

**TRPA
APC
PACKETS**

**JANUARY
1979**

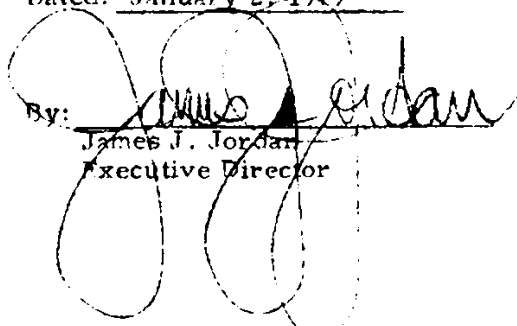
Jim Dana

NOTICE OF MEETING OF THE
ADVISORY PLANNING COMMISSION OF THE
TAHOE REGIONAL PLANNING AGENCY

NOTICE IS HEREBY GIVEN that on January 10, 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 Advisory Planning Commission 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 2, 1979

By:


James J. Jordan
Executive Director

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA Office, 2155 South Avenue
South Lake Tahoe, California

January 10, 1979
10:00 a.m.

PRELIMINARY AGENDA

- I CALL TO ORDER AND DETERMINATION OF QUORUM
- II APPROVAL OF AGENDA
- III DISPOSITION OF MINUTES
- IV PUBLIC HEARING
 - A. General Plan Amendment to Reclassify 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
 - B. General Plan Amendment for Property Owned by Nathaniel Hellman, Being Approximately 40 Acres in Douglas County, Nevada, from General Forest to Low Density Residential
 - C. Request for Continuance on General Plan Amendment for Property Owned by Ancel Casentini, Being 2.26 Acres in Douglas County, Nevada, Fronting Kingsbury Grade, From General Commercial to Medium Density Residential
 - D. To Consider Adoption of a Plan for the Attainment of Federal Air Quality Standards
- V PUBLIC WORKS
 - A. Incline Village General Improvement District, Incline Village-Crystal Bay Visitor and Convention Bureau, 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 MATTERS
 - A. Ordinance Establishing Indirect Source Review Standards and Procedures
 - B. Land Use Ordinance Amendment Clarifying Calculation of Limitations on Building Height
- VII REPORTS
 - A. Public Interest Comments
 - B. APC Members
 - C. Appointment of Vice Chairman
- VIII RESOLUTIONS
- IX CORRESPONDENCE
- X PENDING MATTERS
- XI ADJOURNMENT

TAHOE REGIONAL PLANNING AGENCY
STAFF SUMMARY AND RECOMMENDATION

General Plan Amendment
Douglas County

Background

Douglas County is examining the possibility of a new County Administrative Center for the Tahoe Basin portion of the County. The County has expressed a need for the new, larger center since their current facilities at Zephyr Cove lack office space and adequate parking.

The present center houses the Justice Court, Sheriff's Office, Jail, Work Card Office, District Attorney's Office, and Juvenile Probation Office. The existing center also housed the Building Department until recently, when overcrowding caused the Building Department to be moved into the upstairs of the adjacent Fire Department. Parking is also inadequate as can be seen whenever court sessions are held. Automobiles park on the highway and up into the adjoining forested areas. The existing County Center is approximately 10,000 square feet of office space with 12,000 square feet of parking.

Project Location and Description

The County has been donated two parcels of land in the Granite Springs Subdivision on Kingsbury Grade specifically for the County Administrative Center. The County wants their new center to be on Kingsbury grade as that area is the center of the population, activities, and services. The county is proposing approximately 40,000 square feet of office building space on Lot A and 20,000 square feet of parking area on Lot B. Most all of the services now located at Zephyr Cove will be housed in the new administrative center. Plans for the Zephyr Cove office are uncertain.

These two parcels were a part of the Granite Springs Subdivision which was approved in June 1978 by TRPA. The subject property is approximately one-half mile east of the junction of U.S. Highway 50 and Kingsbury Grade (see attachment #1). The two parcels, Lots A and B, are 2.38 acres and 1.02 acres in size respectively.

Land Use Classification

The Granite Springs Subdivision, including Lots A and B, is zoned Low Density Residential (LDR). A County Administrative Center, with Police Facilities, would necessitate a Public Service (PS) zoning if it was to include Police Facilities, which it is. The County has requested a General Plan Amendment. It should be noted that the County Center could be placed in other Land Use Districts (i.e., Tourist Commercial) if the Jail and Police Facility was not included.

Land Capability

The Granite Springs Subdivision land capability analysis identified four separate land capability districts on Lot A and two districts on Lot B. Lot A is comprised of land capability levels, 2, 3, 4 and 5. Lot B is comprised of land capability levels 3 and 5 (see attachment #2).

The underlying capability districts would have permitted 11,436 square feet of land coverage on Lot A and 7,060 square feet on Lot B. However, much of the original land coverage permitted on Lots A and B under the applicable land capability districts was allocated to the 57 lots contained in the subdivision at the applicants request and with Governing Board approval. The subdivision approval of June, 1978 left only 1,562 square feet allowable coverage on Lot A and 1,000 square feet allowable coverage on Lot B.

At the time of the Granite Springs Subdivision review and approval, the Granite Springs representative stated that Lot A would be dedicated to Douglas County and that the County was exempt from land coverage constraints under Section 8.24 of the Land Use Ordinance. Lot B's future, at that time, was uncertain. Staff did not concur with the removal of coverage off Lots A and B and with the applicant's interpretation of Section 8.24. This was one of the reasons staff recommended denial of the Granite Springs Subdivision.

However, to obtain additional coverage for a public service facility, Douglas County explored with the TRPA Governing Board (November 1978 meeting) various alternatives (i.e., findings of regional roads, a total coverage exemption under Section 8.24 of the Land Use Ordinance, and a land use ordinance amendment to allow up to 50% coverage on all Public Service parcels).

The TRPA Governing Board voted in favor of a Land Use Ordinance Amendment allowing up to 50% coverage on all Public Service parcels and directed staff to proceed with the necessary steps. Such an amendment was presented to TRPA's Advisory Planning Commission on December 13, 1978 meeting and was approved. This ordinance is scheduled to be considered for first reading at the January 1979 Governing Board meeting.

Therefore, in the future, if the proposed ordinance is adopted, all Public Service parcels could be allowed up to 50% land coverage. If Lots A and B of Granite Springs Subdivision are rezoned to Public Service (PS) they, then could be allowed up to 50% coverage. It must be noted that land capability will still be considered in the project design. For instance, if a parcel contained poor land capability, such as lands with oversteepened slopes or Stream Environment Zones, the areas of poor land capability are to be preserved.

The proposed Douglas County center consists of approximately 40,000 square feet of administration office space on parcel A and 20,000 square feet of parking space on Parcel B. The center will be utilizing approximately 40% coverage. There appears to be adequate good capability land on which to site the facility and still preserve the poor land capability. Attachment #2 shows a portion of the property to be CaE on Lot A. The County states that this area will be preserved. Attachment #2 shows a portion of the property to be preserved. Attachment #2 shows both JeB, 25% allowable coverage, and JeD, 5% allowable coverage. The development on Lot B will be sited so as to utilize the higher capability land by utilizing the JeB and preserving the JeD as much as possible.

Existing Environmental Setting

There are no major streams or drainage swales located within the area of Lots A and B. Although the average cross slope through the entire Granite Springs site is approximately 10%, there are two significant knolls located in the easterly portion of the property that rise approximately 75 feet above the elevation of Kingsbury Grade at its intersection with Serpentine Drive. Lots A and B are a mixture of land capability with Lot A, including some oversteepened CaE area.

The vegetation consists primarily of medium-sized fir and pine trees with a few select red cedars. There are numerous significant rock outcroppings in the vicinity of the two knolls mentioned earlier. The lower story vegetation consists primarily of squaw carpet and manzanita.

Grading, Slope Stabilization and Drainage

Design plans for the Center are not as yet complete, and specific grading, slope stabilization and drainage are, therefore, not available. However, Pyrite Drive and Cypress Way, which will provide access to the Center, are already constructed. Slope stabilization and drainage are included throughout the Granite Springs Subdivision. All cut and fill slopes created due to construction of the project will be protected from erosion by rock rip rap or revegetation.

The cut and fill slopes resulting from the widening of Kingsbury Grade are to be protected with rock rip rap or revegetation. Douglas County is requiring the applicant to widen Kingsbury Grade in order to provide a continuous center left-turn lane along the entire frontage of the project.

All stormwater runoff emanating from the road surfaces is to be collected by curb and gutter and then released into rock (erosion control) dissipators. The drainage swales below each dissipator are to be lined with rock as needed to prevent erosion. The existing drainage swale along Kingsbury Grade is to be reshaped and rock-lined. Rock dissipators are to be installed within this rock-lined ditch to decrease the velocity of the stormwater runoff.

Access

Access to the proposed subdivision and Lots A and B will be provided by two 24 foot wide roads referred to as Pyrite Drive and Serpentine Drive. (Pyrite has been renamed to Meadow Lane.)

Pyrite Drive is to intersect Kingsbury Grade across from Meadow Lane, which is an existing subdivision road on the north side of Kingsbury Grade. Cypress Lane is to intersect Pyrite Drive approximately 240 feet south of Kingsbury Grade. Cypress Lane connects Pyrite Drive with Cypress Way, an existing road in the adjoining subdivision to the west. Access to the County Center will be provided from Kingsbury Grade, Serpentine Drive, Pyrite and Cypress Way.

Again, as noted previously, Douglas County has required the developer of the subdivision to widen Kingsbury Grade in order to provide continuous center left-turn lane along the entire frontage of the project.

Public Utilities

The County states that all utilities are available. The proposed site is in the Douglas County Sewer Improvement District and will be served by the District. Sierra Pacific Power and Continental Telephone will service the facility. Power and telephone lines are being installed under ground as a part of the Granite Springs Subdivision.

Traffic

The Zephyr Cove Center has inadequate parking which results in parking along the highway and up into the forested areas, thereby causing traffic congestion. The proposed County Administrative Center will be replacing the existing Center at Zephyr Cove and thereby replacing the related traffic trips from the Kingsbury Grade area to the Zephyr Cove area.

The Kingsbury Grade site will provide adequate parking, but the additional trips from the proposed Center will create additional traffic congestion. TRPA explored the traffic situation on Highway 50 - Kingsbury area in connection with the Granite Springs Subdivision. At that time, George B. Westenhoeffer, P.E. Chief Planning Survey Engineer with the Nevada Highway Department, projected that during an average day last summer, the traffic volumes on U.S. Highway 50 north of the South Shore casino core would be 36,500 vehicles (see attached letter). Don Pray, Planner for the Nevada Highway Department, informed Agency staff that the recorded traffic volume along this section of U.S. Highway 50 in May of 1978 was 39,700 vehicles per day. The Stateline Subregional Study, done for the TRPA in 1973, estimates the capacity of U.S. Highway 50 to be approximately 32,000 vehicles per day. Therefore, any additional vehicle trips in the Highway 50 - Kingsbury Grade area would only add to the over-capacity of Highway 50 and worsen traffic congestion. Yet, the County is stating that they are (a) relocating trips, (b) shortening trips, and (c) decreasing trip mileage.

It also must be noted that the Loop Road is now in operation and affecting the Highway 50 traffic situation. Attached is a letter from Don Pray regarding an office complex in the Highway 50 - Kingsbury area and the Loop Road effect on traffic. Mr. Pray states that "Concerning the effectiveness of the Loop Road, at this point we can only relay personal observations, such as yours, that there is no longer congestion in the westbound lanes of U.S. 50 that was previously being encountered."

The County states that vehicle trips will be reduced on Highway 50 as the trips from Minden over Kingsbury will end at the Center and, thereby, reduce the mileage driven onto Highway 50 from Kingsbury to the Zephyr Cove Center. Also, trips from the Stateline area will be ended at Kingsbury Grade, reducing vehicle trips on Highway 50 from Kingsbury Grade to Zephyr Cove.

The County notes that the distance between Kingsbury Grade - Highway 50 and Stateline is .61 miles; the distance between the proposed Center and Highway 50 is .57 miles; and the distance between Kingsbury Grade and Zephyr Cove is 3.98 miles.

The County states that last year there were 2,000 arrests in the County, 85% of those were at the Lake and primarily in the Stateline area. Of these, 30-40% were transported to Minden. A County Center on Kingsbury, with police facilities,

would reduce the vehicle miles to Zephyr Cove. Of the police employees, there are approximately 15 commuter trips a day to Minden and approximately 20 routine sheriff's trips a day from Zephyr Cove to Minden. Again, a County Center on Kingsbury would reduce vehicle miles to Zephyr Cove. The County concludes that each of the above trips would be removed from Highway 50 and shortened by 4.55 miles per day.

The County acknowledges that Kingsbury Grade is at capacity between 4 and 5 p.m. during the ski season, but feels that the left turn lane provided by Granite Springs Subdivision will alleviate any congestion generated by the County Center.

The County further states that in the summer, traffic and air quality will actually be improved by removing traffic from a 4 mile section of Highway 50 and reducing all trips and length of driving time from the existing situation.

Aspects of the Proposed Use Relative to:

1. Regional needs - The regional impact of this facility will be on traffic. (see Traffic)
2. Subregional needs - The County does need a larger Administrative Center. The Zephyr Cove site, in respect to both office space and parking area, is inadequate, as can be seen during work-card hours and court sessions. Vehicles park along the highway and up into forested areas. Office space is so inadequate that the Building Department recently moved to the upstairs area of the Fire Station.

Current County Center acreage does not allow for expansion. Also, the County was asked if other Public Service areas might be available. The County stated that it has no other appropriate site for a Center, and the County feels an Administrative Center is appropriate on Kingsbury Grade. The County was asked if any other alternative sites were available. The County stated that there was not, noting that the school areas belong to the school districts, that the old dump site off Kingsbury Grade had no water or sewage available, and that no other area was available. The County did not feel that it was possible to examine purchase of another site due to the cost to the taxpayers.

3. Other impacts - The requested General Plan Amendment will not result in a negative impact to (1) fire; (2) water; (3) outdoor recreation; (4) energy; (5) schools; (6) water quality. The current sewer situation is in question, but at this time service is still being allocated.

There has, however, been a complaint from an adjacent homeowner over concern for traffic on Kingsbury and for Police facilities so near a residential area. These concerns will be heard at the APC meeting.

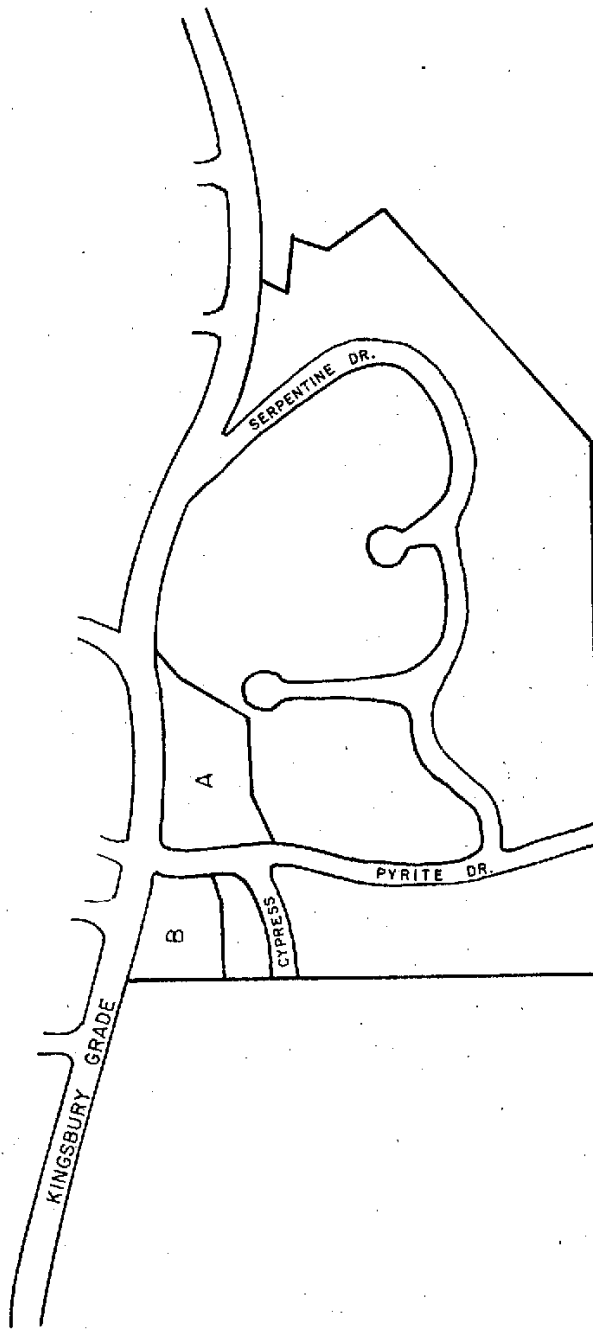
Recommendation

Staff recommends that the General Plan Amendment for Lots A and B of Granite Springs Subdivision, from Low Density Residential (LDR) to Public Service (PS) be approved. This approval is contingent on an amendment to the TRPA Land Use Ordinance to allow up to 50% coverage on all Public Service parcels.

The County needs a new and larger Administrative Center. The land was donated on Kingsbury Grade. The County feels the donated site is the most appropriate location as it is in the center of local population, activities, and services. The County states that no other sites are available.

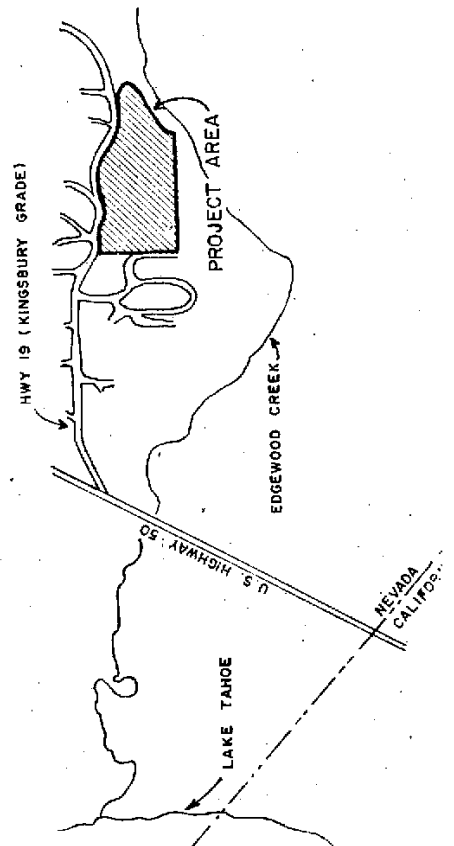
The County has adequately proven a reduction in vehicle trips on Highway 50 from Stateline to Zephyr Cove. The Granite Springs left turn lane should reduce congestion on Kingsbury Grade.

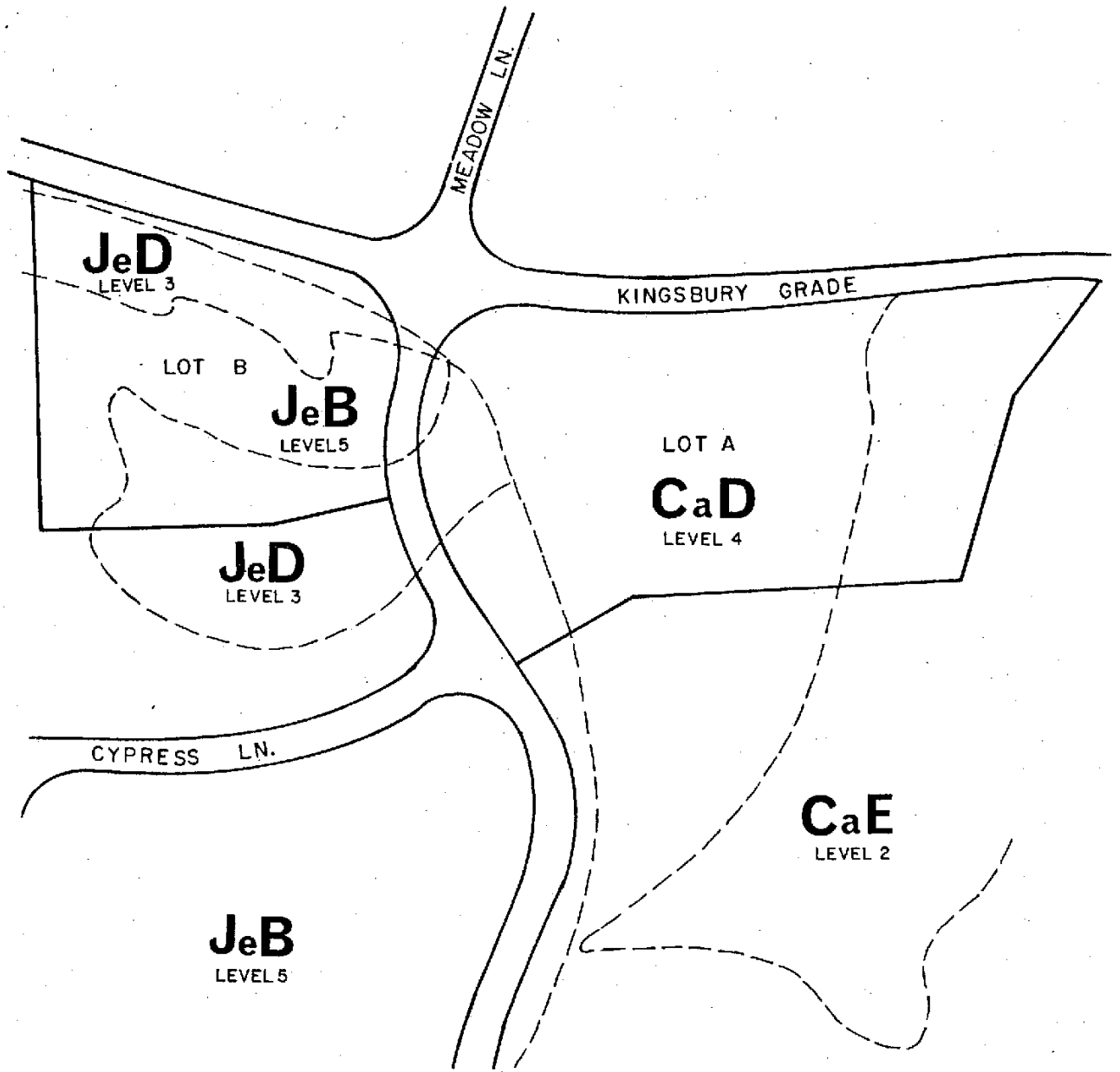
With the new Land Use Ordinance amendment to allow up to 50% coverage on all Public Service parcels, the County has adequate coverage to design the Center. Staff has been assured that poor capability lands will be preserved and that the Center will be attractively buffered from Kingsbury Grade. Staff will, of course, review the final design plans.



GRANITE SPRINGS

INDEX MAP





GRANITE SPRINGS

**POOR
QUALITY
ORIGINAL (S)
TO FOLLOW**

RECEIVED

STATE OF NEVADA

WILSON IS GOVERNOR STATE CONTROLLER

JUN 12 1978

DEPARTMENT OF HIGHWAYS

TAHOE REGIONAL
PLANNING AGENCY

CARSON CITY, NEVADA 89812

June 6, 1978

P.S.D. 88791

JOSEPH A. SOUZA
STATE HIGHWAY ENGINEER

Mr. James J. Jordan, Executive Director
Tahoe Regional Planning Agency
P.O. Box 8896
South Lake Tahoe, California 95731

Re: Traffic Analysis of Projects
at Tahoe

Dear Jim:

There appears to be some question concerning the level at which this Department reviews traffic impacts of proposed individual projects and I hope this letter will clarify our procedure. I first emphasize that our jurisdiction is legally confined to federal and state interest routes which at Tahoe are U.S. 50, S. R. 27 and S. R. 39 (although a designated state route, S. R. 19 in the Basin is strictly a local Douglas County Road).

When a project is proposed the Highway Department may be called upon to review the validity of estimated traffic impacts set forth by the developer, or if a federal or state interest route is involved we may take it upon ourselves to estimate impacts and voice a concern where appropriate. The Planning Division performs this function using trip rates from local sources, data or recognized trip generation manuals, and estimates are usually in terms of high-low ranges, pertain only to traffic volumes, and are only to the project location and not the specific design of the project.

If a project is approved and a federal or state interest route is directly effected, then the Design Division of the Highway Department becomes involved and a project design plan must be submitted with necessary traffic arrangements. The Design Division then requests the Planning Division to advise traffic arrangements or, if none have been provided, to estimate traffic volume related to the project design.

Relating this to parking garage projects proposed by Sahara Tahoe, Barry's, Harvey's, and Park Tahoe, we estimate there will be no additional traffic volume although the interior circulation pattern could change. To this end, in line with conclusions of the Chilton "Traffic Report for Sahara Tahoe Parking Plan and" that traffic and customer convenience and safety could better be facilitated by a parking garage than by acres of open space, we find an new and better.

With respect to the Loop Road and Lake Tahoe projects, our Design Division has worked with the developers where access to U.S. 50 is involved.

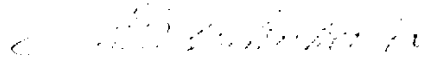
James J. Jordan

Concerning traffic impacts of Park Tahoe which is scheduled to open in July, all assignments were predicated upon the Loop Road and Barge's expansion being completed. If these assumptions are taken out the resulting traffic estimations for an average day this summer on U.S. 50 would be 36,500 vehicles north of the casino core, 46,000 within the casino core, and 53,000 south of Stateline Avenue.

If only the casino portion of Park Tahoe were to open in July the decrease in traffic volumes would be negligible in terms of the total on U.S. 50, but turning movements in and out of the casino would be measurable. The 1974 TETS indicates 8 percent of casino trip generations are by hotel patrons. Being 10 percent of estimated total of 19,160 trips for Park Tahoe to allow for hotel service trips would decrease traffic on U. S. 50 by only 1,000 vehicles.

If there are any questions, please direct them to Don Day of my staff.

Sincerely,



GEORGE E. WETHERILL, JR.
Chief Planning Survey Engineer

GHW:DAP:gg



STATE OF NEVADA
DEPARTMENT OF HIGHWAYS
CARSON CITY, NEVADA 89712

JOSEPH A. SOUZA
STATE HIGHWAY ENGINEER

December 13, 1978

IN REPLY REFER TO

PSD 8B.00

Mr. John Seaton
P. O. Box 591
Zephyr Cove, NV 89448

Re: Proposed 19 Unit Office Complex in Lake Village

Dear Mr. Seaton:

In response to your request for traffic count information, I am attaching copies of our annual computer printouts from our permanent traffic recorder which is located on U.S. 50 between S.R. 19 and Loop Road. For trend analysis and projections, I am including reports for 1973 and 1978.

For project analysis, TRPA is generally concerned with worst case conditions and for this reason I have also included a diagram of estimated and recorded traffic volumes that represent the peak condition that is being experienced on a week day between 8 a.m. and 5 p.m. when your offices would be generating traffic. I do not have time to perform a detailed analysis of capacity within the U. S. 50 corridor, and stated hourly capacities on the sketch are only my opinion and may be subject to change.

Concerning the effectiveness of the Loop Road, at this point we can only relay personal observations, such as yours, that there is no longer the congestion in the westbound lanes of U.S. 50 that was previously being encountered. I personally feel the benefits of the Loop Road, such as it is, are being realized in Nevada, however; until the series of bottlenecks on the California side are addressed, the vehicles continuing westbound will encounter congestion. The following counts tend to support the effectiveness of the Loop Road, however; CTRPA has prior year counts on Pine Boulevard and indicate that little variation has occurred since Pine has converted to the Loop Road.

	U.S. 50	
	At Stateline Ave.	At S.R. 19
July 22, 1973	36840	31000
June 19, 1976	36920	35140
Aug. 5, 1978	38880	40490
Aug. 19, 1978	37560	42600
		8010 = Loop Road

If you need additional information or assistance with your project, please feel free to contact me at 885-5400.

Sincerely,

DONALD A. PRAY
Transportation Analyst

DAP:ss
Attach.



Dept. of Public Works

Douglas County · State of Nevada

P. O. Box 426 · Minden, Nevada 89423

December 20, 1978

ROBERT A. GARDNER, P. E.
Public Works Director

782-5176, 883-1648, 588-3666
Ext. 295

Miss Germaine A. Bissell
Senior Planner
Tahoe Regional Planning Agency
P.O. Box 8896
South Lake Tahoe, California 95731

RE: Douglas County Administrative Center

Dear Germaine:

Following is the information requested in your letter of December 13, 1978 for the subject General Plan Amendment.

1. Availability of Public Services: Underground power and telephone service is being installed with Granite Springs Subdivision by Sierra Pacific Power Company and Continental Telephone respectively at the subdividers expense. All underground conduit and pull boxes have been completed.
2. Traffic Impacts on Kingsbury Grade: As we discussed yesterday, the County does not have any alternate sites for a Public Facility.

It has only been the last eight (8) years that Kingsbury Grade has been maintained as a year round facility. During that time commuter traffic has increased tremendously. The proposed Public Service Facility will generate traffic in Law Enforcement, Judicial and Building Departments. These facilities are now located at Zephyr Cove. The mileage of the areas of concern from the Kingsbury-Highway 50 intersection are:

Kingsbury-Highway 50 to Stateline-----.61 miles
Kingsbury-Highway 50 to proposed site---.57 miles
Kingsbury-Highway 50 to Zephyr Cove----3.98 miles

Other pertinent statistics for Sheriff:

Arrests 1977-----2000
85% at Tahoe-----1700
30-40% transported to Valley-----510-680
Sheriff employees commuting from Valley to Lake- 15
Routine trips per day Zephyr Cove to Minden-----20

All of the above trips will be removed from Highway 50 and shortened by 4.55 miles. The distance from the Sheriff's Office to Stateline will be reduced from 4.59 miles to 1.18 miles.

The only time Kingsbury Grade exceeds capacity is between 4-5 P.M. during the skiing season. The three (3) lane (2 lanes plus a continuous left turn lane) portion of Kingsbury Grade will be extended up to Grante Springs Road. Acceleration and deceleration lanes will also be added.

In summary, we feel the overall traffic and air quality impact will be improved by removing traffic from a four (4) mile section of Highway 50 and reducing all trip lengths and times from the existing situation.

5. There will be no growth inducing secondary impacts from relocating an existing facility. Removal of LDR land will reduce those secondary growth impacts.
6. Alternative Locations: The County has attempted for several years to locate a facility in the Kingsbury area which is the center of our activities and services. We have not been successful at finding alternative locations.
7. Other adverse impacts and mitigation measures: The only major concern not addressed would be those expressed by residents of the area. Since this is a Public facility designed to serve the local residents it is difficult for me to understand the concern. Every effort will be made to design a facility that will be adequately buffered from and esthetically pleasing to the surrounding areas.

Due to the relative short time period with the holiday season, I hope this report had adequately addressed the requested information. If you need additional information please let me know. Have a happy holiday season.

Very truly yours,


ROBERT A. GARDNER, P.E.

RAG/bjc

cc: Bob Hadfield, County Manager
Ken Kjer, County Commissioner
File