

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION
NOTICE OF MEETING

NOTICE IS HEREBY GIVEN that on **Wednesday, May 11, 2022**, commencing at **9:30 a.m.**, **on Zoom and at the Tahoe Regional Planning Agency, 128 Market Street, Stateline, NV** the **Advisory Planning Commission** of the Tahoe Regional Planning Agency will conduct its regular meeting. The agenda is attached hereto and made part of this notice.

Pursuant to the State of California's Code section 54953(e) as enacted by California AB-361 Commission members may appear in person or via Zoom. Members of the public may observe the meeting and submit comments in person at the above location or via Zoom. Details will be posted on the day of the meeting with a link to Zoom.

To participate in any TRPA Advisory Planning Commission meeting please go to the Calendar on the 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.

May 4, 2022



Joanne S. Marchetta
Executive Director

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA and Zoom

May 11, 2022
9:30 a.m.

AGENDA

- I. CALL TO ORDER AND DETERMINATION OF QUORUM
- II. APPROVAL OF AGENDA
- III. PUBLIC INTEREST COMMENTS

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

Members of the public may email written public comments to the Clerk to the APC, tcampbell@trpa.gov. All 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 shall have the discretion to set appropriate time allotments for individual speakers (3 minutes for individuals and group representatives as well as for the total time allotted to oral public comment for a specific agenda item). No extra time for participants will be permitted by the ceding of time to others. Written comments of any length are always welcome. In the interest of efficient meeting management, the Chairperson reserves the right to limit the duration of each public comment period to a total of 1 hour. All written comments will be included as part of the public record.

TRPA will make reasonable efforts to assist and accommodate physically handicapped persons that wish to participate in the meeting. Please contact Tracy Campbell at (775) 589-5257 if you would like to participate in the meeting and are in need of assistance.

- IV. DISPOSITION OF MINUTES
- V. PUBLIC HEARINGS

- A. Shoreline code language regarding sections 84.3.3.E.3 and 2.2.2.F.2, the authorization of existing buoy fields and administrative approval for new mooring buoys on eligible private, single-family littoral parcels

**Discussion and
Possible Action
(Recommendation)**

Page 25

VI. REPORTS

A. Executive Director

Informational Only

1) Quarterly Report January – March 2022

Informational Only Page 72

2) Upcoming Topics

Informational Only

B. General Counsel

Informational Only

C. APC Members

Informational Only

VII. PUBLIC COMMENT

VIII. ADJOURNMENT

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

GoToWebinar

March 9, 2022

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Ferry called the meeting to order at 9:30 a.m.

Members present: Mr. Alling, Mr. Booth, Ms. Carr, Ms. Chandler, Mr. Drew, Mr. Ferry, Ms. Ferris, Ms. Jacobsen, Mr. Letton, Mr. Hitchcock, Ms. Stahler, Mr. Teshara, Mr. Young

Members absent: Mr. Hill, Mr. Guevin, Mr. Drake, Ms. Simon, Mr. Smokey

II. APPROVAL OF AGENDA

Chair Ferry deemed the agenda approved as posted.

III. PUBLIC INTEREST COMMENTS

None.

IV. DISPOSITION OF MINUTES

Mr. Ferry moved approval of the January 18, 2022 minutes, and the February 9, 2022 minutes:

Mr. Hitchcock and Mr. Booth abstained.

Motion passed unanimously.

V. PLANNING MATTERS

- A. California Department of Parks and Recreation and TRPA Notice of Preparation for joint Environmental Impact Report/ Environmental Impact Statement for the Upper Truckee River Floodplain Restoration and Golf Course Reconfiguration Project. Environmental Improvement Program Number 01.02.01.0010, TRPA file number EIPC2022-0001

[Agenda Item No. V.A. Upper Truckee River Golf Course Project](#)

TRPA Senior Planner, Ms. Shannon Friedman presented the item. Ms. Friedman described the project area (slide 2) which is located in Meyers, California.

Ms. Friedman said that the mission of California State Parks is to provide for the health, inspiration, and education of the people in California, by helping to preserve the extraordinary biological diversity, protecting their most valued natural and cultural resources, and creating opportunities for high quality recreation. This project is an important balance for State Parks. By restoring the river, they will protect and enhance their natural resources, and the project will also provide high quality recreation, both on Washington Meadow State Park, and the Lake Tahoe Golf Course.

This project has a long history. Ms. Friedman explained that a previous joint EIR/EIS was circulated in 2010. That environmental document included four project alternatives with varying degrees of river restoration. Those alternatives included reconfiguring the golf course, which in some alternatives relocated some golf course holes to Washington Meadows State Park. Those alternatives were not supported by community members from Washington Meadow State Park. There were also alternatives where the river restoration would reduce the golf course to a 9-hole course, and those alternatives were not supported by the golf course community.

State Parks moved forward with the document, and certified it in 2010. Following a lawsuit brought by Washington Meadows Community Group, State Parks decertified the EIR and took a step back to see if there was an alternative that would allow for river restoration, while keeping the golf course completely within the limits of the Lake Valley State Recreation Area. They did come up with an alternative, which they presented as an alternative to the previous document in 2018, but following public meetings and further consideration, they determined that it would best for the project and the public, to start the project from scratch. Ms. Friedman said that is where we are today, with a new notice of preparation to develop an EIR/EIS for the new proposed project.

Ms. Friedman said there have been three public scoping meetings to date, all of which have been very well attended by the public. Some general themes received in those comments referred to topics that should definitely be included in the environmental document, and appreciation to State Parks for taking a step back to listen to the public, before presenting a project that responded to previous public comments.

The project is a high priority Environmental Improvement Program (EIP) project, and is one project in a series of Upper Truckee River restoration projects. The map on slide 4 show the different reaches of upper Truckee River restoration based on ownership. The projects are all in various stages of planning and implementation. This project is located in the uppermost reach (outlined in red on the map). These EIP Projects are high priority because out of the 63 streams that flow into Lake Tahoe, the Upper Truckee River is the largest contributor of sediment into the lake. This is primarily due to historical disturbances and development that has occurred throughout the watershed.

Ms. Friedman said that development of this project is being done through a collaborative partnership with other project partners, landowners, and interested parties.

March 9, 2022

The Upper Truckee River Watershed Working Group (UTRWG) participates in all the planning efforts along the Upper Truckee River, and this project will be no different.

Ms. Friedman explained that healthy Stream Environment Zones (SEZs) are priority for the EIP, because they provide quality habitat for both instream and terrestrial wildlife. They recharge the groundwater, and improve water quality through filtration when the water overtops its banks into the floodplain. The images on slide 5 depict healthy and unhealthy meadows.

The historical impacts to this section of the Upper Truckee River include grazing, logging, development, mining, and construction of the Lake Tahoe Golf Course that is within the river floodplain, and in some cases right up to the river's edge. This is not good for the river with bank erosion contributing to sediment, but the river is also eroding the golf course. Some quick fixes have been attempted, but slide 6 illustrates how the river is finding a way around those 'band aids', and there is no real meaningful restoration. During the golf course construction, several bridges were also constructed, and these bridges also contribute to the problem of erosion along the river.

Ms. Friedman outlined the goals of the project which include:

- Restore River and Habitat to Natural and Functional Condition
- Improve Lake Tahoe Clarity
- Revitalize Lake Tahoe Golf Course
- Increase Recreational Access and Connectivity
- Support Local Economy

The environmental document includes 3 proposed alternatives to action, two are action alternatives, and one alternative is no action. The proposed project includes a river and flood floodplain restoration, and in order to do that, some of the holes on the Lake Tahoe Golf Course will need to be reconfigured. The second alternative will stabilize the river in its current configuration, and will not require reconfiguration of any of the golf course holes. The final alternative is no action.

Ms. Friedman said these alternatives could change, including adding another alternative or adding different elements to these alternatives, based on input received during the public scoping process.

The proposed project will restore the Upper Truckee River by reconnecting it to the floodplain, restoring natural and geomorphic function, improving instream and riparian habitat, and allowing room for meanders so the river can overtop its banks and inundate the floodplain more frequently, to provide all of those important ecological benefits mentioned earlier. In order to do the full stream and floodplain restoration, part of the Lake Tahoe Golf Course will need to be reconfigured. The proposed project will reconfigure the golf course to be completely within the limits of the Lake Valley State Recreation Area, while maintaining an 18-hole regulation golf course. Other improvements to the golf course include replacing outdated irrigation systems, improving the water efficiency, replacing the course turf and greens with drought resistance varieties, and providing new restrooms.

The proposed project will also improve recreational access to Washoe Meadows State Park. This includes a new trailhead and parking, an ADA accessible trail from the highway to the river, and

opening up a half mile section of the river that is currently not accessible to the public because of its confinement in the Lake Tahoe Golf Course.

The map on slide 11 shows the current configuration of the golf course, the current location of the river, and illustrates where the golf course is built right around the Upper Truckee River. The proposed project configuration map is shown on slide 12. Towards the top of the map, the configuration of the restored Upper Truckee River is shown, and the area in yellow shows the areas of the golf course that will be removed and restored, and then relocated as part of the project. Other improvements include the ADA accessible trail, which is shown as a pink line in between the river and the golf course.

The map is conceptual map, and the final layout of the river and the golf course holes are subject to change as planning and development of the project continues, but Ms. Friedman emphasized that there will be separation from the river and the golf course, and the golf course will be completely within the limits of Lake Valley State Recreation Area.

Ms. Friedman said the second action alternative is to stabilize the river in its current configuration, using engineered stabilization of the bed and the banks. This will prevent erosion and improve water quality within the stream, but it will not have some of the other floodplain benefits of the proposed project. This alternative will include minor modifications to the golf course, including replacing the undersized bridges and restrooms, but does not require reconfiguration of any of the holes, because the river will just be stabilized in its current alignment. This alternative would not provide some of the recreational improvements, like the ADA trail, because the golf course would remain in the same configuration, which will not provide opportunity to open up those sections of river to the general public.

The final alternative is no action.

Ms. Friedman described the items that will be analyzed in the EIR/EIS, and said all of these impacts will be analyzed with climate change in mind (slide 14).

Scenic	Land Use and Planning	Agriculture and Forestry
Mineral	Air Quality	Hazards/Hazardous Materials
Biological	Recreation	Cultural/Historical
Transportation	Energy	Utilities and Service Systems
Geology and Soils	Wildfire	Greenhouse Gas Emissions
Hydrology	Noise	

Slide 15 describes the EIR/EIS Schedule, and Ms. Friedman explained that they are currently in the scoping period and will be accepting comments until March 15, 2022. After that, all comments received during public scoping will be used to develop the final alternatives that will be analyzed in the environmental document. The plan is to release the public draft in Fall 2022, followed by a Final EIR/EIS in early 2023, and EIR/EIS certification in Spring 2023. Ms. Friedman said that staff will return to the Advisory Planning Commission and Governing Board during various touch points throughout this process, including the public draft and the certification of the environmental document.

March 9, 2022

Ms. Friedman advised that written comments are due by March 15, 2022, and should be submitted to:

Matt Trask
ECORP Consulting, INC
2525 Warren Dr.
Rocklin, CA 95677
mtrask@ecorpconsulting.com

More information on the project can be found at www.restoreuppertruckee.net

Commission Comments and Questions

Ms. Chandler thanked staff for the presentation and said she was very interested in this project. Ms. Chandler asked if there was an estimated cost and timeline for the proposed project. Ms. Friedman responded that the estimated cost for the project is \$1.5 million for design and \$8 million for construction. She added that while not all of the funding has been secured, this is a high priority EIP project, and that each year the EIP partnership prioritizes projects for funding. This project is at the top of that list, and like other EIP projects, funding of the entire project, including implementation, will come from a variety of sources, including federal, state, and other funding sources. Ms. Friedman said the timeline for implementation is not determined. The environmental document is planned to be completed and certified in 2023, and within that time frame State Parks and the partners will also be looking to secure funding for implementation and final design. Ms. Friedman said staff would update the APC as the project progresses with a time frame for implementation.

Ms. Stahler said it was really nice to see this project getting some fresh energy behind it. Ms. Stahler said that she did not see water quality listed in the topics for the environmental document, and she would think that with its proximity to the golf course there might be inputs of fertilizer and herbicides that could contribute to the water quality within the stream. Ms. Friedman said that water quality will definitely be analyzed, and is just 'wrapped up' in some of the other topics such as hydrology and soils.

Mr. Ferry said that the APC had received some written comment letters, including one from Mr. Ziegler that spoke to an improper shot line from the 14th tee, and asked Ms. Friedman to address that comment. Ms. Friedman responded that some figures that were included in some of the documents published for the public showed holes within the limits of the Lake Valley State Recreation Area where the line of shot could potentially go into Washoe Meadows State Park. Those maps have been adjusted, and the intent is that all elements of golf course play will be within the Lake Valley State Recreation Area. Ms. Carr said she recognized the difference in the lines on where play is intended, but that actual golfer play may follow a different line. She said that it would be worth considering possible shot lines in the design process.

Mr. Young said that restoration work design, and golf course design sounds like two different sets of skills and two different teams of designers. He asked if there was any discussion around that. Ms. Friedman agreed that they are two entirely different skill sets, and advised that the river restoration component will be designed by river geomorphologists and State Park staff. State

March 9, 2022

Parks are consulting with golf course architects for the design and reconfiguration of the golf course layout.

Mr. Ferry added that this is an incredibly complex project. Just redesigning the golf course, and switching it over to native vegetation is massive undertaking, let alone a full reach of the Truckee River. Mr. Ferry said we do have this type of experience in the basin, but it is incredibly complicated to work within an active channel during our new hydrologic regime of large atmospheric river type storms. He is sure that State Parks are considering all of those elements in the environmental analysis.

Mr. Ferry believes that State Parks had issues with the CEQA process in 2010, but he is confident that they are aware of those issues, that those mistakes will not be made again, and that State Parks will conduct a rigorous environmental EIR/EIS process.

Mr. Ferry said that the APC had also received written comment from Lynn Paulson whose group was the primary group to challenge the process in 2010. He said he cannot imagine that State Parks wouldn't be working very closely with that group as they navigate this process. Ms. Paulson raised a number of questions and Mr. Ferry highly recommends that State Parks work closely with the Washoe Meadows Group, even though the project now aims to remain outside Washington Meadows State Park.

Referring to one goal of the river restoration - to overbank the river, Mr. Ferry asked if that could impact the golf course in a negative way. Ms. Friedman said those issues will be addressed as part of the design.

TRPA General Counsel John Marshall said these are all great fundamental questions, but it is not necessary to answer them in this forum. It is part of the EIR/EIS process to ensure that they are addressed. Mr. Marshall added that the comments would be taken under consideration. In response to Mr. Ferry's earlier comments about the prior environmental documents, Mr. Marshall said the APC could rest assured that all staff and attorneys are carefully looking at this document to ensure that it does not contain what was deemed objectionable in the prior document.

Ms. Cyndie Walck, California State Parks lead on the project, said that while the golf course does have issues, and does need to be updated, it is the river restoration that is driving this project. The next design phase, funded by SNPLMA, will include more intense modeling. Importantly, the golf course must be designed around the river restoration. Ms. Walck informed that State Parks have hired a fairly renowned golf course architect to work on the design. Ms. Walck also stressed that the maps shown today depict conceptual layouts for the river and golf course, and are subject to change during this process. The EIR is designed to analyze the maximum potential impacts of the project. Ms. Walck added that they cannot increase the amount of turf, or put more holes closer to the river, but the actual layout can change.

As far as timing, Ms. Walck said the construction itself will likely be over a period of at least five years. They will first want to season the river before putting flows into it, the golf course and river restoration have to work around each other, all the existing undersized bridges will be removed and replaced with three new bridges. It is a very complex project that will be constructed over multiple seasons.

Mr. Young was glad to hear that the project is about river restoration, and would like to ensure that the environmental value of the project is not compromised by the golf course design. He would like to see the river restoration achieve the highest possible environmental benefits, with the golf course designed around that.

Public Comment

Mr. Bobby Jaeger, said he had been the Golf Course Superintendent at Lake Tahoe Golf Course since May 2012. He has a B.S. in Landscape Horticulture, with concentration in Turf Grass Management from Colorado State University. During his time at Lake Tahoe Golf Course, he has been awarded two Environmental Leader in Golf Awards, and has maintained certification by Audubon International for their golf course program.

Referring to a dire need for irrigation upgrades at Lake Tahoe Golf Course, Mr. Jaeger said that the front nine was built in 1959, and the back nine was built in 1962. The golf course still has the original Transite main line and galvanized steel lateral pipes. In 1987, low voltage wiring, and new irrigation heads were installed, and that was the last major renovation the irrigation system had. Mr. Jaeger said the galvanized steel pipes are failing due to rust leaks, and they are constantly chasing these leaks, with only the ability to patch them with clamps. If a line becomes too rusty, and has too many band-aids, they must trench new line, and replace it with PVC pipe.

Mr. Jaeger said the current mismatch of pipes, old irrigation heads, and outdated control timers has led to a much less efficient system that causes less healthy turf, wet/dry areas affecting playability, and more water use than is necessary. Mr. Jaeger said the new technology of golf course irrigation has come a long way since 1987. With a new system, they would have the ability to adjust runtimes for every single irrigation head on the golf course, more weather stations, and in-ground moisture sensors throughout the golf course. The more data, the better the understanding of irrigation needs throughout different parts of the course. Mr. Jaeger believes that they can reduce water usage by at least 30% with a more efficient system. This would also set Lake Tahoe Golf Course up for the future, by having the ability to operate more efficiently in extreme drought years.

Ms. Laura Patten, Senior Science Policy Analyst, spoke on behalf of The League to Save Lake Tahoe. After reviewing the notice of preparation and the conceptual design and proposed project configuration, the League are overall supportive of this project moving forward, provided that climate change and the associated hydrologic impacts are taken into consideration in the impacts analysis. The Upper Truckee River is Lake Tahoe's largest tributary, and thus the largest natural source of fine sediment to Lake Tahoe. Over the past 200 years the river has been impacted by logging, fire suppression, grazing channelization, and other myriad human uses.

Ms. Patten said that The League is involved with the Upper Truckee River Watershed Advisory Group, and is supportive of projects like this that have the potential to restore the natural function of the Upper Truckee River, while reducing sediment loading into Lake Tahoe. They would like to ensure that this project is part of the larger Upper Truckee River restoration, as indicated in the Notice of Preparation. The Upper Truckee River Restoration and Golf Course Reconfiguration Project, has the potential to be one of the final pieces of restoration in the lower nine miles of the Upper Truckee River, which would restore river system that has been altered and degraded over the last century.

Ms. Patten added that returning more natural meanders to the river would be ideal, restoring natural hydrologic function to the river system, reducing fine sediment loading into Lake Tahoe and protecting the lake's legendary clarity. The League look forward to continuing work with the California State Parks to ensure that this project keeps restoration and access at the forefront.

Mr. Steve Teshara said that when you have been resident in the area for nearly 50 years as he has, you get to see the evolution of a lot of different projects and planning efforts, among them, the evolution of work to restore the Upper Truckee River, which is extremely important, and a lot of time, effort, expertise, and public comment has gone into it. Mr. Teshara said this is a key piece of the upper end of the Upper Truckee River, and he really appreciates the fact that State Parks restarted the process. Mr. Teshara said he knows how important it is for this section of the restoration to tie into the others downstream, and he suspects that the environmental document will take a good look at that.

Mr. Teshara added that there is more to the golf course than just the course. It is community gathering place, a place for family reunions and social gatherings of all kinds, and a center for employment. He wants to ensure that everyone understands it is a valuable asset to the community, not just for its recreational values, but in terms of what it represents to the community more broadly. Mr. Teshara said he appreciated Mr. Jaeger's comments, because he knows that the golf course is aging and needs to be upgraded and significantly redesigned.

Ms. Kathy Strain taught Biology and Environmental Science for 20 years at Lake Tahoe Community College, and is a past recipient of TRPA's Lake Spirit Awards. Ms. Strain's master's thesis was to work with California State Parks and Lake Tahoe Golf course, to certify it as an Audubon International Cooperative Sanctuary. This was in direct alignment with the mission statement of California State Parks, particularly, creating opportunities for high quality outdoor recreation.

Ms. Strain would like the scoping process to investigate the many Audubon Environmental Improvements Projects that have been made to the course that have led to two Environmental Leaders in Golf Awards, and a Groundwater Guardian Greenside Award. Some of their projects include eliminating insect pesticide and rodenticides on the course, allowing it to be a release site for rehabilitated wildlife from Lake Tahoe Wildlife Care, accepting urban runoff from surrounding communities and storing it in retention ponds on the course to filter out sediments and nutrients, building bat boxes, osprey platforms, and bird boxes.

Ms. Strain would like to see this as opportunity to upgrade and implement additional environmental improvements to the course. Most state parks operate at a deficit, and the revenue generated by the golf course helps fund other local state parks at D.L. Bliss and Emerald Bay. An economic feasibility study confirmed that only an 18 hole golf course would be viable to provide this level of revenue to California State Parks.

Ms. Strain said she would also like to see review of the impacts for each of the three project alternatives. The no action alternative does not restore the Upper Truckee River, and the estimated 16 dump truckloads of sediment it erodes each year will continue to enter Lake Tahoe.

The stabilize in place option, would be a massive, engineered, culvert looking section, that would also not restore the Upper Truckee River, nor allow for the river to overflow onto the adjacent

March 9, 2022

meadows, which would then dry out, trees will encroach, and the meadow will disappear, resulting in loss of habitat. The force of the channelized river would still carry nutrients and sediment into Lake Tahoe, degrading water quality and clarity, and it will still have a strong erosive force on the other downstream reaches of the river. Ms. Strain said it should be noted that many stabilization efforts have been tried in the past for this reach of the river, including brush boxes, logs, rip rap, boulders, and all have failed as can be seen in some of the photos shown today.

Ms. Strain said the solution is to restore the natural sinuosity of the Upper Truckee River to slow it down, and to reconnect the river to its floodplain, so it can overbank, water the riparian and meadow habitats, and deposit its nutrients and sediment onto the meadow plants instead of into Lake Tahoe.

Finally, Ms. Strain requested that the project is also considered as an opportunity to thin the project area forest, which can have areas in excess of 300 drought stressed trees per acre, unable to produce enough sap to ward off pine bark beetles. These areas are dominated by spindly, fire prone firs, where historically there were only 20 to 40 large pine trees per acre.

This item was for information only.

- B. Discussion and Possible Recommendation on the Bijou/Al Tahoe Community Plan Amendment: Allowable height for public service building non parcels owned by the County/City (56-acre Recreation Center Site)

[Agenda Item No. V.B. Bijou/Al Tahoe TCAP Amendment](#)

Ms. Jennifer Self, TRPA Principal Planner, and Mr. John Hitchcock, City of South Lake Tahoe Planning Manager, presented this item. Ms. Self began by explaining that this item is seeking APC recommendation to the TRPA Governing Board, to adopt amendments to the Bijou/Al Tahoe Community Plan, as provided in the Staff Report.

Ms. Self said that the amendments being proposed were initiated back in January of 2021, in anticipation of the new recreation and aquatics center, to be built on the property commonly referred to as the 56-acre site. The new recreation and aquatics center application is currently under review with TRPA, and the staff planner is Mr. Paul Nielsen. The project is expected to come before the TRPA Governing Board for consideration in April 2022. The actual project is not being brought before APC as part of the item today, but these proposed amendments are intended to help facilitate that project.

The City of South Lake Tahoe and the TRPA Governing Board adopted the Bijou/Al Tahoe Community Plan in 1995, and the plan area is centrally located along Tahoe South Shore. It includes a concentration of existing public services for the local community, such as the Lake Tahoe Community College, South Lake Tahoe Middle School, Eldorado County Government offices, law enforcement offices, and the USDA administration offices. Other land uses such as recreational, commercial, and retail are also within the area plan, such as Lake View Commons, and the Harrison Avenue shops.

ADVISORY PLANNING COMMISSION

March 9, 2022

The Community Plan itself is intended to provide a guiding vision for the area, as well as goals and policies. The plan also covers the permissible uses for the area, and specific design standards to ensure that any future development is compatible with the natural and built environment.

Ms. Self said that the proposal amendments focus on allowable height, and some of the architectural design standards within the Community Plan. The City Planning Commission, and the City Council have reviewed and approved the proposed amendments, and the City Council adopted the amendments in January 2022.

The amendments were also heard by the Regional Plan Implementation Committee (RPIC) in February 2022. The initial proposal for these changes in allowable height, and architectural design standards was intended to apply to the entire 56-acre site, but based on the recommendation and comments received from RPIC, the proposed amendments have been limited to apply to the new recreation and aquatic center only.

Mr. Hitchcock said that the amendment itself will allow additional height, up to 42 feet, with no minimum cross slope or roof pitch requirements. The intent of the amendment is to facilitate construction of the new South Lake Tahoe Recreation and Aquatics Center. The recreation center will be located on the north side of 56-acres, across the street from Lake View Commons and adjacent to the existing County Library (slide 4).

The current standard in the Bijou/Al Tahoe Community Area Plan requires a 7:12 roof pitch, which Mr. Hitchcock said is not feasible for large institutional buildings, like recreation centers, gymnasiums, and auditoriums, that require large spaces. Requiring that roof pitch standard for these types of building would also exceed TRPA's current height, and would create a greater volume of space, that would be visually intrusive to the neighborhood, and would result in increased energy demands to cool and heat the large space. This would be inconsistent with TRPA and the City sustainability goals.

Mr. Hitchcock described the schematics shown on slide 6, which include a location map, digital rendering, and elevation plan. The amendment itself would allow construction of a recreation center that is of high quality, and designed for functionality of service, for energy efficiency, and for compatibility with the surrounding neighborhoods.

Mr. Hitchcock said the City of South Lake Tahoe have prepared and circulated an Initial Study/Mitigated Negative Declaration, which concluded that there would be no significant impact, and as Ms. Self stated earlier, the Planning Commission and the City Council have adopted these amendments.

Commission Member Comments

Mr. Ferry said that as an El Dorado County employee, who works with the City of South Lake Tahoe on the 56-acre project, which is a true gem for the south shore, he is excited to see this project move forward.

Mr. Teshara said that this project is possible, thanks to the tremendous cooperation and collaboration between Eldorado County and the City of South Lake Tahoe. There have been a

number of issues and questions around ownership and maintenance concerning the 56-Acre parcel, and the County and City came to recognize that they could not move forward without resolving those issues. Mr. Teshara complimented County and City leadership and staff for working those issues out, which has allowed these exciting projects to come forward.

Mr. Teshara also pointed out that voters of the City have passed a tax measure to advance the recreation center, and said that from a transportation perspective, the proposed project is easily accessible. Mr. Teshara said he sat through the Planning Commission meetings, City Council meetings, and the TRPA Governing Board hearing, and believes this an opportunity that should be embraced.

Mr. Drew said he had not had the opportunity to look at the design plans for the new recreation center, and said that one of the concerning things when raising heights, is minimizing the aesthetic effects of roof lines, and what those will look like. He asked Mr. Hitchcock if he could share what the design will look like, and what the impact of an increase in height without a minimum slope, will be. Mr. Hitchcock referred to plan elevation shown on slide 6, and explained that the project is designed with a lot of articulation and facade recesses to create visual interest in the structure. It is a large building with a near flat roof, but they have used the design, and a combination of natural materials to make the building more visually interesting and appealing by breaking up planes and facades.

Mr. Drew said the information was helpful, and that recreation centers are usually a unique architectural structure, because they typically include gymnasiums and pools. Mr. Drew said he asked the question because he realized that this proposed amendment is only for this particular location within the 56-acre site, and within this larger Community Plan. But knowing that the Community College has a master plan, with a number of buildings proposed, and that the South Tahoe Public Utility District (STPUD), and the City and County all own property within this site, he wanted to make sure they are not setting a precedent to do this with other types of structures that don't have the unique constraints of a recreation center.

Mr. Drew said that he knows there is a lot of concern in the community about the aesthetic look of flat roofs and flat lines when minimum slope standards are removed. Mr. Drew said he wanted to clarify that that this is a unique structure, and that the intent of these amendments is not to eliminate those minimum slopes and the breakup of roof lines on other projects that may occur within the 56-acre site. Mr. Hitchcock replied that other structures within the 56-acre site would still have to meet the minimum roof pitch requirements of 5:12. He added that when they kickstart the area planning process this fall, there will be an opportunity for the City and the County to engage with the public to get the feedback what type of aesthetic character they want to see in the Bijou/Al Tahoe Area Plan. Mr. Drew said that, while not necessarily reflective of this particular code change, the area is close to the highway, and therefore visible from the lake. He said that the ability to keep the mature trees between the edge of the highway pavement, and this structure, will go a long way to breaking up the roof line that will be seen from the lake.

Mr. Hitchcock responded that they had purposely set the building back from the highway in order to maintain as many mature trees as possible between the site and Lake Tahoe/Lake View Commons, as a tool to break up the visual plane of the structures, and to make the building not as visually evident from Lake Tahoe Boulevard, or Lake Tahoe itself.

Mr. Ferry said he was also looking forward to the discussions on roof pitch. This is a valuable piece of property, and the county does own other buildings, such as the El Dorado Center, within the community plan area. He said that incredibly steep roof pitches have precluded design at the El Dorado center, and stalled redevelopment of that site. He added that it was very inefficient to be limited in height, and have a very steep roof pitch, because you can typically only get two floors, when three floors are often needed for a project to house staff to make sense. Mr. Ferry said that roof pitch, architectural design, and newer school design, are all great topics for the community to engage in, and perfectly appropriate for public meetings on the future area plan. As a key stakeholder in the process, El Dorado County will be very interested in the process and discussions.

Mr. Young said he would also be interested to follow this process, and asked that any other jurisdictions considering amendments to their long held design standards, engage him in their process. He said it is likely that Washoe County will have need to review their own standards, and it is interesting to follow the process in other jurisdictions. He said that there are some really good, environmental redevelopment projects that just won't work within the current design standards, and suggested that all the jurisdictions stay engaged and connected with each other as their communities work through design standard considerations.

Commission Member Comments

Mr. Ferry made a motion to recommend TRPA Governing Board approval of the required findings, as described in Attachment D, and a Finding of No Significant Effect, as provided in Attachment B, for adoption of the Bijou/Al Tahoe Community Plan amendments as describe in the staff report

Mr. Teshara seconded the motion.

Ayes: Ms. Chandler, Mr. Alling, Mr. Booth, Mr. Drake, Ms. Carr, Mr. Drew, Ms. Ferris, Ms. Jacobsen, Ms. Stahler, Mr. Hitchcock, Mr. Teshara, Mr. Young, Mr. Ferry

Absent: Mr. Smokey, Ms. Simon, Mr. Guevin, Mr. Letton, Mr. Hill

Motion carried.

Ms. Jacobsen made a motion to recommend TRPA Governing Board adoption of Ordinance 2022-____, amending Ordinance No. 2020-04, as previously amended, to amend the Bijou/Al Tahoe Community Plan as shown in Attachment E, Exhibit 1

Ms. Chandler seconded the motion.

Ayes: Ms. Chandler, Mr. Drake, Ms. Carr, Mr. Drew, Ms. Ferris, Ms. Jacobsen, Mr. Hitchcock, Ms. Stahler, Mr. Teshara, Mr. Young, Mr. Ferry, Mr. Booth, Mr. Alling

Absent: Mr. Smokey, Ms. Simon, Mr. Guevin, Mr. Letton, Mr. Hill

Motion carried.

VI. PLANNING MATTERS

A. Measuring What Matters: Thresholds and Monitoring Update Strategic Initiative

- 1) Update on Initiative workplan
- 2) Nominations to serve on the Threshold Update Initiative Stakeholders Working Group

[Agenda Item No. VI.A. Thresholds and Monitoring Update](#)

Mr. Dan Segan, TRPA Principal Natural Resource Analyst, presented the item.

Referring to the schematic on slide 2, Mr. Segan explained that the term Threshold Standards, comes from the Bi-State Compact, and the revisions to the Bi-State Compact in 1980, which both established the notion of a Threshold Standard, referred to formally as an Environmental Threshold Carrying Capacity, and also established the role that those standards play within our system. The Compact establishes the standards at the top of the TRPA pyramid, so it directs TRPA, in association with partners, to develop these standards which are the large goals that we aspire to achieve, and then to develop and implement a Regional Plan, that supports achievement of those threshold standards, to ensure our collective goals are achieved. The TRPA Code of Ordinances, and the Findings that we make for every project, also support this.

As mentioned, the vast majority of our Threshold Standards were adopted in 1982, soon after the revision of the Compact, and many of the 150 standards that we have today are starting to show their age. For example, we have standards related to protection of Canada Goose, but none related to Wildfire within our region. We also have standards that often feel overly, narrowly focused on projects and conditions on the ground, rather than on regional matters.

Mr. Segan said we are not the only ones that have noticed that the Threshold Standards have started to show their age. Every four years, TRPA leads a comprehensive Threshold Evaluation, and in 2011 and 2015 that Threshold Evaluation was peer reviewed by external scientists. The report primarily focused on evaluation of standards and the methods, and information gathered towards them, but the scientists also provided comments on the actual standards themselves, and those comments had a similar reoccurring theme that was not overly positive (slide 4). For example, *“using a 40+ year old unreviewed report as the foundation for evaluation and management of soilrelated resources in the Tahoe Basin is not, emphatically, “best available science.”*

Mr. Segan offered some context for the standards as they are today, and where the process began. He said we could talk about Tahoe’s conservation history in three broad phases. First, the initial phase, when standards were first adopted, where the big impetus and nexus of energy was around controlling and stopping new development. A shift came around in 1997 with the birth of the modern Environmental Improvement Program (EIP), to not just try and stop development projects, but to also restore the impacts from past development.

Mr. Segan suggested we are now entering a new phase, where we are not just looking at stopping something from happening, or restoring something that is lost, but really thinking

collectively about, “where is Tahoe today?”, “where do we want it to go tomorrow?”, and creating a more resilient Tahoe future for the next generation.

Mr. Segan said that if you think about these first two phases in Tahoe history, it is important to remind ourselves that Tahoe grew incredibly quickly. The Tahoe of the 1950’s was still a relatively sleepy place, with less than 3,000 residents in South Lake Tahoe, and less than 50 kids in the Lake Tahoe Unified School District. Development soon after the Olympics came fast and furious to the region. We soon had high-rise casinos at state line, and less than 10 years later, huge acts from around the world were coming to entertain. That growth, entirely changed the landscape. In the late 1950’s, Harvey’s wasn’t even open year round, but by 1965 it was a high-rise building. In 1945, we had 47 students in our school system, 20 years later in 1965, there were 4,400 students. There was a doubling of cars on our road between the 1960’s and 1970’s, and the number of skiers in our region increased fivefold.

Tahoe experienced massive growth in an incredibly short time frame, and the result of the impact of that growth was felt and documented. Early reports from UC Davis talked about documenting the environmental degradation, and the impact of that environmental degradation was having on our lake, most iconically with the measurement of the clarity of our lake through the use of the secchi disc. It wasn’t just locally that people started to change their notion of Tahoe. It really changed the influence and the image of title in nation’s psyche, from this idyllic winter getaway town that hosted the Olympics, to a place that epitomized the fight for ‘should we develop, or should we not develop’, and gave rise to modern and environmental advocacy within our region.

Mr. Segan said that was the period during which our threshold standards were adopted, and explains why many of them seem overly focused on development. The threshold standards themselves predate the 1987 Regional Plan, which many view as the first effective regulation and control on development within our region, limiting what and where buildings can be built, and surveying the entire landscape to identify parcels where we want to encourage development, and sensitive areas, where we want to prevent development.

Much of this was highlighted back in 2016, right after the heavy critiques of the peer review in the 2015 Threshold Evaluation. At that time, both APC and the TPRA Governing Board endorsed the Threshold Update Initiative, which has since been rebranded as, Measuring What Matters. Basically, we committed to not allowing another 40 years to pass without an update to our goals, and to going through a comprehensive process, looking at the latest science and what is actually happening on the ground today, to update these goals. That process has begun.

Mr. Segan said that more standards have been updated in the last 3 years, than in the previous 40 years. Through work with the Tahoe Science Advisory Council (TSAC), the overall number of standards has been reduced from 173 to 146. A new adaptive management structure has been adopted, which formally defines where threshold standards fit into the overall system of management, and how they relate to the ways that progress is driven towards threshold standards, through the regional plan, and through the actions of EIP.

Much of this work was kicked off by the Tahoe Science Advisory Councils (TSAC) broad review of how other large restoration collaboratives look at their systems, and manage goals towards their systems. TSAC looked at systems from the Great Lakes, to the Everglades, to the

Chesapeake Bay, and looked for common themes for moving forward. It was reassuring to us because we're not the only large partnership that's struggling with these big issues. On the heels of this review, TSAC suggested the adoption of a science based, adaptive management structure, that formally links the scientific understanding of our systems, as detailed in conceptual models showing the relationships between all the different elements, through to the standards. The link between those two is called a results chain. Results chains are theories of logic, or change - why we think doing something on the ground here will ultimately lead to environmental progress, why we think that street sweeping today, will lead to a clearer lake tomorrow. The importance of articulating results chains, for both funders and program reviewers, is that it clearly lays the logic upon which projects and programs and programs are identified to drive environmental success. This is the framework that was adopted into a thresholds and regional plan document a year ago, to formalize and codify it within the system.

Over the last five years, the initiative has also addressed functional system deficiencies that were identified in the last threshold evaluation. Mr. Segan highlighted an example of the work that has been done for Stream Environment Zones (SEZs), which is the basins term for wetlands and meadows. In the last threshold evaluation, peer reviewers noted that the science has truly progressed beyond just measuring acres restored, and that an entire part of the system, quality of those acres, was being ignored. Through the support of an EPA grant, and with the support of a stakeholder technical advisory committee, they embarked on a process to measure not just the overall acreage, but also the quality of those acres, and how much functional benefit can be expected from each additional acre. Mr. Segan said other examples of similar progress can be seen in the areas of AIS control, and in the work of the Lake Tahoe West on Forest Health.

Mr. Segan said that the update initiative had spent the majority of the past two years working on the Vehicle Mile Travelled (VMT) threshold. Reflecting on that effort, Mr. Segan went before the Tahoe Interagency Executive Steering Committee (TIE SC) to say that we have 145+ standards to review, and at a pace of one standard every two years we are looking at about 300 years to review the standards. We know we need to do better than that. They proposed, with the help of the EIP Coordinating Committee, to take a fresh look at all the other efforts that have addressed the functional deficiencies within our system, and mine those for where our standards are today. One of the things that the Basin's energy is really focused around working towards today, is where are we most collaborative, where are we seeing progress, and what is it the progress that we would like to see. Those planning efforts - the Forest Health Action Plan, the AIS Action Plan - is what the threshold standards are intended to be, those are the collective goals that we work towards attaining.

Mr. Segan said they went first to the Tahoe Interagency Executive Steering Committee (TIE SC) because the threshold standards are not TRPA threshold standards. The compact itself directs TRPA to adopt the standards, but the standards themselves are intended to be identified in cooperation and collaboration with the many partners that implement the EIP.

Mr. Segan said that as they started to review all of the plans that have been developed over the last couple years, it really became clear that the collective goals can no longer be summarized by trying to stop a development project, or by trying to restore something that was lost.

The VMT threshold update changed the focus of VMT from preventing emissions from cars, to creating a new transportation future for our region, so that future generations can experience

Tahoe in a new way, with interconnected bike paths throughout the region, and a transit service that connects those bike paths, and real opportunity to fulfill the compact directive of a system that is no longer dependent on the automobile. This notion of creating something new, and creating a more resilient Tahoe, really started to come to the forefront.

Mr. Segan said they noticed that the challenges that we are facing today have really morphed. The Caldor Fire drove that home with the real threat that we face from our forests. Because of the robust science that continues to come out, we also know that the Caldor Fire, and the drought that we have experienced, are the result of an extensive drought that is really unprecedented in the Western United States. We are seeing the impacts of climate change in these droughts, and going forward we expect those changes to be even more profound. A recent article suggested that 25 years from now we may not have a snowpack in Tahoe. The challenge of climate change is not just some sort of future challenge, it is something that we are already dealing with.

The work of the Tahoe Science Advisory Council (TSAC) water quality experts, highlighted the impacts that we're seeing from climate change today, and suggested that some of those impacts may be undermining work we are doing to restore the clarity of the lake. Climate change isn't the only challenge we're dealing with today. Population growth in surrounding regions is driving visitation into our region, and we are going to have to deal with additional population growth in the future.

Many of these challenges are linked, and TSAC recently formally documented something that many of us in the region already know – when it is really hot down in the valley, people rush to Tahoe for refuge. TSAC formally quantified this by looking at traffic flows between basin entry points, and corresponding temperatures. One of the things they highlighted was that a difference between a 65 degree day, a 100 degree day in Sacramento, is a doubling of traffic over Echo Summit. And so, we have this profound relationship between growing population, and climate change that we need to be thinking about as we look towards making a more resilient Tahoe. How do we manage a system that is continually evolving, and how do we address concerns that are multiplying and synergizing?

Mr. Segan said he had proposed to TIE Steering Committee, that we focus on the areas where the partnership has done the most work in the last 5 years, in pushing forward in the areas that they think that are most ripe for updating threshold standards. So, the work being proposed over the next year or so is focused on 6 first categories – Air Quality, Water Quality, Fisheries, Soil Conservation, Wildlife and Vegetation (slide 26). Mr. Segan said they also proposed a broad outline for reorganizing those categories, and an outline around which threshold standards can be formally articulated. They also reorganize these 6 into a more modern framework, that mirrors the organization of the Environmental Improvement Program - Watersheds & Water Quality, Forest Health, Biodiversity and Air Quality.

Mr. Segan said that one of the things that we have known for a while is that Tahoe is a system, and everything is interrelated, so standards can both serve one goal in forest health and one goal in water quality. So, one of the things that they introduced in the most recent draft outline, is the notion of icons that highlight where a standard serves multiple ends. Mr. Segan said that forty years ago, when we highlighted a concern, we adopted the standard in two different categories, and a number of commenters said this just causes confusion within the system. If

what you are evaluating is fundamentally the same, just adopt it once, and then highlight the other areas of the system that it serves. As a result, they have moved to a system that better reflects the interconnectedness between the individual categories.

Mr. Segan explained that the staff packet did not contain threshold standards themselves, but the core themes around which we expect to develop threshold standards. Using the example of Forest Health, we have highlighted five areas where we think we need a threshold standard going forward, and that really identify the goals for our forest, and what may make a healthy forest system for us going forward. From this point, we will develop both the language we will for the updated threshold standards of today, and implement a full adaptive management, package, focusing on developing those conceptual models, and the results chains that actually make these standards a reality, and make tracking and evaluating progress towards those standards possible.

The standards being presented in the outline today were identified through a review of the action plans and priorities of many of the EIP working groups within our region. Mr. Segan said they will be going back to those working groups for help to refine the standards, and to build adaptive management frameworks that will allow us to collectively track and report on our progress.

As far as a timeline, Mr. Segan said they are still taking comment on the overall outline, and asking partners if it really does reflect where we are today. Does it actually highlight the priorities that we are collectively working on, is there anything missing, is there something that is no longer a priority? They plan to have the outline review process and crosswalk completed by April 2022. After that, Mr. Segan expects to be returning to APC with quarterly updates for rest of the year 2022, with an eye towards a final proposal by the end of the calendar year, and initiating environmental review and formal adoption process in 2023.

In 2018 the Advisory Planning Commission (APC) were asked to convene a stakeholders working group Threshold Update Initiative Stakeholder Working Group/TUISWG). Looking ahead this group will be asked to reconvene, to take a deep dive into work with the EIP working groups, and the work with the Tahoe Science Advisory Council, to review and vet the materials, using their knowledge of the local context to provide suggestions on both the appropriateness and the workability. Mr. Segan said the commitment is expected to be about 4 or 5 meetings through the rest of 2022.

Commission Member Comments

Mr. Ferry thanked Mr. Segan for presenting this incredibly complex, diverse, fascinating item.

Ms. Carr said we have tackled a lot of the low-hanging fruit from the bottom of the tree, and now we are really getting into what is hard. She applauded Mr. Segan and staff for continuing tackle what is hard and for finding the right partners to make that happen. She is excited to see the next step, and to focus more on the conceptual models and the interrelationship of the different standards, because those are really critical to making substantive improvements to the threshold standards. Understanding the full web of how all the different elements of the basin are connected is really key to making meaningful improvements.

ADVISORY PLANNING COMMISSION

March 9, 2022

Ms. Chandler said she was curious about the role of the stakeholder group, and asked how the outline document would come together. Mr. Segan replied that in the past iteration of the working group, staff were responsible for developing the materials for the working group, and bringing them forward with subject matter experts, depending on the focus area. In working through the adaptive management structure, the committee saw a number of early iterations of that structure, which in retrospect, were probably too complex. The committee members are not required to be a subject matter expert, but to bring a big picture perspective on what is realistic and applicable to people's daily lives.

Mr. Teshara thanked Mr. Segan for the presentation, and in particular for providing some important historical context. Mr. Teshara emphasized that the initiative has to be workable integration. He said that what happens over time, is that the number of people working on these issues has evolved and expanded. He said that the ongoing involvement of the Tahoe Science Advisory Council and the EIP working groups is critical to ensuring that the final product is something that is broadly embraced. Mr. Teshara said that the integration of all this, as a workable, practical approach, while still folding in science and what has been learned over the years, will be key in getting where we need to go.

Mr. Ferry said he had been part of the process through the TIE Steering Committee process, and has provided comment. He realizes there is a long way to go, but is very supportive of the direction being taken.

Referring to part two of the item; Nominations to serve on the Threshold Update Initiative Stakeholders Working Group (TUISWG), Mr. Segan said he had already reached out to some members of the APC to gauge their interest to potentially being involved in the working group and offered to answer any questions members might have. He said he had been asked if not being in the working group would mean a member is not part of the process, and said the answer to that question is, absolutely not. The process would be that following a working group meeting, staff would prepare a summary for transmission to the APC as a whole. APC members can request a deeper dive, additional work, or presentations on any subject matter in the summary.

Mr. Ferry said they are looking for three nominations from APC to serve on TUISWG. Mr. Ferry nominated Ms. Carr to serve as TUISWG chair. He said her expertise and passion in the science arena is compelling, and would strongly recommend her nomination. Ms. Carr accepted the nomination and said she would be happy to serve as chair.

Mr. Ferry also nominated Mr. Drew and Ms. Chandler as members of the TUISWG, who accepted the nominations.

Public Comment

None

Commission Member Comments

Mr. Ferry made a motion to recommend the nominations of Ms. Jennifer Carr, Mr. Jason Drew, and Ms. Susan Chandler to the TRPA Threshold Update Initiative Stakeholder Working Group (TUISWG), and Mr. Garth Alling as an alternate to TUISWG

Mr. Teshara seconded the motion.

Ayes: Ms. Chandler, Mr. Alling, Mr. Booth, Mr. Drake, Ms. Carr, Ms. Ferris, Ms. Jacobsen, Ms. Stahler, Mr. Hitchcock, Mr. Teshara, Mr. Young, Mr. Ferry

Absent: Mr. Smokey, Ms. Simon, Mr. Guevin, Mr. Letton, Mr. Hill, Mr. Drew

Motion carried.

VI. REPORTS

A. Executive Director/Upcoming Topics

Mr. Hester provided an update on how the TRPA Governing Board had responded to recent recommendations from the APC. At the February Governing Board meeting, the mechanical thinning item was passed by Governing Board, and the Tourist Core Area Plan item was reconsidered and approved.

Upcoming items for the APC will include an update on the AIS Program and Shoreline Code Amendments.

B. General Counsel

Mr. Marshall said the main news for litigation concerns the recent decisions to come from the California State of Appeals regarding both the Palisades Tahoe expansion plan, and the Martis Valley development. The key holdings of these opinions for TRPA, and for the APC, are that when you have a project as close the basin boundaries as these two projects, the local jurisdictions under CEQA need to seriously consider the impacts of those projects within the basin. TRPA is committed to helping those jurisdictions provide the right standard of significance and mitigation/impacts analysis.

C. APC Members

Ms. Chandler shared that the Tahoe Keys are very involved in public education and outreach in regard to the Control Methods Test project. They are receiving kickback from people that are incredibly upset that they will not be able to use their boats for a period of time this season, and there is still a lot of education to do. They are working hard to ensure that the May/June test will be successful.

Mr. Marshall added that the Tahoe Area Sierra Club and the Sport Fisherman Association of California have both appealed the permit to the California State Waterboard, who have 90 days to determine whether to take the appeal. Mr. Marshall clarified that the appeals are requesting a stay on the use of herbicides, but that there is no stay at time, and the Control Methods Test project will proceed as planned.

ADVISORY PLANNING COMMISSION

March 9, 2022

Mr. Drake is coordinating a walking tour of Kings Beach, to look at the outcomes of past planning efforts. The tour will include members of the TRPA Governing Board, and APC members are also invited.

Mr. Hitchcock said that phase one of the Sugar Pine Village affordable housing project will begin in 2022.

Ms. Stahler advised that the NDSL Nevada Resource Team Forester, Roland Shaw, retired in January 2022. NDSL have successfully recruited Anna Higgins as a replacement.

Mr. Teshara informed that while the federal budget for the current fiscal year 2022 has not yet passed congress, the text was released this week. The language indicates a total of \$29.2 million in federal investments for various projects, programs, and initiatives for Tahoe. This is a huge increase and very exciting news.

Mr. Teshara said this represents \$23.8 million funding through the Lake Tahoe Restoration Act, \$3.4 million in the bipartisan infrastructure law, and \$2 million in community project funding from the Department of Transportation to the SR 28 Project on the East Shore. Mr. Teshara explained that this is the first time since 2016 that funding for water infrastructure for fire suppression was included (\$7 million), which is a really critical need, as demonstrated by the Caldor Fire. The bipartisan infrastructure law includes \$3.4 million for Aquatic Invasive Species (AIS) programs, and totals \$17 million in AIS funding over five years. This is a very welcome boost to the AIS program. Mr. Teshara said he was honored to make this announcement on behalf of 'Team Tahoe', and thanked the Tahoe Partnership, the agencies, and all involved.

Mr. Ferry said that El Dorado County are looking for residents to join the Meyers Advisory Council

VIII. PUBLIC COMMENT
None.

IX. ADJOURNMENT
Mr. Teshara moved to adjourn.

Chair Ferry adjourned the meeting at 11:51 p.m.

Respectfully Submitted,



Tracy Campbell
Clerk to the Advisory Planning Commission

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

STAFF REPORT

Date: May 4, 2022

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: TRPA Code of Ordinance shoreline amendments regarding buoy fields and new mooring buoys

Summary and Staff Recommendation:

Staff will present an overview of proposed amendments to the TRPA Code of Ordinances Chapter 2 and Chapter 84. An amendment to code section 84.3.3.E.3 would authorize existing non-littoral Home Owners' Association (HOA) buoy fields. An amendment to section 2.2.2.F.2.b allows for staff-level approval of new mooring buoys on eligible private, single-family littoral parcels. These amendments ensure that the Code reflects the existing condition of non-littoral HOA buoy fields and streamlines the approval process for eligible mooring buoys. The amendments were recommended with unanimous support from the Shoreline Steering Committee on January 21, 2022. On April 27, 2022, the Regional Plan Implementation Committee (RPIC) unanimously recommended the amendments for approval by the Governing Board. Staff seeks Advisory Planning Commission (APC) discussion and recommendation of approval to the TRPA Governing Board for adoption of the proposed code amendments.

Motion:

To recommend adoption of the code amendments, APC must make the following motion(s), based on the staff summary:

- 1) A motion to recommend approval of the Required Findings, as described in Attachment B, including a Finding of No Significant Effect, for adoption of the Code of Ordinances amendments as described in the staff summary; and
- 2) A motion to recommend adoption of Ordinance 2022-___, amending Ordinance 87-9, to amend the Code of Ordinances as shown in Attachment A.

An affirmative vote of a majority of the quorum present is required for a motion to pass.

Discussion:**1. Proposed Amendments to Code Section 84.3.3.E.3 (Existing Buoys)**

The TRPA Governing Board approved the Shoreline Plan in October 2018. The plan supports boating, paddling, swimming, and other water-based recreation, while also ensuring effective natural resource management for continued attainment of environmental goals in the Lake Tahoe Region. The Shoreline Plan included implementation measures in the TRPA Code of Ordinances Chapter 84 including the authorization of preexisting buoy fields, prohibition on new buoy fields, and standards for private mooring buoys. The permit review process for shoreline projects is detailed in Chapter 2 of the Code.

While the 2018 Shoreline Plan explicitly prohibited new buoy fields, buoy fields existing legally prior to the amendment were allowed to remain. The 2018 code amendments include specific provisions to allow homeowner association's (HOA) to maintain buoy fields located offshore of littoral parcels that existed prior to 2018. However, the Code does not specifically address HOA buoy fields that service *non-littoral* parcels without an associated littoral parcel.

The Shoreline Implementation Committee and TRPA staff view the omitted authorization of pre-existing non-littoral HOA buoy fields during the 2018 adoption of the TRPA Shoreline Plan and associated code amendments as an oversight requiring correction. The proposed amendment to section 84.3.3.E.3 will expressly allow littoral and non-littoral buoy fields for HOAs possessing a valid permit issued by a federal or state agency with appropriate jurisdiction prior to September 1, 2018. It does not affect the prohibition on new buoy fields (84.3.3.E.1).

2. Proposed Amendments to Code Section 2.2.2.F.2.b (New Structures)

Amendments to Section 2.2.2.F.2.b address the review and approval process for eligible private, single-family buoys. Section 2.2.2.F.2 requires Hearings Officer review and approval for all new structures within the shorezone. The section has been interpreted to require Hearings Officer approval for all mooring buoys including the relatively routine approval of new mooring buoys for eligible private, single-family littoral parcels.

Unless otherwise stated, private, single-family littoral parcels are allowed two mooring buoys (84.3.2.A). The approval is largely administrative in nature, involving conformance review which the shoreline implementation committee and TRPA staff believe is compatible with staff-level review and approval. Staff also believe that the amendment will relieve an application backlog and unnecessary burden on the Hearings Officer which could otherwise be directed to more complex projects with greater potential impacts on TRPA's threshold standards. The proposed amendments will allow mooring buoys associated with eligible private, single-family littoral parcels to be permitted at the staff-level. The amendment will not change the conformance requirements for mooring buoys on private, single-family parcels and will not alter the review and approval requirements for any other buoy or parcel type. Decisions on buoy permits for private, single-family littoral parcels may be appealed to the Governing Board.

The Proposed amendment to Section 84.3.3.E.3:

- Authorize buoy fields for *non-littoral* HOAs possessing a valid permit issued by a federal or state agency with appropriate jurisdiction prior to September 1, 2018.

The proposed amendment to Section 2.2.2.F.2.b:

- allow mooring buoys associated with eligible private, single-family littoral parcels to be permitted at the staff-level with the option for appeal to the Governing Board.

On January 21, 2022, the Shoreline Steering Committee recommended amendments to Sections 84.3.3.E.3 and 2.2.2.F.2.b, as discussed in this staff packet. RPIC unanimously recommended the amendments on April 27, 2022. These amendments are intended to support the implementation of the Shoreline Plan's policies concerning the authorization of all legally preexisting buoy fields and allowances for mooring buoys on private, single-family littoral parcels.

Environmental Review:

TRPA staff completed an Initial Environmental Checklist (IEC) pursuant to Chapter 3: Environmental Documentation of the TRPA Code of Ordinances and Article VI of the Rules of Procedure. The IEC finds

that the proposed amendments would not result in significant effects on the environment (see Attachment C).

Regional Plan Compliance:

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

Contact Information:

For questions regarding this agenda item, please contact Jacob Stock, at (775) 589-5221 or jstock@trpa.gov

Attachments:

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

Attachment A
Adopting Ordinance

Attachment A

TAHOE REGIONAL PLANNING AGENCY ORDINANCE 2022-

AN AMENDMENT TO ORDINANCE NO. 87-9, AS AMENDED, TO AMEND THE TRPA CODE OF ORDINANCES, CHAPTERS 84 AND 2 REGARDING THE AUTHORIZATION OF EXISTING BUOY FIELDS AND ADMINISTRATIVE APPROVAL FOR NEW MOORING BUOYS ON ELIGIBLE PRIVATE, SINGLE-FAMILY LITTORAL PARCELS.

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

Section 1.00 Findings

- 1.10 It is desirable to amend TRPA Ordinance 87-9, as previously amended, by amending the TRPA Code of Ordinances to further implement the Regional Plan pursuant to Article VI (a) and other provisions of the Tahoe Planning Compact.
- 1.20 The TRPA Code of Ordinances Chapter 61.1 amendments were the subject of an Initial Environmental Checklist (IEC), which was processed in accordance with Chapter 3: *Environmental Documentation* of the TRPA Code of Ordinances and Article VI of the Rules of Procedure. The TRPA Code of Ordinances amendments have been determined not to have a significant effect on the environment and are therefore exempt from the requirement of an Environmental Impact Statement (EIS) pursuant to Article VII of the Compact.
- 1.30 The Advisory Planning Commission (APC) and Governing Board have each conducted a noticed public hearing on the proposed TRPA Code of Ordinances Chapters 84 and 2 amendments. The APC has recommended Governing Board adoption of the necessary findings and adopting ordinance. At these hearings, oral testimony and documentary evidence were received and considered.
- 1.40 The Governing Board finds that the TRPA Code of Ordinances amendments adopted hereby will continue to implement the Regional Plan, as amended, in a manner that achieves and maintains the adopted environmental threshold carrying capacities as required by Article V (c) of the Compact.
- 1.50 Prior to the adoption of this ordinance, the Governing Board made findings required by Section 4.6 of the TRPA Code of Ordinances, and Article V (g) of the Compact.
- 1.60 Each of the foregoing findings is supported by substantial evidence in the record.

Section 2.00 TRPA Code of Ordinances Amendments

Ordinance 87-9, as previously amended, is hereby amended by amending Chapters 84 and 2 of the TRPA Code of Ordinances, as set forth in Exhibit 1.

Section 3.00 Interpretation and Severability

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

Section 4.00 Effective Date

The provisions of this ordinance amending the TRPA Code of Ordinances shall become effective sixty (60) days following adoption of this ordinance.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at a regular meeting held on [DATE], 2022, by the following vote:

Ayes:

Nays:

Abstentions:

Absent:

Mark Bruce, Chair
Tahoe Regional Planning Agency,
Governing Board

EXHIBIT 1

PROPOSED AMENDMENTS

2.2.2 Projects and Matters to be Approved by the Governing Board or Hearings Officer

F. Shorezone Projects

1. Governing Board Review

Shorezone projects involving the following require review and approval by the Governing Board:

- a. Tour boat operations (new or expansion);
- b. Waterborne transit (new or expansion);
- c. Seaplane operation (new or expansion);
- d. Marinas (new or expansion);
- e. Boat launching facilities (new or expansion);
- f. Recognition of multiple-use facilities (Section **Error! Reference source not found.**); and

2. Hearings Officer

Shorezone projects involving the following require review and approval by the Hearings Officer:

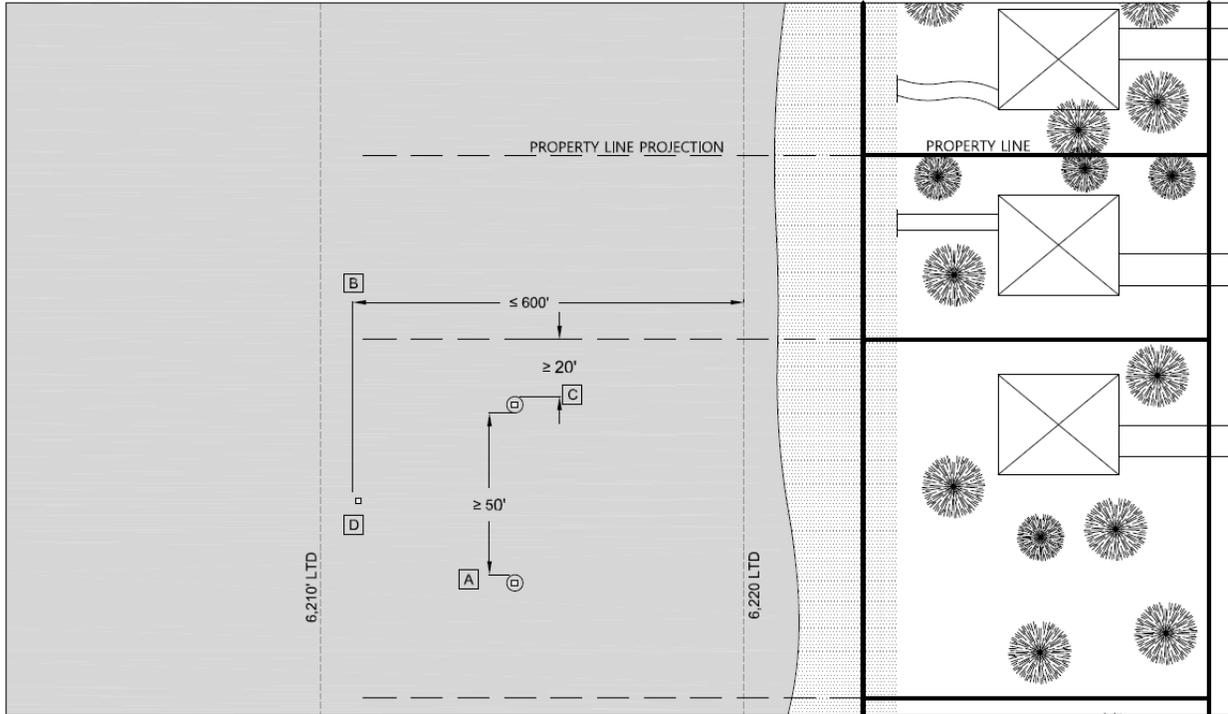
- a. Special use projects (except those identified for Governing Board review) involving changes, expansions or intensifications of existing uses; and
- b. New structures (except those identified for Governing Board review [and new mooring buoys for eligible private, single-family littoral parcels](#)).

84.3.3 Mooring Buoys

E. Buoy Fields.

1. Eligibility.

- a. No additional buoy fields shall be permitted by TRPA.
- b. The total number of homeowners association mooring structures, including buoys within buoy fields, shall not exceed the total number of residential units served by the association.
- c. The total number of buoys allowed within a buoy field shall not exceed the buoy field capacity. The maximum buoy field area, for the purposes of determining capacity, is the length of the littoral property's lake frontage multiplied by a width of 300 feet (Figure 84.3.3-2). The capacity within the calculated buoy field area shall be limited by a 50-foot grid spacing pattern.



- A) BUOYS SHALL BE AT LEAST 50' FROM ANOTHER MOORING BUOY
- B) BUOYS SHALL BE NO GREATER THAN 600' LAKEWARD FROM 6,220 LTD, OR NO FARTHER LAKEWARD THAN 6,210 LTD, WHICHEVER IS LESS
- C) BUOYS SHALL BE AT LEAST 20' FROM LITTORAL PARCEL BOUNDARY PROJECTION LINES
- D) THERE SHALL BE NO MORE THAN 2 MOORINGS BUOYS PER PARCEL, HOWEVER A SINGLE ADDITIONAL BUOY BLOCK IS PERMITTED FOR USE IN LOW-WATER CONDITIONS

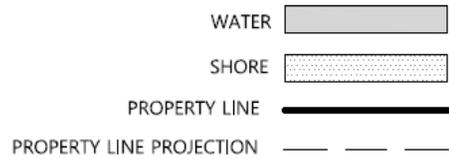


Figure 84.3.3-1. Mooring Buoy Location Standards

2. **Development Standards.** The following provisions apply to additional buoys in legally existing buoy fields. TRPA may allow deviation from these standards based on site-specific conditions, including neighboring uses and structures; State agency compliance; Coast Guard consultation; navigation; substrate, including obstacles; or bathymetry. Buoy fields associated with marinas are also subject to the provisions of subsection 84.6.3.C of this Chapter.
 - a. Buoys within a buoy field shall be located at least 50 feet from all legally existing buoys (50-foot grid spacing);
 - b. Buoys within a buoy field shall be located no greater than 600 feet lakeward from elevation 6,220 feet Lake Tahoe Datum, as measured horizontally; and
 - c. Buoys within a buoy field shall be located at least 20 feet from adjacent littoral parcel boundary projection lines.
3. **Existing Buoys [in a Buoy Field](#).**
 - a) TRPA may authorize existing mooring buoys offshore of a littoral parcel associated with a homeowners association or similar entity, commercial, tourist accommodation, marina, or public use, providing:
 - i. The littoral parcel owner provides a valid buoy permit issued by a federal or state agency with appropriate jurisdiction prior to September 1, 2018; or
 - ii. The littoral parcel owner provides clear evidence of the existence of the buoy(s) prior to February 10, 1972.
 - b) [TRPA may authorize existing mooring buoys associated with a non-littoral homeowner's association or similar entity within the Lake Tahoe region, providing the association provides a valid buoy permit issued by a federal or state agency with appropriate jurisdiction prior to September 1, 2018.](#)

Attachment B

Required Findings/Rationale

ATTACHMENT B
REQUIRED FINDINGS / RATIONALE

TRPA Code of Ordinances Section 3.3—Determination of Need to Prepare an Environmental Impact Statement

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

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

The proposed amendments are consistent with and will implement Chapter 84 Development Standards Lakeward of High Water in the Shorezone and Lakezone. The amendments are not anticipated to result in significant environmental effects. As demonstrated in the accompanying findings, amendments to Chapter 84 and 2 will not result in a significant impact on the environment or cause the environmental threshold carrying capacities to be exceeded.

TRPA Code of Ordinances Section 4.4—Threshold-Related Findings

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

Rationale: The proposed code amendments will not have significant environmental impacts and will improve TRPA’s ability to implement the Shoreline Plan and Chapter 84 Development Standards Lakeward of High Water in the Shorezone and Lakezone. The Code amendments are consistent with the Regional Plan policies and goals and all implementing elements of the Regional Plan.

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

Rationale: The proposed amendments are consistent with the threshold attainment strategies in the Regional Plan. As demonstrated in the findings, these amendments will not cause the environmental threshold carrying capacities to be exceeded.

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

Rationale: The proposed amendments would not exceed any state, federal, or local standards. The amendments are intended to authorize existing buoy fields and to streamline the permitting process for buoys associated with private, single-family littoral parcels. The amendments will not result in environmental impacts and will remove an unnecessary burden from the Hearings Officer's schedule which can be directed to evaluating more complex projects with greater potential environmental impact.

TRPA Code of Ordinances Section 4.6—findings Necessary to Amend or Adopt TRPA Ordinances, Rules, or Other TRPA Plans and Programs.

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

Rationale: As discussed in Sections 4.4 and 4.5 above, the Regional Plan and all of its elements, as amended, achieves and maintains thresholds. The proposed amendments will support and improve implementation of the Shoreline Plan and Chapter 84 of the TRPA Code of Ordinances.

Attachment C

Initial Environmental Checklist (IEC)



**TAHOE
REGIONAL
PLANNING
AGENCY**

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

Project Name:

APN/Project Location:

County/City:

Project Description:



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The following questionnaire will be completed by the applicant based on evidence submitted with the application. All "Yes" and "No, With Mitigation" answers will require further written comments. Use the blank boxes to add any additional information and reference the question number and letter. If more space is required for additional information, please attached separate sheets and reference the question number and letter.

For information on the status of TRPA environmental thresholds click on the links to the Threshold Dashboard.

I. Environmental Impacts

1. Land

Current and historic status of soil conservation standards can be found at the links below:

- [Impervious Cover](#)
- [Stream Environment Zone](#)

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Unstable soil conditions during or after completion of the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. The continuation of or increase in wind or water erosion of soils, either on or off the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion



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="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Deterioration of ambient (existing) air quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. The creation of objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Increased use of diesel fuel?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Alterations to the course or flow of 100-year flood waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Change in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Alteration of the direction or rate of flow of ground water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k. Is the project located within 600 feet of a drinking water source?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion



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4. Vegetation

Current and historic status of vegetation preservation standards can be found at the links below:

- [Common Vegetation](#)
- [Late Seral/Old Growth Ecosystems](#)
- [Sensitive Plants](#)
- [Uncommon Plant Communities](#)

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora, and aquatic plants)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Reduction of the numbers of any unique, rare, or endangered species of plants?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. A change in the natural functioning of an old growth ecosystem?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Reduction of the number of any unique, rare or endangered species of animals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Deterioration of existing fish or wildlife habitat quantity or quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people to severe noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Exposure of existing structures to levels of ground vibration that could result in structural damage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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7. Light and Glare

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Include new or modified sources of exterior lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Cause light from exterior sources to be cast off -site or onto public lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

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="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Expand or intensify an existing non-conforming use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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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="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantial depletion of any non-renewable natural resource?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Involve possible interference with an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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11. Population

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Include or result in the temporary or permanent displacement of residents?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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13. Transportation / Circulation

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Generation of 650 or more new average daily Vehicle Miles Travelled?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Changes to existing parking facilities, or demand for new parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Alterations to present patterns of circulation or movement of people and/or goods?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Alterations to waterborne, rail or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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14. Public Services

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

	Yes	No	No, with mitigation	Data insufficient
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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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="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Communication systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Solid waste and disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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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="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people to potential health hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Be visible from any public recreation area or TRPA designated bicycle trail?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create additional recreation capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have the potential to create conflicts between recreation uses, either existing or proposed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in a decrease or loss of public access to any lake, waterway, or public lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion



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 Stateline, NV 89449-5310

Location
 128 Market Street
 Stateline, NV 89449

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20. Archaeological / Historical

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Is the property associated with any historically significant events and/or sites or persons?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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21. Findings of Significance

	Yes	No	No, with mitigation	Data insufficient
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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DECLARATION:

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

Signature:

_____ at _____
Person preparing application County Date

Applicant Written Comments: (Attach additional sheets if necessary)



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Determination:

On the basis of this evaluation:

- a. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure YES NO
- b. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures. YES NO
- c. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedures. YES NO

Signature of Evaluator

Date _____

Title of Evaluator

Attachment D

Compliance Measures Checklist

ATTACHMENT D: COMPLIANCE MEASURES AFFECTED BY DRSI RECOMMENDATIONS

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
WATER QUALITY/SEZ - IN PLACE				
1	BMP requirements, new development: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish	N	The proposed amendment will not impact the BMP implementation program for water quality and SEZs.
2	BMP implementation program -- existing streets and highways: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Trans, Fish	N	
3	BMP implementation program -- existing urban development: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish	N	
4	BMP implementation program -- existing urban drainage systems: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Trans, Fish	N	
5	Capital Improvements Program for Erosion and Runoff Control	WQ, Soils/SEZ, Trans, Fish	N	The proposed amendment will not impact capital improvements for erosion control.
6	Excess land coverage mitigation program: <i>Code of Ordinances</i> Chapter 30	WQ, Soils/SEZ	N	No impact to excess land management mitigation program
7	Effluent (Discharge) limitations: California (SWRCB, Lahontan Board) and Nevada (NDEP): <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish	N	No change to effluent discharge.
8	Limitations on new subdivisions: (See the Goals and Policies: Land Use Element)	WQ, Soils/SEZ, Rec, Scenic	N	No impact on subdivision limitation.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
9	Land use planning and controls: See the Goals and Policies: Land Use Element and Code of Ordinances Chapters 11, 12, 13, 14, and 21	WQ, Soils/SEZ, Trans, Scenic	N	The proposed amendment will not impact land use planning and controls.
10	Residential development priorities, The Individual Parcel Evaluation System (IPES): Goals and Policies: Implementation Element and Code of Ordinances Chapter 53	WQ, Soils/SEZ	N	No change to residential development priorities or IPES.
11	Limits on land coverage for new development: Goals and Policies: Land Use Element and Code of Ordinances Chapter 30	WQ, Soils/SEZ, Scenic	N	No change to land coverage limits.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
12	Transfer of development: Goals and Policies: Land Use Element and Implementation Element	WQ, Soils/SEZ	N	No impact on TDR program.
13	Restrictions on SEZ encroachment and vegetation alteration: <i>Code of Ordinances Chapters 30 and 61</i>	WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic	N	No change to restrictions on SEZ encroachment or vegetation alteration.
14	SEZ restoration program: Environmental Improvement Program.	WQ, Soils/SEZ, Veg, Wildlife, Fish, Scenic	N	No impact on SEZ restoration program.
15	SEZ setbacks: <i>Code of Ordinances Chapter 53</i>	WQ, Soils/SEZ, Veg, Wildlife, Fish	N	No change to SEZ setbacks.
16	Fertilizer reporting requirements: <i>Code of Ordinances Chapter 60</i>	WQ, Soils/SEZ, Fish, Rec	N	No impact on water quality mitigation or fertilizer reporting requirements.
17	Water quality mitigation: <i>Code of Ordinances Chapter 60</i>	WQ, Soils/SEZ	N	
18	Restrictions on rate and/or amount of additional development	WQ, Soils/SEZ, Wildlife, Scenic	N	No change to rate or amount of development.
19	Improved BMP implementation/enforcement program	WQ, Soils/SEZ	N	No change to BMP program.
20	Increased funding for EIP projects for erosion and runoff control	WQ, Soils/SEZ	N	The amendment will not impact funding for EIP projects.
21	Artificial wetlands/runoff treatment program	WQ, Soils/SEZ	N	No impact on artificial wetlands or runoff treatment program.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments	
22	Transfer of development from SEZs	WQ, Soils/SEZ, Scenic	N	No transfer of development from an SEZ.	
23	Improved mass transportation	WQ, Trans, Noise	N	The proposed amendment does not impact mass transportation	
24	Redevelopment and redirection of land use: Goals and Policies: Land Use Element and Code of Ordinances Chapter 13	WQ, Soils/SEZ, Scenic	N	No impact on redevelopment or redirection of land use.	
25	Combustion heater rules, stationary source controls, and related rules: <i>Code of Ordinances</i> Chapter 65	WQ, AQ	N	The proposed amendment will not impact water quality, soil or SEZ protection measures related to utilities.	
26	Elimination of accidental sewage releases: Goals and Policies: Land Use Element	WQ, Soils/SEZ	N		
27	Reduction of sewer line exfiltration: Goals and Policies: Land Use Element	WQ, Soils/SEZ	N		
28	Effluent limitations	WQ, Soils/SEZ	N		
29	Regulation of wastewater disposal at sites not connected to sewers: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N		
30	Prohibition on solid waste disposal: Goals and Policies: Land Use Element	WQ, Soils/SEZ	N		
31	Mandatory garbage pick-up: Goals and Policies: Public Service Element	WQ, Soils/SEZ, Wildlife	N		
32	Hazardous material/wastes programs: Goals and Policies: Land Use Element and Code of Ordinances Chapter 60	WQ, Soils/SEZ	N		
33	BMP implementation program, Snow and ice control practices: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, AQ	N		The proposed amendment will not impact water quality, soil or SEZ protection measures related to transportation, recreation, livestock, or pesticides.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
34	Reporting requirements, highway abrasives and deicers: Goals and Policies:, Land Use Element and Code of Ordinances Chapter 60	WQ, Soils/SEZ, Fish	N	
35	BMP implementation program--roads, trails, skidding, logging practices: <i>Code of Ordinances</i> Chapter 60, Chapter 61	WQ, Soils/SEZ, Fish	N	
36	BMP implementation program--outdoor recreation: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish, Rec	N	
37	BMP implementation program--livestock confinement and grazing: <i>Code of Ordinances</i> Chapter 21, Chapter 60, Chapter 64	WQ, Soils/SEZ, Veg, Wildlife, Fish	N	
38	BMP implementation program--pesticides	WQ, Soils/SEZ	N	
39	Land use planning and controls --timber harvesting: <i>Code of Ordinances</i> Chapter 21	WQ, Soils/SEZ, AQ, Wildlife, Fish, Scenic	N	No impact to land use planning controls.
40	Land use planning and controls - outdoor recreation: <i>Code of Ordinances</i> Chapter 21	WQ, Soils/SEZ, Wildlife, Noise, Rec, Scenic	N	
41	Land use planning and controls--ORV use: Goals and Policies: Recreation Element	WQ, Soils/SEZ, AQ, Wildlife, Fish, Noise, Rec, Scenic	s	No impact to land use planning controls.
42	Control of encroachment and coverage in sensitive areas	WQ, Soils/SEZ, Wildlife, Rec, Scenic	N	No change to control of encroachment and coverage in sensitive areas.
43	Control on shorezone encroachment and vegetation alteration: <i>Code of Ordinances</i> Chapter 83	WQ, Soils/SEZ, Scenic	N	The proposed amendment will authorize preexisting shorezone moorings, it will not make any new changes to existing programs.
44	BMP implementation program--shorezone areas: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N	

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
45	BMP implementation program--dredging and construction in Lake Tahoe: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N	
46	Restrictions and conditions on filling and dredging: <i>Code of Ordinances</i> Chapter 84	WQ, Soils/SEZ, Fish	N	
47	Protection of stream deltas	WQ, Soils/SEZ, Wildlife, Fish, Scenic	N	
48	Marina master plans: <i>Code of Ordinances</i> Chapter 14	WQ, AQ/Trans, Fish, Scenic	N	
49	Additional pump-out facilities: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N	
50	Controls on anti-fouling coatings: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish	N	
51	Modifications to list of exempt activities	WQ, Soils/SEZ	N	N/A

WATER QUALITY/SEZ - SUPPLEMENTAL

52	More stringent SEZ encroachment rules	WQ, Soils/SEZ, Wildlife, Fish	N	The proposed amendment will not add or alter any restrictions, controls or programs.
53	More stringent coverage transfer requirements	WQ, Soils/SEZ	N	
54	Modifications to IPES	WQ, Soils/SEZ	N	
55	Increased idling restrictions	WQ, Soils/SEZ, AQ	N	
56	Control of upwind pollutants	WQ, Soils/SEZ, AQ	N	
57	Additional controls on combustion heaters	WQ, Soils/SEZ, AQ	N	
58	Improved exfiltration control program	WQ, Soils/SEZ	N	
59	Improved infiltration control program	WQ, Soils/SEZ	N	
60	Water conservation/flow reduction program	WQ, Soils/SEZ, Fish	N	
61	Additional land use controls	WQ, Soils/SEZ, Wildlife	N	

AIR QUALITY/TRANSPORTATION - IN PLACE

62	Fixed Route Transit	Trans, Rec	N	No impact to transportation services or facilities.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments	
64	Demand Responsive Transit	Trans	N		
65	Seasonal Transit Services	Trans, Rec	N		
66	Social Service Transportation	Trans	N		
67	Shuttle programs	Trans, Rec	N		
69	Intercity bus services	Trans	N		
70	Passenger Transit Facilities	Trans	N		
71	Bikeways, Bike Trails	Trans, Noise, Rec, Scenic	N		
72	Pedestrian facilities	Trans, Rec, Scenic	N		
73	Wood heater controls: <i>Code of Ordinances</i> Chapter 65	WQ, AQ	N		No change to air or water quality controls.
74	Gas heater controls: <i>Code of Ordinances</i> Chapter 65	WQ, AQ	N		
75	Stationary source controls: <i>Code of Ordinances</i> Chapter 65	WQ, AQ	N		
76	U.S. Postal Service Mail Delivery	Trans	N	No impact to mail service delivery.	
77	Indirect source review/air quality mitigation: <i>Code of Ordinances</i> Chapter 65	WQ, AQ, Trans	N	No change to air or water quality controls.	
78	Idling Restrictions: <i>Code of Ordinances</i> Chapter 65	WQ, AQ	N		
79	Vehicle Emission Limitations(State/Federal)	WQ, AQ	N	No change to vehicle emissions limitations.	
80	Open Burning Controls: <i>Code of Ordinances</i> Chapters 61 and Chapter 65	WQ, AQ, Scenic	N	No change to burning controls.	
81	BMP and Revegetation Practices	WQ, AQ, Wildlife, Fish	N	No impact on BMP or revegetation.	
82	Employer-based Trip Reduction Programs: <i>Code of Ordinances</i> Chapter 65	Trans	N	No impact on employer-based trip reduction or vehicle rental programs.	
83	Vehicle rental programs: <i>Code of Ordinances</i> Chapter 65	Trans	N		
84	Parking Standards	Trans	N	The proposed amendment will authorize existing mooring buoys. The amendment will not change or impact transportation facilities or programs including waterborne transportation.	
85	Parking Management Areas	Trans	N		
86	Parking Fees	Trans	N		
87	Parking Facilities	Trans	N		
88	Traffic Management Program - Tahoe City	Trans	N		

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
89	US 50 Traffic Signal Synchronization - South Shore	Trans	N	
90	General Aviation, The Lake Tahoe Airport	Trans, Noise	N	
91	Waterborne excursions	WQ, Trans, Rec	N	
92	Waterborne transit services	WQ, Trans, Scenic	N	
93	Air Quality Studies and Monitoring	WQ, AQ	N	
94	Alternate Fueled Vehicle - Public/Private Fleets and Infrastructure Improvements	Trans	N	
95	Demand Responsive Transit - North Shore	Trans	N	
96	Tahoe Area Regional Transit Maintenance Facility	Trans	N	
97	Heavenly Ski Resort Gondola	Trans	N	
AIR QUALITY/TRANSPORTATION - SUPPLEMENTAL				
98	Demand Responsive Transit –North Shore	Trans	N	The proposed amendment will authorize existing mooring buoys. The amendment will not change or impact transportation facilities or programs including waterborne transportation.
99	Coordinated Transit System - South Shore	Trans	N	
100	Transit Passenger Facilities	Trans	N	
101	South Shore Transit Maintenance Facility - South Shore	Trans	N	
102	Transit Service - Fallen Leaf Lake	WQ, Trans	N	
103	Transit Institutional Improvements	Trans	N	
104	Transit Capital and Operations Funding Acquisition	Trans	N	
105	Transit/Fixed Guideway Easements - South Shore	Trans	N	
106	Visitor Capture Program	Trans	N	
107	Pedestrian and Bicycle Facilities-- South Shore	Trans, Rec	N	
108	Pedestrian and Bicycle Facilities-- North Shore	Trans, Rec	N	
109	Parking Inventories and Studies Standards	Trans	N	
110	Parking Management Areas	Trans	N	
111	Parking Fees	Trans	N	
112	Establishment of Parking Task Force	Trans	N	
113	Construct parking facilities	Trans	N	
114	Intersection improvements--South Shore	Trans, Scenic	N	
115	Intersection improvements--North Shore	Trans, Scenic	N	
116	Roadway Improvements - South Shore	Trans, Scenic	N	

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
117	Roadway Improvements - North Shore	Trans, Scenic	N	
118	Loop Road - South Shore	Trans, Scenic	N	
119	Montreal Road Extension	Trans	N	
120	Kingsbury Connector	Trans	N	
121	Commercial Air Service: Part 132 commercial air service	Trans	N	
122	Commercial Air Service: commercial air service that does not require Part 132 certifications	Trans	N	
123	Expansion of waterborne excursion service	WQ, Trans	N	
124	Re-instate the oxygenated fuel program	WQ, AQ	N	
125	Management Programs	Trans	N	
126	Around the Lake Transit	Trans	N	
VEGETATION - IN PLACE				
127	Vegetation Protection During Construction: <i>Code of Ordinances</i> Chapter 33	WQ, AQ, Veg, Scenic	N	No impact on vegetation protection.
128	Tree Removal: <i>Code of Ordinances</i> Chapter 61	Veg, Wildlife, Scenic	N	No impact to vegetation management.
129	Prescribed Burning: <i>Code of Ordinances</i> Chapter 61	WQ, AQ, Veg, Wildlife, Scenic	N	
130	Remedial Vegetation Management: <i>Code of Ordinances</i> Chapter 61	WQ, Veg, Wildlife	N	
131	Sensitive and Uncommon Plant Protection and Fire Hazard Reduction: <i>Code of Ordinances</i> Chapter 61	Veg, Wildlife, Scenic	N	
132	Revegetation: <i>Code of Ordinances</i> Chapter 61	WQ, Veg, Wildlife, Scenic	N	
133	Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5	WQ, Veg	N	No change to remedial action plans.
134	Handbook of Best Management Practices	WQ, Soils/SEZ, Veg, Fish	N	No change to BMP handbook.
135	Shorezone protection	WQ, Soils/SEZ, Veg	N	The proposed amendment authorizes existing buoy fields and alters the review requirements for new single family buoys. It does not make any changes to shorezone protection including conformance requirements for new buoys.
136	Project Review	WQ, Veg	Y	The proposed amendment changes the permit review process for new single-family mooring buoys from Hearings Officer to staff-

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
137	Compliance inspections	Veg	N	level. It does not change the compliance requirements for the issuance of a permit.
138	Development Standards in the Backshore	WQ, Soils/SEZ, Veg, Wildlife, Scenic	N	No change to development standards.
139	Land Coverage Standards: <i>Code of Ordinances</i> Chapter 30	WQ, Veg, Wildlife, Fish, Scenic	N	No change to land coverage standards.
140	Grass Lake, Research Natural Area	WQ, Veg, Wildlife, Fish, Scenic	N	The proposed amendment does not impact the Grass Lake Research Area.
141	Conservation Element, Vegetation Subelement: Goals and Policies	Veg, Wildlife, Fish	N	No change to the conservation element, vegetation subelement.
142	Late Successional Old Growth (LSOG): <i>Code of Ordinances</i> Chapter 61	Veg, Wildlife, Fish	N	No impact on LSOG or SEZ vegetation.
143	Stream Environment Zone Vegetation: <i>Code of Ordinances</i> Chapter 61	WQ, Veg, Wildlife, Fish	N	
144	Tahoe Yellow Cress Conservation Strategy	Veg	N	No impact on Tahoe Yellow Cress Conservation Strategy.
145	Control and/or Eliminate Noxious Weeds	Veg, Wildlife	N	No impact on noxious weed control or elimination.
146	Freel Peak Cushion Plant Community Protection	Veg	N	No impact to Freel Peak Cushion Plant protection.
VEGETATION - SUPPLEMENTAL				
147	Deepwater Plant Protection	WQ, Veg	N	No impact to deepwater plant protection.
WILDLIFE - IN PLACE				
148	Wildlife Resources: <i>Code of Ordinances</i> Chapter 62	Wildlife, Noise	N	No impact to wildlife resources.
149	Stream Restoration Program	WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic	N	No change to stream restoration program.
150	BMP and revegetation practices	WQ, Veg, Wildlife, Fish, Scenic	N	No impact to BMP or revegetation practices.
151	OHV limitations	WQ, Soils/SEZ, AQ, Wildlife, Noise, Rec	N	No change to OHV limitations.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
152	Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5	Wildlife	N	No change to remedial action plans.
153	Project Review	Wildlife	Y	The proposed amendment changes the permit review process for new single-family mooring buoys from Hearings Officer to staff-

FISHERIES - IN PLACE

156	Fish Resources: <i>Code of Ordinances</i> Chapter 63	WQ, Fish	N	No impact on fish resources.
157	Tree Removal: <i>Code of Ordinances</i> Chapter 61	Wildlife, Fish	N	No impact on tree removal.
158	Shorezone BMPs	WQ, Fish	N	The proposed amendment will not make any changes to standards for new shorezone structures.
159	Filling and Dredging: <i>Code of Ordinances</i> Chapter 84	WQ, Fish	N	
160	Location standards for structures in the shorezone: <i>Code of Ordinances</i> Chapter 84	WQ, Fish	N	
161	Restrictions on SEZ encroachment and vegetation alteration	WQ, Soils/SEZ, Fish	N	No impact to SEZ encroachment or vegetation.
162	SEZ Restoration Program	WQ, Soils/SEZ, Fish	N	No change to SEZ restoration program.
163	Stream restoration program	WQ, Soils/SEZ, Fish	N	No impact on stream or riparian restoration programs.
164	Riparian restoration	WQ, Soils/SEZ, Fish	N	
165	Livestock: <i>Code of Ordinances</i> Chapter 64	WQ, Soils/SEZ, Fish	N	
166	BMP and revegetation practices	WQ, Fish	N	
167	Fish habitat study	Fish	N	No change to fish habitat study.
168	Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5	Fish	N	No impact on remedial action plans.
169	Mitigation Fee Requirements: <i>Code of Ordinances</i> Chapter 84	Fish	N	No change to mitigation fee requirements.
170	Compliance inspection	Fish	N	No change to compliance inspections.
171	Public Education Program	Wildlife, Fish	N	No impact to Public Education Program.

NOISE - IN PLACE

172	Airport noise enforcement program	Wildlife, Fish	N	No change to noise enforcement programs.
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Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
173	Boat noise enforcement program	Wildlife, Fish, Rec	N	
174	Motor vehicle/motorcycle noise enforcement program: <i>Code of Ordinances</i> Chapters 5 and 23	Wildlife, Fish	N	
175	ORV restrictions	AQ, Wildlife, Noise, Rec	N	No change to vehicle restrictions.
176	Snowmobile Restrictions	WQ, Wildlife, Noise, Rec	N	
177	Land use planning and controls	Wildlife, Noise	N	No change to land use planning or controls.
178	Vehicle trip reduction programs	Trans, Noise	N	No change to vehicle trip reduction programs.
179	Transportation corridor design criteria	Trans, Noise	N	No change to transportation corridor design criteria.
180	Airport Master Plan South Lake Tahoe	Trans, Noise	N	No impact on Airport Master plan.
181	Loudspeaker restrictions	Wildlife, Noise	N	No change to loudspeaker restrictions.
182	Project Review	Noise	Y	The proposed amendment changes the permit review process for new single-family mooring buoys from Hearings Officer to staff-
183	Complaint system: <i>Code of Ordinances</i> Chapters 5 and 68	Noise	N	No change to complaint system.
184	Transportation corridor compliance program	Trans, Noise	N	No change to noise limitations or compliance programs.
185	Exemptions to noise limitations	Noise	N	
186	TRPA's Environmental Improvement Program (EIP)	Noise	N	
187	Personal watercraft noise controls	Wildlife, Noise	N	
NOISE - SUPPLEMENTAL				
188	Create an interagency noise enforcement MOU for the Tahoe Region.	Noise	N	No impact to interagency noise enforcement MOU.
RECREATION - IN PLACE				
189	Allocation of Development: <i>Code of Ordinances</i> Chapter 50	Rec	N	No impact to allocation of development.
190	Master Plan Guidelines: <i>Code of Ordinances</i> Chapter 14	Rec, Scenic	N	No change to master plan guidelines.
191	Permissible recreation uses in the shorezone and lake zone: <i>Code of Ordinances</i> Chapter 81	WQ, Noise, Rec	N	No change to permissible recreation uses in shorezone or lakezone.
192	Public Outdoor recreation facilities in sensitive lands	WQ, Rec, Scenic	N	No impact to outdoor recreation facilities on sensitive lands.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
193	Hiking and riding facilities	Rec	N	No impact to hiking or riding facilities.
194	Scenic quality of recreation facilities	Rec, Scenic	N	The proposed amendment will authorize existing mooring buoys. The amendment will not alter the existing scenic quality of recreation facilities.
195	Density standards	Rec	N	No change to density standards.
196	Bonus incentive program	Rec	N	No change to bonus incentive program.
197	Required Findings: <i>Code of Ordinances</i> Chapter 4	Rec	N	No change to required findings.
198	Lake Tahoe Recreation Sign Guidelines	Rec, Scenic	N	No change to recreation sign guidelines.
199	Annual user surveys	Rec	N	No impact to annual user surveys.
RECREATION - SUPPLEMENTAL				
200	Regional recreational plan	Rec	N	No impact to regional recreation plan.
201	Establish fair share resource capacity estimates	Rec	N	No change to resource capacity.
202	Reserve additional resource capacity	Rec	N	
203	Economic Modeling	Rec	N	
SCENIC - IN PLACE				
204	Project Review and Exempt Activities: <i>Code of Ordinances</i> Chapter 2	Scenic	Y	The proposed amendment changes the permit review process for new single-family mooring buoys from Hearings Officer to staff-level. It does not change any compliance requirements including
205	Land Coverage Limitations: <i>Code of Ordinances</i> Chapter 30	WQ, Scenic	N	No change to coverage limitations.
206	Height Standards: <i>Code of Ordinances</i> Chapter 37	Scenic	N	No change to height standards.
207	Driveway and Parking Standards: <i>Code of Ordinances</i> Chapter 34	Trans, Scenic	N	No change to driveway parking standards.
208	Signs: <i>Code of Ordinances</i> Chapter 38	Scenic	N	No impact on sign regulations.
209	Historic Resources: <i>Code of Ordinances</i> Chapter 67	Scenic	N	No impact on historic resources.
210	Design Standards: <i>Code of Ordinances</i> Chapter 36	Scenic	N	No change to design standards.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
211	Shorezone Tolerance Districts and Development Standards: <i>Code of Ordinances</i> Chapter 83	Scenic	N	No change to development standards.
212	Development Standards Lakeward of Highwater: <i>Code of Ordinances</i> Chapter 84	WQ, Scenic	N	
213	Grading Standards: <i>Code of Ordinances</i> Chapter 33	WQ, Scenic	N	No impact on grading standards or vegetation protection.
214	Vegetation Protection During Construction: <i>Code of Ordinances</i> Chapter 33	AQ, Veg, Scenic	N	
215	Revegetation: <i>Code of Ordinances</i> Chapter 61	Scenic	N	No impact on revegetation.
216	Design Review Guidelines	Scenic	N	The proposed amendment changes the permit review process for new single-family mooring buoys from Hearings Officer to staff-level. The amendment does not impact design review guidelines.
217	Scenic Quality Improvement Program(SQIP)	Scenic	N	The proposed amendment changes the permit review process for new single-family mooring buoys from Hearings Officer to staff-level. It does not alter the project review packet, SQIP, or scenic quality ratings.
218	Project Review Information Packet	Scenic	N	
219	Scenic Quality Ratings, Features Visible from Bike Paths and Outdoor Recreation Areas Open to the General Public	Trans, Scenic	N	
220	Nevada-side Utility Line Undergrounding Program	Scenic	N	No impact to Nevada-side Utility Line Undergrounding Program.
SCENIC - SUPPLEMENTAL				
221	Real Time Monitoring Program	Scenic	N	No change to real time monitoring program.
222	Integrate project identified in SQIP	Scenic	N	No impact to SQIP.

2022 QUARTERLY REPORT

TAHOE REGIONAL PLANNING AGENCY

First Quarter: January – March 2022



TAHOE
REGIONAL
PLANNING
AGENCY



TABLE OF CONTENTS

TRPA STRATEGIC INITIATIVES

<i>Building Resiliency: Climate Change Strategic Initiative</i>	2
<i>Keep Tahoe Moving: Transportation & Sustainable Recreation Strategic Initiative</i>	2
<i>Tahoe Living: Housing & Community Revitalization Strategic Initiative</i>	4
<i>Restoration Blueprint: Environmental Improvement Program</i>	5
<i>Measuring What Matters: Threshold Update Strategic Initiative</i>	7

ONGOING INITIATIVES AND ANNUAL ACTIVITIES

Long Range & Transportation Planning Division	8
Current Planning Division	8
Environmental Improvement Program Division	10
Research & Analysis Division	12
External Affairs	13
Finance, Information Technology, & Facilities	14
Human Resources	15

TRPA STRATEGIC INITIATIVES

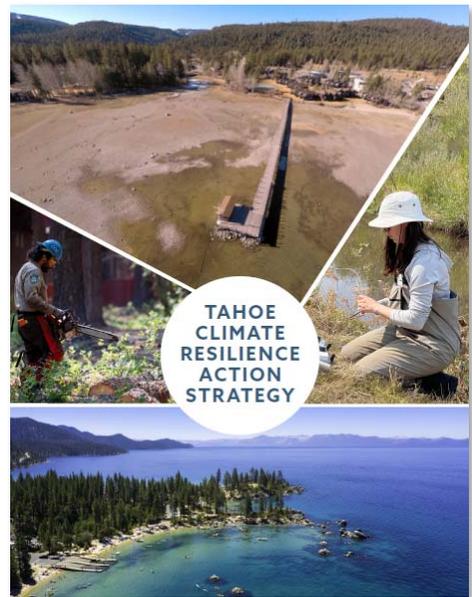
The Tahoe Regional Planning Agency (TRPA) is moving forward with strategic initiatives the Governing Board identified as major priorities for the agency. These initiatives align directly with the objectives in the agency’s Strategic Plan.

BUILDING RESILIENCY: CLIMATE CHANGE STRATEGIC INITIATIVE

Every TRPA initiative includes strategies to strengthen the resilience of Tahoe’s environment, communities, and economy to the emerging stresses of climate change and to improve the region’s sustainability. The Climate Change Strategic Initiative harmonizes the goals of both states and local governments in the Tahoe Region while maintaining the region’s reputation as a global leader in sustainability.

Lake Tahoe Climate Resilience Action Strategy Released

TRPA and Environmental Improvement Program partners released the [Lake Tahoe Climate Resilience Action Strategy](#) this quarter. The strategy highlights the expected impacts of climate change at Tahoe and prioritizes actions being taken to address these impacts, such as aquatic invasive species programs, forest resilience projects, improved transportation systems, and infrastructure improvements to protect vulnerable communities. The strategy builds upon existing Lake Tahoe climate and environmental improvement plans and identifies focus areas that will advance equity, create jobs, and build resilience for the region. The strategy identifies \$398 million needed over the next 10 years to implement priority climate actions. The culture of collaboration TRPA and partners have built within the region will be leveraged to secure funding from a variety of federal, state, and local sources.



KEEP TAHOE MOVING: TRANSPORTATION & SUSTAINABLE RECREATION STRATEGIC INITIATIVE

This initiative includes an update of the Regional Transportation Plan/Sustainable Communities Strategy, which encompasses greenhouse gas (GHG) reduction, the work of the Bi-State Consultation on Transportation, destination stewardship planning, and ongoing transportation corridor planning.

Sustainable Transportation Funding Initiative

Working closely this quarter with the Bi-State Consultation on Transportation Working Group, TRPA helped gain agreement among state, local, and regional partners on a collaborative approach to developing sustainable funding sources for priority projects in

the Regional Transportation Plan. The working group agreed on an all-sectors approach to bridge the approximate \$20 million annual funding gap identified in the plan. Building on the Lake Tahoe Environmental Improvement Program model, partners agreed to a “7-7-7” funding strategy to meet the annual target—\$7 million federal funding, \$7 million state funding, and \$7 million local revenue.

Sustainable sources of transportation funding are critical to reduce traffic congestion, improve trails, enhance communities, reduce reliance on the automobile, and build climate resilience in the Lake Tahoe Region. Project implementors are currently meeting to identify an initial list of regionally significant projects that will increase transit services including those to recreation destinations and completing the Tahoe Trail and trails serving town centers. Information on the [Sustainable Transportation Funding Initiative](#) can be found at the [TRPA website](#).

Lake Tahoe Destination Stewardship Plan: Taking Care of Tahoe

In January, TRPA convened basin partners in outdoor recreation and tourism, the [Center for Responsible Travel \(CREST\)](#), and the [Travel Foundation](#) to develop a community-centered roadmap for improved visitor management and outdoor recreation. The project, set to launch early this summer, emerged from TRPA’s effective coordination with land managers, visitor authorities, and recreation providers that has been addressing the rising impacts of tourism. On [February 25, 2021](#), a pivotal conversation with regional partners called for collective action and a unifying vision about the future of tourism in the Tahoe Region. Over the next year, TRPA and contractors CREST and the Travel Foundation will lead regional partners in the formation of a ground-breaking destination stewardship plan to ensure outdoor recreation and tourism enhances community well-being, supports local businesses and workers, and protects the lake.

Transportation Equity Kickoff

TRPA staff launched the Transportation Equity Study this quarter with Sacramento-based consultant, DKS Associates. The recently adopted Regional Transportation Plan includes a renewed approach to environmental justice and identifies communities with significant needs for access to transportation. The Transportation Equity Study will build on that equity work utilizing significant public outreach, focus groups, and stakeholder input to identify barriers and burdens to accessing goods, services, and recreation opportunities at Lake Tahoe. The final report and recommended actions to increase equity at Tahoe is expected in June 2023.

State Route 89 West Shore Tahoe Trail

Completing the Tahoe Trail along the lake’s West Shore is a priority component of the State Route 89 Corridor Management Plan. This quarter, TRPA built upon stakeholder input gathered last year to evaluate, score, and rank potential alignments for the State Route 89 Trail Feasibility Study. The project team will rely on further stakeholder input and detailed evaluation criteria for each alignment to identify a preferred path later this year. The 11-mile missing link of the West Shore Trail between Meeks Bay and Spring Creek will connect people to recreation sites without driving, reduce traffic congestion, help manage roadside parking, and minimize impacts to neighborhoods.

US 50 East Shore Corridor Management Plan

The TRPA transportation team this quarter gave additional support to the Nevada Department of Transportation to create the first US 50 East Shore Corridor Management Plan. The plan will develop alternative designs to improve roadway safety, transit, trails, and innovative mobility options between Spooner Summit and Stateline on the South Shore. TRPA assisted the project team develop alternative concepts and unique solutions for each segment of the corridor based on data and stakeholder input. Corridor management plans along the Tahoe Basin’s major recreation routes are a significant component of the Regional Transportation Plan. A final US 50 Corridor Management Plan is expected by the end of the year.



Map of the US 50 East Shore Corridor Management Plan.

TAHOE LIVING: HOUSING & COMMUNITY REVITALIZATION STRATEGIC INITIATIVE

This initiative addresses strategies for implementing affordable and achievable workforce housing as a key component of healthy, sustainable communities in the region. The Tahoe Living initiative implements the Regional Plan, the Regional Housing Needs Allocation, and meets housing needs identified in the Regional Transportation Plan/Sustainable Communities Strategy.

Accessory Dwelling Units

The newly adopted accessory dwelling unit code updates are seeing an increase in interest. Since July 2021, TRPA staff has issued seven permits, with another 12 in process. These accessory dwelling units are a critical piece of the regional strategy to encourage workforce housing of varying types and sizes to stem the housing crisis that has Tahoe in its grip.

Tahoe Living Working Group

In March, the agency reconvened a working group of representatives from local government, real estate, housing organizations, and the TRPA Governing Board to begin moving additional code amendments forward to tackle Tahoe’s housing crisis. The work of the Tahoe Living Working Group last year led to accessory dwelling unit code changes and incentives and is building partnerships with key workforce housing implementors. This quarter, the working group began evaluating how changes to policies on land coverage, density, and height can encourage more multi-unit workforce housing projects in certain areas.

RESTORATION BLUEPRINT: ENVIRONMENTAL IMPROVEMENT PROGRAM

This initiative includes implementing transportation and community revitalization projects of regional significance, seeking additional funding sources for the Environmental Improvement Program (EIP), creating forest health implementation tools based on the results from the Lake Tahoe West landscape-scale restoration project, implementing the Aquatic Invasive Species Control Action Plan, and focusing on areawide stormwater management projects with multiple benefits. EIP restoration programs will be responsive to climate adaptation and resilience measures as they are developed under the Climate Change Strategic Initiative.

Lake Tahoe Restoration Act Funding

A federal spending bill signed into law this quarter provides a record level of new funding for critical projects and programs in the Lake Tahoe Region. The legislation will deliver \$23.8 million through the Lake Tahoe Restoration Act, plus \$3.4 million from the previously approved Bipartisan Infrastructure Law, and \$2 million in Community Project Funding through the U.S. Department of Transportation in fiscal year 2022. TRPA's leadership of the EIP and legislative advocacy play a key role in positioning Tahoe for funding awards and the announcement this quarter represents years of partnership building.



Social media posts helped publicize the record level of federal funding approved in March.

Tahoe Keys Weed Management

Following years of study, planning, and collaboration with a range of stakeholders, this quarter both the TRPA Governing Board and Lahontan Regional Water Quality Control Board voted unanimously to certify environment studies and approve permits for the Tahoe



Underwater aerators and a bubble curtain being used to fight aquatic invasive weeds in the west channel of the Tahoe Keys.

Keys Aquatic Weed Control Methods Test project. Not since TRPA and partners created the Lake Tahoe Watercraft Inspection Program in 2008 has there been such a monumental step in the fight against aquatic invasive species in the Tahoe Region. The AIS Control Action Plan identifies the Tahoe Keys lagoons as the program’s highest priority. TRPA, Lahontan, and others partnered with the Tahoe Keys Property Owners Association to develop a plan to test new methods to gain control of the lake’s largest infestation of invasive weeds. The test methods include ultraviolet light, underwater aeration of weed beds, and a one-time application of aquatic herbicides. Test treatments and monitoring in Tahoe Keys homeowner lagoons are expected to begin in May with ultraviolet light treatments throughout the summer.

Policy Changes for Forest Resilience

With the growing severity, length, and intensity of wildfire seasons, forest managers and fire agencies at every level have been looking hard at the efficiency of forest management



Collaborative wildfire actions spared Tahoe communities from the 2021 Caldor Fire.

practices. This quarter, staff ushered in policy changes for the region that expand where ground-based mechanical equipment can be used on steep slopes. The policy update will facilitate additional forest health projects on slopes in the Tahoe Basin with a gradient of 30 to 50 percent. Approximately 61,000 acres in the Tahoe Basin fall under the update, and nearly half of that area is in wildland urban interface defense and threat zones near communities. The update received unequivocal support from reviewing committees and the TRPA Governing Board voted unanimously to adopt the new policies.

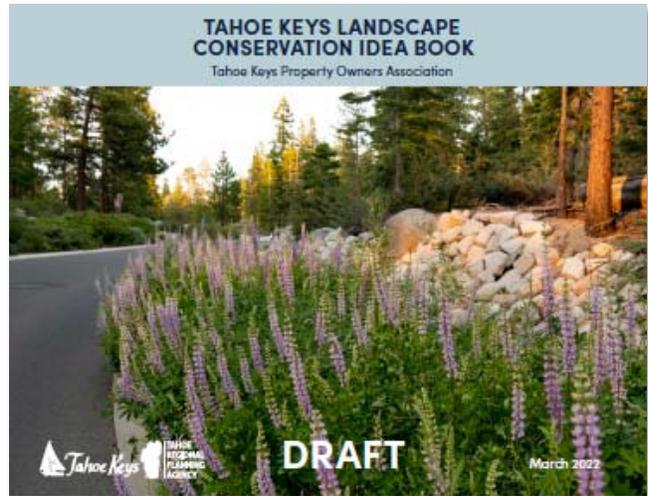
As a founding member of the Tahoe Fire and Fuels Team, TRPA continues to streamline policies and work with fire and fuels managers to add best practices to the Lake Tahoe Regional Plan and Code of Ordinances. The new policy will help keep communities safe and promote forest and ecosystem resilience to disturbances such as climate change.

Green Infrastructure Planning

TRPA stormwater management staff advanced the Ski Run “Mountain to Marina” and Tahoe Keys green infrastructure projects this quarter, including receiving the announcement that the Tahoe Keys project will receive \$125,000 in federal funding through the Southern Nevada Public Land Management Act. Area-wide stormwater projects elevate the role of natural infiltration strategies to meet water quality standards and achieve multiple-benefit adaptations to climate change. Green infrastructure can mean neighborhood stormwater basins, or as in the Tahoe Keys project, innovative treatments like modular floating wetlands that improve water quality through the natural uptake of nutrients from the waters they inhabit.

Tahoe Keys Conservation Landscape Coordination

Design Workshop and TRPA staff presented to the Tahoe Keys Property Owners Association on March 1, 2022 and held the second of three stakeholder meetings on March 18, 2022 to solicit feedback on the Draft Tahoe Keys Landscape Design Book. The book will graphically convey how homeowners in the Tahoe Keys may achieve aesthetic and desirable conservation landscapes that employ low water use best practices, meet stormwater, and fire defensible space requirements.



MEASURING WHAT MATTERS: THRESHOLD UPDATE STRATEGIC INITIATIVE

This initiative focuses on how information is collected, analyzed, and applied to support better decisions that accelerate environmental improvement. The initiative's scope includes review of the threshold standards that establish TRPA's goals and updating the suite of performance measures the agency uses to assess effectiveness of all components of the Regional Plan.

Outline for Revised Threshold Standards

Based on a review of Environmental Improvement Program (EIP) plans and programs, TRPA presented an outline for revised threshold standards this quarter to the Tahoe Interagency Executive Steering Committee, the agency's Governing Board, and the Advisory Planning Commission. The proposed threshold standard outline reflects the integrated conservation approach of the EIP and reorganizes the forty-year-old threshold category structure to better reflect current management strategies. Over the next nine months TRPA, with the support of the Tahoe Science Advisory Council and EIP partners, will develop the outline into a set of revised threshold standards and performances measures for consideration for TRPA adoption in 2023.



ONGOING INITIATIVES AND ANNUAL ACTIVITIES

LONG RANGE & TRANSPORTATION PLANNING DIVISION

Shoreline Public Safety Needs

TRPA began working with public safety agencies around the lake to identify shoreline public safety needs and potential facility locations. The process will identify future locations for public safety facilities including piers and moorings. Expanding public safety facilities on the lake is a high priority of the Shoreline Plan.

Area Plan Amendments Encourage Maker Spaces and Revitalization of Town Centers

In January, the TRPA Governing Board adopted amendments to the Tourist Core Area Plan for the Gateway District within the City of South Lake Tahoe. This district includes legacy development in need of reinvestment and expanded business opportunities such as the Bijou Marketplace. The amendments brought forward by the City of South Lake Tahoe aim to encourage investment and redevelopment within the district by expanding commercial uses to include the manufacture and sale of artisanal goods on premises.

City of South Lake Tahoe Recreation and Aquatics Center

In March, the TRPA Governing Board adopted amendments to the Bijou Al Tahoe Community Plan in anticipation of a new recreation and aquatics center for Tahoe's South Shore. The amendments, brought forward by the City of South Lake Tahoe, would facilitate the construction of the facility aiming to be LEED-certified. TRPA is reviewing the project, which may come before the TRPA Governing Board for consideration next quarter. The project will increase recreation access to residents and visitors in a central location near transit, civic events, dining, shopping, and outdoor recreation.

CURRENT PLANNING DIVISION

Permit Application Review

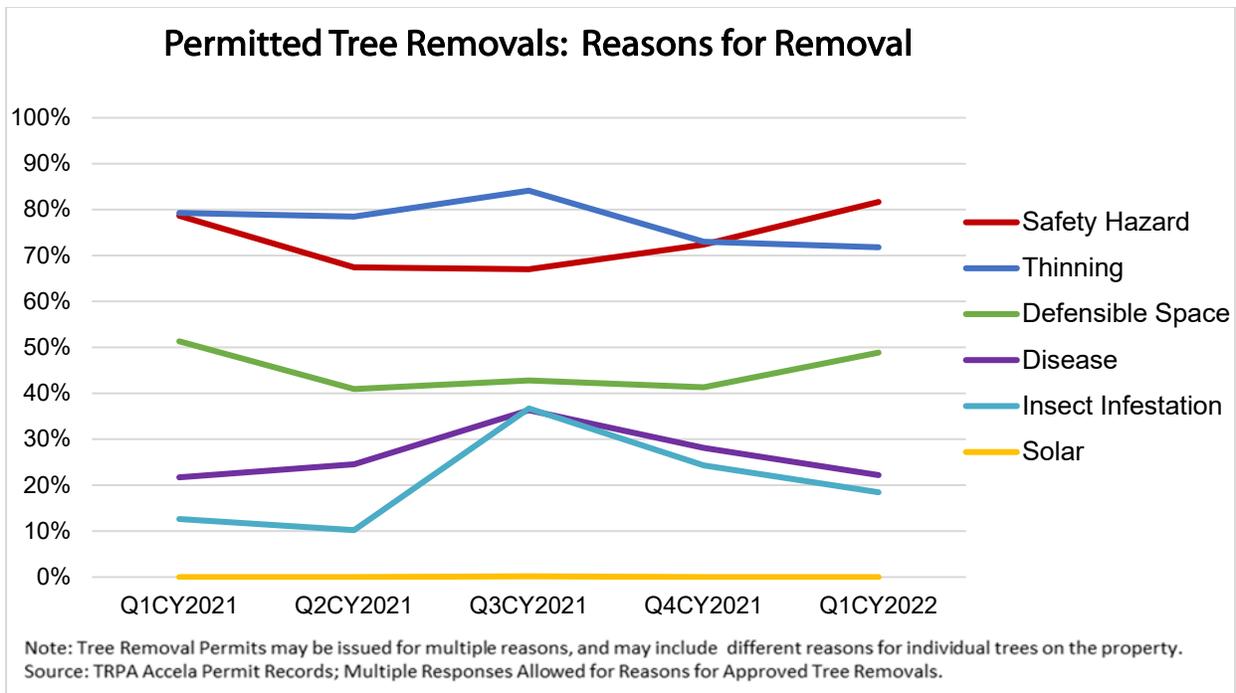
Applications submittals continue to track higher than last year's record volumes. In the first quarter, applications were up 11 percent from the same period in 2021. Online application submittals continue to increase with more than 78 percent of applications during the first quarter submitted electronically. Shorezone and mooring applications increased during the last two quarters as TRPA conducted lotteries for additional pier and mooring allocations, and project applications were submitted for previously awarded allocations. Residential project applications, development rights transfer applications, and historic determinations also rose significantly from the preceding quarters.

Summary of TRPA Project Applications Received Quarter 1 2021 through Quarter 1 2022					
	Q1 CY2021	Q2 CY2021	Q3 CY2021	Q4 CY2021	Q1 CY2022
Applications Received¹	263	341	250	301	292
Residential Projects ²	71	74	53	45	76
Commercial Projects ²	4	4	1	2	2
Recreation/Public Service Projects ²	8	16	13	7	12
Environmental Improvement Construction Projects	5	4	2	2	3
Shorezone/Lakezone Projects ²	12	17	13	14	26
Grading Projects	7	13	12	5	6
Verifications and Banking ³	76	132	103	116	80
Moorings	16	17	8	78	9
Transfers of Development	26	18	8	3	21
Other ⁴	38	46	37	29	57
Notes: (Data is sourced from TRPA Accela Permit Records)					
1 Does not include Exempt projects, Qualified Exempt declarations, Tree Removal applications, or Administrative applications					
2 Includes New Development and Additions/Modification					
3 Includes Soils/Hydrology Verifications, IPES, Land Capability Verifications, Land Capability Challenges, Verifications of Coverage, Verifications of Uses, Site Assessments, and standalone Banking Applications					
4 Includes Historic Determinations, Lot Line Adjustments, Temporary projects, Scenic, Underground Tank Removal, Subdivision of Existing Uses, Signs, Allocation Assignments, and other miscellaneous project types					

Urban Forestry/Tree Removal Permits on Private Property

TRPA forester Bruce Barr is part of a network of forestry and fire professionals in the Tahoe Basin who help private landowners keep their property safe and defensible from wildfire. He provides expertise in tree risk assessment and serves property owners with thorough tree evaluations. This quarter, TRPA processed 183 tree removal applications and permitted the removal of 802 individual trees with safety hazard, thinning, and defensible space being the primary reasons for removal. These numbers do not include trees removed in the basin as part of a construction project, trees that are exempt (under 14 inches diameter at breast height), nor trees removed for defensible space that were marked by fire safety partners under their agreements with TRPA.

Summary of TRPA Tree Removal Applications & Permitting Activity Quarter 1 2021 through Quarter 1 2022					
	Q1 CY2021	Q2 CY2021	Q3 CY2021	Q4 CY2021	Q1 CY2022
Tree Removal Applications Received	200	532	466	249	183
Number of Trees Permitted for Removal	1,077	2,229	2,461	1,000	802
Percent Applications Submitted Online	92%	90%	92%	95%	95%
Source : TRPA Accela Permit Records					



ENVIRONMENTAL IMPROVEMENT PROGRAM DIVISION

Stormwater Management Program

Best Management Practices (BMP) Certificates Issued: TRPA, in partnership with the states and federal government, establishes water quality programs for the region and looks to implementers in every sector to carry out those programs. The Stormwater Management Program at TRPA targets priority properties for BMP compliance in coordination with local jurisdictions. BMP compliance helps communities achieve required pollutant load reductions and improves Lake Tahoe’s impaired water quality by infiltrating stormwater runoff before it reaches the lake. TRPA issues BMP certificates to private property owners to recognize a parcel’s compliance with the stormwater management requirements of the Regional Plan. The agency currently concentrates its resources on commercial and large multi-family (six units or more) properties. Compliance in those types of properties has been shown to reduce more pollutant load than other property types.

This quarter, TRPA issued 13 BMP certificates: 11 for single-family residential parcels and two for multi-family residential parcels. Of the total, one was a source control certificate, and one was part of an area-wide treatment. Cumulative year-to-date BMP certificates issued for 2021 are shown in the table below:

BMP Certificates issued from January 1 through March 31, 2022					
	Land Use	Total Certificates Issued Year to Date	Certificates Issued Through Permitted Projects	Certificates Issued Through Voluntary Compliance	Certificates Issued Through Enforced Compliance
California	Single-Family Residential	10	9	1	0
	Multi-Family Residential	1	0	0	1
	Commercial	0	0	0	0
	California Total	11	9	1	1
	Single-Family Residential	1	0	1	0
Nevada	Multi-Family Residential	1	0	1	0
	Commercial	0	0	0	0
	Nevada Total	2	0	2	0
	Total Certificates Issued	13	9	3	1

Reissued Certificates: During this quarter, TRPA reissued five BMP certificates following verification of BMP maintenance and effectiveness. Six of these were for single-family residential parcels, one for a multi-family residence, and one for a commercial parcel.

Aquatic Invasive Species Program

Funding: This quarter, the AIS Program was awarded approximately \$17 million in funding through the Bipartisan Infrastructure Law and an additional \$4.4 million from the Lake Tahoe Restoration Act. TRPA staff is working with federal partners to finalize funding agreements to provide much-needed support for projects identified in the Lake Tahoe AIS Management Plan. High priorities such as the Taylor Tallac AIS control project and the development of permanent regional watercraft inspection stations are being considered.

Staffing: The TRPA AIS team is currently filling a new position to help coordinate and manage projects to increase the pace and scale of project implementation. The new position will apply considerable focus to the monitoring requirements associated with the Tahoe Keys Control Methods Test project.

Prevention: Boat inspections continued this quarter at on-ramp locations at the Cave Rock, NV and Lake Forest, CA boat ramps. Boat inspectors performed 123 inspections this quarter with no boats needing to be decontaminated and no AIS detections.

TRPA staff are working with partners in the State Route 28 Corridor Management Plan to develop plans for construction of a permanent AIS inspection station near Spooner Summit.

Control: TRPA staff and partners are preparing for installation of the remaining barriers at the Taylor Tallac AIS control project, with work expected to be completed in late spring. In addition to Taylor Tallac and the Tahoe Keys, TRPA and AIS program partners are detailing the work program for other invasive weed control projects in the basin this year. Areas include offshore of the Tahoe Keys (CA), Elk Point Marina (NV), Lakeside Marina (CA), Edgewood Creek (NV), and Logan Shoals (NV).

RESEARCH & ANALYSIS DIVISION

Parcel Tracker Updates

TRPA maintains the Lake Tahoe Info Parcel Tracker (<https://parcels.laketahoeinfo.org/>) to provide property owners free access to detailed information about the land use characteristics of properties in the Lake Tahoe Region. The Parcel Tracker also provides development histories upon which property owners and realtors have come to rely. This quarter, TRPA staff reviewed and updated information on 937 parcels in the tracker. This is almost double the number of parcels updated in the first quarter last year. A higher number of parcels were updated by staff this quarter due to the Digital First Initiative that prioritizes converting older land capability verification files to electronic records.



Geographic Information Systems (GIS) Updates

TRPA's operating goal is to be the region's best source of GIS information and services. During this quarter, staff made several updates to the agency's geographic information systems. Specifically:

- **System Health and Monitoring.** Deployed an ArcGIS Monitor to stay on top of the health, performance, and usage of agency GIS services and software. This allows potential problems to be detected and resolved quickly so that staff, customers, and the public have access to these tools whenever they need them.
- **Issue Tracker Website.** Created a centralized GIS issue tracking repository and wiki for TRPA systems so that requests can be monitored, prioritized, and completed as quickly as possible.
- **Tahoe Boating App.** Released version 3.0 of the Tahoe Boating Mobile App. Version 3.0 has enhanced search tools so boaters and paddlers can search for marinas, restaurants, bathrooms, and points of interest in the app.
- **Integrating Systems.** Improved nightly automation between the various information systems of record (Accela, BMP Database, Lake Tahoe Info, and GIS) to ensure data consistency and accuracy across TRPA systems.
- **Wildfire Preparedness and Response Tools.** TRPA provided land managers with a new application for developing landscape-scale wildfire response options before fires start. This tool provides land managers with the ability to view features in an area, such as roads and ridgetops, overlaid with vital characteristics such as forest conditions, ecology, and fire potential.

- **Proposed Trails App.** Created an App for stakeholders to comment on proposed hiking and biking trails and to visualize their feasibility relative to environmental constraints.
- **Tahoe Open Data Improvements.** New monitoring and threshold dashboard data was added to [Tahoe Open Data](#), the definitive regional data warehouse for the Tahoe Region. Added access to view and download all the data associated with the Threshold Dashboard and Monitoring Dashboard on Lake Tahoe Info, increasing transparency and access to the data.

EXTERNAL AFFAIRS

TRPA supports a culture committed to public education, outreach, and community engagement to implement the Regional Plan. The External Affairs team leads public engagement initiatives in collaboration with a variety of agency and nonprofit stakeholders.

Legislative Affairs

This quarter, External Affairs staff supported the Bi-State Consultation on Transportation as they reached agreement on the “7-7-7” funding strategy, which calls for an additional \$7 million per year from the federal government, both states, local governments, and the private sector.

The team also strategized with legislative representatives and partners to deliver a record level of new federal funding through the Lake Tahoe Restoration Act. The signing of the federal omnibus bill in March that provides a combined \$29.5 million to Lake Tahoe represents many hours of work with legislative partners and partner organizations to advocate for the lake and the Environmental Improvement Program.

In January, External Affairs and Environmental Improvement Program staff coordinated a Caldor Fire briefing for federal legislative staff and basin fire partners. The briefing included presentations from CalFire, Lake Valley Fire Protection District, TRPA, and the Lake Tahoe Basin Management Unit of the USDA Forest Service. Federal staffers gained an understanding of the history of fire and forest treatments in the basin, how suppression coordination among local, state, and federal agencies made a difference in the Caldor Fire, and how coordination is building resilience in Tahoe’s forest ecosystems.

Education, Outreach, and Engagement

The External Affairs team got students outdoors this wintry quarter with a return of snowshoe treks and the Winter Adventure Program at Heavenly Mountain Resort. TRPA and local environmental educators invited every South Shore fifth grader to snowshoe for free at Heavenly and learn more about science,



John Littleton with Sierra Avalanche Center teaches students how to test the snowpack in the backcountry.

snowmaking, winter wildlife, and snow safety. More than 300 students participated in the program this year.

The team also provided media support and outreach strategies for major projects and decisions including the Tahoe Keys Weeds Control Methods Test project, forest health code amendments, Lake Tahoe Restoration Act funding announcements, the Meeks Bay restoration project, and more. External Affairs ensures the executive director's monthly opinion columns are published in regional media outlets and online which is a key strategy to spotlight important agency decisions and initiatives.

TRPA urged residents, visitors, and recreators to Take Care of Tahoe this quarter by spreading fun messages of environmental stewardship through the Take Care campaign. The Take Care collaborative inspires behavior change by providing coordinated, unified messages on signs, ads, billboards, and social media to spread the love of Lake Tahoe.



The External Affairs team also spreads Take Care messages through the regional sustainable recreation and tourism coordination groups, which the agency convenes bi-weekly. External Affairs helps coordinate public information with land managers, non-profits, visitor authorities, and recreation providers to address the rising impacts of visitation and outdoor recreation in the region. TRPA hosted 16 coordination calls this quarter that covered parking management, sledding, trash, dog waste, backcountry safety, road closures, and preparations for summer wildfire hazards and low water conditions. External Affairs and communications support will also be critical to the Lake Tahoe Destination Stewardship Plan and the CREST project team throughout the year.

FINANCE, INFORMATION TECHNOLOGY, & FACILITIES

Finance

The Finance team brought the third quarter of the Fiscal Year 2021/22 to an end this quarter. The independent audit firm Davis Farr completed the audit for the year ending June 30, 2021. All audit reports were approved with an unmodified opinion by the TRPA Governing Board in February, which is the highest possible outcome for an audit. Planning revenues remain strong and ahead of the prior year's averages.

The Finance Team submitted funding requests to California and Nevada to fully digitize TRPA's historic permit and property records as part of the agency's Digital First strategic initiative. Staff is preparing to finalize budgeting for the California fiscal year 2022/2023 and the Nevada biennium for fiscal years 2022/2023 and 2023/2024 and is taking into account the impact of inflation on contract and wage expenses with no matching increases in state revenue.

Facilities & Information Technology

Front lobby demolition and remodeling work began this quarter. The project will increase one-on-one meeting space so planners can work with customers in person. Remodeling will continue into next quarter along with several major deferred maintenance projects including roof replacement and repairing a failing retaining wall.

TRPA is updating its permitting software and rebuilding its existing Accela product into a cloud-based version. The new system includes many new features and technologies, including streamlined and easy-to-use pages for customers and staff, more automated tools and new workflows to streamline and accelerate review times, email/text notifications, and electronic document review and markup tools. Paired with robust reporting and dashboard tools, the new software will improve customer service and reduce application review and processing times, while raising transparency and accountability.

HUMAN RESOURCES

In January, TRPA welcomed Angela Atchley to the agency as the Human Resources and Organizational Development Director, filling the role of Susan Strating, who retired. Angela and her team this quarter began a refresh of the agency's performance management review system to help ensure TRPA staff are satisfied members of a high performing team. The Human Resources team is also actively recruiting for two open positions and new internship opportunities to support a skilled, diverse, and inclusive workforce at the agency. One position is a planning technician to join the record-setting Current Planning team, the other is the new AIS Projects Coordinator position. Summer planning internships have been opened for the Long Range and Transportation divisions.