

**TRPA
GOVERNING BOARD
PACKETS**

**JULY
1980**

Phil

July 1980

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

NOTICE IS HEREBY GIVEN that on July 23, 1980, at 9:00 a.m.
the Governing Body of the Tahoe Regional Planning Agency will conduct
its regular meeting. Said meeting will take place at The Chateau,
955 Fairway Boulevard, Incline Village, Nevada. The agenda is
attached to and made a part of this notice.

July 11, 1980

By: Philip A. Overeynder
Philip A. Overeynder
Executive Director
Tahoe Regional Planning Agency

W.C.
EVOR
APPROVALS

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BODY

The Chateau, 955 Fairway Boulevard
Incline Village, Nevada

NOTE: July 23, 1980
9:00 a.m.

It is advisable that the applicant for each agenda item be present at the meeting.

PRELIMINARY AGENDA

- I CALL TO ORDER AND DETERMINATION OF QUORUM
- II APPROVAL OF AGENDA - REMOVE HEAVENLY VALLEY FROM C.C. - MINOR MOD. TO COND'NS.
- REMOVE MONEN - CONT'D AT APPLICANT'S REQUEST
- SIERRA BOAT CO. - J. WILLIAMSON - WILL ASK FOR CONTINUANCE
- III DISPOSITION OF MINUTES
- IV CONSENT CALENDAR ✓ HEAVENLY VALLEY
- V SPECIAL REPORT
Incline Village Status Report on Water Availability, Sewage Capacity, and Traffic **GWB**
KEENET - WOULD LIKE OFF'Y TO PRESENT 6 MO. PROGRESS REPORT ON W.S. AT JULY MTG.
- VI AGENCY REVIEW
 - A. Hansen & Perry Development, Tentative Map for 109 Condominium (Interval Ownership) Units, (Club Tahoe Phase II), Washoe County **GWB**
 - B. Finding of Reformation on Covenants, Conditions & Restrictions to Allow Vested Right to Create Condominium Units:
 - 1. Ellison C. Grayson, 603 Lariat Circle, Washoe County
 - 2. Dennis Maloney, 595 Lariat Circle, Washoe County
 - 3. Rogers/Jerbak/Vicini Realty, 624 Lariat Circle, Washoe County**JPD**
 - ~~C.~~ Dan Monen, Replacement of Nonconforming Land Coverage and Variance to Section 9.30 of the Land Use Ordinance, Douglas County - CONT'D
 - D. Sierra Boat Company, Shoreline Protective Device, Placer County **GWB - CONT'D ??**
- VII PLANNING MATTERS
 - A. Litigation to Establish Planning Authority for the Tahoe Basin - **GAO/PAO**
 - B. 208 Water Quality Work Program for Federal Fiscal Year 1981 **PAO**
- VIII PUBLIC WORKS
 - A. Tahoe City Public Utility District, Star Harbor Athletic Field, Placer County
 - 1. Request for Reconsideration by the Tahoe Resource Conservation District **PAO**
 - 2. Administrative Permit for the Athletic Field (if the request for reconsideration is approved)

IX REPORTS

A. Appeals — CHANDLER

B. Enforcement Report

1. Summit Village Master Plan for Parking, Drainage
and Revegetation, Douglas County

GWB

2. Tahoe Boat Company, Status of Application for
Marina Modifications and Posting of Bond, Placer County

GWB/PAD

C. Executive Session

3. ~~Forest~~ / Mt. Brook Station

D. Executive Director Report — ~~save minutes for next month~~

E. Legal Counsel Report

F. Governing Body Members

G. Public Interest Comments

X ORDINANCES

First Reading of Ordinance Amending the Regional Plan to Reclassify Four
Lots Owned by Douglas County from High Density Residential to Recreation

XI RESOLUTIONS

XII PENDING MATTERS

XIII CORRESPONDENCE

XIV ADJOURNMENT

CONSENT CALENDAR
TRPA Governing Body Meeting - July 23, 1980

| <u>Item</u> | <u>Recommendation</u> | |
|--|---------------------------|-----|
| Public Works: | | |
| Washoe County, Clean Lakes Sediment/Nutrient Control Project, Incline Village | Approval | PAO |
| Washoe County Department of Parks and Recreation, Phase I Bike Trails at Incline | Approval | JPD |
| Sierra Pacific Power, 60-120 KV Line Rebuild, Truckee to Kings Beach, Placer County | Approval | JPD |
| California Department of Transportation, Erosion Control and Slope Stabilization at El Dorado Beach and U.S. Highway 50, City of South Lake Tahoe | Approval | GWB |
| Clearinghouse: | | |
| California Department of Transportation - | | |
| Negative Declaration and Initial Study for State Route 89 Improvements from South Lake Tahoe City Limits to Eagle Creek at Emerald Bay, El Dorado County | Support | JPD |
| A-95 Memorandum of Understanding Between Caltrans and TRPA | Support | PAO |
| Heavenly Valley/U.S. Forest Service, Clearinghouse Review and Administrative Permit for Canyon Ski Lift, El Dorado County | Approval (CONDITIONAL) | JPD |
| Agency Review: | | |
| Rieff Construction, Administrative Permit for Minor Commercial (Mini-Storage), El Dorado County | Approval | JPD |

TAHOE REGIONAL PLANNING AGENCY
STAFF SUMMARY AND RECOMMENDATION

Public Works
Washoe County Public Works Department
Clean Lakes Sediment and Nutrient Control Project
Incline Village

Background

In August, 1978 the Agency reviewed and supported a proposal for a pilot demonstration project for mechanical slope stabilization of eroding cut and fill slopes in Incline Village as part of a clearinghouse review of Washoe County's Clean Lakes Grant application. During the past two years, Washoe County has been monitoring water quality in the watershed it has selected as a pilot demonstration project and preparing plans and specifications for the erosion control project. Water quality monitoring will continue in the affected watershed, both upstream and downstream of the project area, in order to determine the effectiveness of the slope stabilization and drainage improvements proposed as part of the project.

Project Description

The proposed project is located in portions of Ponderosa Subdivisions 1, 3, and 5 in Incline Village. The project consists of slope stabilization and drainage improvements to be installed along Silvertip Drive, Knotty Pine Drive, Dale Drive, Ponderosa Avenue, Tyner Way and Spencer Way.

The project proposes to stabilize existing cut and fill slopes within public rights-of-way on the above-referenced streets. In order to stabilize these slopes, gabion retaining walls, rock walls, rock rip rap and revegetation will be utilized. Drainage will be improved through the installation of rock-lined "V" ditches and sediment traps.

Advisory Planning Commission Action

On July 9, 1979, the APC voted unanimously to approve the project with the understanding that Washoe County would be responsible for continued maintenance of drainage and slope stabilization.

Recommendation

Agency staff recommends that the project be approved subject to the following conditions:

1. The final construction drawings and project specifications be revised to include the comments of the SCS staff for the following areas as follows:
 - a. Compaction density for fill areas be reduced in the top 3 inches to allow plant root penetration.
 - b. Side slopes for rock-lined ditches be reduced to 1-1/2:1.
 - c. Connecting wires for gabions be utilized in accordance with the Bekart Gabion Handbook.
2. Washoe County shall be responsible for maintaining drainage and slope stabilization devices.

TAHOE REGIONAL PLANNING AGENCY
STAFF SUMMARY AND RECOMMENDATION

Washoe County Department of Parks and Recreation
Incline Village Bikeway System - Phase 1
Washoe County

Location and Project Description

The Washoe County Department of Parks and Recreation is requesting approval of the construction of Phase 1 of the Incline Village bikeway system. The project includes approximately 23,900 feet of bike paths and 5,400 feet of bike lanes. Phase 1 concentrates on providing bike paths within the core area of Incline Village (Attachment 1). The bike paths are facilities designed for the exclusive use of bicyclists and pedestrians which are located within existing roadway rights-of-way but are separated from motor vehicle traffic except at intersections.

Master Plan Action

At its regular May 14, 1980 meeting, the Advisory Planning Commission approved the subject master plan with the condition that individual phases of the project be reviewed by the APC and that the submittals specifically address the questions of intersection safety and the separation of bicycle, vehicle, and pedestrian traffic on a seasonal basis.

On May 28, 1980, the Governing Board approved the subject master plan with the same condition.

Specific Project

The bike paths will be 8 feet wide with a minimum 5 foot setback from the roadway. The paths are proposed for location entirely within the existing road rights-of-way. Some of this area has been used by private property owners as parking and as landscaped area. The construction of this facility will substantially alter the use of these areas. No new right-of-way acquisition is proposed. Phase 1 will involve five stream crossings over three separate creeks in Incline Village. Rose Creek will be crossed three times, Incline Creek and Third Creek once each. The major crossing will be of Third Creek at Lakeshore Boulevard (Attachment 2).

Land Capability

The project is entirely within the IsC land capability district. IsC, Inville stony coarse sandy loam, 2 to 9% slopes, is a land capability district 6 and allows a maximum of 30% coverage. This facility has been designated a regional public facility and is therefore exempt from land coverage restrictions.

On-Site Environmental Impacts

Grading - The bike path will be located within the existing road rights-of-way. Grading activity will involve primarily surface clearing of vegetation and compaction of a surface approximately 12 feet wide. Cut and fill slopes will be stabilized with rock rip rap or revegetated. The bike path is located adjacent to existing roadside drainages. In areas where the path will encroach into a roadside drainage, Agency staff has requested the applicant to provide more specification on resulting cuts and fills and proposed rerouting of the roadside drainages.

7/14/80

Drainage - Phase 1 is designed to perpetuate the existing roadside drainage pattern. Existing culverts will be extended and new culverts placed. The plans identify areas where the bike path will encroach into the existing roadside drainages. Staff has requested further delineation of the proposed improvements in these areas to assure that existing drainage patterns and capacities are not being detrimentally affected. The revised details will be reviewed by the Agency staff and the applicant in the field. Adherence to the 208 Water Quality Program Handbook of Best Management Practices recommendations and maintenance of existing drainage capacities will be the review criteria.

The project proposes to cross three creeks in Incline Village. Three of the crossings are of Rose Creek, one over Third Creek, and one over Incline Creek. Only the Third Creek crossing was proposed with a bridge structure. At the Development Review Committee field meeting, Ted Frantz of the Nevada Department of Fish and Game stated that no live streams in Incline Village should be crossed with culverts or reinforced concrete box structures. These types of improvements detrimentally affect fish spawning patterns and are not in conformance with the recommendations of the Agency's Handbook of Best Management Practices. Based upon these comments, the applicant has agreed to reevaluate the stream crossing proposals. These revisions would be subject to Agency staff and Department of Fish and Game approval.

Intersection Safety Improvements

The Phase 1 bike path provides spatially separated travel ways for pedestrian and bicycle traffic from automobiles except at intersections. The design of the system forces bicycle traffic into interactions with automobile traffic at certain critical intersections in Incline Village. The APC directed that special attention be given to the safety aspects of the intersection crossings. The five critical intersections will have striped crossing lanes and will be signed. A stacking area separated from the traffic lanes will be provided. One critical intersection is not proposed for improvement at this time. This is the easterly intersection of Northwood and Southwood Boulevards with State Route 28 near the core area of Incline Village. The path is proposed to deadend approximately 100 yards short of this intersection. This intersection is just north of the sites of the Middle School, the athletic fields and the swimming pool. This area will be subject to more intensive use and greater traffic generation in the near future. Greater pedestrian/bicycle traffic, as well as automobile traffic, will be generated in this area and through this intersection. Agency staff therefore recommends that this project provide striping and signing at this intersection to advise of pedestrian and bicycle traffic.

Advisory Planning Commission Action

The APC approved the subject project on July 9, 1980 with the conditions recommended by staff.

Staff Recommendation

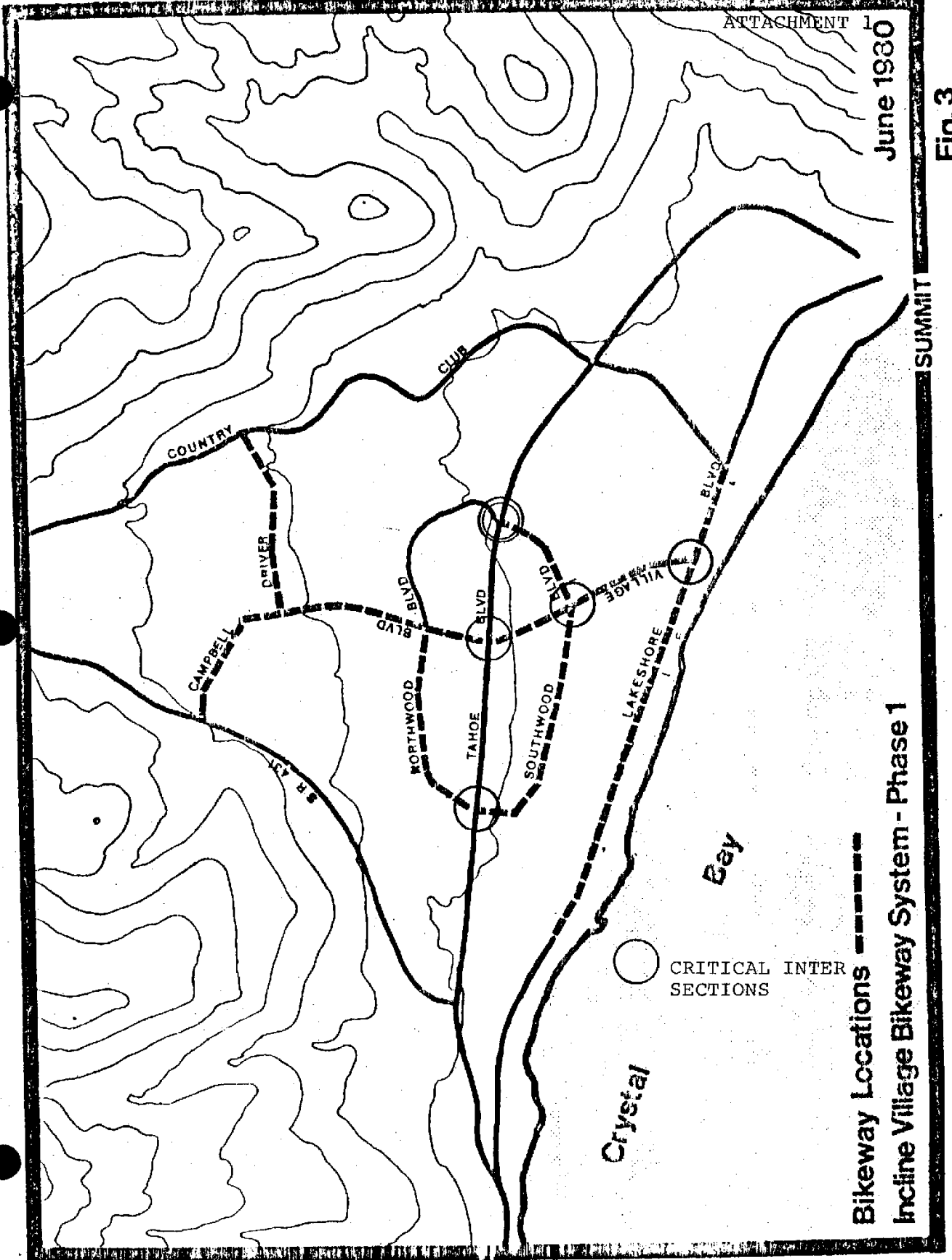
Agency staff recommends that the findings under Section 8.33 of the Land Use Ordinance be made and that the project be approved subject to the following conditions:

1. Each of the following conditions shall be completely satisfied prior to the issuance of any building or grading permits:
 - a. The final construction drawings for all site improvements shall be submitted to and approved by Agency staff. The final construction drawings shall clearly depict: 1) slope stabilization methods to be performed to stabilize all existing and proposed cut and fill slopes and areas denuded of vegetation; 2) areas to be revegetated, including complete specifications for such revegetation; 3) fencing for vegetation protection; 4) temporary and permanent erosion control devices; 5) measures to be taken for dust control; and 6) all drainage facilities.
 - b. Provision is made in the bid documents for this project that the intersection of Tahoe and Southwood Boulevards be striped and signed for bicycle traffic.
 - c. Submittal of revised live stream crossings plans. These plans are subject to Agency staff review and approval.
 - d. Submittal of an ongoing maintenance program and schedule for the continued maintenance of the bike system. This program must address seasonal use of the facilities.
2. There shall be no grading or land disturbance performed with respect to the project during periods of inclement weather or when there is snow on the site.
3. Replanting of all exposed surfaces, as per the revegetation and slope stabilization plan shall be accomplished within the first growing season following disturbance. Planting shall be accomplished prior to October 15.
4. Trees and natural vegetation to remain on the site shall be fenced for protection. Scarring of trees shall be avoided and, if scarred, damaged areas shall be repaired with tree seal.
5. Areas to be paved shall be paved prior to October 15.
6. Mud shall not be tracked off the construction site. Grading operations shall cease in the event that a danger of tracking mud offsite exists. The site shall be cleaned up and road right-of-way swept clean when necessary.
7. During construction, environmental protection devices such as adequate erosion control devices, dust control and vegetation protection barriers shall be maintained.
8. Rehabilitation and cleanup of the site following construction must include removal of all construction waste and debris.
9. This approval expires eighteen (18) months from the date of Governing Body approval unless substantial work has commenced on the project.

10. Construction of all improvements shall be completed within twenty-four (24) months of the date of Governing Body approval. If construction is not completed within said time, this approval shall expire and the applicant or his successor in interest shall immediately remove all partially completed work and return the site, as far as possible, to its original condition. If the applicant or his successor in interest fails to do so, the permit-issuing authority or the Agency may have the work performed at the applicant's or his successor's in interest expense, costs to constitute a lien against all the real property which is the subject of this approval.
11. Agency staff shall be notified at least 48 hours prior to the commencement of construction. This notification shall include: a) who will be doing the work; b) when the work will commence; and c) when the completion of work is expected.

June 1980

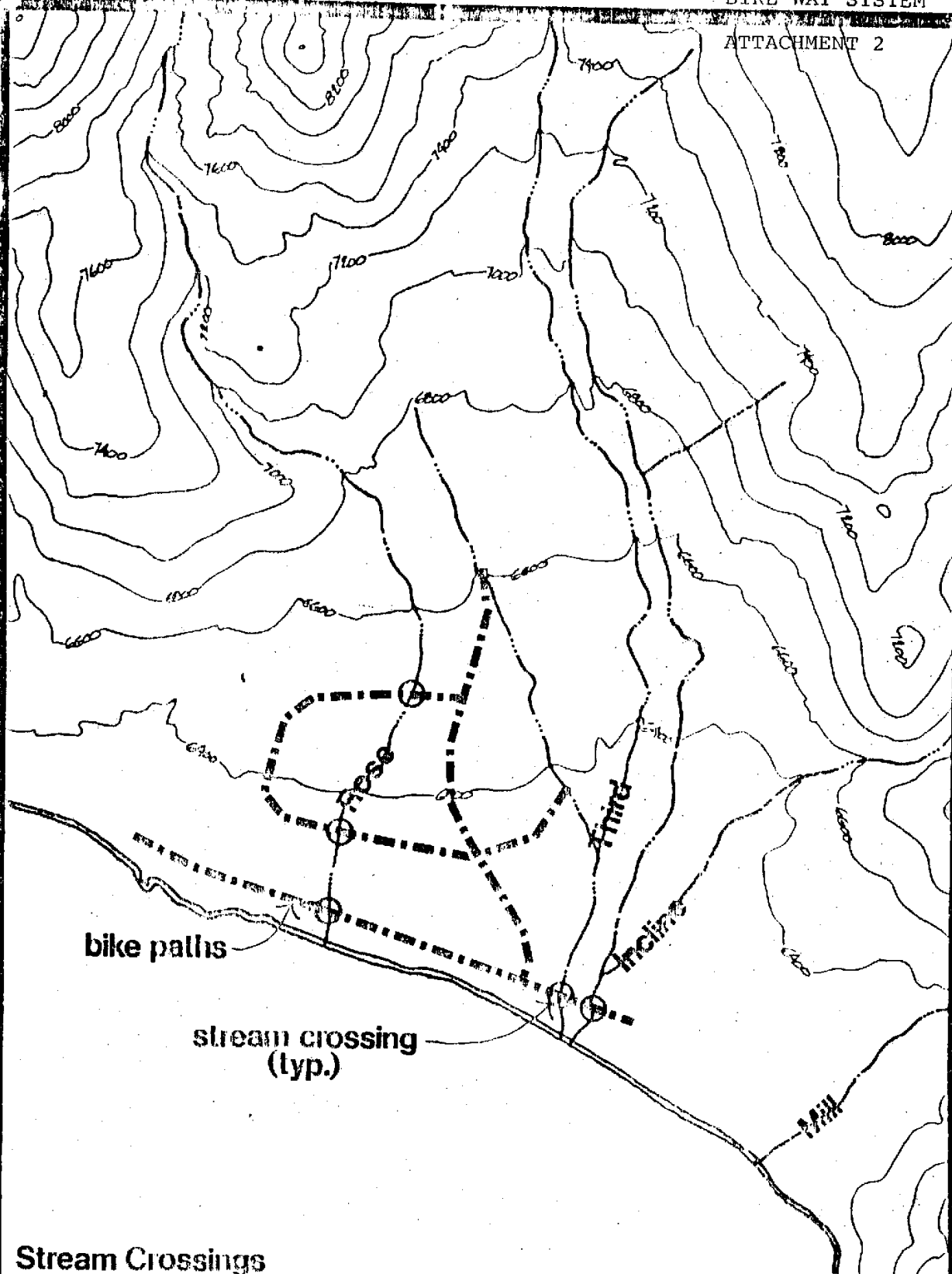
Fig. 3



Bikeway Locations - - - - -
Incline Village Bikeway System - Phase 1

SUMMIT

Crystal Bay
○ CRITICAL INTER SECTIONS



bike paths

stream crossing
(typ.)

Incline

Stream Crossings

Incline Village Bikeway System - Phase 1

June 1980

SUMMIT

Fig.9

TAHOE REGIONAL PLANNING AGENCY
STAFF SUMMARY AND RECOMMENDATION

Sierra Pacific Power
Power Line Replacement
Highway 267 to Kings Beach
Placer County

Summary

The Sierra Pacific Power Company is requesting TRPA approval of a public works project in Placer County. This project proposes the upgrading of an existing 60 KV transmission line to 120 KV. The majority of the line is located in rights of way on private property; however, short sections of the transmission will be located on Forest Service property. Approximately 3.1 miles of this project are located in the Lake Tahoe Basin.

The proposed 120 KV line consists of 65 foot class H-1 single pole structures, stand-off port insulators, and non-specular conductors. Upgrading will consist of replacing all of the existing poles.

Need for Facility

The purposes of the proposed project are as follows:

1. To increase electrical service reliability to the North Lake Tahoe area;
2. To decrease air traffic obstacles at the Truckee-Tahoe Airport;
3. To provide additional electrical service to the Truckee Donner Public Utility District; and
4. To reduce electrical line losses.

Proposed Construction

Due to the electrical demand on the North Tahoe system, the Truckee-Kings Beach transmission line cannot be completely taken out of service in order to repair it. It can, however, be taken out of service during the summer daytime period. Because of this demand, the following construction methods must be adhered to daily:

- disconnect existing transmission line;
- pull existing power poles;
- drill new pole holes;
- install new poles and insulators;
- string new conductor (electrical wire); and
- connect rebuilt section to existing transmission line.

Conformance With Public Facilities Master Plan

Under the section dealing with transmission facilities in the master plan, the following is stated: "The present transmission system to the North Tahoe area is deficient in capacity. This area is serviced by two 60 KV lines located on separate supply corridors and the loss of either line at a time of the area peak load will result in an interruption of service to about 50% of the customers served."

The master plan recommends under "ultimate electrical system expansion" that the existing 60 KV line in this area be replaced with a 120 KV transmission line.

Height

The transmission poles will be two types. Tangent poles which will be approximately 57 feet high and angle poles which will be approximately 75 feet high. In order to approve this excess height the following findings must be made:

1. The provision has been made for protection from fire hazards and against aviation accidents;
2. consideration has been given to the protection of view and to the character of the neighborhood;
3. proper provision has been made for light and air; and
4. such greater height will better promote the protection of the environment in the area.

The poles will be visible and located adjacent to the roadway in most instances and will not be a hazard to aviation. This project is partially to rectify an existing aviation problem adjacent to the Truckee Airport. The poles will be obtrusive due to the height. The maximum visibility will be next to Highway 267. Due to constraints recognized in the Public Facilities Master Plan, undergrounding is not feasible. Undergrounding would also result in encroachment into a stream environment zone surrounding Griff Creek. This greater height will not substantially affect the environment in the area. The poles will be placed in existing areas of disturbance and will provide greater reliability of service in the area with the minimization of service interruptions.

Approvals

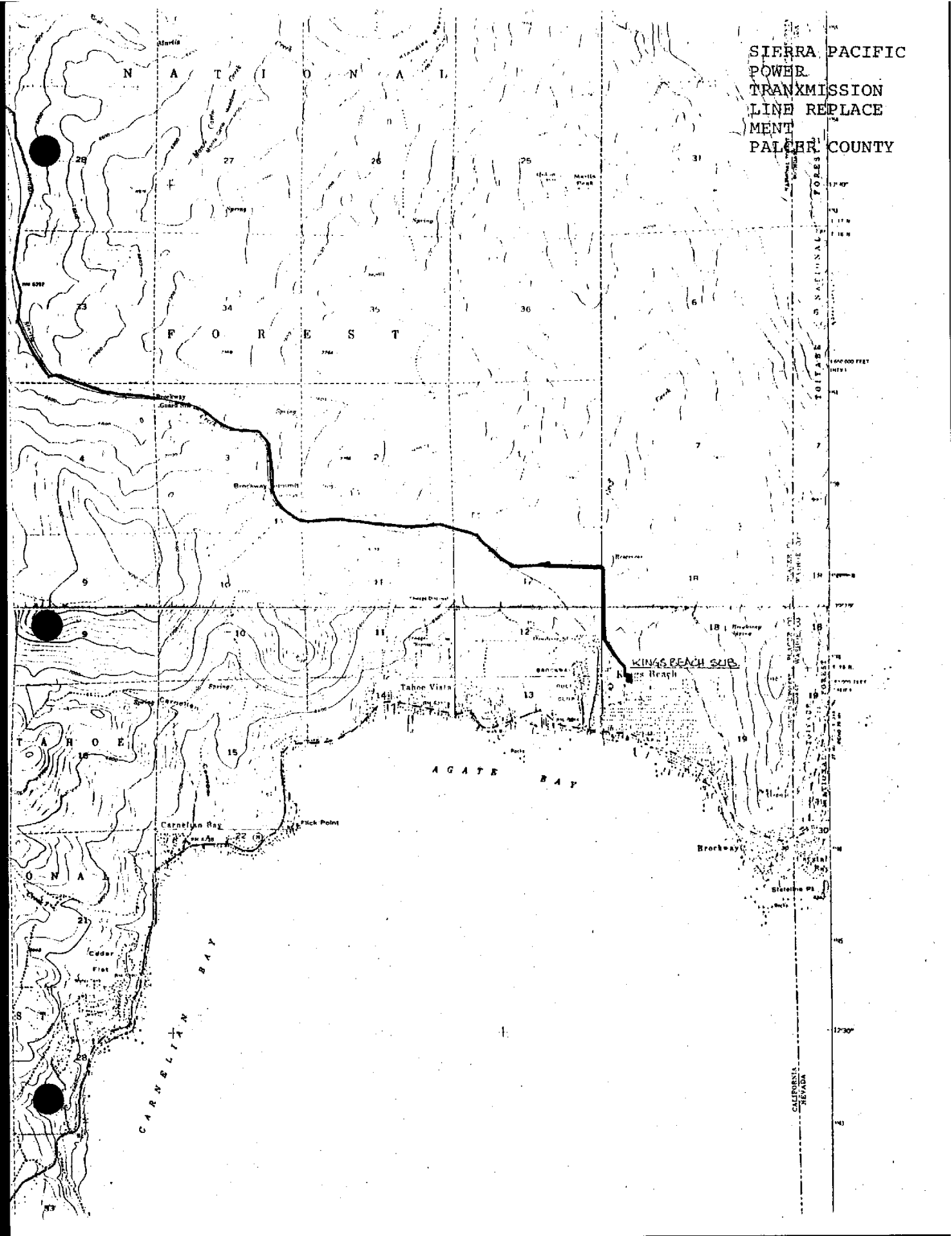
The California Tahoe Regional Planning Agency Governing Body approved the subject project at the July 3, 1980 meeting.

Recommendation

Agency staff recommends that the height variance be approved with the necessary findings. Staff further recommends that the public works project be approved subject to the condition that all grading, clearing, and land disturbance relative to this project be done in accordance with the TRPA Handbook of Best Management Practices and the Agency's Grading Ordinance.

7/14/80

SIERRA PACIFIC
POWER
TRANSMISSION
LINE REPLACE
MENT
PALMER COUNTY



N A T I O N A L

F O R E S T

A G A T E B A Y

C A R N E L I A N B A Y

KINGS BEACH SUB

CALIFORNIA
NEVADA

TOTAL 5 NATIONAL FOREST

1740
1750
1760
1770
1780
1790
1800
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