Trans, Rec, Scenic	**N**	
73	Wood heater controls: *Code of Ordinances* Chapter 65	WQ, AQ	**N**	The amendments do not make any changes to wood or gas heater controls, or stationary source controls.
74	Gas heater controls: *Code of Ordinances* Chapter 65	WQ, AQ	**N**	
75	Stationary source controls: *Code of Ordinances* Chapter 65	WQ, AQ	**N**	
76	U.S. Postal Service Mail Delivery	Trans	**N**	The amendments do not include any provisions that would impact U.S. Postal Service Delivery.
77	Indirect source review/air quality mitigation: *Code of Ordinances* Chapter 65	WQ, AQ	**N**	The amendments do not make any changes to indirect source review/air quality mitigation requirements, or idling restrictions.
78	Idling Restrictions: *Code of Ordinances* Chapter 65	WQ, AQ	**N**	
79	Vehicle Emission Limitations (State/Federal)	WQ, AQ	**N**	The amendments do not include any provisions related to vehicle emission limitations established by the State/Federal Government.
80	Open Burning Controls: *Code of Ordinances* Chapters 61 and Chapter 65	WQ, AQ, Scenic	**N**	The amendments do not make any changes to open burning controls.
81	BMP and Revegetation Practices	WQ, AQ, Wildlife, Fish	**N**	See response to Compliance Measures 1 through 4.
82	Employer-based Trip Reduction Programs: *Code of Ordinances* Chapter 65	Trans	**N**	The amendments do not make any changes to the employer-based trip reduction programs or vehicle rental programs described in Chapter 65.
83	Vehicle rental programs: *Code of Ordinances* Chapter 65	Trans	**N**	
84	Parking Standards	Trans	**N**	The amendments do not make any changes related to parking management areas, parking fees, or parking facilities.
85	Parking Management Areas	Trans	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
86	Parking Fees	Trans	**N**	
87	Parking Facilities	Trans	**N**	
88	Traffic Management Program - Tahoe City	Trans	**N**	The amendments do not make any changes that would impact traffic management, signal synchronization, aviation, waterborne transit or excursions, air quality monitoring, alternative fueled vehicle fleets or infrastructure improvements, north shore transit, or the Heavenly Ski Resort Gondola.
89	US 50 Traffic Signal Synchronization - South Shore	Trans	**N**	
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**	
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**	See response to Compliance Measures 23, 62 through 97, and 1-4 (Road improvements, BMPs).
99	Transit System - South Shore	Trans	**N**	
100	Transit Passenger Facilities	Trans	**N**	
101	South Shore Transit Maintenance Facility - South Shore	Trans	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
102	Transit Service - Fallen Leaf Lake	WQ, Trans	**N**	
103	Transit Institutional Improvements	Trans	**N**	
104	Transit Capital and Operations Funding Acquisition	Trans	**N**	
105	Transit/Fixed Guideway Easements - South Shore	Trans	**N**	
106	Visitor Capture Program	Trans	**N**	
107	Pedestrian and Bicycle Facilities--South Shore	Trans, Rec	**N**	
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	**N**	
114	Intersection improvements--South Shore	Trans, Scenic	**N**	
115	Intersection improvements--North Shore	Trans, Scenic	**N**	
116	Roadway Improvements - South Shore	Trans, Scenic	**N**	
117	Roadway Improvements - North Shore	Trans, Scenic	**N**	
118	Loop Road - South Shore	Trans, Scenic	**N**	
119	Montreal Road Extension	Trans	**N**	
120	Kingsbury Connector	Trans	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
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: *Code of Ordinances* Chapter 33	WQ, AQ, Veg, Scenic	**N**	The amendments will not alter the provisions of Chapter 33 in the TRPA Code of Ordinances.
128	Tree Removal: *Code of Ordinances* Chapter 61	Veg, Wildlife, Scenic	**N**	The amendments do not alter tree removal, prescribed burning, vegetation management or plant protection and fire hazard reduction provisions of Chapter 61 of the Code.
129	Prescribed Burning: *Code of Ordinances* Chapter 61	WQ, AQ, Veg, Wildlife, Scenic	**N**	
130	Remedial Vegetation Management: *Code of Ordinances* Chapter 61	WQ, Veg, Wildlife	**N**	
131	Sensitive and Uncommon Plant Protection and Fire Hazard Reduction: *Code of Ordinances* Chapter 61	Veg, Wildlife, Scenic	**N**	
132	Revegetation: *Code of Ordinances* Chapter 61	WQ, Veg, Wildlife, Scenic	**N**	
133	Remedial Action Plans: *Code of Ordinances* Chapter 5	WQ, Veg	**N**	The amendments do not alter remedial action plan requirements.

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
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.
135	Shorezone protection	WQ, Soils/SEZ, Veg	**N**	See response to Compliance Measures 43 through 50.
136	Project Review	WQ, Veg	**N**	The amendments do not make any changes to the project review process or compliance inspections.
137	Compliance inspections	Veg	**N**	
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: *Code of Ordinances* 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**	The amendments are consistent with the 2012 Regional Plan, including the Conservation Element and Vegetation Subelement Goals and Policies.
142	Late Successional Old Growth (LSOG): *Code of Ordinances* Chapter 61	Veg, Wildlife, Fish	**N**	The amendments do not make any changes to provisions of Lake Successional Old Growth and Stream Environment Zone Vegetation.
143	Stream Environment Zone Vegetation: *Code of Ordinances* Chapter 61	WQ, Veg, Wildlife, Fish	**N**	
144	Tahoe Yellow Cress Conservation Strategy	Veg	**N**	The amendments do not impact efforts to conserve the Tahoe Yellow Cress.
145	Control and/or Eliminate Noxious Weeds	Veg, Wildlife	**N**	The amendments will not impact efforts to control or eliminate noxious weeks.
146	Freel Peak Cushion Plant Community Protection	Veg	**N**	N/A

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
VEGETATION – SUPPLEMENTAL				
147	Deepwater Plant Protection	WQ, Veg	**N**	See response to Compliance Measures 16 and 17 and 43 through 50.
WILDLIFE - IN PLACE				
148	Wildlife Resources: *Code of Ordinances* Chapter 62	Wildlife, Noise	**N**	See response to Compliance Measures 16 and 17.
149	Stream Restoration Program	WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic	**N**	The amendments do not include any changes to the Stream Restoration Program.
150	BMP and revegetation practices	WQ, Veg, Wildlife, Fish, Scenic	**N**	The amendments do not include any changes to existing BMP and revegetation requirements.
151	OHV limitations	WQ, Soils/SEZ, AQ, Wildlife, Noise, Rec	**N**	The amendments do not include any changes to OHV limitations.
152	Remedial Action Plans: *Code of Ordinances* Chapter 5	Wildlife	**N**	See response to Compliance Measure 133.
153	Project Review	Wildlife	**N**	See response to Compliance Measure 136 and 137.
FISHERIES - IN PLACE				
156	Fish Resources: *Code of Ordinances* Chapter 63	WQ, Fish	**N**	See response to Compliance Measures 16 and 17.
157	Tree Removal: *Code of Ordinances* Chapter 61	Wildlife, Fish	**N**	The amendments do 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: *Code of Ordinances* Chapter 84	WQ, Fish	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
160	Location standards for structures in the shorezone: *Code of Ordinances* Chapter 84	WQ, Fish	**N**	
161	Restrictions on SEZ encroachment and vegetation alteration	WQ, Soils/SEZ, Fish	**N**	See response to Compliance Measures 16 and 17.
162	SEZ Restoration Program	WQ, Soils/SEZ, Fish	**N**	See response to Compliance Measure 14.
163	Stream restoration program	WQ, Soils/SEZ, Fish	**N**	See response to Compliance Measures 16 and 17.
164	Riparian restoration	WQ, Soils/SEZ, Fish	**N**	
165	Livestock: *Code of Ordinances* 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**	See response to Compliance Measures 16 and 17.
168	Remedial Action Plans: *Code of Ordinances* Chapter 5	Fish	**N**	See response to Compliance Measure 133.
169	Mitigation Fee Requirements: *Code of Ordinances* Chapter 86	Fish	**N**	The mitigation fee requirements formerly in Chapter 86 of the TRPA Code of Ordinances (now in the Rules of Procedure) are not being modified.
170	Compliance inspection	Fish	**N**	The amendments are not modifying existing compliance or inspection programs or provisions.
171	Public Education Program	Wildlife, Fish	**N**	The amendments do not make any changes to education and outreach efforts for wildlife and fish.
NOISE - IN PLACE				

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
172	Airport noise enforcement program	Wildlife, Fish	**N**	The amendments are not modifying existing enforcement programs.
173	Boat noise enforcement program	Wildlife, Fish, Rec	**N**	
174	Motor vehicle/motorcycle noise enforcement program: *Code of Ordinances* Chapters 5 and 23	Wildlife, Fish	**N**	
175	ORV restrictions	AQ, Wildlife, Noise, Rec	**N**	The amendments are not modifying existing ORV or snowmobile conditions.
176	Snowmobile Restrictions	WQ, Wildlife, Noise, Rec	**N**	
177	Land use planning and controls	Wildlife, Noise	**N**	See response to Compliance Measure 9. There are no changes to allowed uses.
178	Vehicle trip reduction programs	Trans, Noise	**N**	The amendments do not make any changes to vehicle trip reduction programs.
179	Transportation corridor design criteria	Trans, Noise	**N**	The amendments do not make any changes to transportation corridor design criteria.
180	Airport Master Plan South Lake Tahoe	Trans, Noise	**N**	N/A
181	Loudspeaker restrictions	Wildlife, Noise	**N**	The amendments are not modifying loudspeaker restrictions.
182	Project Review	Noise	**N**	See response to Compliance Measures 136 and 137.
183	Complaint system: *Code of Ordinances* Chapters 5 and 68	Noise	**N**	Existing complaint systems are not being modified by the amendments.
184	Transportation corridor compliance program	Trans, Noise	**N**	None of these compliance measures will be modified with the proposal.
185	Exemptions to noise limitations	Noise	**N**	
186	TRPA's Environmental Improvement Program (EIP)	Noise	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
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 this set of amendments.
RECREATION - IN PLACE				
189	Allocation of Development: *Code of Ordinances* Chapter 50	Rec	**N**	See response to Compliance Measures 10 and 18. There are no changes to the allocation of development.
190	Master Plan Guidelines: *Code of Ordinances* Chapter 14	Rec, Scenic	**N**	No changes to master plans requirements are included as part of this amendment.
191	Permissible recreation uses in the shorezone and lake zone: *Code of Ordinances* 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 amendments are not altering provisions regarding public outdoor recreation in sensitive lands.
193	Hiking and riding facilities	Rec	**N**	The amendments are not altering where hiking and riding facilities are permissible. See also Compliance Measure 40.
194	Scenic quality of recreation facilities	Rec, Scenic	**N**	The amendments do not include any changes to provisions related to scenic quality of recreation facilities.
195	Density standards	Rec	**N**	The amendments do not change density standards.
196	Bonus incentive program	Rec	**Y**	The amendments change the "achievable" category of the Bonus incentive program from an income cap to a requirement for local employment, for households with incomes over 120 percent of Area Median Income.
197	Required Findings: *Code of Ordinances* Chapter 4	Rec	**N**	The amendments do not affect required findings.
198	Lake Tahoe Recreation Sign Guidelines	Rec, Scenic	**N**	The amendments will not impact the Lake Tahoe Recreation Sign Guidelines.

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
199	Annual user surveys	Rec	**N**	The amendments will not affect user surveys.
RECREATION – SUPPLEMENTAL				
200	Regional recreational plan	Rec	**N**	The amendments do not modify any portion of the Goals and Policies in the Regional Recreation Plan, which is the Recreation Element in the Regional Plan.
201	Establish fairshare resource capacity estimates	Rec	**N**	The amendments do not establish or alter fair share resource capacity estimates, alter reservations of additional resource capacity, or include economic modeling.
202	Reserve additional resource capacity	Rec	**N**	
203	Economic Modeling	Rec	**N**	
SCENIC - IN PLACE				
204	Project Review and Exempt Activities: *Code of Ordinances* Chapter 2	Scenic	**N**	See response to Compliance Measures 136 and 137.
205	Land Coverage Limitations: *Code of Ordinances* Chapter 30	WQ, Scenic	**Y**	See response to Compliance Measure 11.
206	Height Standards: *Code of Ordinances* Chapter 37	Scenic	**N**	The amendments do not affect height standards.
207	Driveway and Parking Standards: *Code of Ordinances* Chapter 34	Trans, Scenic	**Y**	The proposal allows accessory dwelling units to have a separate driveway from the main house, rather than requiring a circular driveway, when doing so would have less environmental disturbance.
208	Signs: *Code of Ordinances* Chapter 38	Scenic	**N**	The amendments do not make changes to design standards and guidelines relating to signage.
209	Historic Resources: *Code of Ordinances* Chapter 67	Scenic	**N**	See response to Compliance Measures 16 and 17.
210	Design Standards: *Code of Ordinances* Chapter 36	Scenic	**N**	The amendments do not make any changes to the Design Standards in Chapter 36.
211	Shorezone Tolerance Districts and Development Standards: *Code of Ordinances* Chapter 83	Scenic	**N**	See response to Compliance Measures 43 through 50.

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
212	Development Standards Lakeward of Highwater: *Code of Ordinances* Chapter 84	WQ, Scenic	**N**	
213	Grading Standards: *Code of Ordinances* Chapter 33	WQ, Scenic	**N**	Grading and vegetation protection during construction shall continue to meet the provisions of the TRPA Code of Ordinances, Chapter 33, Grading and Construction.
214	Vegetation Protection During Construction: Code of Ordinances Chapter 33	AQ, Veg, Scenic	**N**	
215	Revegetation: *Code of Ordinances* Chapter 61	Scenic	**N**	See response to Compliance Measures 16 and 17.
216	Design Review Guidelines	Scenic	**N**	The amendments do not make any changes to the Design Review Guidelines.
217	Scenic Quality Improvement Program(SQIP)	Scenic	**N**	The amendments do not conflict with the SQIP and are not anticipated to impact scenic ratings.
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	**N**	
220	Nevada-side Utility Line Undergrounding Program	Scenic	**N**	N/A
SCENIC – SUPPLEMENTAL				
221	Real Time Monitoring Program	Scenic	**N**	No changes to the real time monitoring program are being proposed.
222	Integrate project identified in SQIP	Scenic	**N**	The amendment does not include projects identified in the SQIP.