

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

NOTICE IS HEREBY GIVEN that on **Wednesday, March 27, 2024**, commencing **no earlier than 9:45 a.m.**, on both **Zoom** and 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.

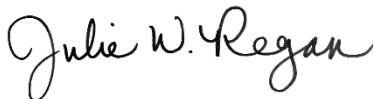
To participate in any TRPA Governing Board or Committee meetings please go to the Calendar on the <https://www.trpa.gov/> homepage and select the link for the current meeting. Members of the public may also choose to listen to the meeting by dialing the phone number and access code posted on our website. For information on how to participate by phone, please see page 3 of this Agenda.

NOTICE IS FURTHER GIVEN that on **Wednesday, March 27, 2024**, commencing at **8:30 a.m.**, at the **Tahoe Regional Planning Agency**, and on **Zoom**, the **TRPA Operations & Governance Committee** will meet. The agenda will be as follows: **1)** Approval of Agenda (action); **2)** Approval of Minutes (action) (**Pages 9**); **3)** Recommend approval of February Financials (action) (**Page 97**) (*Staff: Chris Keillor*); **4)** Discussion and possible recommendation for Release of City of South Lake Tahoe Operations & Maintenance (O&M) Mitigation Funds (\$405,601.00) for the Purchase of Two XBroom Street Sweepers (action) (**Page 121**) (*Staff: Tracy Campbell*); **5)** Upcoming Topics (*Staff: Chris Keillor*); **6)** Committee Member Comments; Chair – Laine, Vice Chair – Diss, Aguilar, Bass, Gustafson, Hill; **7)** Public Interest Comments

NOTICE IS FURTHER GIVEN that on **Wednesday, March 27, 2024**, commencing **8:30 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 (action); **2)** Approval of Minutes (action); (**Page 15**) **3)** Resolution of Enforcement Action: Unauthorized Tree Removal, Alpine View Estates LLC, 6731 N. Lake Boulevard, Placer County, CA, Assessor's Parcel Number (APN) 117-071-053, TRPA File No. ERSP2020-1404 (action) (**Page 127**) (*Staff: Steve Sweet*); **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, Leumer, Rice; **7)** Public Interest Comments

NOTICE IS FURTHER GIVEN that on **Wednesday, March 27, 2024**, commencing **no earlier than 9:00 a.m.**, at the **Tahoe Regional Planning Agency**, and on **Zoom**, the **TRPA Environmental Improvement Program Committee** will meet. The agenda will be as follows: **1)** Approval of Agenda (action); **2)** Approval of Minutes (action) (**Pages 17**); **3)** Environmental Improvement Program Outreach Update and Lake Tahoe Restoration Act Priorities (**Page 223**) (*Staff: Kim Caringer*); **4)** Upcoming Topics (*Staff: Kim Caringer*); **5)** Committee Member Comments; Chair – Faustinos, Vice Chair – Hays, Conrad-Saydah, Laine, Rice, Settlemeyer; Williamson; **5)** Public Interest Comments

NOTICE IS FURTHER GIVEN that on **Wednesday, March 27, 2024**, commencing **no earlier than 12:30 p.m., (at the conclusion of the Governing Board meeting)** at the **Tahoe Regional Planning Agency**, and on **Zoom**, the **TRPA Regional Planning Committee** will meet. The agenda will be as follows: **1)** Approval of Agenda (action); **2)** Approval of Minutes (action) (**Page 83**); **3)** Discussion and possible recommendation on the proposed amendment to the Washoe County Tahoe Area Plan to add “Schools – Kindergarten through Secondary” as a special use within the Wood Creek Regulatory Zone, for those parcels equal to or greater than three acres in size (action) (**Page 225**) (*Staff: Michelle Brown*) **4)** Informational Presentation on Adaptive Improvements to the Code of Ordinances Supporting Climate Resilience, Affordable Housing Requirements for Condominiums, and Design Standards for Mixed-Use Development (**Page 253**) (*Staff: Jacob Stock*); **5)** Upcoming Topics (*Staff: John Hester*); **6)** Committee Member Comments; Chair Hoenigman, Vice Chair – Settelmeyer, Aldean, Diss, Gustafson, Leumer; **7)** Public Interest Comments



Julie W. Regan,
Executive Director

This agenda has been posted at the TRPA office and at the following locations and/or websites: Post Office, 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 27, 2024
128 Market Street, Stateline, NV	No earlier than 9:45 a.m.

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

Written Public Comment: Members of the public may email written public comments to ‘publiccomment@trpa.gov’. We encourage you to submit written comments (email, mail, or fax) in advance of the meeting date to give our staff adequate time to organize, post, and distribute your input to the appropriate staff and representatives. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting. Late comments may be distributed and posted after the meeting. Please include the meeting information and agenda item in the subject line. For general comments to representatives, include “General Comment” in the subject line.

Verbal Public Comment: Public comments at the meeting 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 (usually 3 minutes for individuals and group representatives as well as for the total time allotted to oral public comment for a specific agenda item). No extra time for participants will be permitted by the ceding of time to others. 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. Public comment will be taken for each appropriate action 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 including agendaized informational items.

Accommodation: TRPA will make reasonable efforts to assist and accommodate physically handicapped persons that wish to participate in the meeting. Please contact Marja Ambler at (775) 589-5287 if you would like to participate in the meeting and are in need of assistance. The meeting agenda and staff reports will be posted at <https://www.trpa.gov/meeting-materials> no later than 7 days prior to the meeting date. For questions please contact TRPA admin staff at virtualmeetinghelp@trpa.gov or call (775) 588-4547.

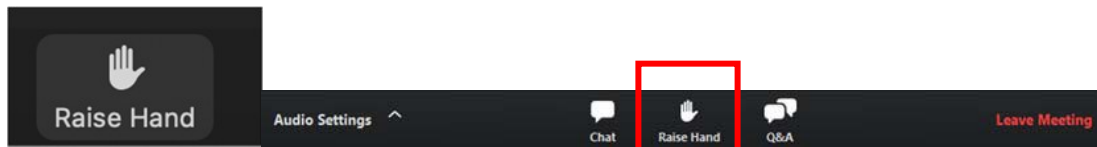
Zoom Webinar - Public Participation

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 24, 2024 **Page 59**
February 28, 2024 **Page 23**
- V. TRPA CONSENT CALENDAR (see Consent Calendar agenda below for specific items)
- VI. PUBLIC HEARINGS
 - A. Possible findings and direction regarding Regional Plan Goals and Policies (DP-5) that guide adaptive management towards Transportation and Sustainable Communities Threshold Standard 1 (TSC1), including possible direction to amend the revenue milestone (DP-5.4.B)
(Staff: Dan Segan) **Action** **Page 203**
- VII. REPORTS
 - A. Executive Director Status Report **Informational Only**
 - 1) Update on the Traffic and Safety Monitoring Report for the Round Hill Pines Resort Intersection Improvement Project
(Staff: Shannon Friedman) **Informational Only** **Page 209**
 - B. General Counsel Status Report **Informational Only**
- VIII. GOVERNING BOARD MEMBER REPORTS
- IX. COMMITTEE REPORTS
 - A. Local Government Committee **Report**
 - B. Legal Committee **Report**
 - C. Operations & Governance Committee **Report**
 - D. Environmental Improvement Program Committee **Report**
 - E. Transportation Committee **Report**
 - F. Regional Planning 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

<u>Item</u>	<u>Action Requested</u>	
1. February Financials (Staff: Chris Keillor)	Action/Approval	<u>Page 97</u>
2. Release of City of South Lake Tahoe Operations & Maintenance (O&M) Mitigation Funds (\$405,601.00) for the Purchase of Two XBroom Street Sweepers (Staff: Tracy Campbell)	Action/Approval	<u>Page 121</u>
3. Resolution of Enforcement Action: Unauthorized Tree Removal, Alpine View Estates LLC, 6731 N. Lake Boulevard, Placer County, CA, Assessor's Parcel Number (APN) 117-071-053, TRPA File No. ERSP2020-1404 (Staff: Steve Sweet)	Action/Approval	<u>Page 127</u>
4. Appointment of Alternate to Tahoe Transportation District (TTD) Board of Directors (Staff: Julie Regan)	Action/Approval	<u>Page 133</u>
5. Tahoe Truckee Unified School District – North Tahoe High School Campus Modernization Improvements, 2949 Polaris Road, Tahoe City, Placer County, CA Assessor's Parcel Number (APN) 093-010-015 TRPA File Number ERSP2023-1371 (Staff: Bridget Cornell)	Action/Approval	<u>Page 135</u>
6. APC Membership reappointment for the Placer County Lay Member, Kevin Drake (Staff: Julie Regan)	Action/Approval	<u>Page 201</u>

The consent calendar items are expected to be routine and non-controversial. They will be acted upon by the Board at one time without discussion. The special use determinations will be removed from the calendar at the request of any member of the public and taken up separately. If any Board member or noticed affected property owner requests that an item be removed from the calendar, it will be taken up separately in the appropriate agenda category. Four of the members of the governing body from each State constitute a quorum for the transaction of the business of the agency. The voting

procedure shall be as follows: (1) For adopting, amending or repealing environmental threshold carrying capacities, the regional plan, and ordinances, rules and regulations, and for granting variances from the ordinances, rules and regulations, the vote of at least four of the members of each State agreeing with the vote of at least four members of the other State shall be required to take action. If there is no vote of at least four of the members from one State agreeing with the vote of at least four of the members of the other State on the actions specified in this paragraph, an action of rejection shall be deemed to have been taken. (2) For approving a project, the affirmative vote of at least five members from the State in which the project is located and the affirmative vote of at least nine members of the governing body are required. If at least five members of the governing body from the State in which the project is located and at least nine members of the entire governing body do not vote in favor of the project, upon a motion for approval, an action of rejection shall be deemed to have been taken. A decision by the agency to approve a project shall be supported by a statement of findings, adopted by the agency, which indicates that the project complies with the regional plan and with applicable ordinances, rules and regulations of the agency. (3) For routine business and for directing the agency's staff on litigation and enforcement actions, at least eight members of the governing body must agree to take action. If at least eight votes in favor of such action are not cast, an action of rejection shall be deemed to have been taken.

Article III (g) Public Law 96-551 Tahoe Regional Planning Agency Governing Board Members: Chair, 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; Cody Bass, City of South Lake Tahoe Councilmember; Meghan Hays, 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; Alexandra Leumer, California Senate Rules Committee Appointee.

TAHOE REGIONAL PLANNING AGENCY
OPERATIONS AND GOVERNANCE COMMITTEE

North Tahoe Events Center/Zoom Webinar

February 28, 2024

Meeting Minutes

CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Ms. Laine called the meeting to order at 8:36 a.m.

Members present: Ms. Bowman (for Mr. Aguilar), Mr. Bass, Ms. Gustafson, Ms. Hill, Ms. Laine

I. APPROVAL OF AGENDA

Agenda approved.

II. APPROVAL OF MINUTES

November 15, 2023 Operations and Governance Committee Minutes

Minutes approved.

III. [Agenda Item No. 3 Recommend Approval of January Financial Statements](#)

Mr. Chris Keillor, TRPA Finance Director, presented the item. He began by talking about state budgeting and said California are still having significant problems with the Legislative Analyst's Office (LAO) now predicting a deficit of \$73B for the current fiscal year. Mr. Keillor said we don't have any BCPs in front of them for the next fiscal year, but we do have money at risk for attaining staff salary increases. The immediate cutbacks are also affecting some TRPA programs. We have two housing HIT grants, and the State have capped us at 25% of the total grants. For the bigger grant that's less of a problem because we have only just started spending it and believe we can still do most of the important upfront activities. The smaller grant is a problem because we've already spent more than 25%. Mr. Keillor said that we will comply going forward but are already over that cap. He is working with the state on two invoices, one of which they will pay, and the second they may not.

Mr. Keillor said that the Nevada budget is more positive. They will be kicking off their biennial budget process on March 6, 2024. This will be Governor Lombardo's first budget so we may see some redirection and reprioritization.

Looking to the financial highlights on slide 2, Mr. Keillor said we are just over halfway through the year and planning fees have come back up to 6% above the last three years average so he is less concerned about those. Regarding the two big LTRA grants, Mr. Keillor said they have been slow to ramp up, so we may not hit the revenue target for the year but since they are effectively passthrough funds from the forest service it will not affect TRPA overall financials.

Looking at the revenues, Mr. Keillor said everything is on target with the exception of the grant revenues where we are behind. He said that the only remaining money in the state revenue

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category is TSAC (Tahoe Science Advisory Council) money, which is billed on a cost reimbursement basis. Moving to cash flow charts on slide 5, Mr. Keillor said they recently transferred \$3.7M in Excess Coverage Mitigation funds to CTC for the Motel 6 acquisition project.

Committee Comments

Mr. Bass asked about the TRPA revenue split between California and Nevada. Mr. Keillor said that under the bi-state compact, TRPA are required to request money in a 2/3 California, 1/3 Nevada ratio. Mr. Bass asked if the California funds were protected or if the state could claw some back. Mr. Keillor said they are protected conditionally - the bulk of our money doesn't come from the California general fund; most comes from the environmental license plate fund and about half a million dollars comes from the Harbors and Watercraft revolving fund. Those funds should be good going forward, with the caveat that we don't know what the Department of Finance will do, if they will raid the special funds to balance the general fund for example.

Referring to the HIT grant billing issue, Ms. Hill asked if California TRPA board members had reached out to legislators to let them know of the situation. Mr. Keillor said it is currently being handled at staff level, but they intend to enlist board members as needed.

Regarding the Nevada budget Ms. Hill asked if we will be asking again for Tahoe Transportation District (TTD) funds, as requested by the legislature. Mr. Keillor affirmed that we would be asking a second time and added that they need to decide whether to embed that as a permanent ask, as opposed to a biannual request. Mr. Keillor suggested they could set up TTD as an entity in the Nevada budget system so they could access funds directly. Ms. Hill said she thinks it will be difficult to create TTD as an entity and people feel more comfortable going through TRPA because it is so well known.

Mr. Bass added that the transportation funds are coming out of the gas tax, and they are protected from any of these budget cuts. As he sees it California will believe they are contributing the two thirds because of TDA transit funds going into the basin. Ms. Hill said she is concerned that those funds are not going to TTD's operations and wants to ensure that we are living up to the 7-7-7 transportation funding strategy. Mr. Keillor clarified that the 7-7-7 funding was intended to be in addition to existing TTD STF funds.

Mr. Keillor added that the compact that created TRPA established a mechanism for TRPA to be funded just from general operations, it did not include anything for that in TTD. He said TTD need about \$1M per year for basic operations. Mr. Keillor said this request was intended to cover that. This is separate from the 7-7-7 funding.

Public Comment

None.

Motion

Mr. Bass made a motion to recommend the Governing Board approve the January 2024 Financials

Ayes: Ms. Bowman, Mr. Bass, Ms. Diss, Ms. Gustafson, Ms. Hill, Ms. Laine

Motion passed.

VI. [Agenda Item No. 4 AIS Watercraft Inspection Fees](#)

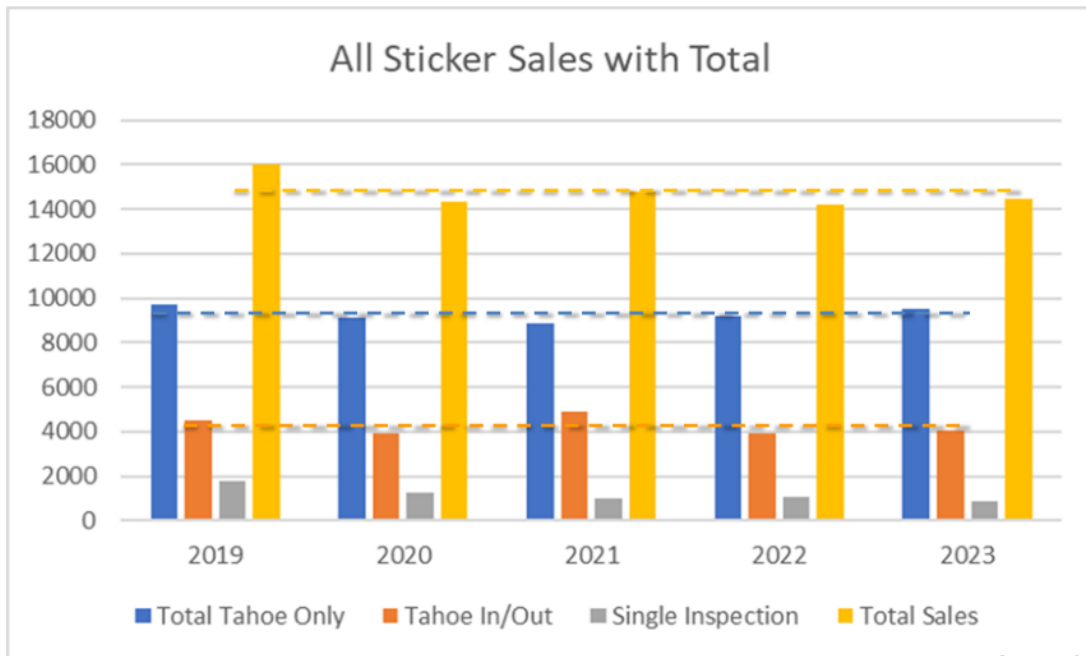
Mr. Tom Boos, TRPA Aquatic Invasive Species (AIS) Prevention Coordinator presented the item. Mr. Boos said the TRPA Code states that the Governing Board shall approve the watercraft fees annually, and staff are recommending that the board approve the proposed 2024 fee schedule.

Mr. Boos began with a background on the program (slide 3). Watercraft are required to be inspected at one of three watercraft inspection stations before entering Lake Tahoe. If they do not pass inspection due to detection of mud, plants, animals, or water they are decontaminated. At that point a sticker is sold, and a seal is installed to link the boat to the trailer – indicating to the ramp staff that the boat has not launched elsewhere. The boater then proceeds to the launch ramp where certified seal inspectors check the seal and allow launch. When the boat comes out of the water another seal is applied. An intact seal allows the boat to come back to the ramp without another inspection at the watercraft station.

Mr. Boos said TRPA contracts with the Tahoe Resource Conservation District (Tahoe RCD) who implement the process and are a great partner. The sole purpose of the program is to prevent the introduction of invasive species into the lake, and they have been incredibly successful over the last 15 years.

The AIS prevention program is one of the most critical EIP programs to protect the lake, and fees are charged for inspection and decontamination services. A boater can select from 3 different stickers. The Tahoe In and Out sticker is for boats that may visit other water bodies and return to Lake Tahoe. With the purchase of a Tahoe In and Out sticker the boater can come back to the inspection station as many times as they want for inspection at no additional cost, although an additional charge is levied if decontamination is required. The Single Inspection Pass works the same way but is limited to a 7-day period. The Tahoe Only sticker is for boaters who have been inspected and previously had a Tahoe In and Out sticker. The Tahoe Only sticker can be purchased at the inspection stations, or boat ramps for boaters with an intact seal.

Describing the program funding and budget (slide 6) Mr. Boos said 35% of funding comes from the prevention fees, 32% comes from California and Nevada General Funds, 19% comes from California Division of Boating and Waterways grants, 11% comes from the LTRA, and 3% comes from the ANS Task Force. The overall program budget is \$2.4M, and the Tahoe RCD contract accounts for \$1.6M. Drilling into the prevention fees (sticker sales) on slide 7, Mr. Boos said that sales over the last five years have remained steady but there have been other budget impacts.



Agenda Item 4

The cost of labor has increased from \$14 per hour in 2016 to \$20 per hour in 2024. The program has lost grant funding from the California Division of Boating and Waterways due to increased competition for funds. Other general operating costs have also increased, such as propane, decontamination supplies, increasingly complex boats. There are also some new operating costs in response the recent discovery of New Zealand Mud Snails in Lake Tahoe. They plan to hire three roving inspectors whose primary role will be interacting with non-motorized users to bridge a gap in education and outreach.

Mr. Boos said the proposed fee increases are intended to find a balance between fair pricing for boaters and sustaining the program. He described the proposed increases on slide 10 and 11.

Inspection Fees	2023	2024 Proposal	Amount of increase
Tahoe Only	\$45	\$50	\$5
In/Out: PWC & up to 17	\$60	\$70	\$10
In/Out: 17 and up	\$100	\$115	\$15
Single: PWC & up to 17	\$55	\$65	\$10
Single: 17 and up	\$80	\$95	\$15

Fees should reflect amount of work to inspect

Decontamination Fees	2023	2024 Proposal	Amount of increase
Decontamination (single system, jet ski)	\$25	\$30	\$5
Decontamination (2-3 systems)	\$50	\$60	\$10
Complex Decontamination (4 or more systems)		\$110	\$110
Ballast Boats (in addition)			
Drained Ballasts	\$25	\$30	\$5
Undrained Ballasts	\$50	\$60	\$10
Attached Mussels	\$250	\$350	\$100

Mr. Boos said that there were no fee increases between 2015-2018. From 2019-2023 targeted fee increases reflecting the work required to implement the program were introduced:

- 2019 - Tahoe Only stickers \$3 increase
- 2021 - Tahoe In/Out and Single Inspection pass \$5 increase
 - Multiple system decontaminations increased \$10
 - Attached mussel fee increased \$50.
- 2022- Single system decontaminations \$5
 - Created new decontamination category for ballast tanks

Mr. Boos said they will continue to apply for grants and pursue federal & state sources, and they will continued to review operations to identify efficiencies. Mr. Boos advised that two permanent inspection stations (Spooner and Meyers) are also in the works, and the intention is to include workforce housing onsite. These stations are in the planning stage so its early days but an exciting development that may save program funds in the future.

Committee Comments

Ms. Laine thanked Mr. Boos for his presentation and stressed the importance of the prevention program.

Mr. Bass asked about fines or recourse for boaters who don't adhere to the regulations. Mr. Boos advised there is an enforcement program, with an up to \$5K fine, for an illegal watercraft launch. It does happen, but the program is now so well established that it's a very rare occurrence.

Ms. Laine asked for clarification on the line item for Complex Decontamination (4 or more systems). Mr. Boos advised that this was a whole new category which explains why there was no 2023 comparison.

Public Comment

None.

February 28, 2024

Motion

Mr. Bass made a motion to recommend the Governing Board adopt the Resolution approving the 2024 Watercraft Inspection Fee Schedule

Ayes: Mr. Bass, Ms. Bowman, Ms. Diss, Ms. Gustafson, Ms. Hill, Ms. Laine

V. Upcoming Topics

Mr. Keillor said they are beginning the budget cycle and will be making some assumptions about the work plan ahead of the Governing Board planning retreat in May 2024. If the Governing Board makes changes during that meeting, staff will ensure those changes are updated and reflected in the budget.

VI. Committee Member Comments

None.

VII. Public Comments

Ms. Ellie Waller said her questions are related to future issues based on the reliance of the 7-7-7 budget as well as the LTRA (Lake Tahoe Restoration Act). Just looking at what will happen if some of those funds do not come in at the projected necessary requirements and needs. On the TTD discussions you are having, are there any future issues where the compact may need to be revised based on how funding sources are coming in.

X. Adjournment

Mr. Bass made a motion to adjourn.

Ayes: [All]

Chair Laine adjourned the meeting at 9:26 a.m.

Respectfully Submitted,



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

North Tahoe Event Center
Zoom

February 28, 2024

Meeting Minutes

CALL TO ORDER AND DETERMINATION OF QUORUM

Vice Chair Aldean called the meeting to order at 8:32 a.m. on February 28, 2024.

Members present: Ms. Aldean, Ms. Williamson, and Ms. Faustinos.

Ms. Leumer joined at 8:40 a.m., and Mr. Rice joined at 8:54 a.m.

Members absent: None.

I. APPROVAL OF AGENDA

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

Vice Chair Aldean deemed the agenda approved as posted.

II. APPROVAL OF MINUTES

Ms. Faustinos made a motion to approve the December 13, 2023 Legal Committee meeting minutes as presented.

Motion carried by voice vote. Vice Chair Aldean abstained.

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

Ms. Faustinos made the motion to move into closed session.

Motion carried by unanimous voice vote.

Ms. Leumer made the motion to move out of closed session.

Motion carried by unanimous voice vote.

IV. POTENTIAL DIRECTION REGARDING AGENDA ITEM NO. 3

No direction.

LEGAL COMMITTEE

February 28, 2024

V. COMMITTEE MEMBER COMMENTS

Chair Williamson thanked Vice Chair Aldean for chairing today's meeting while Chair Williamson participated remotely.

VI. PUBLIC INTEREST COMMENTS

None.

VIII. ADJOURNMENT

Ms. Leumer moved to adjourn.

Meeting adjourned at 9:25 a.m.

Respectfully Submitted,



Katherine Huston
Paralegal

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TAHOE REGIONAL PLANNING AGENCY
ENVIRONMENTAL IMPROVEMENT PROGRAM COMMITTEE

Zoom
TRPA

January 24, 2024

Meeting Minutes

CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Ms. Faustinos called the meeting to order at 9:39 a.m. on January 24, 2024.

Members present: Ms. Faustinos, Ms. Laine, Mr. Settelmeyer, and Ms. Hays. Ms. Conrad-Saydah joined at 9:43 a.m.

Members absent: Mr. Rice and Ms. Williamson.

I. APPROVAL OF AGENDA

Ms. Caringer stated no changes to the agenda.

Chair Faustinos deemed the agenda approved as posted.

II. APPROVAL OF MINUTES

Ms. Williamson moved approval of the April 26, 2024 Environmental Improvement, Transportation, and Public Outreach Committee minutes and of the February 22, 2023 Forest Health and Wildfire Committee minutes as presented.

Motion carried by voice vote.

III. ELECTION OF VICE CHAIR

Member Laine nominated Presidential Appointee Meghan Hays to be Vice Chair of the Environmental Improvement Program Committee.

Committee Member Comments

None.

Public Comment

None.

Member Laine made a motion to elect Meghan Hays to serve as Vice Chair of the EIP Committee.

ENVIRONMENTAL IMPROVEMENT, TRANSPORTATION, & PUBLIC OUTREACH COMMITTEE

January 24, 2024

Ayes: Ms. Faustinos, Ms. Laine, Mr. Settelmeyer, Ms. Hays and Ms. Conrad-Saydah.

Nays: None.

Motion carried.

Presentation: None

IV. DISCUSSION AND POSSIBLE DIRECTION TO STAFF ON THE EIP PROGRAM OVERVIEW AND COMMITTEE GOAL SETTING

Kim Caringer, Deputy Director and Chief Partnerships Officer, presented for TRPA staff. Ms. Caringer expressed excitement about the inaugural meeting of the new Environmental Improvement Committee, emphasizing the need to focus solely on environmental improvement. She outlined her goals for the committee, which include gathering feedback from members on areas of interest and potential impact.

She provided an overview of the Environmental Improvement Program (EIP), detailing its history dating back to the Lake Tahoe Federal Summit in 1997. Caringer highlighted the collaborative efforts led by Senators Dianne Feinstein and Harry Reid, emphasizing the shift from a purely regulatory approach to proactive environmental projects.

The EIP, described as the implementation arm of the regional plan, has overseen over 800 projects in the past 27 years across various sectors such as water quality, forest health, recreation, and transportation. Ms. Caringer likened the EIP to a capital improvement program but emphasized its unique focus on environmental restoration to achieve regional plan goals and thresholds.

Member Laine asked if the accounting included private sector projects and Ms. Caringer confirmed that it did. Ms. Caringer emphasized the collaborative nature of the program, involving various partners from federal, state, and local agencies, as well as the private sector, nonprofit organizations, residents, and visitors. The EIP serves as the implementation arm of the regional plan, focusing on environmental restoration and resilience.

Ms. Caringer described the EIP as a model of collective impact, with shared goals, priorities, and performance measures across jurisdictions. TRPA plays a central role in coordinating these efforts, serving as a convener, leader, and administrator of the program.

The presentation delved into the specific focus areas of the EIP, including watersheds and water quality, forest health, sustainable recreation, transportation, and science stewardship. Ms. Caringer provided examples of projects and initiatives within each focus area, highlighting achievements and ongoing efforts.

Funding for the EIP primarily comes from the Lake Tahoe Restoration Act, which has been reauthorized and leveraged to support projects. However, Ms. Caringer emphasized the importance of matching funds from various sectors to fully implement the program's goals. Member Laine asked if the pie chart on the slide was symbolically showing the 5 different sectors or if it was proportionally accurate. Ms. Caringer confirmed it was a symbolic chart. In her closing remarks, Kim Caringer directed attention to the comprehensive data tracking within the Environmental Improvement Program (EIP). She mentioned an upcoming slide that would provide detailed information on funding contributions over the past 27 years, illustrating the

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shares from federal, California, Nevada, and local sources. Ms. Caringer emphasized the transparency and accountability of the EIP through platforms like the EIP tracker and Lake Tahoe info.org. These resources allow stakeholders to monitor funding allocations and observe the tangible outcomes of investment on the ground. She welcomed feedback from the committee on whether they desired further insight into how funding translates into action within each program area.

Member Hayes asked a question that pertains to the breakdown of funding labeled as "local" within the Environmental Improvement Program (EIP). She asked whether this category comprises contributions solely from local municipalities or if it includes other sources of funding from within the local area, such as donations or support from non-municipal entities. Hayes is seeking clarity on the origin and nature of the funds categorized as "local" within the EIP's funding structure. Ms. Caringer responded that it is the local municipalities in the basin; the 5 counties and the City of South Lake Tahoe.

Chair Faustinos' question revolves around the reauthorization of the Lake Tahoe Restoration Act (LTRA) and whether it includes provisions aimed at increasing the amount available for appropriation. Faustinos inquires if there are efforts underway to augment the funding allocated through the LTRA, considering that only a quarter of the authorized amount has been appropriated thus far. Essentially, he seeks clarification on whether there are plans to pursue an increase in funding through the reauthorization process. Executive Director Regan responded that there are no plans to alter the amount allocated in the reauthorization of the Lake Tahoe Restoration Act (LTRA). Despite approximately 300 million dollars remaining unappropriated from the existing authorization, the proposal seeks solely to extend the duration of the bill by an additional ten years without any changes to the funding provisions or other aspects of the legislation. Ms. Regan emphasizes that the primary focus is on extending the bill's timeframe rather than modifying its content.

Kim's presentation at the end emphasizes the importance of the annual Lake Tahoe Summit in bringing together stakeholders to discuss commitments, progress, threats, and priorities. She mentions that Senator Cortez Masto will host this year's summit, underscoring the tradition of collective commitment across various sectors, including federal, state, local, tribal, private, and scientific communities.

She outlines future focus areas for the Environmental Improvement Program (EIP), including achieving lake clarity goals, increasing efforts to address aquatic invasive species (AIS), enhancing watershed restoration, improving transportation, promoting sustainable recreation, advancing science, and engaging in community outreach and communication.

Additionally, Ms. Caringer suggests potential areas of focus for the committee, such as leading and coordinating EIP efforts, community engagement and communication, streamlining permitting processes for restoration projects, participating in threshold evaluations, and advocating for relevant legislation and policies, including the reauthorization of the Lake Tahoe Restoration Act.

Committee Member Comments

Chair Faustinos commended Ms. Caringer for the impressive body of work presented and encourages everyone to review the report of accomplishments. She expresses gratitude to the staff for their hard work. Chair Faustinos opened the floor to

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committee members for input on the focus areas outlined by Ms. Caringer and invited suggestions for additional areas to include in the committee's work plan for the year. She indicated that input from both in-person and online participants is welcomed.

Director Settlemeier expressed appreciation for the ambitious goals outlined in the presentation. He acknowledged the importance of finding the necessary resources to achieve these goals and agreed with the prioritization of focus areas, particularly emphasizing the significant impacts of transportation on water quality in the basin.

Member Laine expressed gratitude for the presentation and raised several points for consideration. Firstly, she suggested re-examining the thresholds for restoration efforts, noting that they have been in place for almost 30 years and may need adjustment to continue progress. Additionally, she highlighted the issue of year-round recreation and emphasized the importance of addressing transportation to trailheads. Laine mentioned challenges such as parking shortages and impacts on residential neighborhoods, urging better outreach and cooperation with entities like the US Forest Service to address these issues effectively. She emphasized the need to accommodate the transportation needs of visitors accessing recreational areas as new access points are developed.

Chair Faustinos commended the proposed goals and emphasized the importance of embedding communication practices consistently throughout their work rather than treating it as a separate goal. She agreed with Member Laine's suggestion regarding the threshold update, noting its relevance to various aspects of the environmental improvement program. Chair Faustinos highlighted the opportunity for comprehensive addressing of issues like aquatic invasive species and watershed stewardship through this update. She encouraged active participation in policy objectives and funding initiatives, suggesting that board members engage in activities supporting legislative opportunities such as the LTRA and appropriations in Nevada and California. Chair Faustinos underscored the importance of leveraging opportunities that align with multiple objectives to maximize support and effectiveness.

Public Comment

Melissa Soderston, Director of Tahoe Forest Matter, voiced objections to logging, sawmills, and biomass initiatives, labeling them as unscientific and polluting non-solutions. She cited numerous peer-reviewed studies, including some funded by USFS and Cal Fire, indicating that thinning is causing harm to forest resilience and contributing to erosion and sediment runoff into the watershed. Ms. Soderston argued that these initiatives do not protect life, property, or infrastructure during extreme fire events. She criticized the terminology of "forest health," suggesting that these projects resemble destructive thinning conducted by commercial logging companies. Ms. Soderston highlighted proposed sawmills and biomass facilities as threats to Tahoe forests, citing concerns about pollution and long-term risks. She urged the committee to prioritize community-wide infrastructure hardening over forest-focused initiatives and to reject biomass proposals of any scale. Ms. Soderston characterized the EIPs as industry mouthpieces and advocated for a shift towards actual land preservation rather than destructive practices. She offered to provide a comprehensive presentation on these issues and thanked the committee for their time.

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Doug Flaherty, representing TahoeCleanAir.org, expressed support for the concerns raised by Tahoe Forest Matter. He highlighted the issue of unmanaged smoke in the Lake Tahoe Basin, emphasizing that agencies often ignore air quality regulations when burning piles. Flaherty expressed concern about the approximately 750,000 slash piles hidden in the Tahoe Basin that have not been managed, questioning how this contributes to environmental improvement.

Committee Member Comments

Ashley Conrad-Saydah appreciated the presentation and discussion. She suggested exploring what the forests of the future might look like under various climate scenarios, considering that certain species may not survive under specific conditions. Ms. Conrad-Saydah emphasized the importance of understanding how human activity influences future forest ecosystems and suggested projections to guide meaningful contributions to forest health, safety, and ecological sustainability. She offered to collaborate on this initiative and expressed interest in learning how to prioritize projects that benefit all stakeholders. Overall, she commended the work done so far and emphasized the importance of collaboration and prioritization for impactful projects.

Brooke Laine appreciated the relevance of both public comments. Regarding projections for future forests and the issue of slash piles, she emphasized the importance of understanding the implications and prioritizing accordingly. Laine shared her observations of large slash piles near healthy trees, expressing concern about the potential fire risk and the need for a clear plan to address them. Referencing past incidents like the Angora Fire, she highlighted the relevance of addressing slash piles to enhance fire prevention efforts. Member Laine indicated a desire to focus on addressing slash piles in addition to other priorities.

Ms. Conrad-Saydah suggested adding a consideration of the public health impacts of catastrophic unmanaged wildfires versus managed prescribed fires. She highlighted the importance of examining these impacts over different time frames, suggesting that existing studies on the topic could be referenced to enhance understanding.

Ms. Caringer expressed satisfaction with the discussion, stating that it aligns with staff priorities for the committee's focus. She appreciated the public comments on forest health, trails, public access, and communication, seeing them as valuable additions to the committee's agenda. Ms. Caringer emphasized the importance of embedding communication practices into TRPA's work and highlighted the significance of the threshold update for project prioritization. She also underscored the need for resource allocation and project implementation, expressing eagerness to collaborate with the committee and involve more partners in discussions about their work.

Presentation: <https://www.trpa.gov/wp-content/uploads/Environmental-Improvement-Program-Committee-Agenda-Item-No-4-EIP-Overview.pdf>

VIII. COMMITTEE MEMBER COMMENTS

None.

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IX. PUBLIC INTEREST COMMENTS

Robert Larson apologized for raising his hand mistakenly but took the opportunity to commend Kim Caringer and the EIP committee for their work, offering his appreciation.

X. ADJOURNMENT

Ms. Laine moved to adjourn. The meeting was adjourned 10:32 a.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
GOVERNING BOARD

North Tahoe Events Center /Zoom

February 28, 2024

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Ms. Gustafson called the meeting to order at 11:50 a.m.

Members present: Ms. Aldean, Ms. Bowman/Mr. Di Chiara (for Mr. Aguilar), Mr. Bass, Ms. Conrad-Saydah, Ms. Faustinos, Ms. Gustafson, Ms. Hays, Ms. Hill, Mr. Hoenigman, Ms. Laine, Ms. Leumer, Mr. Rice, Mr. Settelmeyer, Ms. Williamson

Members absent: Ms. Diss

II. PLEDGE OF ALLEGIANCE

Ms. Regan led the Pledge of Allegiance

III. APPROVAL OF AGENDA

Ms. Regan said members of the public requested that the Governing Board pull Consent Calendar Item No. 4: Notice of Preparation for Joint Environmental Impact Report/Environmental Impact Statement for Proposed Boatworks Redevelopment Project; 740, 760, and 790 North Lake Boulevard, Tahoe City, Placer County, California; APNs 094-090-001, -033, -036, -042, and 065; TRPA File # ERSP2022-0953. Staff suggested that this item be heard immediately following the remainder of the consent calendar.

Ms. Gustafson suggested that this item be pulled for discussion.

Ms. Hill moved approval of the agenda as amended.

Motion carried.

Mr. Marshall introduced new attorneys Marsha Burch who will be working 80 percent time on March 3rd and Graham St. Michel who has joined the Agency full time.

IV. APPROVAL OF MINUTES (January 24, 2024 Governing Board Minutes will be in the March 27, 2024, Packet)

V. TRPA CONSENT CALENDAR

1. January Financials

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2. 2024 Aquatic Invasive Species Watercraft Inspection Fee Schedule
3. Vision Zero Strategy
4. Notice of Preparation for Joint Environmental Impact Report/Environmental Impact Statement for Proposed Boatworks Redevelopment Project; 740, 760, and 790 North Lake Boulevard, Tahoe City, Placer County, California; APNs 094-090-001, -033, -036, -042, and 065; TRPA File # ERSP2022-0953

Items one and two were heard by the Operations and Governance Committee, item three was heard by the Transportation Committee, and item four was not heard by any committee but was heard this month at the Advisory Planning Commission meeting.

Ms. Laine said the Operations and Governance Committee recommended approval of items one and two. In spite of the fact the state of California continues to have debt issues, our budget is about 54 percent of revenue and 39 percent for this time of year for expenses. On item number two, there was a recommendation for an increase in fees. The proposed increases will go into effect tomorrow.

Ms. Hill said the Transportation Committee recommended approval of item number three.

Board Comments & Questions

None.

Public Comments & Questions

Ann Nichols, North Tahoe Preservation Alliance said the line item for contracts in the budget is vague. She'd like to see how much of that is for consultants. There also seems to be a lot of money in the bank and maybe could use some of that to get the lead pipe out of the lake and do something for affordable housing.

Ms. Hill moved to approve the consent calendar excluding item number four.

Ayes: Ms. Aldean, Ms. Bowman (for Mr. Aguilar), Mr. Bass, Ms. Conrad-Saydah, Ms. Faustinos, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Ms. Leumer, Mr. Settelmeier, Ms. Williamson

Members absent: Ms. Diss, Mr. Rice

Motion carried.

Ms. Aldean moved to adjourn as the TRPA and convene as the TMPO.

Motion carried.

VI. TAHOE METROPOLITAN PLANNING ORGANIZATION CONSENT CALENDAR

1. 2023 Federal Transportation Improvement Program Amendment No. 7

Ms. Hill said the Transportation Committee recommended approval of item number one. The committee discussed the Vision Zero Strategy just approved on the consent calendar as well as transportation goals and strategies moving forward. They discussed how they can ensure that all of the players around the lake working on transportation and transportation implementation are on the same page with projects. We can't ask for funding or look at a funding strategy until we are all on the same page. There's more work to be done. They also recommended approval of

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changes to the Regional Transportation Plan through resolution.

Board Comments & Questions

None.

Public Comments & Questions

Elisabeth Lernhardt, Zephyr Cove resident, is not against planning for this area but is against the ideological twist that is put on roads. It makes no sense to believe that the purpose of transit is to serve people who need it rather than to try to socially engineer people out of their cars. Unfortunately, being a Metropolitan Planning Organization dependent on federal money and seeing from the Federal Highway Association what strings are attached to these monies, she disagreed with these ideologies. Whatever acronym is floating around is not helpful when it comes to asphalt, stripping, and traffic signals. We need to look at why we are doing it, not ideological twists to it.

Ann Nichols, North Tahoe Preservation Alliance said the public needs to know what's up with this transportation funding. Rip the bandage off, tell the people about the 7-7-7 plan, tell them that you are looking at everything from sales to property taxes.

Ellie Waller asked what TRPA is doing with the December 31, 2023, deadline. It's uncomfortable for the communities at large to try and figure out if TRPA has not met an obligation.

Ms. Hill moved to approve the consent calendar.

Ayes: Ms. Aldean, Ms. Bowman (for Mr. Aguilar), Mr. Bass, Ms. Conrad-Saydah, Ms. Faustinos, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Ms. Leumer, Mr. Settelmeyer, Ms. Williamson

Members absent: Ms. Diss, Mr. Rice

Motion carried.

Mr. Bass moved to adjourn as the TMPO and reconvene as the TRPA.

Motion carried.

Consent Calendar Item No. 4: Notice of Preparation for Joint Environmental Impact Report/Environmental Impact Statement for Proposed Boatworks Redevelopment Project; 740, 760, and 790 North Lake Boulevard, Tahoe City, Placer County, California; APNs 094-090-001, - 033, -036, - 042, and 065; TRPA File # ERSP2022-0953

Ms. McMahon said on January 31, 2024, TRPA and Placer County issued a joint Notice of Preparation for the proposed Boatworks redevelopment project. A joint environmental impact report and statement will be prepared.

There were two public scoping meetings: one at TRPA' Advisory Planning Commission meeting and then one earlier this week in Tahoe City. Comments will be accepted today for input regarding the potentially significant environmental issues associated with the project as well as reasonable alternatives and mitigation measures.

The comments received through the scoping process will be taken into consideration by the project team while preparing the environmental document. The merits of the project will be

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discussed at a future date. The project, located in Tahoe City, California, involves removing existing buildings and constructing a new hotel, condominiums, and commercial space along State Route 28. The project site is adjacent to the Tahoe City Marina.

The proposed project aligns with the adopted Placer County Tahoe Basin Area Plan. An alternative option involving an increase in underground parking spaces is contingent upon an area plan amendment being approved. Public input from the scoping process will be used to develop a draft environmental impact statement and report. The draft report will be released for a 60-day public comment period, followed by responses to comments and the finalization of the environmental document. In addition to the proposed project, the environmental document will evaluate a no-project alternative, a reduced height alternative, and a reduced units and shared access alternative.

Public written comments are being accepted until February 29th. Information on how to submit public comment can be found in the Notice of Preparation and on the Lake Tahoe Info Parcel Tracker.

Presentation: [Consent-Calendar-Item-No-4-Boatworks-Notice-of-Preparation.pdf](#)

Board Comments & Questions

Ms. Aldean said traditionally, Notice of Preparations have come before the board, rather than being put on consent.

Mr. Marshall said the Compact and Rules of Procedure require that they be placed on the agenda. Historically, we've presented them as a standalone agenda item. However, through discussions with the board and executive director, it was decided they could be put on consent, although we removed this for public input.

Ms. Aldean said she understands the importance of time management, providing an opportunity for the board to weigh in and offer valuable input during the scoping process is essential.

Ms. Regan said going forward, we'll make presenting Notice of Preparations as a standalone agenda item our usual protocol. Years ago, the Advisory Planning Commission did some strategic planning, including moving scoping and project vetting opportunities with the APC. However, it's been a long time since then, and we'll take that into account moving forward.

Public Comments & Questions

Doug Flaherty, Tahoeecleanair.org said streamlining, that's what it got us. An important issue here right next to a stream environment zone and we're going to streamline it. Totally unacceptable. The scoping out and dismissal process is highly controversial as it represents a continuing scheme by Placer County and the TRPA to deny the public and public agencies a comprehensive cumulative environmental analysis based on the circumstances of new, changing, and unmonitored cumulative impacts. Since the 2012 TRPA Regional Plan as well as the 2016 Placer County environmental impact report, this active scheme provides a continuing glide path to rob our cherished Lake Tahoe Basin, its residents, and visitors of a comprehensive, cumulative environmental and public safety analysis. TRPA and Placer County have a responsibility to ensure that the EIR/EIS discussed in the Notice of Preparation includes analysis of new and changed circumstances, cumulative impacts, and other information which may result in new significant impacts not considered in a previous EIR and EIS and must provide a comprehensive analysis of

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all topics they presently intend to scope out or dismiss.

Adding to the controversy of scoping out or dismissing wildfire from a comprehensive environmental review in advance of the EIR/EIS thwarts adequate public safety analysis opportunities within the unique Lake Tahoe Basin. This is a sham. Why don't you provide the leadership to stop this or are you part of the scheme?

Ann Nichols, North Tahoe Preservation Alliance asked how many cubic feet or cubic yards of dirt will be removed on this property? How deep will the cut be? How many cubic feet of water will be diverted and dammed There are metal pilings at the base in front of Jake's years ago when they did the marina, and it just acts like a dam. So, this is actually an old swamp. The Boatworks have five sump pumps going year-round and had as much as two feet of water under the building. How will they do underground parking. It would be great if they would do balloons for the height because it's 56 feet up on the road, it's 56 feet down on the lake and then there's a big slope uphill so it's going to be maybe equivalent of 80 feet massing. TRPA has always failed us on is by just worrying about coverage. Any new project is covered by the coverage with 56 feet and is huge massing. It's huge amounts of development and build out. But the local traffic person will always say it's less traffic.

How are the trucks going to get in and out? There's really no transfer or circulation going on there. And then there's the marina next door who says they have parking that they're dedicated to and how do they get in and out? It would be nice to see a site plan that shows the neighboring property too. Also, a little less encroachment on Bliss Creek as a public benefit is weak. When you're leaving there, it's only two lanes and will need a right and left turn lane and a signal. It's disappointing that they had to fight to get this off consent.

Ellie Waller said this project is proposed on 3.8 acres, it's not a lot of land. We've talked about height, but it's all the other accessory uses. Snow storage comes to mind as an issue close to a stream environment zone and the shorezone. Mitigating the groundwater intercept, which will come up in the Tahoe Basin Area Plan this afternoon. We were told that the TBAP wasn't going to be project specific.

Underground parking does alleviate some of the need for coverage. How will this project meet the net zero requirements? Proposing the following is you can't quantify people using public transit. Are you going to ask the guy at the desk did you use public transit today? Parking, bicycle parking, it just doesn't fit the mold for mitigation. Will the hotel be conditioned in the first phase? This isn't part of a Notice of Preparation, but we continually do this. We allow luxury condominiums to be built. We don't know if the hotel is ever going to get built. That needs to be taken into consideration in all future projects.

Also, the in-lieu affordable housing fees. We are before this board all of the time and there's the Tahoe Living Working Group on affordable housing. The Waldorf Astoria at least is trying with 13 to 14 on-site housing units, instead of in-lieu fees. Bliss Creek restoration was brought up, the stream environment zone was brought up at the meeting. A portion of that is on the project site. Maybe this is a cooperative project with Placer County to get that whole area looked at and taken care of. Cumulative impacts of known projects like Dollar Creek Crossing, Tahoe City Lodge, the out-of-basin issues that similarly don't get addressed, the 2040 Truckee General Plan should be analyzed as far as VMT. A lot of her comments were on the 55 page scenic report. Thank you, Ms. Nichols, for bringing up the balloons. The public wants to at least get an idea what this is going to look like. In Tahoe Basin Area Plan and has been stated in comment by Placer is to work with TRPA to relax scenic standards. We've degraded scenic standards for years and years. We

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have sign pollution. Some of this needs to be taken into consideration.

Kristina Hill representing the Sierra Club echoed Ann Nichols and Ellie Waller's comments. We're always talking about workforce and affordable housing, yet you continue to approve these projects for high-end condominiums without any requirement for affordable housing and people can just pay to not have affordable housing is unbelievable. Her first job in Tahoe was at the Boatworks Mall, Hacienda Del Lago. At this time, it needs to have affordable housing. It can't have underground parking because of the high water table. It needs to have a lot more consideration than the items listed in your Notice of Preparation. If you care about workforce housing, make it a requirement.

Joe Lanza said he's faced criticism for being perceived as pro-development. Living here for 50 years, he's been deeply involved in the community in various capacities, from raising a family, running businesses, and engaging in public initiatives. He disagreed with those who criticize without contributing to the community. The proposed project is as a much-needed rejuvenation for Tahoe City. It offers the potential for future generations to live, work, and thrive in the area. Affordable housing is vital, and while the project may not directly address this, it contributes to the overall vibrancy of the community. He's been a part of Tahoe City's evolution for decades, witnessing its highs and lows. While I value constructive criticism, it's time for action. The project represents a positive step forward, breathing new life into the community.

Rhonda Gramanz, lifelong resident, is concerned about limited public access and this is something that's not open to the community. That property would be great if you made it accessible from the sidewalk. All you see is the pool and the 5 star hotel rooms. Everyone knows that people are having a hard time finding housing. What benefit will this development do for her kids when they grow up, they can't afford to stay there or use the pool. The only thing available is the expensive retail that is not for our community. The local retailers won't be able to afford to put a shop there because the property taxes are going to be so high. Tahoe will always be seasonal, and we need to keep things available to our community in the off seasons. I'm not against tourism but is against closing us up and making us look like a Heavenly Ski Resort. Keep the area as public access for everybody.

Judith Tornese said we support the revitalization of Boatworks but emphasize the importance of doing it right. This project will be the centerpiece of Tahoe City, so thorough comparisons between the current and proposed build-out are essential. We need detailed assessments of the height, mass, and parking. We would like to see story poles and emergency evacuation plans review, etc. However, I want to specifically stress that there should be no mitigation for workforce housing and this housing is intended for that purpose exclusively and should not be mixed with tourist or resident condominiums. It's crucial to ensure that housing designated for the workforce remains accessible and affordable for those who need it most.

Gavin Fieger, League to Save Lake Tahoe said the Boatworks team has been in communication with them for the past couple of years. We're excited about the potential for redevelopment on that property. We see it as an opportunity to benefit the community while also providing new hotel accommodations in the core area. We've submitted a comment letter outlining some initial concerns and areas we'd like to see addressed in the full Environmental Impact Report/Environmental Assessment. Our focus areas include traffic analysis, transportation mitigation measures, and aspects of the project description that have been discussed today. We're eager to review the complete proposal and hope that it can effectively serve the community, enhance the environment, and offer new hotel options on the north shore.

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Staff Response:

Ms. McMahon said we are collecting all the written comments and comments made at the public meetings for review.

Board Comments & Questions

Ms. Aldean asked what the theory is behind restricting ownership and limiting occupancy to 90 days per year. Some of these condominiums could be occupied full time versus seasonally and full time residents tend to generate less VMT.

Ms. Murphy, Owner/Manager of the Boatworks Mall, Inn at the Boatworks, and the Boatworks Commercial Condominium. There have been many studies over the past 20 years about bringing hospitality assets into the basin of Placer County. A new hotel has not been built for about 60 years. The approach described involves a hybrid model where condominium units are sold with the intention of being part of a hotel's inventory. While the owners of these units could potentially use them as short term rentals, the strategy differs from traditional STRs in several ways. The condominium units are not solely rented out by individual owners as typical short term rentals. Instead, they are integrated into the hotel's pool of available rooms. This means that when owners are not occupying their units, they are returned to the hotel's inventory for rental to guests.

Unlike standalone short term rentals which are often managed by individual owners or third-party rental agencies, these units are managed by the hotel itself. This allows for centralized control over pricing, availability, and guest services. The use of these condominium units as part of the hotel's inventory may qualify for a transient occupancy tax rebate program. This incentivizes the addition of new hotel rooms in the area while potentially providing financial benefits to property owners.

By including these condominium units in the hotel's inventory, the overall number of available hotel rooms is increased. This can accommodate larger groups and events, contributing to the vibrancy of the town center and supporting the local community. While this approach shares similarities with traditional short term rentals in terms of short term rental use, its integration with hotel operations and participation in a TOT rebate program distinguish it from standalone short term rentals. Additionally, by expanding the hotel's pool of available rooms, it aims to provide benefits to both property owners and the broader community.

Ms. Aldean asked how this differs from a short term rental. If they are not being occupied by the condominium owner, then they are being used as short term rentals.

Ms. Murphy said they would go back into the hotel pool and the hotel operator would put them back on the market, which allows more occupancy.

Ms. Aldean said because there is a cap on short term rentals in Placer County, this is being recategorized as a hotel room as opposed to a short term rental even though it's privately owned, and those rooms are being rented in concert with the hotel.

Ms. Gustafson said to some extent Ms. Aldean is correct except the goal is to get these rooms into the town center. In the Tahoe Basin Area Plan there is a goal to reduce short term rentals in the neighborhoods when they get hotel rooms downtown. The area plan didn't want more private condominiums on the lake but rather wanted to continue to have public access to the

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center of town and the lake.

Ms. Murphy said BAE Consulting did a study in conjunction with Placer County to discuss the use of a condo/hotel and how it impacts the occupancy and further economic goals for Placer County.

Ms. Aldean said that would be helpful because we are putting this in a silo in connection with this particular project. If it's part of a broader, more regional approach to reducing short term rentals, for example, then it would be beneficial to see the full report.

Ms. Aldean said there's a paragraph addressing the fact that employee housing mitigation for the project would be provided through an in-lieu fee which she assumed Placer County would use it to develop additional affordable housing elsewhere. Or consisting of existing housing they'd be acquiring off-site property and displacing existing workers, how is that going to work? If it's existing housing, you'd be acquiring housing? That would be an expensive undertaking and converting it into employee housing. Or is it acquiring existing workforce housing? What we're looking for is new workforce housing, not repurposing existing workforce housing.

Ms. Murphy said her operating company buys workforce housing in both Reno and Sacramento. When they are not doing a development, we're operating our Tahoe assets. She also speaks on national panels about workforce housing. Over the last five years of ownership along with many other businesses in Tahoe City and in the Tahoe region we face this crisis. The existing code that Placer County has with the existing in place employees on site does qualify us for in-lieu fees. That doesn't build one unit. We are actively looking for other projects to either build from the ground up or buy apartment buildings and then offer them for our employees in the future.

Ms. Aldean asked if those acquisitions would take place concurrently with the development of this project. Is there a way of guaranteeing that those workforce housing units would be acquired or built to accommodate workers?

Ms. Murphy said we are not going to set this project up for failure. We're not going to set up a project like this where the types of employees that we would bring on site and into the community don't have a place to live. If we are going to build something that is going to be a catalyst redevelopment, we will address the workforce housing issue.

Mr. Bass said right now this is a Notice of Preparation to do the environmental impact statement and report. Is it correct that those environmental documents will come back, and the Governing Board will be able to decide what mitigations, etc. that they want to see before they approve it.

Mr. Marshall said that is correct.

VII. PUBLIC HEARINGS

A. Economic sustainability and housing amendments to Placer County's Tahoe Basin Area Plan

Mr. Stock said Placer County staff have developed both policy and implementing code changes aimed at adapting their area plan to achieve the housing and economic development goals which were initially envisioned when the plan was adopted in 2017. The amendments aim to

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provide a systemic approach to encourage desired investment in environmentally and economically beneficial redevelopment and in workforce housing. County staff will provide a detailed summary of the amendment package. TRPA staff has determined that the Initial Environmental Checklist and proposed amendments are in conformance with the Regional Plan and will not result in significant effects to the environment. These have also been reviewed by the Advisory Planning Commission and the Regional Planning Committee who both recommended approval of this item.

Ms. Jacobsen, Acting Director of Placer County's Community Development Resource Agency said the county initiated an amendment package to their Tahoe Basin Area Plan. This plan, initially adopted in 2017 by the board, consists of two documents: a policy document and implementing regulations, which function as a zoning ordinance for the Placer County portion of the Tahoe Basin. The amendment package seeks revisions to both of these documents with the aim of promoting and encouraging economic sustainability, environmentally beneficial redevelopment of town centers, and the production of workforce housing.

The process began in mid-2021 with significant public outreach, including public meetings, workshops, and hearings. Environmental analysis, including an addendum to the 2017 environmental impact report and environmental impact statement and an errata addressing cumulative analysis, was completed. Additionally, an implementation report summarizing progress in implementing TRPA Regional Plan goals was prepared.

Their board conducted hearings on the amendment package, initially adopting it on October 31, 2023, following a continuation from October 16 due to significant public comment. A written response to these comments was provided, and the response to comments is included in the board's package. The timeline of the process shows formal outreach beginning in 2022, with meetings, workshops, and presentations to the Planning Commission in December 2022 and August 2023.

Overall, the amendment package aims to adapt the Tahoe Basin Area Plan to achieve housing and economic development goals while considering environmental impacts and community input.

(presentation continued)

Ms. Setzer, Placer County said these amendments being proposed today have been directly influenced by community feedback. Input has been gathered from various stakeholders, including business associations, business owners, housing communities, and multiple studies conducted around the lake.

These amendments aim to address the challenges faced by businesses in the Placer County portion of the Tahoe Basin, particularly regarding the difficulty of establishing new businesses and the housing issues affecting the area. The amendments focus on promoting economic sustainability, environmentally beneficial redevelopment of town centers, and the production of workforce housing.

Key provisions of the proposed amendments include streamlining processes for businesses such as restaurants, bars, and gyms to operate in town centers, complying with state law regarding sidewalk funding and mobile food trucks, and fostering the transition of small-scale businesses from food trucks to brick-and-mortar establishments.

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Additionally, the amendments seek to streamline the construction of deed-restricted workforce housing, enhance compatibility between mixed-use and residential zones, and clarify requirements for tiny homes. Importantly, the amendments do not increase height limits, conflict with TRPA standards, create the need for additional environmental analysis, or increase overall development potential. They don't create a change of circumstances requiring California Environmental Quality Act supplemental analysis. As these amendments are not connected to a specific project, they do not result in piecemealing under CEQA. They do not increase the units allowed per acre (density) as already outlined in the Tahoe Basin Area Plan. They do not increase the carrying capacity, which is the buildout of the TBAP, and they don't increase the overall development potential. All of this is capped by TRPA's Regional Plan and the growth control system. Also, they do not result in uses or activities that would otherwise increase wildfire risk.

Anything built would still need to obtain the coverage, commercial floor area, tourist accommodation units, and or residential units in order to build. Because there are set maximums of each of those development rights throughout the basin any specific one project or one area would still be falling within the entire Tahoe Basin maximum development rights. Without these amendments, the environmental benefits of redevelopment would be lost, leading to increased runoff into the lake, difficulty in building new hotels, and continued proliferation of short-term rentals. Furthermore, town centers would lack vibrancy and walkability, impacting local businesses and community engagement.

The proposed amendments aim to address longstanding challenges faced by businesses and residents in the Tahoe Basin while ensuring environmental sustainability and community vibrancy.

The Tahoe Basin Area Plan is two documents; one is the policy document that sets the stage for the bigger picture goals that they are trying to achieve. The second document is the implementing regulations which are intended to implement.

The proposed amendments in the policy document of the Tahoe Basin area plan focus on setting the stage for achieving broader goals and implementing specific measures to address various aspects of development and community needs. Summary of the key points:

Scenic Resources: Coordination with TRPA to maintain scenic standards, encourage underground utilities, and support reevaluation of TRPA scenic standards for town centers.

Vegetation: Support for hardening, defensible space, green waste, and funding programs.

Socioeconomic Policies: Support for broadband infrastructure, childcare, and initiatives to reduce blight.

Land Use: Creation of a development rights prioritization and allocation manual, funding mechanisms for community-wide frontage improvement plans, and parking management policies.

Mixed-use: Promotion of mixed-use developments to facilitate living and working in close proximity and support for business parks and light industrial zones.

Town Centers: Promotion of active ground floor uses retention and expansion of local businesses, incorporation of public art, and policies focused on adaptive reuse of existing buildings and redevelopment of older lodging properties.

Housing Policies: Streamlining of building and permit processes, limitations on conversions of multi-family to condominiums, monitoring of detailed housing data, and exploration of local worker safe parking programs.

Short-Term Rental Policies: Implementation of a policy to reduce the short term rental cap for every new commercial lodging product built, aiming to encourage commercial lodging in town centers and reduce STR units in residential neighborhoods.

These policies aim to address a range of issues, including economic development, environmental sustainability, community vibrancy, and housing affordability, while also aligning with TRPA standards and regulations.

(presentation continued)

Ms. Wydra, Principal Planner, Placer County said the amendments aimed at facilitating the implementation of the policies outlined in the policy document. Summary of the implementation strategies:

Zoning Regulations: Adjustments were made to zoning regulations to address barriers identified by the public. For instance, in Kings Beach Town Center, certain businesses required a zoning clearance, which has been addressed.

Food Trucks and Mobile Vendors: Regulations have been amended to align with state trends and allow for the operation of food trucks and mobile vendors in designated areas.

Real Estate and Property Management Offices: Prohibitions have been introduced to prevent real estate and property management offices from dominating ground floor spaces in town centers.

Lodging Units in Town Centers: Small-scale hotels, motels, and other lodging units are now allowed in town centers to balance the impacts of short term rentals in residential neighborhoods.

Single-Family Units and Additional Dwelling Units: Limits have been placed on new single-family units and associated accessory dwelling units (ADU) in commercial areas.

Multi-Family and Employee Housing Units: Multi-family and employee housing units are encouraged, provided they meet certain affordability criteria and undergo design review.

Development Standards: Clarity has been provided on development standards such as streetscape requirements, building length, height, setbacks, and groundwater/snow storage.

Consistency Across Zone Districts: Amendments ensure consistency across different zone districts, promoting housing options and economic sustainability.

Tiny Homes and Signage: Regulations for tiny homes and signage have been updated to reflect current trends and align with TRPA standards.

Housing Focus: Emphasis has been placed on housing options and affordability, aiming to streamline the process for developers and promote diverse housing opportunities.

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These implementation strategies aim to streamline development processes, promote economic sustainability, enhance housing options, and align regulations with current trends and community needs.

The County adopted a shorezone requirement ordinance which was aligned with TRPA and added references to it throughout the Tahoe Basin Area Plan. They also clarified building length where there were inconsistencies but didn't increase building length. They did not increase height beyond the 56 feet that is currently allowed per the TBAP. The TBAP uniquely also provided 56 feet or 4 stories which created confusion. To eliminate confusion, they eliminated the stories reference. There were some setbacks in the town centers that were unattainable. The side setback took on the wedding cake look. It was required to be applied as a tiering setback but based on the adjoining parcel and its land uses. This was difficult to apply that interior side setback. Those have been adjusted to be more for what they would like to see in the town centers.

Requirements were added for ground water and snow storage. This was to align with TRPA's regulations.

They looked at other zone districts to ensure there was consistency throughout the document. They also looked at the Community Service Zone Districts, Recreational and Tourist Zone Districts, and the West Shore Mixed-use Zone Districts. And added in where mobile vendors and food trucks were not allowed or identified. They've proposed these to be allowed through these amendments and or allow for housing should it be deed restricted to the achievable levels of TRPA. For parking, they adjusted and looked at areas where they could align with the new state trends. Their signage ordinance was outdated and not aligned with TRPA. They've opted to eliminate the current sign regulations and are now referencing TRPA's Code of Ordinances. Not only did they focus on the economic sustainability of the town centers but took the opportunity to look at their housing and options that could be incorporated.

They looked at areas that were difficult for people to do multi unit housing. They looked at the existing conditions to see what was prohibiting people from developing. In Kings Beach, the lots are narrow and around 25 feet wide. They modernized the development standards that could include setbacks. Today, a corner lot that's only 25 feet wide could potentially have two 20-foot front setbacks on each side of the road along the frontage of it. We looked at areas that could help promote the development, while at the same time achieving what those setbacks are intended for. They are incorporating a street side setback, which is a little less on the longer side of the parcel. Small bites to try and encourage housing development, but again, recognizing what our existing conditions are and what we have to work with.

An environmental review was done in accordance with the California Environmental Quality Act (CEQA) along with an addendum and errata to the 2017 Tahoe Basin Area Plan and Tahoe City Lodge Project Environmental Impact Statement and Environmental Impact Report. For TRPA, they prepared an Initial Environmental Checklist and developed findings.

These proposed amendments would not provide any significant effect on the environment and are consistent with the Regional Plan, Code of Ordinances, and Goals and Policies. They will not cause the environmental threshold carrying capacities to be exceeded and do not affect or change the federal, state, or local air and water quality standards.

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An implementation report was prepared and out of that there were 21 projects that were completed, 11 are in progress, 9 have not been initiated yet, and 2 are abandoned. It's important to note that these implementation projects are the ones by the county or the public utility districts and not by development. With development, we can also get these same kind of improvements. With redevelopment is where we have an opportunity to improve the existing site conditions. A redevelopment project still has to put in the Best Management Practices. There's opportunity there for both, a private developer, the counties, special agencies, and districts as well. We also heard about changes triggering supplemental analysis. It was determined that there would be none as a result of these amendments. These amendments are not project specific. They are trying to help promote smart development. A proposed development project still needs to go through the process. It still needs to vet out its vehicle miles traveled. Does it meet the thresholds and screen out for VMTs. It has to meet the design standards. An analysis will have to be done for all projects that come in.

Lt. Connors, Placer County Office of Emergency Management law branch. Evacuation is a huge concern with the Tahoe Basin. Traffic studies go on the amount of people that are traveling, it doesn't take into account all these cars are following vehicle codes such as stop signs, intersections, yields, etc. All that goes out the window when it comes to a large-scale evacuation. That's where we use traffic control points with our partners and getting people through all those choke points. Another thing that doesn't go into effect on traffic studies as well is when we start talking about contraflow which is two-lane road that is turned into one direction, maybe leaving the shoulder open for emergency vehicles. Their office is investing in Ladris, an artificial intelligence traffic study model. In their first initial study, they did very high-end, say, a July 4th weekend in Tahoe. We ran all the modeling, and it definitely gives you a wide range of how long it takes for traffic to get in and out. But then when we ask them to do a contraflow study on it, it significantly reduced the time to getting people out. We are being proactive when it comes to preparing and planning. They've also held unified command training on the west and east slopes. The east slope training at Palisades included fire partners and mutual aid law enforcement partners. There's a lot of planning that goes into it and knowing and understanding all the different jurisdictions evacuation plans. There are a variety of different ways that we use resources to get people out as quickly as possible.

Assistant Chief Woessner, Placer County OEM said there are multiple jurisdictions up here and when there is an evacuation from a fire, we will go into a unified command which is the fire agencies working with the law enforcement agencies. Once they determine the direction of the fire, they set up the unified command and then the systematic evacuations of those areas.

(presentation continued)

Ms. Jacobsen said one key topics of public comment was wildfire risk and evacuation. People are legitimately concerned about that risk. Our emergency responders are here to answer questions. Placer County has not seen the kind of redevelopment that they had hoped to see that would TRPA achieve the goals of the Regional Plans. Placer County prepared an economic study a few years back to look at why aren't we seeing that kind of redevelopment. One of the recommended actions as part of that study was that we look at our regulations to see if there's anything that could encourage and promote the kind of redevelopment and reinvestment that we want to see in our town centers and promote workforce housing. We have spent lots and lots of public dollars and a lot of money has been poured into Placer County portion of the basin to achieve environmental threshold gain. What we haven't seen is that same kind of investment on private lands. This is the intent here to try and bring those landowners in to improve their

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buildings and sites, and bring those environmental improvements that help achieve the goals of the Regional Plan.

Presentation: [Agenda-Item-No-VIIA-Economic-Sustainability-and-Housing-Amendments-to-Placer-Countys-Tahoe-Basin-Area-Plan.pdf](#)

Board Comments & Questions

Ms. Aldean referred to page 134 of the packet, third section of the ordinance. Under the TBAP Policy HS-P-7, item number vi, where it says, "Evaluate housing needs in the region in coordination with TRPA. Consistent with Regional Plan of housing policy, HS-3.1, update TRPA policies. Wouldn't it be more appropriate to say, "Encourage and support the updating of TRPA policies"? The county can't unilaterally update our policies. These are all a list of things that the county intends to do.

Ms. Setzer said staff could say "encourage."

Ms. Aldean said it's misleading because you can't do it unilaterally, it has to be done cooperatively.

Ms. Setzer said staff are working very closely with TRPA. For example, they are working together on the Tahoe Living Working Group. She agreed with the suggested change.

Ms. Jacobsen said that's correct. The County has a parking pilot program right now in place. It's a temporary program that would provide a waiver for parking if folks requested it, but only if they commit to contributing to transit, micro-shuttle, or other transit forms, commit to an annual contribution to transit, and commit to participating in our parking management program that we're preparing right now. As part of this amendment package, they've folded those in and memorialized them in the standards. But it's not mandatory. For example, a mixed-use project comes in that has a lodging component, housing component, and some retail. The lodging piece of it needs to have parking. There needs to have been enough stalls to accommodate the folks that are coming into the lodge. The developer might come in and ask for a waiver for whatever stalls they were required to put in for the retail piece.

There is a lot parking in our town centers and if someone's coming to the restaurant that's in that mixed-use site, they might ask for a waiver for that requirement to add a parking stall for that restaurant, for example. On the other hand, they're going to make sure that they're parking at their hotel. It's working with applicants on a case-by-case basis to ensure that we're addressing parking needs, but that also we're providing some flexibility for uses like the retail and commercial space. But only doing that if they're committing to a contribution to transit and if they're also participating in our parking management program. Because we're currently preparing parking management programs for our town centers, and we want private parcels to participate in that program and help address parking on a comprehensive community-wide level. It's not a blanket exemption.

Ms. Aldean asked if that would envision satellite parking areas. People are going to continue to come into the basin with their individual cars, that sort of behavior will not entirely stop. Her concern is that somebody accepts the exemption, and all of their customers park next door at an adjoining business and is not fair to the existing business because their parking is being monopolized by someone who chose to accept the exemption. And maybe they are participating in this more comprehensive parking management evaluation. But are you visualizing a place where people who come to Tahoe City, for example, and are fine using public transit, walking, or renting a bicycle, but they need to park their car somewhere?

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Ms. Jacobsen said absolutely. Their parking management program is currently being developed out of the Department of Public Works office and are taking public comment and having workshops on that. They are looking at those opportunities for interceptor lots or those parking facilities where people could park once and then shuttle in. All of those things are being fleshed out through that process. That parking management program also is looking at the opportunity for paid parking systems in our town centers where private owners can throw their stalls into the mix, into a paid system. So, it would be public and private.

Ms. Aldean said regarding design standards for multi-family dwelling units of less than 15 units. It says it would be exempt from design review, it's not the architectural design review, correct?

Ms. Setzer said they would be exempt from the Placer County design review process.

Ms. Aldean asked if that is site design or architectural.

Ms. Setzer said it's both. They still have to meet the development standards and design standards. The design review process is a separate, almost hearing-like process that.

Ms. Aldean asked if it's more like a major project review analysis.

Ms. Setzer said correct. It's more discretionary and you get more input that may change the project look and feel. It ends up adding time and cost to a project. They're hoping for these smaller projects that they meet our development and design standards and can fit into the neighborhood look and feel of the character and not have to go through that extra process but will still be reviewed by county staff.

Ms. Laine had a question around tourist accommodation units, but it starts as a question around short term rentals. Placer staff made a comment about "We're incentivizing tourist accommodation units in town centers and that will decrease short term rentals. How did you come to that conclusion?

Ms. Setzer said staff would have to bring that to our board. It would probably occur on an annual basis if new commercial lodging products had been built. Their board makes a decision on our 3,900 cap. We do have a short term rental advisory group that helps provide input to staff and then staff brings those changes and proposed concepts forward to the board. It's a little challenging because short term rentals are not counted as tourist accommodation units, they use residential units. It's a little mix-matching, but we recognize that all of them are serving as tourism lodging. When you look at it as a holistic picture, we'd like to shift that more into the town centers. If we were to get new commercial lodging units built for example, it could be those kind of hotels that only allow the owner to stay there 90 nights a year, but the rest of the year they're in the hotel pool. Or it could be a new hotel or new hotel units. Staff could propose to reduce that cap of our short term rentals to compensate for the new lodging products that were brought online in the last year.

Ms. Jacobsen said this provides the policy support, the framework for staff to do that. The short term rental program and ordinance are separate from this plan. But this provides that policy framework that supports pulling those short term rentals out of the residential neighborhoods and into the town centers.

Ms. Laine said this affects all of us in the basin. The cap is currently 3,900, but what does Placer have as far as short term rentals?

Ms. Setzer said we have 3,404 right now.

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Ms. Laine said for example, if you built a traditional hotel with 100 units that you would go to the board and recommend that they decrease the cap?

Ms. Setzer said yes, we would. And even if the cap were reduced in the meantime, we could still go to the board and propose reducing it even further. And if we were at that maximum cap, it could be done through attrition.

Ms. Laine said attrition takes a long time. If the number were below what you actually had, are you going to wait for attrition or would you take some steps to eliminate some short term rentals in residential zones?

Ms. Jacobsen said there is a stakeholder working group that has been formed to help inform their board. Right now, we haven't had any hotels built since around the 1960s. The short term rentals in Placer County are serving as lodging and we are a tourist economy. Folks have been coming up to the Tahoe area to recreate, and they have stayed in summer cabins around the lake. They could look at reducing that cap and is something that she believes they're going to start to discuss soon.

Ms. Gustafson said the Board of Supervisors adopted these basin area plan amendments and would be developing a policy around that. We're just deferring to a stakeholder group to help us develop those policies that include hoteliers, property management firms, citizens, and environmental organizations. The stakeholder group is made up of a diverse voice for the community.

Ms. Hill is in admiration of Placer County's thoughtfulness with all of these amendments and appreciated the thoroughness and the vetting process with the community. Regarding the food trucks, please explain the functionality of the new code. The second question is on their single-family limitation zoning in the town center and how that would work.

Ms. Setzer said food trucks would be an allowed use in the town centers and would require a business license in Placer County and need to meet environmental health codes. A condition of a business license could be that they could be in certain locations for a specified amount of time and include their own trash receptacles. The County has the ability to refine how and when they're used.

Ms. Wydra said currently, they don't have any provision and basically a single-family could be developed in our town centers. With these amendments, we would prohibit any new single-family.

Ms. Jacobsen said what we have heard is we have very limited areas in the Placer County portion of the basin for commercial uses. The idea is to try to preserve the areas of commercial space along the frontage road.

Ms. Hill is curious how it will be implemented. Either 50 percent if it's deed restricted, and 25 percent if it's not deed restricted of the property needs to be mixed-use.

Mr. Hoenigman said there's a lot of great changes that Placer County made that hopefully will make it easier for businesses in the basin. He's disappointed, though, in how minor these changes are with regard to housing. Nothing really has been done here for affordable housing for so long and these are just kind of nibbling around the edges of the problem. If the board hadn't forced your hand in passing our recent proposals, he would vote no and say go back and do something for affordable housing." But you're going to have to go back and do something for affordable housing anyway. We have a serious problem that people can't afford to live here. He's looking forward to seeing what comes back within the year and your opt-in, opt-out strategy. On this, you increased the coverage but didn't change the density and commented that

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it might allow bigger units. We should switch to a form-based, this is the size of the building you get, and you can fit as many units into it as you can. Then we'll get small, affordable units. Right now, the only thing that works is to get those big luxury units that no one wants. The 50 percent requirement for changing over to condominiums feels like you want to stop any condominium conversions. But if what we want is to get affordable or achievable housing without providing any incentives like we gave for height, density, and reduced parking, then we need to do a little more study on what's economically feasible. He hopes they go big and make the changes that are needed so we get affordable housing in the next phase.

Mr. Bass said in response to Ms. Laine's question around the short term rentals and if a tourist accommodation unit is to be created, to clarify that wouldn't be a project eliminating a short term rental, it would be each hotel unit that was built. If we get 100 units out of the hotel, we're going to reduce the cap.

Ms. Setzer said it would be reducing the cap. If we had 100 new hotel units created, we would work with our advisory group and probably go to the board. And it would be the board's discretionary approval to reduce the cap by then 100 units.

Mr. Bass said that's a good start. He lives on the South Shore, and they dealt with the short term rentals years ago. But to hear 3,400 is pretty alarming in a sense of when we think about the workforce housing issue that we've had over the last decade and that many homes being overnight rentals. We need to revisit a residential unit of use being an overnight rental. He's not saying that we get rid of short term rentals necessarily but look at that 3,400 and how many of those are potential workforce housing units and create a policy that would eliminate those units and allow for units that are more applicable to being a short term rental. It does get into the original theory of a tourist accommodation unit which is our overnight capacity, and what do we want that to be? How do we create this policy to support the housing crisis? Even if we look at 10 percent of homes out of 3,400, that's 340 homes that we could have now instead of development that takes years and years to see the impact. He understands that this is not necessarily part of this amendment, but we need to consider switching from a residential unit of use to a tourist accommodation unit. We'd have to create new commodities, but thinks it gets to the point of trying to address this housing issue and is something that could be done now.

The second question is with regard to parking. A retail storefront that's on the bottom floor could have an exemption to have zero parking in front of it, is that accurate?

Ms. Jacobsen said yes, they can. If you're repurposing a building with a new use and there's currently three stalls but the use that you're proposing, you need to have five stalls. You might ask for a waiver or an exemption to not have to construct the other two because the parcels in our town centers are super small and it's hard to get the parking on the ground. This is to try to be flexible so that we can get that redevelopment on these constrained parcels. Maybe they have three, and they're supposed to put in five per the code and they ask for an exemption for the other two. In lieu of that, they are contributing on an annual basis to help fund transit. With the three they have, the county would ask them to participate in our parking program that we're developing, throw those other three into this comprehensive community-wide parking program mix.

Mr. Bass said if you drive around the lake, you may stop at different shops and need a place to park. He understands with parcel by parcel and trying to make the development happen, but it seems like we would want to make those three parking spaces at least identified somewhere in the area of the parcel within a walkable distance. It seems like we're creating a situation where there's nowhere to park. He has a commercial property in the center of South Lake and a public

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beach right next to it. They run into this all the time where people are just constantly on our parcel. It feels like the no-parking thing if we're not identifying other places for the parking to go because we're there yet with a transit.

Ms. Jacobsen said their parking management program is being developed in coordination with other programs such as the micro shuttle program that is hugely successful in the North Tahoe area. People use it to go into the town centers without having to get in their cars. They all work in concert together. You have to address it at multiple angles.

Mr. Bass said it gives them the flexibility for project by project and can say yes or no to the waiver.

Ms. Jacobsen said absolutely.

Ms. Aldean said Placer County is in a very difficult position. They're interfacing with members of the public who are their neighbors and people they do business with on a regular basis. She understands the inclination to try to reach some middle ground and believes they've done that with this proposal. It's impressive what the county has done with respect to affordable and workforce housing preservation. She feels they are on the right track and haven't ignored the issue.

Ms. Gustafson said the short term rental number staff is using includes Olympic Valley, Northstar, Serene Lakes, and the entire Eastern Placer County. Those are not all in the Tahoe Basin. There are a lot of condominiums in the Northstar Village and Olympic Valley also included in that number. So, we can get you the other numbers, but it's important to make sure, yeah.

Ms. Jacobsen said it actually goes over the summit and into the Cisco Grove area.

Ms. Gustafson said the majority are here in the basin, but there are significant numbers outside the basin. And people may not realize that cap is for that whole region. We haven't set a separate cap for in the basin. But that is, again, something the stakeholder group might look at as we move forward. Regarding parking, having worked in and around Tahoe City for decades, there are some properties in Tahoe City that have zero parking because of the way the lots are configured and are currently occupying restaurants and retail. When they come in for a project without a plan like this where we can look at alternatives, you've locked their hands on doing anything. Again, trying to incentivize reinvestment for water quality and walkability in our communities.

She asked the Fire Marshall to clarify his statement about the fire risk being minimal here. She doesn't think he meant to state it that way.

Assistant Chief Woessner, Placer County OEM said you're correct. He's comparing it to the Sacramento Valley versus the Tahoe Basin. The Tahoe Basin has the ambient air temperature of 30 degrees cooler than in the Sacramento Valley. The moisture, seasonal summer rains, and the humidity recovery is higher than it is on the west side in the Sacramento Valley, where it's sustained 100-degree days for months on end. And the humidity recoveries at night are less than they are up here in the Tahoe Basin. And the 1-hour fuels are more prominent down in the Sacramento Valley, where in the Tahoe Basin, it's more the 1,000-hour fuels and the evergreen vegetation.

Ms. Gustafson said they've recently heard a report that we've lost over 400 hotel rooms in our town centers through the conversion of units. Some have become housing, but others have just been boarded up or vacant. It's not that we haven't built anything new, but we've actually lost accommodations in our town centers.

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Ms. Jacobsen said we've done studies to show that. We're not getting any new units, we're losing units. And then the quality of the units that we do have are old and dated.

Ms. Gustafson said even with the removal of height and massing and trying to work with the public to reduce these potential impacts. The approach we've been trying to take even with short term rentals at the Board of Supervisors level is to look at adaptive management. This probably doesn't get us all the way, but let's see if these amendments will help trigger some reinvestment. If these don't, then we may have to come back for more. Adaptive management means if we don't achieve our goals and get the water quality dealt with downtown, that we may have to go to the next level and come back with new amendments.

Public Comments:

Christina Kind, Program Director with the Tahoe Truckee Community Foundation oversees the community collaborative of Tahoe Truckee and the Mountain Housing Council. Both collaborations represent more than 50 organizations in this region dedicated to solving its toughest problems, which gives the Community Foundation a unique perspective. While we are not here to tell our community what the right path is in regards to these amendments, we believe thoughtful leadership and respectful conduct are at the heart of community progress. In 2003, our community adopted Speak Your Peace as a framework for civility and civic engagement. She thanked the community and staff for being thoughtful in trying to solve these problems. She encouraged everyone to reflect on our own role that we play in fostering respect and constructive dialogue in this moment and encourage the following principles: To listen, be open-minded, show respect, give constructive criticism, and take responsibility as well as not shifting blame to others.

Doug Flaherty, TahoeCleanAir.org, representing four nonprofits; The Friends of the West Shore, TahoeCleanAir.org, North Tahoe Preservation Alliance, and the Sierra Club Tahoe Area Group, opposing adoption of the Tahoe Basin Area Plan amendments. The initial environmental checklist and TRPA's findings of no significant effect are highly controversial and do not represent a comprehensive cumulative environmental analysis and lack evidence to make such a finding. The finding is therefore arbitrary, capricious, and represents a scheme to avoid both a TBAP Comprehensive Subsequent Environmental Impact Report and a TRPA Comprehensive Cumulative Environmental Impact Statement. By continuing to fail to consider significant, substantial, new, changing, and cumulative information since the TRPA 2012 Regional Plan and the Placer County 2016 Tahoe Basin Area Plan. Lastly, you received a letter from our attorney, Don Mooney, stating he represents Friends of the West Shore, TahoeCleanAir.org, and North Tahoe Preservation Alliance, the conservation groups regarding the opposition to these amendments on grounds that the Initial Environmental Checklist fails to adequately address the potentially significant environmental impacts associated with wildfire, wildfire evacuation, land use, cumulative impacts, and substantive changes in growth.

Doug Flaherty representing TahoeCleanAir.org said Chair Gustafson and Ms. Hill had a chuckle while the lady was here speaking.

Ms. Gustafson asked Mr. Flaherty to continue.

Mr. Marshall asked the members of the public to address their comments to the full board and not individuals.

Ellie Waller said the chart in the packet called amendments to policy and implementing ordinances, scenic. Policy to support TRPA scenic evaluation to direct private investment. Does this still mean relaxation, which we've heard in other meetings? Policies to support adaptive reuse of underutilized retail space. County owns some of that, why hasn't that been fixed? And

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it says create new high-quality lodging, what is that definition? Does that mean luxury? Does that mean affordable to the average median? Whatever terminology we're using for what middle-class used to be. Policies to support streamline, affordable, moderate, achievable. Please update the policy to require that it's on site. This in lieu fee has barely built anything if anything at all. Affordable units are at \$800,000 these days, compared to whatever it costs Domus which is something that we should be proud of. Allows small-scale uses. Definition of small, small projects that generate low VMT. What is low VMT? Allow food trucks. If you are going to allow them to park, it says, cannot park on roadways. Where are they going to park, but are they still going to affect our current restaurants?

Allowed 20 units or less. May require design review. Design review was designed so everybody gets to participate in what's going on. It doesn't matter what size a project is. The word "may" is problematic. Allow projects if 100 percent units are deed restricted. Why aren't we mandating that these developments not pay in-lieu, build. We went through this with Martis Valley West. Shorezone requirements, add references to county code, lakeshore shorezone ordinances. We need to clarify that TRPA is more stringent. Allow groundwater intercept for below-grade parking isn't specific enough and needs to be studied. She doesn't want to stop projects and is not against refreshing and redevelopment. She's not familiar with community service zone district. There's lots that went into this documentation that looks somewhat new, modernized parking requirements. The 1997 community plans, before these area plans, she was a member of the North Tahoe West Plan Team. We had parking management plans that have done nothing since 1997. Remove sign requirements, refer to TRPA. Whose enforcement comes through? There's just lots of things that haven't been defined in enough clarity and conception of what is expected of these amendments to implement.

Robb Olson, resident of Alpine Meadows and Tahoe City business owner wearing a couple of hats. First is president of the Tahoe City Downtown Association. The Tahoe Basin Area Plan amendments touch on many things we've been asking Placer County to do for many years. We're finally seeing some progress that business owners need for the area. They recommend that this moves forward. It's never enough, we want more stuff but there's been some compromises that probably still will hurt businesses but at least is a step forward in the right direction. His other hat is as an architect and a contractor with 12 employees and it's challenging to hire people. Some drive in which is bad for the environment and traffic. It would be nice if they could live locally and help build a community. Maybe some big developers are going to benefit from this but doesn't see that.

Reading the document, it is favoring workforce housing and small boutiques, but it can do more. There are a lot of barriers in there for smart developers. Big developers are going to come regardless of what you decide. They're going to propose horrible projects and that is why we have design review and public input. But don't hold up small businesses from trying to do the right thing. We have too many curb cuts in Tahoe City and King's Beach. We do need to consolidate parking which is more efficient for snow removal. We need walkable cities. We need a lot more care put into our parking programs and the Downtown Association's really appreciated that Placer County's has presented on what they are looking at for parking. Please move forward on it and continue working on revision number two.

Erin Casey, CEO, Tahoe Housing Hub said they are an advocate for housing and are looking to leverage private investment in order to bring housing to our community, code changes and amendments like these are going to help make that possible. We support the proposed amendments because it's going to help leverage private dollars, work with homeowners who have an interest in building accessory dwelling units but don't know how to do it. Subsidizing

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units can be very expensive. We are not going to be as successful if we're not making these adjustments. This is not unique to our community. A lot of jurisdictions in the state and in the country are doing a lot of the things that you see in front of you today.

In a conversation with her high school senior daughter, she doesn't see that there's going to be a job for her, a place to live that she can afford, or an ability to raise a family.

The state of California does mandate that each jurisdiction build a certain number of new units to meet their workforce housing goals. Each of our jurisdictions in the state of California are required to build between now and 2029, over 1,000 new units. And what is the consequence if that doesn't happen?

Many of the jurisdictions now are being forced to rezone land within their jurisdiction, a minimum density of 20 units per acre. And if that doesn't happen, land use authority could be restricted or taken away. She applauded the county for looking ahead and attempting to try to address that. Her agency looks forward to working with TRPA to support the third phase of your housing code changes.

Tony Karwowski, President and CEO of the North Tahoe Community Alliance thanked Ms. Gustafson for shedding light on the number of 3,400 permits being spread across eastern Placer County versus right around the lake, which gives some reference for what we're looking at here when we look in the basin. To emphasize some 2020 census data from the Tahoe region is the fact that 70 percent of the homes in North Lake Tahoe are vacant. So, when we think about workforce housing and we have a 19 percent short term rental rate and then a 70 percent vacancy rate, there is a slim amount of houses in there that are actually plausible for workforce housing which is why we are where we are today. We can't do enough, and the proposed amendments today are minimal because we're trying to get something passed and there are voices out there that don't want to see that happen. Right now, North Lake Tahoe is in a crux moment in time that will determine how complex and interwoven themes like economic vitality, livability, environmental stewardship, build the future Lake Tahoe needs. These amendments will help promote community workforce housing opportunities and ensure a thriving future. We need to streamline the process for workforce housing and redevelopment in our town centers.

It's been 40 to 60 years since we've seen a hotel built in North Lake Tahoe. In the last 10 years, North Lake Tahoe has lost an incredible amount of hotel rooms, including the Cal Neva, Tahoe Biltmore, Tahoe Inn, and Falcon Lodge, combined loss of 450 hotel rooms. Some of those properties are in various phases of redevelopment, but we're dealing with this issue now. It's caused a dramatic impact in our community, putting disproportionate pressure on short term rentals and leaving local housing stock as the only backfill for lodging options to maintain our healthy economy. This is combined with macroeconomic influences creating more upward pressure on home values, furthering the affordability gap in rent and ownership for the local workforce. Many businesses still have ongoing reduced hours of schedules or are closed two days a week due to staffing shortages. Our issues are interwoven, housing is tied to workforce, which is tied to healthy and strong businesses, which provide funding back to the community to make improvements and support solutions to our most complex issues, including workforce housing, transportation, and tourism impact mitigation.

We need to allow for the streamlining of much-needed workforce housing and redevelopment of downtown cores to secure a future with a stable economy, vibrant community, and healthy environment.

Ann Nichols, North Tahoe Preservation Alliance said there's been no mention of the unresolved litigation happening. She clarified some things that were said that weren't true. There are just two parking lots in Telluride where you pay \$25 and \$35 a night. It's not free, and it's not what

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has been promoted here. Regarding short term rentals, they don't have to reduce any short term rentals and they can't do it because people are making \$80,000 a year from these rentals. The pushback and pressure are more than Placer County can do and would have to be something that TRPA would do. The food trucks, it's just laughable. Are they legal? The achievable housing is a giant loophole and now you've added "seasonal" to the definition in Chapter 90. That was never discussed in the housing amendment approval. She has a business license in Placer County and working 50 hours a week, she could buy an achievable housing unit. Mr. Olson is getting \$1.5 million for his project that hasn't been approved by the North Tahoe Community Alliance. How much more can we do? The Tahoe Housing Hub is funded by the Community Alliance, which is public money. The Tahoe Basin Area Plan environmental analysis was done in 2017. It's an old plan and never talks about surrounding growth in Reno and Carson City, which is huge. There were 35,000 building permits in Washoe County in one year. They have 1,000 people who have signed the petition, 3,000 have viewed the video, and hundreds of people attending the meetings, but it's just a couple of people complaining. The 400 units that are lost are created by TRPA. It's failed Commercial Core Improvement Plan plans, it's the Tahoe Inn, Laulima, etc.

This is self-inflicted TRPA rules. You allowed the Commercial Core Improvement Plan projects, which are too big, which nobody can finance, and nothing gets done. Then you blame it on the conservation groups. The only thing that makes any sense are luxury condominiums and then you blame it on us. It's your own rules and you should fix your own stuff first.

Niobe Burden commended staff for all the hard work done so far. She's concerned about language in the 2017 Tahoe Basin Area Plan, Section 2.09.A.3 that allows these entitlements to go across a mixed-use project, even if the housing component is non-contiguous to the project. This is concerning because there is a proposed project in Kings Beach which does exactly that and this language will allow that. As Mr. Hoenigman said, you have to approve these projects because it's in the amendments. She requested that it be reviewed. Section 2.09.A-3 for non-contiguous allowance of entitlements where there's a housing component and a mixed-use project. The current 50 percent of mixed-use projects for housing is good, but we need to just make sure that they are all in the same project, not separate. Regarding current short term rentals, this is something that's not in this Tahoe Basin Area Plan, but we are working towards reducing those short term rentals. It would make more sense to reduce the number from what it currently is, which has been between 3,300 to 3,400 for the last 1.5 years in Placer County. If we could reduce the number versus the cap, we would be getting somewhere. How about a consideration of eliminating fees in lieu of housing? The fees don't meet the amount it costs to build the housing. So, why do we have them at all? Can that be discussed and brought forward as an amendment?

Alan Miller, Professional Civil Environmental Engineer is familiar with TRPA's groundwater protection requirements and sued TRPA for violating their own requirements. His comments are on groundwater protection. The Tahoe Basin Area Plan amendments allow for taller buildings, which often means larger, deeper foundations and more interference with groundwater. TRPA wants to invite additional variances to its groundwater interference prohibitions for underground parking. And there's already an exception for accommodating underground structures and foundations and various other things. His lawsuit in the Federal District Court for Eastern California, Miller v. TRPA, makes clear that TRPA doesn't understand its own groundwater protection requirement regulations, doesn't implement them properly, and doesn't have the staff expertise to implement their own groundwater protection ordinances. And if they do, that expertise has been corrupted by the system. Every reference in your agenda

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to groundwater is for allowing groundwater interception for mixed-use projects in town centers, for projects proposing underground parking. The plan is for more groundwater interference from new foundations and underground parking. The references all say that all impacts to groundwater from interference will be mitigated when such impacts are proposed by having the applicant demonstrate that project impacts have been mitigated to be equal to or better than the original impacts. That language has no clear objective meaning. There are no criteria, no methods proposed by which impacts may be mitigated. This is just a ruse for the incompetent to approve development with no analysis. An environmental impact statement was needed for these TBAP amendments, and the initial environmental checklist fails as usual for groundwater protection.

Adam Wilson acknowledged the amount of work of both organizations put forward to not only engage the public, but to even potentially withstand comments that we've even heard today and comments that we've heard throughout these processes. It's unfortunate that personal attacks are made. That does not move anything forward and is not helping to find solutions. These amendments have engaged the community and have brought back changes that we've heard from both sides aren't enough, but it is something. And we are trying to move something forward for the betterment of our communities, environment, visitors, tourism, and economy, which is, again, over 70 percent. We keep hearing people talk about tourism, but that is what drives the activities and services that we enjoy. If we did not have that in our economy, you would not have any restaurants and the resorts would be closed. We all love living up here and those are all at the cost, unfortunately, of a tourism economy, which is what provides the services, infrastructure, and the Transient Occupancy Tax dollars, Tourism Business Improvement District (TBID) dollars, and investments that private and public entities are making in this area.

Specifically, the benefits of the Tahoe Basin Area Plan include the opportunity to redevelop responsibly using mixed-use properties and small-scale lodging for visitors. It creates new workforce housing opportunities in our core downtown areas and generates the opportunity of vibrancy and economic development. Secondly, the additional infrastructure to protect the lake is important.

He grew up here and has seen the same buildings in the same places with no environmental work around it. And it's amazing that when we talk about environmental stewardship and so forth, we're not thinking about the fact that we have very old infrastructure that needs to be improved and can be improved with responsible redevelopment. Lastly, in order to affect housing and create workforce housing, we are going to have to figure out solutions. Several people have said that this doesn't go far enough. While he agrees with that, it is at least a step in the right direction.

Judith Tornese, President of Friends of the West Shore said they support affordable housing, but we need to make sure the housing is 100 percent affordable. No luxury tourist accommodation units or visitor units to make sure that we make the most of the building. We can get subsidies, land donations, or whatever it takes. She also mentioned the consideration of community land trusts like the St. Joseph Community Land Trust in South Lake Tahoe. The organization owns the land, and the family leases the home. They can sell the home, but it remains affordable permanently. She wants to ensure that other options are considered. They're also concerned that the Placer amendments will be superseded by the TRPA housing amendments, which are much more onerous. TRPA amendments have no limits on density or coverage and possibly no required parking along with other items. Can Placer County justify using its amendments versus the TRPA amendments?

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Rhonda Gramanz loves hearing all the smart people who know what they're talking about. She'd like to know more about Kings Beach, but her heartbeat is in Tahoe City. TRPA is a difficult board for her because it's all appointed. Nobody's been voted in and has a hard time with that. She had a hard time with it many years ago when she fought with TRPA. She was told behind closed doors that if you have the money then they weren't worried about her because she's just a small person fighting something. We lost businesses for so long because TRPA didn't allow so many things. At one time, there was a moratorium on housing here and now TRPA is just letting every development go through because it makes money for everybody. Legal bribery. Are we looking at actual people who are living here or are we looking for the future of developers? Even though we are a resort town and all of the people who work here know that we rely on tourism. Her business here relies on tourism but also relies on locals. She relies on them knowing that they have a place here and that they have a say here in Tahoe but feels like we don't have that anymore. No matter how long we've lived here, no matter how long our families have lived here, she doesn't feel like we have a say. Items like parking should be taken care of now before we start developing more things. Why can't we fix what we have now? Let's get the developments that are supposed to go through now and then move on and see what's realistic for our space. She doesn't see the realistic part of everything that's being spoken about because if you're not living here then you don't know the reality of walking down the street and having to pay, we don't need meters in Tahoe City. There's a disconnect here.

Staff response:

Ms. Jacobsen said regarding the comment about the non-contiguous project site, the housing versus mixed-use. That is a section of the Placer County code that exists today. That was adopted as part of the 2017 action that the TRPA Governing Board took on the Placer County Tahoe Basin Area Plan document. In town centers, it allows you to have non-contiguous parcels as part of your project site. They currently have a project that is working its way through the process in Kings Beach that does just that. It's got housing on one site, and it's got a hotel, commercial lodging component on another but it is one project. There is a provision in the code that exists today that allows for that.

Ms. Gustafson asked staff for further clarification on the question that would benefit the town center height, of course, there is no height in this. So, the question might be more about TRPA's height rules on the housing component, but not about the project. The concern might have been that the commercial project could go higher, but you've repeatedly said the commercial project would stay the same.

Ms. Jacobsen said as part of this package, we are not proposing any height amendments that would allow additional height for anything.

Ms. Jacobsen said regarding the question about food trucks. They do have an allowance for food trucks in the county, but they do have to go through permits from the Health and Human Services Department. Another question was about the Telluride parking. Ms. Setzer has done a lot of research on this parking program that could be developed in parking lots. There might be a minor cost for an overnight stay on a public lot. This is a policy in our document that sets a framework for us to come forward in the future to develop a program. At that time, is when we would get into discussions about whether or not there needs to be a paid component to that. Next was sign enforcement. They were referring earlier to the TRPA sign ordinance. In terms of enforcement, we do active enforcement out of our Tahoe City office. We have a code compliance team that enforces all aspects of the code, including our short term rental ordinance. They do enforce signs and is one of the most common types of enforcement that they handle. The Community Service Zone District is an existing zone district in the plan and has

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very limited areas with that district. It's where we see some sort of light industrial uses. For the groundwater interception, they are proposing to reference the existing TRPA code and allowances around groundwater interception. Underground parking can be proposed as long as you're mitigating the impact. That's what we've done here is to try and take advantage of the TRPA's existing code related to groundwater interception. Regarding shorezone, Placer adopted their own shorezone ordinance. It looks at county-owned properties and what we do with the Shorezone, and it references TRPA's Shorezone ordinance. TRPA's ordinance supersedes Placer County. The question regarding eliminating use permits and design review. We have proposed those here for small-scale uses or housing uses as a way to promote small-scale redevelopment and achievable workforce housing. While they might not need to go through design review or through a discretionary process, they do still need to meet County's design and development standards in the ordinance. There's a plan check review process, it's just not a discretionary review where you're having to go before a hearing body. They've set that up to try and encourage those types of uses.

For allowed uses, there was some question about the low vehicle miles traveled. The small scale that we talk about, how we characterize that is that those are the uses that would screen out through your VMT screening tool. It's these uses that we know have low VMT associated with the trip generation for that use. That's the threshold that we came up with in terms of screening out those small-scale uses.

There's been a lot of questions about the in-lieu fees. Placer has an ordinance that allows certain projects of a certain size to propose an in lieu fee for housing. We try to encourage the construction of housing for all our sites. What we find in our town centers is that they're constrained. But on small-scale projects like that, there is a provision in Placer County code that does allow them to propose an in-lieu fee. It's not ideal, and larger projects have to actually do housing on-site. But that is a current provision through the Placer County Code. They revisit that from time to time, and it might be something that our board decides at a later date to take up. But right now, that is an allowance. Those monies then go to construct or help fill the gap for other housing projects that come forward.

Ms. Setzer said Placer County has a policy in the Tahoe Basin Area Plan proposed to coordinate with TRPA staff on reevaluating scenic standards in town centers. The reason for that is the scenic standards are equally applied across the lake, and we are trying to push and shift our redevelopment into the town centers and sometimes those scenic standards do prohibit that redevelopment in the town center. There's nothing changing with the scenic standards at this time.

Ms. Gustafson asked staff to address the comment regarding the insertion of "seasonal" in the TRPA definition of achievable. Ms. Nichols has left, and staff can follow up with her concern on that.

Ms. Jacobsen said there's nothing in this set of amendments that point to that.

Ms. Gustafson said the reason we have a stakeholder group is to look at further modifications, meaning further restrictions on short term rentals.

Board Comments & Questions:

Ms. Aldean asked if the proposed amendments are in compliance with TRPA's amendments to the housing policy.

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Mr. Hester said Placer County can have different policies. The way TRPA's new amendments that were adopted in December go is they can adopt what TRPA has put in place or they have the opt-out provision. Say they wanted less height, but they could subsidize it with land, for example, to get the same financial effect for a home builder. Placer has not in this particular set of amendments addressed TRPA's new amendments. So, he can't really answer that yes or no.

Ms. Aldean said Placer County basically has 60 days. The TRPA amendment went into effect 60 days after adoption and then they either have to opt in or opt out. They have to adopt the amendments as modified in the TRPA code or propose a program within one year that either meets or exceeds the expected benefits that the amendments to our code were to achieve.

Mr. Hester said where TRPA's amendments are stricter and Placer County doesn't have one, in 60 days, TRPA's goes into effect. But they have one year to do the other set of amendments. TRPA has been talking with Placer staff about what approach they want to take, and they haven't decided yet.

Ms. Gustafson said Placer County needs to meet with the community on this. These amendments started at least three years ago to bring forward. They don't fully address the new housing amendments for TRPA. And they now need to start another process if we're going to opt out to make further amendments.

Mr. Marshall said that's correct. There is nothing inconsistent in these proposed amendments. For example, a lower height, they're not touching their existing height.

Ms. Aldean said by taking this action, we are not saying that they are in compliance.

Mr. Marshall said correct.

Mr. Bass said it seems like there has been a lot of public outreach and consensus and compromise made. There's always going to be two sides. It seems to me that the North Shore has a need for redevelopment and to look at how to improve our business environment. We're not getting everything we want, but it is a start in that direction. They've done this on the South Shore for decades now. When we started with the gondola project in 2003 and we still have a major project to finish that started in 2009. It provided benefits to the South Shore that have been long-lived. However, we have to finish with what we started. Part of me feels like he should abstain, however, he doesn't want to stall progress. There seems to be both sides of the story, which is natural in the process. He's ready to support this, even though he's not all filled in because he's brand new on the board.

Ms. Hill said the community engagement is incredible that you've done, and the compromises made and is in support of these amendments. Washoe County is going to have the same thing come before the board in the next year.

Ms. Conrad-Saydah said one of the most exciting and challenging things with policymaking where you have a lot of stakeholders engaged and a lot of passionate people is that progress can be iterative and can feel slow but it's still progress. We're learning as we go and seeing how our communities are changing and making decisions that reflect the changes to those communities and the desired end goals in those communities. She enjoyed hearing about all of the outreach over the last three years, but hearing it summarized today and the progress that the staff made in incorporating those comments are appreciated. She echoed that it feels like these can be minor, but they're major when you think about the staff time that it took to do this work and the public comment. Thank you to staff and the public who commented on and

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attended these meetings over the last several years. That's the thing with policy setting, we'll keep going and trying to keep improving.

Ms. Gustafson said there was a comment on what is high-quality lodging. When Placer County started this process, we were just trying to get new lodging to current standards and perhaps that term.

Ms. Jacobsen said she doesn't know that there's a definition of high-quality lodging. In the studies that they did it's looking at the dated lodging that we have. And maybe high quality is not the right word, but sort of improved lodging.

Ms. Gustafson said she remembers some of those economic studies and it was full-service hotels versus the motels that we have had from the 1960s development kind of thing. She asked staff to address the comment about the litigation.

Mr. Marshall said first, there is a state lawsuit against Placer County for their adoption of the Tahoe Basin Area Plan amendments as part of the state process. There's been no order entered that the Placer County approval of those amendments has been overturned. Same with the Mountain Area Preservation litigation against TRPA's Phase 2 Housing Amendments. There's no reason why you should delay if you want to proceed.

Mr. Marshall said regarding seasonal, that was part of the existing achievable definition that was adopted or last amended a couple of years ago, he believes. It focuses on seasonal work or achievable housing can be met for 30 hours per week per season for seasonal work as part of the definition of what satisfies achievable.

Ms. Gustafson said, for example, they're full-time workers, and we use 30 hours because if you want to qualify teachers, they don't work 40 hours a week. They work 30 hours a week year-round and that is why the 30 hours. And then seasonal in that we do have many people that come and need to work here but may make more than affordable salaries because they may be a single person. And that's the achievable.

Mr. Marshall said on page 134 of the packet and page 119 of the PDF of the Tahoe Basin Area Plan policy document, the motion should include Ms. Aldean's suggested change to HS-P-7, which would read, "Evaluate housing needs in the region in coordination with TRPA consistent with regional plan housing policy HS-3.1, recommend updating TRPA policies and ordinances," etc. This was on page 134 of the packet, 3.A.vi.

Mr. Hoenigman 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. Bass, Ms. Conrad-Saydah, Mr. DiChiara (for Mr. Aguilar), Ms. Faustinos, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Ms. Leumer, Mr. Settlemeyer

Members absent: Ms. Diss, Mr. Rice, Ms. Williamson

Motion carried.

Mr. Hoenigman made a motion to adopt Ordinance 2024-___, amending Ordinance 2021-02, to amend the Tahoe Basin Area Plan as shown in Attachment C and including the changes detailed in Exhibit A to the staff report and recommended changes by Ms. Aldean.

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Ayes: Ms. Aldean, Mr. Bass, Ms. Conrad-Saydah, Mr. DiChiara (for Mr. Aguilar), Ms. Faustinos, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Ms. Leumer, Mr. Settelmeyer

Members absent: Ms. Diss, Mr. Rice, Ms. Williamson

Motion carried.

VIII. REPORTS

A. Executive Director Status Report

1) Annual Report

2) Update on Transportation and Sustainable Communities Threshold Standard 1 (and associated VMT Regional Plan policies)

Ms. Regan said the role of the Compact is intentional to attach us at the hip to the community and partners in the form of a collaborative governance model for Tahoe. None of the accomplishments in the basin are possible without our staff. She appreciated the representative from the Tahoe Truckee Community Foundation. She's mentioned the speak your PEACE before and it's important that when we have these controversial items to recognize that there is common ground, and we can work through it.

The Lake Tahoe Restoration Act is very important to the health of the basin. And we had a high watermark in terms of our federal funding to support the Environmental Improvement Program, \$34 million last year. That act is in danger of expiring and there's a group in Tahoe that's advocating for an extension for 10 years to keep those funds coming for restoration projects that benefit our communities and the health of the lake. Mitigation funds, we're going to be talking about that more in future meetings that often goes unnoticed. But when project applicants pay mitigation funds as part of a project, sometimes there're perceptions that those monies just go to TRPA. We hold those in trust, and that's part of the balance sheet that people look at and think we have a big balance sheet. Millions of dollars are in mitigation funds that go back to local governments or Environmental Improvement Program partners for environmental projects.

Regarding a comment that was made about saying no to projects. Our staff are saying no to projects every single day. We are managing growth and development responsibly at the agency and our staff are doing an amazing job.

We're coming up on the year that this board voted unanimously to approve a 100-bed student housing project at the Lake Tahoe Community College. Construction is underway and will take some pressure off the affordable housing crisis. The 100 beds are not going to solve the problem, but is a big help for the college on the South Shore.

Clarity hasn't been as high since the 1980s as it was last year. We're not naive enough to think that trend's going to hold, but that was certainly good news. But it's a very complex story of clarity and what's going on with the lake and climate change.

Being in the executive director's position for just over a year, we've only lost one person since she took over and that person made the decision to leave before she came on board.

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In an area that's emerging around microplastics, staff wants to bring in some scientists to present to the board. We all make presentations in local schools continually. She went to Jacks Valley Elementary School, fourth-grade class a year or two ago for a presentation and afterwards the fourth graders formed the plastic patrol and they're looking to recycle and be aware of microplastics at that school. This is an emerging area of research and science and global attention is being put on plastics and microplastics and it's complicated. It's a very new area of science and the Tahoe Science Advisory Council has formed a working group. This group will be looking at literature review on the state of science around microplastics, where the gaps are, and they're going to bring a report back in October. There's been a couple of studies that point to the need for more research at the lake because it's not just what's going on in terms of litter on the shoreline, it could be what fabrics we're wearing. Our team is looking at our shoreline regulations.

We had a lot of concern about a Styrofoam floating platform that washed up in Incline Village. We won't be permitting any styrofoam facilities at the lake. We are evaluating all of that and looking very carefully to ensure that we're not exacerbating what could be a growing problem.

The Destination Stewardship Working Groups have formed a waste management action team. It's about how we collect the resources we put into collecting trash, education, and awareness, give the city a great deal of credit for the single-use plastic water bottle ban that's coming online this year. Water bottles could be a source of microplastics making their way into the lake. Toys that kids use building sandcastles could be making their way into the lake, and the breakdown of the plastic. We're actively working together as a partnership to address waste management and to have a very active strategy for July 4th for waste removal and litter abatement and even treating the July 4th like an incident in terms of a wildfire incident command where we work with all of our partners to attack this, well before the holiday. It's going to take everybody to row in the same direction.

Over the course of the last few years, we've had around 20 to 30 staff that have engaged around topics of growing an inclusive culture, not only within our organization, but in our communities and looking strategically at issues of equity. TRPA staff Kira Richardson has done a great job through the lens of transportation in our transportation equity study explaining equality in the graphic is getting everybody a bike, but equity is getting everyone a bike that fits them for all people from all walks of life. A shout out to Katherine Huston and Victoria Ortiz for helping with the work of this group to come together to look at our own policies and how can we grow a more diverse workforce and ensure that the policies that we implement in the basin being the leader that we are inclusive. That they're fair and accessible and growing access around the community.

A couple of highlights of things that we've done in the strategic plan that grew out of this work and having staff trainings to be more aware of issues around diversity, equity, and inclusion. We've updated our policies, to be a respectful workforce, looking to foster more inclusivity, how we attract candidates that want to come to Tahoe and to build diversity within our workforce. We've made a lot of strides in bilingual education; they've translated Tahoe Keepers and invasive species materials into Spanish. We have targeted lots of content in the Tahoe in depth, around these issues. We now have a translator on our website. We've improved technology and access for our meetings.

We do have a land acknowledgment that we worked with the Washoe Tribe of Nevada and California in the TRPA front office and a map of their ancestral and current homelands. And we are doing some heavy lifting with our Tahoe partnership to more meaningful engagement with the Washoe Tribe in projects and in the future of the lake.

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We're going to be bringing some improvements to our threshold standards in some very important natural resource areas like stream environment zones, wetlands, and invasive species, and modernizing our methodology of how we look at thresholds. We have the Climate Smart Code that many of you have talked about that we've vetted through Regional Planning Committee. We also have a big solar project on the South Shore that's going to be coming forward. Meeks Bay restoration coming this summer is a joint partnership with the Forest Service and the Lahontan Water Board. We don't have a revised project application for the Homewood Master Plan but that will come forward when it's been submitted.

Deed restrictions were extensively addressed during the Housing Amendments discussion in December. The conversation delved into policy amendments, and subsequent to that, a thorough analysis and audit of deed restrictions has been underway. We anticipate the release of a comprehensive report by the first week of the upcoming month, which will be accessible on the housing page of the TRPA website. Remarkably, the staff has demonstrated commendable efforts in enhancing our commitment to enforcing deed restrictions, allocating additional legal and staff resources to this initiative.

Wednesday, May 22nd, will be the regular business of the Governing Board and the 23rd will be our strategic planning session.

Ms. Regan welcomed Graham St. Michel and Marsha Burch, new associate attorneys for the legal team. We'll have another attorney joining later this summer.

In January, the Governing Board had a discussion around our transportation and communities threshold standard known as the VMT standard. Staff was asked to work with partners and bring back a proposal within two months and we're coming back to you in March to deliberate and take some action. What staff heard from the board was that we should celebrate the success of the 7-7-7 funding strategy progress, breaking the logjam of not moving the dial on improving funding for transportation. In 2022, we all committed to raise an additional \$20 million for transportation projects in the region. In the last fiscal year, everyone around the table, our community, our partners raised \$23 million for transportation projects. That puts us three years ahead of the Regional Transportation Plan schedule and will result in more tangible on-the-ground benefits. The silver lining comes with a touch of gray and that is our work here isn't done. When we looked at the total cost of the Regional Transportation Plan of \$2.5 billion over the 20-plus years, we set that goal for an annual \$20 million of new revenue. We have exceeded our target, as we discussed last month, but want to acknowledge that because some of those funds are one-time grants, they are not ongoing as the policy calls for.

The second thing that we heard is that we need to be realistic with the funding milestones and recognize the obstacles of the landscape like state and federal budgets, needing to align, and budgetary timelines for leveraging the funds from all the various sectors, federal, state, local, and private. This starts with acknowledging that the vision that we had when we started this funding journey is we are going to need this ongoing sustainable revenue source in order to build more transportation infrastructure and reduce VMT per capita in Tahoe. The one source that we maybe envisioned some years back that we might be able to achieve has not become manifested as feasible. What can we do in the meantime to develop more ongoing funding solutions? Being realistic about the milestones doesn't mean that we won't set high goals.

Staff heard that we should continue to use milestones to push what's possible and get more forcing functions and put more pressure on raising those dollars. We want those milestones and

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frameworks to recognize and reward progress that we have made over all the sectors. Any updated policy brought forward will call for a full accounting of progress and provide incentives for sectors that have delivered new funding because we've got new funding online that we didn't have five years ago. In addition to taking a fresh look at funding milestones, we will look at the consequences of not meeting those milestones and to ensure that we're not blocking progress on other goals or preventing beneficial and much-needed projects that drive environmental benefits. We're contemplating revisions that would address the concerns raised about public safety and other public service projects. We also heard the board's concerns about the potential impact of VMT policy changes on redevelopment projects that would contribute to the benefits of other categories of our thresholds like scenic resources, water quality, and other natural resources.

We want to honor our agreements and recognize that the board took action in 2021 which included the language around a trigger. The existing trigger is not a moratorium on development. The current trigger was designed to affect larger projects, and there are none immediately in the queue that would be affected. Smaller projects like those that don't hire a traffic engineer to perform a VMT analysis would continue or just pay a fee like normal and not be impacted. No single-family homes or projects with a few residential units would be affected in this interim. And affordable housing was exempt from that VMT trigger. That doesn't mean that the trigger was written would not impact any projects. To forecast VMT generated by projects that aren't fully baked yet is very difficult.

The best sense of those larger projects that would be impacted are those in town centers that generate more than 1,300 new vehicle miles traveled or outside town centers that generate more than 715 new VMT. Staff reviewed about 20 projects that are in the pre-application phase at this point and identified about four that could be impacted. What we've been able to analyze is that had the trigger been pulled at the time of the Latitude 39 project on the South Shore that was a mixed-use infill redevelopment project probably wouldn't have been affected by the trigger. However, the Tahoe City Lodge project might have been impacted.

Staff is continuing to work with the community and stakeholders to design a new framework that can bring forward environmental benefits that we can implement.

Presentation: [Agenda-Item-No-VIIIA-Executive-Director-Report.pdf](#)

Board Comments & Questions

Ms. Conrad-Saydah thanked Ms. Regan for summarizing that robust discussion the board had last month. She committed to going back to the state and bringing folks together to look for multiple funding resources. They are trying to bring in the transportation agencies, their Strategic Growth Council and Office of Plan and Research colleagues and others to think about funding resources beyond resources agency and look at opportunities for the state of California to support the Tahoe

Ms. Gustafson said as you're discussing this with our partners, we excluded affordable, achievable housing from VMT counts. But actually, she finds it's a reduction in VMT because these people are no longer driving into the basin every day. She would like to find ways to incentivize jurisdictions to invest more because they're reducing VMT. And if there are incentives for housing then allow for the VMT to be banked. If we invest in Tourism Business Improvement District (TBID) and we are dedicated to micromass transit, that's reducing VMT. Are there banking mechanisms within our systems too? She likes carrots versus sticks, and we have a lot of sticks.

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B. General Counsel Status Report

Mr. Marshall said the Legal Committee discussed the new lawsuit filed by Mountain Area Preservation against TRPA over the Phase 2 Housing Amendments. Staff will be working on the administrative record within the next couple of months. They'll be pursuing aggressive defense of the action, and we look forward to handling that case with our new attorneys.

Board Comments & Questions

Ms. Aldean asked if it were correct that Governing Board members only have to transmit to TRPA their personal interactions with people from the public on this issue.

Mr. Marshall said yes, that's correct.

Mr. Settlemeyer asked staff to send out the keywords for searching their emails.

IX. GOVERNING BOARD MEMBER REPORTS

No reports.

X. COMMITTEE REPORTS

A. Local Government Committee

No report.

B. Legal Committee

No report.

C. Operations & Governance Committee

No report.

D. Environmental Improvement Program Committee

No report.

E. Transportation Committee

No report.

F. Regional Planning Committee

No report.

XI. PUBLIC INTEREST COMMENTS

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Doug Flaherty, TahoeCleanAir.org said the executive director's long list of information is probably a lot of what's wrong with the Tahoe Basin. A lot of verbalization, hyperbole, very little data. TRPA has been negligent on allowing the East Shore to be overrun along with approving the East Shore Trail. You're not monitoring the environmental degradation over there. It's the last part of Tahoe that's old Nevada, and it's tragic what's happening. You keep encouraging more trails, more visitors, and it's got to stop. He's looking forward to the US Supreme Court decisions on the Chevron deference because that's going to put an end to a lot of what you have been doing. You've lost your vision of your mission, which is the environment and public safety. If the public is going to be expected to have meeting decorum, then you all should do that as well. He noticed some chuckles and eye-rolling while a person was speaking online. We're not doing cumulative impact on mass rating. With all this underground parking, we need a cumulative EIS, EIR on mass rating, Is your website ADA-certified? Have you done a study on BMP effectiveness? Lastly, you need to address the issue of 500,000 to 700,000 burn piles in the Lake Tahoe Basin, which you and your partners have supported.

Erin Casey said Ms. Regan's report is excellent. It's impressive the amount of work that you and your team have done in partnership with the jurisdictions in the region. She noted the number of accessory dwelling units permits processed and she thinks that with the organization that she's now helping to bring forward, that there's opportunity for partnership with the TRPA and the local jurisdictions. The approach that we're looking at is aligned with a lot of the comments and the sentiment in this community around housing. She offered to provide additional information to the Governing Board on the Housing Hub.

Robb Olson, Alpine Meadows resident and Tahoe City business owner said the commenters shouldn't be calling out individuals and talking about unfounded information about other people and don't know the facts. There are a lot of lawsuits going on, stop paying the lawyers, and let's take those dollars and find solutions instead of problems. We need to do fuel reduction in our basin, we need to have workforce housing, etc., and when people are fighting and not communicating, we're not going to get anything done. His son at seven years old would like to live here as an adult but doesn't know if he'd be able to afford a house. We need to resolve this issue so that we can have multiple generations living here. People and government are not perfect, but we have to try and have dialogue and work through these issues.

Elisabeth Lernhardt, Zephyr Cove resident said the senior citizens she talks with can afford to have a house. They bought them 50-plus years ago but are thinking of leaving because they don't have neighbors. There's no sense of community. In her neighborhood of Skyland, every third house maybe is seasonal or all-year-round person, but the rest of them are unoccupied. The people who come in and out during the holidays block the roads, leave trash, feed the bears, etc. We are the people who live here, listen to us.

Melissa Soderston, Tahoe Forests Matters said how many millions have been spent in recent years on fuel reduction, forest health, and thinning? Driving through our populated areas, does it seem as though our communities are more protected from fire? Do we see adequate progress being made towards home out defensible space or infrastructure hardening? Have we improved our evacuation routes or our ability to evacuate those quickly without transportation? The answer no. These projects have left us at even greater risk. The scientific consensus is clear that thinning and fuel breaks are not a solution to climate-driven fire. No amount of logging will prevent wind-driven embers from destroying our community, nor is it encouraging forest health. Our insurance companies, the Forest Service, lead scientists, Cal Fire, the Missoula Fire Lab, and numerous others agree that home and infrastructure hardening are the only solution in a rapidly changing climate. We cannot fight fires, which can cover miles in mere minutes, creating their own weather. Believe it or not, fire is actually good for the forest. Bob Horton, Research and

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Policy Director of the Western Fire Chiefs Association, said investing in home and community hardening is the best option state leaders have to lessen the pain of a chaotic insurance market and increasing wildfire risks with climate change. Yet the vast majority of federal, state, and local funding is still directed towards these destructive fuel reduction and thinning projects.

A significant portion of our population cannot afford the work necessary for community-wide home business and infrastructure hardening without an exponential increase in available grant funding. Recently, the Biden administration announced a halt on old-growth logging in order to assess current policy against the newest science, recognizing trees as our best first line of defense against a changing climate. This won't take effect until at least next year and leaves plenty of these logging loopholes. It also fails to consider mature trees, like our Tahoe Basin trees. A forest filled with trees is vital not only for our climate goals but also for our tourism-based economy. We have little time left to prepare for the growing effects of climate change. We urge this board to be proactive and forward-thinking. It's not the time for business as usual, which is what we are seeing from the TRPA. With trees dying at unprecedented rates, we need to, at the very least, pause on the intentional destruction of our forests and to focus on what we know will work to protect life and property.

During the Placer County presentation, their fire marshal said it best in that the Tahoe Basin is at much less risk compared to most of California thanks to our unique topography and climate. This leaving us well posed to implement the right projects rather than the easy projects.

Niobe Burden said the idea of story poles which has been around and utilized in Europe as well as cities in the United States. Architectural drawings and elevations plans can be deceiving, and it seems like a logical way for review committees to assess a project and address transparency for the public when visualizing proposed projects and upholding scenic resource thresholds. She suggested that there be a discussion of this item and how a budget can be adopted to acquire them for developers to utilize. These are just plastic poles with flags and would be positive for transparency by TRPA and local jurisdictions. Examples of the Santa Barbara and Solano Beach information sheet and application have been included as attachments to her public comment. This item has been proposed in public comment previously with no response.

Amanda Johnson on behalf of the California Attorney General's office in his independent capacity said as you continue to work on the VMT threshold item for next month, they wanted to reiterate their comments from January. While we applaud the success of the stakeholders in securing additional one-time sources of federal, state, and local funding, TRPA has not commenced implementation of an ongoing self-perpetuating source of funding as was required by the Governing Board under the label regional revenue when it adopted the amended VMT threshold in 2021.

And as it is still required under the current Regional Plan, regional revenue was intended to be a self-perpetuating source of funding that leveraged dollars from visitors to offset their environmental and transportation-related impacts. This funding source was intended to be separate from traditional local, state, and federal funding sources that rise and fall with economic tides, even though visitation may remain steady or rise. We support a renewed focus on establishing a self-perpetuating visitor-based funding source or sources with the caveat that we are not advocating for a base and entry fee, but rather some other type of fee(s) designed to leverage dollars from visitors that are equitable and constitutional.

Alan Miller, Civil Environmental Engineer is concerned about microplastics in Lake Tahoe from shorezone structures. Thank you to Mr. Bass for his comments on the Styrofoam spill and for requesting that TRPA further investigate the potential sources of microplastics. Mr. Bass suggested contacting each owner of shoreline property by letter to request pertinent information

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related to microplastics to determine their presence and to provide for amortized replacements. This is a needed first step to begin to understand and address a growing microplastics problem at Lake Tahoe. No one has refuted the information he's put in the public record. TRPA has already collected and reviewed the information from its records to contact each shorezone property owner for the desired information pursuant to a public records request he made last year. And that includes a listing for every recent pier application in the last five years and a historic listing and inventory of the total number of shorezone projects with plastic decking. He requested that TRPA furnish him with that information and then pursue with public involvement opportunities for policies going forward so that we don't miss the opportunities to save Lake Tahoe. His initial policy recommendations have been long known to TRPA. Briefly, an immediate moratorium on the placement of new plastic materials in the shorezone over Lake Tahoe waters and in the stream environment zones as needed. A regulatory plan for phasing out and removing existing plastics from the environments, abatement and removal of deteriorating plastic shorezone and shoreline structures, and criteria for removal of deteriorating plastics, and regulations prohibiting the further use of plastics for any structure that may affect water quality. TRPA and the other multiple shorezone structure approvers are dooming Lake Tahoe with microplastics for the benefit of a minority of Lake Tahoe stakeholders. They're trading water quality for recreational boating with no analysis of the effects.

XII. ADJOURNMENT

Mr. Bass made a motion to adjourn.

Ms. Gustafson adjourned the meeting at 4:43 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.

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

TRPA/Zoom

January 24, 2024

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Ms. Gustafson called the meeting to order at 10:41 a.m.

Members present: Ms. Aldean, Ms. Bowman (for Mr. Aguilar), Mr. Bass, Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Ms. Gustafson, Ms. Hays, Ms. Hill, Mr. Hoenigman, Ms. Laine, Ms. Leumer, Mr. Rice, Mr. Settelmeyer, Ms. Williamson

II. PLEDGE OF ALLEGIANCE

Mr. Hoenigman led the Pledge of Allegiance.

III. APPROVAL OF AGENDA

Ms. Regan said there were no changes to the agenda.

Ms. Gustafson deemed the agenda approved as posted.

IV. APPROVAL OF MINUTES

Ms. Hill moved approval of the December 13, 2023 minutes as posted.

Ms. Aldean and Mr. Bass abstained.

Motion carried.

V. TRPA CONSENT CALENDAR

1. December Financials
2. Release of Tahoe Keys Water Quality Mitigation Fund interest (\$200,000), to match grant funds pursued and to initiate planning for the Tahoe Keys Lagoons Long Term Water Quality Improvement Project (EIP# 01.02.01.0106)
3. Update of the Procurement Policy
4. Resolution in Recognition of National Radon Action Month
5. Governing Board Membership Appointment

Two items were reviewed by the Operations and Governance Committee and three were not reviewed by any committee.

Ms. Laine said the Operations and Governance Committee recommended approval of items one and two. The Update to the Procurement Policy was recommended by the committee last month. Planning fees were low last month but have returned to a

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normal status. The committee Tahoe Keys Water Quality Mitigation Fund Interest for matching grants for quality improvement in the Tahoe Keys lagoon condition number five, if funds are unused for this project they will be reallocated to another project. The committee is recommended adding "Within the Tahoe Keys" to the end of that condition.

Board Comments & Questions:

None.

Public Comments:

None.

Ms. Aldean moved approval of the consent calendar including the amendment to condition number five of item number two.

Ayes: Ms. Aldean, Ms. Bowman (for Mr. Aguilar), Mr. Bass, Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Ms. Leumer, Mr. Rice, Mr. Settelmeyer, Ms. Williamson

Motion carried.

VI. PUBLIC HEARINGS

- A. Discussion and possible direction on implementation or modifications of the VMT Trigger (Regional Plan Goals and Policies (DP-5; DP-5.4.B) that guide adaptive management towards Transportation and Sustainable Communities Threshold Standard 1 (TSC1)

Ms. Gustafson said the Governing Board received a number of written public comments.

Mr. Segan provided a detailed overview of the Vehicle Miles Traveled (VMT) threshold and the associated adaptive management system. He began by acknowledging the turnover in the board since the adoption of the standard in April 2021. He explained that VMT refers to the total distance traveled by vehicles in the region, with a focus on promoting mobility, reducing greenhouse gas emissions, and decreasing dependence on private automobiles.

The presentation highlighted the historical concern for driving in the Tahoe Basin, initially motivated by emissions issues. Over the years, the emphasis shifted to factors affecting lake clarity, such as fine sediment particles. The process of updating the threshold standard began in 2020, aiming to address VMT in the region.

Mr. Segan discussed the key goals related to VMT: promoting mobility, reducing greenhouse gas emissions, and decreasing dependence on private cars. The presentation outlined strategies for achieving these goals, including land use policies (e.g., affordable housing, infill development) and transportation policies (e.g., parking management, walkable areas).

The focus then shifted to the development of an adaptive management framework, incorporating independent guidance, milestones, and triggered responses. He discussed the ongoing efforts to measure progress toward the goals and the importance of reducing daily VMT per capita.

The presentation delved into the funding strategy for implementing the Regional Transportation Plan (RTP). He explained the 7-7-7 approach, dividing the funding gap among locals, states, and federal partners. The board had requested the submission of a proposal for closing the funding gap by the end of 2021.

A significant portion of the presentation was dedicated to the funding milestone. He provided a humorous analogy, comparing the original expectation of a consistent funding source (a laying hen) with the current situation of having a one-time commitment for funds (a carton of eggs). He presented the funding secured in the first year of the 7-7-7 approach, exceeding the target by \$2 million.

The key question posed to the board was how to proceed with the adaptive management trigger given the differences in expectations. Three options were presented: taking action on the trigger, updating the adaptive management language, or reconsidering the decision due to the success in securing funding. The presentation concluded by seeking guidance from the board on the appropriate course of action.

Ms. Regan expressed gratitude to Mr. Segan for simplifying the complex topic and providing context to the board. She acknowledged that it was the first time the full board had delved deeply into this area, despite previous discussions in various meetings over the past year. She highlighted six months of earnest work with stakeholders and community members, aiming to navigate the complexities of the issue.

Ms. Regan emphasized the importance of hearing perspectives from each board member and discussing the three presented options. She explained that the team chose to present all three options individually, recognizing the merit in each.

Regarding Option 1 (taking action on the trigger), Regan acknowledged stakeholders who believed in honoring the commitment made during the intensive work in 2020 and 2021.

For Option 2 (updating the adaptive management language), Regan noted that some community members and stakeholders supported this option, emphasizing that the 7-7-7 model emerged after the adoption of the standard in April 2021. The decision to pivot in 2022 was based on the realization that there was no feasible mechanism for ongoing transportation revenue at the time. She acknowledged the challenges of hindsight and the difficulty in amending the Regional Plan.

Ms. Regan expressed gratitude to both states for their leadership in the 7-7-7 work, spanning multiple administrations. The effort involved navigating changes in leadership, making the accomplishment quite challenging.

Regarding Option 3 (reconsideration), she pointed out that the Regional Transportation Plan update had already kicked off. She emphasized the rationale for reconsideration, noting that recasting the projects in the Regional Transportation Plan, a \$2.5 billion investment, would be aligned with the deliberation on the trigger.

Ms. Regan concluded by suggesting a discussion among the board members and expressing the willingness to bring back the topic after gathering ideas and perspectives from the board.

Presentation: [Agenda-Item-No-VIA-Direction-on-Implementation-or-Modification-to-VMT-Trigger Presentation Jan-24-2024.pdf](#)

Board Comments & Questions

Ms. Gustafson asked in the Regional Transportation Blueprint (RTB) do we then look back at where we're at with VMT. We know traffic counts are down. That is one part of the complexity of establishing VMT.

Mr. Segan said at the first meeting of the Technical Advisory Committee they reviewed transit data from the last four years and at the next one they are going to review VMT data

Ms. Gustafson asked where we see that new number. As a policy maker, we're probably below where we were four years ago.

Mr. Segan said that's a reasonable expectation. In the new VMT standard we said we'd use a three year running average of VMT. We've seen two years of those numbers. The first two years' numbers were impacted by COVID, resulting in a significant decline. Part of the challenge for the Technical Advisory Committee is distinguishing between COVID-related impacts and broader changes in transit systems or transportation patterns within the region. That report is due in the second quarter of this year.

Ms. Aldean raised a concern about the timing of the decision-making process. She pointed out that the board had not yet received the findings from the Technical Advisory Group, indicating that it might be premature to take action and select one of the three options during today's meeting.

Mr. Segan said there are two distinct tracks, emphasizing that the Technical Advisory Group is responsible for providing guidance related to transportation and land use policy. He noted that the funding trigger, which is separate from this process, is not going through the same technical advisory group review.

Ms. Aldean pointed out the connection between the work of the advisory group and the decisions related to projects that need to be undertaken in order to reduce VMT per capita. There's a nexus between the advisory group's work and ours.

Mr. Segan agreed there's a clear nexus between the advisory group's work and the decisions on projects to reduce VMT per capita. However, it clarified that the funding discussion, i.e., determining the available funds for those projects, is being separated from the decision-making process regarding which projects to implement and the specific types of projects to prioritize.

Ms. Aldean said that's the chicken-and-egg scenario. Which comes first, to determine which projects are essential and then look for the funding or do we look for funding hoping we can do more than what we have scheduled for implementation.

Mr. Segan said they put the funding discussion first in this context.

Mr. Marshall said it's an iterative process. There is the funding discussion at the same time discussion about which projects are being promoted. We are not aghast today for any particular action. Today, staff are asking for direction.

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Ms. Aldean said that some of the possible options under discussion might be influenced by the findings of the technical advisory group.

Ms. Gustafson said having served on bi-state, they recognized the aspirational goal of raising \$40 million a year for the Regional Transportation Plan (RTP), with a decision to settle on \$20 million. She emphasized the need to consider more funding as projects come forward.

Mr. Segan clarified that the \$20 million was the amount written into the Regional Transportation Plan (RTP) and analyzed for the attainment of the VMT target. There were additional projects beyond the \$20 million necessary to meet the threshold standard, so the \$20 million should be considered the minimum needed.

Ms. Gustafson clarified that it's not about reducing the amount needed because a specific project was removed from the list. In fact, there might be a need for much more than initially anticipated.

Ms. Williamson asked for clarification on the statement in the staff report regarding the impact of the proposed change, specifically addressing the potential difficulty for large projects, even those contributing to TSC one (Transportation Sustainability Communities). She wanted more context on how significant this barrier might be and whether it aligns with previous considerations made for projects like the event center.

Mr. Segan said that they evaluate transportation projects based on size, applying standards of significance for larger projects. Once a project surpasses a certain size (above 1,300 VMT within a town center or 700 outside), they use standards of significance that require the project to be 15 percent more efficient than the average VMT within the jurisdiction. The proposed change would put pressure on larger projects to meet these standards by either reducing in size or implementing mitigation measures to achieve greater efficiency.

Ms. Williamson asked for clarification on the definition of "ongoing" in the context of commitments mentioned by Mr. Segan. She inquired about the nature and firmness of these commitments from stakeholders, expressing interest in understanding the concreteness of the ongoing commitments, particularly if states were only able to commit for a year.

Mr. Segan said that the nature of ongoing commitments varies among stakeholders. Some legislators committed to supporting the strategy, but whether it translates into actual funds each year is a decision for the board to evaluate. He mentioned ongoing revenue streams from local commitments, such as TOT (Transient Occupancy Tax), and noted the need for further scrutiny to distinguish ongoing and non-ongoing funding sources.

Ms. Regan said there's a detailed list on page 154 of the packet, breaking down the \$23 million. She mentioned congressionally designated spending and funding, including earmarks, which may not have a guaranteed ongoing source. She highlighted examples like transient occupancy tax monies in Placer County, demonstrating a mix of funding with some ongoing sources. She acknowledged that the lack of a clear definition for "ongoing" is at the heart of the conversation. Mr. Settelmeyer expressed appreciation for the opportunity to discuss the technical aspects, particularly focusing on the concept of Vehicle Miles Traveled (VMT). He mentioned the origins in 1982 when discussions revolved around the total number of vehicles in the basin and the idea of a basin entry fee to economically reduce vehicle numbers. He asked whether the current data collection has shifted towards VMT rather than the number of vehicles and questioned whether

information on Noxious fumes and technological changes in vehicles since 1982 is available for discussion.

Mr. Segan said the approach has evolved but not in the way framed in the question. Since 1982, the focus has been on tracking how far each vehicle travels, motivated by concerns about emissions, particularly NOx emissions impacting the lake. Over the years, with advancements in technology and reduced tailpipe emissions, the link between VMT and environmental impacts has weakened.

The shift occurred from tracking the total VMT within the region (referred to as a hard cap) to tracking how much each individual drives. This change was prompted by the realization that the old VMT standard, tracking the total number, correlated more with visitation than with sustainable modes of transportation like transit, walking, and biking. The emphasis shifted to VMT per capita to better reflect travel behavior and decisions of individuals rather than population-based metrics.

Mr. Settelmeyer suggested reaching out to Caltrans and NDOT as both agencies have historical vehicle count data within the basin. He expressed interest in correlating this data to gain insights. He also emphasized the common sentiment of wanting to reduce the amount of traffic and people within the basin, acknowledging that this observation might be anecdotal.

Ms. Hill said there's an allocation for Washoe County missing from the spreadsheet, specifically \$400 million for micro-transit. She asked for this change to be reflected in the future. She provided context, mentioning her participation in discussions since being elected in late 2020. There was a previous concern about who would take the money if everyone had to contribute, and this discussion was never resolved. She highlighted the Tahoe Transportation District (TTD) as an organization capable of utilizing transportation funds effectively. There are ongoing efforts for sustainable funding through discussions in the TTD board retreat and emphasized the importance of a broader discussion on sustainable revenue, including options like sales tax or Transient Occupancy Tax (TOT) increases in different jurisdictions. The idea of ongoing contributions to a shared fund was mentioned, but the details were never decided, prompting the need for a discussion on this matter during the current meeting.

Mr. Segan said that the missing Washoe County funding for microtransit is related to a fiscal year issue and was secured in fiscal year 24.

Ms. Hill said it went to their board as part of American Rescue Plan Act (ARPA) before the end of July. She wasn't sure if it applies to transit. She'd need to find out what part of the \$400,000 applies to the transit in what fiscal year. She's unsure if it's a full \$400,000 but should be in that accounting.

Ms. Conrad-Saydah said it would be helpful to have a list of pending developments subject to the no zero VMT mitigation to better understand the projects impacted and facilitate the discussion. Second, she requested contextual information about the milestones and triggers for achieving the Regional Transportation Plan (RTP) in the long term, expressing interest in projections for the years ahead. Additionally, she questioned the rationale for potentially reconsidering in 2025 and sought insights into how the world might be different by then.

Ms. Diss inquired about the wording of the goal and definitions, specifically focusing on DP-5.6.A, which mentions "no net and mitigated VMT except for deed-restricted affordable and/or

workforce housing." She asked for clarification on whether the workforce housing definition used by TRPA aligns with recent discussions about achievable workforce housing or if it only applies to the federal definition of affordable housing.

Mr. Marshall said that the term "workforce" in the context of the goal and definitions generally means providing housing for workers in the basin. The definition is relatively loose compared to "deed-restricted affordable," which adheres to specific criteria defined in the code. He emphasized the importance of translating the direction given into the framework of the TRPA code, considering factors such as moderate achievable projects and mixed-use developments that include housing. He suggested looking into how these different types of projects would be treated concerning the trigger. Additionally, he mentioned the possibility of discussing critical public facilities at a later stage in the conversation.

Mr. Hester asked when the board provides direction, it would be good to translate that moderate, achievable, etc. The other part that would be good to direct staff on is not all housing projects are just housing projects. We have some mixed-use projects that include housing.

Ms. Diss asked about the determination process regarding the second goal in the original agreement and whether there was any on-the-record discussion or staff input on who would decide if the established milestone were not attained. She asked whether the determination lies solely with the board or if there is ambiguity in the decision-making process.

Mr. Marshall said that would be TRPA. The question is whether or not it should be the executive director or the Governing Board. The decision on whether the established milestone is attained has been considered important enough to involve the Governing Board. As stated by Ms. Diss, there is not an express delegation either to the Governing Board or the executive director.

Mr. Bass asked how the local match is determined, especially considering the deficit shown in the local match. He mentioned the inclusion of transit projects and the Kahle Complete Streets projects in Douglas County and the private sector. He is trying to understand the criteria for selecting projects that can contribute to the local match and how this process determines which projects are included.

Mr. Haven explains that when assessing contributions towards the local match, they use a straightforward methodology based on the projects listed in the Regional Transportation Plan (RTP). Financial assumptions are made during the RTP development regarding federal, state, and local funding sources. If a project's funding source aligns with those assumptions, it may not be considered new money for the local match. In some cases, projects assumed to be funded by local dollars from the city may not qualify as new money for the local match, even though local governments are generating funding for these projects.

Ms. Bowman asked for additional clarity on the decision to put the basin entry fee on hold. She indicates that Secretary Aguilar would like more information on this matter.

Ms. Regan said that the idea of a basin entry fee has been discussed since the 1980s and comes up regularly in conversations. However, during recent discussions on the transportation plan, funding, and the bi-state consultation, it became clear that the basin entry fee was not considered a feasible solution by the administrations of both California and Nevada. The decision was influenced by the feedback received from the two states' governors. Revisiting the topic is open for discussion, and she encourages others who were part of the earlier conversations to provide additional context. She highlights the One Tahoe study as a significant catalyst for the

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conversation, citing policy considerations related to equity and access for all. She suggests that Mr. Settelmeyer might have additional insights to contribute.

Ms. Conrad-Saydah adds to Ms. Regan's comments by noting that presentations from a consultant on different options lacked details regarding the cost of implementation and the potential job distribution for each policy. She emphasizes the need to delve deeper into understanding the costs and benefits of various approaches, such as a basin entry fee, parking fees, or congestion pricing. She suggested that evaluating the potential impact on local jobs is crucial, and there is a need to reexamine these aspects to make informed decisions.

Mr. Settelmeyer said that the discussion of a basin entry fee is similar to a toll road and is prohibited by the Nevada Constitution. He emphasized that he has taken an oath to uphold the constitution and, in his capacity as a director, would vote against such a proposal if it were pursued.

Mr. Bass asked whether the ongoing legal developments in the bi-state compact between New Jersey and New York, specifically related to a similar situation involving a basin entry fee, might impact the authority of TRPA to consider such a fee. He suggested that the outcome of this case could have implications for TRPA's decision-making on the matter.

Mr. Marshall said that the Supreme Court had already ruled on the New Jersey and New York case, and the ruling favored New Jersey, stating that they could unilaterally withdraw. However, he emphasized that this ruling didn't provide clear guidance on the issue of whether a toll road is consistent with state constitutional provisions. Interpreting those provisions is a separate matter, and you heard from the representative from the state of Nevada what he strongly believes.

Mr. Rice made observations about the movement of people after events at the new event center, noting that many head to the casino core and use available free transportation. He expressed uncertainty about whether there is a VMT problem in the casino core or around the event center.

Ms. Leumer expressed interest in having a list of projects for future reference. Additionally, she'd like information on the history of the switch to the 7-7-7 approval process, specifically whether a bi-state plan amendment was required and if there have been further discussions on this topic since April 2021.

Mr. Segan provided information on where to find historical discussions on the 7-7-7 process. He mentioned that discussions occurred in committee meetings, and notes from those meetings could be found in the board meetings that followed. He said that the July 29th meeting would have notes in the August board meeting, and so on. He also noted that the board discussions in September 2021 and June 2022 have specific notes within the overall board discussion notes. The June 2022 item received a head nod from the board to move forward with presenting the 7-7-7 to the Nevada Oversight Committee.

Ms. Leumer asked about the approval process for the 7-7-7 and whether there was an actual vote, a need for a bi-state plan amendment, or if it was a discussion.

Mr. Marshall said that there wasn't a formal vote or adoption by the Governing Board for the 7-7-7. It didn't require a bi-state plan amendment, or a basin plan regional plan amendment to move the funding strategy forward. He also noted that when Mr. Segan mentioned "notes," he meant "minutes."

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Ms. Leumer expressed an interest in hearing from stakeholders who advocated for the update option. She'd be interested to hear from them.

Ms. Aldean said the definition of "ongoing" is continuing or still in progress. We do have some flexibility in interpreting the term "ongoing."

Ms. Gustafson said the importance of regional solutions for transportation and questioned whether jurisdictions could receive credit for securing funding and implementing strategies for micro mass transit, crediting it toward a certain VMT reduction goal. She suggested that a regional approach might be more effective than a project-by-project basis to avoid duplication of services.

Ms. Hill said there is a need to consider securing funding and implementation efforts, such as the Crystal Bay to Incline Village trail, in the context of VMT reduction goals. She questioned how much credit jurisdictions could take for their ongoing efforts to secure funding and emphasized the importance of crediting organizations actively working on securing dependable funding for transportation.

Public Comment:

Steve Teshara, representing the Lake Tahoe South Shore Chamber of Commerce, supported Option 3. He highlighted the need for regional solutions, emphasizing that individual development projects should not bear the burden of non-VMT mitigation. He also pointed out the importance of considering various environmental thresholds, such as scenic and water quality, in harmony with VMT reduction goals. He recommended giving staff direction to proceed with Option 3, allowing time for funding to be secured and additional information to be provided.

Ms. Aldean said that she finds Option 2 to be more flexible and open-ended regarding potential funding strategies. She emphasized the importance of deadlines for motivation but appreciated the flexibility offered by Option 2, which does not have a specific two-year window for identifying funding sources.

Steve Teshara, Lake Tahoe South Shore Chamber of Commerce said they'd be fine with Option 2. But what they don't want is Option 1.

Stephanie Holloway, Deputy CEO of Placer County, supported the 7-7-7 model and provided insights into Placer County's commitment to transportation funding. She highlighted the county's dedication to transit, ongoing revenue, and various commitments made by the board. Placer County committed to the 7-7-7 model and supported the Tahoe Transportation Districts (TTD) implementation efforts. Their board approved a Memorandum of Understanding (MOU) to aid TTD's work. Placer County pledged financial support, including \$2.4 million for TART Connect and additional transit funding. The actual commitment from Placer County was cited as around \$4.7 million, with a focus on new money through the program. The County formed a Tourism Business Improvement District (TBID) on the North Shore, committing \$5 million annually in Transient Occupancy Tax (TOT) revenue to housing and transportation projects. There was a case study of Placer County's commitment to ongoing funding for transportation through redevelopment projects. The TBID contributed \$5 million over three years for various transportation projects. The County has ongoing commitments to projects, including transit priority lanes, parking management in King's Beach, roundabout projects, and mobility enhancement projects. There's a direct connection between the VMT metric, land development processes, and projects that bring

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redevelopment and environmental improvements. Ongoing dollars for transportation are generated through various funding sources. She urged the board to consider continuing the 7-7-7 model and the current VMT metric of VMT per capita, stating that it has been effective for Placer County.

Gavin Feiger, League to Save Lake Tahoe, expressed frustration over the delayed discussion on the 7-7-7 model, noting that it should have started much earlier. He criticized the absence of an automatic trigger and response, emphasizing the urgency in achieving the goal of Vehicle Miles Traveled (VMT) reduction through the implementation of the Regional Transportation Plan. He acknowledged local contributions from organizations like the League, Transit Management Association (TMA), and the County and affirmed a commitment to continue funding efforts. While recognizing regional successes, he stressed the collective responsibility for ongoing contributions. He advocated for Option 1, citing it as the required action based on a year and a half of negotiations, and expressed concerns about the potential reversal of previous work by future boards.

Carl Hasty, District Manager of the Tahoe Transportation District appreciated the complex discussion on the transportation issue. Drawing on his 15 years of experience as an implementer with the transportation district, he emphasized the need for a larger systemic approach to address the regional transportation needs. He suggested that the project-by-project approach, which has been in use since 1987, may help maintain the purchasing power of the transportation dollar but does not effectively build a comprehensive regional network. Mr. Hasty highlighted the importance of considering the visitation-driven demand in the basin and encouraged discussions on various ideas, such as tolls and utilities, to fund the multimodal network. He expressed a commitment to work collaboratively and looks forward to further discussions on a systemic approach with the board.

Sophie Wenzlau, on behalf of the California Attorney General in his independent capacity, acknowledged stakeholders' efforts in securing additional one-time sources of funding (7-7-7) for the current year. However, she expressed concern that TRPA has not initiated the implementation of an ongoing, self-perpetuating funding source, as mandated by the Governing Board when adopting the amended VMT threshold in 2021. Emphasizing the need for a continuous visitor-based funding source to offset environmental and transportation impacts, They urged a renewed focus on establishing such a funding mechanism, specifying that it should not involve a basin entry fee. She advocated for careful design to ensure equity and constitutionality. They look forward to ongoing discussions on this topic, including the potential consequences of missing the December 31st, 2023, deadline.

Jesse Patterson, Chief Strategy Officer, League to Save Lake Tahoe echoed Mr. Feiger's sentiments and the Attorney General's concerns. He emphasized the commitment to securing funding for the Regional Transportation Plan. He stressed the importance of a dependable regional funding source to collectively achieve and maintain VMT reduction thresholds. He highlighted the League's belief in the automatic triggering of safeguards, expressing concerns about potential politicization or undoing by future boards. Advocating for Option 1, he was optimistic that it would inspire progress, but warned that failing to trigger safeguards could move projects further away from achieving VMT reduction goals. He underscored the progress made so far and urged the board to make decisions that support continued positive momentum.

Board Discussion:

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Ms. Conrad-Saydah said the take home message is that the policy implemented in 2021 is working. She acknowledged the collaborative efforts to secure funding for the Regional Transportation Plan (RTP). She has reservations about restarting the process, seeing it as counterproductive and a waste of resources. As a representative of the Newsom Administration, she expressed overwhelming support for solutions reducing VMT and improving basin livability and safety. She discussed conversations with state colleagues and Secretary Crowfoot, emphasizing the commitment to secure ongoing funding beyond the already obtained funds. She highlighted a preference for a self-perpetuating or ongoing funding source and suggested a combination of Options 1 and 2. She recognized the need for pressure to continue progress and proposed staff presentations on project impacts. She applauded the work of local and regional governments, emphasizing the state's commitment to contribute further.

Ms. Aldean said if we were to combine Options 1 and 2, is part of Ms. Conrad-Saydah's proposal to suspend the deadline, acknowledging the trigger's effective date. We've heard a lot of conversations about the importance of projects to reach our VMT objectives. The work needs to continue and doesn't want the people who have worked on this to be demoralized. She's concerned that these goals are unrealistic in view of inflation and the worldwide financial uncertainty. The funding discussion with the board was aspirational. There are a number of things that need to be clarified and warrant further discussion. She's not sure that there's a legal definition of "ongoing" but there is a common use definition and includes something that is in progress which does give us a little latitude. You cannot bind future boards. The argument that we can't make amendments to something that a previous board agreed to is not true in her opinion. We don't know what our legal exposure is if we elect not to recognize the trigger at this point in time and move to extend it for two years. But we could argue pretty persuasively that there are too many uncertainties and unanswered questions and would be imprudent for us to move forward at this time with the trigger because it potentially brings good projects to a halt. If we can work out an integration of Options 1 and 2 would be the best scenario.

Ms. Leumer said that her interest in the list of projects was not meant to influence the decision on the automatic trigger. She expressed the view that the trigger should be automatic if the goal hasn't been met and emphasized the importance of upholding commitments to the Attorney General and the League. While acknowledging concerns about binding future boards, she highlighted the need to stand by the negotiated deals to maintain trust and credibility. She favored Option 1, emphasizing that if more information emerged, the decision could be reconsidered in the future to avoid legal vulnerabilities. She questioned the potential timeline for findings and environmental review if Options 2 and 3 were pursued, seeking clarification on the process for analyzing those options.

Mr. Marshall said that the trigger is not automatic, but rather a discretionary action by the board, requiring a finding that the goal in DP 5.4.B is not met. The consequence of the finding is automatic. The board's interpretation of the goal and whether it has been met is subjective. Three options are presented, each with different levels of processing and time frames for return: Option 1 can be brought back relatively easily for a finding next month. Option 2 is more involved, not likely within a month, and may lead to uncertainty during the interim period. Option 3 would extend the assessment date in the current regional plan by two years, bringing it back relatively soon.

Mr. Marshall mentioned the need for direction from the board on the preferred option, and further details could be provided upon request.

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Ms. Leumer asked whether there is explicit language requiring the board to make the finding regarding the trigger.

Mr. Marshall said no. The language is passive, stating that the supplemental compliance measures automatically go into effect if it is found that the goal has not been met. However, the specific entity responsible for making this finding is not explicitly mentioned in the language. He suggested that some element of the TRPA could interpret and make that finding.

Ms. Hill commended the cities and counties for their efforts and leadership in Lake Tahoe. Initially considering the update, she is now leaning towards Option 3 (reconsider) because of the upcoming legislative session in Nevada. She sees this as an opportunity to pressure the legislature to meet ongoing funding needs. It's important to have more partners to support ongoing funding, especially with significant projects on the horizon. She acknowledges the concerns about living in uncertainty but emphasizes the commitment to finding solutions for ongoing funding.

Mr. Settelmeyer expressed concerns about hard and fast rules, suggesting they could lead to unintended consequences such as potential loss of funding for other projects. He highlighted examples like the aquatic invasive species building and a parking lot that serves as a mobility hub, emphasizing the importance of considering broader project goals. He is concerned about the potential detrimental impact of Option 2's uncertainty on negotiations for additional funds. He worried that business partners might be reluctant to engage in discussions due to apprehensions about a trigger being applied. Considering the progress made in meeting funding goals, he leaned towards Option 3, emphasizing the need to continue striving for the funding objective outlined in the letter signed by his predecessor Mr. Lawrence with Secretary Crowfoot.

Mr. Hoenigman had concerns about not meeting the spirit of the agreement for a long-term sustainable funding source. He highlighted the changing nature of local governments and administrations, emphasizing the need for a stable funding solution. He there is a risk of allowing projects with unmitigated VMT to proceed if funding dries up, leading to increased VMT. He stressed the importance of working towards a replacement for base and entry funding, capturing money from various sources of VMT. He expressed reluctance to trigger the measure but considered a delay if commitments from legislatures could be secured. He suggested updates to language, specifically clarifying affordable and workforce housing definitions. He proposed exempting public safety projects and recommended making these updates regardless of the decision. He acknowledged the commitment made with partners and emphasized the need to honor it.

Ms. Aldean said that the Nevada Legislature only meets every two years, and the next session is in 2025. Two months is not sufficient time to achieve anything significant. She suggested considering a longer timeframe, perhaps not two years, but more than two months, to allow for a reasonable and realistic approach.

Ms. Regan suggested a friendly amendment to Option 3, proposing a reconsideration period through the fall of 2024, specifically from September to December. She mentioned ongoing work with the oversight committee, which will continue throughout the year, providing an opportunity to pursue recommendations for legislation. This timeframe, within a year, was presented as a compromise between the two-year extension and the shorter two-month period.

Ms. Diss asked about the agency's authority to implement an ongoing source of funding independently. She expressed uncertainty about whether the agency could initiate such funding on its own, given historical considerations and the understanding that TRPA might not be the entity implementing an ongoing regional revenue source. She mentioned that the policy was drafted with the expectation that the implementation would involve sources within the basin or legislative bodies. She asked for clarification on TRPA's legal ability to implement such fees and the allocation of responsibilities among entities.

Mr. Marshall said that the feasibility analysis, conducted as part of the One Tahoe initiative and supplementary analysis, explored the legal ability to implement fees. He noted that TRPA has the authority to adopt mitigation fees but highlighted the compact's allocation, indicating that TTD is usually looked to for fees related to the operation of a transit service. The distinction between mitigation fees and revenue generation fees was also mentioned, the revenue generation fees might not fall within TRPA's set of authorities.

Ms. Diss expressed the difficulty of the decision-making process, acknowledging the excellent points made by everyone. Her concern revolves around the challenges of reaching consensus and the uncertainty associated with extending timelines. She doubts that additional time will lead to a more successful outcome than the previous efforts. She is worried about the impact of administrative and board makeup changes on decision-making, potentially reverting progress. Ms. Diss was interested in Ms. Conrad-Saydah's suggestion to recognize the failure to meet the letter and spirit of the trigger but still reevaluate the direction moving forward. She emphasized the need to assess feasibility and suggested that initial decisions might not be viable now. She acknowledged the complexity of the situation and reserved the right to modify her stance.

Ms. Williamson suggested considering all three options. She emphasized the importance of recognizing that some partners negotiated the agreement, and there is a shared sentiment that the negotiated terms may not have been met. She proposed changing the term "goal" to "requirement" and updating the definition of development projects. According to her suggestion, development projects going forward should have no net unmitigated VMT, with exemptions for public work projects, achievable and affordable housing, and other projects meeting TRPA's thresholds. The emphasis would be on not meeting the trigger, continuing to seek funding, and avoiding delays for priority projects.

Ms. Gustafson said she served about five years on the bi-state commissions. As the North Shore representative, she felt that they were very clear when they couldn't do a basin entry fee the 7-7-7 was agreed to by all of the partners. She understands that the League and the Attorney General's office weren't at the table but were being told what was going on but doesn't feel that was an agreement. Secretary Crowfoot said he couldn't obligate to the future and doesn't know future budgets but would do everything in his power as did Director Crowell. As a local, she went out and sold this to her community. She has a number of partners that feel betrayed and maybe with her for saying pass the Tourism Business Improvement District (TBID), we have to do our share to keep redeveloping our town centers. The TBID is not painless to get passed. She wants to find a balance that honors that commitment and encourages that commitment to be spread throughout the basin. Because we don't have the authority as an agency to pass this self-perpetuating fund. We've been told by the state that the one we all thought we could, the state of California and Nevada won't support. Don't kill the good progress that we've made and consider that as well as the partners on the trigger. Can we send staff back or reconvene the bi-state if that's what we need. It's going to take time and we're going to need a measurable

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milepost that shows that maybe both parties can agree as long as we're continuing and building, while we're getting there. Maybe that is an approach that finds truth in both perspectives.

Mr. Rice concurred with Mr. Settelmeyer and Ms. Hill, expressing concern about the challenges and changes expected in the next two years, including a new legislature and potential shifts in board seats. He preferred Option 3, believing it would provide the necessary time to secure funding from the legislature and county.

Ms. Laine agreed with the sentiments shared by previous speakers and leaned toward Options 2 or 3. She highlighted the reliance on the initially proposed basin user entry fee and the subsequent shift to the 7-7-7 agreement. She emphasized the challenge of obtaining ongoing funding quickly and mentioned the importance of allowing some time for the South Shore Transit Management Authority's efforts. She acknowledged the League's concerns about ongoing funding and the trigger but stressed the need for a reasonable approach to achieve the intended goals.

Mr. Bass expressed a perspective focused on the core mission of TRPA, which is to protect Lake Tahoe. He emphasized the need to fulfill the commitment made in 2021 to raise \$20 million for ongoing dedicated funding to mitigate VMTs, particularly through transit projects. He highlighted the decrease in fixed-route services and ridership in the South Shore over the past three years, suggesting the importance of achieving the intended goals. He viewed the trigger as a tool to pressure developers to contribute to funding and to maintain credibility. He emphasized the need to balance development with TRPA's mission of environmental protection.

Ms. Leumer expressed agreement with Mr. Bass' points, emphasizing that aiming for no net VMT can be a beneficial goal without necessarily halting development. She suggested starting with triggering the requirement and then revisiting it later if necessary. Additionally, she asked for clarification on why the 7-7-7 proposal, intended to substitute for regional revenue, did not come to the board for approval at the time.

Ms. Regan said that the focus was primarily on moving forward to generate revenue, leveraging various sources, and that there was a sense of excitement and positive momentum. She also mentioned the transitional period within the agency, including changes on the board and in leadership.

Ms. Faustinos said she didn't realize the proposal wasn't explicitly discussed, assuming it was the premise they were working under. She supported Mr. Hoenigman's recommendation for a path forward, emphasizing the need to acknowledge the unmet goal, recognize the support received, and find a way to progress in the future.

Ms. Gustafson asked if it was accurate to say that, due to difficulties in reaching a reasonable resolution with partners, the issue was brought to the board two months after the fact.

Ms. Regan said Ms. Gustafson's understanding was correct. She also added that the board had endorsed the proposal in June 2022, as they were heading to the Nevada legislature for a resolution, though it wasn't a formal vote.

Ms. Aldean acknowledged the progress made and emphasized the importance of flexibility. As Ms. Laine said, there was a certain degree of reliance on the feasibility of basin entry fee and still feels the basin entry fee is the ultimate solution. She'd like more information on the background

on whether or not this was a voter initiative that amended the constitution, but it was done by the legislature. The basin entry fee could be reframed as a VMT mitigation fee. She was opposed to completely removing the basin entry fee as an option, considering it a heavy lift but essential. There's the undeniable impact of VMT and questioned the exclusion of certain housing types. She raised concerns about the trigger acting as a moratorium and advocated for compromise, strategic decision-making, and involving staff in further discussions to address uncertainties and questions raised during the meeting today. She acknowledged the potential need for additional exemptions, particularly for public safety reasons, and stressed the importance of honoring commitments. We need to find a realistic and sensible path forward, suggesting that a hard and fast decision may not be suitable at the moment.

Ms. Gustafson said that the board should not approve any further projects until they have had meetings with partners, both business and environmental. She suggested forming a language agreement through a mini bi-state approach, looking at measurable milestones to ensure progress and avoid regression. She expressed concern about the Attorney General's office's mention of a self-perpetuating fund, emphasizing the need for legislative authority and urging partners to lobby state legislatures for support. She suggested taking possibly 30 or 60 days to lay out milestones for legislative actions and budgets while signaling to the community that projects won't be approved until there's agreement with partners on the funding source. It's important to identify a replacement for the original funding source and calls for collaboration to determine a viable solution.

Ms. Conrad-Saydah said that waiting until the end of June to gain clarity on California's state commitment is manageable. She questions the de facto implementation of the net-zero VMT during the proposed waiting period.

Ms. Gustafson said she doesn't think that anyone here believes that we're going to have an answer in 30 or 60 days or even in two years to get sustainable self-perpetuated funding. Then we can go to measurable milestones to hold all partners accountable for additional commitments toward solving the issue. She expressed concern about pulling the trigger, it stops everything.

Ms. Conrad-Saydah asked if Option 2 would be the approach. We'd update these policies to not necessarily reflect a change in funding strategy but reflect the challenges in funding strategy and commitment to a partnership approach for closing funding gaps.

Ms. Aldean said that the funding objective has not been met and suggested updating goals and policies in DP-5.4.B to address the need for additional information as requested in the meeting. And to further refine the funding strategy by July 1, 2025, to meet the 7-7-7 funding objectives by establishing specific and measurable goalposts to assess progress over time. This provides flexibility to adapt to a changing environment.

Ms. Williamson asked Ms. Aldean if she wanted to include the suggestion of not approving any projects until a certain date in the definition they are discussing as Ms. Gustafson suggested.

Ms. Gustafson expressed her intention to provide support to Mr. Bass' concerns and addresses the perception that there might be an attempt to push projects through before negotiations take place. She emphasizes the need to continue negotiating in good faith.

Ms. Aldean said we can add that no project will be processed by the Agency that doesn't meet the net zero goals.

Ms. Gustafson said she doesn't see that list of projects and doesn't know if she can wait until July.

Ms. Aldean said it should exclude public safety projects, affordable housing, and single-family.

Ms. Conrad-Saydah said take out the 7-7-7 because we did acknowledge that it is not sufficient. It should say "To achieve Regional Transportation Plan funding goals. It will probably go behind 7-7-7 given inflation and cost of construction.

Ms. Aldean said the 7-7-7 funding objectives could include a VMT mitigation fee as part of a basin entry fee.

Ms. Conrad-Saydah said it's more that the \$21 million may be insufficient. We want to say Regional Transportation Plan funding objectives, one third times three.

Ms. Aldean asked how much is the Regional Transportation Plan funding objective? Because those may change over time.

Mr. Bass said at one point they were talking about a zonal entry fee and that would be perpetual sustainable local funding source. The 7-7-7 is great and it's done great things, but it isn't getting to the dedicated transit funding source that truly reduces VMTs and we need to redefine what that is. The 7-7-7 did accomplish some good things but it hasn't got us sustainable dedicated long term transit funding. It's what we need to do to reduce VMTs. The Regional Transportation Plan and the overall does it, but this \$21 million didn't reduce too many VMTs. The microtransit absolutely but that's a small portion of the funding.

Ms. Gustafson said the answer on the zonal also takes legislation. The states have to agree to the zonal.

Mr. Bass said that's something where we should keep the pressure on.

Ms. Aldean said by eliminating the reference to the 7-7-7 plan and say that our objective is to achieve our VMT reduction funding objectives. And that could be a myriad of things by establishing specific and measurable goal posts to access our progress over time. She's still concerned about the legislative aspect of this. Goal DP-5.6.A says that no net unmitigated VMT except for deed restricted affordable and or workforce housing. That doesn't include single-family homes.

Mr. Marshall said single-family homes would screen out. So, they wouldn't get to the place of whether or not the standard of significance would apply.

Ms. Aldean said then it would be just restricted to affordable and workforce housing, but we need to clarify that definition as suggested on the record. We need to take into consideration public safety projects.

Ms. Laine said instead of trying to wordsmith the entire thing right here, could it be direction to staff to come back within 60 days with this worked out?

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Ms. Regan suggested taking this general direction. Two months would be reasonable for us to come back with a more fleshed out description of what that would be. It is a little bit of all the above with some measurable milestones. She considers this a 2.a option that blends all three of them or maybe it's a fourth option.

Ms. Gustafson asked if we have any scheduled new development projects coming to the Governing Board for approval.

Ms. Regan said no.

Mr. Marshall said any new development is too broad.

Mr. Hester said staff will check in again July 1, 2025. One third, one third, one third of VMT reduction funding objectives gets built in, no project that exceeds the standard of significance or isn't screened out must have no net VMT, and redefine so we are affordable, moderate, achievable, and public safety projects.

Mr. Hester said to clarify staff will bring this back in 60 days.

Mr. Segan said the table that's referenced in the Code of Ordinances, that specific use type is public service. Did you want to reconsider the entire definition of public service or the application of the no net to the public service category, or just the specific sub-category that is public safety.

Mr. Marshall said we would take that under advisement and bring it back. What we're trying to do is refine the exceptions that the trigger would apply to, not the categories within our system of standards of significance. It would be adding to the list of affordable and workforce including something that got to public safety rather than getting into the layers of it.

Ms. Hill said the one thing that will be coming to the TRPA board is a change of zoning to allow for elementary schools in a specific zone in Incline Village. From that, they'll be asking for their SUPs if that is approved by TRPA. The first reading went into effect at the Washoe County board meeting on Tuesday. Does that mean those daycare facilities cannot come before. She doesn't want to see any childcare facilities stopped.

Mr. Hester said we're not stopping them; they would just have to meet the no net VMT standard.

Ms. Aldean asked if we could exempt projects that are in the queue.

Ms. Gustafson said she proposed that because she was trying to find a middle ground to make all the partners feel honored in their testimony today. And address this concern that TRPA is somehow just trying to push through a lot of development projects. We all know that is not the case, but nonetheless that's the public dialogue. It says for development projects. She doesn't know how to define that and doesn't know where childcare comes into the development. Many of those will screen out if they're less than a certain number of trips per day. That's why before we make this decision, we need to see that list of projects that are on the horizon and how it would affect the VMT. We're giving staff direction today to go back and draft this and take that into consideration.

Mr. Hester said to be clear on what projects are in the queue. Staff have projects that still need area plan amendments. There are projects that have credits for the development that was there

before that get to reduce their VMT. And those credits depending on how long they take may expire. It will be us prognosticating what we think is coming but will try to give you a range of what we think is coming.

Ms. Diss said they way Ms. Gustafson initially laid it out, at first my understanding was that we wouldn't take action on whatever our definition of development projects until we have heard back from staff and taken action on that, not until from now until July 1, 2025, correct?

Ms. Gustafson said that's correct. She doesn't want someone to think that if we waited 60 days because we're going to have to have numerous meetings with our partners and state officials to say what's reasonable, what was agreed to, etc.

Ms. Diss said my understanding is that it would be 30 to 60 days, they wouldn't approve whatever we decide to be the definition of a certain kinds of projects in good faith.

Mr. Marshall said what we're trying to get at is that we won't bring forward either staff or board for approval of a project that would be affected by the trigger. If it would otherwise shift down to no net, we would wait on that one for 30 or 60 days. There are not any that we are aware of that are ready for decision within that time period anyway but can't say that definitively.

Mr. Hester said also with some proposals on how to change that definition.

Mr. Settelmeyer asked for more clarification on that motion of the discussion of the one third, one third, one third versus the concept of 7-7-7. He's concerned because if you're asking for an exact dollar amount, that's insanity. If you're asking for everyone to give exactly one-third from each of those contingents, he's very concerned because that's less achievable than 7-7-7. Versus the concept we have met the objective this year of \$21 million. It's the discussion of buckets. He is concerned about the concept of putting a moratorium in effect. Because by saying that we're not going to deal with ones that would come up that might affect the trigger, which we don't theoretically have at this point in time, you're stymieing the potential of projects that are out there that are thinking of coming forward that could have incredible environmental gain to this community, and that is of concern.

Mr. Bass said it's not about stymieing the projects; you're saying that three years ago we said we're going to get to this VMT reduction and we're going to do it through this Regional Transportation Plan. We need the funding to do it and we haven't fulfilled that funding. We haven't created those mitigations from the transportation plan. Therefore, since we've got to this three-year mark, the projects must do that. It doesn't mean a forever thing, it's a great point of motivation for us all to go and get it done and is the reason why it was in the policy. Recently, in Beverly Hills they stopped every building permit because they will not comply with the state housing laws. It's a great motivating factor and has begun to work at least here on the California side to start getting more funding. He wants to ensure that in this 60 to 90 day window whatever it is that we are stopping and doing what we said we're going to do until we have a new policy.

Mr. Hoenigman said if we are pushing this off that there needs to be a little penance paid as well. He's heard it suggested that maybe projects don't screen out, and we should think about that from the League. Single-family homes do but any smaller projects perhaps have to go through something more rigorous. He personally liked the idea that Ms. Williamson brought up of judging the overall environmental impact of a project. And if it is something that's really great for the lake that maybe it can go through in this interim period. The intent of all of this is to help the lake

overall. If we're kicking the can down the field, then there's has to be some makeup for that. We've got to acknowledge that we missed it and dig a little deeper as payback for that. The League has suggested not screening out smaller projects. He doesn't know enough to say how feasible that is. That's one thing that's been put out there as a way that we can make delay not impact the lake.

Ms. Aldean said we need to look at the people we are penalizing who had nothing to do with our inability to meet our funding goals.

Ms. Gustafson said we're not going to achieve something as self-perpetuated ongoing funding source without all our partners at the table, working hard together with the strategy. We need enough time for staff to meet with all those partners and representatives from both states to see what we can come back with before we determine any action on triggers. Maybe we just needed to elevate it to the board sooner because we know staff have been trying to do that. You've heard how divisive this could be between both states, the private sector, locals, and the states.

Ms. Regan said what we can commit ourselves to doing is we can bring you an update as part of my executive director's report next month if we're not quite fully ready for another full presentation. A full presentation within two months, summarizing the direction that we've heard with some suggested language changes. In the meantime, we need to consult with all the partners. The level of project that we'd be talking about is something that would be on the docket for the board. There are no big projects to come before the Governing Board in the next couple of months that we're aware of.

VII. REPORTS

A. Executive Director Status Report

Ms. Regan said a tour at Sugar Pine Village took place with partners at St. Joseph Community Land Trust, Related California, and the City of South Lake Tahoe. It's the largest affordable housing project in the basin's history with 248 units on the south shore of Lake Tahoe. Emphasis on the significance of achieving such a project in Tahoe and the potential for leadership in the state.

Dr. Hayhoe, Chief Scientist at the Nature Conservancy, spoke at the Operations Sierra Storm event organized by TRPA, the University of Nevada, Reno, Tahoe Campus, the University of California, Davis, and the Tahoe Environmental Research Center. She addressed climate change challenges in mountain communities. Her inspirational talk focused on community collaboration and understanding diverse perspectives.

The Transportation Committee will have a workshop and talk about the launch of the Regional Transportation Plan and what's coming forward for that committee over the next several months. There's been a lot of press around the Vision Zero Strategy. Our obligation as the Metropolitan Planning Organization is to address the number of fatalities and injuries on Tahoe Basin roadways through this plan.

TRPA has launched the new permitting services improvements process approved in prior months. There are new hours at the front counter along with a new team.

GOVERNING BOARD

January 24, 2024

Ms. Regan introduced a new employee Helen Fillmore, Planning Technician in the Permitting and Compliance Department.

She thanked board members who attended the Nevada Legislative Oversight Committee yesterday. Senator Rosen introduced a new land bill that has language for Lake Tahoe with the federal share of the Environmental Improvement Program that could support ongoing funding for other projects.

B. General Counsel Status Report

Mr. Marshall said the Mountain Area Preservation has initiated litigation against Phase 2 housing work. He anticipates a lawsuit being filed within the next 30 days.

Offers have been made to three individuals for additional legal services. Marsha Burch, currently a contract attorney, agreed to come on salary at 80 percent time. Jack Mensik, a clerk at the Nevada Supreme Court, accepted the offer after completing his clerkship. Graham St. Michel an experienced attorney working for the Department of Conservation. The three new hires contribute to a transition plan to address potential legal challenges.

Board Comments & Questions

Ms. Aldean asked who the logical successor would be when Mr. Marshall steps down.

Mr. Marshall said Mr. St. Michel or Ms. Burch could transition into his position and will be a decision for the Governing Board. Mr. Marshall will likely transition to half time next fiscal year for approximately one year.

VIII. GOVERNING BOARD MEMBER REPORTS

Ms. Diss announced that she'll be going out on maternity leave in early March.

Mr. Bass suggested that the public records request process be discussed at the board.

Mr. Marshall said staff will review with Mr. Bass the rules that the Governing Board adopted on how to address public records request.

Mr. Bass asked if they are subject to the Fair Political Practices Commission open meeting law.

Mr. Marshall said TRPA is not regulated by the FPPC. Their primary obligation is to address and give advice on ethical issues and not so much on your open meeting law which is a separate subject and public records request.

Mr. Bass suggested that we have an inventory of all the older Styrofoam docks in the lake and figure out an amortization or process to have those removed from the lake. It's important for us to take the position that we don't allow Styrofoam construction of docks on the lake and send a letter to property owners that has a dock to find out what building materials were used on their docks.

IX. COMMITTEE REPORTS

A. Environmental Improvement Program Committee

Ms. Faustinos said the committee received a great presentation from Ms. Caringer. The committee provided feedback on the priority workplan presented. A new idea suggested was a forest plan update. In addition, looking at the Threshold updates, community engagement, and policy and governance issues.

Ms. Caringer said they'll look at how they are bringing science and forest policy together and how it's driving work in the basin.

B. Legal Committee

No report.

C. Local Government Committee

No report.

D. Operations & Governance Committee

No report.

E. Regional Planning Committee

No report.

F. Transportation Committee

No report.

X. PUBLIC INTEREST COMMENTS

Ann Nichols, North Tahoe Preservation Alliance raised concerns about the 7-7-7 plan leaning peoples' properties because the legislature will not allow a Tourism Business Improvement District (TBID) in Nevada and a tax referendum would likely fail. This is an issue in Placer County because of significant projects in progress. The Kings Beach Redevelopment 39 North that they wanted to give \$2 million in loans that don't need to be paid back and \$28 to \$38 million in rebates and isn't an approved project or provided information to the public. What will the impact be on the 2-lane roads. Who are all the partners you speak about? Are there any members in the community or just developers and nonprofits. She highlighted the perceived discrepancy between the need for an Environmental Impact Statement (EIS) for the snow museum in Squaw Valley and the lack of one for Tahoe Basin Area Plan and housing amendments don't. This is not all about funding, it's about the lake. Prioritize transparency and regain the public's trust in TRPA's decision-making.

Alan Miller, Civil and Environmental Engineer expressed appreciation for Mr. Bass's recent comment on the issue of Styrofoam docks and the need to gather information from property owners about their shorezone structures and take steps to ban and remove them. He's

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expressed ongoing concern to TRPA management, including inclusion in the Miller v. TRPA lawsuit. He included in his settlement offer to TRPA his recommendation for policy moving forward to address this problem including docks of all kinds of plastics.

Melissa Soderston, Tahoe Forest Matter voiced collective objection to logging, sawmills, and biomass initiatives. Scientific evidence from numerous peer-reviewed studies, including those funded by the USFS and Cal Fire, indicates that thinning forests causes long-term harm to forest resilience, climate, and fire, adding sediment to watersheds without protecting life, property, and infrastructure during extreme fire. She criticized the overuse of the term "forest health," claiming little difference between these projects and destructive thinning, often awarded to the same commercial logging companies. There's already one sawmill on the Nevada side, one proposed for El Dorado County, and two for Placer County. TRPA and the California Tahoe Conservancy have discussed biomass facilities, which the Center for Biological Diversity considers a significant threat and pollutant even at small scales. Each of these proposals puts Tahoe at risk for a very long time. More studies have pointed to logging as the single greatest threat to the forest, worse than fire, climate, and bark beetles. Billions are still being directed to these landscape scale projects that top scientists of the Forest Service say do not work. Almost no funding is available for community-wide infrastructure hardening, proven to protect life and property during extreme fires. She requested that the board adopt a firm stance on logging focused on home out hardening rather than forest in. TRPA needs to focus on protecting the environment.

Doug Flaherty, TahoeCleanAir.org extended a shout out to Cody Bass and other board members for having the courage to ask real questions, pointing out that this has been lacking since the 2012 Regional Plan. It's the board's responsibility to provide leadership and not merely rubber-stamp staff's recommendations. He questioned why TRPA which have made the forest projects part of their Environmental Improvement Program allowing 750,000 burn piles to sit hidden in the trees as fire risks. You have been complicit and failed to take action to protect the public by allowing burn piles to remain and not enforcing clean air regulations during burns. He criticized the 7-7-7, suggesting that it was based on questionable board decisions and questioned whether TRPA exceeded its authority in selling this to various government agencies. Accusation of utilizing adaptive management as a way to escaping responsibility for previous decisions since 2012, using terms like tiering and nuances to justify actions. You've pushed the public too far. A shout out to the Mountain Area Preservation for supporting the North Tahoe Preservation Alliance, TahoeCleanAir.org, and Friends to the West Shore which have taken legal action against Placer County for their Tahoe Basin Area Plan amendments. MAP is on board with legal action on the new housing amendments. He encouraged other nonprofits to step up and file similar suits.

XI. ADJOURNMENT

Mr. Hoenigman moved to adjourn.

Ms. Gustafson adjourned the meeting at 2:03 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.

DRAFT

TAHOE REGIONAL PLANNING AGENCY
REGIONAL PLANNING COMMITTEE

TRPA/Zoom

January 24, 2024

Meeting Minutes

CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Hoenigman called the meeting to order at 2:20 p.m.

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

I. APPROVAL OF AGENDA

Mr. Hester said there are no changes to the agenda.
Mr. Hoenigman deemed the agenda approved as posted.

II. APPROVAL OF MINUTES

Mr. Settelmeyer moved approval of the December 13, 2023 minutes as posted.
Ms. Aldean abstained.
Motion carried.

III. PUBLIC HEARINGS

Discussion and possible recommendation on Economic sustainability and housing amendments to Placer County's Tahoe Basin Area Plan

Ms. Gustafson acknowledged the public comments that expressed concerns about her potential financial conflicts of interest. She directed individuals to the Fair Political Practices Commission (FPPC) Form 700, which discloses all reportable financial interests under the penalty of the law including her spouse's business clients. She regularly checks with Placer County and TRPA Legal Counsel to ensure adherence to recusal guidelines and ethical standards. She's committed to high ethical standards based on personal and spiritual beliefs. Public perceptions may vary, and she's willing to discuss and address concerns. Today, she can participate in this discussion and there is no distinguishable personal financial gain from these area plan amendments. She's fully transparent about this issue and doesn't have an issue talking about it but there is an appropriate time and place for such discussions.

Mr. Stock introduced the proposed amendments to the Tahoe Basin Area Plan aimed at achieving housing and economic development goals envisioned in the plan's adoption in 2017. This is building on years of study and monitoring of plan outcomes. The amendments aim to provide a systemic approach to encourage desired investment in environmentally and economically beneficial redevelopment in workforce housing. TRPA staff have reviewed the proposed Initial Environmental Checklist and conformance documents and found them to be in

compliance and conformance with the Regional Plan and will not result in any significant effects on the environment.

Ms. Jacobsen, Acting Director for Placer County's Community Development Resource Agency. This is a county initiated amendment package to the Tahoe Basin Area Plan. It includes revisions aimed at promoting and encouraging environmentally beneficial economic sustainability in the town centers and housing production. They are targeted at looking to encourage small scale redevelopment in the town centers and workforce housing.

This amendment package was initiated in mid-2021 after an economic study was completed for the "why" behind the lack of reinvestment and redevelopment in town centers. The Tahoe Basin Area Plan was adopted in 2017 with the hopes of seeing redevelopment in the town centers. Public investments were made in the town centers for environmental and streetscape improvements, but private reinvestment has been lacking. A study in 2021 identified the need for regulatory adjustments to facilitate redevelopment.

Since 2021, there's been a lot of public outreach that included multiple public meetings, workshops, and hearings. The county completed environmental analysis, including a California Environmental Quality Act (CEQA) addendum to the 2017 Tahoe Basin Area Plan Environmental Impact Report/Environmental Impact Statement. Placer County also prepared an errata that focused on cumulative impacts and an Initial Environmental Checklist for TRPA approvals. Also included in the packet is an a TBAP Implementation Report done in response to comments showing everything that outlines everything done to implement the Tahoe Basin Area Plan and achieve regional goals.

In October 2023, Placer County continued the consideration of the amendment package to allow time for Placer County staff to review all the comments. Placer County Board adopted the amendment package on October 31, 2023.

(presentation continued)

Ms. Setzer, Principal Planner, Placer County said these amendments were built on years of feedback from various stakeholders and an economic analysis. Placer County has a lot of processing barriers, strict development standards, site improvements and zoning restrictions hindering housing and business development. They've worked closely with their business associations, TRPA staff, the Tahoe Living Working Group, Mountain Housing Council, North Lake Tahoe Chamber, and Tahoe Prosperity playbook.

The amendments focus on fostering small businesses, entrepreneurs, and startups in town centers of Kings Beach and Tahoe City. It would also comply with Senate Bill 946, legalizing sidewalk vending and streamlining regulations for mobile food trucks to support small food businesses. They want to streamline to facilitate small-scale hotels, restaurants, and retail development. It also enhances compatibility between mixed-use commercial and adjacent residential zone districts. They are addressing parking and transit needs for better mobility in town centers. In most of their zone districts right now you need a use permit to build a duplex. They are trying to facilitate workforce housing by streamlining deed-restricted workforce housing without use permits in some zone districts. They are also trying to limit new single-family housing in town centers if it is not deed-restricted to workforce housing. And clarifying requirements for tiny homes alongside accessory dwelling units.

These amendments do not increase units per acre, building height, carrying capacity, or buildout of the region. They do target more development toward town centers. They do not increase overall development because of the growth control system and therefore, do not result in uses or activities that would increase wildfire risk. They do not conflict with TRPA scenic or environmental thresholds, including traffic and vehicle miles traveled. No change of circumstances requiring additional California Environmental Quality Act supplemental analysis and not connect to any specific project and do not result piecemealing under CEQA.

At one point, there were additional proposed amendments related to height and building increases in town centers but have been removed.

Doing nothing could result in increased runoff into the lake, more short-term rentals, congestion, and reduced vibrancy in town centers.

They have proposed amendments to work with TRPA to preserve the scenic resource thresholds and target that development into the town centers. There's the addition of vegetation management policies related to hardening and wildfire risk. Included socio-economic policies supporting childcare, and new businesses. They've added amendments on land use and mixed-use to encourage mixed-use development. They've added amendments to the policy document on town centers and community design to promote vibrant, walkable storefronts. Emphasis on redevelopment and housing to target properties that already have development that is old or not currently in use and foster policies to support workforce housing. A lot of these policies derived from community input.

(presentation continued)

Ms. Wydra, Placer County said the implementing regulations are part of the Tahoe Basin Area Plan (TBAP) and functions as the zoning ordinance for the basin area and guiding document for development standards and guidelines.

During our Housing Amendments discussion in December, we've been focusing on linking our policies to implementing regulations to ensure they are both sensible and achievable. We've identified several barriers, particularly within the town centers, where small-scale uses such as eating and drinking establishments require zoning clearance. To address this, we're streamlining the process by allowing such uses by right, provided they meet vehicle miles traveled (VMT) screening and environmental thresholds. We've also recognized the need to diversify businesses in our town centers, aiming to reduce the prevalence of real estate and property management offices on ground floors, while still allowing them on other levels.

Furthermore, we've been working on encouraging mixed-use development in town centers and clarifying development standards. For instance, we're simplifying building height regulations by removing the confusing reference to the number of stories. Additionally, we're revising setbacks to facilitate development without compromising environmental standards. These changes align with TRPA requirements and aim to make the regulatory process more transparent and consistent.

Moving beyond town centers, we've reviewed various zone districts to ensure alignment with our overall objectives. This includes permitting mobile vendors and tiny homes and updating signage ordinances. We've also addressed concerns regarding housing development by allowing

housing by right, provided it's 100 percent deed restricted, and modernizing development standards to accommodate different types of housing.

The County adopted a shorezone requirement ordinance which was aligned with TRPA and added references to it throughout the Tahoe Basin Area Plan. They also clarified building length where there were inconsistencies but didn't increase building length. They did not increase height beyond the 56 feet that is currently allowed per the TBAP. The TBAP uniquely also provided 56 feet or 4 stories which created confusion. To eliminate confusion, they eliminated the stories reference. There were some setbacks in the town centers that were unattainable. The side setback took on the wedding cake look. It was required to be applied as a tiering setback but based on the adjoining parcel and its land uses. This was difficult to apply that interior side setback. Those have been adjusted to be more for what they would like to see in the town centers.

Their signage ordinance was outdated and not aligned with TRPA. They've opted to eliminate the current sign regulations and are now referencing TRPA's Code of Ordinances.

Requirements were added for ground water and snow storage. This was to align with TRPA's allowances for groundwater and snow storage.

Throughout this process, we've engaged with the public, addressing their concerns and providing responses as summarized in the provided Attachment M. Environmental reviews conducted pursuant to the California Environmental Quality Act (CEQA) and TRPA regulations have determined that these amendments will have no significant adverse impacts, ensuring consistency with regional plans and environmental standards.

An environmental review was done in accordance with the California Environmental Quality Act (CEQA) along with an addendum and errata to the 2017 Tahoe Basin Area Plan and Tahoe City Lodge Project Environmental Impact Statement and Environmental Impact Report. For TRPA, they prepared an Initial Environmental Checklist and developed findings.

Presentation: [Regional-Planning-Committee-Agenda-Item-No-3-Placer-County-Tahoe-Basin-Area-Plan-Amendments.pdf](#)

Committee Comments & Questions

Ms. Aldean said there's a mention about exempting multi-family housing of fewer than 15 units from design review, but it doesn't say that these are affordable units. A typical application submission includes elevation plans in addition to site plans, etc. There's also an emphasis on ensuring compatibility and that would also apply to architectural style.

Ms. Setzer said we've heard a lot of feedback that the design review process can add a lot of cost and time to smaller housing projects. Staff have talked internally about how we can help the smaller housing multi-family projects. We thought that this could be a good proposal to help speed them forward through the design review process. It has held up some projects and those projects tend to be so small that the design and review might not be necessary. If they are still in a design corridor where design review is required of any project, they would still have to go through to the design review process. But if they're tucked back in a neighborhood and it's a duplex or triplex, it would not be subject to the design review process.

Ms. Aldean said the County would weigh in on scenic corridors, but she's concerned about adjacent property owners. Theoretically, an igloo could be built if there's no design review. She would assume the Placer County code has examples of acceptable architectural styles.

Ms. Setzer said they would still have to comply with our development standards outlined in the Tahoe Basin Area Plan. It's similar to single-family homes that would still have to comply to the standards as well. What we found is that a lot of the smaller multi-family projects could be a similar size to some of the larger single-family homes where one has to go through it and the other one doesn't.

Ms. Jacobsen said when those projects come forward, they are reviewed by staff, and they're reviewed to the standard. There's an internal review by our land use planners but they wouldn't go through the public design review process.

Ms. Aldean said some sidewalk vendors may be more responsible than others. They could be either a steppingstone as you've alluded to or a vendor that will transition into a brick and mortar location. But they can also be a detriment to brick and mortar restaurants in particular, if they're allowed to sell their goods within a certain distance of a competitor. Does Senate Bill 946 provide the County with enough latitude to implement requirements to protect existing businesses?

Ms. Wydra said Placer County is mandated by the state but there are parameters that those mobile vendors have to abide by. Unfortunately, there's nothing specific like they can't be in front of a competitor or something along those lines. We have seen some success with food trucks that have designed themselves in like a little courtyard for example, and it's becoming quite successful. It will be evaluated as they come in. But they also have to get permits from the Department of Public Works if they're on a public sidewalk. There are some checks and balances, but it is a state mandate that we're under.

Ms. Aldean said often times there are unforeseen consequences.

Ms. Jacobsen said we have a code enforcement team in our Tahoe office and respond to complaints about these types of things.

Ms. Aldean asked if these sidewalk vendors are required to report their sales tax transactions. There's a lot of overhead for the privilege of being in a brick and mortar location and some of those folks may be resentful if they think that these vendors are not paying their own way. Will the County have to expand their sidewalks in certain areas to accommodate these vendors? She assumes that the code compliance department would also address aggressive or harassing behavior from these sidewalk vendors.

Ms. Jacobsen said yes, that's correct.

Ms. Aldean asked how they'll control the use of public and private parking lots from transitioning into a homeless camp.

Ms. Setzer said that is not compelled by the state, but it is happening now, and they don't have any parameters, no requirements, and very little enforcement. We have heard a lot of feedback, particularly from the Mountain Housing Council of other mountain towns such as Telluride that have created formal programs in certain locations. A person would have to prove they're a local

worker and show where they're going to park. They designate where to put the waste and where to use the restroom and how long you can be parked there. This formal program addresses what is already happening on the ground, and it has been successful. It's similar to Palisades, who have been working with one of our campgrounds. It's a policy at this point. So, it doesn't allow it if these were to pass, a formal program would have to be developed. There are examples in other jurisdictions where it's been successful.

Ms. Gustafson said an important point is developing that program. But understanding people are parking out in the woods, building fires and cooking on the land without a paved surface. We've had fire danger, health and safety needs, and environmental impacts. Because we have such a shortage of housing. The County is not ready to move forward on that yet but wanted to have that option. We've heard that from a lot of our housing advocates to be open to that in the future for our local workers.

Ms. Gustafson said she's heard a lot of public comment through various meetings she's attended. It's still challenging for us to fully understand. She spent several weekends going through every one of these in detail and didn't see the kinds of controversy that we have seen expressed and the concerns. There are a lot of cleanup language in here, which is confusing but it's usually coming into conformity with TRPA. It's very important that the public was heard on the issues of height, density, and massing and that was all taken out.

Ms. Jacobsen said that's correct. It was taken out of this amendment package. However, that is an area that we might explore as a separate package. Are there areas in our town centers that might be appropriate for some additional height.

Ms. Gustafson said some of the other issues are much more broad scale regional issues that you'll see comments on such as fire evacuation. But it's not about what these particular amendments are and how they're going to add to those issues. The public concerns are valid but not on these particular amendments. Lastly, the County has been sued on these amendments.

Public Comments

Adam Wilson, North Tahoe Community Alliance said these plans have been vetted and commended staff as they have listened, and they have made adjustments along the way. They may have been perfect depending on the point of view but were very thoughtful and meaningful. Second, our business community is looking for opportunities to revitalize our town centers and these amendments comply with that along with Senate Bill 946 but encourage new business opportunities. Third, we have a workforce housing issue, and this is one positive step in the right direction. This creates opportunity for smaller developers, which is what we are hearing is preferred. We need development in our town centers specifically on the North Shore with mixed-use projects that also help serve the commercial needs. These projects that create workforce housing will reduce VMTs. We've seen a reduction, especially in Kings Beach and available hotel rooms over the past 20 years. These amendments at least provide an opportunity to regain some of those lost rooms by providing an easier way to do small developments that encourage mixed-use motel and lodging. These amendments allow us to be more creative or innovative as we think about tiny homes and accessory dwelling units, etc. towards workforce housing solutions. He encouraged the community regardless of your positions that we come together and work towards solutions.

Steve Teshara, Sustainable Community Advocates said he's attended many of the meetings both at the county level, the North Tahoe Regional Advisory Council level, the Placer County Planning Commission level, and various levels of TRPA meetings. He supports these proposed amendments. A lot of work has gone into them and it's time to move forward. People are the ingredient that we need in our town centers in Tahoe City and Kings Beach. They are ghost towns compared to what they used to be. There's a lot of boarded up buildings and you don't see a lot of vitality. These amendments are designed to help with the vitality from lodging properties and affordable workforce housing in the town centers.

Doug Flaherty, TahoeCleanAir.org said they are one of the three nonprofits involved in the writ of mandate (exhibit 2 in written comments) against Placer County. Attachments A through G are the same attachments that were provided to the Placer County Board of Supervisors. We have been consistent on our comments throughout that process, and we will remain consistent on our comments as it goes up through the Governing Board process. Having been a part of public service for many years and addressed many city councils on environmental issues, he's never seen it process of which the public has been so misled, especially on the issue of wildfire evacuation.

It's unconscionable that the Placer County Board Supervisor would say that this information has been significantly addressed. The Placer County environmental impact report in question and the addendum to the EIR have flawed traffic counts. This continues to be ignored. The documentation Placer provides talks about the number of vehicles that will be able to exit the area in case of a wildfire. Consistently, we've pointed out that it is flawed. For you to approve this today with that flawed information, is tragic. To allow denser town centers, choke points during wildfire evacuation based on flawed information is unconscionable. Which one of you are going to ask this question about those traffic counts and the number of vehicles that are being claimed to be able to move through not only the choke points but the traffic calming traffic circles. It's hard to believe that you're going to do this, but obviously many of you will choose to ignore it and eventually could cause somebody significant injury or death.

Erin Casey, CEO for the Tahoe Housing Hub who are very focused on solutions to the housing crisis in our community. She commended staff for the work that they have done. It's not an easy process. It feels like perhaps some of the feedback you all have been receiving is about something much bigger than these amendments. We could spend a lot of time talking about that but are not sure that the feelings of fear and fire, and traffic and a variety of other things like tourism, etc. are much bigger issues. It makes it hard to see what staff have brought forward today. They are in support of the Tahoe Basin Area Plan amendments because we feel that it will make a difference in terms of our ability to address the housing crisis in our region. These changes today are not unusual. They're happening across the state of California and across the West so much so that the Turner Center for Housing Innovation at UC Berkeley has a program where they reward cities and counties that boost their housing supply. The primary criteria to receive a certain designation and funding include favorable zoning and land use policies, acceleration of housing production timeframes including streamlining of approval processes.

Also, reduction of construction and development costs in terms of promoting innovative housing types and trying to expedite the approval process for certain projects and providing financial subsidies. There is a lot of state legislation that has come out this year for certain qualifying housing projects that would exempt them from the California Environmental Quality Act or would allow for an expedited CEQA process. There is a strong desire in the state of California to support the development of workforce housing. The proposed code amendments

are consistent and aligned with a lot of what the state of California is doing as well as other states, cities, and counties in the Mountain West to address this critical problem.

Sophia Heidrich, Advocacy Director for Mountain Area Preservation said her comments are focused on the environmental review that was completed for this process and the new information and conditions that should have triggered additional environmental analysis. Last year community members pointed out that new environmental analysis is needed for a variety of reasons. We need to understand the full impacts of the amendments and wildfire risks, emergency evacuation, vehicle miles traveled and water quality. In reviewing the addendum and errata she was struck by one of the findings from the 2017 environmental impact report that said with mitigation the impact of wildfires was less than significant. Even with more mitigation in place that a finding could possibly be made that the impact of wildfires is less than significant. So, now you're trying to concentrate more people in a small and very constrained geographic area where wildfire is a constant threat. Concentrating more folks in a smaller area even for good reason can further constrain evacuation routes. Say that the impact is significant and avoidable say that the amendments outweigh the risks. Say you're doing everything you can to mitigate the risk, but don't say that it's less than significant. The 2017 EIR included mitigation measures to require individual projects to implement traffic control plans, as well as emergency preparedness and evacuation plans and those are not bad mitigation measures, but comprehensive wildfire planning has to consider the regional context.

This isn't an impact that can be fully analyzed at the project level. And there is new information and data available today, particularly about climate change and wildfire behavior that was not known back in 2016 when the baseline conditions for this EIR were established. Northern California has experienced two devastating fires with the Caldor and the Camp Fire. We have to use the lessons learned from those experiences to inform long-range planning. If you look back at the news reports from the Caldor Fire, it's striking how many officials say things like it didn't follow the plan and this is extreme wildfire behavior. Record breaking forest fires are becoming the new norm and we have to be thinking about planning in that context. We have to prepare for situations that we didn't think were possible. In addition to wildfire, we have new information about microplastics and mud snails in the lake. TRPA has a new vehicle miles traveled threshold. The Tahoe Basin Area Plan was not analyzed under that threshold. This would have been the perfect opportunity to come into compliance with that required analysis. These are just a couple of examples of new information and lessons learned that weren't available in 2017 and should be considered under CEQA to understand the implications of these amendments. These topics were brought up last year and Placer County agreed to do additional environmental analysis, but what came out was no new analysis, no new data, no new information. That's not the environmental review that the community asked for or what Placer County said that they would do and is not what is required under CEQA.

Melissa Soderston, Tahoe Forest Matter asked what regulations would be changing in the vegetation portion. She hopes it won't make it easier for people to log in the greater forest, which is not a great way to mitigate fire or doing anything to keep our communities safer. It is harming our forest health and adding sediment to our lake. There's talk about biomass facilities in Placer County and hopes that these vegetation amendments are not directed towards making it easier to bring in biomass facilities. Our forests are being decimated under the guise of forest health, yet we're seeing nothing done to provide us with safe evacuation routes, proper defensible space, buried utility lines, metal roofing, proper home hardening, infrastructure hardening, and methods that we know will protect our communities during an extreme fire event. It's been proven and collaborated on by studies done by the insurance institute, at the

Missoula Fire Lab. There's a great documentary on it called Elemental, Reimagine Wildfire. Thinning is not working and as you look at these regulations you take a strong look at how you're implementing fire wise practices, evacuation routes, and that it doesn't involve just a blanket economic reason to allow logging into our forest because that's what it is.

Gavin Feiger, League to Save Lake Tahoe said the League has been providing comments on the Tahoe Basin Area Plan since the fall of 2023. Their concerns mirror a lot of what you've heard from the North Shore. But what they were hoping to see was the need for these amendments. We still have not seen how they really benefit the environment or the community. We don't have a stake in economic development. We asked for some specific things and Placer County did provide a little bit of information about implementation from the original TBAP in 2016. One thing we've asked for over and over again was to at least look at the TBAP amendments even if not through a whole new CEQA document of what it would look like under a new VMT threshold and nothing. It's another example of the frustration and the lack of commitment that we've seen from TRPA and partners on achieving and maintaining the new VMT threshold since it was adopted in 2021.

Staff Response:

Ms. Jacobsen said one that has come a lot is fire evacuation. These amendments do not propose to change any of the units per acre, the requirements of units per acre. In each zone district throughout the Placer County and the basin there is a requirement for how many units you can have per acre, whether it be lodging units or residential units, they're capped of like 15 dwelling units per acre. That's in the Tahoe Basin Area Plan with a standard for each district. We are not proposing to change any of those standards. The full number or build out, when we prepared the 2017 TBAP, environmental impact report/statement, we looked at the full build-out. We analyzed the maximum capacity. If you were to build out at that full amount of units per acre. What does that look like? We are not proposing any change. When you're looking at wildfire risk, a lot of the comments that we have heard are about population increase. The concern that these amendments are increasing population. But we are not proposing a change to those units per acre. We're not proposing population increases is a result of those units per acre. Getting back to the wildfire evacuation, that's tied to the fear and the comments that we hear are about, we're increasing population and therefore, the risk for wildfire and evacuation is higher because you're going to have more folks here, but that's not the case. In the response there's a section where we have coordinated with our emergency management team to in terms of what they would do in the event of an emergency and there's a lot that goes into it. They're always looking for the best management practices for wildfire risk.

Ms. Jacobsen said regarding the question about the need for the amendments. The need is that we haven't seen any change. The Regional Plan and the goal of the 2017 Tahoe Basin Area Plan was to try to focus redevelopment in the town centers because that is the built environment. What you get with that redevelopment is environmental benefits. You're going to get those private properties that come into redevelopment are held to very high development standards that improve the environment, whether it's contribution payment into traffic impact fees, putting in water quality improvements on site, there's all kinds of things that developers are held to. Those standards then go straight into environmental improvement. We're not seeing that reinvestment on the private lots and have only seen them on the county parcels because we've made a lot of improvements. In terms of streetscape improvements, water quality improvements, all kinds of public dollars have been put into the county properties in the Placer

County portion of the basin. But we're not seeing that same kind of reinvestment. It ties back to the goals of the Regional Plan and trying to improve lake clarity.

Ms. Setzer said regarding the vegetation policy, we have included policies to support hardening of commercial and residential uses in North Tahoe. There are policies to support green waste but currently North Tahoe does not have green waste bins. Policies to support individual green waste bins to try to increase defensible space on individual homeowner's properties. And policies to support defensible space incentives and or rebate programs. None of our policies focused on forest land at all but rather focused on the built environment.

Committee Comments & Questions

Mr. Hoenigman said we heard the comment about buildings. We can't force anyone to retrofit their existing home with the latest technology. But would imagine if someone replaces a roof or builds a new house, it's not going to be shake shingle, it's going to be something with best practices.

Ms. Setzer said most of our housing and commercial stock is very dated and decades old. The more updated we get any of those structures, the better they will be resistant to wildfire risk.

Ms. Gustafson said when buildings are built to the California building code for fire, they survive wildland fire. She witnessed this at the River Fire in Colfax. We saw every house around one particular new house that burned to the ground around this house. Regarding the evacuation issue, we continue to hear this issue and are not sure how any jurisdiction in the state prepares to address in an environmental document the chances of earthquakes, flooding, or other kinds of catastrophic events that could occur. She's not sure how we as an agency or as a region address that. But in these area plan amendments, she's confident that we're not increasing density.

The largest fire in Placer County's history was the Mosquito Fire last year with the evacuation of Forest Hill and Todd Valley. Over 8,000 people were evacuated. But the difference is that we phase it based on those most at threat get out and now we hold the other side streets, paraphrasing what the letter says. She watched this being done and it was methodical, orderly and everybody was evacuated safely. We can't always guarantee the behavior of the fire, but we do know that we have time to phase which areas need to be evacuated and are not going to evacuate the entire basin at the same time. And that was one of the lessons learned from South Shore in the Caldor Fire. If you get the warning, or if there's a wildfire nearby, go ahead and evacuate if you can. Have you given any thought as to how we address this from an environmental viewpoint because it can't be on every single project we do.

Mr. Marshall said let's distinguish between two different kinds of consideration. One is just generally how are evacuation plans built and will they work and that's the bailiwick of the experts who do that kind of work. What we're talking about, and the Tahoe Basin Area Plan amendments is a good example of when we propose an action, we need to assess the effects of that action on a particular potential environmental impact. And one of those is a question in our checklist is will this action have any adverse effect on evacuation planning? That means you look at what the action is. Not the bigger question of are our plans adequate? But whether or not there's an adverse impact associated with what is being proposed. You've heard from the County that in their assessment, and we concur, there's nothing about this action that increases any risk. That's the conclusion that the environmental documentation looks at when going

through the analysis for these individual decisions that come before you. So, it's not a general assessment of fire risk and evacuation safety in the basin. You can ask for reports on that, and we can get the experts here. That's a separate process from the individual CEQA or TRPA, Article 7 process that we undertake for each project or decision that comes before you.

Mr. Hester said in terms of planning, there's two things. The kind of plans we do are more general plans or comprehensive plans you plan to avoid hazards. For example, in our plan, avalanche zones where we don't allow development. You see the Wildland Urban Interface to protect from forest fires getting on to structures as easily as they could? etc., Earthquake setbacks are required from fault lines and building codes, etc. Those kinds of things that go into plans and codes. Evacuation planning is really in the bailiwick of emergency responders. He was in two regional emergencies where the regional emergency operations center was stood up and typically very dynamic. For example, if a dam broke, that is something different than a forest fire coming down the side of a mountain.

What the emergency responders and public safety law do is to look at each situation. They simulate those a lot beforehand and then they figure out what to do. For example, in the Caldor Fire, we saw a lot of people stopped on Highway 50 evacuating. If you look at the pictures, there are two lanes that aren't being used because they didn't think it was a big enough deal to open the contraflow. But that was the next step that could have happened. Those are the kind of things that the first responders plan and are very dynamic. What the Tahoe Fire and Fuels team and the Multi-Agency Coordinating Committee asked us to do is plan for things like communications into underserved areas or thinning of the forest around evacuation routes. Those are the kind of things that are between what we do and what the first responders do. Hazard planning is something TRPA can do to protect from earthquake faults, landslides, etc. Evacuation is something they do.

Ms. Jacobsen said they do the same things through general plans. We have an Office of Emergency Services who prepares long range plans looking at how to mitigate hazards. In the event of an emergency, it's completely different because it's so dynamic.

Ms. Gustafson said she believes that the public confusion is that we're not thinking it's a serious issue.

Ms. Jacobsen said that's the assessment that we did as part of this package.

Ms. Gustafson said you could argue, and we've talked about this with new construction and sprinkler systems and hardening. Title 24 building standards requires this and is part of the driving cost of construction and why even affordable housing isn't affordable. Because as we build new units, they have to comply with those standards that are very costly to build. We do hear about this issue, and we are very concerned, but it's not necessarily on a project by project basis that we talk about that. These amendments are really minor. She hasn't seen any issue raised that indicates that there's something here that is dramatically going to change. We are hoping to nudge development back into our town centers. We don't have any significant project proposals at this point to do this. We don't have affordable housing developers knocking down our door. We don't have proposals coming in and permits being submitted and are trying to do some things to see if we can get some more housing built at a small scale, which is what the community said. Look at duplexes, four plex's, look in our neighborhoods, look at accessory dwelling units and other items.

January 24, 2024

Mr. Hoenigman said none of our plans are proposing that we increase the amount of development in this lake, we are just trying to guide it towards our town centers where it poses the least risk for fire, creates the least VMT, creates the best economic benefit, and It helps us revitalize our community and clean up the runoff into the lake from these old legacy projects. Every single thing is a win, and the public may think that we're advocating for so much more development. These are very small changes and he's disappointed in how small they are.

Ms. Aldean said part of the problem is people are conflating what local jurisdictions do in terms of their development policy, and how that may impact and increase the number of full term residents in the basin. It doesn't impact that number because there are development caps, but then you have the influx of 15 million people into the basin during the summer season. People are looking at the congested streets, traffic jams and that's what raises this issue to a greater level of concern. Until we can find some way of regulating the inflow of folks into the basin at any one time, it's going to continue to be a concern that we really have no control over at the moment.

Mr. Hoenigman said the multi-family units that you're encouraging are affordable, achievable and deed restricted so they cannot be used as short term rentals. They are full time residents only

Ms. Jacobsen said that is correct.

Mr. Marshall said he and the staff have been working with Placer County to clarify when they say by right and is it consistent with TRPA's language of either it's an exempt activity or you need to come in for an application. Please include in the motion that there may be some language changes to address that issue to make certain that it conforms to TRPA's Compact and Regional Plan.

Ms. Aldean made 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.

Ayes: Ms. Aldean, Ms. Diss, Ms. Gustafson, Mr. Hoenigman, Mr. Settelmeyer

Absent: Ms. Leumer

Motion carried.

Ms. Aldean made a motion to recommend adoption of Ordinance 2024-__ amending Ordinance 2021-02, to amend the Tahoe Basin Area Plan as shown in Attachment C with the proviso, the conforming language may be added to make the language within the amendment compliant with TRPA code.

Ayes: Ms. Aldean, Ms. Diss, Ms. Gustafson, Mr. Hoenigman, Mr. Settelmeyer

Absent: Ms. Leumer

Motion carried.

IV. UPCOMING TOPICS

Mr. Hester said next month, we tentatively have planned an information item on the mixed-use definition, climate amendments and inclusionary when you subdivide. Tentatively for the following month, we'll have some amendments from the City of South Lake Tahoe and

January 24, 2024

amendments from Washoe County. Those dates are subject to change.

V. COMMITTEE MEMBER REPORTS

Ms. Gustafson said Placer County is looking at how the Tahoe Basin Area plan amendments that Placer County just adopted and then housing amendments that the Governing Board adopted on how those will integrate. Because we do have as local jurisdictions a period of time to opt-in and opt-out and make sure we're consistent.

Mr. Hester said there is consideration of what you just recommended, not going to the board immediately, but waiting until the other amendment package catches up so the public can hear the whole thing at once.

Ms. Gustafson said they've heard a lot from the public about the confusion between the two different packages and are trying to see if we can better integrate those into one hearing process.

VI. PUBLIC INTEREST COMMENTS

Doug Flaherty, TahoeCleanAir.org said it's amazing that the Placer County Supervisor falsely tells you that we're not increasing density with these amendments. There are at least four to six areas in the Placer County staff report that say, yes, they're increasing density. This is misleading. This isn't about housing amendments, it's about roadway capacity and increasing density in town centers that are going to cause choke points. If you read his report, at least Attachment A, there's no way you could have voted for this. There are the claims made by the various conservation groups versus your opinion which is jeopardizing public safety.

VII. ADJOURNMENT

Mr. Settelmeyer moved to adjourn.

Mr. Hoenigman adjourned the meeting at 3:58 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 20, 2024
To: TRPA Governing Board
From: TRPA Staff
Subject: February Financial Statements, Fiscal Year 2024

Summary and Staff Recommendation:

We are eight months, or 66% of the way into fiscal year 2024. So far, everything is going according to plan. Contract expenditures lag, but that is normal.

Staff recommends acceptance of the February Financial Statements for Fiscal Year 2024.

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 2024 Financial Statements

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

Background:

The first eight months (66%) of the fiscal year are now complete. Revenues are 57% of the annual budget, and expenditures are 45% of the budget. Planning Fees are ahead of last year and equal to the three-year average. Grant revenues are billed in arrears, so they lag, leaving us in a small negative position.

YTD Revenues and Expenses

Revenues are 57% of the budget. TRPA recognizes revenue when billed, so the states' contributions are shown in their entirety. Expenditures over the rest of the fiscal year will offset the revenue received up front. Tahoe Science Council billings account for the remaining unrealized state revenue. Those are cost reimbursement and are billed in arrears. Current Planning fees are at 99% of the average for the prior 3 years and 60% of the budget. The annual inflation increase for planning fees was implemented at the end of February and will start showing up in February. AIS fees are 65% of the budget. Shoreline fees are 59% of the budget. We did bill TKPOA for their mooring fees and that is why Shoreline is so high at this point in the year. Grants revenues are at 25% of the budget. Two major EIP grants from the US Forest

Service have been slow to ramp up, bringing all these numbers down. We forecast \$3.2M in contract expenditures against those grants but have only spent \$40K year to date.

Expenditures are 61% of the budget. Compensation expenses are also at 61% of the annual budget, which is expected due to vacancies. There are two open positions, and we will be hiring seasonal and interns in the coming months. Contract expenses have risen to 33% of the budget and will continue to close the gap in the months ahead. This is held back by the USFS grants. Our debt service payment in December included both principle and capital, so it amounts to 70% of the budget. An interest payment for the balance is due in June.

Year to date we have taken in \$1.6M in mitigation fees and disbursed \$4.6M through the end of February. This includes a \$3.7M transfer of Excess Coverage Mitigation Funds to CTC for the acquisition of the Motel 6 property.

Tahoe Regional Planning Agency
Fiscal YTD February 2024

Revenue	State & Local	Fees	Grants	Total
Fees for Service	40,713	3,012,783		3,053,495
Grants	425	22,449	3,447,589	3,470,464
State Revenue	8,070,087		83,496	8,153,584
Local Revenue	150,000			150,000
Rent Revenue		242,310		242,310
Other Revenue	475,635	19,128		494,763
TRPA Rent Revenue		459,320		459,320
Revenue Total	8,736,860	3,755,989	3,531,086	16,023,935
Expenses				
Compensation	3,138,976	1,484,719	838,813	5,462,507
Contracts	1,185,952	1,041,778	3,256,789	5,484,519
Financing	(385)	439,113		438,728
Other	533,922	192,686	56,257	782,866
Rent	482,783	14,189		496,972
A&O/Transfers	(1,192,903)	801,737	384,358	(6,808)
Expenses Total	4,148,345	3,974,222	4,536,216	12,658,783
Net	4,588,515	(218,233)	(1,005,131)	3,365,152

** Excludes mitigation funds*

TRPA Balance Sheet

TRPA's Balance Sheet remains strong due to billing both State's contributions at the beginning of the fiscal year. Nevada's contribution was received in August and California funds were received in September. TRPA spends down the annual state funds throughout the fiscal year. Total assets

OPERATIONS & GOVERNANCE
COMMITTEE AGENDA ITEM NO. 3 &
CONSENT CALENDAR ITEM NO. 1

decreased by \$4.1M with the biggest piece being the \$3.7M transfer to CTC. Normal operating expenses accounted for the rest. Liabilities increased by \$0.3M, due to taking in additional mitigation funds and project securities. Net assets are \$23.6M, mostly due to having the state funds on hand at the beginning of the fiscal year plus \$20.9M of Mitigation and Securities deposits and \$3.0M of Grants.

Tahoe Regional Planning Agency

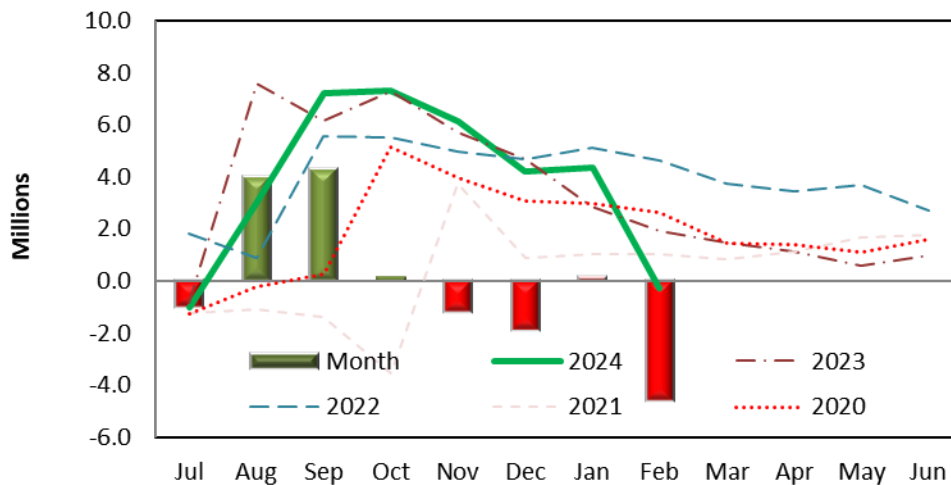
Balance Sheet @2-29-24

	TRPA	Grants	Trust	Total
Cash & Invest	10,006,016	2,382,819	20,850,014	33,238,849
A/R	127,967	678,733		806,700
Current Assets	142,720			142,720
LT Assets	8,009,210			8,009,210
Total Assets	18,285,913	3,061,552	20,850,014	42,197,479
A/P	13,616	(4,001)		9,615
Benefits	1,057,566			1,057,566
Deferred Rev	54,459	42,091		96,550
Deposits	154,048	2,845		156,893
LT Debt	7,972,000			7,972,000
Mitigation			1,840,513	1,840,513
Securities			7,497,961	7,497,961
Total Liabilities	9,251,689	40,934	9,338,474	18,631,097
Net Position	9,034,224	3,020,617	11,511,540	23,566,381

Cash Flow

Net Cash flow was a negative \$4.6M for the month. Cash receipts totaled \$0.7M, \$0.1M from Grant billings and the balance from planning fees. Disbursements were \$5.4M, including the \$3.7M in excess coverage mitigation transferred to CTC. The \$1.7M of operating disbursements is consistent with last year, but \$0.5M above the five-year average. This reflects additional LTRA funding.

Monthly/Cumulative Cash Flow



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

Contact Information:

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

To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

Attachment:

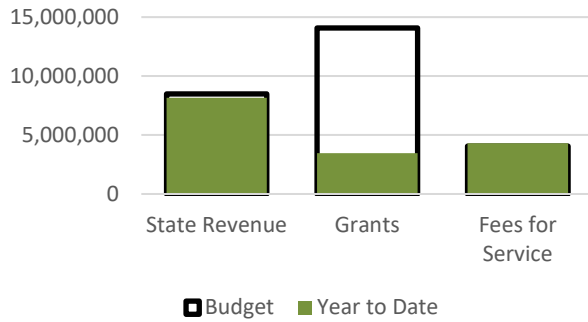
A. February Financial Statements

Attachment A

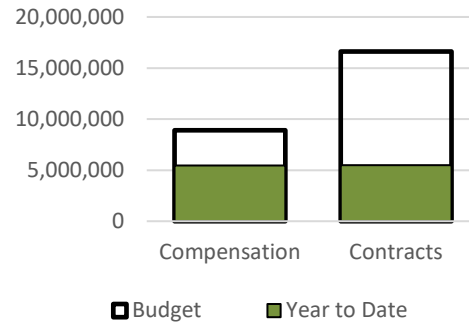
February Financial Statements

Tahoe Regional Planning Agency
Fiscal YTD February 2024

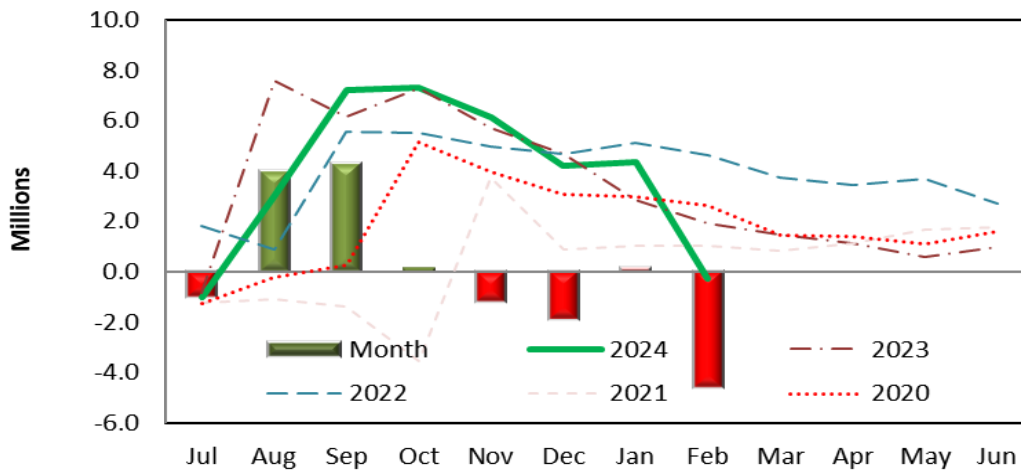
Revenue



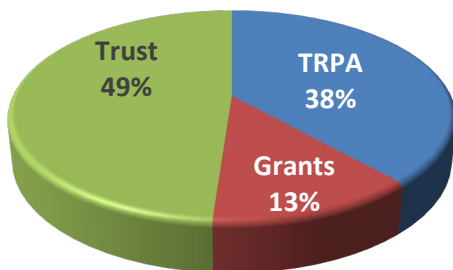
Expenditures



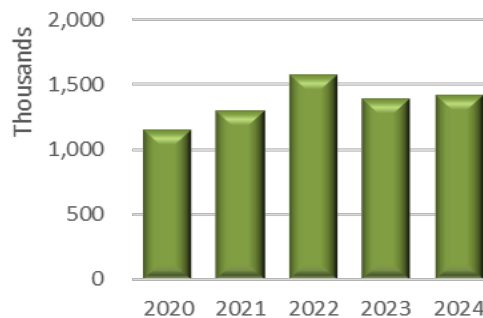
Monthly/Cumulative Cash Flow



Net Position



YTD Planning Fees



Tahoe Regional Planning Agency
Actuals vs. Budget by Program
Fiscal YTD February 2024

TRPA Totals	Ann Budget	YTD	Remaining	% Spent
Revenue				
State Revenue	8,479,456	8,153,584	325,872	96%
Grants	14,069,747	3,470,464	10,599,283	25%
Fees for Service	4,069,663	4,292,921	223,257	105%
Local Revenue	150,000	150,000		100%
Rent Revenue	329,623	242,310	87,313	74%
TRPA Rent Revenue	688,980	459,320	229,660	67%
Other Revenue	100,000	851,141	751,141	851%
Revenue Total	27,887,469	17,619,739	10,267,729	63%
Expenses				
Compensation	8,901,175	5,462,507	3,438,668	61%
Contracts	16,618,623	5,484,519	11,134,104	33%
Financing	620,260	438,728	181,531	71%
Rent	788,525	496,972	291,552	63%
Other	1,293,388	5,357,069	4,063,680	414%
A&O/Transfers	13,838	6,808	7,029	49%
Expenses Total	28,208,133	17,232,986	10,975,146	61%
TRPA Net	(320,664)	386,753	(707,417)	
Agency Mgmt				
Revenue				
Fees for Service		40,713	40,713	
Grants	50,000	20,049	29,951	40%
State Revenue	7,262,571	7,179,000	83,571	99%
Other Revenue	100,000	475,635	375,635	476%
Local Revenue	150,000	150,000		100%
Revenue Total	7,562,571	7,865,397	302,826	104%
Expenses				
Compensation	2,532,724	1,555,178	977,546	61%
Contracts	272,180	122,910	149,270	45%
Financing	74	269	343	-364%
Rent	2,249	2,586	337	115%
Other	270,138	131,341	138,797	49%
Expenses Total	3,077,365	1,811,746	1,265,619	59%
Agency Mgmt Net	4,485,206	6,053,651	(1,568,445)	

	Ann Budget	YTD	Remaining	
Current Planning				
Revenue				
Fees for Service	3,111,616	2,388,396	723,220	77%
Grants		2,400	2,400	
State Revenue	124,000	124,000		100%
Other Revenue		17,215	17,215	
Revenue Total	3,235,616	2,532,011	703,605	78%
Expenses				
Compensation	2,260,876	1,433,698	827,178	63%
Contracts	831,825	692,549	139,275	83%
Financing	57,611	35,104	22,506	61%
Other	96,392	28,452	67,939	30%
A&O/Transfers	1,230,030	772,693	457,337	
Expenses Total	4,476,733	2,962,498	1,514,235	66%
Curr Plan Net	(1,241,117)	(430,487)	(810,630)	
Envir. Imp.				
Revenue				
Fees for Service	958,047	624,387	333,661	65%
Grants	9,705,911	2,168,803	7,537,108	22%
State Revenue	750,000	750,000		100%
Revenue Total	11,413,958	3,543,189	7,870,769	31%
Expenses				
Compensation	1,247,248	876,912	370,336	70%
Contracts	10,253,453	2,889,021	7,364,432	28%
Financing	15,000	10,461	4,539	70%
Rent	94,769	29,514	65,255	31%
Other	180,795	61,510	119,285	34%
A&O/Transfers	247,529	133,042	114,487	
Expenses Total	12,038,794	4,000,460	8,038,334	33%
Env Imp Net	(624,836)	(457,271)	(167,566)	

	Ann Budget	YTD	Remaining	
L RTP				
Revenue				
Grants	3,515,979	788,445	2,727,534	22%
Fees for Service				
Other Revenue				
Revenue Total	3,515,979	788,445	2,727,534	22%
Expenses				
Compensation	1,458,098	801,751	656,347	55%
Contracts	2,305,702	278,185	2,027,517	12%
Rent	2,527		2,527	
Other	33,860	93,321	59,461	276%
A&O/Transfers	512,242	279,711	232,531	
Expenses Total	4,312,428	1,452,967	2,859,461	34%
L RTP Net	(796,449)	(664,522)	(131,928)	
R & A				
Revenue				
Grants	797,857	490,766	307,090	62%
State Revenue	342,885	100,584	242,301	29%
Revenue Total	1,140,742	591,350	549,392	52%
Expenses				
Compensation	1,157,439	728,694	428,745	63%
Contracts	2,328,603	920,459	1,408,143	40%
Other	16,165	18,573	2,408	115%
A&O/Transfers	2,001	648	1,353	32%
Expenses Total	3,504,207	1,668,374	1,835,833	48%
R & A Net	(2,363,465)	(1,077,024)	(1,286,442)	

	Ann Budget	YTD	Remaining	
Infrastructure				
Revenue				
Other Revenue		1,913	1,913	
Rent Revenue	329,623	242,310	87,313	74%
TRPA Rent Revenue	688,980	459,320	229,660	67%
Revenue Total	1,018,603	703,543	315,060	69%
Expenses				
Compensation	101,607	66,274	35,333	65%
Contracts	626,860	251,394	375,466	40%
Financing	547,575	393,432	154,143	72%
Rent	688,980	459,320	229,660	67%
Other	555,859	449,669	106,190	81%
Expenses Total	2,520,881	1,620,089	900,792	64%
Infrastructure Net	(1,502,279)	(916,547)		
Other				
Expenses				
A&O/Transfers	2,005,640	1,192,903	812,737	40%
Expenses Total	2,005,640	1,192,903	812,737	

TRPA Selected Current Planning Fees

Fiscal YTD February 2024

Fee Type	2021	2022	2023	2024	This year vs. Last 3 Years
RESIDENTIAL	302,093	383,730	390,245	240,577	(118,113)
OTHER_REV	136,680	159,261	165,613	176,487	22,636
SHOREZONE	102,730	118,926	36,508	162,062	76,007
REVISIONS	58,370	70,829	78,947	115,503	46,121
COMMERCL_TA	49,878	112,071	71,297	81,237	3,488
ALLOCATION	63,897	65,690	62,086	81,192	17,301
TREE_RMV	61,716	56,982	47,382	59,752	4,392
RECR_PUBLIC	34,650	52,558	39,309	55,641	13,469
LAND_CHALL	89,131	35,462	35,150	53,916	668
FULL_SITE	47,573	57,569	48,812	51,774	456
GENERAL	92,649	90,579	88,568	46,913	
SECURITIES	26,322	34,805	48,531	45,452	
MOORING	21,354	133,981	52,130	26,281	(42,874)
LAND_CAP	14,935	9,251	14,478	24,945	12,057
GRADE_EXCEPT	20,880	26,346	21,105	24,807	2,030
SOILS_HYDRO	17,645	29,127	20,370	23,721	1,340
ENFORCEMNT	60,759	39,944	11,273	17,806	(19,519)
IPES	17,001	8,894	15,634	15,416	
VB_COVERAGE	10,966	7,876	7,951	14,361	
VB_USE	2,892	4,078	10,634	11,941	
TRANS_DEV	23,787	13,687	5,450	9,339	
STD2		44	35,610	9,186	(2,699)
LLADJ_ROW	5,140	7,256	21,795	9,119	(2,278)
QUAL_EXEMPT	6,587	5,700	7,834	8,725	2,018
ENVIRONMENT				8,280	8,280
GRADING	8,539	7,688	6,454	7,542	(18)
TEMP_USE	1,846	3,854	5,005	6,546	2,978
PRE-APP	2,185	3,496	10,032	5,130	(108)
SUBDIV_EXIST	981	4,362	1,119	4,211	2,057
PARTIAL_SITE	5,768	5,534	4,943	3,526	
CONSTR_EXT	2,114	2,504	2,497	3,504	
SIGNS	3,258	3,714	1,731	3,392	491
QE SHOREZONE	4,662	5,423	2,697	3,281	(980)
NOTE_APPEAL	3,968	3,066	4,393	1,344	(2,465)
HISTORIC	1,105		1,198	1,297	529
RES_DRIVE	600	217	886	940	372
LMTD_INCENT	357	368	756	840	346
CONVERSION	305	976	689	730	73
SCENIC_ASSES		546		483	301
UNDRGRD_TANK	1,628	419	882	478	(498)
STD	(602)	13,513	5,351	0	(6,087)
MONITORING		(2,500)	5,000		(833)
CEP			4,995		(1,665)
Totals	1,304,348	1,577,822	1,395,340	1,417,675	(8,161)

99%

TRPA Detailed Financials
Fiscal YTD February 2024

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Agency Mgmt				
GF Revenue				
Revenue				
Fees for Service	-	(40,713)	40,713	
State Revenue	(7,262,571)	(7,179,000)	(83,571)	98.8%
Local Revenue	(150,000)	(150,000)	0	100.0%
Other Revenue	(100,000)	(475,635)	375,635	475.6%
Revenue Total	(7,512,571)	(7,845,348)	332,777	104.4%
GF Revenue Total	(7,512,571)	(7,845,348)	332,777	104.4%
Gov Board				
Expenses				
Contracts	-	16,988	(16,988)	
Other	26,038	14,692	11,346	56.4%
Rent	2,249	2,500	(251)	111.2%
Expenses Total	28,287	34,180	(5,893)	120.8%
Gov Board Total	28,287	34,180	(5,893)	120.8%
Executive				
Expenses				
Compensation	913,969	653,030	260,940	71.4%
Other	12,803	16,782	(3,979)	131.1%
Expenses Total	926,773	669,812	256,961	72.3%
Executive Total	926,773	669,812	256,961	72.3%
Legal				
Expenses				
Compensation	489,553	205,096	284,457	41.9%
Contracts	123,319	24,757	98,562	20.1%
Other	6,920	5,767	1,153	83.3%
Expenses Total	619,792	235,620	384,172	38.0%
Legal Total	619,792	235,620	384,172	38.0%
Communications				
Expenses				
Compensation	390,061	180,072	209,989	46.2%
Contracts	30,000	0	30,000	0.0%
Other	61,607	20,282	41,325	32.9%
Rent	-	86	(86)	
Expenses Total	481,668	200,440	281,228	41.6%

TRPA Detailed Financials
Fiscal YTD February 2024

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Communications Total	481,668	200,440	281,228	41.6%
Finance				
Revenue				
Financing	(100)	(385)	285	385.0%
Revenue Total	(100)	(385)	285	385.0%
Expenses				
Compensation	461,504	333,298	128,206	72.2%
Contracts	54,115	36,076	18,039	66.7%
Other	3,259	2,825	434	86.7%
Expenses Total	518,878	372,198	146,680	71.7%
Finance Total	518,778	371,813	146,965	71.7%
HR				
Expenses				
Compensation	277,636	183,682	93,954	66.2%
Contracts	64,746	45,090	19,656	69.6%
Other	82,592	32,449	50,143	39.3%
Expenses Total	424,975	261,222	163,753	61.5%
HR Total	424,975	261,222	163,753	61.5%
Contributions				
Revenue				
Grants	(50,000)	(20,049)	(29,951)	40.1%
Revenue Total	(50,000)	(20,049)	(29,951)	40.1%
Expenses				
Financing	174	116	58	66.7%
Other	76,919	38,544	38,375	50.1%
Expenses Total	77,093	38,660	38,433	50.1%
Contributions Total	27,093	18,611	8,482	68.7%
Agency Mgmt Total	(4,485,206)	(6,053,651)	1,568,445	135.0%
Current Planning				
Current Planning				
Revenue				
Fees for Service	(2,415,068)	(1,432,159)	(982,909)	59.3%
Revenue Total	(2,415,068)	(1,432,159)	(982,909)	59.3%

TRPA Detailed Financials
Fiscal YTD February 2024

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Expenses				
Compensation	1,636,795	1,073,802	562,993	65.6%
Contracts	342,970	282,145	60,825	82.3%
Financing	49,087	30,397	18,690	61.9%
Other	5,485	3,976	1,509	72.5%
A&O/Transfers	912,022	598,323	313,700	65.6%
Expenses Total	2,946,358	1,988,642	957,716	67.5%
Current Planning Total	531,290	556,483	(25,193)	104.7%
Current Planning Reimbursed				
Revenue				
Fees for Service	(200,000)	(693,137)	493,137	346.6%
Revenue Total	(200,000)	(693,137)	493,137	346.6%
Expenses				
Contracts	200,000	276,142	(76,142)	138.1%
Expenses Total	200,000	276,142	(76,142)	138.1%
Current Planning Reimbursed Total	-	(416,995)	416,995	
Code Enforcement				
Expenses				
Compensation	393,182	266,048	127,134	67.7%
Other	7,889	1,648	6,241	20.9%
A&O/Transfers	219,081	148,242	70,839	67.7%
Expenses Total	620,151	415,938	204,213	67.1%
Code Enforcement Total	620,151	415,938	204,213	67.1%
Boat Crew				
Revenue				
State Revenue	(124,000)	(124,000)	0	100.0%
Revenue Total	(124,000)	(124,000)	0	100.0%
Expenses				
Compensation	53,356	46,955	6,401	88.0%
Other	50,055	20,884	29,171	41.7%
Rent	-	2,813	(2,813)	
Expenses Total	103,411	70,652	32,759	68.3%
Boat Crew Total	(20,589)	(53,348)	32,759	

TRPA Detailed Financials
Fiscal YTD February 2024

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Settlements				
Revenue				
Fees for Service	(150,000)	0	(150,000)	0.0%
Grants	-	(2,400)	2,400	
Revenue Total	(150,000)	(2,400)	(147,600)	1.6%
Expenses				
Contracts	159,000	84,851	74,149	53.4%
Other	20,600	0	20,600	0.0%
Expenses Total	179,600	84,851	94,749	47.2%
Settlements Total	29,600	82,451	(52,851)	278.5%
Legal - Direct or Disallowed				
Revenue				
Fees for Service	-	(67,835)	67,835	
Revenue Total	-	(67,835)	67,835	
Expenses				
Contracts	-	3,951	(3,951)	
Fees for Service	-	8,732	(8,732)	
Expenses Total	-	12,683	(12,683)	
Legal - Direct or Disallowed Total	-	(55,153)	55,153	
Shorezone				
Revenue				
Fees for Service	(346,548)	(203,996)	(142,552)	58.9%
Other Revenue	-	(17,215)	17,215	
Revenue Total	(346,548)	(221,211)	(125,337)	63.8%
Expenses				
Compensation	177,543	46,893	130,650	26.4%
Contracts	129,855	45,461	84,394	35.0%
Financing	8,524	4,707	3,817	55.2%
Other	12,363	1,945	10,418	15.7%
Rent	-	2,739	(2,739)	
A&O/Transfers	98,927	26,129	72,798	26.4%
Expenses Total	427,212	127,873	299,338	29.9%
Shorezone Total	80,664	(93,338)	174,001	-115.7%
Current Planning Total	1,241,117	436,039	805,078	35.1%

TRPA Detailed Financials
Fiscal YTD February 2024

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Envir. Imp.				
Env. Improv.				
Expenses				
Compensation	649,229	516,353	132,877	79.5%
Contracts	21,855	1,960	19,895	9.0%
Other	14,131	2,453	11,678	17.4%
Expenses Total	685,215	520,766	164,449	76.0%
Env. Improv. Total	685,215	520,766	164,449	76.0%
Watercraft Inspection Fees				
Revenue				
Fees for Service	(896,947)	(495,092)	(401,855)	55.2%
Revenue Total	(896,947)	(495,092)	(401,855)	55.2%
Expenses				
Compensation	68,628	45,851	22,777	66.8%
Contracts	656,978	257,581	399,397	39.2%
Financing	15,000	10,461	4,539	69.7%
Other	125,570	52,864	72,706	42.1%
Rent	30,771	11,450	19,321	37.2%
A&O/Transfers	-	0	0	
Expenses Total	896,947	378,207	518,740	42.2%
Watercraft Inspection Fees Total	0	(116,885)	116,885	
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	95,274	279,726	25.4%
Expenses Total	375,000	95,274	279,726	25.4%
CA Gen Fund AIS Prevention Total	-	(279,726)	279,726	
NV Gen Fund AIS Prevention & Control				
Revenue				
State Revenue	(375,000)	(375,000)	0	100.0%
Revenue Total	(375,000)	(375,000)	0	100.0%
Expenses				
Compensation	39,029	48,730	(9,702)	124.9%

TRPA Detailed Financials
Fiscal YTD February 2024

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Contracts	231,601	108,512	123,089	46.9%
Other	40,372	6,179	34,194	15.3%
Rent	63,998	18,064	45,934	28.2%
A&O/Transfers	-	0	0	
Expenses Total	375,000	181,485	193,515	48.4%
NV Gen Fund AIS Prevention & Control Tot	(0)	(193,515)	193,515	
Tahoe Keys & Lakewide AIS Control (LTRA)				
Expenses				
Contracts	-	97,119	(97,119)	
Expenses Total	-	97,119	(97,119)	
Tahoe Keys & Lakewide AIS Control (LTRA)	-	97,119	(97,119)	
Lakewide AIS Control (USACE)				
Revenue				
Grants	(16,510)	0	(16,510)	0.0%
Revenue Total	(16,510)	0	(16,510)	0.0%
Expenses				
Contracts	16,510	32,294	(15,784)	195.6%
Other	-	14	(14)	
Expenses Total	16,510	32,308	(15,798)	195.7%
Lakewide AIS Control (USACE) Total	0	32,308	(32,308)	
USFS LTRA Ski Run Marina				
Revenue				
Grants	(194,816)	(19,303)	(175,513)	9.9%
Revenue Total	(194,816)	(19,303)	(175,513)	9.9%
Expenses				
Compensation	44,835	3,269	41,566	7.3%
Contracts	125,000	19,047	105,953	15.2%
A&O/Transfers	24,982	1,821	23,160	7.3%
Expenses Total	194,816	24,137	170,679	12.4%
USFS LTRA Ski Run Marina Total	0	4,834	(4,834)	
Shorezone Mitigation Funds				
Revenue				
Fees for Service	-	(83,728)	83,728	
Revenue Total	-	(83,728)	83,728	

TRPA Detailed Financials
Fiscal YTD February 2024

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Expenses				
Contracts	-	17,400	(17,400)	
Expenses Total	-	17,400	(17,400)	
Shorezone Mitigation Funds Total	-	(66,328)	66,328	
AIS Prevention (SNPLMA Rnd 12 Final)				
Revenue				
Grants	(891,158)	(538,674)	(352,484)	60.4%
Revenue Total	(891,158)	(538,674)	(352,484)	60.4%
Expenses				
Compensation	169,089	140,762	28,327	83.2%
Contracts	627,853	302,459	325,394	48.2%
A&O/Transfers	94,216	78,432	15,784	83.2%
Expenses Total	891,158	521,653	369,505	58.5%
AIS Prevention (SNPLMA Rnd 12 Final) Total	(0)	(17,021)	17,021	
ANS Mgmt Plan - Meeks Bay Control				
Revenue				
Grants	(41,092)	(50,254)	9,162	122.3%
Revenue Total	(41,092)	(50,254)	9,162	122.3%
Expenses				
Contracts	41,092	35,500	5,592	86.4%
Expenses Total	41,092	35,500	5,592	86.4%
ANS Mgmt Plan - Meeks Bay Control Total	-	(14,754)	14,754	
DBW Meyers Station Grant				
Revenue				
Grants	(332,384)	(55,836)	(276,548)	16.8%
Revenue Total	(332,384)	(55,836)	(276,548)	16.8%
Expenses				
Compensation	32,427	15,787	16,640	48.7%
Contracts	299,957	96,416	203,541	32.1%
A&O/Transfers	-	0	0	
Expenses Total	332,384	112,203	220,181	33.8%
DBW Meyers Station Grant Total	0	56,367	(56,367)	

TRPA Detailed Financials
Fiscal YTD February 2024

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
AIS Prevention Equipment (DBW Grant)				
Revenue				
Grants	(160,795)	(73,760)	(87,035)	45.9%
Revenue Total	(160,795)	(73,760)	(87,035)	45.9%
Expenses				
Compensation	10,809	9,535	1,274	88.2%
Contracts	149,986	62,079	87,907	41.4%
A&O/Transfers	-	0	0	
Expenses Total	160,795	71,614	89,182	44.5%
AIS Prevention Equipment (DBW Grant) Tot	0	(2,147)	2,147	
Taylor Tallac Restoration Project				
Revenue				
Grants	(250,371)	(18,572)	(231,799)	7.4%
Revenue Total	(250,371)	(18,572)	(231,799)	7.4%
Expenses				
Contracts	250,371	213,646	36,725	85.3%
Expenses Total	250,371	213,646	36,725	85.3%
Taylor Tallac Restoration Project Total	-	195,074	(195,074)	
BMP Enforcement in NV (NV 319)				
Revenue				
Grants	(62,114)	(1,090)	(61,024)	1.8%
Revenue Total	(62,114)	(1,090)	(61,024)	1.8%
Expenses				
Compensation	1,566	3,841	(2,275)	245.2%
Contracts	60,000	0	60,000	0.0%
A&O/Transfers	548	1,344	(796)	245.3%
Expenses Total	62,114	5,185	56,929	8.3%
BMP Enforcement in NV (NV 319) Total	0	4,095	(4,095)	
Stormwater Planning Support				
Revenue				
Fees for Service	(61,100)	(45,566)	(15,534)	74.6%
Revenue Total	(61,100)	(45,566)	(15,534)	74.6%
Expenses				
Compensation	-	52,124	(52,124)	

TRPA Detailed Financials
Fiscal YTD February 2024

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Other	721	0	721	0.0%
A&O/Transfers	-	29,044	(29,044)	
Expenses Total	721	81,168	(80,447)	
Stormwater Planning Support Total	(60,379)	35,602	(95,981)	-59.0%
Monitoring Asian Clams Sand Harbor (NDSL)				
Revenue				
Grants	(763,589)	(232,815)	(530,774)	30.5%
Revenue Total	(763,589)	(232,815)	(530,774)	30.5%
Expenses				
Compensation	40,872	8,592	32,280	21.0%
Contracts	699,943	221,849	478,094	31.7%
A&O/Transfers	22,774	4,787	17,987	21.0%
Expenses Total	763,589	235,228	528,361	30.8%
Monitoring Asian Clams Sand Harbor (NDSL)	(0)	2,413	(2,413)	
Lakewide AIS Control (ANS Task Force)				
Revenue				
Grants	(77,428)	(28,421)	(49,007)	36.7%
Revenue Total	(77,428)	(28,421)	(49,007)	36.7%
Expenses				
Compensation	32,427	20,355	12,072	62.8%
Contracts	26,932	12,977	13,956	48.2%
A&O/Transfers	18,069	11,342	6,727	62.8%
Expenses Total	77,428	44,674	32,754	57.7%
Lakewide AIS Control (ANS Task Force) Total	(0)	16,252	(16,252)	
Lahontan Caldor Fire Monitoring				
Revenue				
Grants	(99,639)	(404)	(99,235)	0.4%
Revenue Total	(99,639)	(404)	(99,235)	0.4%
Expenses				
Compensation	2,305	458	1,847	19.9%
Contracts	97,333	0	97,333	0.0%
A&O/Transfers	-	0	0	
Expenses Total	99,639	458	99,180	0.5%
Lahontan Caldor Fire Monitoring Total	(0)	54	(54)	

TRPA Detailed Financials
Fiscal YTD February 2024

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Cal Fire Defensible Space				
Revenue				
Grants	(531,617)	(140,910)	(390,707)	26.5%
Revenue Total	(531,617)	(140,910)	(390,707)	26.5%
Expenses				
Compensation	69,526	0	69,526	0.0%
Contracts	423,352	159,601	263,751	37.7%
A&O/Transfers	38,740	0	38,740	0.0%
Expenses Total	531,617	159,601	372,016	30.0%
Cal Fire Defensible Space Total	0	18,691	(18,691)	
LTRA 5 USFS				
Revenue				
Grants	(2,722,957)	(939,961)	(1,782,996)	34.5%
Revenue Total	(2,722,957)	(939,961)	(1,782,996)	34.5%
Expenses				
Contracts	2,722,957	1,114,035	1,608,922	40.9%
Expenses Total	2,722,957	1,114,035	1,608,922	40.9%
LTRA 5 USFS Total	0	174,074	(174,074)	
USFS LTRA Forest Health				
Revenue				
Grants	(1,631,476)	(26,728)	(1,604,748)	1.6%
Revenue Total	(1,631,476)	(26,728)	(1,604,748)	1.6%
Expenses				
Compensation	52,380	930	51,450	1.8%
Contracts	1,549,909	23,189	1,526,720	1.5%
A&O/Transfers	29,186	518	28,668	1.8%
Expenses Total	1,631,476	24,637	1,606,839	1.5%
USFS LTRA Forest Health Total	(0)	(2,091)	2,091	
USFS LTRA BMP				
Revenue				
Grants	(1,738,407)	(25,103)	(1,713,304)	1.4%
Revenue Total	(1,738,407)	(25,103)	(1,713,304)	1.4%
Expenses				

TRPA Detailed Financials
Fiscal YTD February 2024

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Compensation	24,689	8,794	15,895	35.6%
Contracts	1,699,962	1,370	1,698,592	0.1%
A&O/Transfers	13,757	4,900	8,857	35.6%
Expenses Total	1,738,407	15,064	1,723,344	
USFS LTRA BMP Total	0	(10,040)	10,040	
EPA Green Infrastructure Watershed				
Revenue				
Grants	(34,695)	(16,970)	(17,725)	48.9%
Revenue Total	(34,695)	(16,970)	(17,725)	48.9%
Expenses				
Compensation	9,437	1,530	7,906	16.2%
Contracts	20,000	16,715	3,285	83.6%
A&O/Transfers	5,258	853	4,405	16.2%
Expenses Total	34,695	19,098	15,597	55.0%
EPA Green Infrastructure Watershed Total	(0)	2,128	(2,128)	
USFWS AIS NZ Mudsnail Response				
Revenue				
Grants	(156,863)	0	(156,863)	0.0%
Revenue Total	(156,863)	0	(156,863)	0.0%
Expenses				
Contracts	156,863	0	156,863	0.0%
Expenses Total	156,863	0	156,863	0.0%
USFWS AIS NZ Mudsnail Response Total	(0)	0	(0)	0.0%
Envir. Imp. Total	624,836	457,271	167,566	
Infrastructure				
General Services				
Expenses				
Compensation	99,236	64,864	34,372	65.4%
Expenses Total	99,236	64,864	34,372	65.4%
General Services Total	99,236	64,864	34,372	65.4%
IT				
Expenses				
Contracts	280,000	176,565	103,435	63.1%

TRPA Detailed Financials
Fiscal YTD February 2024

Row Labels	Ann Budget	YTD	Remaining	Percent Spent
Other	213,586	218,827	(5,241)	102.5%
Expenses Total	493,586	395,392	98,194	80.1%
IT Total	493,586	395,392	98,194	80.1%
Infrastructure Total	592,822	460,255	132,566	77.6%



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STAFF REPORT

Date: March 20, 2024

To: TRPA Governing Board

From: TRPA Staff

Subject: Release of City of South Lake Tahoe Operations & Maintenance (O&M) Mitigation Funds (\$405,601.00) towards purchase of two XBroom Street Sweepers

Summary and Staff Recommendation:

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

Required Motion:

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

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

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

Table 1 Proposed Funding Release			
EIP #	PROJECT	Fund	Amount
01.01.01.0217	2 x XBroom Street Sweepers Purchase	O&M	\$405,601.00
	Total Funding Requested		\$405,601.00

Background:

The City of South Lake Tahoe is requesting \$405,601.00 in Operations & Maintenance (O&M) Mitigation Funds towards the purchase of two new XBroom Street Sweepers. Sweeping city streets to reduce sediment on the road surface, and prevent fine particulates from being transported to Lake Tahoe, is critical to meeting TMDL pollutant load reductions.

Funding Match:

Operations and maintenance fund releases require a 1:1 local funding match. For this request, the local match funding source is the City of South Lake Tahoe General Fund.

City of South Lake Tahoe – Local Funding Match			
	Mitigation Funds	Local Match	Total Budget
CSLT General Fund		\$405,601.00	\$405,601.00
O&M Mitigation Funds	\$405,601.00		\$405,601.00
Total	\$405,601.00	\$405,601.00	\$811,202.00

The unencumbered account balance for the Operations and Maintenance fund for the City of South Lake Tahoe, as of February 29, 2024, is \$426,693.06, 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 City shall only use the funds for the project cited above and as approved by TRPA.
2. TRPA reserves the right to withhold funds to ensure project priorities, goals, and objectives are consistent with those of the Environmental Improvement Program and TRPA's Regional Plan.
3. The City agrees to follow all laws, codes, and regulations adopted by federal, state, and local authorities/agencies.
4. The City agrees to maintain a report detailing the use and expenditure 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 City 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 to identify TRPA as a funding source and shall include the EIP logo.
8. The City 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:

For questions regarding this agenda item, please contact Tracy Campbell at (775) 589-5257 or tcampbell@trpa.gov.

To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

Attachment:

- A. EIP Project Fact Sheet

Attachment A

EIP Project Fact Sheet - Purchase of two XBroom Street Sweepers



Purchase of Two XBroom Street Sweepers

Project Number	01.01.01.0217
Action Priority	Reduce Stormwater Pollution From: Roads and Highways, Forest Roads, Public and Private Parcels
Implementers	City of South Lake Tahoe
Primary Contact	Stephen Anderjack (sanderjack@cityofslt.us)
Stage	Planning/Design
Duration	2024 - 2024

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

Purchase of two 2023 Freightliner CNG Chassis with mounted XBroom to replace two failing units. Project is requesting \$405,601 in O&M Funds. O&M Funds will be matched with \$405,601 in City of South Lake Tahoe General Funds. The cost of each unit is approximately \$405,601 which totals to \$811,202 for two units.

Key Accomplishments

Accomplishments to be provided upon completion of project

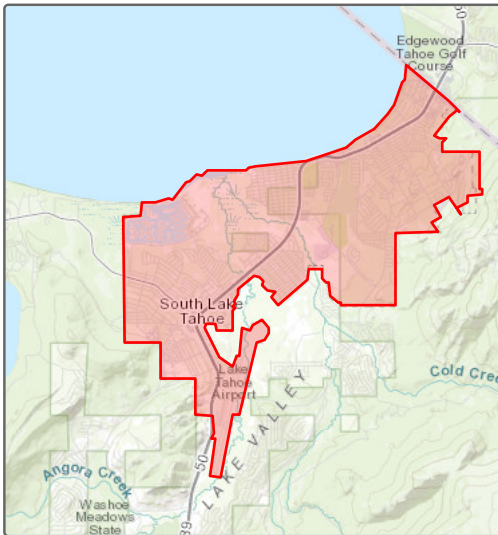
Threshold Categories

- Air Quality
- Water Quality



Proposed Sweeper

Location



Expenditures

No expenditures provided



STAFF REPORT

Date: March 20, 2024

To: TRPA Governing Board

From: TRPA Staff

Subject: Resolution of Enforcement Action: Alpine View Estates LLC; Unauthorized Tree Removal
6731 N. Lake Boulevard, Placer County, CA, Assessor's Parcel Number (APN) 117-071-053,
TRPA File No. ERSP2020-1404.

Summary and Staff Recommendation:

Staff recommends that the Governing Board accept the proposed Settlement Agreement (Attachment A) in which Alpine View Estates LLC ("Alpine View") agrees to pay a \$30,000 penalty to TRPA and plant six native conifers for the unauthorized tree removal of three trees over 40 inches diameter at breast height ("dbh") at the property located at 6731 N. Lake Boulevard, Placer County, CA, Assessor's Parcel Number (APN) 117-071-053 ("Alpine View Property").

Required Motions:

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

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

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

Violation Description/Background:

The removal of trees larger than 14 inches dbh without authorization from TRPA is a violation of TRPA Code section 61.1.5. Additionally, TRPA's ordinance for old growth enhancement and protection requires the retention of healthy and structurally sound trees larger than 30 inches dbh within non-SEZ urban areas unless no reasonable alternative exists to retain the tree, including modification of design plans. (TRPA Code section 61.3.7.B.)

In December 2023, TRPA staff received complaints of excessive tree cutting on the multi-family dwelling construction project located on the Alpine View Property. TRPA staff inspected the site that same month and reviewed the project permit. Staff found that most of the trees were removed in accordance with Alpine View's approved construction plans. Unfortunately, however, TRPA staff also discovered that Alpine View removed three healthy trees larger than 40 inches dbh without TRPA approval. These trees were not identified for removal in Alpine View's permit, and upon further analysis, TRPA staff determined that the findings to allow for the removal of such trees would not have been possible during design review of the project. Alpine View representatives admitted the three trees were removed without TRPA approval.

Alpine View has accepted responsibility for the unauthorized activities and has agreed to a settlement where they will plant six mature 15-20 foot native conifers in TRPA approved locations and pay a penalty of \$30,000 to TRPA. Staff believes the Settlement Agreement represents an appropriate response to the violation and will help deter future violations of a similar nature.

Regional Plan Compliance:

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

Contact Information:

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

Attachments:

- A. Settlement Agreement

Attachment A

Settlement Agreement



Mail

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Location

128 Market Street
Stateline, NV 89449

Contact

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SETTLEMENT AGREEMENT

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

In January 2024, The Tahoe Regional Planning Agency (TRPA) inspected the Property located at 6731 N Lake Blvd, Tahoe Vista, Placer County, CA, Assessor’s Parcel Numbers 117-071-053, TRPA File Number ERSP2020-1404 and found that the following violations of the TRPA Code of Ordinances had occurred:

1. TRPA Code Section 2.3.2.O: The removal of live trees 14 inches dbh or less that are not on lakeshore properties is exempt as provided in subsection 61.1.5 and subparagraph 61.3.3.B.3. Three trees greater than 14” were removed without TRPA authorization.
2. TRPA Code Section 33.6.1: Vegetation shall not be disturbed, injured, or removed except in accordance with the Code or conditions of project approval during construction. All trees, major roots, and other vegetation, not specifically designated and approved for removal in connection with a project shall be protected according to methods approved by TRPA. Three trees, 41P, 43P and 44P, noted to be retained on TRPA approved plans were removed without TRPA authorization.
3. TRPA Code Section 33.6.10: All trees designated to be retained during construction shall be protected as follows: Fencing shall be placed no closer than the dripline of the tree(s)...No material or equipment shall enter or be placed in the areas protected by fencing or outside the construction areas. Trees which were to remain onsite were removed without authorization or approval.
4. TRPA Code Section 61.1.5: The cutting, moving, removing, killing, or materially damaging of live trees, and the attachment of appurtenances to trees, shall comply with this subsection. The removal of trees 14 inches dbh or less shall be exempt from TRPA approval under subparagraph 2.3.2.M and requirements of this chapter, except as provided herein. Removal of trees greater than 14 inches dbh shall require approval by TRPA except as provided in subparagraphs 61.1.4.A.2 and 61.1.4.A.3. Removal of trees greater than six inches dbh on lakefront properties where the trees to be removed provide vegetative screening of existing structures as viewed from Lake Tahoe requires TRPA approval, except as provided in subsections 61.1.4.A.2 and 61.1.4.A.3. Permits.

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

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

1. Alpine View shall pay TRPA \$30,000 within 30 days of Governing Board approval of this Settlement Agreement.
2. As mitigation for the unauthorized activities, Alpine View shall plant six 15-20 foot trees of the same type in similar approved location. The restoration shall be complete within 6 months of approval.
3. If Alpine View fails to comply with any of the actions required by this Settlement Agreement, Alpine View confesses to judgment against them and in favor of TRPA in the amount of \$60,000 (payable immediately) and an injunction to enforce the terms of this Settlement Agreement. Alpine View also agrees to pay all reasonable attorneys fees and costs associated with collecting the increased settlement of \$60,000. Notwithstanding the foregoing, the confession of judgment shall not be filed unless TRPA has provided Alpine View with written notice of default and notice to cure such default within ten days of the date of written notice. If the default has not been cured by that time, TRPA may file the confession of judgment.
4. Once Alpine View has fully complied with all of the terms herein, TRPA shall release the Alpine View of all claims arising out of his failure to follow TRPA procedures during the activities described in this Settlement Agreement.

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

Signed:

Alpine View Estates LLC

Date

Julie Regan, Executive Director
Tahoe Regional Planning Agency

Date



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STAFF REPORT

Date: March 20, 2024

To: TMPO Governing Board

From: TRPA Staff

Subject: Appointment of Alternate Representative to Tahoe Transportation District (TTD) Board of Directors

Summary and Staff Recommendation:

Staff recommends Governing Board approve the appointment of Julie Regan, TRPA Executive Director as the alternate TRPA representative to the Tahoe Transportation District Board of Directors.

Required Motion:

In order to approve the proposed TTD Board alternate appointment, the TRPA Governing Board must make the following motion, based on the staff report:

- 1) A motion to appoint Julie Regan, or her designee, as the alternate TRPA representative to the Tahoe Transportation District Board of Directors.

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

Background:

In 2023, The Tahoe Regional Planning Agency Governing Board appointed member Jessica Diss to the TTD Board of Directors. With this action Julie Regan or her designee can represent TRPA on the TTD Board when primary appointee Jessica Diss is not available.

In 2019, California and Nevada passed substantially similar laws (California SB 785 and Nevada SB 136) adding additional board members to the Tahoe Transportation District's Board of Directors.

The laws amended Article IX of the Bi-State Tahoe Regional Planning Compact to change the membership of the Tahoe Transportation District's board of directors by adding one appointee each made by the governing body of the Tahoe Regional Planning Agency, the Governor of California, and the Governor of Nevada.

Contact Information:

For questions regarding this agenda item, please contact Marja Ambler, at (775) 589-5287 or mambler@trpa.gov. To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.



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STAFF REPORT

Date: March 20, 2024

To: TRPA Governing Board

From: TRPA Staff

Subject: Tahoe Truckee Unified School District (North Tahoe High School) –
Public Service – Campus Modernization Improvements
2949 Polaris Road, Tahoe City, Placer County, California
Assessor's Parcel Number 093-010-015 / TRPA File Number ERSP2023-1371

Summary and Staff Recommendation: Governing Board action on the proposed project and related findings based on this staff summary and the draft permit (Attachment A). Staff recommends the Governing Board make the required findings and approve the project subject to the special conditions in the draft permit.

Required Motions:

To approve the proposed project, the Board must make the following motions, based on this staff summary and the evidence in the record:

1. A motion to approve the required findings contained in this staff summary, including a finding of no significant effect; and
2. A motion to approve the proposed project subject to the conditions contained in the draft permit (see Attachment A).

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

Project Description/Background:

The Tahoe Truckee Unified School District is proposing to implement modernization improvements on the North Tahoe High/Middle School campus. The proposed project includes pedestrian and vehicular circulation improvements within the campus, improvements to provide Americans with Disabilities (ADA) access, and improvements to the existing stadium. New lighting within the stadium and along a pedestrian path are proposed.

The project will result in an increase in Class 6 land coverage of 7,005 square feet, which will be accommodated utilizing base allowable land coverage.

Site Description:

The affected parcel houses both the North Tahoe High School and the North Tahoe (middle) School. The parcel is comprised of the connected structures housing the schools, sporting courts, sport fields

and associated parking facilities, as well as a large area of open space on the north side of the parcel. The parcel is surrounded on north and west by conservation area, and on the south and east by residential neighborhoods.

Issues and Concerns:

The proposed Public Service Project includes an increase in coverage of 7,005 square feet. Subsection 2.2.2.D.1.a of the TRPA Code of Ordinances requires Governing Board approval for Public Service Projects involving over 3,500 square feet of new land coverage. All other issues are discussed in the following staff analysis.

Staff Analysis:

- A. Environmental Documentation: TRPA staff completed the Initial Environmental Checklist (IEC) and “Project Review Conformance Checklist and Article V(g) Findings” in accordance with Chapter 4, Subsection 4.3 of the TRPA Code of Ordinances. All responses contained on said checklists indicate compliance with the environmental threshold carrying capacities and TRPA staff recommends the Governing Board make a Finding of No Significant Effect. A copy of the completed checklists will be made available at the Governing Board hearing and at TRPA.
- B. Plan Area: The project is located within the Placer County Tahoe Basin Area Plan, North Tahoe High School Subdistrict, where “Schools – Kindergarten through Secondary” require a “Minor Use Permit (MUP),” which is processed as a Special Use by the Tahoe Regional Planning Agency.
- C. Land Coverage: The project will result in a 7,005 square foot increase in Land Capability Class 6 land coverage, which will be accommodated utilizing unused base allowable coverage within the parcel and mitigated pursuant to Subsection 60.2 (Water Quality Mitigation) of the TRPA Code of Ordinances. The parcel’s base allowable land coverage is 621,785 square feet. The proposed project will result in a total of 501,321 square feet of onsite land coverage.
- D. Height: The proposed project will not result in an increase in building height of any of the school buildings on campus. The reconstruction of the bleachers will result in an increase of approximately four feet, to a total height of 31 feet, including the bleachers and the press box. The additional height can be permitted pursuant to Section 37.5.2.A of the TRPA Code of Ordinances, subject to the Chapter 37 height findings below. Some of the proposed light poles will be 30 feet tall, which can be approved pursuant to TRPA Code Section 37.6.2, “Additional Height for Certain Structures.”
- E. Scenic Quality: The proposed project is not visible from any identified scenic resources. The ground level improvements will have no effect on the parcel’s scenic quality. The proposed field lighting is necessary to conduct nighttime activities on the school’s sports facilities, and the increased pathway lighting is necessary to increase public safety in and around the school campus and fields. As a result, the facility will not result in an adverse impact to the applicable scenic quality threshold.

Regional Plan Compliance:

The proposed project is consistent with the TRPA Regional Plan.

Contact Information:

For questions regarding this agenda item, please contact Bridget Cornell, Associate Planner, via telephone at (775) 589-5218 or via email at bcornell@trpa.gov. To submit a written public comment, please email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

Attachments:

- A. Required Findings/Rationale
- B. Draft Permit
- C. Site Plan
- D. Initial Environmental Checklist

Attachment A
Required Findings/Rationale

Required Findings: The following is a list of the required findings as set forth in Chapters 4, 21, 30, and 37 of the TRPA Code of Ordinances. Following each finding, agency staff has summarized the evidence on which the finding can be made.

1. Chapter 4 – Required Findings:

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

The project is located within the North Tahoe High School Subdistrict of the Placer County Tahoe Basin Area Plan, where “Schools – Kindergarten through Secondary” require a “Minor Use Permit (MUP),” which is processed as a Special Use by TRPA. Policy PS-1.1 of the Regional Plan supports the upgrade and expansion of public service facilities consistent with the Land Use Element of the Regional Plan. There is no evidence showing the proposed project will have an adverse effect on the Land Use, Transportation, Conservation, Recreation, Scenic Quality, Public Service and Facilities, or Implementation sub-elements of the Regional Plan. The project, as conditioned, will not adversely affect the implementation of any applicable elements of the Regional Plan. The project is consistent with the Public Service and Facility Policies of the Placer County Tahoe Basin Area plan.

- (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 Section 4.4.2 of the TRPA Code of Ordinances and incorporates the checklist into this analysis. All responses contained in the project findings indicate compliance with the environmental threshold carrying capacities. In addition, the applicant has completed an IEC, which is hereby incorporated into this analysis. Staff has concluded that the project will not have a significant effect on the environment. A copy of the completed checklist and IEC will be made available on the TRPA website, and through the Parcel Tracker.

- (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.

The project, as conditioned, will not have an adverse impact on applicable air and water quality standards for the Region. The project includes maintenance of the existing water quality best management practices and will not result in the generation of additional daily vehicle trip ends.

2. Chapter 21 – Special Use Findings:

- (a) The project, to which the use pertains, is of such a nature, scale, density, intensity and type to be an appropriate use for the parcel on which, and surrounding area in which, it will be located.

The nature of the proposed project is consistent with the public service uses permissible within the Area Plan and will provide an important site for wireless technology providers to improve service in the area. The proposed project includes modernization improvements on the existing North Tahoe High/Middle School campus that will provide improved accessibility within the campus, improved sports facilities, and upgraded lighting to improve public safety. The proposed improvements do not increase the capacity of the school.

- (b) The project to which the use pertains, will not be injurious or disturbing to the health, safety, enjoyment of property, or general welfare of persons or property in the neighborhood, or general welfare of the region, and the applicant has taken reasonable steps to protect against any such injury and to protect the land, water, and air resources of both the applicant's property and that of surrounding property owners.

The proposed project includes improvements to an existing school campus and sports facilities. The project will not increase the capacity of the school and is consistent with the existing uses.

The proposed improvements will provide enhanced accessibility both within the campus and within the sports facility and will provide improved safety.

- (c) The project, to which the use pertains, will not change the character of the neighborhood or detrimentally affect or alter the purpose of the applicable planning area statement, community plan and specific or master plan, as the case may be.

The improvements to the school campus and sports facilities will not change the character of the neighborhood and will not result in a change in use within the project area. The project is located within North Tahoe High School Subdistrict of the Placer County Tahoe Basin Area plan, where "Schools – Kindergarten through Secondary" require a "Minor Use Permit (MUP), which are processes by TRPA as a special use. Policy PS-1.1 of the Regional Plan supports the upgrade and expansion of public service facilities consistent with the Land Use Element of the Regional Plan.

3. Chapter 30 – Coverage Relocation Findings:

- (a) The relocation is to an equal or superior portion of the parcel or project area, as determined by reference to the following factors:

- (1) Whether the area of relocation already has been disturbed.

The coverage relocation proposed with this project differs slightly from the existing conditions. All relocated coverage will be within areas already being utilized by the school and sports uses.

- (2) The slope of and natural vegetation on the area of relocation.

The area of relocation differs only slightly from the existing conditions and is to an area of similar grade.

- (3) The fragility of the soil on the area of relocation.

All existing and proposed coverage within the project area is within verified Land Capability 6.

- (4) Whether the area of relocation appropriately fits the scheme of use of the property.

The area of relocation is within the area surrounding the school buildings, and within the existing sports facilities. The relocation will not affect the use of other portions of the campus.

- (5) The relocation does not further encroach into a stream environment zone, backshore, or the setbacks established in the Code for the protection of stream environment zones or backshore.

There is no stream environment zone (SEZ), backshore or setbacks for either within the project area or the vicinity.

- (6) The project otherwise complies with the land coverage mitigation program set forth in Section 30.6.

The coverage proposed with the project is well within the parcel's base allowable land coverage. There is no excess land coverage within the project area.

- (b) The area from which the land coverage was removed for relocation is restored in accordance with subsection 30.5.3.

The areas from which the coverage is being removed will be restored in accordance with Code requirements.

- (c) The relocation shall not be to Land Capability Districts 1a, 1b, 1c, 2, or 3, from any higher numbered land capability district.

The coverage will be relocated within Land Capability 6 lands.

4. Chapter 37 - Additional Height Findings:

- (a) 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 proposed improvements are not visible from any major arterials, scenic turnouts, public recreations areas or the waters of Lake Tahoe. The proposed improvements will not extend above the tree canopy.

- (b) Finding 2: When outside a community plan, the additional height is consistent with the surrounding uses.

The additional height necessary for the lighting is consistent with surrounding uses within the North Tahoe High/Middle School campus.

- (c) 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 necessary for the lighting is designed to not interfere with existing views. The additional height for the bleachers is designed to provide enhanced viewing of the sports facilities and provide better accessibility.

- (d) Finding 4: The function of the structure requires greater maximum height than otherwise provided for in this chapter.

The intent of the lighting is to provide improved safety. The higher light poles are designed so that the lighting can be projected downward, to prevent “spill-off” onto adjacent properties. The higher light poles are necessary to adequately light the sports facilities and to minimize the number of poles.

The additional height for the bleachers is necessary to provide improved accessibility, and improved visibility from the bleachers to the sports facilities.

- (b) Finding 7: The additional height is the minimum necessary to feasibly implement the project and there are no feasible alternatives requiring less additional height.

Per (b) above, the increased height is necessary to minimize the number of light poles, and allow the light to project downwards, preventing “spill-off” to adjacent properties.

Attachment B
Draft Permit

March 27, 2024

Mr. Jay Kniep
PO Box 18601
South Lake Tahoe, CA 96151

**TAHOE TRUCKEE JOINT UNIFIED SCHOOL DISTRICT – CAMPUS MODERNIZATION IMPROVEMENTS
2949 POLARIS ROAD, TAHOE CITY, PLACER COUNTY, CALIFORNIA
ASSESSOR'S PARCEL NUMBERS (APN) 093-010-015 / TRPA FILE NUMBER ERSP2023-1371**

Dear Mr. Kniep:

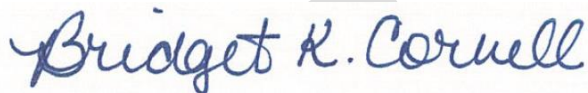
Enclosed please find the Tahoe Regional Planning Agency (TRPA) permit and attachments for the project referenced above. If you accept and agree to comply with the Permit conditions as stated, please make a copy of the permit, sign the "Permittee's Acceptance" block on the first page the Permit, and return the signed copy to TRPA within twenty-one (21) calendar days of issuance. Should the permittee fail to return the signed permit within twenty-one (21) calendar days of issuance, the permit will be subject to nullification. Please note that signing the permit does not of itself constitute acknowledgement of the permit, but rather acceptance of the conditions of the permit.

TRPA will acknowledge the original permit only after all standard and special conditions of approval have been satisfied. Please email a written response explaining how the special conditions of the permit have been addressed, along with a final set of plans to be stamped electronically.

Pursuant to Rule 11.2 of the TRPA Rules of Procedure, this permit may be appealed within twenty-one (21) days of the date of this correspondence (June 16, 2022).

Please feel free to call me if you have any questions.

Sincerely,



Bridget K. Cornell
Associate Planner
Current Planning

Enclosure

Cc: Tahoe Truckee Joint Unified School District
Attn: Chad Lindeen
11603 Donner Pass Road
Truckee, CA 96161

PERMIT

PROJECT DESCRIPTION: Public Service: North Tahoe High/Middle School **APN** 093-010-015
- Campus Modernization Improvements

PERMITTEE(S): Tahoe Truckee Unified School District **FILE#** ERSP2023-1371

COUNTY/LOCATION: Placer County / 2949 Polaris Road

Having made the findings required by Agency ordinances and rules, TRPA approved this project on March 27, 2024, subject to the standard conditions of approval attached hereto (Attachment Q) and the special conditions found in this permit.

This permit shall expire on March 27, 2027, without further notice unless the construction has commenced prior to this date and diligently pursued thereafter. Commencement of construction consists of pouring concrete for a foundation and does not include grading, installation of utilities or landscaping. Diligent pursuit is defined as completion of the project within the approved construction schedule. The expiration date shall not be extended unless the project is determined by TRPA to be the subject of legal action which delayed or rendered impossible the diligent pursuit of the permit.

NO TREE REMOVAL, CONSTRUCTION OR GRADING SHALL COMMENCE UNTIL:

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

Bridget K. Cornell March 27, 20234
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 093-010-015
FILE NO. ERSP2023-1371

Water Quality Mitigation Fee (1): Amount \$13,029.30 Paid _____ Receipt No. _____

Security Posted (2): Amount \$ 10,000.00 Type: _____ Paid _____ Receipt No. _____

Security Administrative Fee (2): Amount \$ _____ Paid _____ Receipt No. _____

Notes:

- (1) See Special Condition 3.X., below.
- (2) See Special Condition 3.XX., below.

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

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

TRPA Executive Director/Designee

Date

SPECIAL CONDITIONS

1. This project authorizes an addition to the existing North Tahoe High/Middle School campus. The project will consist of a set of improvements to the overall site, including upgrades to the buildings' exteriors, interior remodeling of the existing school buildings, improving pedestrian and vehicular circulation and improvements to the existing stadium. The various components of the proposed project are outlined below.

Circulation Improvements:

- New driveway and pathway connecting the campus to the parcel to the east.
- Americans with Disability (ADA) upgrades:
 - Existing Middle School Staff/Visitor parking to Middle School Entrance.
 - Existing High School Staff/Visitor parking to High School Entrance.
 - Existing accessible drop-off to both Middle School and High School Entries.
 - Existing cafeteria entrance to existing Middle School basketball courts.
 - Existing student parking to existing middle school gymnasium entrance to football field and track.

Stadium and sports facility improvements:

- Demolish and rebuild existing bleachers on the west side of football field.
- New pole-mounted lights and public announcement.
- Additional lighting along new path accessing parcel to the east.
- Construct new ball walls on existing pavement adjacent to middle school basketball courts.

The project will result in an increase in land coverage of 7,005 square feet, which will be accommodated using base allowable land coverage.

The North Tahoe High School campus parcel has been certified for Best Management Practices (Certificate #109997, December 15, 2008). BMPs will be adjusted as necessary to accommodate the project, and maintenance of existing BMPs will be required (see Special Condition 4, below).

The special conditions below are based on the plans provided with the original project application, and revised site plans provided on February 9, 2024.

2. The Standard Conditions of Approval listed in Attachment Q shall apply to this permit.
3. Prior to permit acknowledgement, the following conditions of approval must be satisfied.
 - A. Page A0.01 (Cover Sheet):
 - (1) Please update the "project Description" to reflect the parcel's accurate land capability districts and associated areas, consistent with the information provided in the sample coverage table below.
 - (2) Please update the "Existing Coverage" to the accurate "Existing Coverage," consistent with that shown in the sample coverage table below.
 - B. Page C0.2.0 (Land Coverage Proposed):
 - (1) This parcel includes both Class 5 and Class 6 Land Capability Districts. Please update "TRPA Parcel Data Table" include the following information:
 - (a) Area associated with each land capability district.
 - (b) Base allowable coverage associated with each land capability district.
 - (c) Please label existing and proposed land coverage as Land Capability 6.
 - (2) The Existing Coverage shown is not consistent with prior TRPA approvals. Please update the coverage numbers to reflect the most recent project approval (TRPA File #ERSP2010-001) and the coverage exemptions applied with TRPA File #QEXE2014-1292.
 - (3) Please provide the coverage table in a format consistent with the example shown below, which reflects the application of the land coverage exemptions associated with the ADA path improvements accessing the courts.
 - C. INC 01 and INC 02 Grading Plans: Please show the total grading associated with each improvement section, including cut and fill.

- D. Page E3.0.1 (Schedules & Details): Please identify the various dimensions of the “fixture Pole base Mounting Detail.” If the installation requires excavation depths deeper than five feet below ground surface (bgs), please submit a TRPA Soils Hydrology application, seeking approval of the proposed excavation depth.

SAMPLE COVERAGE TABLE FORMAT:

Land Capability	Area (square feet)	Base Allowable (%)	Base Allowable (square feet)	
Land Capability Class 5	92,592	25%	23,148	
Land Capability Class 6	1,995,458	30%	598,637	
TOTAL:	2,088,050	621,785		
	Coverage (square feet)			
	Previously Approved ¹	Proposed, TOTAL	Exemption ²	Proposed Coverage
<u>Class 6</u>				
School Buildings	112,289	112,289		112,289
Bus Garage	6,679	6,679		6,679
Miscellaneous	13,346	13,563		13,563
AC Paving	292,145	292,353	745	291,608
Concrete Sidewalks	13,034	20,239	10	20,229
Pave Sidewalks	18,995	15,469		15,469
Bleachers	890	4,546		4,546
Restroom Building	900	900		900
Stairways	304	304		304
AC Ped & Road Access	585	585		585
Additional AC Coverage	2,184	2,184		2,184
Track & High Jump	22,710	22,710		22,710
Long Jump Runway & Landing	1,779	1,779		1,779
Shot Put Ring & Training Pad	500	500		500
Shot Put Sector	5,541	5,541		5,541
Discus Ring	100	100		100
AC Accessible Paths	1,391	1,391		1,391
Track Emergency & Equipment Access	944	944		944
TOTAL:	494,316	502,076	755	501,321
<u>Remaining Allowable:</u>				
Class 5	23,148			23,148
Class 6	104,321			97,318
Total:	127,469			120,466

NOTES:

- 1) “Previously Approved” coverage was approved with TRPA File #ERSP2010-0001, and coverage exemptions applied with #QEXE2014-0292.
- 2) TRPA File #QEXE2014-0292: ADA Exemption, pursuant to TRPA Code Section 30.4.6.C.

- E. Please provide documentation of previously approved BMPs for the entire parcel. See Special Condition 4, below, for additional requirements demonstrating maintenance of existing BMPs.

- F. The Security required under Standard Condition I.2 of Attachment Q shall be \$10,000.00. Security shall be released upon completion of the project, installation of permanent BMPs and satisfaction of all permit conditions. Please see Attachment J, Security Procedures, for appropriate methods of posting the security and the applicable security administration fee.
- G. The permittee shall submit final plans to TRPA electronically, incorporating the changes outlined above.
4. Prior to security return, the applicant shall work with the property owner to demonstrate that existing BMPs are being maintained. This shall be documented in a BMP Maintenance Log (https://www.tahoebmp.org/Documents/BMPHandbook/Maintenance_Log_interactive_form.pdf). TRPA staff is available to assist the property owner with this reporting requirement.
5. All BMP details and specifications shall be consistent with the TRPA Handbook of Best Management Practices. All BMP handbook details and information sheets can be viewed and downloaded at <http://www.tahoebmp.org/BMPHandbookCh4.aspx>. If sub-surface infiltration facilities are proposed, it will be necessary to submit photo documentation of sub-surface infiltration systems prior to issuance of a BMP Certificate of Completion. The photographs shall clearly show that the infiltration systems have been installed as specified on TRPA approved plans.
6. Prior to security release photos shall be provided to TRPA taken during the construction of any subsurface BMP's or of any trenching and backfilling with gravel.
7. Temporary and permanent BMPs may be field fit by the Environmental Compliance Inspector where appropriate.
8. All Best Management Practices shall be maintained in perpetuity to ensure effectiveness which may require BMPs to be periodically reinstalled or replaced.
9. Existing natural features outside of the building site shall be retained and incorporated into the site design to the greatest extent feasible. The site shall be designed to avoid disturbance to rock outcrops and to minimize vegetation removal and maintain the natural slope of the project site.
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 (including individual members), its Planning Commission (including individual members), 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, administrative appeal, 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

DRAFT

Attachment C
Site Plan

STATE OF CALIFORNIA
APN: 092-035-000

FuD (5)

TbD (6)

TAHOE TRUCKEE UNIFIED SCHOOL DISTRICT
APN: 093-010-015

(E) GRASS FIELD

(E) TRACK AND FIELD

TbD (6)

(E) TENNIS COURTS

(E) AC COURTS

(E) BUILDING

(E) AC PARKING

(E) AC PARKING

(E) BUILDING

(E) AC PARKING

(E) AC PARKING

(E) GRASS FIELD

STATE OF CALIFORNIA
APN: 093-160-064

HANGEBRAUCK ROSS O & LARA B,
APN: 093-010-019

COVERAGE REMOVAL LEGEND

	AC PAVING = 11,468SF
	PAVER WALKS = 3,526SF
	MISC (CURBS, GUTTER, ETC.) = 426SF
	BLEACHERS = 890SF
	CONCRETE WALKS = 574SF

STATE OF CALIFORNIA
APN: 093-010-032

AN IF MAP



Studio W Architects
1530 14 Street
Sacramento, California 95811
T 916.254.5600
www.StudioW-Architects.com

ARCHITECT	ENGINEER

- GENERAL NOTES
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NO.	REVISIONS	DATE
1	PLAN CHECK REVISIONS	08/01/22

<input checked="" type="checkbox"/> ARCH SUBMITTAL	DATE
<input type="checkbox"/> BID SUBMITTAL	
<input type="checkbox"/> BIDDING	
<input type="checkbox"/> CONSTRUCTION	



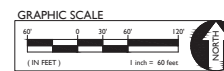
TAHOE TRUCKEE UNIFIED
SCHOOL DISTRICT
11603 DONNER PASS RD.
TRUCKEE, CALIFORNIA 96161

NORTH TAHOE SCHOOL
MODERNIZATION
2945 POLARIS RD.,
TAHOE CITY, CALIFORNIA 96145

LAND COVERAGE
DEMOLITION

Date	Project Number
01/21/2022	21019.1
Scale	Drawing Number
AS NOTED	
Drawn	Checked

C0.1.0



THIS DRAWING MAY HAVE BEEN ENLARGED OR REDUCED

CONSENT CALENDAR ITEM NO. 5

STATE OF CALIFORNIA
APN: 092-035-000

FuD (5)

TbD (6)

TAHOE TRUCKEE UNIFIED SCHOOL DISTRICT
APN: 093-010-015

(E) GRASS FIELD

TbD (6)

(E) TENNIS COURTS

(E) AC COURTS

(E) GRASS FIELD

(E) AC PARKING

(E) BUILDING

(E) BUILDING

(E) AC PARKING

(E) AC PARKING

(E) AC PARKING

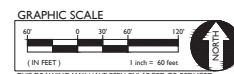
STATE OF CALIFORNIA
APN: 093-160-064

COVERAGE PROPOSED LEGEND	
	AC PAVING = 10,931SF
	MISC (CURBS, GUTTER, ETC.) = 643SF
	BLEACHERS = 4,688SF (4,546 WITH 3:1 REDUCTION)
	CONCRETE WALKS= 7,769SF

093-010-015 / 093-010-015 North Tahoe High School Modernization - Coverage Table			
Land Capability	Area (square feet)	Base Allowable (%)	Base Allowable (square feet)
Land Capability Class 5	92,552	20%	23,148
Land Capability Class 6	1,905,458	30%	581,637
TOTAL:	2,000,000		621,185

Coverage (square feet)			
Previously Approved	Proposed	Exemption	Proposed
Class 5			
School Buildings	112,289	112,289	112,289
Bus Garage	6,479	6,479	6,479
Miscellaneous	13,346	13,346	13,346
AC Paving	292,143	292,143	292,143
Concrete Sidewalks	13,034	20,239	10
Paved Sidewalks	18,995	18,995	18,995
Bleachers	890	4,546	4,546
Recreation Building	900	900	900
Stairways	304	304	304
AC Ped & Road Access	585	585	585
Additional AC Coverage	2,184	2,184	2,184
Track & High Jump	22,710	22,710	22,710
Long Jump Runway & Landing	1,779	1,779	1,779
Shot Put Ring & Training Pad	500	500	500
Shot Put Sector	5,541	5,541	5,541
Discus Ring	100	100	100
AC Accessible Paths	1,391	1,391	1,391
Track Emergency & Equipment Access	844	844	844
TOTAL:	494,316	502,076	755
Remaining Allowable			
Class 5	23,148		23,148
Class 6	558,321		97,316
Total:	127,469		120,464

NOTES:
1. "Previously Approved" coverage was approved with TDR 10A HSRP (2010-2020), and coverage reductions applied with HSRP (2010-2020).
2. TDR 10A HSRP (2010-2020) ADA Exemption, pursuant to TDR 10A Code Section 10.6.6.C.



ANR 100



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ARCHITECT	ENGINEER

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NO.	REVISION	DATE
1	PLAN CHECK REVISION	05/01/22

DATE	
ANR SUBMITTAL	
ANR REUBMITTAL	
BIDDING	
CONSTRUCTION	



TAHOE TRUCKEE UNIFIED
SCHOOL DISTRICT
11603 DONNER PASS RD.
TRUCKEE, CALIFORNIA 96161

NORTH TAHOE SCHOOL
MODERNIZATION
2945 POLARIS RD.,
TAHOE CITY, CALIFORNIA 96145

LAND COVERAGE
PROPOSED

Date	01/21/2022	Project Number	21019.1
Scale	AS NOTED	Drawing Number	
Drawn		Checked	

C0.2.0

CONSENT CALENDAR ITEM NO. 5

NORTH TAHOE CAMPUS MOD - INC_1

Cement Plaster Repair, Cafeteria upgrade, New
Wheelchair lifts at Cafeteria/MS Gym/HS Gym, POT
Upgrades, (N) Ball Walls at MS
2945 POLARIS ROAD
TAHOE CITY, CA 96161
TAHOE TRUCKEE UNIFIED SCHOOL DISTRICT

DSA File No. 31-4H
App. No. 02-120959
PTN. 66944-60



DSA REQUIREMENTS

- ALL WORK SHALL CONFORM TO THE 2019 EDITION OF THE TITLE 24 CALIFORNIA CODE OF REGULATIONS (CCR).
- AS A FACILITY WHICH COMES UNDER THE APPROVAL AND AUTHORITY OF THE DIVISION OF THE STATE ARCHITECT (DSA), THIS PROJECT IS SUBJECT TO DRAWING AND JOB SITE REVIEW BY A REPRESENTATIVE OF DSA CHARGED TO THE APPROVED DRAWINGS AND SPECIFICATIONS AFFECTING FLS, ESS, AND/OR ACS SHALL BE MADE BY ADDENDUM OR A CHANGE ORDER APPROVED BY THE DIVISION OF THE STATE ARCHITECT, AS REQUIRED BY SECTION 4.338, PART 1, TITLE 24, CCR AND DSA R 4-6.
- A DSA CERTIFIED PROJECT INSPECTOR EMPLOYED BY THE DISTRICT (OWNER) AND APPROVED BY THE DIVISION OF THE STATE ARCHITECT SHALL PROVIDE CONTINUOUS INSPECTION OF THE WORK. THE DUTIES OF THE INSPECTOR ARE DEFINED IN SECTION 4.342, PART 1, TITLE 24, CCR. GRADING PLANS, DRAINAGE IMPROVEMENTS, ROAD AND ACCESS REQUIREMENTS AND ENVIRONMENTAL HEALTH CONSIDERATIONS SHALL COMPLY WITH ALL LOCAL ORDINANCES.
- A COPY OF PART 1 TO PART 1 OF TITLE 24 SHALL BE KEPT AND BE AVAILABLE IN THE FIELD DURING CONSTRUCTION.
- USA SHALL BE NOTIFIED OF THE START OF CONSTRUCTION PRIOR TO THE PLACEMENT OF CONCRETE PER SECTION 4.331, PART 1, TITLE 24, CCR. SUPERVISION BY THE DIVISION OF THE STATE ARCHITECT IS REQUIRED ON ALL MITIGATION PROCEDURES.
- ADMINISTRATION OF CONSTRUCTION PER PART 1, TITLE 24, CCR:
 - VERIFIED REPORTS PER SECTION 4.331, PART 1, TITLE 24, CCR
 - DUTIES OF ARCHITECT PER SECTION 4.341, PART 1, TITLE 24, CCR
 - DUTIES OF CONTRACTOR PER SECTION 4.343, PART 1, TITLE 24
- TESTING AND INSPECTION:
 - INSPECTOR APPROVED BY DSA AS PER SECTION 4.333(3), PART 1, TITLE 24, CCR
 - TESTS AND TESTING LABORATORIES PER SECTION 4.335
 - SPECIAL INSPECTION PER SECTION 4.335(3)
- CHANGES IN LEVEL FOR FLOOR FINISHES SHALL CONFORM WITH CBC SECTION 1246.2 AND 1246.1.
- ALL TESTS TO CONFORM TO REQUIREMENTS OF SECTION 4.335, PART 1, TITLE 24, CCR.
- THE INTENT OF THESE DRAWINGS AND SPECIFICATIONS IS THAT THE WORK OF THE ALTERATION, REHABILITATION OR RECONSTRUCTION IS TO BE IN ACCORDANCE WITH TITLE 24, CCR. THE DISTRICT SHALL BE RESPONSIBLE FOR SUCH AS DETERIORATION OR NON-COMPLYING CONSTRUCTION BE DISCOVERED WHICH IS NOT COVERED BY THE CONTRACT DOCUMENTS. COSTS OF RE-TEST MAY BE BACK CHARGED TO THE CONTRACTOR.
- THE INTENT OF THESE DRAWINGS AND SPECIFICATIONS IS THAT THE WORK OF THE ALTERATION, REHABILITATION OR RECONSTRUCTION IS TO BE IN ACCORDANCE WITH TITLE 24, CCR. THE DISTRICT SHALL BE RESPONSIBLE FOR SUCH AS DETERIORATION OR NON-COMPLYING CONSTRUCTION BE DISCOVERED WHICH IS NOT COVERED BY THE CONTRACT DOCUMENTS. COSTS OF RE-TEST MAY BE BACK CHARGED TO THE CONTRACTOR.
- INSPECTION OF RECORD REQUIREMENTS:
 - ONE OR MORE INSPECTORS EMPLOYED BY THE OWNER IN ACCORDANCE WITH THE REQUIREMENTS OF TITLE 24 OF THE CALIFORNIA CODE OF REGULATIONS WILL BE ASSIGNED TO THE WORK. THE INSPECTOR'S DUTIES ARE SPECIFICALLY CALLED OUT IN THE PROJECT AT LEAST 10 DAYS PRIOR TO THE START OF ANY WORK FOR THIS PROJECT.
- INSPECTOR SHALL BE CERTIFIED AS A CLASS II (I) OR (II) INSPECTOR THROUGH THE DIVISION OF THE STATE ARCHITECT. INSPECTOR EXAMINATION PROGRAM. INSPECTOR SHALL ALSO BE SPECIFICALLY APPROVED BY THE DIVISION OF THE STATE ARCHITECT FOR THIS PROJECT AT LEAST 10 DAYS PRIOR TO THE START OF ANY WORK FOR THIS PROJECT.

INCREMENTS

INC. 2 - BLEACHERS - 02-21-2023

ALLOWANCES

- FLOOR AT CAFETERIA TO BE PATTERNED AND (4) DIFFERENT COLORS.
- PAINT:
 - (A) MATCH (E) AT NEW LIFTS
 - (B) (S) ADDITIONAL COLORS TBD AT CAFETERIA
 - (C) WOOD REPLACEMENT DOORS AT LOCKERS AND COACHES OFFICE

ADD ALTERNATES

- MODERNIZE HIGH SCHOOL AND MIDDLE SCHOOL CAFETERIA.
- PROVIDE ADA WHEEL CHAIR LIFT FOR THE HIGH SCHOOL MIDDLE SCHOOL (ADJACENT PROPERTY).
- PROVIDE PATH OF TRAVEL TO NEIGHBORING CROSS COURSE COURSE (ADJACENT PROPERTY).

CODES AND REGULATIONS

- APPLICABLE STATE CODES AND REGULATIONS WITH LATEST AMENDMENTS AND SUPPLEMENTS:
- 2022 BUILDING STANDARDS ADMINISTRATIVE CODE, PART 1, TITLE 24 CCR
 - 2022 CALIFORNIA BUILDING CODE (CBC), PART 2, TITLE 24 CCR (2019 CBC & CALIFORNIA AMENDMENTS)
 - 2022 CALIFORNIA ELECTRICAL CODE (CEC), PART 3, TITLE 24 CCR (2017 NATIONAL ELECTRICAL CODE & CALIFORNIA AMENDMENTS)
 - 2022 CALIFORNIA MECHANICAL CODE (CMC), PART 4, TITLE 24 CCR (2018 UNIFORM MECHANICAL CODE & CALIFORNIA AMENDMENTS)
 - 2022 CALIFORNIA PLUMBING CODE (CPC), PART 5, TITLE 24 CCR (2018 UNIFORM PLUMBING CODE & CALIFORNIA AMENDMENTS)
 - 2022 CALIFORNIA ENERGY CODE, PART 6, TITLE 24 CCR
 - 2022 CALIFORNIA HISTORICAL BUILDING CODE, PART 8, TITLE 24 CCR
 - 2022 CALIFORNIA FIRE CODE (CFC), PART 9, TITLE 24 CCR (2018 INTERNATIONAL FIRE CODE & CALIFORNIA AMENDMENTS)
 - 2022 CALIFORNIA GREEN BUILDING STANDARDS CODE, PART 10, TITLE 24 CCR (2018 INTERNATIONAL GREEN BUILDING STANDARDS CODE & CALIFORNIA AMENDMENTS)
 - 2022 CALIFORNIA GREEN BUILDING STANDARDS CODE PART 11, TITLE 24 CCR
 - 2022 CALIFORNIA REFERENCED STANDARDS, PART 12, TITLE 24 CCR
 - TITLE 8 CCR, CH. 4, SUB-CH. 6 - ELEVATOR SAFETY ORDERS
 - TITLE 8 CCR, PUBLIC SAFETY, 801 REGULATIONS
 - APPLICABLE FEDERAL CODES AND STANDARDS:
 - AMERICANS WITH DISABILITIES ACT (ADA), TITLE 11
 - UNIFORM FEDERAL ACCESSIBILITY STANDARDS (UFAS) or ADA STANDARDS FOR ACCESSIBLE DESIGN (APPENDIX A OF 28 CFR PART 36)
 - APPLICABLE REFERENCED STANDARDS:
 - NFPA 13, STANDARD FOR THE INSTALLATION OF SPRINKLER SYSTEMS (CA AMENDED), 2019 EDITION
 - NFPA 24, PRIVATE FIRE MAINS (CA AMENDED), 2019 EDITION
 - NFPA 72, NATIONAL FIRE ALARM CODE (CA AMENDED), 2019 EDITION
 - NFPA 85, FIRE COOR AND OTHER OPENING PROTECTIVES, 2019 EDITION
 - NFPA 201, CLEAN AGENT FIRE EXTINGUISHING SYSTEMS, 2018 EDITION

PROJECT DESCRIPTION

APN: 080-019-015
ADDRESS: 2949 POLARIS ROAD, TAHOE CITY, CA 96145
HIGHLANDS SUBDIVISION, PLACER COUNTY
PARCEL OWNER: TAHOE TRUCKEE UNIFIED SCHOOL DISTRICT
11603 DONNER PASS ROAD, TRUCKEE, CA 96161
PLAN AREA STATEMENT: NORTH TAHOE CAMPUS 12
TRPA PARCEL DATA SUMMARY
LAND CAPACITY DISTRICT A
LAND CAPACITY DISTRICT AREA
LAND CAPACITY DISTRICT AREA
EXISTING COVERAGE
SCHOOL BUILDINGS
BUS GARAGE
TRAILERS
MISCELLANEOUS (CURBS, GUTTERS, ETC)
AS PAVING
CONCRETE WALKS
PAVER WALKS
BLEACHERS
RESTROOM BUILDING
GO PATH
SKINNED EARTH NEEDED
STAIRWAYS
TOTAL LOT COVERAGE: 29.3%
REMAINING LOT COVERAGE: 15,245 SF

- THE PROJECT INCLUDES:
- INC. 1
- PATH OF TRAVEL, UPGRADE
 - EXISTING MIDDLE SCHOOL STAFF/STUDENT PARKING TO MIDDLE SCHOOL ENTRANCE (BASE BID)
 - EXISTING MIDDLE SCHOOL STAFF/STUDENT PARKING TO MIDDLE SCHOOL ENTRANCE (BASE BID)
 - EXISTING ACCESSIBLE DROP-OFF TO BOTH MIDDLE SCHOOL AND HIGH SCHOOL ENTRANCES (BASE BID)
 - EXISTING CAFETERIA ENTRANCE TO EXISTING MIDDLE SCHOOL BASKETBALL COURTS (BASE BID)
 - EXISTING STUDENT PARKING TO EXISTING MIDDLE SCHOOL DYNAMISIM ENTRANCE AND TO EXISTING FOOTBALL FIELD AND TRACK (BASE BID)
 - NEW PART OF TRAILER TO BE INSTALLED ON NORTH SIDE OF EXISTING STUDENT PARKING LOT BEHIND EXISTING BUS BARN
 - NEW 20' WIDE PARKING LOT ENTRANCE AT NORTH END OF EXISTING STUDENT PARKING LOT SOUTH OF EXISTING BUS BARN BUILDING TO BE INSTALLED FROM EXISTING STUDENT PARKING LOT TO PROPERTY LINE (ALTERNATE 2)
 - EXISTING BLEACHERS AND PRESS BOX (SEE ELECTRICAL DRAWINGS FOR IMPROVEMENTS) LOCATED TO THE WEST OF EXISTING FOOTBALL FIELD AND TRACK TO BE DEMOLISHED AND NEW BLEACHERS TO BE INSTALLED IN SAME FOOTPRINT (BASE BID)
- INC. 2

STATEMENT OF GENERAL CONFORMANCE

FOR ARCHITECTS/ENGINEERS WHO UTILIZE PLANS INCLUDING BUT NOT LIMITED TO SHOP DRAWINGS, PREPARED BY OTHER LICENSED DESIGN PROFESSIONALS AND/OR CONSULTANTS

Application No. 02-120959

File No. 31-4H

(1) The drawings or sheets filed on the cover or index sheet (J&M M, P, E drawings)

This drawing page of specifications/alternates

have been prepared by other design professionals or consultants who are licensed and authorized to prepare such drawings in this state. It has been examined by me for:

- design intent and appears to meet the appropriate requirements of Title 24, California Code of Regulations and the project specifications prepared by me, and
- conform with my plans and specifications and is acceptable for incorporation into the construction of the project.

The Statement of General Conformance "shall not be construed as relieving me of my rights, duties, and responsibilities under Sections 17320 and 81138 of the Education Code and Sections 4.336, 4.341 and 4.344 of Title 24, Part 1, Title 24, CCR, Section 4.337 (b).

I find that:

(1) All drawings or sheets filed on the cover or index sheet

(1) This drawing or page

(b) I declare in general conformance with the project design and

(b) I declare in general conformance with the project design and specifications

Signature Date

Architect or Engineer designated to be in general responsible charge.

Sign: P. Whitmore

Print Name: P. Whitmore

C License Number: 00-30-2003

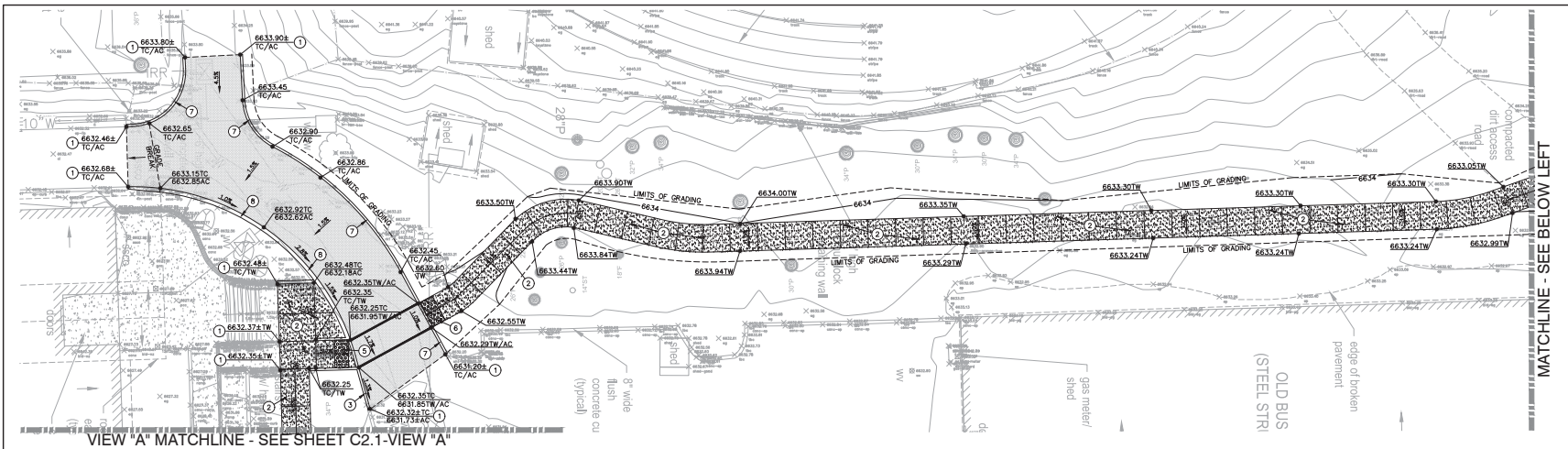
Expiration Date: 09-30-2025

STATEMENT OF GENERAL CONFORMANCE AND SIGNATURE BLOCK PER R 4-18

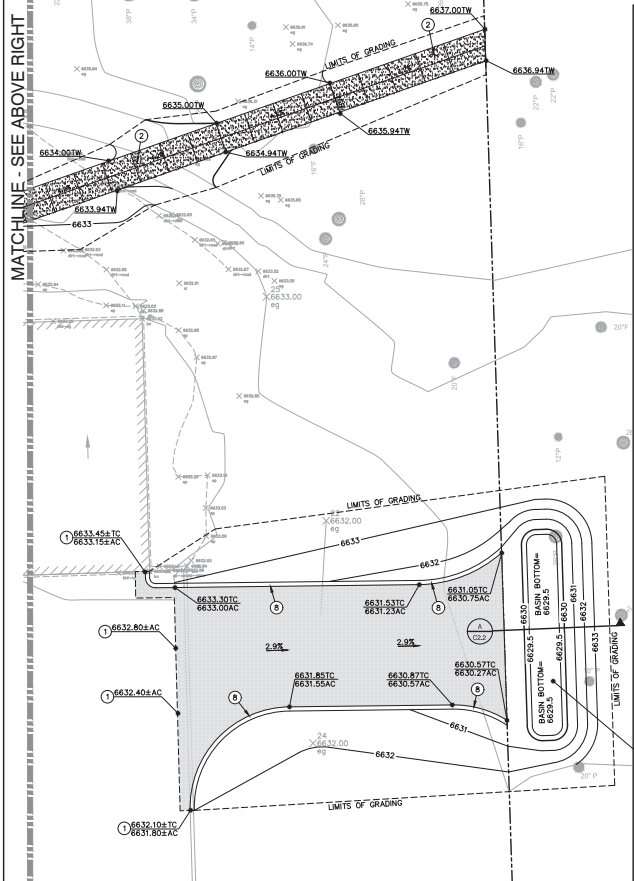
DRAWING INDEX

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GENERAL	
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AS.2	GENERAL NOTES
AS.3	ARCHITECTURAL SYMBOLS AND ABBREVIATIONS
AS.5	CODE ANALYSIS SITE PLAN
Civil	
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C1.1	DEMOLITION PLAN
C1.2	DEMOLITION PLAN
C1.3	DEMOLITION PLAN
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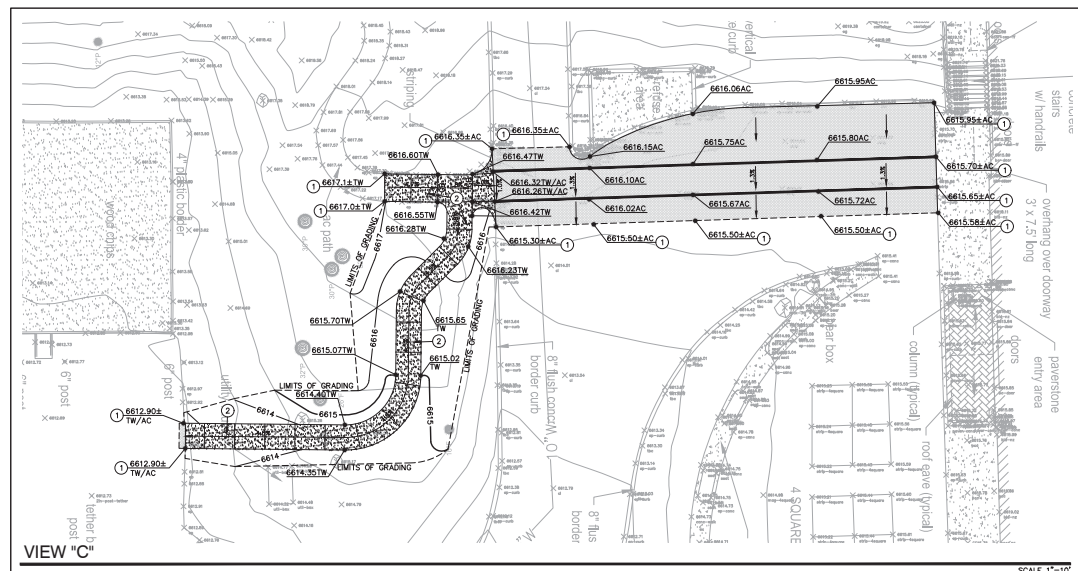
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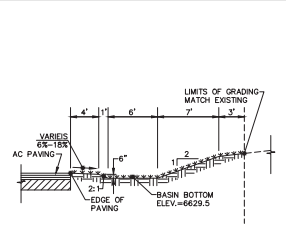
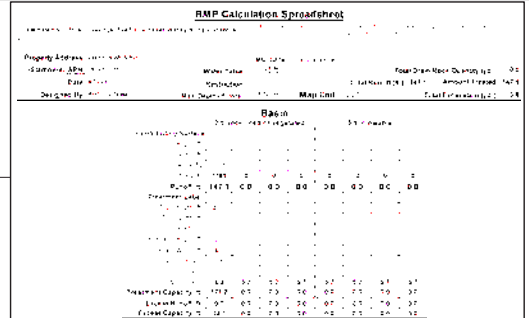
VIEW "A" MATCHLINE - SEE SHEET C2.1-VIEW "A"



VIEW "B"

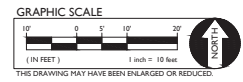


VIEW "C"



*ALL DISTURBED AREAS TO BE VEGETATED. SEE EROSION CONTROL PLAN FOR SEED MIX.

- GRADING NOTES**
1. MATCH EXISTING GRADE/ELEVATION.
 2. CONSTRUCT CONCRETE SIDEWALK PER (CS.1)
 3. CONSTRUCT CONCRETE CURB PER (CS.1)
 4. CONSTRUCT ACCESSIBLE CURB RAMP PER (CS.1)
 5. PLACE TRUNCATED DOMES PER (CS.1)
 6. CONSTRUCT 8" WIDE FLUSH CURB PER (CS.1)
 7. CONSTRUCT ROLLED CONCRETE CURB PER (CS.1)



STUDIO W ARCHITECTS

Studio W Architects
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www.StudioW-Architects.com

ARCHITECT	ENGINEER
STUDIO W ARCHITECTS No. C. 20245 Date: 9/20/23	STUDIO W ARCHITECTS No. C. 20245 Date: 9/20/23

1. This sheet is part of a set and is not to be used alone.
2. This sheet is not to be used for construction unless the architect, engineer and contractor agree on the drawings and the owner has indicated drawings have been reviewed for construction.
3. These plans and specifications are for information only and are not to be used for construction without the prior written consent of the architect or engineer.
4. Copyright Studio W Architects, Inc. 2023

NO.	REMARKS	DATE
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NO.	REMARKS	DATE
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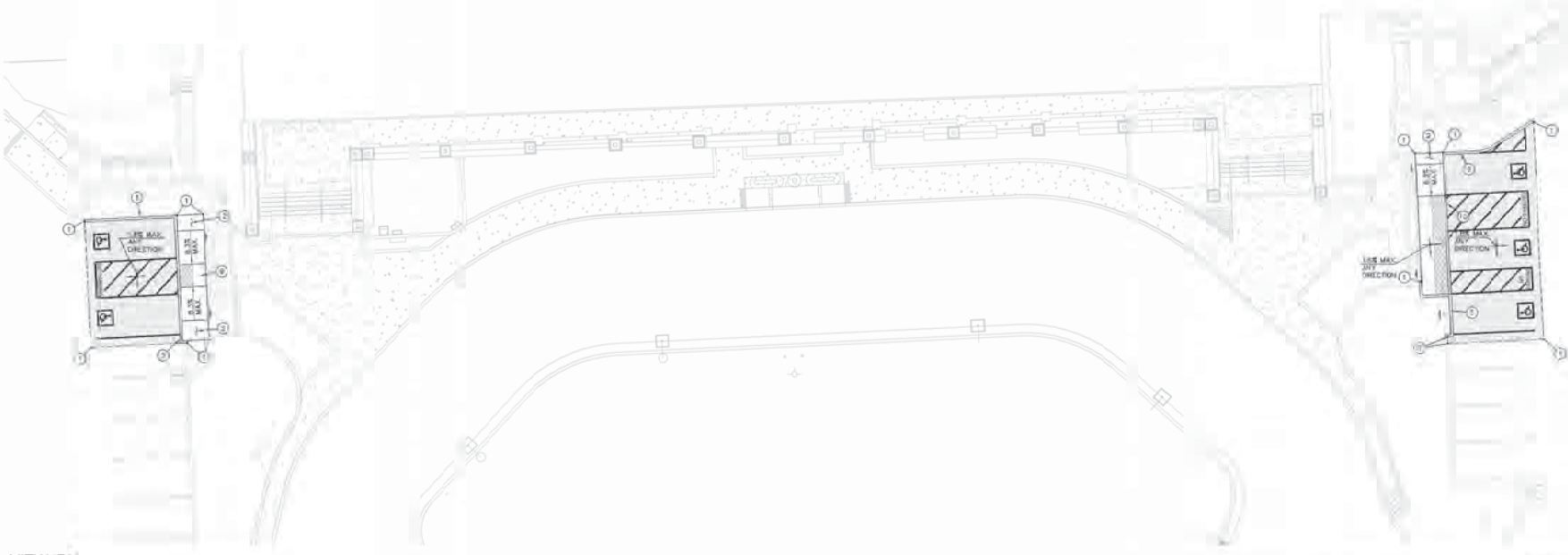
KEY PLAN

TAHOE TRUCKEE UNIFIED SCHOOL DISTRICT
11603 DONNER PASS RD.
TRUCKEE, CALIFORNIA 96161

NORTH TAHOE SCHOOL MODERNIZATION
2945 POLARIS RD.,
TAHOE CITY, CALIFORNIA 96145

GRADING PLAN

Date: 04/12/2023	Project Number: 210191
Scale: AS NOTED	Drawing Number: C2.2
Drawn: [blank]	Checked: [blank]



VIEW 'D'

SCALE 1"=10'

- GRADING NOTES:
1. MATCH EXISTING GRADE/ELEVATION
 2. CONSTRUCT CONCRETE SIDEWALK PER
 3. CONSTRUCT CONCRETE CURB PER
 4. CONSTRUCT ACCESSIBLE CURB RAMP # 1 PER
 5. CONSTRUCT ACCESSIBLE CURB RAMP # 2 PER
 6. CONSTRUCT ACCESSIBLE CURB RAMP # 3 PER
 7. CONSTRUCT ACCESSIBLE CURB RAMP # 4 PER
 8. CONSTRUCT ACCESSIBLE CURB RAMP # 5 PER
 9. CONSTRUCT ACCESSIBLE CURB RAMP # 6 PER
 10. CONSTRUCT ACCESSIBLE CURB RAMP # 7 PER



STUDIO W ARCHITECTS
 1100 N. 1st Street
 Suite 100, Carson City, NV 89401
 (775) 444-1100
 www.studiowarchitects.com



ANTHONY J. TASSARO
 PROFESSIONAL ENGINEER
 STATE OF NEVADA
 LICENSE NO. 10000
 EXPIRATION DATE 12/31/2024

NO.	REVISION	DATE
1	ISSUED FOR PERMIT	08/15/2024
2	REVISION	
3	REVISION	
4	REVISION	
5	REVISION	
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PROJECT NO. 2024-001
 SHEET NO. 1 OF 1

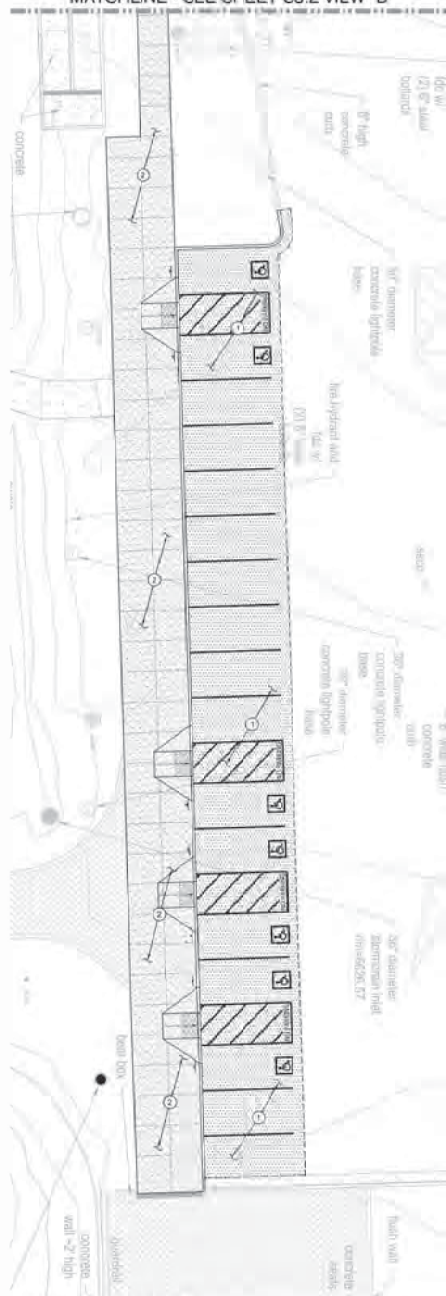
TAHOE TRUCKEE UNIFIED
 SCHOOL DISTRICT
 11603 DOWNER PASS RD.
 TRUCKEE, CALIFORNIA 96161

NORTH TAHOE SCHOOL
 MODERNIZATION
 2845 POLARIS RD.
 TAHOE CITY, CALIFORNIA 96143

GRADING PLAN

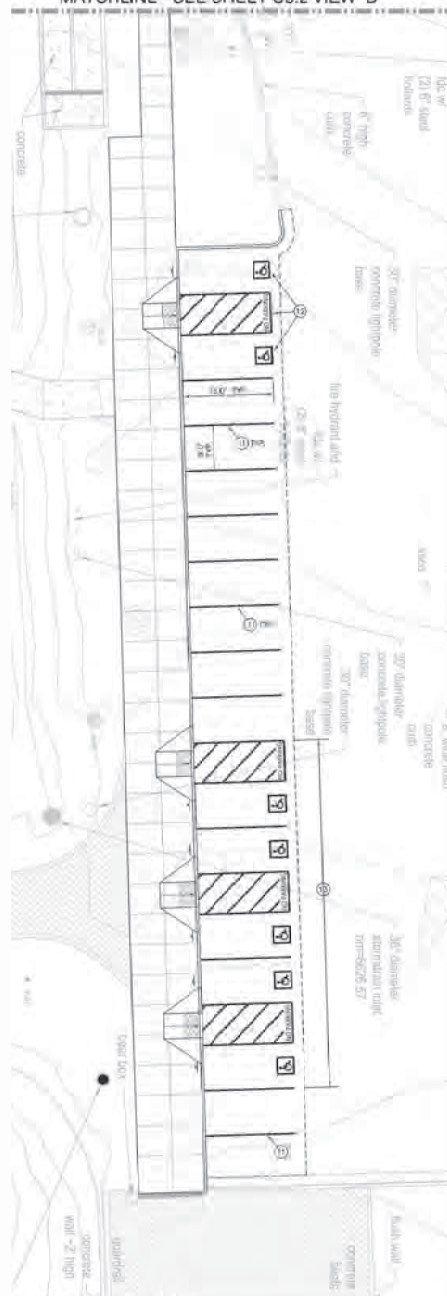
DATE: 08/15/2024
 DRAWN BY: J. TASSARO
 CHECKED BY: J. TASSARO
 PROJECT NO.: 2024-001
 SHEET NO.: 1 OF 1

C2.3



VIEW "A" PAVING PLAN

SCALE 1"=10'



VIEW "A" STRIPING PLAN

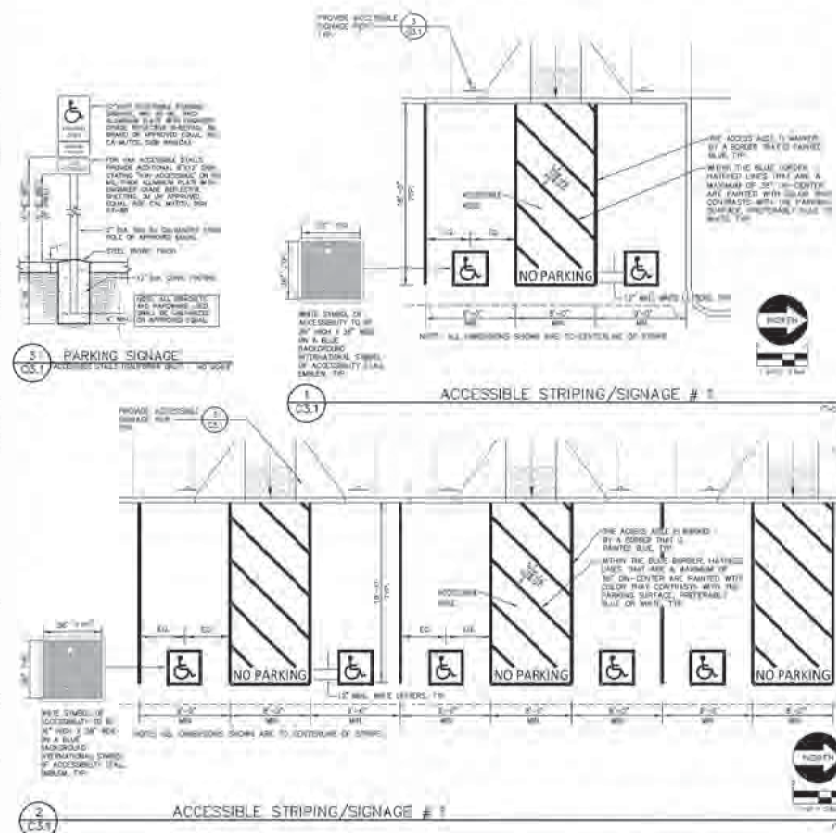
SCALE 1"=10'

PAVING LEGEND

- [illegible]

STRIPING AND SIGNAGE NOTES

12. PROVIDE ADDITION: STYRENE/MANDELIC: 1:1 (W)



GRAPHIC SCALE



Student Address:
10014 Street
Bakersfield, California 93311
(714) 835-2141 Fax
www.StudentAddress.com



Name: _____
 Date: _____
 Class: _____
 Section: _____
 Teacher: _____
 Subject: _____
 Topic: _____
 Chapter: _____
 Page: _____
 Date of Submission: _____
 Date of Receipt: _____
 Date of Review: _____
 Date of Approval: _____
 Date of Finalization: _____
 Date of Completion: _____
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 Date of Finalization: _____
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TAHOE TRUCKEE UNIFIED
SCHOOL DISTRICT
11603 DONNER PASS RD.
TRUCKEE, CALIFORNIA 96161

NORTH TAHOE SCHOOL MODERNIZATION

2945 POLARIS RD.
TAHOE CITY CALIFORNIA 96145

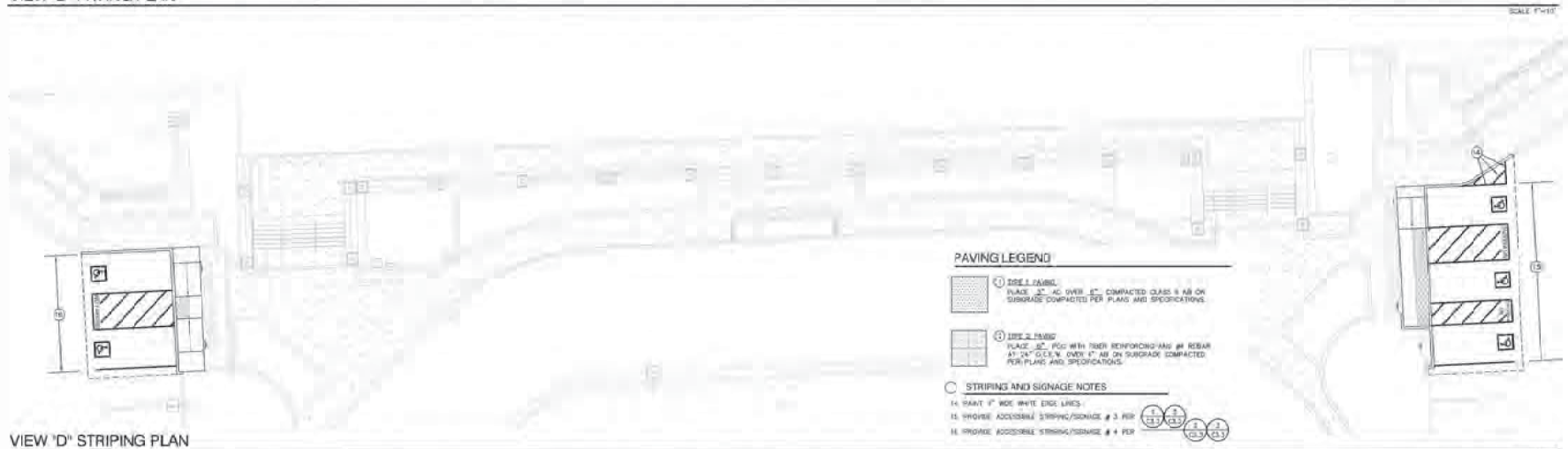
PAVING AND STRIPING PLAN

Date: _____
 CMC (0000): _____
 Serial: _____
 AG: (0000) _____
 Primary: ☐ Windows

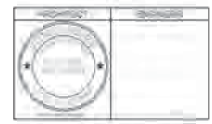
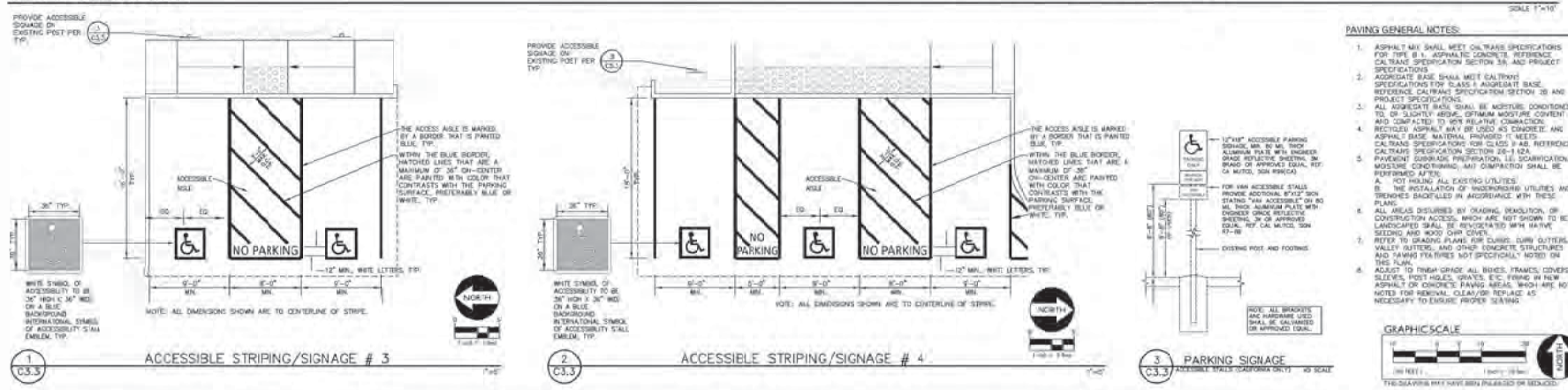
Product: (Max 1000): _____
 Version: _____
 Operating System: _____

C3.1

VIEW 'D' PAVING PLAN



VIEW 'D' STRIPING PLAN



NOTES:
1. ALL DIMENSIONS SHOWN ARE TO CENTERLINE OF STRIPE.
2. ALL DIMENSIONS SHOWN ARE TO CENTERLINE OF STRIPE.
3. ALL DIMENSIONS SHOWN ARE TO CENTERLINE OF STRIPE.

NO.	DESCRIPTION	DATE
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2	ISSUED FOR PERMIT	10/1/2024
3	ISSUED FOR PERMIT	10/1/2024
4	ISSUED FOR PERMIT	10/1/2024
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8	ISSUED FOR PERMIT	10/1/2024
9	ISSUED FOR PERMIT	10/1/2024
10	ISSUED FOR PERMIT	10/1/2024

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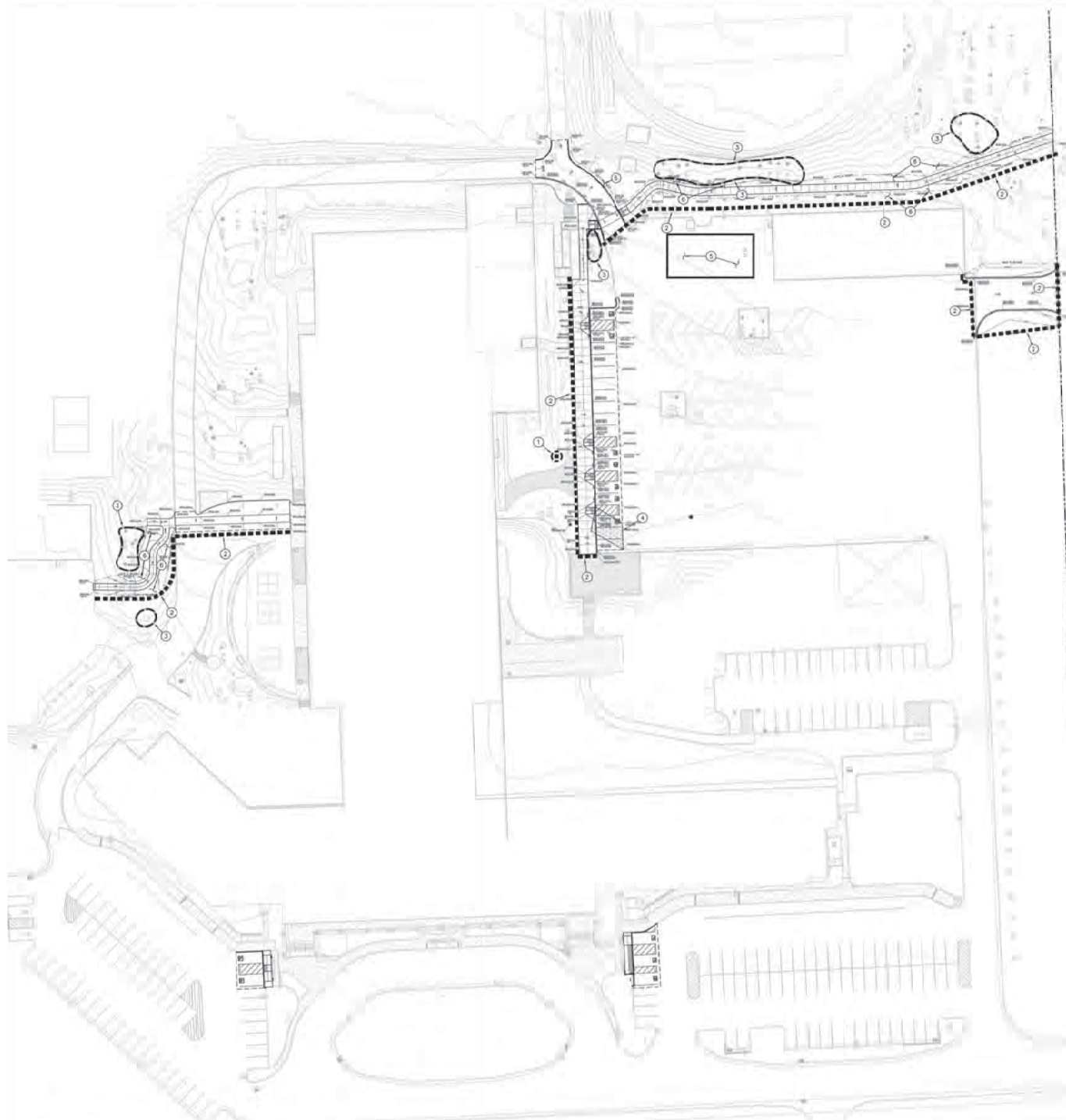
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10/1/2024
10/1/2024

**TAHOE TRUCKEE UNIFIED
SCHOOL DISTRICT**
11603 DOWNER PASS RD.
TRUCKEE, CALIFORNIA 96161

**NORTH TAHOE SCHOOL
MODERNIZATION**
2845 POLARIS RD.
TAHOE CITY, CALIFORNIA 96141

**PAVING AND
STRIPING PLAN**

DATE: 10/1/2024
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]
C3.3

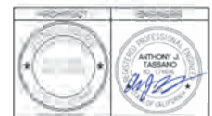


EROSION CONTROL NOTES

GENERAL MAP NOTES:

ERGONOMICS CONTROL NOTES

6. VEGETATION PROTECTION SHALL BE MAINTAINED AROUND AREAS OF ACTIVE CHANNING. SPECIFIC VEGETATION TO BE RETAINED AND IN NEED OF PROTECTION FROM ACTIVE CONSTRUCTION, STAGNANT SCUMPLES, BARRIERS AND PROTECTIONS SHALL BE MAINTAINED. VEGETATION PROTECTION FENCING IS NOT REQUIRED AROUND THE ENTIRE PROPERTY.

[illegible][illegible]

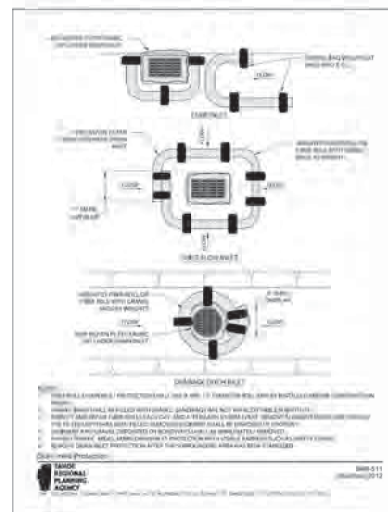
TAHOE TRUCKEE UNIFIED
SCHOOL DISTRICT
11603 DONNER PASS RD.
TRUCKEE, CALIFORNIA 96161

EROSION CONTROL
PLAN

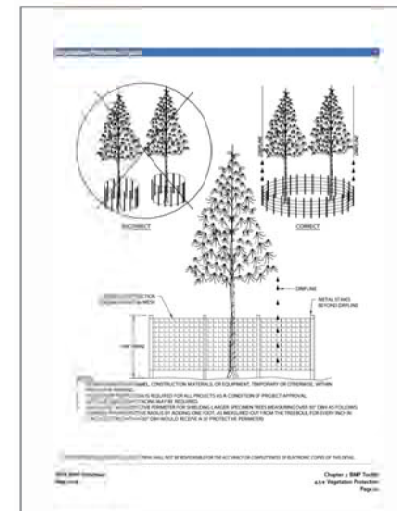
The screenshot shows a software window titled 'C4.1'. It contains a form with several fields: 'Date:' (empty), 'City (country):' (empty), 'Sex:' (empty), 'AS (HIV):' (checked), 'Drugs:' (empty), and 'Cholesterol:' (empty). To the right of the form, there is a section titled 'Cholesterol Results:' with a 'Date:' field (empty) and a 'Result:' field (empty). The text 'C4.1' is displayed in large, bold, black letters in the bottom right corner of the window.



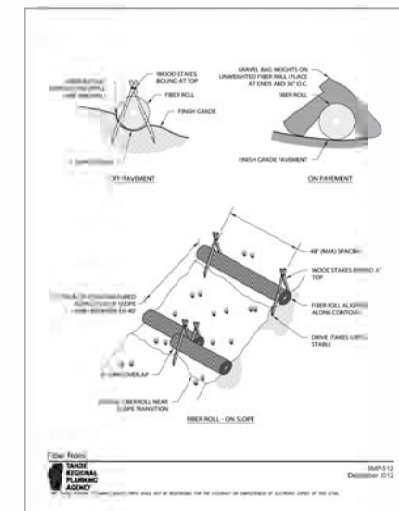
3 C4.2 STABILIZED CONSTRUCTION SITE ACCESS 100' SCALE



6 C4.2 INLET PROTECTION NO SCALE



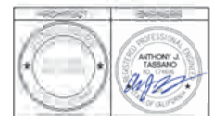
1 C4.2 VEGETATION PROTECTION FENCING NO SCALE



2 C4.2 FIBER ROLLS NO SCALE



Studio W Architects
1111 N. 2nd St.
Tahoe City, CA 96141
www.studiowarchitects.com



Professional Engineer
Anthony J. Tassaro
License No. 44512
State of California

NO.	DESCRIPTION	DATE
1	REVISION	
2	REVISION	
3	REVISION	
4	REVISION	
5	REVISION	
6	REVISION	
7	REVISION	
8	REVISION	
9	REVISION	
10	REVISION	

Professional Engineer
Anthony J. Tassaro
License No. 44512
State of California

Professional Engineer
Anthony J. Tassaro
License No. 44512
State of California

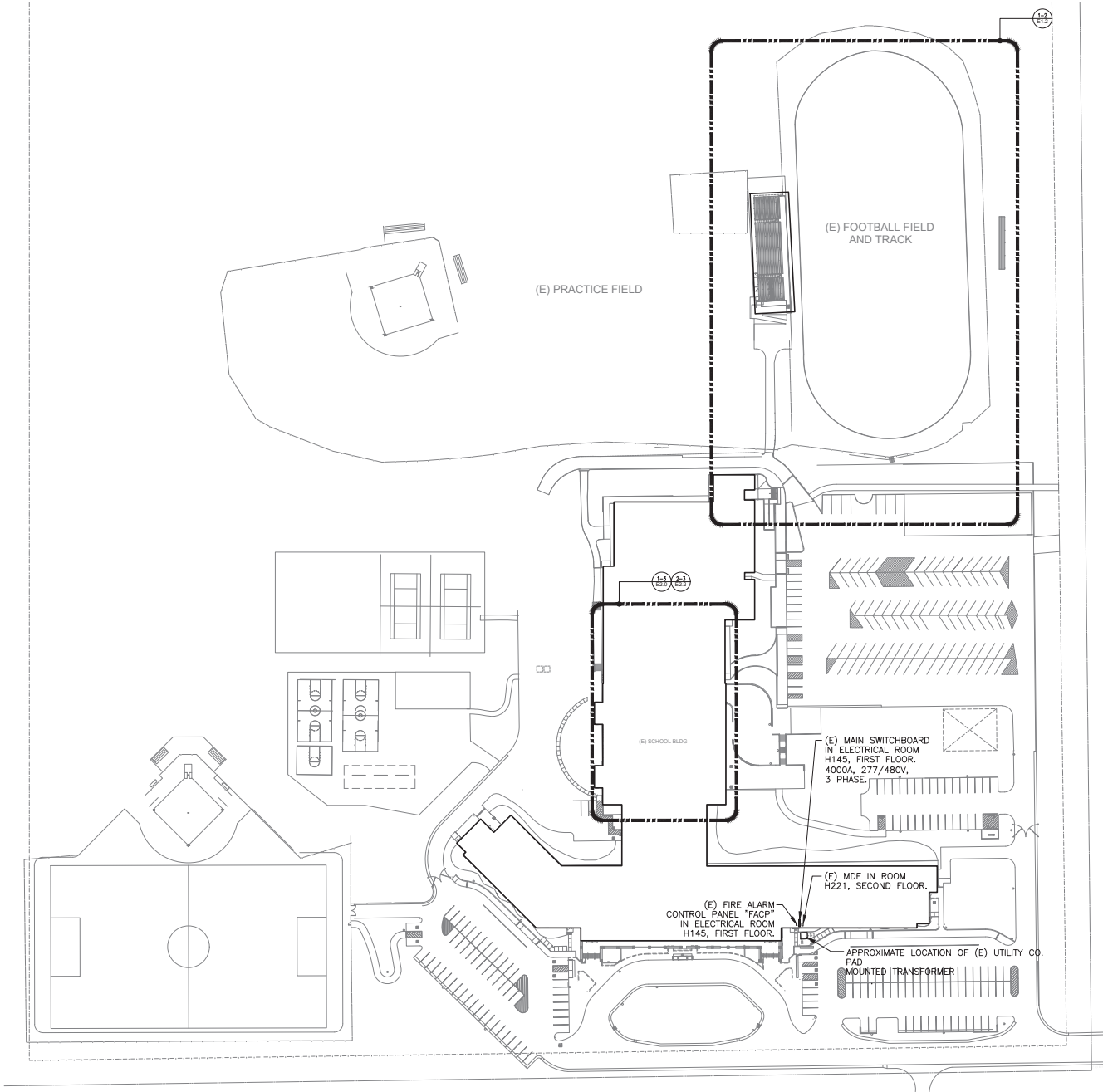
TAHOE TRUCKEE UNIFIED
SCHOOL DISTRICT
11603 DOWNER PASS RD.
TRUCKEE, CALIFORNIA 96161

NORTH TAHOE SCHOOL
MODERNIZATION
2845 POLARIS RD.
TAHOE CITY, CALIFORNIA 96141

EROSION CONTROL
DETAILS

Drawn: CVD (CVD)
Scale: AS (AS)
Checked: CVD (CVD)
Project Number: 10101.1
Drawing: Erosion Control

C4.2



ELECTRICAL OVERALL SITE PLAN



DATE PLOT



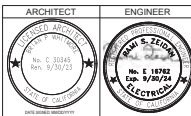
Studio W Architects
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(T) 916.254.5600
www.StudioW-Architects.com



MEP & FS / Sustainability / CMA

1209 Pleasant Grove Blvd.
Roseville, CA 95678
p 916-771-4078

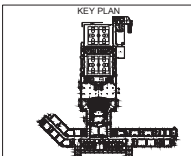
www.lpsngineers.com
Job #: 22-2235



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 4. Copyright Studio W Architects, Inc. 2022.

NO.	REMARKS	DATE

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	<input type="radio"/> DESIGN CHECK	
	<input checked="" type="radio"/> RECORD	DATE: 12/30/2022
<input type="radio"/> CONSTRUCTION		

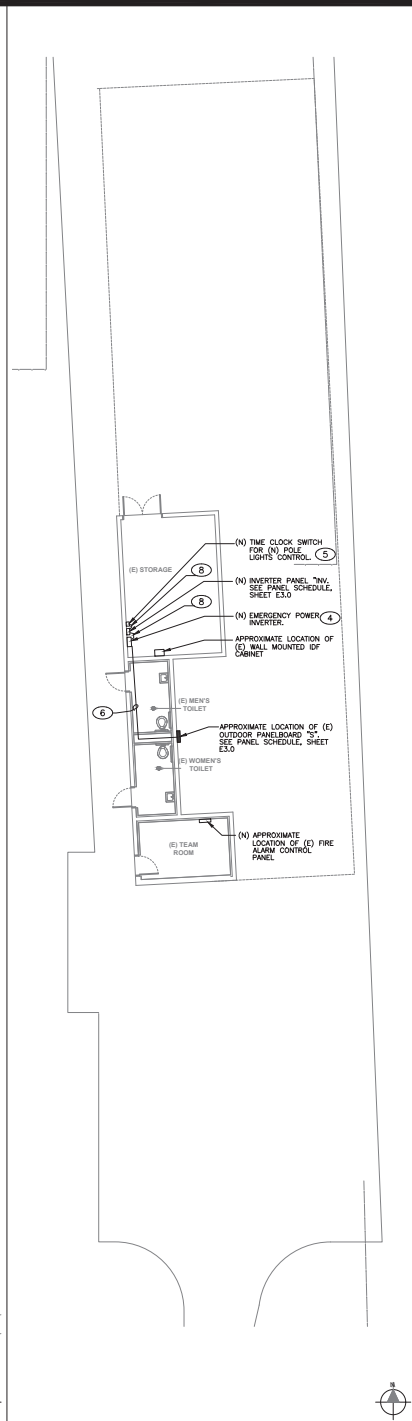


TAHOE TRUCKEE
UNIFIED SCHOOL
DISTRICT
11603 DONNER PASS RD
TRUCKEE, CA 96161

PROJECT STATUS
MOD
Cement Plaster Repair, New
Bleachers, Cafeteria upgrade, New
Mtl. Roof
2945 POLARIS ROAD
TAHOE CITY, CA 96161

ELECTRICAL
OVERALL SITE PLAN

Date 12/30/2022	Project Number 22015
Application Number XX-XXXXXX	Drawing Number E1.0
Drawn Author	Checked Checker



- 
- STUDIO W
ARCHITECTS

LP
CONSULTING
ENGINEERS

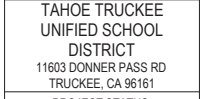
MEP & FS / Sustainability / CxA

1209 Pleasant Grove Blvd.
Roseville, CA 95678
p 916-771-0778

www.lpenigneers.com
Job #: 22-2235

GENERAL NOTES	<ol style="list-style-type: none"> 1. This sheet is part of a set and is not to be used alone. 2. This sheet is not to be used for construction unless the architect's stamp and signature appear on the drawings and the status box indicated drawings have been released for construction. 3. These plans and prints thereof, as instruments of service, are owned by the architect and are for use on this project only. Reproduction and/or distribution without the prior written consent of the architect is forbidden. 4. Copyright Studio W Associates, Inc. 2022.
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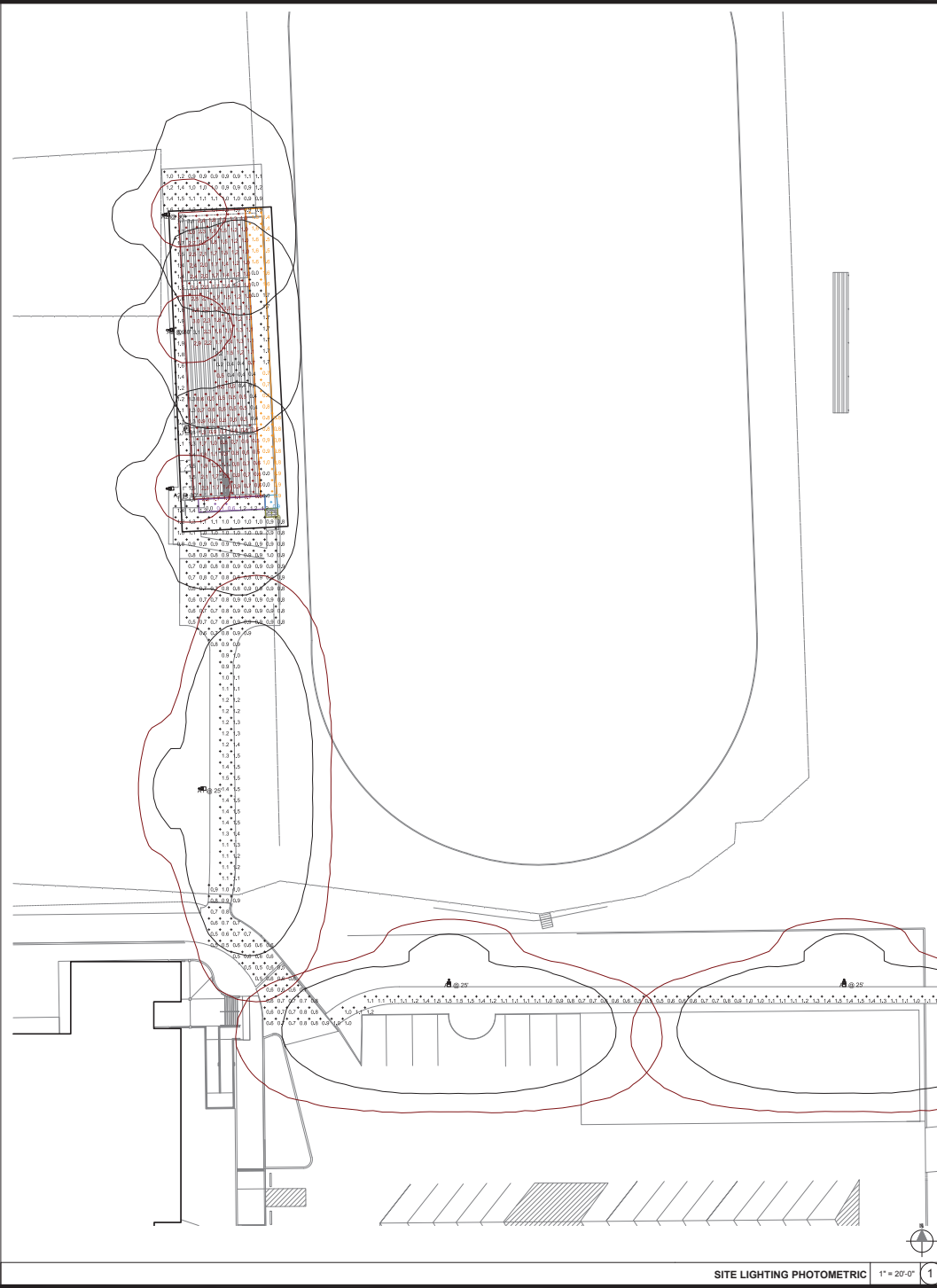
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	<input type="radio"/> CONSTRUCTION	



ELECTRICAL -
ENLARGED SITE PLAN

Date 12/30/2022	Project Number 22015
Application Number XX-XXXXXX	Drawing Number E1.2
Drawn Author	Checked Checker

PRINT DATE: 12/30/2022 11:11 AM
FILE PATH: C:\Users\Graham\OneDrive - BSA Architects, Inc\Drawings\2025\11\Tahoe\North Tahoe Campus Mod.dwg



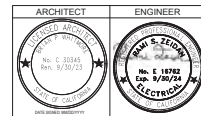
Statistics						
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BLEACHER RAMP	+	0.7 fc	1.2 fc	0.0 fc	N/A	N/A
BLEACHER STEP	+	0.8 fc	0.8 fc	0.8 fc	1.0:1	1.0:1
BLEACHERS	+	1.3 fc	3.1 fc	0.2 fc	15.5:1	6.5:1
BLEACHERS WALKWAY	+	1.1 fc	1.7 fc	0.0 fc	N/A	N/A
WALKWAY	+	1.0 fc	1.9 fc	0.5 fc	3.8:1	2.0:1

SITE LIGHTING PHOTOMETRIC 1" = 20'-0" 1

DATA SHEET



Studio W Architects
1930 H Street
Sacramento, California 95811
(T) 916.254.5600
www.StudioW-Architects.com

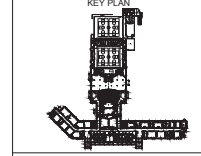


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NO.	REMARKS	DATE

DRAWING STATUS
☒ DESIGN CHECK
☐ DESIGN CHECK
☐ DESIGN
☐ CONSTRUCTION

DATE: 12/30/2022



TAHOE TRUCKEE
UNIFIED SCHOOL
DISTRICT
11603 DONNER PASS RD
TRUCKEE, CA 96161

PROJECT STATUS
NORTH TAHOE CAMPUS
MOD
Cement Plaster Repair, New
Bleachers, Cafeteria upgrade, New
Mtl. Roof
2945 POLARIS ROAD
TAHOE CITY, CA 96161

SITE
LIGHTING
PHOTOMETRIC

Date: 12/30/2022
Application Number: XX-XXXXXX
Author: _____
Checked: _____
Project Number: 22015
Drawing Number: _____
E1.3

NORTH TAHOE CAMPUS MOD - INC_2

Bleacher Replacement

2945 POLARIS ROAD
TAHOE CITY, CA 96161

TAHOE-TRUCKEE UNIFIED SCHOOL DISTRICT

DSA File No. - 31-4H
App. No. - 02-102595
PTN. - 66944-60

DRAWING INDEX		PROJECT DIRECTORY
SHT. NO.	DESCRIPTION	CLIENT
GEN. INC. 1	COVER SHEET - INC. 2	TAHOE TRUCKEE UNIFIED SCHOOL DISTRICT
GEN. INC. 2	GENERAL NOTES - INC. 2	ROB KOSTER 1189 DONNER PASS ROAD TRUCKEE, CA 96161 (707) 592-2500 RKOSTER@TUSD.ORG
GEN. INC. 3	CODE ANALYSIS SITE PLAN - INC. 2	
CIVIL - INC. 2		
C1.1	COVER SHEET	
C1.1.1	DEMOLITION PLAN	
C1.1.2	ENGINEERED FILL PLAN	
C1.1.3	GRADING PLAN	
C1.1.4	PAVING PLAN	
C1.1.5	EROSION CONTROL PLAN	
C1.1.6	DETAILS AND SECTIONS	
ARCHITECTURAL - INC. 2		
A1.1	EXISTING OVERALL - INC. 2	BRIAN WHITMORE, PRINCIPAL 1930 H STREET SACRAMENTO, CA 95811 (916) 254-5600 bwhitmo@studiow.com
A1.1.1	ENLARGED SITE PLAN - INC. 2	
BLEACHER - INC. 2		
B1	COVER PAGE	CHRISTOPHER GARCIA 1930 H STREET SACRAMENTO, CA 95811 (916) 254-1616 cgarcia@studiow.com
B2	GENERAL NOTES	
B3	FOOTING LAYOUT	
B4	FOOTING DETAILS	
B5	GRADE BEAM DETAILS	
B6	LANDSCAPE LAYOUT	
B7	ELEVATION VIEWS	DIANE HANAMOTO 1930 H STREET SACRAMENTO, CA 95811 (916) 254-1617 dhanamo@studiow.com
B8	SECTION VIEWS	
B9	SECTION VIEWS	
B10	SECTION VIEWS	
B11	SECTION VIEWS	
B12	BEATING LAYOUTS	
B13	BEAT BRACKET LAYOUT	
B14	PRESS BOX LAYOUT	
B15	PRESS BOX FINISHING PLAN	
B16	PRESS BOX DETAILS	
B17	PRESS BOX DETAILS	
B18	PRESS BOX DETAILS	
B19	PRESS BOX DETAILS	
B20	PRESS BOX DETAILS	
B21	APPENDIX "A" - MATERIAL SPEC	ANTHONY TABIANO 1117 WINDFELD WAY, SUITE 110 EL CERRILLO HILLS, CA 92520 (916) 945-1670 atabiano@atc.com
B22	PLUMBING DETAILS	
B23	PLUMBING DETAILS	
B24	PLUMBING DETAILS	
B25	PLUMBING DETAILS	
B26	GRANITE DETAIL	
ELECTRICAL - INC. 2		
E1.1	ELECTRICAL HIGH SCHOOL FLOOR PLAN	
E1.1.1	STRUCTURES & DETAILS	
FIRE ALARM - INC. 2		
F1.1	FIRE ALARM LEGEND, ABBREVIATIONS AND NOTES	BRIAN DEAN 684 CLARION COURT SAN LUIS OBISPO, CA 95401 (805) 547-2000 bdean@tsstructural.com
F1.1.1	FIRE ALARM SITE PLAN OVERALL	
F1.1.2	FIRE ALARM DETAILS AND SEQUENCE OF OPERATIONS	
F1.1.3	FIRE ALARM FLOOR PLAN, RISER & BATTERY CALC	
TECHNOLOGY - INC. 2		
T1.1	TECHNOLOGY NOTES, ABBREVIATIONS AND SHEET INDEX	
T1.1.1	TECHNOLOGY SYMBOL LEGEND	
T1.1.2	TECHNOLOGY DETAILS	
T1.1.3	TECHNOLOGY DETAILS	
T1.1.4	TECHNOLOGY DETAILS	
T1.1.5	TECHNOLOGY STADIUM SITE PLAN	
T1.1.6	TECHNOLOGY STADIUM ENLARGED FLOOR PLANS	
T1.1.7	TECHNOLOGY ONE-LINE	
T1.1.8	AUDIO-VISUAL, RACK ELEVATION, ONE-LINE AND EQUIPMENT SCHEDULE	
T1.1.9	TOTAL SHEET #2	
		ARCHITECT STUDIO W ARCHITECTS
		ARCHITECT WARREN CONSULTING ENGINEERS
		STRUCTURAL ENGINEER T & S STRUCTURAL
		ELECTRICAL ENGINEER LP CONSULTING ENGINEERS
		SPECIFICATION WRITER

Legend

Light Gray = All Systems Set
Dark Gray = Only Sewer

Proposed Drains & Drainage Shields

- Storm Drain In (Size and Flow Shown)
- Storm Drain Manhole (Elevation)
- Catch Basin (Oil)
- Drop Plug (ID)
- Area (Area (A))
- Plaster Drain (ID of Floor Slab, Etc.)
- Storm Drain Elevation
- Elevation
- Finished Floor Elevation
- Building Fall Elevator
- Concrete Sump
- Graded Slope for Drainage Flow
- Drain
- Storm
- Tree to be Removed
- Retaining Wall

Proposed Sanitary Sewer Shields

- Sanitary Sewer Line (Size and Flow Shown)
- Sanitary Sewer Manhole (Elevation)
- Sewer Elevation
- Flushing Manhole

Proposed Water Shields

- Water Line & Size
- Fire Line & Size
- Domestic Water Line & Size
- Recreational Water Line & Size
- Irrigation/Sprinkler Line & Size
- Non-Potable Water Line
- Fire Sprinkler Sprinkler & Size
- Gate Valve
- Water Meter
- Fire Hydrant Assembly
- Pre-Installation Check
- Detector Check Valve
- Double Detector Check Valve
- Included Pressure Backflow Preventer
- Antisiphon Valve
- Air Release Valve & Size
- Shut-Off Valve & Size
- Pressure Indicator Valve

[illegible][illegible]

CIVIL SHEET INDEX	
CG-1	CIVIL GENERAL NOTES AND ABBREVIATIONS
CD-1	DEMOLITION PLAN
CE-1	ENGINEERED FILL PLAN
CG-1	GRADING PLAN
CE-1	PAVING PLAN
CE-1	EROSION CONTROL PLAN
CE-1	DETAILS AND SECTIONS

Ravi V. Aravamudan
 Google Inc.
 Mountain View, California 94035
 {T}@G.OOGL.E
 www.DigitalMatters.com

Not Qualified to Teach A recent investigation by the Pennsylvania State Board of Education found that 10 percent of the state's teachers were not qualified to teach. The board said that the teachers were not qualified because they did not have the proper education or training. The board said that the teachers were not qualified because they did not have the proper education or training.

[illegible]

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<input type="radio"/>	Researcher's role	1997-2000
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TAHOE TRUCKEE
UNIFIED SCHOOL
DISTRICT
11603 DONNER PASS RD
TRUCKEE, CA 96161

NORTH TAHOE CAMPUS
MOD - INC 2
Bleacher Replacement
2945 POLARIS ROAD
TAHOE CITY, CA 96151

COVER SHEET

Date:
02/21/2023

C0.1.1

PLAN



Studios W Architecture
1820 N. Street
South Lake Tahoe, California 96150
Tel: 760.704.2800
www.studiowarchitects.com



The undersigned hereby certifies that he/she is a duly Licensed Professional Engineer/Architect and is duly Licensed in the State of California. The undersigned hereby certifies that he/she is the duly Licensed Professional Engineer/Architect of record for the project described herein. The undersigned hereby certifies that he/she is the duly Licensed Professional Engineer/Architect of record for the project described herein.

NO.	REVISION	DATE

PROJECT NO.	DATE
PROJECT NAME	



TAHOE TRUCKEE
UNIFIED SCHOOL
DISTRICT
11603 DONNER PASS RD
TRUCKEE, CA 96161

NORTH TAHOE CAMPUS
MOD - INC. 2
Bleacher Replacement
2845 POLARIS ROAD
TAHOE CITY, CA 96161

GRADING PLAN

Date: 02/21/2023
Drawn: 02-12869
Scale: 1"=10'
Project Number: GR15
Drawing Number: C2.1.1

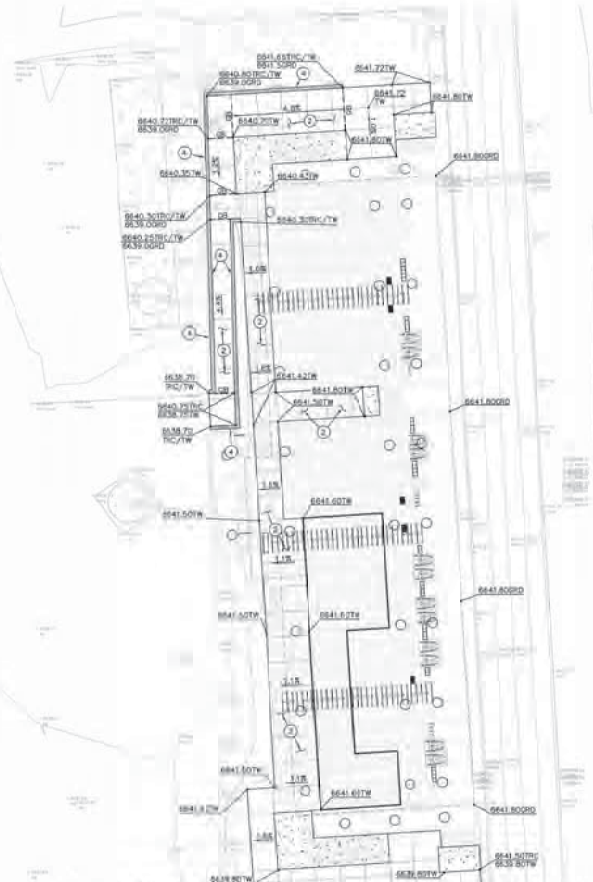
- GRADING NOTES
1. EXISTING CHANGING GRADATION
 2. EXISTING CONCRETE CURB/RAIL FENCE
 3. EXISTING 8" MIN. CONC. CONCRETE FENCE
 4. EXISTING 8" MIN. CONC. CONCRETE FENCE
 5. EXISTING 8" MIN. CONC. CONCRETE FENCE

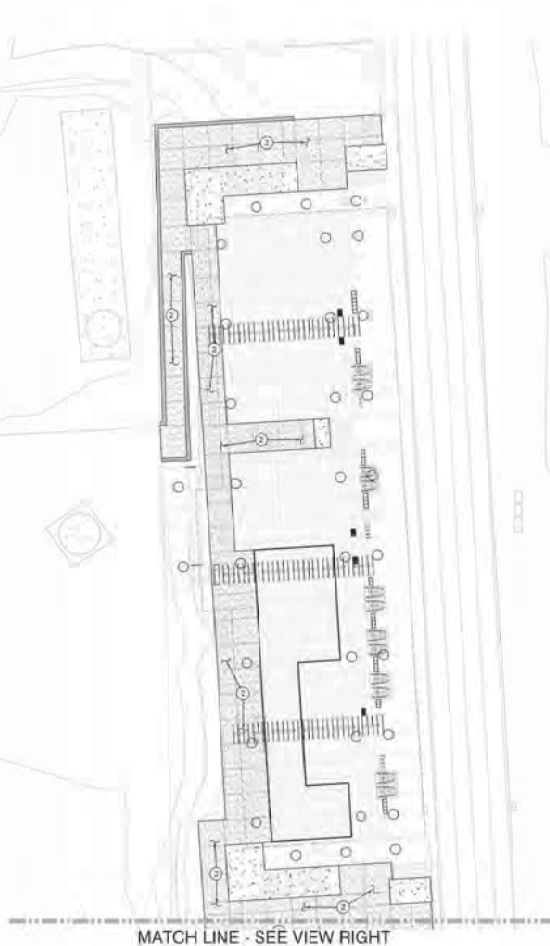


MATCH LINE - SEE VIEW LEFT



MATCH LINE - SEE VIEW RIGHT





MATCH LINE - SEE VIEW RIGHT



MATCH LINE - SEE VIEW LEFT

PAVING LEGEND

- ① **SEE L PAVING**
PLANT 3" x 6" x 1/2" (SEE SPECIFICATION SECTION 31.01)
UNIFORM COMPACTIBLE FIBER REINFORCED CONCRETE
- ② **SEE L PAVING**
PLANT 3" x 6" x 1/2" (SEE SPECIFICATION SECTION 31.01)
UNIFORM COMPACTIBLE FIBER REINFORCED CONCRETE

PAVING GENERAL NOTES

1. ADJUST ALL DIMENSIONS TO MATCH SPECIFICATIONS FOR THE 8' x 8' ADJUSTABLE CONCRETE. REFERENCE CALLOUT SPECIFICATION SECTION 31.01 AND PROJECT SPECIFICATIONS.
2. ADJUSTABLE BASE SHALL MEET ULTIMATE SPECIFICATIONS FOR GRADES & ADJUSTABLE BASE. REFERENCE CALLOUT SPECIFICATION SECTION 31.01 AND PROJECT SPECIFICATIONS.
3. ALL ADJUSTABLE BASE SHALL BE MOISTURE CONDITIONED TO OR BUILT UP ABOVE OPTIMUM MOISTURE CONTENT AND COMPACTED TO 98% RELATIVE COMPACTION.
4. RECYCLED AGGREGATE MAY BE USED AS FILL AND OR CURB AND RAIL MATERIAL PROVIDED IT MEETS CALTRANS SPECIFICATIONS FOR GRADES & ADJUSTABLE BASE. REFERENCE CALLOUT SPECIFICATION SECTION 31.01.
5. PAVEMENT SURFACE, PREPARATION, I.E. SCARIFICATION, MOISTURE CONDITIONING, AND COMPACTING SHALL BE PERFORMED AFTER THE INSTALLATION OF UNDERGROUND UTILITIES AND TRENCHES SHOWN ON THE DRAWING.
6. ALL AREAS EXPOSED BY GRADING, EXCAVATION, OR CONSTRUCTION ACCESS SHALL BE NOT SHOWN TO BE LANDSCAPED SHALL BE REVEGETATED WITH NATIVE SEEDS AND WOOD SHARD ORDER.
7. REFER TO GRADING PLANS FOR DIMENSIONS, CURBS, VALLEY, DITCHES AND OTHER CONCRETE STRUCTURES AND PAVING FEATURES NOT SHOWN ON THIS PLAN.
8. ADJUST TO MATCH GRADE ALL BORDERS, FRAMES, CURB, CLEAVES, POST HOLES, GRATES, ETC. (NAME IN VIEW) SHALL BE CHAINED TO MATCH GRADE. BORDERS ARE NOT NOTED FOR REMOVAL, CLEANUP, REPLACE IS NECESSARY TO FINISH EXISTING BORDERS.



**STUDIO W
ARCHITECTS**

Stacy W. Archibald
1000 N. Street
San Francisco, California 94109
(415) 774-2000
www.studiowarchitects.com



The design of this project was prepared by the architect and engineer. The design of this project was prepared by the architect and engineer. The design of this project was prepared by the architect and engineer.

NO.	REVISION	DATE

DESIGNED BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE



**TAHOE TRUCKEE
UNIFIED SCHOOL
DISTRICT**
11603 DONNER PASS RD
TRUCKEE, CA 96161

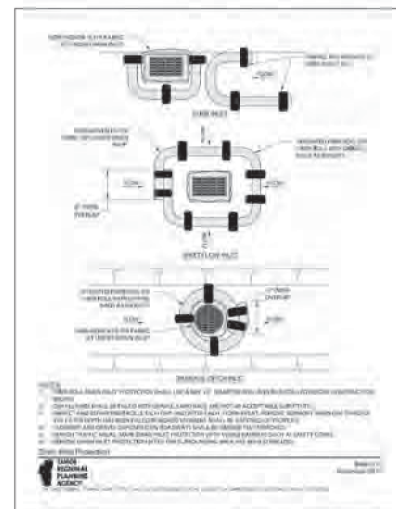
**NORTH TAHOE CAMPUS
MOD - INC. 2**
Bleacher Replacement
2045 POLARIS ROAD
TAHOE CITY, CA 96161

PAVING PLAN

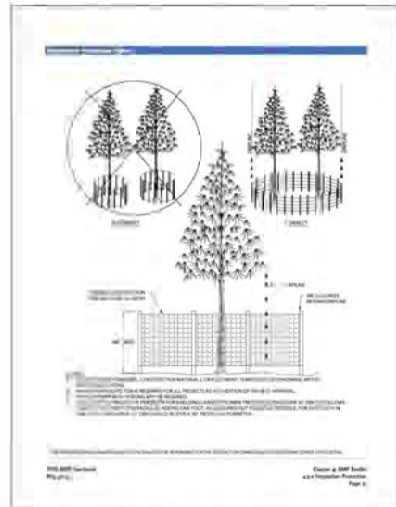
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Project Number: 02-12009
Drawing Number: C3.1.1
Scale: 1" = 10'



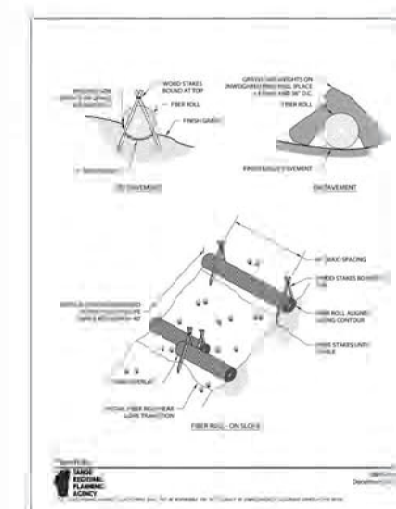
2 STABILIZED CONSTRUCTION SITE ACCESS



4 INLET PROTECTION



1 VEGETATION PROTECTION FENCING



2 FIBER ROLLS



EROSION CONTROL NOTES



EROSION CONTROL NOTES

STUDIO W
ARCHITECTS

Steven W. Archibald
Architect
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ARCHITECT

ENGINEER

TAHOE TRUCKEE
UNIFIED SCHOOL
DISTRICT

11603 DONNER PASS RD
TRUCKEE, CA 96161

NORTH TAHOE CAMPUS
MOD - INC. 2

Bleacher Replacement
2845 POLARIS ROAD
TAHOE CITY, CA 96181

EROSION CONTROL
PLAN

Date: 02/21/2023

Project Number: 02-12869

Drawn: [Signature]

Checked: [Signature]

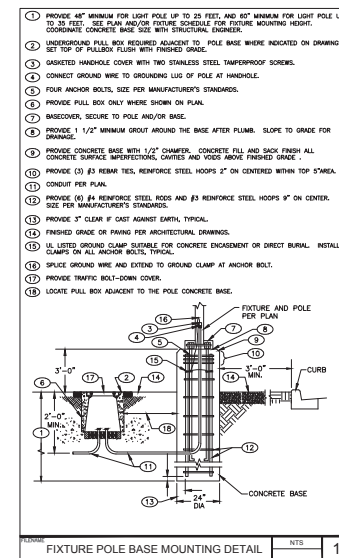
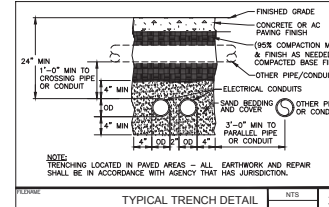
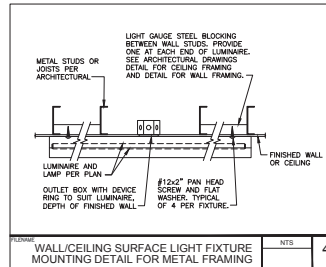
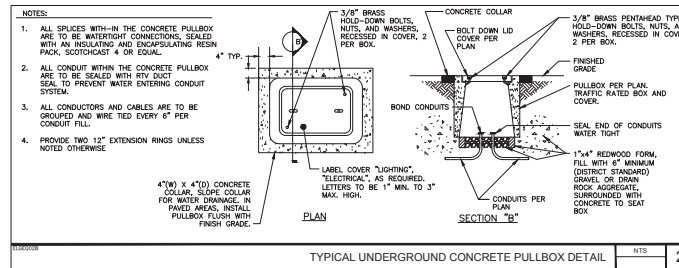
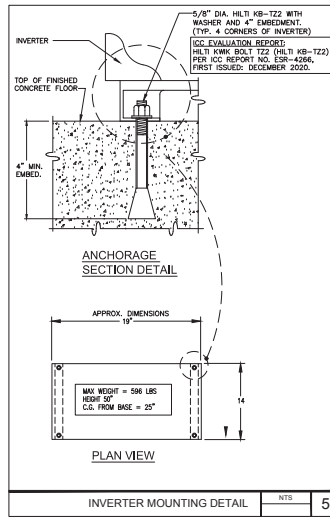
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Design Number: [Signature]

Scale: 1" = 50'

Sheet: 1 of 1

C4.1.1



(E) PANEL "GLB" [1]

120228 Valt, 3 Phase, 4 Wire
225 Amp BUS CL
125 Amp MCB
Amp MLO

10 KVA Rating
SURFACE Mounted
INDOOR Type

LINE	NO.	DESCRIPTION	A	B	C	DESCRIPTION	NO.	LINE
1	2011	120V/240V CONTROL	1,000			SPARE	2011	2
2	2011	120V/240V CONTROL	1,400			SPARE	2011	3
3	2011	120V/240V CONTROL		430		SPARE	2011	4
4	2011	120V/240V CONTROL		430		SPARE	2011	5
5	2011	120V/240V CONTROL		430		SPARE	2011	6
6	2011	120V/240V CONTROL		430		SPARE	2011	7
7	2011	120V/240V CONTROL		430		SPARE	2011	8
8	2011	120V/240V CONTROL		430		SPARE	2011	9
9	2011	120V/240V CONTROL		430		SPARE	2011	10
10	2011	120V/240V CONTROL		430		SPARE	2011	11
11	2011	120V/240V CONTROL		430		SPARE	2011	12
12	2011	120V/240V CONTROL		430		SPARE	2011	13
13	2011	120V/240V CONTROL		430		SPARE	2011	14
14	2011	120V/240V CONTROL		430		SPARE	2011	15
15	2011	120V/240V CONTROL		430		SPARE	2011	16
16	2011	120V/240V CONTROL		430		SPARE	2011	17
17	2011	120V/240V CONTROL		430		SPARE	2011	18
18	2011	120V/240V CONTROL		430		SPARE	2011	19
19	2011	120V/240V CONTROL		430		SPARE	2011	20
20	2011	120V/240V CONTROL		430		SPARE	2011	21
21	2011	120V/240V CONTROL		430		SPARE	2011	22
22	2011	120V/240V CONTROL		430		SPARE	2011	23
23	2011	120V/240V CONTROL		430		SPARE	2011	24
24	2011	120V/240V CONTROL		430		SPARE	2011	25
25	2011	120V/240V CONTROL		430		SPARE	2011	26
26	2011	120V/240V CONTROL		430		SPARE	2011	27
27	2011	120V/240V CONTROL		430		SPARE	2011	28
28	2011	120V/240V CONTROL		430		SPARE	2011	29
29	2011	120V/240V CONTROL		430		SPARE	2011	30
30	2011	120V/240V CONTROL		430		SPARE	2011	31
31	2011	120V/240V CONTROL		430		SPARE	2011	32
32	2011	120V/240V CONTROL		430		SPARE	2011	33
33	2011	120V/240V CONTROL		430		SPARE	2011	34
34	2011	120V/240V CONTROL		430		SPARE	2011	35
35	2011	120V/240V CONTROL		430		SPARE	2011	36
36	2011	120V/240V CONTROL		430		SPARE	2011	37
37	2011	120V/240V CONTROL		430		SPARE	2011	38
38	2011	120V/240V CONTROL		430		SPARE	2011	39
39	2011	120V/240V CONTROL		430		SPARE	2011	40
40	2011	120V/240V CONTROL		430		SPARE	2011	41
41	2011	120V/240V CONTROL		430		SPARE	2011	42

PHASE TOTALS
A: 4,200 B: 1,710 C: 1,710

PANEL AND CIRCUIT BREAKER NOTES:
[1] MULTIPLE CIRCUITS SHARING THE SAME CONDUIT AND NEUTRAL SHALL HAVE HANDLE TIES AT BREAKERS AND WIRE IN PANEL TIES PER DEC 210.4
[2] CONTRACTOR SHALL TRACE (E) CIRCUIT AND VERIFY WHAT CIRCUIT SERVES. INCLUDE USE DESCRIPTION IN PANEL SCHEDULE. IF BREAKERS ARE NOT NOT REQUIRED DUE TO DEMO WORK, PROVIDE THE BREAKERS AND LABEL "SPARE"
[3] PROVIDE NEW CIRCUIT BREAKERS TO MATCH EXISTING TYPE AND AIC RATING.

DEMAND LOADS
LIGHTING (CONTINUOUS LOAD) x 125% 600 Watts
RECEPTACLES (NON-CONTINUOUS) x 125% 17,680 Watts
TOTAL DEMAND LOADS 18,280 Watts
TOTAL DEMAND AMPS 80 AMPS

(E) PANEL "S" [1] [2]

120228 Valt, 3 Phase, 4 Wire
225 Amp BUS CL
125 Amp MCB
Amp MLO

10 KVA Rating
SURFACE Mounted
INDOOR Type

LINE	NO.	DESCRIPTION	A	B	C	DESCRIPTION	NO.	LINE
1	2011	120V/240V CONTROL	1,000			SPARE	2011	2
2	2011	120V/240V CONTROL	1,400			SPARE	2011	3
3	2011	120V/240V CONTROL		430		SPARE	2011	4
4	2011	120V/240V CONTROL		430		SPARE	2011	5
5	2011	120V/240V CONTROL		430		SPARE	2011	6
6	2011	120V/240V CONTROL		430		SPARE	2011	7
7	2011	120V/240V CONTROL		430		SPARE	2011	8
8	2011	120V/240V CONTROL		430		SPARE	2011	9
9	2011	120V/240V CONTROL		430		SPARE	2011	10
10	2011	120V/240V CONTROL		430		SPARE	2011	11
11	2011	120V/240V CONTROL		430		SPARE	2011	12
12	2011	120V/240V CONTROL		430		SPARE	2011	13
13	2011	120V/240V CONTROL		430		SPARE	2011	14
14	2011	120V/240V CONTROL		430		SPARE	2011	15
15	2011	120V/240V CONTROL		430		SPARE	2011	16
16	2011	120V/240V CONTROL		430		SPARE	2011	17
17	2011	120V/240V CONTROL		430		SPARE	2011	18
18	2011	120V/240V CONTROL		430		SPARE	2011	19
19	2011	120V/240V CONTROL		430		SPARE	2011	20
20	2011	120V/240V CONTROL		430		SPARE	2011	21
21	2011	120V/240V CONTROL		430		SPARE	2011	22
22	2011	120V/240V CONTROL		430		SPARE	2011	23
23	2011	120V/240V CONTROL		430		SPARE	2011	24
24	2011	120V/240V CONTROL		430		SPARE	2011	25
25	2011	120V/240V CONTROL		430		SPARE	2011	26
26	2011	120V/240V CONTROL		430		SPARE	2011	27
27	2011	120V/240V CONTROL		430		SPARE	2011	28
28	2011	120V/240V CONTROL		430		SPARE	2011	29
29	2011	120V/240V CONTROL		430		SPARE	2011	30
30	2011	120V/240V CONTROL		430		SPARE	2011	31
31	2011	120V/240V CONTROL		430		SPARE	2011	32
32	2011	120V/240V CONTROL		430		SPARE	2011	33
33	2011	120V/240V CONTROL		430		SPARE	2011	34
34	2011	120V/240V CONTROL		430		SPARE	2011	35
35	2011	120V/240V CONTROL		430		SPARE	2011	36
36	2011	120V/240V CONTROL		430		SPARE	2011	37
37	2011	120V/240V CONTROL		430		SPARE	2011	38
38	2011	120V/240V CONTROL		430		SPARE	2011	39
39	2011	120V/240V CONTROL		430		SPARE	2011	40
40	2011	120V/240V CONTROL		430		SPARE	2011	41
41	2011	120V/240V CONTROL		430		SPARE	2011	42

PHASE TOTALS
A: 4,200 B: 1,710 C: 1,710

PANEL AND CIRCUIT BREAKER NOTES:
[1] MULTIPLE CIRCUITS SHARING THE SAME CONDUIT AND NEUTRAL SHALL HAVE HANDLE TIES AT BREAKERS AND WIRE IN PANEL TIES PER DEC 210.4
[2] CONTRACTOR SHALL TRACE (E) CIRCUIT AND VERIFY WHAT CIRCUIT SERVES. INCLUDE USE DESCRIPTION IN PANEL SCHEDULE. IF BREAKERS ARE NOT NOT REQUIRED DUE TO DEMO WORK, PROVIDE THE BREAKERS AND LABEL "SPARE"
[3] PROVIDE NEW CIRCUIT BREAKERS TO MATCH EXISTING TYPE AND AIC RATING.

DEMAND LOADS
LIGHTING (CONTINUOUS LOAD) x 125% 600 Watts
RECEPTACLES (NON-CONTINUOUS) x 125% 17,680 Watts
TOTAL DEMAND LOADS 18,280 Watts
TOTAL DEMAND AMPS 80 AMPS

(N) PANEL "INV" [1]

120228 Valt, 3 Phase, 4 Wire
100 Amp BUS CL
Any MCB
100 Amp MLO

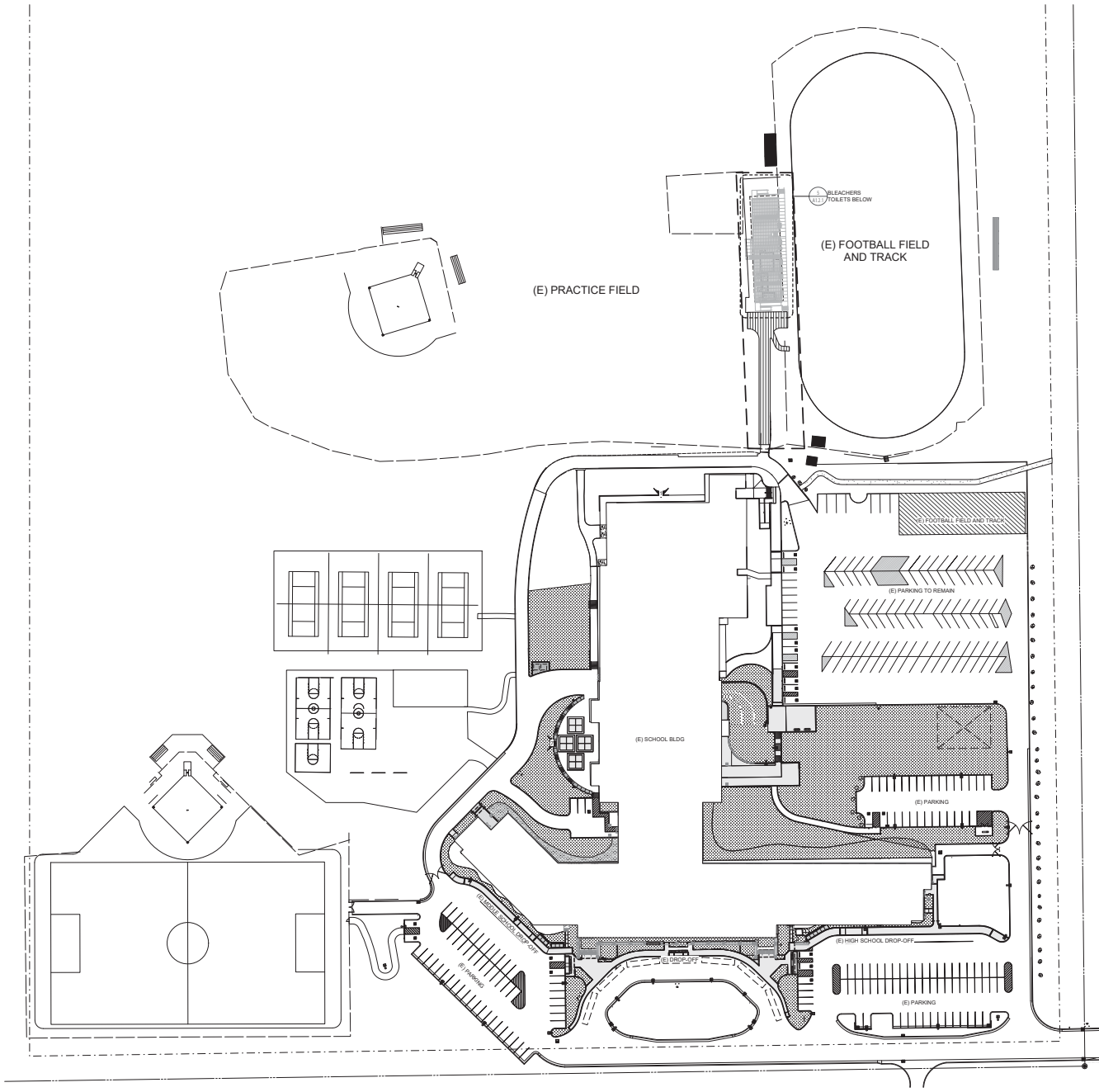
10 KVA Rating
SURFACE Mounted
INDOOR Type

PHASE SUMMARY (WYE)										
CIRCUIT		A			B			C		
NO.	DESCRIPTION	A	B	C	A	B	C	DESCRIPTION	NO.	CIRCUIT
1	2011 120V/240V CONTROL	1,000						SPARE	2011	2
2	2011 120V/240V CONTROL	1,400						SPARE	2011	3
3	2011 120V/240V CONTROL		430					SPARE	2011	4
4	2011 120V/240V CONTROL		430					SPARE	2011	5
5	2011 120V/240V CONTROL		430					SPARE	2011	6
6	2011 120V/240V CONTROL		430					SPARE	2011	7
7	2011 120V/240V CONTROL		430					SPARE	2011	8
8	2011 120V/240V CONTROL		430					SPARE	2011	9
9	2011 120V/240V CONTROL		430					SPARE	2011	10
10	2011 120V/240V CONTROL		430					SPARE	2011	11
11	2011 120V/240V CONTROL		430					SPARE	2011	12
12	2011 120V/240V CONTROL		430					SPARE	2011	13
13	2011 120V/240V CONTROL		430					SPARE	2011	14
14	2011 120V/240V CONTROL		430					SPARE	2011	15
15	2011 120V/240V CONTROL		430					SPARE	2011	16
16	2011 120V/240V CONTROL		430					SPARE	2011	17
17	2011 120V/240V CONTROL		430					SPARE	2011	18
PHASE TOTALS										
		A	B	C	A	B	C			
		533	506							

PANEL AND CIRCUIT BREAKER NOTES:

(1) MULTIPLE CIRCUITS SHARING THE SAME CONDUIT AND NEUTRAL SHALL HAVE HANGERS TIE AT BREAKERS AND WIRE IN PANEL TIES PER NEC 210.4.

DEMAND LOADS			
LIGHTING (CONTINUOUS) LOAD x 125%	548	Watts	
RECEPTACLES & OTHER IN 100%	5 Watts		
SMALLER RECEPTACLES x 25%	1000	Watts	
TOTAL DEMAND LOADS	853	Watts	
TOTAL DEMAND AMPS	2	AMPS	



SITE PLAN OVERALL Copy 1

1" = 50'-0"

10

KEYNOTES

NUMBER	NOTE
1.	CONTRACTOR IS RESPONSIBLE FOR 6'-0" HIGH TEMPORARY CONSTRUCTION BARRIER WITH VISION SCREENS AT STAGING, STORAGE AND CONSTRUCTION AREA WITH SIGNAGE EVERY 20-25' TO WARN STUDENTS OF CONSTRUCTION AREA.
2.	CONTRACTOR TO BRING IN OFFICE TRAILER TO CONSTRUCTION AREA.
3.	CONTRACTOR TO REPAIR BACK TO EXISTING CONDITIONS ALL LAYDOWN AREAS AT THE END OF CONSTRUCTION. THIS INCLUDES LANDSCAPE AREAS AND ANY BROKEN SPRINKLER VALVE BODIES, CONCRETE, ASPHALT, ETC.
4.	CONTRACTOR SHALL REPLACE, RECONSTRUCT AND REPAIR ALL EXISTING WORK THAT IS IMPACTED, DAMAGED, OR DESTROYED AS A RESULT OF ANY CONTRACTOR WORK INCLUDING, BUT NOT LIMITED TO, HARDSCAPING, IRRIGATION, SPRINKLER SYSTEMS, LANDSCAPING, LANNING, STRUCTURES AND UTILITIES - ALL TO THE SATISFACTION OF THE DISTRICT.
5.	WHERE ASPHALT OR CONCRETE IS BEING REPAIRED, CONTRACTOR SHALL PROVIDE EVEN AND STRAIGHT LINE CUTS WITH 2-FOOT STRAIGHT SLURRY SEAL SURFACE PATCH ON BOTH SIDES OF CUT.
6.	CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN EXCAVATING AND TRENCHING ON SITE TO AVOID EXISTING DUCTS, PIPING OR CONDUITS, ETC. AND TO PREVENT HAZARDS TO PERSONNEL AND/OR DAMAGE TO EXISTING UNDERGROUND UTILITIES OR STRUCTURES. WHETHER OR NOT SHOWN AND INSTALLED BY ANY OTHER CONTRACTOR, THE ARCHITECT IS NOT RESPONSIBLE FOR THE LOCATION OF UNDERGROUND UTILITIES OR STRUCTURES WHEN NOT SHOWN OR DETAILED AND INSTALLED BY ANY OTHER CONTRACTOR. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ARCHITECT SHOULD SUCH UNIDENTIFIED CONDITIONS BE DISCOVERED. THESE DRAWINGS AND SPECIFICATIONS DO NOT INCLUDE THE NECESSARY ELEMENTS FOR CONSTRUCTION SAFETY.
7.	GATES IN PATH OF TRAVEL SHALL COMPLY WITH EXIT DOOR REQUIREMENTS WITH PROPER LEVER HARDWARE AND KICK PLATES.
8.	DETAILED DEMOLITION PLAN FOR PARTIAL DEMOLITIONS WITH NOTE ON PLAN STATING THAT NO DEMOLITION SHALL BEGIN UNTIL PLANS INCLUDING THE DEMOLITION WORK HAVE BEEN APPROVED BY DSA. INDICATE TERMINATION OF EXISTING UTILITIES SERVING THE DEMOLISHED BUILDING, AND/OR ANY CONSTRUCTED OR INSTALLED ELEMENTS TO HOUSE TERMINATIONS.


GENERAL NOTES

- CONTRACTOR IS RESPONSIBLE FOR 6'-0" HIGH TEMPORARY CONSTRUCTION BARRIER WITH VISION SCREENS AT STAGING, STORAGE AND CONSTRUCTION AREA WITH SIGNAGE EVERY 20-25' TO WARN STUDENTS OF CONSTRUCTION AREA.
- CONTRACTOR TO BRING IN OFFICE TRAILER TO CONSTRUCTION AREA.
- CONTRACTOR TO REPAIR BACK TO EXISTING CONDITIONS ALL LAYDOWN AREAS AT THE END OF CONSTRUCTION. THIS INCLUDES LANDSCAPE AREAS AND ANY BROKEN SPRINKLER VALVE BODIES, CONCRETE, ASPHALT, ETC.
- CONTRACTOR SHALL REPLACE, RECONSTRUCT AND REPAIR ALL EXISTING WORK THAT IS IMPACTED, DAMAGED, OR DESTROYED AS A RESULT OF ANY CONTRACTOR WORK INCLUDING, BUT NOT LIMITED TO, HARDSCAPING, IRRIGATION, SPRINKLER SYSTEMS, LANDSCAPING, LANNING, STRUCTURES AND UTILITIES - ALL TO THE SATISFACTION OF THE DISTRICT.
- WHERE ASPHALT OR CONCRETE IS BEING REPAIRED, CONTRACTOR SHALL PROVIDE EVEN AND STRAIGHT LINE CUTS WITH 2-FOOT STRAIGHT SLURRY SEAL SURFACE PATCH ON BOTH SIDES OF CUT.
- CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN EXCAVATING AND TRENCHING ON SITE TO AVOID EXISTING DUCTS, PIPING OR CONDUITS, ETC. AND TO PREVENT HAZARDS TO PERSONNEL AND/OR DAMAGE TO EXISTING UNDERGROUND UTILITIES OR STRUCTURES. WHETHER OR NOT SHOWN AND INSTALLED BY ANY OTHER CONTRACTOR, THE ARCHITECT IS NOT RESPONSIBLE FOR THE LOCATION OF UNDERGROUND UTILITIES OR STRUCTURES WHEN NOT SHOWN OR DETAILED AND INSTALLED BY ANY OTHER CONTRACTOR. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ARCHITECT SHOULD SUCH UNIDENTIFIED CONDITIONS BE DISCOVERED. THESE DRAWINGS AND SPECIFICATIONS DO NOT INCLUDE THE NECESSARY ELEMENTS FOR CONSTRUCTION SAFETY.
- GATES IN PATH OF TRAVEL SHALL COMPLY WITH EXIT DOOR REQUIREMENTS WITH PROPER LEVER HARDWARE AND KICK PLATES.
- DETAILED DEMOLITION PLAN FOR PARTIAL DEMOLITIONS WITH NOTE ON PLAN STATING THAT NO DEMOLITION SHALL BEGIN UNTIL PLANS INCLUDING THE DEMOLITION WORK HAVE BEEN APPROVED BY DSA. INDICATE TERMINATION OF EXISTING UTILITIES SERVING THE DEMOLISHED BUILDING, AND/OR ANY CONSTRUCTED OR INSTALLED ELEMENTS TO HOUSE TERMINATIONS.

DSA STAMP



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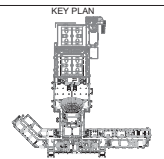
ARCHITECT	ENGINEER
	

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NO.	REVISIONS	DATE

DATE
07/27/2023
08/17/2023

DESIGN STATUS: ☒ DSA PLAN CHECK ☒ DSA BACK CHECK ☐ REVIEW ☐ CONSTRUCTION



TAHOE TRUCKEE
UNIFIED SCHOOL
DISTRICT
11603 DONNER PASS RD
TRUCKEE, CA 96161

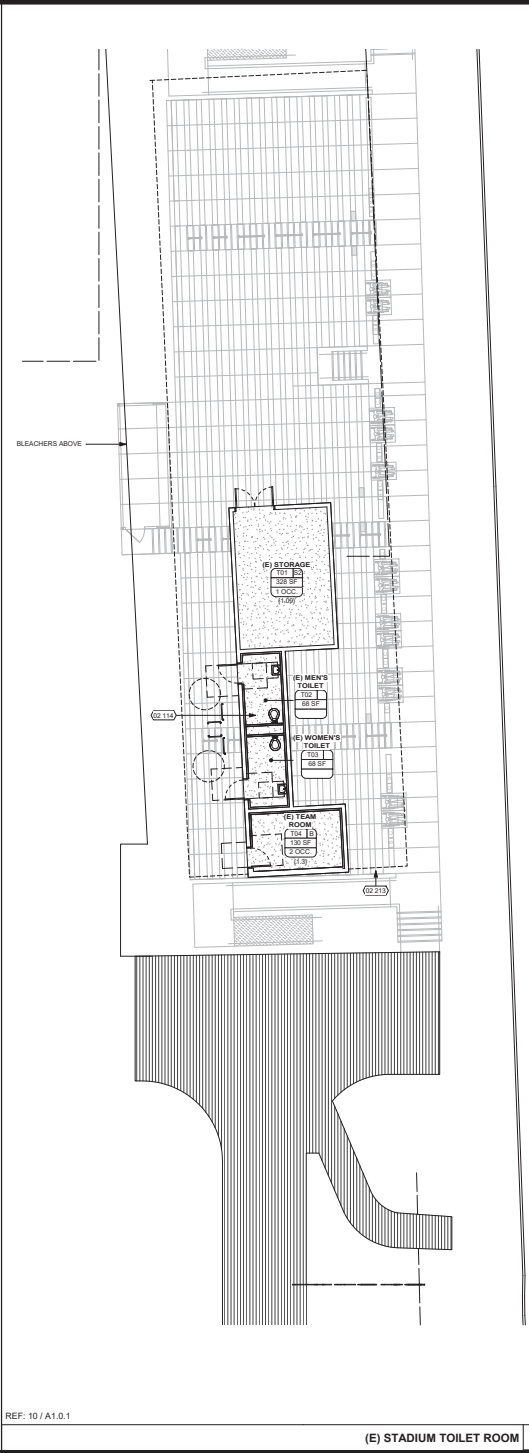
PROJECT STATUS

NORTH TAHOE CAMPUS
MOD - INC_2
Bleacher Replacement
2945 POLARIS ROAD
TAHOE CITY, CA 96161

SITE PLAN OVERALL -
INC_2

Date MM/DD/YYYY 02/12/2023	Project Number 22015
Application Number 02-120959	Drawing Number A1.0.1
Drawn Author	Checked Checker

PRINT DATE: 2023/07/27 09:40
FILE PATH: C:\Users\kenneth\Documents\2023\11\25\North Tahoe Campus Mod\Draw\Inc_2\Stadium Toilet Room.dwg



KEYNOTES

NUMBER	NOTE
02 114	(E) BUILDING ADA UPGRADE - DISA APP #02-11048
02 213	LINE OF (E) BLEACHERS ABOVE

GENERAL NOTES

- CONTRACTOR IS RESPONSIBLE FOR 6'-0" HIGH TEMPORARY CONSTRUCTION BARRIER WITH VISION SCREEN AT STAGING, STORAGE AND CONSTRUCTION AREA WITH SIGNAGE EVERY 20'-0" TO WARN STUDENTS OF CONSTRUCTION AREA.
- CONTRACTOR TO BRING IN OFFICE TRAILER TO CONSTRUCTION AREA.
- CONTRACTOR SHALL ACCESS THE SITE FROM BLACKROCK ROAD. ANY DAMAGE TO FIRE LANE WILL BE AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR TO REPAIR BACK TO EXISTING CONDITIONS ALL LAYDOWN AREAS AT THE END OF CONSTRUCTION. THIS INCLUDES LANDSCAPE AREAS AND ANY BROKEN SPRINKLER VALVE BOXES, CONCRETE, ASPHALT, ETC.
- CONTRACTOR SHALL REPLACE, RECONSTRUCT AND REPAIR ALL EXISTING WORK THAT IS IMPACTED, DAMAGED, OR DESTROYED AS A RESULT OF ANY CONTRACTOR WORK INCLUDING, BUT NOT LIMITED TO, HARDSCAPING, IRRIGATION, SPRINKLER SYSTEMS, LANDSCAPING, LANNING, STRUCTURES AND UTILITIES - ALL TO THE SATISFACTION OF THE DISTRICT.
- WHERE ASPHALT OR CONCRETE IS BEING REPAIRED, CONTRACTOR SHALL PROVIDE EVEN AND STRAIGHT LINE CUTS WITH 2-FOOT STRAIGHT SLURRY SEAL SURFACE PATCH ON BOTH SIDES OF CUT.
- CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN EXCAVATING AND TRENCHING ON SITE TO AVOID EXISTING DUCTS, PIPING OR CONDUITS, ETC., AND TO PREVENT HAZARDS TO PERSONNEL AND/OR DAMAGE TO EXISTING UNDERGROUND UTILITIES OR STRUCTURES. WHETHER OR NOT SHOWN AND INSTALLED BY ANY OTHER CONTRACT, THE ARCHITECT IS NOT RESPONSIBLE FOR THE LOCATION OF UNDERGROUND UTILITIES OR STRUCTURES WHEN NOT SHOWN OR DETAILED AND INSTALLED BY ANY OTHER CONTRACTS. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ARCHITECT SHOULD SUCH UNEXPECTED CONDITIONS BE DISCOVERED. THESE DRAWINGS AND SPECIFICATIONS DO NOT INCLUDE THE NECESSARY ELEMENTS FOR CONSTRUCTION SAFETY.
- GATES IN PATH OF TRAVEL SHALL COMPLY WITH EXIT DOOR REQUIREMENTS WITH PROPER LEVER HARDWARE AND NOX PLATES.
- DETAILED DEMOLITION PLAN FOR PARTIAL DEMOLITIONS WITH NOTE ON PLAN STATING THAT NO CONDUIT SHALL BEGIN UTIL PLANS INCLUDING THE DEMOLITION WORK HAVE BEEN APPROVED BY DISA. INDICATE TERMINATION OF EXISTING UTILITIES SERVING THE DEMOLISHED BUILDING, AND/OR ANY CONSTRUCTED OR INSTALLED ELEMENTS TO HOUSE TERMINATIONS.

LEGEND

	(E) ASPHALT PAVING
	(N) ASPHALT PAVING
	(E) FENCE

KEY PLAN

TAHOE TRUCKEE UNIFIED SCHOOL DISTRICT

11603 DONNER PASS RD
TRUCKEE, CA 96161

PROJECT STATUS

NORTH TAHOE CAMPUS
MOD - INC_2
Bleacher Replacement
2945 POLARIS ROAD
TAHOE CITY, CA 96161

ENLARGED SITE PLAN - INC_2

Date	11/02/2023	Project Number	22015
Application Number	02-120959	Drawing Number	
Drawn	Author	Checked	Checker

A1.2.1

DISA STAMP

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ARCHITECT	ENGINEER

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NO.	REVISIONS	DATE

DRAWING STATUS

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<input type="radio"/> DISA BACK CHECK	02/12/2023
<input type="radio"/> REVISION	06/13/2023
<input type="radio"/> CONSTRUCTION	

KEY PLAN

TAHOE TRUCKEE UNIFIED SCHOOL DISTRICT

11603 DONNER PASS RD
TRUCKEE, CA 96161

PROJECT STATUS

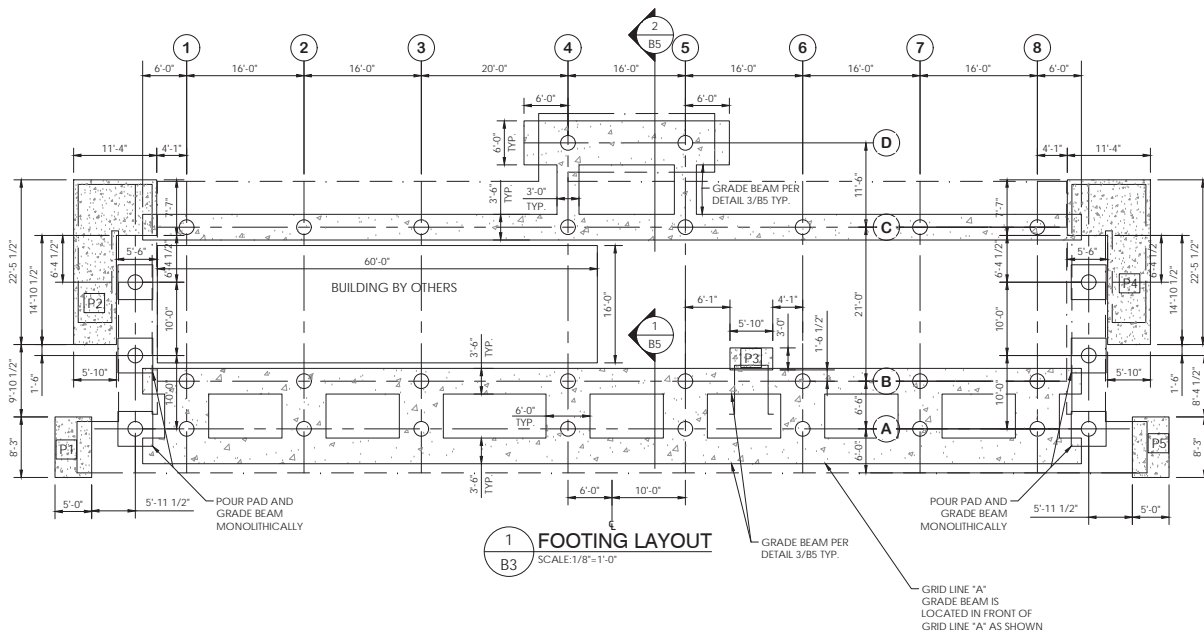
NORTH TAHOE CAMPUS
MOD - INC_2
Bleacher Replacement
2945 POLARIS ROAD
TAHOE CITY, CA 96161

ENLARGED SITE PLAN - INC_2

Date	11/02/2023	Project Number	22015
Application Number	02-120959	Drawing Number	
Drawn	Author	Checked	Checker

A1.2.1

- (A)** = GRID LETTERS
(1) = GRID LINE
(P1) = EXIT PAD **(2)** **(B4)**



FOUNDATION NOTES

1. GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO START OF CONSTRUCTION.
2. REINFORCING STEEL SHALL BE ASTM A615 GRADE 60.
3. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI AT 28 DAYS.
4. MAXIMUM HOLE TOLERANCE OF ANCHOR BOLT PLACEMENT SHALL BE $\frac{3}{8}$ ".
5. ALL ANCHOR BOLTS SHALL HAVE A $\frac{3}{8}$ " PROJECTION ($\frac{3}{8}$ " ABOVE THE TOP OF PIER ELEVATION, UNLESS SPECIFICALLY NOTED OTHERWISE.
6. THE CONCRETE FOUNDATION CONTRACTOR IS RESPONSIBLE FOR NON SHRINK GROUTING.
7. THE ELEVATION AT THE TOP OF THE CONCRETE PIER IS DESIGNED TO BE 1" BELOW THE BOTTOM OF STEEL ELEVATION. THE TOLERANCE FOR THE BOTTOM OF STEEL ELEVATION IS $\frac{3}{8}$ ". THE TOP OF CONCRETE ELEVATION MAY BE RAISED TO MATCH THE BOTTOM OF STEEL ELEVATION, AT THE CONCRETE CONTRACTORS DISCRETION. THE CONTRACTOR OF THE CONCRETE FOUNDATIONS IS RESPONSIBLE FOR ANY ADJUSTMENTS REQUIRED.
8. ALL UNDERGROUND UTILITIES ARE TO BE LOCATED AND MARKED DURING THE REVIEW PROCESS BY THE OWNERS REPRESENTATIVE PRIOR TO FOUNDATION EXCAVATION.
9. REMOVE/RELOCATE THE UNDERGROUND UTILITIES AS REQUIRED WHERE UNDERGROUND UTILITIES CONFLICT WITH THE NEW FOOTINGS.

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 801 Fifth Street
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 Phone: (800) 540-0733 Fax: (800) 540-1865

TYLER & TYNIN ENGINEERS
 S. DENNEY
 S. 6087
 Exp. 06/2022
 STATE OF CALIFORNIA
 SIGNED 02/19/23 PRINCIPAL

FOOTING LAYOUT
 12" PIER X 24" TREAD / 125'-0" (16 ROWS)

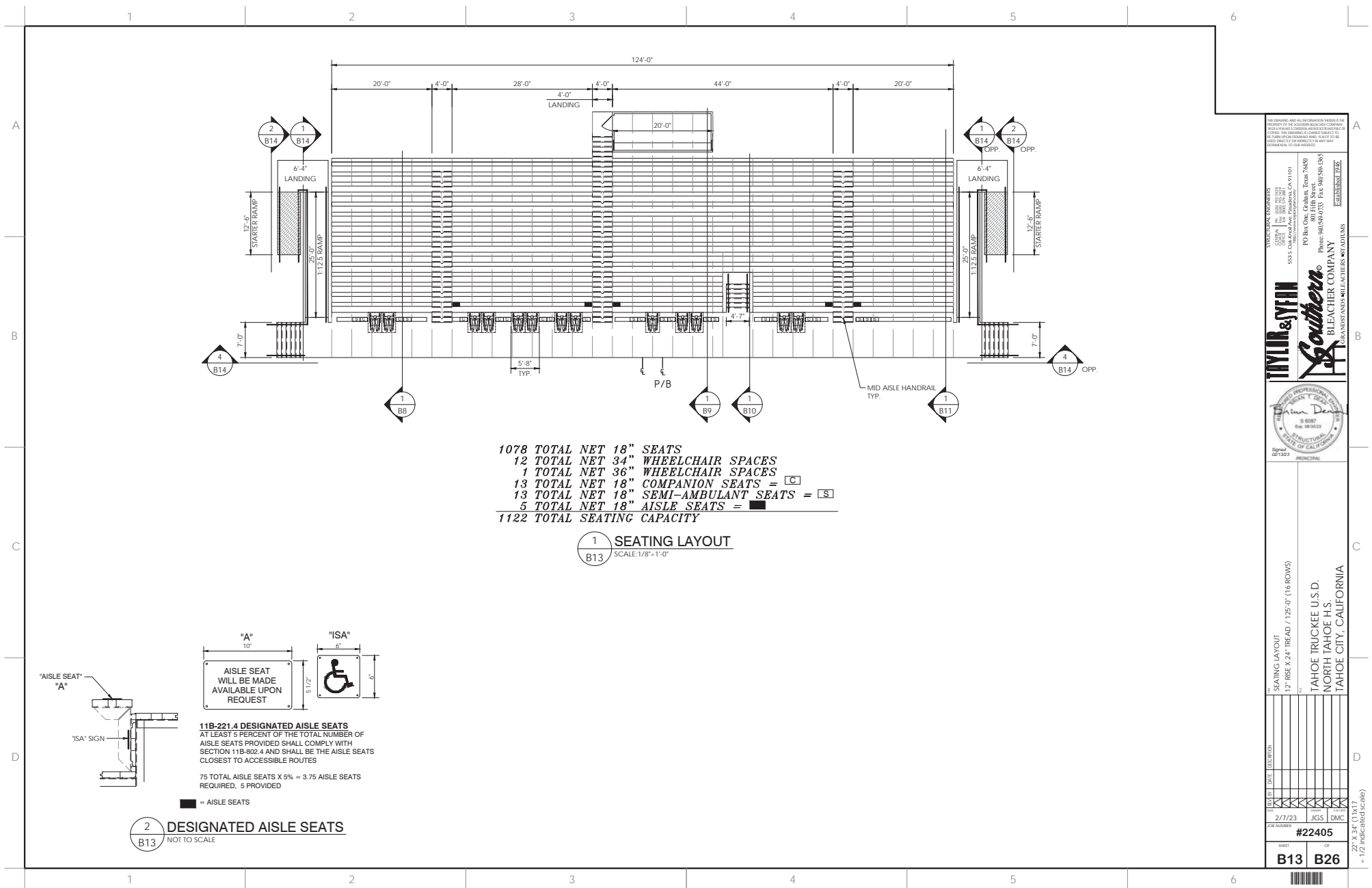
TAHOE TRUCKEE U.S.D.
 NORTH TAHOE H.S.
 TAHOE CITY, CALIFORNIA

DATE	DESCRIPTION
2/7/23	JGS DMC

CUSTOMER
#22405

SHEET **B3** OF **B26**

30" X 30" (1:12 SCALE)
 = 1/2" indicated scale)



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 PO Box One, Graham, Texas 76650
 Phone: (800) 547-0700 Fax: (817) 540-1865

PRINCIPAL
 SIGNED: [Signature]
 DATE: 02/13/23

TAHOE TRUCKEE U.S.D.
NORTH TAHOE H.S.
TAHOE CITY, CALIFORNIA

SEATING LAYOUT
 12" RISE X 24" TREAD / 125'-0" (16 ROWS)

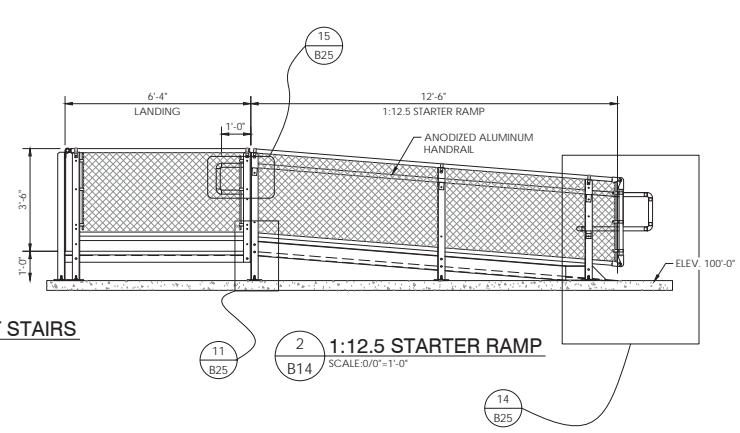
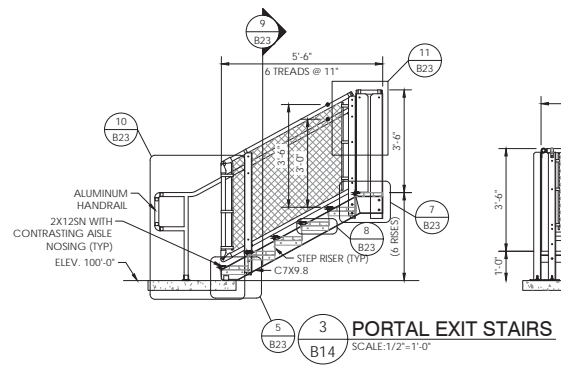
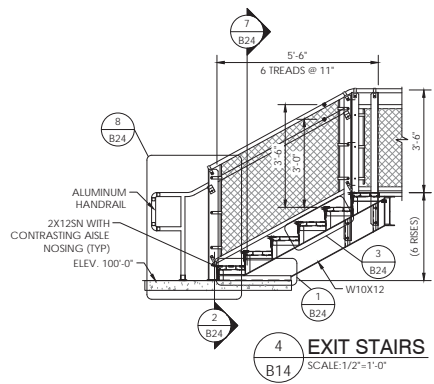
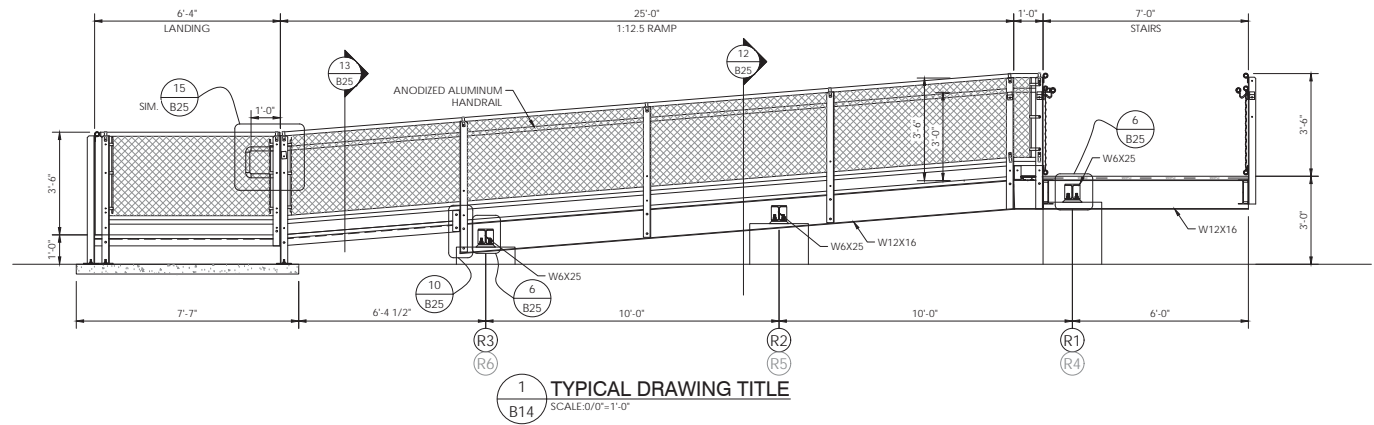
2/7/23 JGS DMC

#22405

B13 B26

178

CONSENT CALENDAR ITEM NO. 5



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Taylor & Griffin
SOUTHERN BLEACHER COMPANY
TAHOE AND WILLIAMS & J. ADAMS

Southern
BLEACHER COMPANY

REGISTERED PROFESSIONAL ENGINEER
S. DENNIS
S. DENNIS
Exp. 06/2022
STATE OF CALIFORNIA
Principal
Signed: 07/19/23

EXITS
12" RISE X 24" TREAD @ 125'-0" (16 ROWS)

DATE	BY	DESCRIPTION
2/7/23	JGS	DMC

CUSTOMER
#22405

SHEET OF
B14 B26

39" x 39" (1/4" = 1/2" indicated scale)



DEMAND LOADS	
EXISTING CONTINUOUS LOAD x 125%	WIRE
EXISTING NON-CONTINUOUS LOAD x 100%	17.60
NEW LOADS x 100%	4.00
EXISTING MOTOR x 25%	4.00
TOTAL DEMAND LOADS	18.16
TOTAL DEMAND AMPS	44.40

PANEL AND CIRCUIT BREAKER NOTES		DEMAND LOADS	
1. MULTIPLE CIRCUITS SHARING THE SAME CONDUIT AND NEUTRAL SHALL HAVE HANDLE TIES AT BREAKERS AND WIRE IN PANEL TIES PER NEC 210.4		LIGHTING / CONTINUOUS LOAD @ 125%	625 Watt
2. CONTRACTOR SHALL TRACE (E) CIRCUIT AND VERIFY WHAT CIRCUIT SERVES		RECEPTACLES / OTHER @ 100%	24,250 Watt
3. INCLUDE USE DESCRIPTION IN PANEL SCHEDULE. IF BREAKERS ARE NOT NOTED, INCLUDE ONE (1) CIRCULAR WORK, 30 AMP, 250V, 1-PHASE, 4-POLE, 75,000 BTU/H		LARGEST MOTOR @ 25%	1,000 Watt
		TOTAL DEMAND LOADS	25,875 Watt
		TOTAL CIRCUIT BREAKER	25,875 Watt

PANEL AND CIRCUIT BREAKER NOTES:		DEMAND LOADS	
(1) MULTIPLE CIRCUITS SHARING THE SAME CONDUIT AND NEUTRAL SHALL HAVE HANDLE TIES AT BREAKERS AND WIRE IN PANEL TIES PER NEC 210.4		LIGHTING / CONTINUOUS LOAD x 125%	845 W
		RECEPTACLES / OTHER x 100%	5 W
		LARGEST MOTOR x 25%	W
		TOTAL DEMAND LOADS	853 W

[illegible]

Sacramento, California 95811
[T] 916.254.5600
www.StudioW-Architects.com

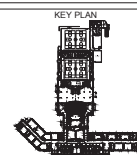


GENERAL NOTES

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[illegible]

DRAWING STATUS		DATE
<input checked="" type="radio"/>	DSA PLAN CHECK	01/31/2023
<input type="radio"/>	DSA BACK CHECK	
<input checked="" type="radio"/>	BIDDING	01/17/2023
<input type="radio"/>	CONSTRUCTION	



11603 DONNER PASS RD
TRUCKEE, CA 96161

PROJECT STATUS
NORTH TAHOE CAMPUS

MOD
Cement Plaster Repair, New
Bleachers, Cafeteria upgrade, New
Mtl. Roof
2945 POLARIS ROAD
TAHOE CITY, CA 96161

SCHEDULES & DETAILS

Date 12/30/2022	Project Number 22015
Application Number XX-XXXXXX	Drawing Number E3.0
Drawn Author	Checked Checker

Attachment D
Initial Environmental Checklist



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: North Tahoe High School/Middle School Modernization

APN/Project Location: 093-010-015 / 2945 Polaris

County/City: Placer County

Project Description:

Modernization of existing public school campus without a change in capacity. See narrative description provided.



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)?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Unstable soil conditions during or after completion of the proposal?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. The continuation of or increase in wind or water erosion of soils, either on or off the site?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion

Excavation greater than 5 feet required for light pole footings. TRPA has previously approved excavation to 12 feet in depth at this site (TRPA file #20000854STD).



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?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Deterioration of ambient (existing) air quality?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. The creation of objectionable odors?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Increased use of diesel fuel?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion



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?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Alterations to the course or flow of 100-year flood waters?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Change in the amount of surface water in any water body?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Alteration of the direction or rate of flow of ground water?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
k. Is the project located within 600 feet of a drinking water source?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion



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?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora, and aquatic plants)?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Reduction of the numbers of any unique, rare, or endangered species of plants?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
h. A change in the natural functioning of an old growth ecosystem?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion



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)?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Reduction of the number of any unique, rare or endangered species of animals?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Deterioration of existing fish or wildlife habitat quantity or quality?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion



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?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Exposure of people to severe noise levels?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Exposure of existing structures to levels of ground vibration that could result in structural damage?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion



7. Light and Glare

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Include new or modified sources of exterior lighting?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Cause light from exterior sources to be cast off -site or onto public lands?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion

Project includes new exterior lighting on pathways for safety and modified lighting at the existing athletic field/stadium for nighttime activities.

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?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Expand or intensify an existing non-conforming use?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion



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? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Substantial depletion of any non-renewable natural resource? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

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? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Involve possible interference with an emergency evacuation plan? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion



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? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Include or result in the temporary or permanent displacement of residents? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

12. Housing

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Affect existing housing, or create a demand for additional housing? | | | | |
| <i>To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:</i> | | | | |
| 1. Will the proposal decrease the amount of housing in the Tahoe Region? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 2. Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion



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?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Changes to existing parking facilities, or demand for new parking?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Alterations to present patterns of circulation or movement of people and/or goods?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Alterations to waterborne, rail or air traffic?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion



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?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Police protection?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Schools?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Parks or other recreational facilities?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Maintenance of public facilities, including roads?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Other governmental services?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion



15. Energy

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Use of substantial amounts of fuel or energy?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion:

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?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Communication systems?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Storm water drainage?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Solid waste and disposal?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion



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)?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Exposure of people to potential health hazards?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion

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?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Be visible from any public recreation area or TRPA designated bicycle trail?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion



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? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Create additional recreation capacity? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Have the potential to create conflicts between recreation uses, either existing or proposed? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Result in a decrease or loss of public access to any lake, waterway, or public lands? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion



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?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Is the property associated with any historically significant events and/or sites or persons?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion



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

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?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion



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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:

Jay Kniep

at

El Dorado County

8/11/2023

Person preparing application

County

Date

Applicant Written Comments: (Attach additional sheets if necessary)



Mail

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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

Bridget Cornell

Digitally signed by Bridget Cornell
DN: cn=Bridget Cornell, o=Tahoe Regional Planning
Agency, ou, email=bcornell@trpa.gov, c=US
Date: 2024.03.19 08:42:13 -07'00'

Signature of Evaluator

Associate Planner, Permitting & Compliance

Title of Evaluator

Date

March 19, 2024



Mail

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Stateline, NV 89449-5310

Location

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Stateline, NV 89449

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STAFF REPORT

Date: March 20, 2024
To: TRPA Governing Board
From: TRPA Staff
Subject: APC Membership Reappointment

Summary and Staff Recommendation:

Staff recommends Governing Board approve a two-year reappointment for the Advisory Planning Commission (APC) Placer County lay member Kevin Drake.

Required Motion:

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

- 1) A motion to reappoint to the Advisory Planning Commission lay member Kevin Drake to a two-year term.

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

Background:

The Tahoe Regional Planning Compact provides for a two-year term for appointments to the APC, which may be renewed. The Placer County Board of Supervisors endorsed Kevin Drake as its lay member and forwarded their recommendations to TRPA for action.

Contact Information:

For questions regarding this agenda item, please contact Julie Regan, Executive Director at (775) 589-5237 or jregan@trpa.gov.

To submit a written public comment, email publicComment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.



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STAFF REPORT

Date: March 20, 2024

To: TRPA Governing Board

From: TRPA Staff

Subject: Transportation and Sustainable Communities Threshold Standard 1

Summary:

At the January 2024 Governing Board meeting the Board reaffirmed its commitment to closing the funding gap of the 2020 Regional Transportation Plan (RTP) and reducing VMT per capita to meet the goal of the Transportation and Sustainable Communities 1 (TSC1) Threshold Standard. The Board also expressed concern about the adaptive management framework for addressing the funding gap. Staff consulted with partners in reviewing the full adaptive management framework for TSC1 and found the vast majority of the framework to be sound. In keeping with the adaptive management approach, Staff recommends the Board provide the following direction to Staff.

Required Motions:

To implement the direction the Board should make the following motions:

1. A motion to direct the Agency to continue to support the implementation of the “7-7-7” framework while working with local, regional, state, and federal partners to refine the overall funding approach and establish appropriate milestones.
2. A motion to direct continued engagement with the Transportation Performance Technical Advisory Committee and programmatic experts to adaptively manage the policy framework to address concerns raised by stakeholders and the Board, including a review of the project impact assessment process and exemption of public service projects.

For the motions to pass, an affirmative vote from four Board members from each State is required.

Background:

In April of 2021, TRPA adopted TSC1, aligning the vision of the RTP and Regional Plan to reduce reliance on the automobile, reduce greenhouse gas emissions, and increase mobility through modes other than the automobile. Concurrent with the adoption of the threshold standard, an adaptive management framework was adopted as goal DP-5 in the Regional Plan, with six implementing policies. Both the threshold standard and the adaptive management framework were the result of extensive negotiations between a variety of stakeholders. That adaptive management framework contains three key elements,

1) independent technical advice, 2) milestones for progress, and 3) management responses if the milestones are not met. That framework contains milestones for VMT per capita reduction and the funding of the RTP to support VMT reduction through transportation policy.

In January of 2024, the Board reviewed implementation progress and expressed numerous concerns related to the funding element of the adaptive management framework (DP-5.4, DP-5.6). The concerns expressed related to ambiguity in the standard, feasibility of the timelines, and potential impacts of the land-use policies.

DP-5.2 THE TECHNICAL ADVISORY BODY WILL PREPARE AND TRANSMIT A PERFORMANCE AND RECOMMENDATIONS REPORT TO THE GOVERNING BOARD EVERY FOUR YEARS.

DP-5.3 THE TECHNICAL ADVISORY BODY WILL PREPARE AND TRANSMIT A REGIONAL TRANSPORTATION PLAN SUSTAINABLE COMMUNITY STRATEGY ANALYSIS AND RECOMMENDATIONS REPORT.

Staff and partners engaged in a review of the adaptive management framework after the January meeting, with a focus on the policies related to the funding strategy. The review reaffirmed the framework as a whole but identified numerous opportunities for improvement.

**GOAL DP-5
TRPA SHALL USE A SERIES OF MILESTONES TO ADAPTIVELY MANAGE REGIONAL LAND USE AND THE TRANSPORTATION SYSTEM TO ACHIEVE AND MAINTAIN TRANSPORTATION AND SUSTAINABLE COMMUNITIES THRESHOLD STANDARD 1.**

A full review of the policies and implementation progress is included below. All six policies were adopted under Goal DP-5. The policies collectively reaffirm the commitment to adaptive management to reduce VMT per capita to attain the threshold standard.

The first policy, DP-5.1, calls for the convening of a technical advisory body to provide independent guidance on policies to promote the attainment of the threshold standard. That technical body, the

DP-5.1 A TECHNICAL ADVISORY BODY WITH EXPERTISE IN TRANSPORTATION, LAND USE PLANNING, AND IMPLEMENTATION SHALL PROVIDE GUIDANCE ON PROGRAM MODIFICATIONS NECESSARY TO ATTAIN AND MAINTAIN TRANSPORTATION AND SUSTAINABLE COMMUNITIES THRESHOLD STANDARD 1 (TSC 1).

Transportation Performance and Technical Advisory Committee was appointed by the Board in March of 2022. The Committee met multiple times in 2022 and developed its charter, which the Board approved in September of 2022.

The next two policies, DP-5.2 and DP-5.3, establish the reporting requirements of the technical advisory body. The reporting structure provides the technical advisory body with the framework to make data-driven policy recommendations to the Board to accelerate threshold attainment. In March of 2023, the technical advisory body submitted a draft reporting framework to the Governing Board, outlining the metrics it would use to assess the performance of the transportation system. The advisory body began

reviewing data relative to the performance metrics at its meeting in January of 2024 and is on track to complete its evaluation and provide guidance to the Governing Board in the second quarter of this year, consistent with DP-5.3.

The fourth adaptive management policy addresses the regional revenue funding gap of the constrained list of the RTP. The RTP estimated that an additional \$486 million would be needed to implement the projects on the constrained project list, equivalent to an additional \$20 million annually for 20 years starting in the 2026 fiscal year. The RTP refers to this as “Regional” revenue in the funding chapter because it is forecasted revenue that does not yet have an identified source (e.g., federal, state, local, or private sector). The first of the two policies, DP-5.4, identified the importance of coalescing around a proposal for addressing the gap in forecasted transportation funding.

The Bi-State Consultation on Transportation reached a consensus to pursue a funding approach modeled after the Lake Tahoe Environmental Improvement Program (EIP), dubbed the “7-7-7” strategy. The strategy was endorsed by the Bi-State Consultation on Transportation and presented to the delegates from each state at the 2022 Lake Tahoe Summit (Summit). After the 2022 Summit, the Nevada State Legislature endorsed the strategy, as did Placer County and the City of South Lake Tahoe.

Under the “7-7-7” framework, federal, state, and local/private partners would each seek an additional \$7 million per year, for high-priority, regionally significant transportation projects, totaling \$21 million annually. Partners responded to the urgent call to fund the RTP and secured an additional \$23 million for FY2023. This milestone exceeds the funding target for “7-7-7” for the year and arrives three years earlier than anticipated by the 2020 RTP.

DP-5.4 SCHEDULE OF MILESTONES TO OBTAIN A REGIONAL FUNDING SOURCE FOR TRANSPORTATION PROJECTS AND PROGRAMS.

A. 2022 Regional Revenue Milestone - By December 31, 2021, a proposal for dedicated sources of transportation funding for Tahoe, endorsed and supported by the Bi-State Transportation Consultation, shall be submitted to the Nevada and California legislatures.

B. 2024 Regional Revenue Milestone - An ongoing regional funding source or sources dedicated to transportation for the Tahoe Region that is reasonably expected to meet the needs set forth for it in the Regional Transportation Plan, shall commence implementation no later than December 31, 2023.

While “7-7-7” addressed the future funding gap for the RTP, the difference in the funding approach of DP-5.4-A relative to partner expectations and the ambiguity in DP-5.4-B as to the terms “ongoing,” “reasonably expected,” and “commence implementation” complicates the assessment relative to DP-5.4-B. The “7-7-7” framework references a suite of “potential revenue sources” to close the regional funding gap of the 2020 RTP. The sources include both those that would generally be considered

DP-5.5 SCHEDULE OF MILESTONES FOR ASSESSMENT OF PROGRESS TOWARDS ATTAINMENT OF TSC 1.

Progress towards standard attainment will be tracked relative to the 2018 baseline of 12.48 VMT/Capita. The following milestones (Interim Targets and Major Evaluation Intervals) are established to assess progress toward attaining TSC 1.

ongoing and those which could have different interpretations as to their status of either being one-time or ongoing revenue sources.

Rather than trying to define “ongoing” and “reasonably expected” at this time, staff recommends the Board endorse the partnership’s continued implementation of the strategy while initiating a re-evaluation of the funding landscape to reconcile the differences between the approach and the long-term vision and establishing milestones for progress. The review should also address the questions raised by the Board related to the appropriateness of linking funding that is subject to uncertain budget processes at the State and Federal level to land use policy. Establishing milestones in advance of this review and recommitment process would be inappropriate and potentially counterproductive.

The fifth adaptive management policy identifies specific VMT per capita reduction milestones to be achieved throughout the 20-year implementation timeline. The milestones of DP-5.5 differ from those of DP-5.4 in that they measure overall success in reducing VMT per capita, rather than success in securing funding. The milestones focus not on if we are securing funding or if we are implementing projects, but on the results: is the suite of programs, policies, and projects reducing the amount each person needs to drive in Tahoe? The first assessment against the milestones of DP-5.5 will occur later in 2024.

The sixth policy establishes the actions to be taken if the aforementioned milestones are not achieved. The first of the sub-policies (DP-5.6.A) goes into effect if the funding milestone is found not to have been attained, and the following six policies relate to the VMT per capita milestones of DP-5.5. Policy DP-5.6.A establishes “no-net unmitigated VMT” as the standard of significance for all land uses except workforce and affordable housing.

Understanding the impact of the change requires additional context on how transportation impacts are analyzed. The transportation project impact assessment process was updated to support the attainment of TSC1 in 2021 and it included a tiered system of requirements. The first tier was designed to allow

DP-5.6 ADAPTIVE MANAGEMENT RESPONSES TO BE IMPLEMENTED AFTER A RESULTS ASSESSMENT.

The following supplemental compliance measures (management responses) shall automatically go into effect if it is found that the milestones in DP-5.4 – DP-5.5 have not been attained:

smaller projects to move through the system quickly by simply paying a fee. The second tier established additional efficiency-based requirements for larger projects to ensure their alignment with regional goals. The tiers are established by screening levels for projects and the requirements for larger projects by the standards of significance.

The standard of significance for residential, tourist accommodation, and public service uses is “15% below existing sub-regional average VMT.” The level ensures that new large projects will be more efficient than the existing development pattern and thus contribute to lowering VMT per capita. If DP-5.4.B is found not to be achieved, the standard of significance is changed to “no-net unmitigated VMT.” In discussions around the achievement of the funding milestone, there has been significant debate about the effect this change would have on projects within the region. Forecasting that impact is non-trivial because it requires a suite of assumptions around applicant behavior and market dynamics. Were the measure in place today an applicant potentially subject to the “no-net unmitigated VMT” could choose to; a) reduce project size, b) take their project elsewhere, or c) become a greater advocate for transportation funding in Tahoe.

The Board raised further questions about which projects should be impacted by the standard of significance change, and if public safety or other public service projects (e.g. daycare facilities or government offices) should be included. The broader question posed relates to which land use policies best support per capita VMT reduction and overall implementation of the Regional Plan. Would it impede the concentration of the development within town centers and other low VMT areas, thereby slowing the implementation of the Regional Plan or promoting sprawl? Is the change designed solely to motivate action and drive funding results, or should the change be designed to promote the attainment of the overall policy goal of VMT per capita reduction even in the absence of additional funding?

The questions get at the heart of the design of the adaptive management measure and whether the measure should be broad-based and impact many projects or be more targeted at a limited number of projects. In approaching the technical review of the interaction between land use and transportation policy, the focus should be on the identification of land use policy alternatives that promote threshold standard attainment in both good and bad funding environments. That review should also consider the first three years of implementation of the new transportation project impact assessment. To facilitate this review, staff further recommends continued engagement with partners and technical experts to address concerns related to program implementation and specifically how they relate to transportation project impact assessment and screening processes.

Contact Information:

For questions regarding this agenda item, please contact Dan Segan, Chief Science and Policy Advisor, at 775-589-5233, or dsegan@trpa.gov.

To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.



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STAFF REPORT

Date: March 20, 2024

To: Governing Board

From: TRPA Staff

Subject: Update on the Traffic and Safety Monitoring Report for the Round Hill Pines Resort Intersection Improvement Project

Summary and Staff Recommendation:

This is an informational item only; no action is required.

Project Description/Background:

The TRPA Governing Board approved The Round Hill Pines Resort Intersection Improvement Project on October 27, 2021. The Federal Highway Administration (FHWA) Central Federal Lands Highway Division (CFLHD) was the project proponent working in partnership with TRPA, the USDA Forest Service Lake Tahoe Basin Management Unit (LTBMU), and the Nevada Department of Transportation (NDOT) to plan and deliver the project. The project was constructed in 2022 and the new intersection became open to the public in the summer of 2023.

The Round Hill Pines Resort is owned and managed by LTBMU and is located on US Highway 50 in Douglas County, Nevada. It is a popular public day-use summer recreation destination. The intersection improvement project was implemented to improve the safety of the entrance and travelling public along US 50. The previous entrance into the resort was unsafe due to limited sight distance in both directions and unprotected turning movements across US 50 and prohibited transit from accessing the facility. The project relocated the entrance 0.2 miles north, added a left turn lane into the resort, and a northbound acceleration lane along US 50. The new intersection now allows transit access and is an environmental, public access, and safety improvement.

CFLHD prepared a National Environmental Policy Act (NEPA) Environmental Assessment (EA) and TRPA Initial Environmental Checklist (IEC) to analyze the impacts of the project. The EA established there are no significant impacts due to this project, and there were beneficial impacts to transportation. The Finding of No Significant Impact and the EA may be found online at: [Round Hill Pines Access | FHWA \(dot.gov\)](#).

Sierra Sunset Lane is a private, gated road located adjacent to Roundhill Pines Resort, just north of the new intersection. Four residents are located off the road. During public outreach, the residents of Sierra Sunset Lane voiced concerns regarding the project including the potential to negatively impact the entrance to Sierra Sunset Lane from US 50 and requested additional traffic analysis. In response to the residents' concerns, the TRPA Governing Board required the project proponents complete traffic and safety monitoring to identify any adverse impacts to Sierra Sunset Lane (Attachment B, TRPA Permit).

NDOT conducted a traffic and crash analysis for a 0.72-mile section of roadway that included the project area and Sierra Sunset Lane. (Attachment A, NDOT report). NDOT compiled traffic and crash data between May 2021 and May 2022 and again between October 2022 – October 2023 (pre- and post-project). Prior to the project there were four crashes within the analysis area, exceeding the Nevada state average. Post-project, there were two crashes within the analysis area, a 50% reduction that brought both property damage only (PDO) and injury crashes below the Nevada state average. NDOT uses Average Annual Daily Trips (AADT) as a metric to count vehicle trips along the corridor. The AADT along US 50 did not change pre and post project.

Compiling and reviewing traffic counts and crash data pre- and post-project is the standard protocol NDOT uses to analyze the safety impacts of a project. NDOT also installed no parking signs along US 50 near the new Round Hill Pines Resort intersection to further increase safety along the corridor.

The NDOT analysis shows no adverse safety impacts to Sierra Sunset Lane. The project achieved the desired goals of providing safer access to Round Hill Pines Resort and reducing conflicts along US Highway 50.

Contact Information:

For questions regarding this agenda item, please contact Shannon Friedman, Environmental Improvement Program Manager, at (775) 589-5205 or sfriedman@trpa.gov. To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

Attachments:

- A. NDOT crash data
- B. TRPA Permit
- C. CFLHD Sierra Sunset Lane Memo ([Link](#))

Attachment A
NDOT Crash Data

**US 50
DOUGLAS COUNTY, NV
MP DO 2.205 TO DO 2.925
BEFORE PROJECT
ANALYSIS**



SEGMENT LENGTH (MILES)	0.72
AVERAGE AADT	20,433

May 21, 2021 - May 22, 2022

PDO CRASHES	2
INJURY CRASHES	2
FATAL CRASHES	0
TOTAL CRASHES	4

	US 50	Principal Arterial Rural 5-Year State Average (2022)	% Change
PDO CRASH RATE	0.372	0.248	50.18
INJURY CRASH RATE	0.372	0.119	213.78
FATAL CRASH RATE	0.000	0.018	-100.00
TOTAL CRASH RATE	0.745	0.385	93.68

*Percent change in **purple** indicates a lower percent than the State average.
Percent change in **red** indicates a higher percent than the State average.

The 0.72-mile segment of US 50 in Douglas County, NV from MP DO 2.205 to DO MP 2.925 (MP limits of project plus an additional 500 feet in each direction as requested) was analyzed before the project begun. US 50 within these limits had a 50.18 % **higher** PDO crash rate, a 213.78% **higher** Injury crash rate, 93.68% **higher** Total crash rate, and a below average Fatal crash rate in comparison to the State Average for a Principal Arterial roadway. All crash rates are calculated per million vehicle miles.

NDOT Reserves All Objections
23 U.S.C. § 407 Documents

**US 50
DOUGLAS COUNTY, NV
MP DO 2.205 TO DO 2.925
AFTER PROJECT
ANALYSIS**



SEGMENT LENGTH (MILES)	0.72
AVERAGE AADT	20,433

Oct 22, 2022 - Oct 22, 2023

PDO CRASHES	1
INJURY CRASHES	1
FATAL CRASHES	0
TOTAL CRASHES	2

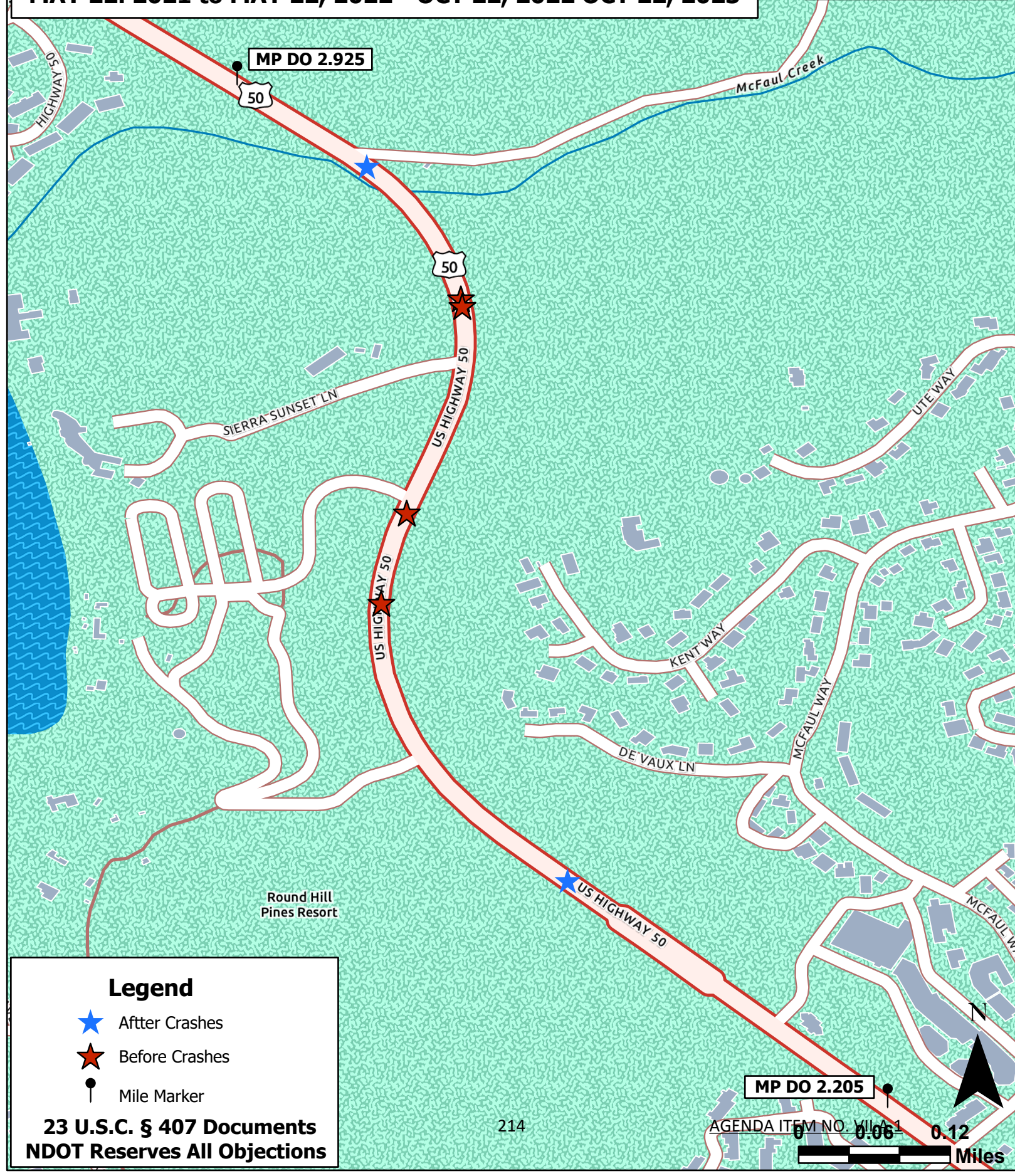
	US 50	Principal Arterial Rural 5-Year State Average (2022)	% Change
PDO CRASH RATE	0.186	0.248	-24.88
INJURY CRASH RATE	0.186	0.119	56.89
FATAL CRASH RATE	0.000	0.018	-100.00
TOTAL CRASH RATE	0.372	0.385	-3.16

*Percent change in **purple** indicates a lower percent than the State average.
Percent change in **red** indicates a higher percent than the State average.

The 0.72-mile segment of US 50 in Douglas County, NV from MP DO 2.205 to DO MP 2.925 (MP limits of project plus an additional 500 feet in each direction as requested) was analyzed after the project was completed. US 50 within these limits now has a 24.88% lower PDO crash rate than the statewide average, an Injury crash rate reduced by 156.89%, and a Total crash rate that is now below the Statewide Average for a Principal Arterial roadway. The Fatal crash rate remains unchanged as no fatal crashes occurred during the time period analyzed. All crash rates are calculated per million vehicle miles.

NDOT Reserves All Objections
23 U.S.C. § 407 Documents

**US 50
DOUGLAS COUNTY, NV
MP DO 2.205 TO DO 2.925
BEFORE & AFTER ANALYSIS
MAY 22, 2021 to MAY 22, 2022 - OCT 22, 2022 OCT 22, 2023**



Attachment B

TRPA Permit



FINAL PERMIT

PROJECT DESCRIPTION: Round Hill Pines Resort Intersection Improvement Project

EIP NUMBER: 03.01.02.0070

PERMITTEE(S): Federal Highway Administration, Central Federal Lands Highway Division

FILE #: EIPC2021- 0012

COUNTY/LOCATION: Douglas County/Round Hill Pines

Having made the findings required by Agency ordinances and rules, the TRPA approved the project on October 27, 2021, subject to the Standard Conditions of Approval attached hereto (Attachment Q) and the special conditions found in this permit.

This permit shall expire on October 27, 2024, unless project is diligently pursued every year. Diligent pursuit shall be defined by the condition of approval relating to completion of the project. 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) A TRPA PRE-GRADING INSPECTION HAS BEEN CONDUCTED WITH THE PROPERTY OWNER AND/OR THE CONTRACTOR.



TRPA Executive Director/Designee

10/27/2021

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 02/07/2022

sf

EIP NUMBER: 03.01.02.0070
TRPA FILE NO. EIPC2021-0012

Water Quality Mitigation Fee (1) Amount \$ _____ Paid _____ Receipt No. _____

Notes: (1) See Special Condition 3.C, below

Required plans determined to be in conformance with approval: Date: 2/11/22

TRPA ACKNOWLEDGEMENT: The permittee has complied with all pre-construction conditions of approval as of this date:

TRPA Executive Director/Designee Date _____

SPECIAL CONDITIONS

1. This permit specifically authorizes the construction of the Round Hill Pines Resort Intersection Improvement Project. The Project will relocate the existing entrance 0.2 miles north of the existing entrance and will include a left turn lane into the resort and a northbound acceleration lane along US 50. The relocated intersection will tie into a new entrance road and parking lots being constructed by the USDA Forest Service Lake Tahoe Basin Management Unit (LTBMU) in 2021. The project is within the Nevada Department of Transportation right of way and LTBMU property. It is planned for construction in 2022.
2. The Standard Conditions of Approval listed in Attachment Q shall apply to this permit.
3. Prior to permit acknowledgement, the following conditions of approval must be satisfied:
 - A. Submit one set of final construction plans electronically with the following changes:
 - I. Remove the roadway obliteration reference on sheet C01.
 - II. Include the new sign for the Round Hill Pines Resort Entrance.
 - III. Revise sheet C01 to show restoration/minimization of the existing entrance.
 - IV. Include the trees that will be removed on the plan sheets
 - V. Include revegetation on the plan sheets.
 - VI. Show restoration of section of shared use trail that is proposed to be removed. It should be restored so that it is de-compacted and allows water to naturally infiltrate and supports native vegetation.
 - B. The applicant shall mitigate the 5,314 square feet of coverage in Land Capability District 2 by proposing and implementing a restoration project(s) onsite or offsite. The restoration project shall restore land in Land Capability Districts, 1a, 1b, 1c, or 2 at 1.5 times the area of land covered for the project beyond that permitted by the coefficients in Table 30.4.1.1. The project shall be identified prior to acknowledgement of this permit.

- C. The required water quality offset for the 13,547 square feet of coverage in Land Capability Districts 4 may be mitigated one of two ways, or a combination of both per TRPA Code of Ordinances, Section 60.2.3 (Required offsets). The application may propose a water quality mitigation project or pay a water quality mitigation fee at a rate of \$1.86/sq. ft. of coverage, or a combination of the two. The mitigation plan or water quality fees shall be submitted prior to acknowledgement of this permit.
4. Prior to the pre-grade inspection, the following conditions of approval shall be satisfied:
- A. The permittee shall submit an updated construction schedule to TRPA prior to commencement of construction. This schedule shall identify dates for the following:
- When installation of temporary erosion control structures will occur;
 - When each stage of construction will start;
 - When construction spoils and debris will be removed;
 - When installation of all permanent erosion control structures will occur;
 - When construction will be completed;
 - The estimated date for when the final inspection by TRPA Environmental Compliance staff will take place to ensure that all conditions of project approval have been satisfied.
- B. An EIP project sign shall be approved, fabricated and installed at approved location(s) within the project area. Applicant shall work with the TRPA graphic designer on the design and layout of the sign.
- C. NDOT, TRPA, Forest Service Lake Tahoe Basin Management Unit, and Central Federal Lands Highway Division shall meet with Sierra Sunset Lane representatives to discuss their public safety concerns as part of the US 50 Corridor planning study.
5. Complete traffic and safety monitoring to identify any adverse impacts to Sierra Sunset Lane. One-year post project report the findings of the traffic and safety monitoring to the TRPA board.
6. An onsite inspection by TRPA staff is required prior to any construction or grading activity. TRPA staff shall determine if the onsite improvements required by Attachment Q (Standard Conditions of Approval) have been properly installed. No grading or construction shall commence until TRPA pre-grade conditions of approval are met.
7. All new galvanized or reflective metal surfaces including but not limited to guardrails, traffic signal posts, light posts, utility boxes, backs of signs, and exposed culverts shall be treated so they are not shiny or be non-galvanized.
8. Any normal construction activities creating noise in excess to the TRPA noise standards shall be considered exempt from said standards provided all such work is conducted between the hours of 8:00 A.M. and 6:30 P.M. Regular construction work outside of these hours may require noise monitoring to ensure the project will not be in violation of TRPA noise standards.
9. The color of rock, articulated block or concrete shall blend in with the native environment and be approved by TRPA prior to placement.

10. All above ground facilities, new or currently existing, such as sign posts, the back of signs, electrical boxes, etc. shall be colored the approved TRPA color, Brown Fed. Standard 595 FS 30059 or another approved color by TRPA.
11. Grading is prohibited any time of the year during periods of precipitation and for the resulting period when the site is covered with snow, or is in a saturated, muddy, or instable conditions (pursuant to Subsection 64.2.C of the TRPA Code of Ordinances).
12. The adequacy of all required temporary BMPs, as shown on the final construction plans, shall be confirmed at the time of the TRPA pre-grading or pre-construction inspection. Any required modifications, as determined by TRPA, shall be incorporated into the project permit at that time. Adequate BMPs must be installed prior to construction, regardless of the amount or type of BMPs shown on final construction plans.
13. All material obtained from any excavation work that is not contained within foundations, retaining walls, or by other methods approved by TRPA shall be removed from the subject parcel and disposed of at a site approved by TRPA.
14. If artifacts, archaeological soils, or unusual amounts of bone or shell are uncovered during the construction activities, all work in the area will be stopped and a qualified archeologist will be immediately contacted for on-site consultation.
15. The roots of trees (adjacent to the pathway) over four inches in diameter shall not be severed, if avoidable, pursuant to Subsection 65.2F of the TRPA Code of Ordinances.
16. No trees shall be removed (other than those shown on the approved site plan) without prior TRPA written approval as per the Landscape and Revegetation Plan. During the project design refinement all opportunities shall be explored to reduce the number of trees to be cut that are greater than 14 inches diameter at breast height (dbh), especially those greater than 24" dbh in east side forest types and 30" dbh in west side forest types.
17. This approval is based on the permittee's representation that all plans and information contained in the subject application are true and correct. Should any information or representation submitted in connection with the project application be incorrect or untrue, TRPA may rescind this approval, or take other appropriate action.
18. Any modifications to the TRPA approved plans shall be submitted to TRPA for review and approval.
19. The permittee is responsible for ensuring that the project, as built, does not exceed the approved land coverage figures shown on the site plan. The approved land coverage figures shall supersede scaled drawings when discrepancies occur.
20. This site shall be winterized in accordance with the provisions of Attachment Q by October 15th of each construction season. All disturbed areas shall be stabilized with a 3-inch layer of mulch or covered with an erosion control blanket.

21. All permanent BMPs shall be maintained per an approved BMP inspection and maintenance plan.
22. Permittee shall contact TRPA for a final inspection at the conclusion of the project to verify that all conditions of the permit have been met and the project was implemented per the TRPA approved Plans.
23. All rock material (gravel, cobble, and boulders) shall be clean and thoroughly washed prior to arrival at the site to ensure that the rock is free of any silt or clay particles.
24. The discharge of petroleum products, construction waste and litter (including sawdust), or earthen materials to the surface waters of the Lake Tahoe Region is prohibited. All surplus construction waste materials shall be removed from the project site and disposed of at approved points of disposal.
25. All waste resulting from the saw-cutting of pavement shall be removed using a vacuum (or other TRPA approved method) during the cutting process or immediately thereafter. Discharge of waste material to surface drainage features is prohibited and constitutes a violation of this permit.
26. 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. 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

CFLHD Sierra Sunset Lane Memo

[\(Link\)](#)



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

STAFF REPORT

Date: March 20, 2024

To: TRPA Environmental Improvement Program Committee

From: TRPA Staff

Subject: Environmental Improvement Program Outreach Update and Lake Tahoe Restoration Act Priorities

Summary and Staff Recommendation:

This is an informational item only; no action is required.

Project Description/Background:

The EIP is the implementation arm of the Regional Plan and centers around proactive project implementation to accelerate threshold attainment. This bi-state, cross-boundary restoration partnership has implemented more than 800 projects since 1997 to improve the environmental health of the Tahoe Basin. The [EIP 2022 Accomplishments Report](#) provides a summary of the program focus areas and the most recent accomplishment data.

A key component of the EIP is the collaborative funding framework across federal, state, and local jurisdictions as well as tribal, non-profit, and private partners. Each EIP project is often funded by a variety of funding sources that combine to amplify and increase the pace and scale of restoration. One key federal funding source of the EIP is the Lake Tahoe Restoration Act (LTRA). Congress passed the LTRA in 2000, which authorized 300 million dollars for critical restoration projects to maintain and improve Lake Tahoe's clarity and ecosystem. In 2016, President Obama signed legislation that included another iteration of LTRA, and authorized an additional 415 million dollars for restoration projects including aquatic invasive species prevention and control, forest health and wildfire risk prevention, and water quality and watersheds restoration and improvement.

Since 2016, LTRA has provided 114 million dollars for restoration projects throughout the Basin, and catalyzed over 500 million dollars in state, local, and private matching funds. The Lake Tahoe Restoration Act of 2016 expires in September 2024. Without the Act's extension, important projects to thin overstocked forests, tackle aquatic invasive species, and protect the lake's world-famous clarity could be slowed or stalled.

This month, a group of Tahoe EIP partners met with legislators and agency executives in Washington D.C. to discuss the urgent need for LTRA reauthorization. TRPA staff will present key takeaways and outcomes from the trip. Additionally, TRPA staff will provide an overview of upcoming EIP projects that are prioritized for LTRA funding.

Contact Information:

For questions regarding this item, please contact Kat McIntyre, EIP Department Manager at 775-589-5263 or kmcintyre@trpa.gov.

To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.



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

STAFF REPORT

Date: March 20, 2024

To: TRPA Regional Plan Committee

From: TRPA Staff

Subject: Amendment to Washoe County's Tahoe Area Plan to Allow "Schools – Kindergarten through Secondary" as a special use within the Wood Creek Regulatory Zone

Summary and Staff Recommendation:

Washoe County will provide an overview of the proposed amendment to the Tahoe Area Plan (TAP) including "Schools – Kindergarten through Secondary" as a special use within the Wood Creek Regulatory Zone in Incline Village. The Washoe County Board of County Commissioners adopted the proposed amendment as a development code amendment on February 20, 2024. Staff seeks Regional Plan Committee (RPC) discussion and asks the RPC to consider a recommendation of approval to the TRPA Governing Board for adoption of the proposed area plan amendment.

Required Motions:

To recommend adoption of the area plan amendment, RPC 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 2024-___, amending Ordinance 2021-06, 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 been amended once in the two years since its adoption. Washoe County is requesting an amendment to the TAP. The proposed amendment proposes to allow primary and secondary schools as a special use in the Woodcreek regulatory zone pertaining specifically to parcels that are three acres or more in size.

There are twenty-seven (27) individual regulatory zones in the TAP, sixteen (16) of which are Residential Regulatory Zones. The Residential Regulatory Zone's land use category is described as, "Urban areas having the potential to provide housing for residents of the region."

To date, primary and secondary schools are not permitted in the Wood Creek Regulatory Zone under the regulations of the TAP. However, similar uses are allowed with a Special Use Permit, including a broad scope of public service uses (e.g., churches, day care centers, and pre-schools). Within the Wood Creek Regulatory Zone Special Area (SA), additional public services are allowed, including regional public health and safety facilities, cultural facilities, government offices, and local assembly and entertainment. These other uses have similar effects on the community character and similar demand for services and infrastructure as would primary and secondary schools.

The U.S. Census of 2020 and the American Community Survey both show an increase of the total population of Incline Village from 2018 to 2021 with a steady increase of the population of persons 18 years and under. Two church properties within the Wood Creek Regulatory Zone have expressed interest to Washoe County in providing additional religious school services to kindergarten through 8th grade age groups. The proposed amendment responds to both the increase of school age children within the community, as well as permitting primary and secondary school uses as a Special Use on parcels in the Wood Creek Regulatory Zone

The Washoe County Board of County Commissioners approved the development code amendment applying this change to the Washoe County Code on February 20, 2024. A copy of the adopted County Ordinance with proposed plan language is included as Attachment A to this packet. TRPA Governing Board approval is required to amend the TAP.

In addition to obtaining the RPC's recommendation, staff will bring the amendment package to the Advisory Planning Commission (APC) on April 10, 2024 to consider making a recommendation for the Governing Board's April 24, 2024 hearing.

Environmental Review:

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.

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 will be reviewed by the APC and the RPC. Recommendations of the APC and RPC 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 Michelle Brown, Associate Planner, at (775) 589-5226 or mbrown@trpa.gov.

To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee

written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

Attachments:

- A. Washoe County Signed Ordinance
- B. Washoe County Staff Memo
- C. TRPA Ordinance 2024-__
- D. Required Findings/Rationale (link)
- E. Initial Environmental Checklist (link)
- F. Conformity Checklist
- G. Compliance Measures (link)

Attachment A
Washoe County Signed Ordinance

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 110.220.175 (Wood Creek Regulatory Zone) referring to land use.**

BILL NO. 1901

ORDINANCE NO. 1711

Title:

An ordinance amending Washoe County Code Chapter 110 (Development Code), Article 220 (Tahoe Area), Section 110.220.275 (Wood Creek Regulatory Zone) to add "Schools - Kindergarten through Secondary" use type as a permitted use, subject to a special use permit, on those parcels in size equal to, or greater than, three-acres within the Tahoe - Wood Creek Regulatory Zone; 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 110.220.275 (Wood Creek Regulatory Zone) in order to add "Schools - Kindergarten through Secondary" use type as a permitted use, subject to a special use permit, on those parcels in size equal to, or greater than, three-acres within the Tahoe - Wood Creek Regulatory Zone; and
- B. The Washoe County Planning Commission held a duly noticed public hearing on November 7, 2023, at which the Planning Commission initiated and recommended adoption of the proposed amendments to Washoe County Code Chapter 110, by Resolution Number 23-16 (WDCA23-0001); and
- C. The amendments and this ordinance were drafted in concert with the District Attorney, and

- D. Following a first reading and publication as required by NRS 244.100(1), and after a second reading at 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 110.220.275 (Wood Creek Regulatory Zone) is hereby amended as follows:

Section 110.220.275 Wood Creek Regulatory Zone.

WOOD CREEK REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Tourist Accommodation		
Bed and Breakfast Facilities	S	5 units per parcel
Public Service		
Schools – Kindergarten through Secondary*	S	
Local Public Health and Safety Facilities	S	
Transit Stations and Terminals	S	
Pipelines and Power Transmission	S	
Transmission and Receiving Facilities	S	
Transportation Routes	S	
Public Utility Centers	S	
Churches	S	
Day Care Centers/Pre-Schools	S	
Recreation		
Participant Sports Facilities	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	

Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	
WOOD CREEK REGULATORY ZONE SPECIAL AREA		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Commercial		
Privately Owned Assembly and Entertainment	S	
Public Service		
Same as General List, Plus:		
Regional Public Health and Safety Facilities	S	
Cultural Facilities	S	
Government Offices	S	
Local Assembly and Entertainment	S	
Recreation		
Same as General List, Plus:		
Sport Assembly	S	
Outdoor Recreation Concessions	A	
Rural Sports	S	
Visitor Information Center	S	
Resource Management		
Same as General List		

***On those parcels in size equal to, or greater than, three-acres.**

SECTION 2. 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 January (month) 23rd (day), 2024.

Proposed by ~~Commissioner~~ Vice Chair Herman.

Passed on February (month) 20th (day), 2024.

Vote:

Ayes: Alexis Hill, Michael Clark, Mainuz Garcia, Clara Andriola

Nays: None

Absent: Jeanne Herman




Alexis Hill, Chair
Washoe County Commission

ATTEST:



Janis Galassini, County Clerk



This ordinance shall be in force and effect if and when the Tahoe Regional Planning Agency ("TRPA") adopts the specific amendments in this ordinance through its adoption of an amendment to TRPA's Tahoe Area Plan.

Attachment B
Washoe County Staff Memo

STAFF REPORT
MEETING DATE: March 27, 2024

DATE: January 26, 2024
TO: Regional Planning Committee
FROM: Courtney Weiche, Senior Planner, Planning & Building Division,
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
SUBJECT: Proposed Amendment to the Washoe Tahoe Area Plan to add "Schools - Kindergarten through Secondary" use type as a permitted use, subject to a special use permit, on those parcels in size equal to, or greater than, three-acres within the Tahoe - Wood Creek Regulatory Zone; and all matters necessarily connected therewith and pertaining thereto. (All Commission Districts.)

SUMMARY

To conduct a public hearing and consider recommendation of adoption of an amendment to the Washoe Tahoe Area Plan. The requested code amendments are described in detail beginning on page 2 of this staff report.

Washoe County Strategic Objective supported by this item: Economic Impacts:
Support a thriving community.

PREVIOUS ACTION

February 20, 2024. The Washoe County Board of County Commissioners (Board) conducted a second reading for Bill 1901, an Ordinance amending Washoe County Code Chapter 110 (Development Code), Article 220, Tahoe Area to add “Schools- Kindergarten through Secondary” as a permitted use in the Tahoe- Wood Creek Regulatory Zone on those parcels equal to or greater than 3 acres.

January 23, 2024. The Board introduced and conducted a first reading for Bill 1901, an ordinance amending Washoe County Code Chapter 110 (Development Code), Article 220, Tahoe Area to add “Schools- Kindergarten through Secondary” as a permitted use in the Tahoe- Wood Creek Regulatory Zone on those parcels equal to or greater than 3 acres.

November 7, 2023. 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 WDCA23-0001 to the Board.

BACKGROUND

January 26, 2021. The Board of County Commissioners (“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. The Tahoe Regional Planning Agency (“TRPA”) Governing Board adopted Washoe County’s Tahoe Area Plan and included Washoe County Development Code Articles 220 and 220.1 as part of this adoption.

June 8, 2023. The applicant submitted a Development Code Amendment application (WDCA23-0001) to add "Schools - Kindergarten through Secondary" use type as a permitted use, subject to a special use permit, on those parcels in size equal to, or greater than, three-acres within the Tahoe - Wood Creek Regulatory Zone.

September 27, 2023. The TRPA Regional Plan Implementation Committee (RPIC), a subcommittee of the TRPA Governing Board, held a duly noticed public meeting on the requested amendment for informational purposes only. The meeting allowed governing board members and the public the opportunity to provide comments and raise concerns before a formal vote is held in the future. TRPA received nearly 100 written public comments, approximately thirty-six (36) were in opposition and fifty-five (55) expressed support for the amendment. *See* Exhibit D - RPIC Staff Report and Public Comment to Attachment D PC Staff Report. No public (verbal) testimony was given in opposition and all RPIC members expressed support for the proposal with no notable concerns raised.

November 7, 2023. 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 WDCA23-0001 to the Board.

Article 220 Amendments

The following is a summary of the specific section of the Washoe Tahoe Area Plan requested for amendment:

Section 110.220.275 Wood Creek Regulatory Zone.

Add "Schools - Kindergarten through Secondary" use type as a permitted use, subject to a special use permit, on those parcels in size equal to, or greater than, three-acres.

The proposed text amendment is shown in Bold **Red**.

Section 110.220.275 Wood Creek Regulatory Zone.

WOOD CREEK REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		

Single Family Dwelling	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Tourist Accommodation		
Bed and Breakfast Facilities	S	5 units per parcel
Public Service		
Schools – Kindergarten through Secondary*	S	
Local Public Health and Safety Facilities	S	
Transit Stations and Terminals	S	
Pipelines and Power Transmission	S	
Transmission and Receiving Facilities	S	
Transportation Routes	S	
Public Utility Centers	S	
Churches	S	
Day Care Centers/Pre-Schools	S	
Recreation		
Participant Sports Facilities	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	
WOOD CREEK REGULATORY ZONE SPECIAL AREA		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Commercial		
Privately Owned Assembly and Entertainment	S	
Public Service		
Same as General List, Plus:		
Regional Public Health and Safety Facilities	S	
Cultural Facilities	S	
Government Offices	S	
Local Assembly and Entertainment	S	
Recreation		
Same as General List, Plus:		
Sport Assembly	S	
Outdoor Recreation Concessions	A	
Rural Sports	S	
Visitor Information Center	S	
Resource Management		

Same as General List		
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***On those parcels in size equal to, or greater than, three-acres.**

REQUESTED ACTION

Washoe County requests that the Regional Planning Committee hold a public hearing and consider a recommendation of approval of the proposed amendments.

CONTACT

Courtney Weiche, Senior Planner, Planning & Building Division, Community Services Dept., 328-3608, cweiche@washoecounty.gov.

Attachment C
TRPA Ordinance 2024-__

TAHOE REGIONAL PLANNING AGENCY
ORDINANCE 2024-__

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 2021-06 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 6 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 effectuate 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 shall not be affected thereby. For this purpose, the provisions of this ordinance and the amendments to the Regional Plan 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 _____, 2024, by the following vote:

Ayes:

Nays:

Abstentions:

Absent:

Cindy Gustafson, Chair
Tahoe Regional Planning Agency,
Governing Board

Attachment D
[TRPA Code of Ordinance Findings](#) (link)

Attachment E
[Initial Environmental Checklist](#) (link)

Attachment F
Conformity Checklist

TO: Michelle Brown, TRPA
FROM: AnnMarie Lain, DOWL
DATE: January 24, 2024
PROJECT: Tahoe Area Plan Amendment

FINDING OF CONFORMITY CHECKLIST

General Information

Area Plan Information

Area Plan Name:	Tahoe Area Plan
Lead Agency:	Washoe County
Submitted to TRPA:	January 24, 2024
TRPA File No:	N/A

Conformity Review

Review Stage:	Final Review
Conformity Review Date:	TBD
TRPA Reviewer:	Michelle Brown

Hearing Dates

Lead Agency Approval:	February 20, 2024
APC:	April 10, 2024
RPC:	March 27, 2024
Governing Board:	April 24, 2024

Characteristics

Geographic Area	Wood Creek Regulatory Zone
Land Use Classifications:	Residential
Amendment Summary:	The proposed amendments affect the TAP Appendix A (Development Code Standards), Section 110.220.275 Wood Creek Regulatory Zone Allowable Land Uses and Section 110.220.280 Wood Creek Residential 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 Section	13.5.2	•		
B. Development and Community Design Standards					
<i>Building Height</i>					
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			•
<i>Density</i>					
5	Single-Family Dwellings	13.5.3			•
6	Multiple-Family Dwellings outside of Centers	13.5.3			•
7	Multiple-Family Dwelling within Centers	13.5.3			•
8	Tourist Accommodations	13.5.3			•
<i>Land Coverage</i>					
9	Land Coverage	13.5.3			•
10	Alternative Comprehensive Coverage Management	13.5.3 B.1			•
<i>Site Design</i>					
11	Site Design Standards	13.5.3			•
<i>Complete Streets</i>					
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			•
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 of 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					
<i>General Review Standards for All Area Plans</i>					
1	Zoning Designations	13.6.5.A.1	•		
2	Regional Plan Policies	13.6.5.A.2	•		
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 & Implementation	13.6.5.A.8			•
<i>Load Reduction Plans</i>					
9	Load Reduction Plans	13.6.5.B			•
<i>Additional Review Standards for Town Centers and the Regional Center</i>					
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			•
<i>Additional Review Standards for the High-Density Tourist District</i>					
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 Amendment 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	•		
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 Response

A. Contents of Area Plans

1. General

☒ YES ☐ NO ☐ NA

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 subparagraph 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.

Response 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 of the Wood Creek Regulatory Zone in Appendix A of the TAP.

2. Relationship to Other Sections of the Code

☒ YES ☐ NO ☐ NA

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.

Response Under the proposed amendment, development and design standards comply with those prescribed in the Code. The only difference is that primary and secondary school use will be permitted with a special use permit, limited to parcels 3 acres in size are more within the Wood Creek Regulatory Zone.

J. Findings for Conformance with the Regional Plan

1. Zoning Designations ☒ YES ☐ NO ☐ NA

Citation 13.6.5.A.1

Requirement Identify all zoning designations, allowed land uses, and development standards throughout the plan area;

Response Section 110.220.275 in Appendix A to the TAP is being amended to add primary and secondary schools as a permissible use with a special use permit, limited to parcels 3 acres in size are more within the Wood Creek Regulatory Zone. No changes to existing zoning designation or development standards are proposed.

2. Regional Plan Policies ☒ YES ☐ NO ☐ NA

Citation 13.6.5.A.2

Requirement Be consistent with all applicable Regional Plan Policies, including but not limited to the regional growth management system, development allocations and coverage requirements;

Response The Tahoe Area Plan contains goals and policies that are in alignment with Regional Plan policies. 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 to be responsive to the unique needs and opportunities of communities.

The proposed amendment is intended to facilitate the establishment of primary and secondary schools that are not otherwise provided for within the jurisdiction. The proposed amendment promotes the general welfare of the community, lessens traffic congestion by providing education to establish within the communities they serve, facilitates the adequate provision of schools, and promotes the social advantages gained from an appropriately regulated use of land.

6. Established Residential Areas ☒ YES ☐ NO ☐ NA

Citation 13.6.5.A.6

Requirement Preserve the character of established residential areas outside of Centers, while seeking opportunities for environmental improvements within residential areas;

Response The Wood Creek Regulatory Zone is one of 16 residential regulatory zones in the plan area. These regulatory zones focus primarily on single-family dwellings but allow other use types such as multi-family and a

broad scope of public service and resource management uses. The primary vision for residential regulatory zones is to maintain safe and functional residentially focused regulatory zones, with development that contributes to the desired community character.

The amendment request proposes an acreage restriction to preserve the existing neighborhood character throughout the internal corridors of Wood Creek Regulatory Zone. Any applicant wishing to establish a school use within the amendment location would be required to obtain an approved special use permit. The special use permit process is a site-specific review of a use that requires special appraisal to determine if the uses have the potential to adversely affect other land uses, transportation systems, public facilities, or environmental resources in the vicinity. The special use permit process requires neighborhood notification, a neighborhood meeting, and a public hearing.

K. Area Plan Amendments

1. Conformity Review for Amendment to an Area Plan ☒ YES ☐ NO ☐ NA

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

Response 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.

L. Administration

1. Effect of Finding of Conformance of Area Plan ☒ YES ☐ NO ☐ NA

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.

Response The Governing Board found the TAP to be in conformance with the Regional Plan on May 26, 2021. The proposed amendment will be reviewed by the Governing Board prior to going into effect.

Attachment G
[Compliance Measures](#) (link)



STAFF REPORT

Date: March 20, 2024

To: TRPA Regional Planning Committee

From: Jacob Stock, Senior Planner

Subject: Informational Presentation on Adaptive Improvements to the Code of Ordinances Supporting Climate Resilience, Affordable Housing Requirements for Condominiums, and Design Standards for Mixed-Use Development

Project Summary:

Staff will present an overview of proposed amendments to the TRPA Code of Ordinances to implement best practices for climate resilience and adaptation, address the need for mixed-use minimum standards to encourage walkable communities, and take an interim step to address the impacts of condominium subdivision on affordable housing needs in our region. These proposed amendments build on the work of the Phase 2 Housing Amendments, Sustainability Action Plan, and lessons learned from local area planning.

Staff requests that the Regional Planning Committee (RPC) discuss and provide suggestions for further refining the proposed amendments. While the climate resilience amendments have already undergone significant vetting and stakeholder input, staff are particularly interested in receiving input on the proposal to advance affordable housing in condominium developments.

These items are for informational purposes. No action is required at this time.

Project Description/Background:

Climate Resilience:

In December 2013, the TRPA Sustainability Action Plan was adopted to guide TRPA and local jurisdictions in developing and implementing climate sustainability strategies and actions under a consistent regional framework. Since the plan's adoption, TRPA and partners have fully or partially implemented more than 80 percent of recommended actions in the plan. These planning efforts resulted in approximately 198 climate resilience-related projects across the Region. TRPA staff are directed to implement the remaining actions of the Sustainability Action Plan as they relate to standards in the Code of Ordinances.

During the summer of 2022, a graduate student intern from the University of California, Davis, Kamryn Kubose, completed a research project exploring best practices for land use regulation in climate-smart communities. Her project resulted in a 100-page memo covering traffic congestion; energy conservation; energy generation; zero-emissions vehicles; waste diversion; sustainable construction and development; water conservation; carbon sequestration, forestry practices, and vegetation; adaptation and resilience; and workforce housing. She and her TRPA supervisors presented to the TRPA Governing Board and facilitated a work planning and prioritization workshop in October 2022. The Governing Board directed staff to develop regulatory code amendments supporting complete implementation of the

Sustainability Action Plan including amendments addressing traffic mitigation, solar energy generation, electric vehicle charging, and dark sky preservation that could be completed on an initial environmental checklist.

Beginning in January 2023, Ms. Kubose was joined by a team of UC-Davis graduate students to develop proposed code language following the Governing Board's direction. The graduate student team conducted detailed code research, facilitated stakeholder engagement, and wrote draft code amendments. On May 24, 2023, TRPA staff and the graduate student team provided an informational presentation on their recommendations to Regional Planning Committee. TRPA staff have since addressed RPIC's recommendations and worked closely with stakeholders from local government, the development and private consulting industry, and Liberty Energy, along with Permitting staff to develop the current proposal (Attachment B). The proposal includes new requirements for traffic mitigation planning at temporary events, strategies to streamline rooftop solar installation while maintaining scenic threshold protections, provisions supporting the continued development of appropriate EV charging infrastructure, and a reorganization of the Code's exterior lighting requirements including new provisions for dark sky preservation (Exhibit A to Attachment B). Staff drew from a range of best practices to develop this proposal including successful local codes, the California Building Standards Code, Dark Sky Alliance recommendations, and Leadership in Energy and Environmental Design (LEED) standards.

Affordable Housing Requirements for Subdivisions and Design Standards for Mixed-Use Development:

The mixed-use and affordable housing elements of this proposal were adapted at the Governing Board's direction from an amendment to the Washoe Tahoe Area Plan (TAP).

On March 8 and March 22, 2023, respectively, the Advisory Planning Commission (APC) and RPIC considered a proposed Washoe County TAP amendment to allow subdivision of buildings in Special Area 1 of Incline Village's commercial town center. Both bodies found that the Area Plan and Code of Ordinances did not fully address standards for mixed-use development and the impact of condominium subdivision on the need for affordable housing. They recommended that the County consider policies to encourage affordable and workforce housing and a more specific definition and minimum standards for mixed-use development before the amendment was applied to the remainder of Special Area 1. Following APC and RPIC's recommendation, staff developed mitigation measures to define and set minimum standards for mixed-use development and to ensure that a portion of new condominiums in Special Area-1 would be deed-restricted with a mix of affordable and moderate housing. On June 28, 2023, the Governing Board approved the amendments to the TAP, including mitigation measures, directing staff to explore regional standards for mixed-use and deed-restricted condominium housing.

TRPA staff has since researched best practices to define and set minimum standards for mixed-use development that could also apply at the regional level and support walkable communities. On May 24, 2023, TRPA staff initiated the process to set regional standards, presenting to RPIC on mixed-use standards for the basin as a whole, including a mixed-use definition and regional standards that include the proportion and location of residential and non-residential uses in a structure, permitted uses, mix of affordable and market-rate units, density, parking, and minimum design standards. The amendments proposed in this informational item follow Governing Board direction to develop regional standards for mixed-use and propose regional conditions to ensure that new condominium development includes a 10 percent mix of affordable and moderate-income housing on or off site (Attachment A).

The requirement for 10 percent deed-restricted housing in condominium developments reflects the mitigation measures the Board adopted into the Washoe Tahoe Area Plan in June 2023. This requirement responds to the need for local workforce housing created by new market-rate development along with the existing gap in housing units affordable to local workers. Needs assessments by the Mountain Housing Council and Tahoe Prosperity Center found a gap of just over five thousand workforce housing units for lower and moderate-income residents. This gap represents roughly 10 percent of the total units in the basin. A 10 percent deed-restriction requirement is also consistent with Placer County's affordable housing ordinance and the City of South Lake Tahoe's inclusionary zoning ordinance. This proposal would not replace these existing local ordinances, but rather would apply to jurisdictions that do not have an equivalent program. Developers could use bonus units to obtain development rights and incentives for the deed-restricted housing.

Regional Plan Consistency:

The proposed amendments are consistent with the Regional Plan and will advance the following goals and policies:

- The Regional Plan Housing Element.
- Goal 1 of the Transportation Element which seeks to protect and enhance the environment by promoting energy conservation and reducing greenhouse gas emissions including through support for mixed-use and transit-oriented development.
- The Sustainability Action Plan goals and policies including establishing efficient light standards (4-10), standards for renewable energy (4-13), supporting EV charging networks (4-18), and addressing event impacts (4-32).

Opportunities for Public Input:

To-Date:

Climate Resilience:

- October 2022—Workshop with the TRPA Governing Board to prioritize amendments
- Winter/Spring 2023—Stakeholder workshops with representatives from local government, the development and private consulting industry, and Liberty Energy
- May 2023—Presentation and feedback from the Regional Planning Committee
- November 2023—Stakeholder review of proposal draft
- February 14, 2024 APC informational presentation

Mixed-Use:

- May 2023—Presentation and Feedback from Regional Planning Committee
- June 2023—Governing Board adoption of amendments to the Washoe Tahoe Area Plan including elements of this proposal
- November 2023—Stakeholder review of proposal draft
- February 14, 2024—APC informational presentation

Planned:

- March 27, 2024—RPC informational presentation
-
- April 24, 2024—RPC Hearing
- May 8, 2024—APC hearing
- June 26, 2024—Governing Board hearing and consideration of approval

Contact Information:

For questions regarding this agenda item, please contact Jacob Stock, AICP, Senior Planner, at (775) 589-5221 or jstock@trpa.org. To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

Attachments:

- A. Draft Mixed Use Code Amendments Table
- B. Draft Climate Code Amendments Table
 - Exhibit A: Proposed Exterior Lighting Standards

Attachment A
Draft Mixed Use Code Amendments Table

ATTACHMENT A

DRAFT MIXED-USE (MU) CODE LANGUAGE

Code Section	Rationale	Proposed Code Language
36.14	Design standards for MU, including market rate. This amendment separates design standards applying to all M-U from standards specific to 100 percent deed-restricted developments. Standards specific to 100 percent deed-restricted developments were approved in the Phase 2 Housing Amendments.	<p>36.14 Mixed-Use Design Standards</p> <p>Mixed-use developments <u>approved after [effective date]</u> shall meet the definition of mixed-use in Chapter 90 and the following design standards:</p> <p><u>a. The ground floor shall include one or more permissible pedestrian-oriented non-residential uses that include, but are not limited to, retail, restaurant, personal services, office, and entertainment uses.</u></p> <p>a-b. Mixed-use developments shall must accommodate pedestrian-oriented non-residential uses on the ground floor street frontage at a minimum average depth of 40 feet and a minimum depth of 25 feet covering a minimum of 60 percent of the ground floor frontage area <u>or 60 percent of the ground floor area.</u></p> <p>b-c. Parking and vehicle access shall be designed to limit conflict with pedestrian circulation along the ground floor frontage <u>and shall be located off of the main frontage whenever possible;</u></p> <p><u>d.</u> The ground floor and street frontage shall be designed to promote pedestrian accessibility, including but not limited to, transparent façade, ground floor ceiling height no less than 10 feet, pedestrian-oriented street-facing entry, sidewalks, and other pedestrian improvements.</p> <p>e- <u>An Area Plan may propose alternative standards for mixed-use developments that promote pedestrian-oriented design.</u></p>
39.2.3.B	Additions to existing 1:1 replacement requirement to include affordable housing.	<p>B. Existing Affordable and Moderate-Income Housing</p> <p>Existing residential units that are <u>affordable- or moderate-income housing, either de-facto or deed-restricted as defined by Chapter 90: Definitions</u>, shall not be subdivided unless mitigation is provided on a unit for unit basis for the loss of <u>affordable- or moderate-income</u></p>

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		<p>housing. Mitigation shall be in the form of construction of an equal number of affordable- or moderate-income units, conversion of other structures to affordable- or moderate-income housing, deed-restriction of subdivided units to affordable- or moderate-income housing units, or a combination of the above.</p> <ol style="list-style-type: none"> 1. To determine whether a unit is affordable- or moderate-income housing, the applicant shall submit a rental/sale history for each unit for the previous five years. TRPA shall review the history and determine whether the unit has, on the whole, been available as affordable- or moderate income housing. TRPA shall utilize the appropriate state and federal data on median income and rental rates and mortgages for moderate- to very low-income households in making the determination. If a rental or sale history is unavailable or incomplete, an appraisal of the structure prepared by a qualified appraiser shall be submitted by the applicant. 2. Restriction of subdivided units to affordable- or moderate-income housing shall include recordation of deed restrictions running with the land that requires compliance with Section 52.3.4.D.
39.2.3.M	See above	<p>M. Substitution of Local Housing Plans If a local jurisdiction adopts and implements a program that addresses the need for affordable- and moderate-income housing within its jurisdiction, then TRPA may by ordinance exempt projects within that jurisdiction from the provisions of subparagraph 39.2.3.B.</p>
39.2.5.F	Require 10% deed-restricted housing as a condition of subdivision for pre- and post-1987 structures. Jurisdictions with inclusionary zoning requirements are exempt.	<p>F. Affordable and Moderate-Income Housing 1. Subdivisions of post 1987 residential projects in plan areas designated preferred affordable housing areas. Approval of subdivisions after December 31, 1995, of post-1987 residential projects in designated preferred affordable housing areas that do not qualify as affordable housing shall be prohibited until TRPA finds the city or county, with zoning jurisdiction, has demonstrated its commitment to assume its "fair share" responsibility to provide lower and very low income housing within existing urban areas pursuant to Policy HS-1.2 of the TRPA</p>

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		<p>Housing Subelement of the Regional Plan Goals and Policies.</p> <p><u>2. Subdivision of eligible structures greater than 4 unit that are not subject to subsection 39.2.3.B shall only be permitted if there is an affordable and moderate-income housing component. No less than 10 percent of residential units in a subdivided structure or at least one unit, whichever is greater, shall be deed-restricted affordable or a mix of affordable and moderate-income housing. Where there is an even number of deed-restricted units, affordable and moderate-income housing may be deed-restricted on a 1:1 basis. Where there is an odd number of deed-restricted units, the majority shall be deed-restricted affordable. Deed-restricted units shall be substantially similar to the project's mix of units, size, and design of units. However, two or more smaller affordable deed-restricted units may be substituted for any required larger deed-restricted unit if the combined square footage is similar. Deed-restricted units may be built on site or elsewhere within a center. Deed-restricted units must be built before or concurrently with market rate units. Jurisdictions with equivalent requirements shall be exempt from this provision.</u></p>
90.2	Amend the definition of mixed-use to allow a broader mix of uses including tourist accommodation.	<p>Mixed-Use Development</p> <p>Developments fostering the integration of compatible residential and non-residential uses on a single site that are designed to promote pedestrian circulation. Permissible pedestrian-oriented nonresidential uses include, but are not limited to, <u>residential, tourist accommodation</u>, retail, restaurant, personal services, office, and entertainment uses. Lobbies, gymnasiums, and project offices may be included if they are open to the public.</p>

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Attachment B
Draft Climate Code Amendments Table

ATTACHMENT B

DRAFT CLIMATE CODE LANGUAGE

Traffic reduction associated with temporary events

Code Section	Rationale	Proposed Code Language
22.7.6.	<p>Temporary activity transportation plan as a requirement of temporary use permits to require that large events consider how to reduce automobile traffic and increase the use of alternative modes.</p> <p>See City of South Lake Tahoe additional requirements for temporary events (CSLT Code, 6.55.230.A.c.i).</p> <p>TRPA permitting staff noted that requirements for Ch. 22 temporary permits could benefit from additional requirements supporting traffic reduction.</p>	<p>22.7.6. Traffic Mitigation</p> <p>A. For a temporary activity that includes the closure of a traffic lane or intersection of a state or federal highway for more than one hour, or the closure of U.S. 50 at any point between the South Y and Kingsbury Grade for any period of time, the applicant shall submit a traffic control plan.</p> <p>B. <u>A temporary event transportation plan must be prepared for any event with the potential for more than 500 attendees. A temporary event transportation plan shall include a map of fixed route public transit stops, pedestrian access, and bike access, bike parking (existing and/or temporary) and materials for communicating alternative transportation options to event participants. The plan must include strategies for encouraging the use of alternatives to personal automobiles and should include plans for bike valet, shuttle services, rideshare drop off locations.</u></p>

Electric vehicle (EV) charging

Code Section	Rationale	Proposed Code Language
90.2	Define electric vehicle charging stations and related terms in code. Additional terms and detail added to definitions from permitting improvement amendments.	<p>Electric vehicle charger</p> <p>Off-board charging equipment used to charge an electric vehicle. <u>An "electric vehicle charger level 2" means a 208–240-volt electric vehicle charger. A "direct current (DC) fast charger" means a 400-volt or greater electric vehicle charger.</u></p> <p>Electric Vehicle (EV) charging space</p> <p><u>A parking space intended for use of EV charging equipment and charging of electric vehicles.</u></p> <p>Electric vehicle charging station (EVCS)</p> <p>One or more electric vehicle charging spaces served by electric vehicle supply equipment (EVSE) receptacles by electric vehicle charger(s) or other charging equipment allowing charging of electric vehicles.</p> <p>Electric vehicle supply equipment (EVSE)</p> <p><u>The conductors, including the undergrounded, grounded and equipment grounding conductors and the electric vehicle connectors, attachments plugs, personnel protection system, and all other fittings, devices, power outlets or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.</u></p> <p>Electric Vehicle (EV) capable spaces</p> <p><u>A vehicle space with electrical panel space and load capacity to support a branch circuit and necessary raceways to support EV charging.</u></p> <p>EV ready spaces</p>

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		<u>A vehicle space which is provided with a branch circuit; any necessary raceways to accommodate EV charging, terminating in a receptacle or a charger.</u>
Table 21.4-A	<p>Include electric vehicle charging station as a primary use under service station and vehicle storage and parking.</p> <p>Tesla, Inc. expressed their intentions to develop EV charging as a primary use. This and other proposed code aims to allow charging as a primary use while encouraging more distributed accessory EV charging.</p>	<p>Service Stations</p> <p>Retail trade establishments primarily engaged in the sale of gasoline <u>and/or electric vehicle charging</u>, which may also provide lubrication, oil change and tune-up services, and the sale of automotive products incidental to gasoline sales. The use may also include as accessory uses towing, mechanical repair services, car washing and waxing, and trailer rental. The use does not include storage of wrecked or abandoned vehicles, paint spraying body and fender work, and retail sale of gasoline as an accessory use to food and beverage retail sales when limited to not more than two pumps.</p> <p>Vehicle storage & parking</p> <p>Service establishments primarily engaged in the business of storing operative cars, buses, or other motor vehicles. The use includes both day use and long-term public and commercial garages, parking lots, and structures. Outside storage or display is included as part of the use. <u>The use includes electric vehicle charging.</u> The use does not include wrecking yards (see "Recycling and Scrap")</p>
34.4.1	<p>EV capable language for commercial, multi-family and hotel/motels with more than 40 spaces.</p> <p>Encourage distributed EV charging in integrated mix of uses.</p>	<p><u>34.4.1. Electric Vehicle Capable Parking Spaces</u></p> <p><u>Ten (10) percent of the total number of parking spaces on a building site with a minimum of 40 (forty) spaces provided for all types of parking facilities shall be electric vehicle capable spaces (EV spaces) capable of supporting future electric vehicle supply equipment. Electrical load calculations shall demonstrate that the electrical panel service capacity and electrical system, including any on-site distribution transformer(s), have sufficient capacity to</u></p>

	Borrowed from Cal Green (5.106.5.3). Cal Green requires 20% in lot's with 10 spaces or more. See Cal Green Table 5.106.5.3.1.	<p><u>simultaneously charge all EVs at all required EV spaces at a minimum of 40 amperes. EV spaces will count toward the total amount of parking spaces.</u></p> <ol style="list-style-type: none"> <u>1. The development of electric vehicle supply equipment applies to new development and redevelopment when the project requires a permit.</u> <u>2. Developments with 100 percent deed restricted housing shall be exempt from the above requirement.</u>
30.4.2.A.6	<p>Allow limited coverage exemption and transfer of coverage.</p> <p>Permitting Improvement amendments include Sec. 30.4.6.A allowing 30 sqft. coverage exemption for EV, solar and other "small utility installations".</p> <p>Aims to encourage installation on existing coverage by allowing limited exemption with the option to transfer coverage is preferable to a large exemption.</p>	<p><u>6. Solar Energy Generation and Electric Vehicle Charging Facilities</u></p> <p><u>Transfers of land coverage may be permitted for electric vehicle chargers, solar energy systems, and related small utility installations.</u></p> <p><u>The maximum land coverage transferred shall be consistent with the following standards:</u></p> <ol style="list-style-type: none"> <u>(1) Transferred coverage shall be the minimum amount necessary to achieve the purpose of the facility;</u> <u>(2) Coverage shall not be transferred to sensitive land;</u> <u>(3) Receiving parcels shall have installed and maintained BMPs meeting TRPA requirements and the transferred coverage shall also have BMPs installed and maintained to meet TRPA requirements;</u> <u>(4) When feasible alternatives exist, TRPA may require the relocation of on-site coverage for some or all of the coverage needed. On-site coverage relocation is appropriate for parcels with non-essential coverage areas that can be reduced in size or replaced with pervious alternatives without significant structural modifications or significant impacts to the usability of the parcel.</u>

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Solar energy generation

Code Section	Rationale	Proposed Code Language
90.2	Define active, passive, and solar mounting devices.	<p>Active solar energy system A solar energy system with a primary purpose to harvest energy by transforming solar energy into another form of energy or transferring heat from a solar collector to another medium using mechanical, electrical, or chemical means.</p> <p>Photovoltaic (PV) System <u>An active solar energy system that converts solar energy directly into electricity.</u></p> <p>Passive Solar Energy System <u>A solar energy system that captures solar light or heat without transforming it to another form of energy or transferring the energy via a heat exchanger. Examples of passive solar may include skylights, passive solar water heating systems such as flat-plate collectors, or structure design and/or orientation maximizing solar energy capture and retention.</u></p> <p>Solar Mounting Devices <u>Racking, frames, or other devices that allow the mounting of a solar collector onto a roof, the ground, or other surface.</u></p>
2.3.6.A.12.	Qualified exemption for rooftop and parking lot solar energy systems. Require predictable scenic threshold standards when in scenic threshold travel routes and shoreland. QE from scenic review if system meets reflective standard. 3% reflectivity qualifier comes from the highest score given for windows in the shorezone.	<p><u>12. Installation of Roof-mounted Photovoltaic (PV) Systems or PV Systems Mounted Over Parking Lots</u></p> <p><u>The installation of pPhotovoltaic (PV) systems on the rooftops of existing structures or over parking lots that are deemed to be qualified exempt provided:</u></p> <ul style="list-style-type: none"> <u>a) Solar roof-mounting devices do not extend beyond the rooftop perimeter and mounting devices do not intrude into setback standards established in 36.5.4.</u> <u>b) Structure does not create height greater than that allowed by Chapter 37.</u> <u>c) If the structure is located inside of a Scenic Travel Corridor, the</u>

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		<p><u>Shoreland, or visible from Lake Tahoe, then solar panels shall be constructed of non-reflective material not to exceed 3 percent reflectivity.</u></p> <p>d) <u>The panel trim and mounting devices are designed to reduce reflectivity and blend with the panel and/or surrounding materials.</u></p>
Table 21.4-A	Expand primary use "Power Generating" to include solar facilities.	<p>Power generating</p> <p>Establishments engaged in the generation of electrical energy for sale to consumers, including biofuel facilities, hydro facilities, gas facilities, <u>solar facilities</u>, and diesel facilities. Outside storage or display is included as part of the use. The use does not include biofuel <u>or solar</u> facilities accessory to a primary use. Transmission lines located off the site of the power plant are included under "Pipelines and Power Transmission." Electrical substations are included under "Public Utility Centers."</p>
36.5.4.A.1.		Decks (except decks for off street parking), stairs, canopies, building, <u>solar mounting structures</u> , or roof overhangs shall not intrude into the 20-foot setback established in this subparagraph.
36.6.1.C.	Remove requirement for project-level assessment for roof-mounted solar. This is a barrier that complicates review of solar proposals. Scenic impacts of solar panels addressed through reflectivity standard.	<p>C. Alternative Energy Production</p> <p>Solar <u>panels-energy systems</u> or other alternative energy equipment may be exempted from the requirements of 36.6.1.A and B if <u>they are constructed of non-reflective material not to exceed 3 percent reflectivity, a project-level assessment demonstrates that scenic threshold standards will not be adversely impacted.</u></p>
37.4.3.A.	Expand the height exemptions to include solar energy systems.	Chimneys, flues, vents, antennas, <u>solar energy systems</u> , and similar appurtenances may be erected to a height ten percent greater than the otherwise permissible maximum height of a building, or a height of six feet, whichever is less. <u>Height exemptions for solar energy systems shall not exceed the minimum height necessary for the solar energy system to function.</u>

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Standards to reduce light pollution

Code Section	Rationale	Proposed Code Language
36.8.1.	Update TRPA's lighting standards, include color temperature, shielding, and other standards to comply with international dark sky standards. Reorganize exterior lighting section for improved legibility.	[See Exhibit A]
13.5.3.F.5	Move lighting standards to single location in chapter 36. Reference 36.8.1.	<p>5. Lighting Lighting increases the operational efficiency of a site. In determining the lighting for a project, the <u>standards set forth in Section 36.8.1.E.1 shall</u> following should be required.:</p> <p>a. 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.</p> <p>b. Exterior lighting should utilize cutoff shields that extend below the lighting element to minimize light pollution and stray light.</p> <p>c. Overall levels should be compatible with the neighborhood light level. Emphasis should be placed on a few, well-placed, low-intensity lights.</p> <p>d. Lights should not blink, flash, or change intensity except for temporary public safety signs.</p>

Attachment B
Exhibit A
Proposed Exterior Lighting Standards

EXHIBIT A
TO ATTACHMENT B
DRAFT EXTERIOR LIGHTING STANDARDS

36.8. EXTERIOR LIGHTING STANDARDS

36.8.1. General Standards

A. Exterior lighting shall be minimized to protect dark sky views, yet adequate to provide for public safety, and should be consistent with the architectural design.

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B. Outdoor lighting shall be used for purposes of illumination only, and shall not be designed for, or used as, an advertising display.

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C. Outdoor lighting must serve a functional safety purpose including the illumination of entrances and pathways. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures projected above the horizontal is prohibited, except as set forth in Subsection 36.8.5 paragraph E.3, below.

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A.D. Exterior lights shall not blink, flash, or change intensity except for temporary public safety signs. String lights, building or roofline tube lighting, reflective, or luminescent wall surfaces are prohibited.

B.E. Exterior lighting shall not be attached to trees except for the Christmas season.

C.F. Parking lot, walkway, and building lights shall be directed downward.

G. Fixture mounting height shall be appropriate to the purpose. The height shall not exceed the limitations set forth in Chapter 37.

D.H. The commercial operation of spot search lights for advertising or any other purpose is prohibited.

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I. Seasonal lighting displays and lighting for special events that conflict with other provisions of this section may be permitted on a temporary basis pursuant to Chapter 22: *Temporary Uses, Structures, and Activities*.

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36.8.2. Outdoor Lighting—Lighting Design

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The placement, including height, of all outdoor lighting shall be appropriate to serve a functional safety purpose. Exterior lighting shall utilize cutoff shields that extend below the lighting element to minimize stray light. Light shall be directed downward with no

light emitted above the horizontal plane of the fixture and no splay of light offsite. Outdoor lighting shall be located to minimize impact on adjacent properties.

36.8.3 Lighting Levels

Outdoor lighting levels shall respond to the anticipated use and shall not exceed the amount of light required by users. The maximum color temperature of outdoor lighting is 3,000 degrees Kelvin. TRPA may authorize outdoor lighting with a color temperature up to 5,000 degrees Kelvin when required for public safety.

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36.8.4 Commercial Lighting

Outdoor lighting for commercial uses shall not exceed 2,500 Lumens per light and the total lighting shall not exceed 100,000 Lumens per acre. Commercial uses shall reduce outdoor lighting to 50 percent or less of operational lighting levels after business hours. TRPA staff may authorize exceptions for public safety.

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36.8.5 Cemetery Lighting

F.

~~1-36.8.3.1.1 Outdoor lighting shall be used for purposes of illumination only, and shall not be designed for, or used as, an advertising display.~~

~~2-36.8.3.1.1 Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures projected above the horizontal is prohibited, except as set forth in Subparagraph F.3, below.~~

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3. Within the veterans' section of an existing cemetery, the United State flag may be illuminated subject to the following limitations:

A. Where it may not be possible to reliably or consistently illuminate with downward lighting, upward lighting may be used only in the form of spotlights which confine the illumination to the flag.

B. Lighting shall be the minimum necessary to properly illuminate the flag. In no case shall any lighting source exceed 2,500 lumens in output.

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36.8.6 Outdoor Lighting Plan

The applicant for any project in connection with proposed work involving outdoor lighting fixtures shall submit, as part of the application, evidence that the proposed lighting will comply with subsection 36.8. The submission shall contain the following:

b.

1. Plans indicating the location on the premises, and the type of illumination devices, fixtures, lamps, supports, reflectors, and construction details;
2. Description of illuminating devices, fixtures, lamps, supports, reflectors, and other devices. The description may include, but is not limited to, catalog cuts by manufacturers, and drawings; and
3. A table showing the total number of proposed exterior lights by fixture type, degrees Kelvin, Lumens per fixture, and lamp type.

~~G.26.8.2.1 The commercial operation of searchlights for advertising or any other purpose is prohibited.~~

~~H.26.8.2.1 Seasonal lighting displays and lighting for special events that conflict with other provisions of this section may be permitted on a temporary basis pursuant to Chapter 22: Temporary Uses, Structures, and Activities.~~

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