

**TRPA
GOVERNING BOARD
PACKETS**

**JANUARY
1979**

Jan. 1979

Jim Dana

NOTICE OF MEETING OF THE
GOVERNING BODY OF THE
TAHOE REGIONAL PLANNING AGENCY

3 1

NOTICE IS HEREBY GIVEN that on January 24, 1979 at
10:00 a.m. at the hearing room of the Tahoe
Regional Planning Agency, located at 2155 South Avenue, South
Lake Tahoe, California, the Governing Body of said agency will
conduct its regular meeting. The agenda for said meeting is
attached to and made a part of this notice.

DATED: January 15, 1979

BY:


James J. Jordan
Executive Director

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BODY

ACTION SHEET
REGULAR MEETING JANUARY 24, 25, & 26, 1979

<u>Agenda Item</u>	<u>Action Taken</u>
Harrah's Tahoe, Administrative Permit for Parking Structure, Douglas County	Approval with conditions and findings of 3,572 parking space garage, to result in not more than 4,884 parking spaces within the project site
Lake Village Professional Building, Tentative Map for 19 Commercial Units, Douglas County	Approved with conditions
Fairway Pines, Tentative Map for 48 Condominium Units, Washoe County	Continued to March 28, 1979 pending outcome of General Plan amendment to reclassify property to Medium Density Residential
Jerry Cruitt, Tentative Map for 4 Condominium Units, Washoe County	Approved with conditions and a finding that the circumstances in this case are extremely unusual and approval in no way sets a precedent <i>sure!</i>
Incline Village GID, Incline Village/ Crystal Bay Community Swimming Pool Complex, Washoe County	Approved with conditions
Nevada Highway Department, Pedestrian Undercrossing Between Harrah's Tahoe and Harvey's Resort Hotel, Douglas County	Advisory review with recommendation for approval
Discussion of Policy on Grandfathering Shorezone Structures Constructed Prior to 1968	Continued to February meeting
Determination on Agency Pierhead Line	Continued to February meeting
Discussion of Plan for the Attainment of Federal Air Quality Standards (Nonattainment Air Quality Plan)	Staff presentation on status of air quality planning process; special meeting to discuss the Plan scheduled for afternoon of Advisory Planning Commission meeting on February 14, 1979 at 1:00 p.m.
Discussion on Processing Tentative Condominium Maps On Nonconforming Properties	Action deferred until the March meeting

Action Sheet
TRPA Governing Body Meeting
January 24, 25, and 26, 1979 - page two

<u>Item</u>	<u>Action Taken</u>
General Plan Amendment on Parcels 58 and 59 of the Granite Springs Subdivision, Douglas County, Nevada, from Low Density Residential to Public Service to Accommodate the Douglas County Administrative Center	Approved with the implementing ordinance to become effective upon transfer of the two parcels to Douglas County
Ordinances:	
Second Reading of Grading Ordinance Amendments	Continued to February meeting
Second Reading of Ordinance Amending the Regional Plan to Include the Lake Tahoe Basin Water Quality Management Plan as an Element of the Regional Plan	Continued to February meeting
Second Reading of Ordinance Implementing the Lake Tahoe Basin Water Quality Management Plan	Continued to February meeting
Second Reading of Ordinance Amending the Regional Plan for Property in Washoe County Owned by the Tantara Company, Totaling 4.29 Acres, Reclassified High Density Residential	Approved
First Reading of Ordinances Amending the Land Use Ordinance	Approved first reading
- Section 7.103 to Allow Land Coverage Not to Exceed 50% in Public Service	
- Section 7.13 Clarifying Calculation on Building Height	

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BODY

TRPA Office, 2155 South Avenue
South Lake Tahoe, California

January 24, 1979 10:00 a.m.
January 25, 1979. 9:00 a.m.

PRELIMINARY AGENDA

- I CALL TO ORDER AND DETERMINATION OF QUORUM
- II APPROVAL OF AGENDA
- III DISPOSITION OF MINUTES
- IV AGENCY REVIEW
 - A. Harrah's Tahoe, Administrative Permit for a Parking Garage Structure, Douglas County
 - B. Lake Village Professional Building, Tentative Map for 19 Commercial Units, Douglas County
 - C. Fairway Pines, Tentative Map for 48 Condominium Units, Washoe County
 - D. Jerry Cruitt, Tentative Map for 4 Condominium Units, Washoe County
- V PUBLIC WORKS
 - A. Incline Village General Improvement District, Incline Village/Crystal Bay Community Swimming Pool Complex, Washoe County
 - B. Nevada Highway Department, Pedestrian Undercrossing Between Harrah's Tahoe and Harvey's Resort Hotel, Douglas County
- VI PLANNING AND POLICY MATTERS
 - A. Discussion of Policy on Grandfathering Shorezone Structures Constructed Prior to 1968
 - B. Determination on Agency Pierhead Line
 - C. Discussion of Plan for the Attainment of Federal Air Quality Standards (Nonattainment Air Quality Plan)
 - D. Discussion on Processing Tentative Condominium Maps On Nonconforming Properties
- VII GENERAL PLAN AMENDMENT
 - Parcels 58 and 59 of the Granite Springs Subdivision, Douglas County, Nevada, from Low Density Residential to Public Service to Accommodate the Douglas County Administrative Center

VIII REPORTS

- A. Appeals of Staff Decisions
- B. Executive Session
- C. Business Manager Report
- D. Executive Director Report on Administrative Matters
- E. Legal Counsel Report
- F. Governing Body Members
- G. Public Interest Comments

IX ORDINANCES

- A. Second Reading of Grading Ordinance Amendments
- B. Second Reading of Ordinance Amending the Regional Plan to Include the Lake Tahoe Basin Water Quality Management Plan as an Element of the Regional Plan
- C. Second Reading of Ordinance Implementing the Lake Tahoe Basin Water Quality Management Plan
- D. Second Reading of Ordinance Amending the Regional Plan for Property in Washoe County Owned by the Tantara Company, Totaling 4.29 Acres, Reclassified High Density Residential
- E. First Reading of Ordinances Amending the Land Use Ordinance
 - 1. Section 7.103 to Allow Land Coverage Not to Exceed 50% in the Public Service Land Use District
 - 2. Section 7.13 to Clarify Calculation of Limitations on Building Height

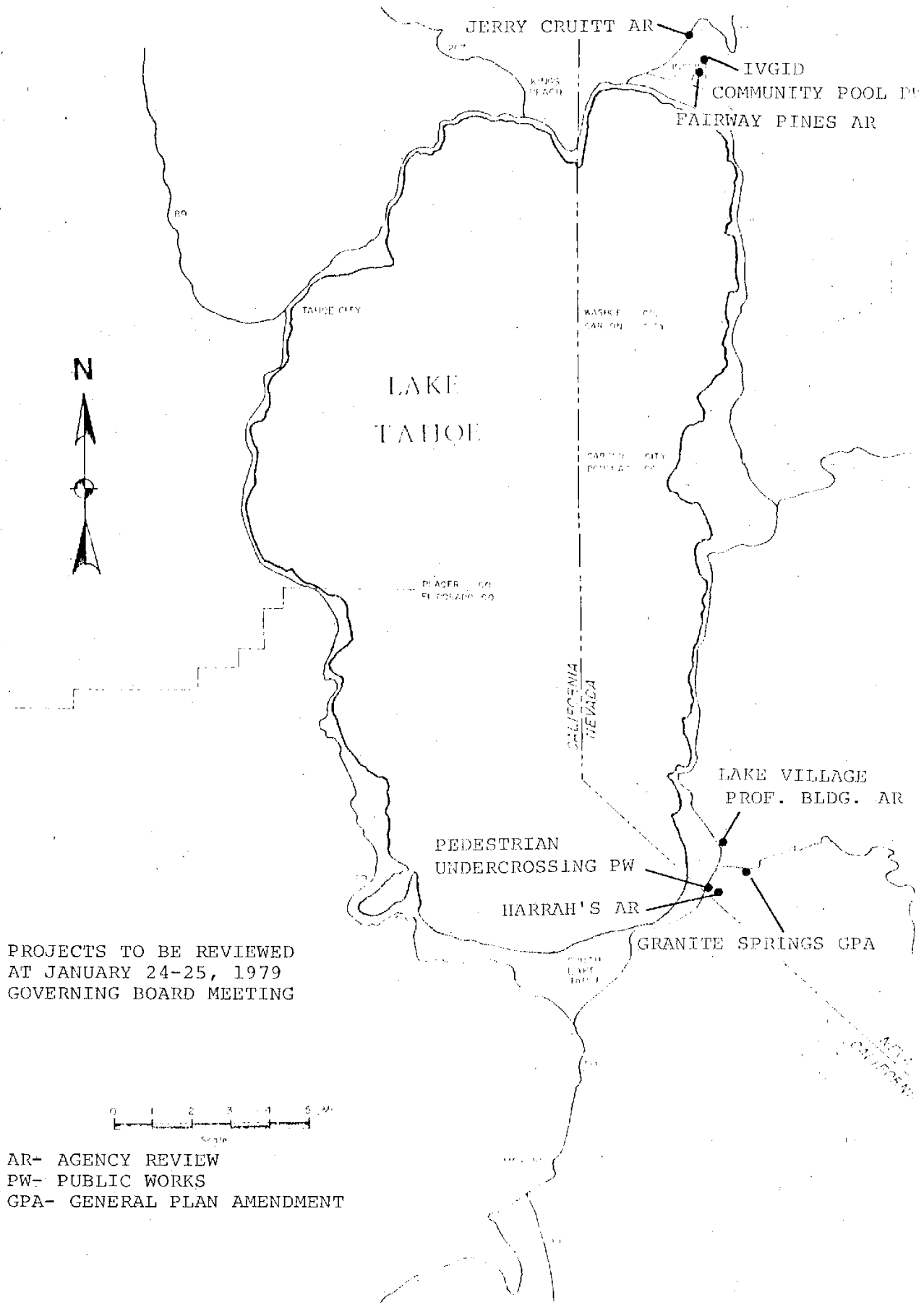
X RESOLUTIONS

XI PENDING MATTERS

XII OTHER BUSINESS

XIII ADJOURNMENT

TAHOE REGIONAL PLANNING AGENCY



PROJECTS TO BE REVIEWED
AT JANUARY 24-25, 1979
GOVERNING BOARD MEETING

AR- AGENCY REVIEW
PW- PUBLIC WORKS
GPA- GENERAL PLAN AMENDMENT

TAHOE REGIONAL PLANNING AGENCY
STAFF SUMMARY AND RECOMMENDATION

Harrah's Tahoe
Administrative Permit for a Parking Structure
Douglas County

Project Location and Description

The applicant, Harrah's Tahoe, is requesting an administrative permit, as required under Sections 7.12(4) and 9.21(3) of the Land Use Ordinance, to allow construction of a multi-story parking garage designed to accommodate 3,572 vehicles. The proposed garage is to be located behind or to the east of the existing Harrah's Tahoe hotel/casino complex (see attachment #1) upon ground that is predominantly occupied by existing open surface parking.

The Harrah's Tahoe hotel/casino complex is located on the east side of U.S. Highway 50 in Douglas County, Nevada and is one of the four major hotel/casino complexes within the South Shore casino core area (see attachment #2).

The proposed parking garage is to contain seven (7) stories which, including the roof level, will provide eight (8) levels of parking. In order that the proposed structure does not exceed an average height of 40 feet, the three (3) lower levels of parking are to be constructed below the existing grade. The footprint of the proposed garage is to be rectangular in shape, dimensioning 466 feet in a north-south direction (parallel to U.S. Highway 50) and 320 feet in an east-west direction. The garage footprint is to be approximately 3.42 acres in size.

Pedestrian access from the proposed parking garage to the existing hotel/casino complex is to be provided by way of two below-grade pedestrian tunnels. Two elevator towers, each containing four elevators, are to be constructed on the west side of the garage to provide vertical pedestrian access to each of the eight parking levels.

As part of this project, the applicant proposes to construct a road to provide access to the loop road. Construction of this road is to include curbs, gutters, and a gravel base, but paving is not to be completed until the loop road is connected to Montreal Road.

There are presently a total of 2,491 delineated parking spaces on the Harrah's Tahoe property. This figure includes approximately 800 parking spaces contained in an existing four-story parking garage used for valet parking, located adjacent to U.S. Highway 50 north of the main hotel/casino structure.

Construction of the proposed parking garage over existing open surface parking and compliance with Agency regulations relative to replacements of existing nonconforming land coverage will result in the loss of 1,179 existing parking spaces. Therefore, with the construction of the 3,572 spaces contained in the proposed garage, there will be a net gain of 2,393 parking spaces on the Harrah's Tahoe property, increasing the total supply to 4,884 spaces.

Land Use Classification

The total project area of this Harrah's Tahoe application contains 26.41 acres of land, all of which are owned by the applicant. The project area does not include that land in California and Nevada that is leased by Harrah's Tahoe and which is presently utilized for open surface valet parking (see attachment #1).

The project area includes a total of 24.18 acres in Douglas County, Nevada. This 24.18 acres contains 21.03 acres classified Tourist Commercial (TC) and 3.15 acres classified High Density Residential (HDR). The project area also includes 2.23 acres of land in California. This 2.23 acres is classified General Commercial (GC) by the Agency and is presently utilized for open surface valet parking.

The proposed garage is to be located entirely within the Tourist Commercial use classification and therefore conforms with the applicable use regulations set forth in the Land Use Ordinance. The existing uses within the project area also conform to the applicable use regulations set forth in the Land Use Ordinance.

Land Capability and Land Coverage

Approximately 60 percent of the total project area is in a land capability level 7. This level 7 land is generally situated adjacent to U.S. Highway 50. All of the existing structures that are associated with Harrah's Tahoe and the westerly 1/3 of the proposed parking garage structure are within this level 7 area.

The easterly 2/3 of the proposed garage is to be located in a land capability level 4 which, except for a small stream environment zone, dominates the easterly portion of the property (see attachment #3).

The maximum land coverage permitted within the 21.03 acres of the project area that is classified Tourist Commercial is 50 percent as set forth under Section 7.83 of the Land Use Ordinance or 458,000 square feet. There is presently 764,200 square feet of land coverage within the area classified Tourist Commercial. Therefore, there is 306,200 square feet of existing nonconforming land coverage within the area classified Tourist Commercial.

The regulations set forth under Section 9.21(3) of the Land Use Ordinance require the applicant to remove an amount of existing nonconforming land coverage from the project area equal to 9 percent of the total nonconforming land coverage within the area classified Tourist Commercial, plus the square footage of land coverage created by the proposed parking garage. The following calculations indicate the total amount of nonconforming land coverage that must be removed from within the project area:

Nonconforming coverage in Tourist Commercial	=	306,200 sq. ft.
9% of nonconforming coverage in Tourist Comm.	=	27,558
Plus land coverage of proposed garage (including tunnels)	=	<u>152,800</u>
Total amount of coverage to be removed	=	180,358 sq. ft.

In addition to the land coverage directly associated with the parking garage, the proposed loop road connection will create 11,800 square feet of additional land coverage. In order to conform to the requirements of Section 9.21(3) of the Land Use Ordinance, the applicant proposes to remove an additional 11,800 square feet of existing nonconforming land coverage to allow construction of the loop road connection. Therefore, the total amount of existing nonconforming land coverage that the applicant is required to remove from the project area is 192,158 square feet, or approximately 4.41 acres.

Since there is presently 891,000 square feet of existing land coverage within the project area and the applicant must reduce the amount of existing land coverage by 192,158 square feet, upon completion of the proposed project, the maximum amount of land coverage permitted within the project area will be 698,842 square feet, or 16.04 acres.

A site plan showing proposed land coverage, submitted to the Agency on September 25, 1978, identifies the 192,158 square feet of existing nonconforming land coverage that is to be removed.

Height

Section 7.13 of the Land Use Ordinance establishes that no structure proposed within the Tourist Commercial district can exceed an average height of 40 feet measured from the finished ground level at the center of all exterior walls. In addition, appurtenances may be erected to a 15 percent greater height.

As shown on plans submitted by the applicant to the Agency on September 25, 1978, the average elevation of the existing ground level at the center of the four exterior walls of the garage is 114.125 feet. By adding the maximum permitted height of 40 feet to the average existing ground level elevation of 114.25 feet, the maximum permitted elevation of the proposed garage structure is 154.125 feet. Appurtenances such as light standards and elevator towers can extend an additional 15 percent, or 6 feet, to elevation 160.125 feet. The elevations shown on the applicant's plans are based on the main casino floor elevation being 100.00 feet.

The plans submitted by the applicant depict a parking garage whose maximum height does not exceed elevation 154.125 feet. The plans also show that all appurtenances do not exceed elevation 160.125 feet. Therefore, the proposed parking garage as depicted on the plans submitted by the applicant conforms to the height restrictions as set forth under Section 7.13 of the Land Use Ordinance.

Grading

Construction of the three levels of parking below grade will require the excavation of approximately 180,200 cubic yards of earthen material. The applicant's information report indicates that all excavated material is to be trucked to a location outside of the Tahoe Basin. Assuming that the average ten-wheel dump truck can haul 10 cubic yards, approximately 18,000 truckloads of material must be transported from the Harrah's Tahoe site. The maximum depth of the required excavation will be approximately 38 feet along the westerly side of the proposed structure. Agency staff is concerned that since this excavation is to take place in close proximity to a stream environment zone there could be a problem relative to the presence of a high water table.

Storm Drainage

The applicant's information report sets forth the major elements of a conceptual storm drainage system which he indicates will be designed to meet the runoff quality guidelines set forth in the 208 Handbook of Best Management Practices for surface water runoff discharged to Lake Tahoe or its tributaries. Onsite infiltration trenches, grease and oil traps, and overflow drainage facilities designed to have sufficient capacity to store runoff from a 2 year frequency, 6 hour duration storm are to be utilized to reduce floatable debris, turbidity and nutrient concentrations. All conveyance facilities within the drainage

system are to be designed for a 25 year flow.

According to the applicant's information report, grease and oil are to be washed from parking and driveway surfaces on a biweekly schedule and all grease and oil traps are to be cleaned following each storm or washing event. The infiltration facilities are to reduce the quantity of stormwater flowing from the project area by at least .58 acre feet during each storm event, according to the applicant's information report, and are to retain 6 percent of the total flow from a 25 year storm.

Overflow from the on-site storm drainage system is to be discharged, as it presently is, into an underground conduit located between Harvey's Resort and the Sahara Tahoe. This 3 foot diameter conduit serves as a collector storm drain for essentially all of the existing impervious surfaces associated with Harrah's Tahoe and Harvey's Resort Hotel and presently discharges into the sediment basin and trash collection structure located at the southwest corner of the Sahara Tahoe property. The stormwater flows discharged from this conduit do not enter the large holding pond recently constructed behind the Sahara Tahoe. Stormwater flows discharged from the sediment basin then traverse a fairway of the Edgewood Golf Course in an underground conduit and enter Edgewood Creek by way of an open manmade ditch. Edgewood Creek discharges into Lake Tahoe at a location just north of the Edgewood Golf Course clubhouse.

Agency staff, upon review of the conceptual plan, is not satisfied that the plan as proposed will effectively treat the stormwater runoff to the extent required to meet the runoff quality guidelines set forth in the Handbook of Best Management Practices. Therefore, it is possible that in the final analysis additional treatment measures may be required.

Revegetation

The applicant's information report indicates that the revegetation of all areas disturbed as a result of this project, including those areas where existing asphalt is to be removed, will be in accordance with the General Planting and Seeding Specifications set forth in the 208 Best Management Practices Handbook. According to the applicant's information report all areas which are to be revegetated will be seeded with perennial grasses and legumes and will be planted with shrubs and trees that are native to the Tahoe Basin and which normally occur in Jeffery pine forests. The applicant's revegetation plan indicates the general planting and seeding specifications, the methods for selection of seed and live plants, seedbed preparation, broadcasting seed, drilling seed, straw mulch, fertilizer use, vegetative planting and vegetative maintenance including irrigation which will be utilized on the project.

Slope Stabilization

The applicant's information report identifies adequate methods that are to be used for runoff control and slope stabilization on the construction site. The applicant proposes to utilize a combination of filter fences, filter berms and rock-lined ditches to control runoff from the site during construction. Straw mulch and crushed stone and gravel mulches are to be used to temporarily stabilize the soil surfaces on the construction site during construction.

Snow Storage

The applicant's information report indicates that snow from the project area is to be stored on graveled areas, on infiltration facilities, and/or on paved areas. According to the information report, no surface runoff from snow storage will be allowed to leave the project site without passing through an infiltration facility and no snow storage will occur upon areas that have been revegetated.

Phasing

The applicant plans to construct the proposed parking garage in two phases in order to reduce the negative impacts on traffic circulation and parking accommodation that will result during construction. Since it will be necessary to fence off the actual construction area, a substantial number of parking spaces will be lost. In addition, movement of construction equipment, storage of construction materials and parking of workers' vehicles will require additional space which is presently utilized for customer parking.

Plans submitted by the applicant identify Phase I construction to include the northerly portion of the proposed garage, dimensioning 320 feet by 265 feet. According to Agency staff calculations, Phase I construction will provide approximately 1,950 parking spaces, or approximately 55 percent of the 3,572 spaces contained in the total garage. Phase I construction is to be completed and in use prior to work commencing on Phase II.

Traffic Analysis

Agency staff has received much information from the applicant and his consultants, Douglas County, the Nevada Highway Department, the Nevada Division of Environmental Protection, the California Tahoe Regional Planning Agency, Caltrans, the California Air Resources Board, and the U.S. Forest Service relative to their assessments of the potential traffic impacts resulting from proposed parking garages at South Stateline. Analysis by Agency staff of information provided by all these various sources is contained in the report entitled "Analysis of Potential Parking Expansion, South Lake Tahoe Gaming Core Area" dated October, 1978 and the addendum to said report dated November, 1978.

In preparation of the following analysis of the potential traffic impacts resulting from the parking garage proposed by Harrah's Tahoe, the Agency staff has considered the assessments and conclusions contained in the above-referenced report and all other information received pertinent to the subject, including that submitted to the Agency in conjunction with the review of the proposed Sahara Tahoe parking garage approved in December, 1978.

Based on the conclusions contained in the October 1978 staff report, Agency staff has concerns with some of the assessments or conclusions contained in the applicant's traffic and air quality reports. As far as Agency staff can determine, the applicant's reports were based on the fundamental assumption that the project which will result in the provision of 2,393 additional parking spaces on the Harrah's Tahoe property, will result in a maximum of only 100 additional vehicle trips being generated under peak conditions. Although in a letter to the Agency, dated October 31, 1978, the applicant substantially increased his original estimation of the number of additional vehicle trips to 1,012, there have been no corrections made to either the traffic or air quality reports.

To properly assess the major elements of the Harrah's Tahoe project that have the potential to affect traffic movement and circulation within the South Stateline casino core area, Agency staff has considered: 1. access and internal circulation; 2. subregional traffic impacts; 3. Douglas County parking requirements; 4. the significance of parking demand relative to vehicle trip generation; 5. the applicant's assessment of parking demand; 6. other methods of calculating parking demand; and 7. resulting vehicle trip generation. Based on these seven elements, Agency staff has been able to draw the conclusions set forth in this summary.

Access and Internal Circulation

Generally, access to the Harrah's property upon completion of the proposed garage is to remain in its present configuration (see attachment #4). Direct access from Highway 50 will be provided by way of the primary California access located just south of the main casino and the Nevada access located between the existing parking garage and the north casino. Secondary access from California will be provided by way of Van Sickle Road. As shown on the site plan submitted by the applicant, the only proposed modification will be the conversion of the two-way driveway located between the existing parking garage and the north casino to a one-way driveway providing only access to the property.

Although the applicant proposes to grade and construct a 30 foot wide roadway to provide access to the loop road as part of this project, the applicant's plans indicate that this loop road connection will not be paved or opened for use until the easterly portion of the loop road is extended to Montreal Road.

The applicant's air quality report contains estimates of traffic volumes at each of the three access points to the property. However, since the applicant's report is based on the assumption that the project will generate only 100 additional vehicle trips on a peak day, the projected traffic volumes do not represent increases over the present situation.

Vehicular ingress and egress to the proposed parking structure will be provided by three controlled and supervised points of entry on the westerly side of the structure and three controlled and supervised points of entry on the easterly side of the structure. A two-way roadway is proposed around the entire perimeter of the parking structure. This perimeter roadway will intertie with the existing City of South Lake Tahoe street system by way of Van Sickle Road.

Subregional Traffic Impacts

The applicant's report entitled "Air Quality Impacts" dated August 29, 1978 contains traffic volume projections for 75 different traffic movements within the general vicinity of the project. Projected traffic volumes for each of the traffic movements have been calculated relative to three hypothetical conditions or scenarios.

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Scenario A considers the proposed parking garage to be completed and in use but all other factors affecting traffic movement such as proposed roadway modifications, pedestrian separations, and loop road construction to be as existed prior to construction of the westerly portion of the loop road. Scenario A utilizes projected 1979 traffic volumes and assumes the complete absence of the loop road.

Scenario B considers the proposed parking garage to be completed and certain other proposed modifications affecting traffic movement in the area completed. The major modifications considered are the completion of the westerly portion of the loop road, completion of the pedestrian separation between Harrah's Tahoe and Harvey's Resort Hotel, elimination of the pedestrian signal between Harrah's Tahoe and Harvey's Resort Hotel and proper phasing of the other traffic signals in the area. Scenario B utilizes projected 1979 traffic volumes and assumes the easterly portion of the loop road to be closed just past the entrance to the Park Tahoe parking facility.

Scenario C considers the entire loop road completed and in use, both in Nevada and California, along with the construction of pedestrian separations at two locations: between Harrah's Tahoe and Harvey's Resort Hotel and between the Park Tahoe and the Sahara Tahoe. Scenario C utilizes projected 1982 traffic volumes and assumes the total facilities of the Park Tahoe to be completed and in use.

The general conclusions that the applicant has reached relative to adverse traffic impacts are that the project will result in additional trip generation and inadequate parking during construction. The applicant's traffic report also identifies the following to be favorable impacts of the project:

1. Improved safety within Harrah's Club property and on public streets.
2. Improved traffic circulation within Harrah's Club property and throughout the casino core area.
3. Reduced vehicular emissions.
4. Improved fuel economy.
5. Increased open space.
6. Improved handling of snow melt runoff."

Agency staff generally agrees that parking garages designed to replace equal amounts of open surface parking may result in the above-listed favorable impacts. However, Agency staff does not agree that this project, resulting in an additional 2,393 parking spaces, will improve traffic circulation throughout the casino core area or reduce vehicular emissions.

Parking Requirement Per Douglas County Code

The following table shows the application of the Douglas County parking requirements to the existing facilities of Harrah's Tahoe as interpreted by the applicant. The table shows that the parking requirement for "restaurants, taverns, clubs, etc." as stated in the

Douglas County Code was applied to 394,000 sq. ft. of floor area. This figure represents the gross building area accessible to the public or employees that does not fall under one of the other categories. A more customary application of parking requirements would focus only on public access areas and would therefore considerably reduce the parking required. It is noteworthy that Harrah's Tahoe could technically increase casino floor space to 394,000 square feet and not be required to provide additional parking under this interpretation of the Douglas County Code.

Douglas County Parking Ordinance Requirements for Resort Hotels		<u>Cars</u>
1 car per room first 30 rooms	=	30
.8 car per room after 30 rooms 510 x .8	=	408
1 car per 100 sq. ft. of casino, restaurants, public & service areas (394,000 sq. ft.)	=	3,940
1 car per 250 sq. ft. of offices (23,620 sq. ft.)	=	94
1 car per 3 seats in theaters (1,493 seats)	=	498
Total cars required by Douglas County	=	4,970

The "Analysis of Potential Parking Expansion, South Lake Tahoe Gaming Core Area" report includes a comparative analysis of various parking standards applied to hotel/casino projects at Lake Tahoe and also in the Reno-Sparks and Las Vegas areas. Based on the conclusions in this report and the expansive application of the County parking requirements to the Harrah's Tahoe hotel/casino complex, Agency staff suggests that the total number of parking spaces calculated above should be considered as a maximum number resulting from this application of the Douglas County Code.

The Significance of Parking Demand Relative to Vehicle Trip Generation

Agency staff considers it extremely important to establish a reasonable projection for the number of additional vehicle trips that could be generated within the South Lake Tahoe casino core area as a result of the proposed parking garage. Due to the current severe traffic congestion within the south casino core area, especially along U.S. Highway 50 in a northerly direction, the determination of whether or not the proposed garage will result in additional vehicle trips is a critical issue.