

**TRPA  
GOVERNING BOARD  
PACKETS**

**JULY  
1978**

July 28  
TAHOE REGIONAL PLANNING AGENCY  
GOVERNING BODY

TRPA Office, 2155 South Avenue  
South Lake Tahoe, California

July 26, 1978 10:00 a.m.  
July 27, 1978 9:00 a.m.



- I CALL TO ORDER AND DETERMINATION OF QUORUM
- II APPROVAL OF AGENDA 2-0
- III DISPOSITION OF MINUTES
- IV CONSENT CALENDAR
- V BOARD DETERMINATION

City of South Lake Tahoe Request for Litigation by TRPA Against CTRPA

VI PUBLIC HEARING

- A. General Plan Amendment - Park Cattle Company, Douglas County  
1.84 Acres containing 200 feet of frontage on the west side of U.S. Highway 50,  
having a depth of 400 feet, and abutting the loop road right-of-way to the  
south, from Recreation to General Commercial
- B. General Plan Amendment - Park Cattle Company, Douglas County  
1.68 Acres containing 120 feet of frontage on the west side of U.S. Highway  
50, having a depth of 610 feet, and abutting the Sahara Tahoe Hotel property  
to the north, from Recreation to Tourist Commercial

VII AGENCY REVIEW

- A. Park Tahoe Hotel-Casino, Administrative Permit for Modification of Approved  
Parking Plan, Douglas County, Continued from June, 1978 TRPA Meeting
- B. Stillwater Cove, Tentative Map for 47 Condominium Units, Washoe County
- C. Kingsbury Square, Administrative Permit for Modification of Condition of  
Approval to Permit Three Drive-Through Bank Windows, Douglas County
- D. Chimney Rock Estates, Tentative Map for 23 Lots, Douglas County
- E. Incline Village General Improvement District, Administrative Permit for  
Ski Lift Replacement at Ski Incline, Washoe County
- F. Heavenly Valley, Administrative Permit for Ski Lift Replacement,  
El Dorado County

VIII REPORTS

- A. Environmental Protection Agency Update on Stream Environment Zone Sampling Program
- B. Status of the Non-Attainment Air Quality Plan
- C. Status of the 208 Water Quality Management Plan
- D. Insurance for Governing Body Members
- E. Public Interest Comments
- F. Appeals of Staff Decisions
- G. Executive Session
- H. Business Manager Report
- I. Executive Director Report on Administrative Matters
- J. Legal Counsel Report
- K. Governing Body Members

IX PLANNING MATTERS - 9:00 a.m., July 27

General Plan Update

X ORDINANCES

First Reading of Ordinance Amending the Regional Plan for 4 Acres, More or Less, Classified High Density Residential and General Commercial, Douglas County

XI PENDING MATTERS

XII RESOLUTIONS

XIII OTHER BUSINESS

XIV ADJOURNMENT

TAHOE REGIONAL PLANNING AGENCY  
GOVERNING BODY MEETING - JULY 26, 27, 1978

CONSENT CALENDAR

<u>ITEM</u>	<u>RECOMMENDATION</u>
A. Clearinghouse	
Washoe County Public Works Department, Clean Lakes Grant Approval	Support
B. Public Works	
1. Caltrans, Left Turn Lane in Tahoe City, Placer County	Approval
2. El Dorado County, Left Turn Pockets on Pioneer Trail	Approval
3. Sierra Pacific Power Company, Conduit at Tahoe City Dam, Placer County	Approval
4. Nevada Highway Department, State Route 27 (Mt. Rose) Modifications, Washoe County	Approval
5. Douglas County Public Works Department, Minor Modifications of Loop Road Golf Course Access	Approval
C. Agency Review	
1. C. Lingenfelter, Variance to Grade in Stream Environment Zone, Lot 108, Country Club Drive, Washoe County	Approval
2. Taylor/Pollack, Variance to Grade in Stream Environment Zone, Northwood Professional Center, Washoe County	Approval

TAHOE REGIONAL PLANNING AGENCY  
Staff Summary and Recommendation

Clearinghouse  
Lake Tahoe Clean Lakes Sediment and  
Nutrient Control Project at Incline Village  
Washoe County, Nevada

Summary

This Clean Lakes Grant application is being submitted to the U.S. Environmental Protection Agency for potential funding of a demonstration project which will implement control of sediment and nutrient loads into Lake Tahoe through a slope stabilization project. The report states that the control measures to be implemented are as defined in the TRPA 208 Handbook of Best Management Practices and that this demonstration will be a pilot project of the TRPA Water Quality Management (208) Program.

Clean Lakes grant monies are a 50% match between EPA and the local entity. Washoe County has allocated \$200,000 for their match, making a total project value of \$400,000.

This proposal is strictly for mechanical slope stabilization on oversteepened slopes by the use of rock-type toe walls. Slope stabilization on oversteepened slopes requires installation of toe walls which will then allow the soils to slough behind the walls, hopefully bringing the embankment to a 2:1 slope (the natural angle of response) which then allows for successful revegetation. The project's retaining walls will be modeled after the 208 BMP native rock and gabion retaining walls.

The exact location of work is not specified nor is approximate amount of footage which can be undertaken based on the available funds. No revegetation is included in the proposal.

The proposal predicts that the revegetation will be undertaken by additional monies budgeted by Washoe County, Resource Conservation Funds, other possible public grant programs or with the help of the Washoe County SWEEP (Solid Waste Elimination and Environmental Preservation) which utilizes CETA people.

Water Quality Monitoring to test the reduced sediment yield from installation of the BMP is included in the proposal. However, no specifications are given for location of monitoring (i.e. on-site, stream, lake sampling).

Recommendation

The TRPA supports this proposal as a pilot demonstration of the Water Quality Management (208) Program and Handbook of Best Management Practices (BMP's). The 208 Program as approved by the TRPA Governing Board in January 1978 called for a demonstration project to test and evaluate the effectiveness of the BMP's. Although this project will be strictly mechanical slope stabilization, it will act to test the precise benefit of decreased sediment load from stabilization of eroding slopes.

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However, there are additions to this proposal which we feel will increase the efficiency and value of the demonstration project. These recommendations are listed below.

1. A definite location for the demonstration project should be identified utilizing the 208 Program problem identification and priority mapping. Also, Washoe County Highway Dept. in Incline Village has expressed a desire to have two oversteepened slopes which drain into First Creek stabilized. These are lots 7 and 8 on Sugarpine and lots 2 through 6 on Dale. The Highway Department feels that these two slopes are contributing the heaviest sediment yield judging from the amount of sediment they remove off the site each year. This information should be considered in determining locations. These slopes are shown on the 208 maps as requiring slope stabilization. The Nevada Tahoe Conservation District should also be consulted as they are extremely familiar with the Incline Village erosion problems.

2. Whichever slopes are chosen to be stabilized, the exact extent of linear footage to be undertaken should be designated along with the specific solution design and cost calculations. Cost information is provided in Volume I and II of the 208 Plan.

3. Stabilizing oversteepened slopes requires both the mechanical stabilization along with revegetation. This program is strictly mechanical. It is not certain how the revegetation program will be carried out. Since there is an uncertainty of available funding for revegetation from other sources, revegetation should be included as a part of this proposal and grant request. The experience of U.S. Soil Conservation Service should also be utilized to provide for the most successful revegetation effort.

4. The Washoe County SWEEP program has revegetated approximately 40,000 linear feet of previously eroding slope throughout Incline Village and are continuing this effort throughout the summer of 1978. This was primarily done on slopes already at 2:1 and where revegetation could be successful without mechanical stabilization as funds were not available for the necessary equipment and supplies. This program has been extremely successful. A few of the steeper slopes which SWEEP undertook did not revegetate due to the continuous erosion and need for mechanical stabilization. For this reason we would recommend coordination with the SWEEP project as SWEEP could provide input from their experience and recommend slopes that they feel are most in need of stabilization.

TAHOE REGIONAL PLANNING AGENCY

MEMORANDUM

DATE: July 18, 1978

TO: Governing Board

FROM: Staff

SUBJECT Caltrans, Left Turn Lane, Tahoe City  
El Dorado County, Left Turn Pockets, Pioneer Trail  
Sierra Pacific Power Company, Conduit at Tahoe City Dam

The above referenced projects have been reviewed and recommended for approval by staff. These projects are all California projects and require CTRPA review. All three of these projects are scheduled for CTRPA review in August or September and under normal circumstances TRPA review would not be conducted until approval is secured from CTRPA. All three projects are intending to go to construction this year, however, and staff is concerned that withholding of TRPA review until approval is secured from CTRPA could jeopardize the ability of the projects to initiate and complete construction during this year.

Our review of the plans indicates that they are in order, and based upon discussion with the applicants and with CTRPA staff, we do not anticipate any major modifications of the projects pursuant to CTRPA review. For this reason we recommend that TRPA approve the projects at this time, subject to the specific conditions set forth in each Summary and Recommendation. The condition requiring TRPA review and approval of final plans provides a vehicle for us to review any modifications which may result from the CTRPA review. It would be staff's intent to bring any significant changes back before the TRPA Governing Board for concurrence.

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TAHOE REGIONAL PLANNING AGENCY  
Staff Summary and Recommendation

Public Works  
Caltrans, Left Turn Lane  
Tahoe City

Summary

Caltrans has authorized the Lighthouse Shopping Center in Tahoe City to undertake road improvements along approximately 750 feet of Highway 28 in Tahoe City to provide a left hand turn lane, improve three driveways and remove a fourth, and to relocate an existing portion of the Tahoe City PUD bicycle trail. The improvements are necessary due to extensive turning movements along the stretch of two lane roadway, with a significantly higher than normal accident rate. The proposed improvements would enable turning movements to be accomplished without significant interference with through traffic along the roadway.

At the maximum point the roadway surface would be widened by approximately 30 feet, though approximately eight feet of that total is road-surface to be placed over an existing asphalt bicycle trail. The existing two-way bicycle trail will be replaced by one-way trails at either edge of the road surface (the one-way trails are already existing to the west of the project in the central Tahoe City area).

All of the work will be within the highway right-of-way, with the actual pavement confined to existing disturbed areas with the exception of approximately three feet of width along the northerly edge of the roadway and westerly entrance to the shopping center. At that westerly entrance, an existing bicycle trail bridge will be removed and the roadway extended approximately six feet over an existing stream channel. This will be accomplished by an extension of an existing 48" culvert to a new headwall, with fill being placed behind the headwall. Also in this same area an existing 17' wide entrance into the shopping center is proposed to be widened to 24'.

The applicant proposes revegetation of a large berm between the westerly and central shopping center entrances and revegetation of open areas adjacent to the roadway between the other entry points. An existing entry point at the easterly edge of the shopping center will be blocked off with the existing pavement removed and the area revegetated.

Drainage will be handled through an existing roadside drainage ditch along the upland side of the highway. Along the shopping center side drainage will be channeled to a drop inlet with a two foot deep settling basin, connected via metal pipe to a cobble-lined outfall at the stream channel.

Recommendation

Staff recommends approval of the project subject to the following condition:

Final plans for the project shall be submitted for TRPA staff review and approval and shall identify temporary erosion control measures to prevent transport of disturbed material into the stream channel in the event of storm conditions.

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# Lighthouse shopping center road widening for left turn lane

 New road surface

Highway 28

EXISTING  
BURN

Lighthouse  
shopping  
center

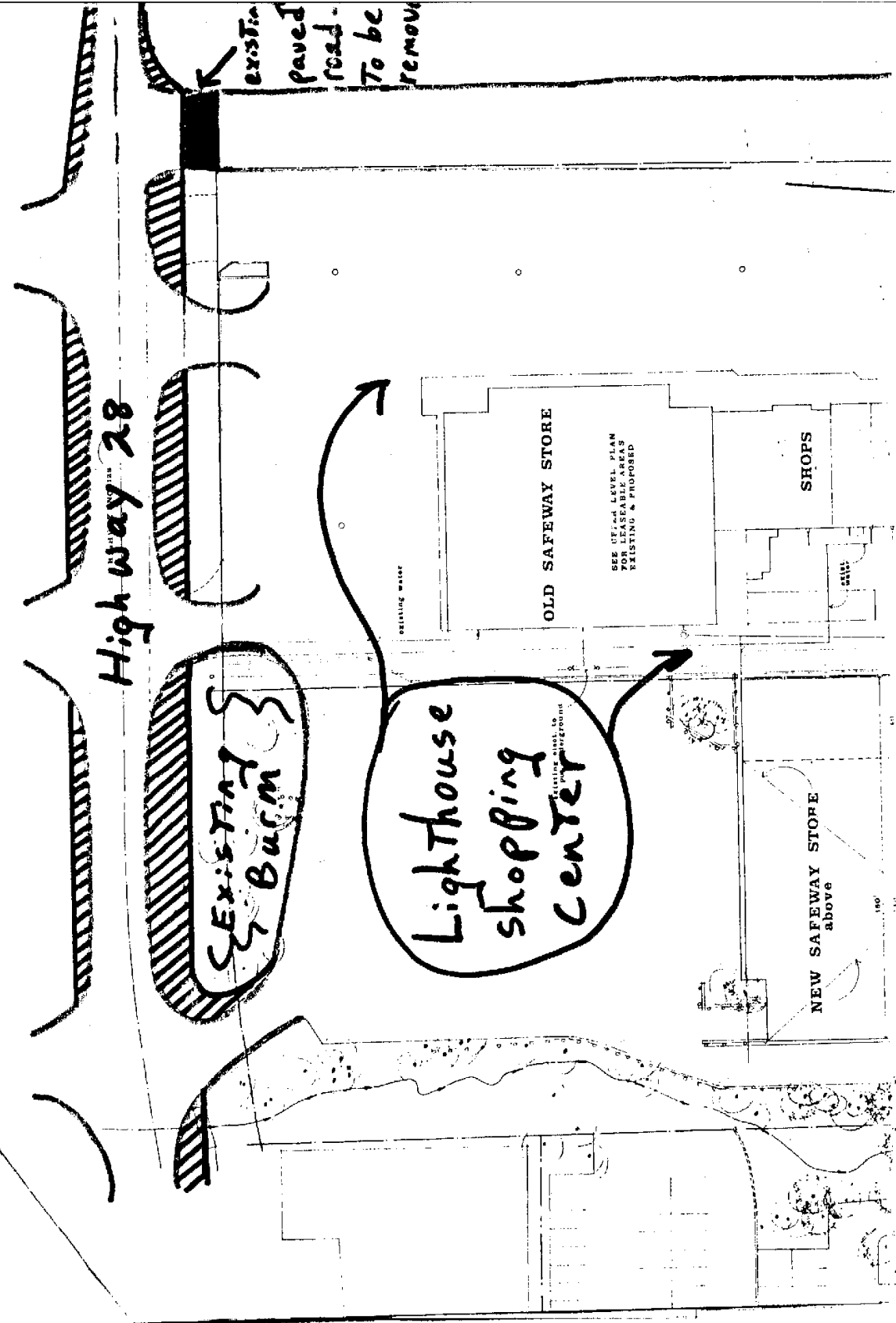
exist.  
paved  
road.  
To be  
removed

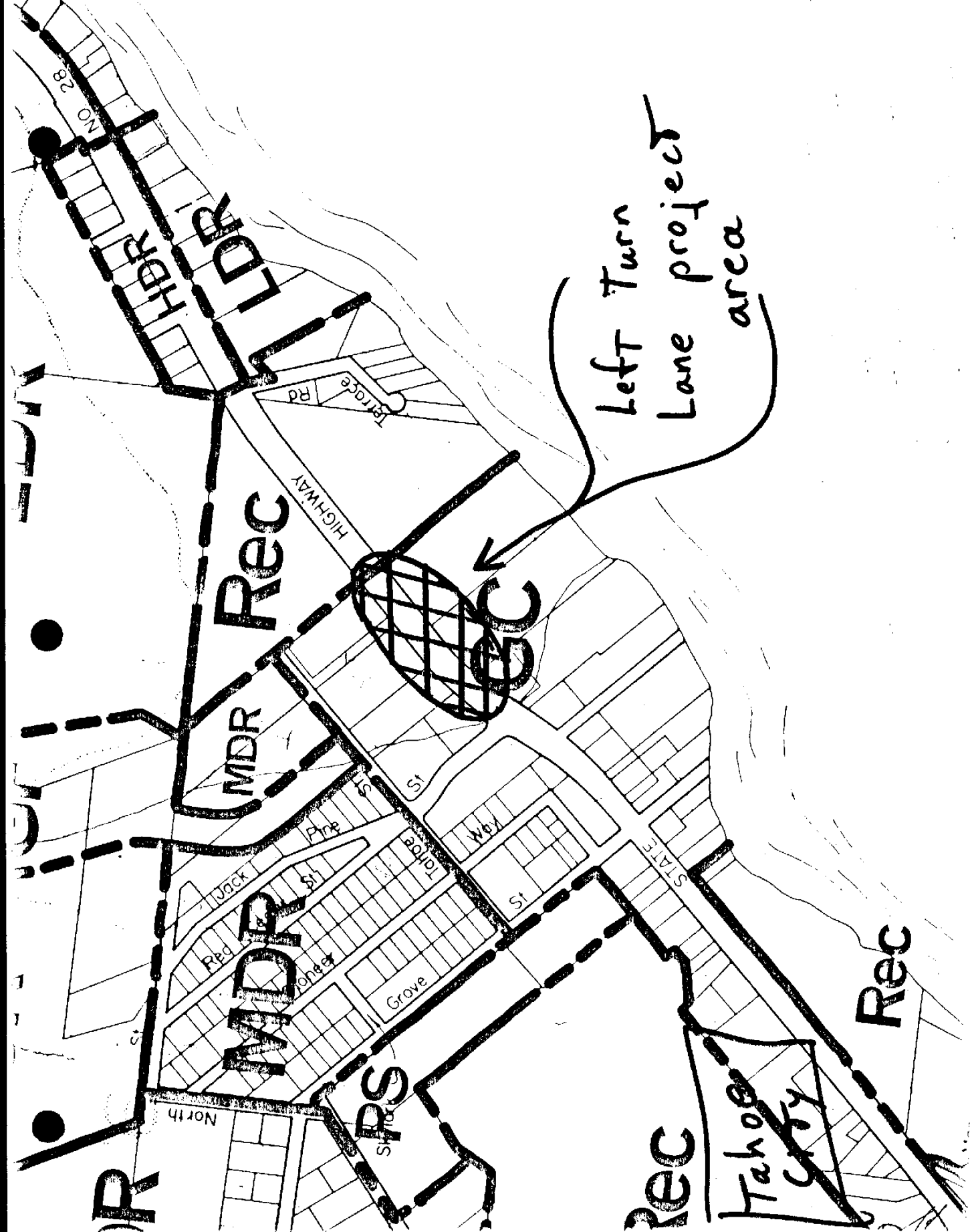
OLD SAFEWAY STORE

SEE DETAIL LEVEL PLAN  
FOR LEASABLE AREAS  
EXISTING & PROPOSED

SHOPS

NEW SAFEWAY STORE  
above





Left Turn  
Lane project  
area

TAHOE REGIONAL PLANNING AGENCY  
Staff Summary and Recommendation

Public Works  
Left Turn Pockets, Pioneer Trail  
El Dorado County

Summary

El Dorado County is proposing various roadway improvements to provide left turn channelization at the intersections of Pioneer Trail and High Meadow Trail, Cold Creek Trail, and Black Bart Avenue. Pioneer Trail is only two lanes and these particular intersections have been subjected to increasingly high traffic volumes. All three are major subdivision access points to Pioneer Trail, with the High Meadows Trail also being the access point for Sierra House Elementary School. A significant number of accidents along this stretch of roadway have been attributed to left turn movement conflicts with through traffic. Acceleration and deceleration tapers are also proposed at the intersections to enhance safety for right hand turning movements.

El Dorado County has submitted a soil stabilization and erosion control report indicating application of various practices called for in the TRPA Handbook of Best Management Practices for the control of potential erosion and runoff problems resulting from the projects.

High Meadows Trail Intersection

A standard 12' wide left turn pocket will be provided with a length sufficient to provide 100 feet of vehicle stacking without interfering with through traffic. To accomplish this the road surface will be widened by approximately four feet on either side of the roadway. This will necessitate some cutting and restabilizing of embankments at two points. One of the embankments will be stabilized and revegetated at a two to one slope. The other will be stabilized by means of a rock retaining wall approximately 50 feet in length. Asphaltic concrete dikes are to be provided to channelize runoff to existing drainageways.

Cold Creek and Black Bart Intersections

These two streets intersect Pioneer Trail from opposite sides, but are within 200 feet of one another. This proximity prevents provision of adequate left turn storage for the roads. As a result, the County is proposing to provide 40 feet of storage length for the Cold Creek Trail turn pocket and 65 feet of storage for the adjacent Black Bart Avenue turn pocket.

To provide sufficient width to accommodate the left turn pockets, the roadway in this area is being widened by a maximum of approximately 15 feet, with most of the widening accomplished by modification of the easterly side of Pioneer Trail. This will require the construction of rock retaining walls along either side of Cold Creek Trail at the intersection with Pioneer Trail and the cutting and restabilizing of approximately 250 feet of embankment along Pioneer Trail north of the Cold Creek intersection.

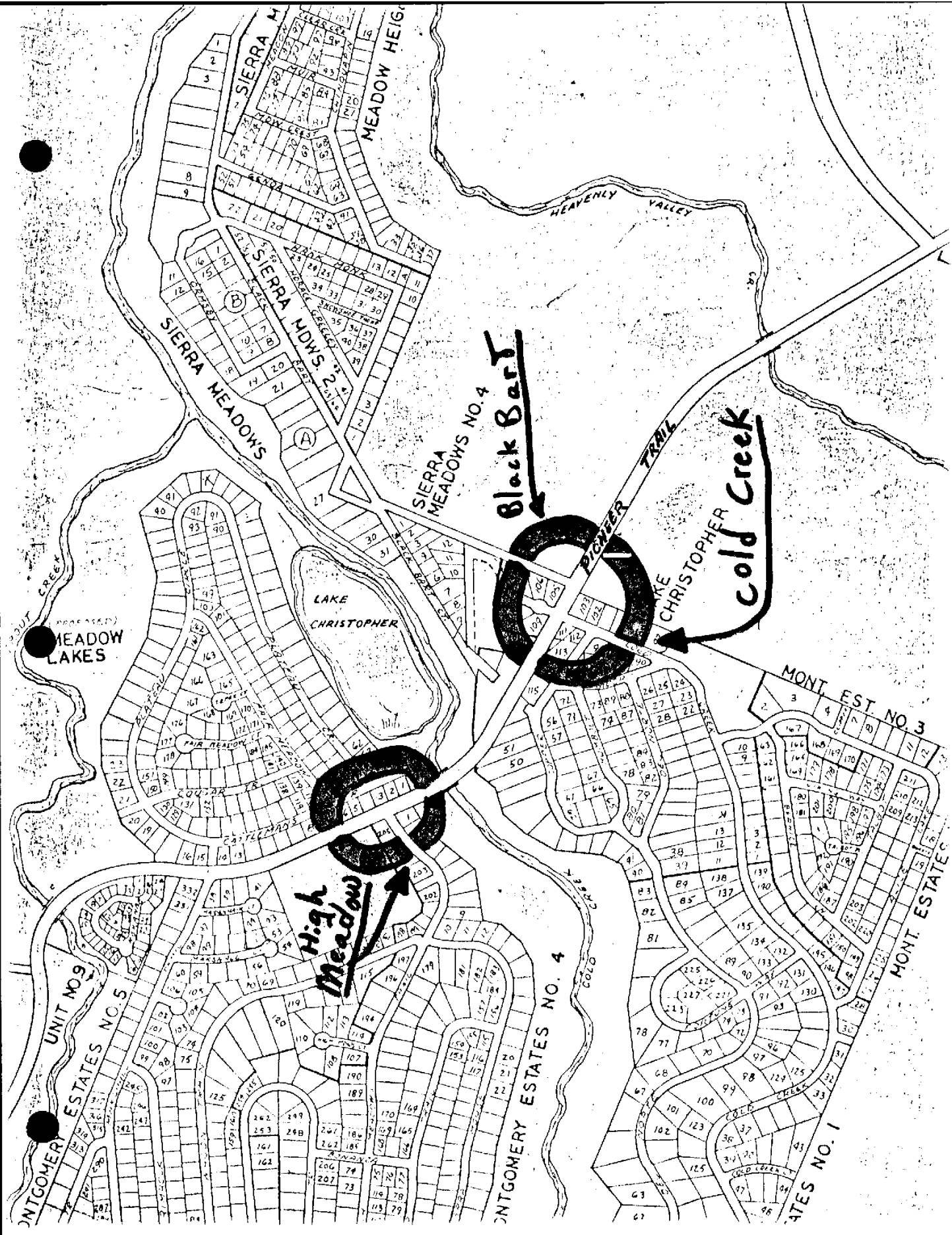
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Cold Creek Trail is the only access point for the adjacent Montgomery Estates Subdivision, which includes approximately 475 lots. As these lots build out additional pressure will be placed on the intersection. For this reason some widening of Cold Creek at the intersection will be undertaken, though right-of-way limitations will prevent attainment of the full 32 foot width necessary to meet the long term needs.

Recommendation

Staff recommends approval of the proposed projects, subject to the following conditions:

1. Submission of the final plans for TRPA staff review and approval.
2. Compliance with the temporary and permanent erosion and stabilization measures identified in the soil stabilization and erosion control report submitted with the projects.



**Black Bart**

**Cold Creek**

**High Meadow**

SIERRA MEADOWS NO. 4

LAKE CHRISTOPHER

PIONEER TRAIL

HEAVENLY VALLEY

SIERRA MEADOWS

MEADOW HEIGHTS

SIERRA MDWS. 2

SIERRA MEADOWS

MEADOW LAKES

MONT. EST. NO. 3

UNIT NO. 9

ESTATES NO. 5

MONTGOMERY ESTATES NO. 4

MONT. ESTATE

ESTATES NO. 1

COLD CREEK

COLD CREEK

COLD CREEK

TAHOE REGIONAL PLANNING AGENCY  
Staff Summary and Recommendation

Sierra Pacific Power Co.  
Underground Conduit  
Tahoe City

Summary

Sierra Pacific Power Company is proposing to underground approximately 1,000 feet of electrical and cable TV conduit in the Tahoe City area. The undergrounding will extend from a point approximately 200 feet south of the Truckee River outlet to the dam. The conduit will then cross above the water line affixed to the dam structure. From the northerly point of the dam the conduit will then be undergrounded along Macinaw Road to its connection with Highway 28. No disturbance of the lake or river will be required. This is part of a continuing undergrounding program in the Tahoe City area.

Trenching for the underground portions of the project will be four feet deep and three feet wide. Sierra Pacific is proposing immediate removal of excess excavated material and revegetation of the trenches where they cross open space (most of the trenching will be along existing roadways).

Recommendation

Staff recommends support of the proposed project with the following condition:

Final plans for the underground portions of the project shall be submitted for TRPA staff review and approval and shall include temporary erosion control measures such as gravel or straw bale berms along trenching operations sufficient to prevent transport of disturbed material away from the trenching site in the event of storm conditions.

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