TRPA
APC
PACKETS

JULY
1980

Phil O.

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

NOTICE IS HEREBY GIVEN that on July 9, 1980 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: July 1, 1980

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

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA Office, 2155 South Avenue
South Lake Tahoe, California

July 9, 1980
10:00 a.m.

PRELIMINARY AGENDA

I CALL TO ORDER AND DETERMINATION OF QUORUM

II APPROVAL OF AGENDA

III DISPOSITION OF MINUTES

IV SPECIAL REPORT

U.S. Forest Service, Lake Tahoe Basin Management Unit, Management Alternatives for Lots or Parcels Acquired Through Purchase or Donation — JON HUSTER

V PUBLIC WORKS

NEED DISPLAY A. Washoe County, Clean Lakes Sediment/Nutrient Control Project, Incline Village — PAO

B. Washoe County, Phase I Bicycle Trail Improvements, Incline Village — JPD

C. California Department of Transportation, Erosion Control and Slope Stabilization at El Dorado Beach and U.S. Highway 50, City of South Lake Tahoe — CAT

VI CLEARINGHOUSE

A. California Department of Transportation

1. A-95 Process Memorandum of Understanding Between Caltrans and TRPA — PAO

2. 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 — JPD

B. Heavenly Valley/U.S. Forest Service, Clearinghouse Review and Administrative Permit for Canyon Ski Lift, El Dorado County — JPD

C. California Water Resources Control Board, Details on Clean Lakes Grant Application — PAO

VII REPORTS

A. Request for Reconsideration by Tahoe Resource Conservation District, Tahoe City Public Utility District, Star Harbor Athletic Field, Placer County — PAO

B. Public Interest Comments

C. APC Members — Resolution of Commendation for Neal Walton — former Vice

VIII RESOLUTIONS

IX CORRESPONDENCE

X PENDING MATTERS

XI ADJOURNMENT

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA Office, 2155 South Avenue
South Lake Tahoe, California

June 11, 1980
10:00 a.m.

REGULAR MEETING MINUTES

I CALL TO ORDER AND DETERMINATION OF QUORUM

The meeting was called to order at 10:00 a.m. by Chairman Phil Overeynder. Sitting in for regular APC members were Terry Hanson, of the Nevada Division of Environmental Protection, and Carol Drawbaugh, for the City of South Lake Tahoe Planning Department.

APC Members Present: Mr. Combs, Mr. Milam (present at 10:20), Mr. Drawbaugh, Mr. Burnham, Mr. Iturreria, Mr. Scribner, Mr. Duncan (present at 10:40), Mr. Hoole (present at 10:20), Mr. Hoefer, Mr. Wright, Mr. Terry Hanson, Mr. Antonucci, Mr. Stan Hansen, Ms. McMorris, Mr. Bailey (present at (10:15), Mr. Hadfield, Mr. Pyle

APC Member Absent: Mr. Bidart

II APPROVAL OF AGENDA

MOTION by Mr. Hadfield with a second by Mr. Burnham to approve the agenda as presented. The motion carried unanimously.

III DISPOSITION OF MINUTES

MOTION by Mr. Pyle with a second by Mr. Hadfield to approve the regular APC meeting minutes from May 14, 1980. The motion carried unanimously.

IV PUBLIC HEARING

Douglas County, 4 Lots Fronting Laura Drive, from High Density Residential to Recreation

Senior Planner Gordon Barrett explained that this was a continued public hearing from the March APC meeting when it was learned that neighboring property owners to the four lots fronting Laura Drive would object to the County's development of a park, citing noise and litter problems as their main concerns. The APC continued action on the matter until comments could be received from the Douglas County Parks and Recreation Commission on the County's specific plans for the property which was deeded by Harvey's Inn to make up for required open space.

Daniel Follosco, a neighboring property owner, explained that the area residents are still opposed to a park per se but would like to see the property left as open space. Bob Hadfield, Douglas County Manager, advised that the agreement to deed the property to the County was the result of a settled law suit, and the deed stated that the property was to be developed for recreational purposes. If the residents in the area are opposed to a

park, the County is willing to deed the four lots back to Harvey's for development to high density residential units. In the long run, the County would like to see some grass in the area with some playground equipment. This is not in the 5 year park plan, however, which was adopted 2 years ago. The County at this time has no formal plans or budgeted funds for site improvements but would like some vegetation or easy maintenance open space. The County had not given thought to using this property in a transfer of development rights situation since Zephyr Cove Park is already developed and additional park area is not really needed. The restrictions of the deed do not permit this kind of flexibility.

MOTION by Ms. McMorris to approve the reclassification of the four lots fronting Laura Drive from High Density Residential to Recreation.

Ms. McMorris asked that Douglas County advise Harvey's Inn that this property is not to be used as a private playground for its visitors but is primarily a neighborhood park for local residents. Mr. Barrett advised that staff has a concern with the site's present condition and would like to see erosion control and revegetation work undertaken as soon as possible.

Ms. McMorris asked that the motion include a recommendation to Douglas County that the site be revegetated.

Mr. Hadfield advised that the County would submit a letter to the Agency committing the County to clean up the site so that it will no longer be an eyesore or erosion problem. A timeframe for completion of this work will be included in the letter.

Second by Mr. Pyle. The motion carried on the following vote:

Ayes:	Mr. Combs, Mr. Drawbaugh, Mr. Iturreria, Mr. Scribner, Mr. Hoefer, Mr. Wright, Mr. Terry Hanson, Mr. Antonucci, Mr. Stan Hansen, Ms. McMorris, Mr. Pyle
Nays:	None
Abstain:	Mr. Milam, Mr. Burnham, Mr. Hoole, Mr. Bailey, Mr. Hadfield
Absent:	Mr. Duncan, Mr. Bidart

V PUBLIC WORKS

South Tahoe Public Utility District, Water Distribution System Improvements, City of South Lake Tahoe

Chairman Phil Overeynder explained that this project had not yet received CTRPA approval but the existing grant program will not be maintained and a construction season will be lost if the application is not acted on this month. It is scheduled to go before CTRPA in July. The staff summary was presented by Gordon Barrett. The project proposes two new water storage reservoir tanks and associated on-site improvements and replacement of existing water lines and addition of new lines. Staff is primarily concerned with on-site controls around both proposed reservoir installations and the new lines proposed to cross Cold Creek south of Pioneer Trail. Staff recommends approval of the project with conditions.

Bill Johnson, of the U.S. Forest Service, has recommended that the existing unstable dirt road adjacent to the Cold Creek stream channel be paved as soon as possible since it is used year around and there is evidence of sediment loading in the stream from the road.

Bob Baer, Assistant District Engineer for the South Tahoe PUD, explained that SCS had been contacted to develop the master plan for the watershed as outlined in the staff conditions. Dick Pyle, of SCS, suggested that this job be given a high priority for CCC people. There is a critical fire hazard in the Montgomery Estates area and there are some critical eroding areas on the banks of the unused storage ponds. SCS has recommended drop inlets, rip rap, extensive rock-lined ditches (particularly to intercept the slopes from the two ponds). To a concern raised by Ken Milam on assurances that the specific improvements would be undertaken, Phil Overeynder explained that TRPA has an ongoing program of applications with STPUD for water system improvements. Staff would expect compliance toward restoration of the area since it serves as one of the primary water sources for the District. The District is expected to come back in with specific proposals when the plan is complete.

MOTION by Mr. Milam to approve the South Tahoe PUD water distribution system improvements as recommended by staff. Second by Stan Hansen. The motion carried on the following vote:

Ayes:	Mr. Combs, Mr. Milam, Mr. Drawbaugh, Mr. Burnham, Mr. Iturreria, Mr. Scribner, Mr. Hoole, Mr. Hoefer, Mr. Wright, Mr. Terry Hanson, Mr. Antonucci, Mr. Stan Hansen, Ms. McMorris, Mr. Bailey, Mr. Hadfield
Nays:	None
Abstain:	Mr. Pyle
Absent:	Mr. Duncan, Mr. Bidart

VI CLEARINGHOUSE

A. U.S. Forest Service, Land Acquisition of 8/10 Acre at Tahoe Woods, Placer County

Phil Overeynder presented the staff recommendation for support of the donation pointing out that TRPA will likely be asked to comment on many more of these types of projects in the future. Staff would ask that the APC take a position on acquisition of lands within subdivisions. While the individual effect of lots being acquired may not be great, the accumulated impact could be quite extensive. Jon Hoefer advised that the Forest Service accepts land donations only when the subject property is clear of all encumbrances; whatever liens exist on a piece of property must be paid off by the donor before the Forest Service accepts the donation. Bob Hadfield pointed to future problems for public entities if properties within subdivisions are taken off the tax rolls and the funds for necessary services are no longer available. Douglas County would take the position that it will not provide any services to these properties (snow plowing, litter cleanup, etc.) if no money is being obtained from them.

Jon Hoefer pointed out some of the attendant problems with purchasing or acquiring lands within subdivisions through donation. Fortunately the Forest Service has been able to obtain watershed restoration funds to date to work on properties under its ownership. It has been suggested that the Forest Service retain the development rights on these lands but sell them as raw open space back to the adjoining property owners for tax purposes. Phil asked that the Forest Service give a presentation at the July meeting on possible management alternatives for such properties.

MOTION by Mr. Milam to comment favorably on the 8/10 acre land donation in Tahoe Woods and to request that the Forest Service present alternative management plans for such lands at a future APC meeting. Second by Mr. Hoole. The motion carried on the following vote:

Ayes:	Mr. Combs, Mr. Milam, Mr. Drawbaugh, Mr. Burnham, Mr. Iturreria, Mr. Scribner, Mr. Duncan, Mr. Hoole, Mr. Wright, Mr. Terry Hanson, Mr. Antonucci, Mr. Stan Hansen, Ms. McMorris, Mr. Bailey, Mr. Hadfield, Mr. Pyle
Nays:	None
Abstain:	Mr. Hoefer
Absent:	Mr. Bidart

B. Tahoe-Truckee Sanitation Agency, Draft Environmental Impact Report for Increasing Wastewater Treatment Capacity, Placer County

Phil Overeynder presented the staff summary explaining that the proposed expansion at the TTSA plant would increase wastewater treatment capacity to 5.44 MGD consistent with state and federal requirements for the Truckee River Basin. It has been the Agency's policy in the past to have the primary authority for determining treatment requirements precede the Agency in review of specific expansion proposals. In this case, TRPA would turn to Lahontan for a recommendation. It is the Agency's understanding that Lahontan would be required to modify the standards on the Truckee River to allow for plant expansion; these standards have not been finalized at this point. Additionally, concern has been raised by the Nevada Division of Environmental Protection (NDEP) with regard to meeting the standards downstream. To Nevada's concern that California was intending to lower its Truckee River standard, Dave Antonucci commented that the Lahontan Board has already elected to relax its standards in California to accommodate the TTSA expansion. The opposition coming from Nevada has not been strongly voiced at this point; but if the criticism is that strong, Nevada still has an opportunity to have the standards modified when they are ultimately reviewed by the State Water Quality Control Board in Sacramento and again when EPA reviews the standard for final approval.

In view of the discussion, Phil advised that TRPA would recommend a conditional support of the draft EIR noting that TRPA is concerned with the resolution of the final water quality standards on the Truckee River. This, however, is the jurisdiction of NDEP working with Lahontan.

Discussion followed on the extent of Nevada's comments to date on the proposed expansion and the necessity for Lahontan to get in touch with Nevada officials and Washoe County representatives to get their input. Joe Borgerding, TTSA Assistant Manager, advised that the EIR contains wastewater alternatives and how they would impact the Truckee River. Depending on the waste discharge permit, there is no need to modify the EIR since the total range of possible standards has been covered.

Ms. McMorris voiced concern about TRPA being placed in an akward political situation by taking action at this time due to the far-reaching implications of the project. Mr. Iturreria agreed commenting that while agreeing the system needed to be expanded he would like more input from Nevada before acting. Mr. Borgerding pointed out that what TRPA was being asked to comment on was not the water quality standards of the Truckee River but the plant expansion. Mr. Hadfield pointed out that the impact of the expansion on downstream users should not be discounted and any motion approved by the APC should include an awareness of Nevada's concerns.

MOTION by Mr. Milam that the Governing Board support the TTSA plant expansion EIR and selected alternative with the condition that the Governing Board strongly urge the Lahontan Regional Water Quality Control Board in setting discharge requirements to recognize the concerns of the Nevada Division of Environmental Protection and other downstream users of the Truckee River. Second by Mr. Combs.

Mr. Antonucci asked if the motion could be split into two parts. Mr. Milam said he wanted to keep the motion as it was phrased.

The motion carried on the following vote:

Ayes:	Mr. Combs, Mr. Milam, Mr. Drawbaugh, Mr. Burnham, Mr. Iturreria, Mr. Duncan, Mr. Hoole, Mr. Hoefer, Mr. Stan Hansen, Mr. Bailey, Mr. Hadfield, Mr. Pyle
Nays:	Mr. Scribner, Mr. Wright, Mr. Terry Hanson, Ms. McMorris
Abstain:	Mr. Antonucci
Absent:	Mr. Bidart

Mr. Antonucci explained that, although he did support the first part of the motion, he could not vote in favor of it since it contained a recommendation to the Lahontan Board. Ms. McMorris commented that the motion needed to be stronger. Mr. Scribner explained that he was opposed to the condition. EPA has demonstrated a very poor knowledge of the Truckee River and the EIR stage is the proper time for Nevada to comment. Nevada should make a strong presentation if its concerns are that apparent.

D. California Department of Transportation A-95 Process Memorandum of Understanding Between Caltrans and TRPA

Phil presented the staff summary explaining that because of the large number of relatively small projects undertaken by Caltrans that entity has entered into a memorandum of understanding with areawide clearinghouses regarding the types of projects which would be excluded from review (categorically exempt). Staff recommends approval of the proposed memorandum subject to the conditions that the State Transportation Improvement Plan and Transportation Improvement Plan be subject to annual review by TRPA to ensure proper prioritization of plans and programs and to ensure the incorporation of elements of adopted air and water quality programs and that the list of exempt projects be modified to delete projects costing $500,000 or less and certain projects as indicated in the staff summary.

Bob Skidmore, from Caltrans, gave a brief presentation on Caltrans projects and pointed out that the memorandum would eliminate unnecessary paper work on small maintenance type operations. Any project which would be put out to contract would have TRPA and CTRPA review. There was general agreement among APC members that the memorandum was satisfactory in concept but clarification was needed to define normal maintenance operations and to exclude these types of projects from TRPA review. Jon Hoefer commented that the clearinghouse review process serves an important function in that the lead agency on a project is not always sensitive to environmental, social or economic impacts which are pointed out by and of concern to the clearinghouse agency. Even though additional paper work may be necessary, it would be wise to bring more of these seemingly minor projects to the Agency for comment.

MOTION by Mr. Pyle to support the staff recommendation to sign the Caltrans memorandum of understanding on A-95 projects with certain modifications.

There was some concern on the part of the APC members that the memorandum as drafted exempted projects which should have TRPA review; Rick Bailey suggested that staff and Caltrans work together to come up with clarifying language and that the matter be continued to July.

Mr. Pyle withdrew his motion.

MOTION by Mr. Pyle to continue the Caltrans request for an A-95 memorandum of understanding until staff meets with a representative from Caltrans to satisfy APC concerns. This memorandum is to be reviewed in light of and to be consistent with California Environmental Quality Act requirements with regard to categorical exemptions in the Tahoe Basin. Second by Mr. Stan Hansen. The motion carried unanimously.

C. California Water Resources Control Board, Clean Lakes Grant Application

Phil Overeynder presented the staff summary pointing out that there are currently funds available through the EPA Clean Lakes Grant program in this fiscal year for Region IX totaling $500,000. This application by California may be in competition for the same monies that the Nevada Division of Environmental Protection is seeking to complete erosion control work on Kingsbury Grade in Douglas County. TRPA has no details on the Water Resources Control Board request with regard to specific projects. Dave Antonucci, from Lahontan, pointed out this was a State application and would not be competing for the Kingsbury funds but would be seeking any leftover funds. Bob Hadfield, Douglas County Manager, agreed that he did not view this as competing for the same monies, and Nevada's project would have to stand on its own merits in seeking funding. Germaine McMorris advised the APC that in talks with EPA she had learned that there were very few funds. The Kingsbury project was a top priority in the Agency's 208 program and, in her opinion, there would definitely be competition for funds. She recommended that no action be taken until California submitted more details on specific projects which the State intended to fund. There is also some question on the legality of processing a clearinghouse application without a particular project in mind. Staff pointed out that, at this point, all TRPA had received was a verbal request, no written application.

MOTION by Mr. Pyle with a second by Mr. Scribner to support the California Water Resources Control Board clearinghouse request in concept with a provision that the State come back in 30 days with a specific proposal. The motion carried on the following vote:

Ayes:	Mr. Combs, Mr. Drawbaugh, Mr. Iturreria, Mr. Scribner, Mr. Duncan, Mr. Hoole, Mr. Hoefer, Mr. Pyle
Nays:	Mr. Milam, Mr. Wright, Mr. Terry Hanson, Mr. Stan Hansen Ms. McMorris, Mr. Bailey
Abstain:	Mr. Burnham, Mr. Antonucci, Mr. Hadfield
Absent:	Mr. Bidart

VII PLANNING MATTERS

Land Use Ordinance Amendments Providing an Administrative Procedure for Timesharing Developments

Gordon Barrett explained that the Governing Board had continued the first reading of the proposed timesharing ordinance in May so that the City of South Lake Tahoe could review the proposed draft to see if there were any conflicts between it and the City's timesharing ordinance. Dennis Crabb, the City's legal counsel, suggested three alternative actions to be considered by the Board: 1) to do nothing; 2) to adopt a timesharing ordinance which can be overridden should a local timesharing ordinance be in effect (i.e. the TRPA ordinance would apply only where a timesharing ordinance does not exist); or 3) to adopt an ordinance consistent with zoning, density and any other standard of a local government. Currently the City's ordinance permits timesharing in both General and Tourist Commercial districts; the proposed TRPA ordinance permits timesharing only in Tourist Commercial. The City sees conversion of motel units to timesharing as the "rage", particularly since no subdivisions are allowed in California because of CTRPA regulations and timesharing can be done without a subdivision map. This also has a potential for redevelopment alternatives and should not be discouraged. On the other side is the fact that the Agency has certain standards with regard to coverage, density and number of allowable units which can have kitchens in the General Commercial zone. Motels in the General Commercial district are limited to 1 kitchen for every 10 units. If the City is approving conversions to timesharing and putting in kitchens in each unit the result is nonconforming projects.

In going over the ordinance, staff would be receptive to allowing timesharing in both commercial zones so long as the resultant project is in conformance with the ordinances. Bill Combs advised that Placer County does not have a timesharing ordinance but would not be in favor of an ordinance which would prohibit motel to timesharing conversions. Ken Milam commented that El Dorado County did not have a timesharing ordinance. In Douglas County, Andy Burnham explained that the staff has been directed to look into timesharing with a view towards permitting it in both commercial and residential zones. Douglas County would favor the City's second alternative. Phil Overeynder pointed out that the Resort Timesharing Council of the American Land Development Association has asked that if an ordinance is adopted that it be done on a basinwide basis rather than each jurisdiction having a different ordinance and standard. There was further discussion on whether or not TRPA should adopt an ordinance and whether it should be less or more restrictive than the local jurisdiction regulations.

MOTION by Mr. Combs that the APC support TRPA's adoption of a timesharing ordinance setting forth minimum standards which would allow local jurisdictions to set more restrictive standards. Second by Mr. Antonucci. The motion carried on the following vote:

Ayes:	Mr. Combs, Mr. Milam, Mr. Drawbaugh, Mr. Iturreria, Mr. Scribner, Mr. Duncan, Mr. Hoole, Mr. Hoefer, Mr. Wright, Mr. Terry Hanson, Mr. Antonucci, Mr. Stan Hansen, Mr. Bailey, Mr. Hadfield, Mr. Pyle
Nays:	None
Abstain:	Mr. Burnham, Ms. McMorris
Absent:	Mr. Bidart

There was general agreement among the APC members that timesharing should be allowed in all commercial land use districts.

VIII REPORTS

A. Status of the Tahoe City Public Utility District Star Harbor Athletic Field

Phil Overeynder explained that the Governing Board in May approved the Tahoe City PUD's athletic field at Star Harbor in spite of the APC's action continuing the project one month so that more information could be presented. The District was concerned about losing the project funding if action by TRPA was delayed another month. The Board had much the same concerns as those raised by the APC and placed several conditions on the project, among which was one requiring the redesign of the parking lot to move it away from the SEZ with final construction drawings to be approved by staff. In a recent meeting with the District it was agreed that the applicant would redesign the parking lot taking it a sufficient distance away from the SEZ, to do extensive restoration work in the SEZ, and to shift the ball field 30 feet to minimize the fill on the west side of the project site. Staff will bring the plans back to the APC as soon as they are submitted by the District.

Phil suggested that, in the future when APC members feel strongly about a project, the local Governing Board representative should be contacted so that he/she is aware of the APC concerns. In this case, it was difficult for the Board to appreciate how strong the APC's opposition was to the project as presented with insufficient information to adequately assess its merits. Mr. Pyle advised that the District had totally misrepresented the project to the Governing Board, and he admired the staff's restraint in the matter.

B. Public Interest Comments - none

C. APC Members

Dick Pyle urged APC members to attend the June 18 bus tour being sponsored by the Nevada Tahoe Conservation District. Bill Combs advised that Larry Sevison had been elected as the new supervisor for Placer County District 5 and would be the new Governing Board member from Placer County beginning next year.

IX RESOLUTIONS - none

X CORRESPONDENCE - none

XI PENDING MATTERS - none

XII ADJOURNMENT - The meeting adjourned at 1:50 p.m.

This meeting was recorded in its entirety. Anyone wishing to listen to the tapes may call for an appointment (916) 541-0246.

Respectfully submitted,

Julie D. Frame

Julie D. Frame
Administrative Assistant

TAHOE REGIONAL PLANNING AGENCY

MEMORANDUM

DATE: June 30, 1980

TO: The Advisory Planning Commission

FROM: The Staff

SUBJECT: Management Alternatives for Lots Acquired Through Purchase or Donation - U.S. Forest Service

This item is on the agenda at the request of the APC members in June after review of a clearinghouse application involving the acquisition by donation of a small parcel within an existing subdivision. Since the likelihood exists that more of these kinds of acquisitions will take place in the future, the Forest Service representative was asked to bring the APC members up to date on alternative management plans for these properties.

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
P.O. Box 10529 So. Lake Tahoe, CA 95731

RECEIVED JUL 02 1980

June 30, 1980

Mr. James Arden
Wateresource, Consulting Engineers, Inc.
28 Vine St.
Reno, NV 89503

RE: Road Bank and Slope Stabilization Improvements
Incline Village, Washoe County, State of Nevada

Dear Jim:

As discussed during our meeting of June 23, we have several questions and comments pertaining to Section 3 - Slope Protection and Erosion Control.

2. Hydro-Seeding (C.S.I. 02485)

B. Materials

(1) Seed: We question the use of Agropyron Cristatum (Fairway Crested Wheat Grass); would recommend using the seeding mixture which we sent you on June 24. Existing Seed Mix — Same as Mt. Rose

(2) Fertilizer: We suggest reducing the amount to 300 pounds max.

(3) Mulch: In addition to straw tackifier (as shown in Spec. 1006 (Preliminary), you also provide erosion blanket on slopes greater than 2:1

4. Wire Mesh: This is an outstanding material, but we question whether it should be used in an urban area - will it lead to entrapment of animals, children, etc? If the areas are no steeper than 1-1/2:1 we suggest you might consider the use of excelsior blanket. ok

We feel that perhaps 90% compacted density on the fill areas is too great; suggest that the top 2 or 3 inches be loosened to permit plant root penetration. We recommend also, to prevent disturbance of a greater area, that you back slope to 1-1/2:1 rather than 2:1, and use the excelsior blanket with straw.. ok

↳ Leave as is

We would also like to comment on the rock-lined ditch; a 1:1 ditch is not stable - we recommend the slopes should be a minimum of 1-1/2:1. It will probably be necessary to extend the culverts. revise

We note that the specifications for the gabions do not call for connecting wires inside the gabions; according to the Bekart Gabion Handbook, they should be installed to prevent bulging and deformation of the gabion walls. ok - revise

Gordon Hess, SCS Engineer, suggested that you need to protect your structures from snow removal equipment; he recommends you replace the rock-lined ditches with "L" shaped curb and gutters. ok leave as is

Jim, we feel you have really done a good job, but think these suggestions, based on the experiences of the SCS, would improve the plan. If we can be of assistance in any way, please do not hesitate to call.

Sincerely,

Richard C. Pyle
District Conservationist

cc: Harry Ball, EPA, San Francisco

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 Impact and Mitigation Measures

This project was received in the TRPA office on Friday, June 27, 1980. This staff summary and recommendation was prepared on Monday, June 30. Agency staff has therefore not had an opportunity to review the project specifics in the field especially regarding grading, slope stabilization and drainage, and the stream crossings.

6/30/80

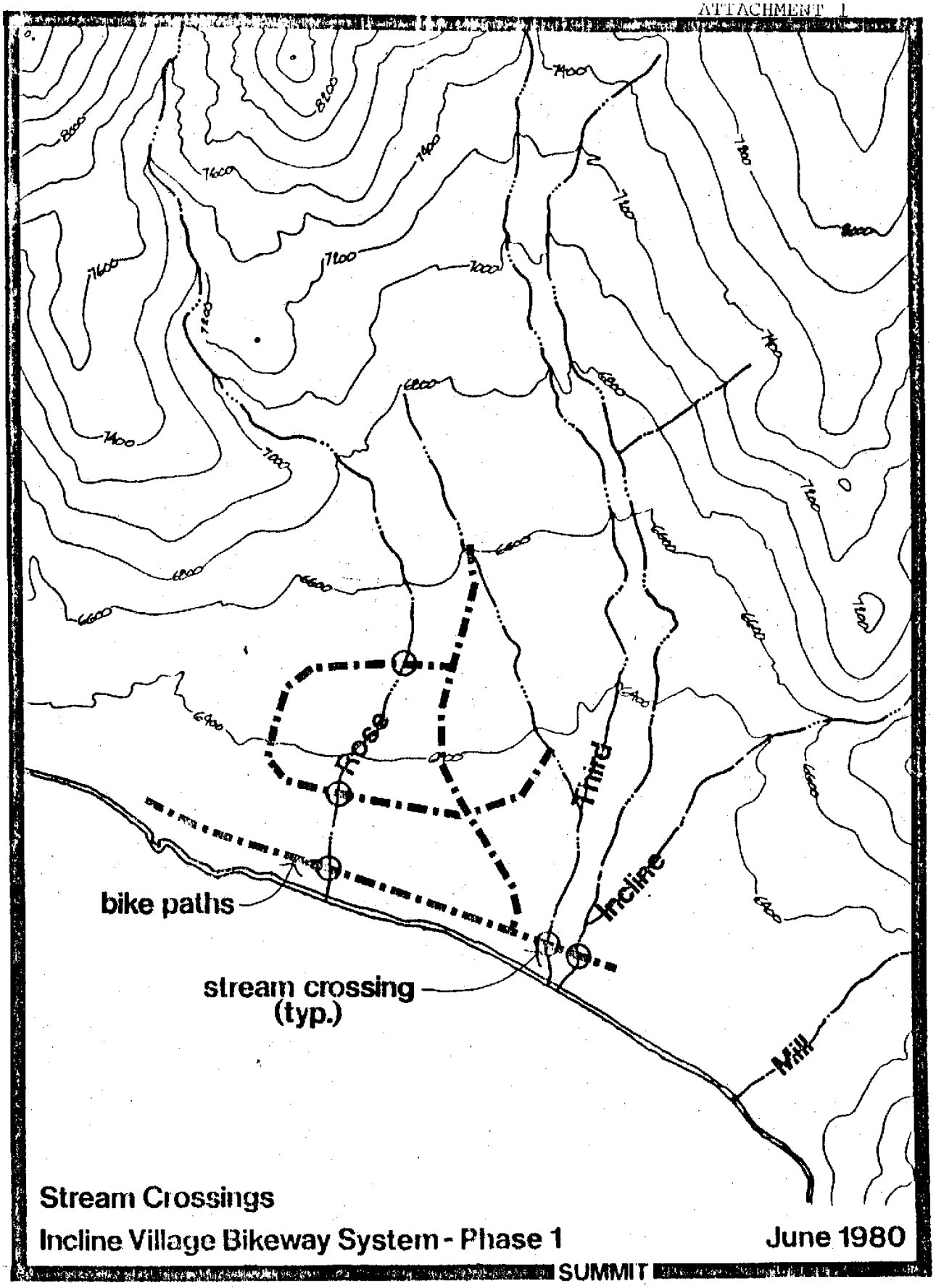
This project is included on the July 7, 1980 Development Review Committee (DRC) field trip agenda. At that time comments will be solicited from all participating agencies. These comments will be incorporated into an updated summary for the APC meeting.

Staff Comment

The applicant proposes to direct all street crossings to existing intersections. Each intersection will be restriped to direct traffic across the intersection. Of specific concern to the APC was the intersection of Tahoe Boulevard and Northwood Boulevard adjacent to the Middle School site. This intersection has no improvements proposed. Agency staff recommends that this intersection at least be striped to indicate that cross traffic is possible and to provide a safe crossing point.

Recommendation

Agency staff will finalize its recommendation after the July 7, 1980 DRC field trip.



Stream Crossings

Incline Village Bikeway System - Phase 1 June 1980

SUMMIT

Fig.9

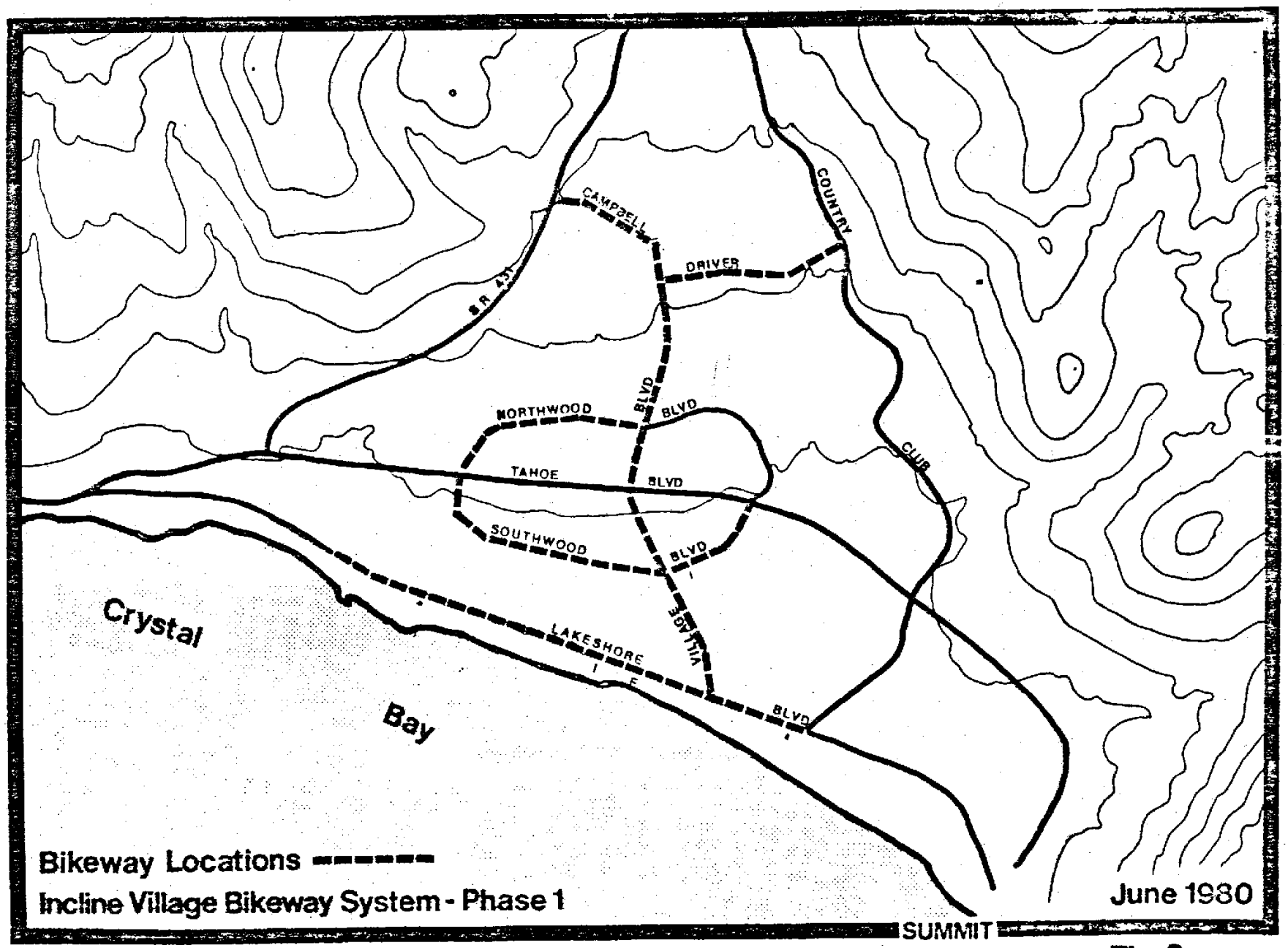

CAMPBELL
DRIVER
COUNTRY
CLUB
SR 431
NORTHWOOD
BLVD
BLVD
TAHOE
BLVD
SOUTHWOOD
BLVD
VILLAGE
LAKESHORE
BLVD
Crystal
Bay
Bikeway Locations
Incline Village Bikeway System - Phase 1
June 1980
SUMMIT

Fig. 3

TAHOE REGIONAL PLANNING AGENCY
STAFF SUMMARY AND RECOMMENDATION

California Department of Transportation
Shoreline Protective Device at El Dorado Beach
City of South Lake Tahoe

Project Location and Description

Application has been made by District 3 of Caltrans in Marysville for a shoreline protective device, pursuant to Section 10.00 of the Shorezone Ordinance, in connection with bank stabilization and construction of a pedestrian access at El Dorado Beach in the City of South Lake Tahoe. The work will be located at El Dorado County Assessor Parcel Nos. 27-01-14, -15, -17 and 26-05-02 in the vicinity of State Highway 50 and Rufus Allen Boulevard. The project is in a Shorezone Tolerance District #4.

The project site will be a maximum of 860 feet along the shoreline and involves a gently sloping sand beach at the base of a steep 25 foot ± eroding bank. The protective devices will consist of incorporating a terrace effect of timber walls and rock rip rap retaining walls. A maximum of approximately 300 cubic yards of rock rip rap will be placed below the high water line of Lake Tahoe (6229.1 Lake Datum) as part of a complete bank reconstruction project.

This system of rock walls below the timber walls is to serve as protection against undermining of the walls and provides areas for planting and revegetation. The new slopes will be revegetated to help maintain a stable slope and natural appearance. The purpose of this work is to contain the State Highway 50 embankment and to prevent further erosion of the bank from wave action. In addition to the bank protection, the applicant proposes to construct a pedestrian access to the beach. The construction will require approximately 7 cubic yards of concrete to be placed below the high water elevation of the Lake. Additional rock fill will be placed on three sides of the concrete landing to prevent undermining.

Other Agencies' Concerns

The U.S. Department of the Interior, Fish and Wildlife Service, has concerns with the project in that the presence of Rorippa subumbellata (a candidate "threatened species") is evident along the shoreline of the proposed work site. Caltrans has come to an agreement with Fish and Wildlife and the Army Corps of Engineers to place a temporary fence (10 x 10 yards) around the individual plants. This fence will be constructed and maintained for the duration of the project and subsequently removed after the termination of the project. Also, the construction of the pedestrian access will divert human traffic further to the east and away from the eroding bank above the plants and this action may actually facilitate the survival and conservation of the plant.

Finding

Agency staff is in support of this project. The extreme erosion problem occurring at El Dorado Beach has long been the subject of discussion along with possible mitigation measures to control the problem while still maintaining an aesthetic balance at this high use tourist area. Two main areas of concern at El Dorado Beach are as follows:

1. The existing erosion problem. The timber and rock walls should control the erosion while also being beneficial for a successful revegetation program.

2. A major contributor to the erosion problem at the beach is pedestrian access flow which has not been concentrated or directed in any order but has allowed the creation of numerous trails along the entire frontage. If properly constructed and maintained the pedestrian access proposed in conjunction with the retaining walls should provide for a concentrated flow pattern to and from the beach along the eroded area hence solving this area of concern.

Recommendation

Agency staff recommends approval of the project with the following conditions:

1. Protection of R. subumbellata during construction, as agreed upon by the U.S. Department of Interior, shall be indicated on the final plans.

2. Incorporation of a drainage system for the pedestrian access stairway shall be shown on the final plans.

3. Erosion control methods applied during construction shall be shown on the final plans.

4. Revegetation recommendations shall be shown on the final plans.

TAHOE REGIONAL PLANNING AGENCY

MEMORANDUM

DATE: June 30, 1980

TO: The Advisory Planning Commission

FROM: The Staff

SUBJECT: Memorandum of Understanding Between TRPA and Caltrans Regarding Clearinghouse Review

This item was requested to be carried over to the July APC meeting in order to resolve any disagreements between Agency staff and Caltrans over the types of projects to be excluded from review. The attached summary and modified memorandum of understanding indicate the staff's recommendation.

Attachments

TAHOE REGIONAL PLANNING AGENCY

MEMORANDUM

DATE: June 3, 1980

TO: The Advisory Planning Commission

FROM: The Staff

SUBJECT: Proposed Memorandum of Understanding for A-95 Review of Caltrans Projects by TRPA

Background

The Office of Management and Budget (OMB) Circular A-95 requires clearinghouse review of federally assisted transportation programs and projects. As the designated areawide clearinghouse, TRPA has the responsibility to review and comment on transportation programs and proposals which would have a significant impact on the environment, local or regional plans or would conflict with other ongoing programs.

Because of the large number of relatively small projects undertaken by Caltrans, the Department of Transportation has entered into memoranda of understanding with areawide clearinghouses regarding the types of projects which would be excluded from clearinghouse review (categorically exempt). The Agency has an existing memorandum of understanding with Caltrans regarding A-95 review of transportation programs and proposals. Caltrans has approached the Agency to renegotiate this agreement in a standardized format.

Proposed Memorandum of Understanding

Caltrans has submitted a proposed memorandum of understanding (attachment) for consideration by TRPA. The proposal is to be considered only as a guideline and can be modified to meet the Agency's perceived needs.

The proposal sets forth those projects which are subject to clearinghouse review (page 4 of the attachment) and those which are categorically exempt (page five and Appendix).

Analysis

Agency staff has reviewed the category of projects which are proposed to be categorically exempt from A-95 review. These guidelines appear to be more appropriate for large metropolitan areas where, because of the large number of projects, the magnitude of a project which triggers a review is relatively major. However, in the Tahoe Basin, relatively minor transportation projects may have a significant impact on air quality plans or water quality plans. Also there is presently no mechanism to review the programming of Caltrans funds towards the solution of existing air and water quality problems which are well documented

in association with the existing transportation system. The normal procedure for incorporating these concerns would be through the annual State Transportation Improvement Plan (STIP) and Transportation Improvement Plan (TIP) for the Basin.

Staff Recommendation

Agency staff recommends that the memorandum of understanding be executed with the following modifications:

1. The State Transportation Improvement Plan (STIP) and Transportation Improvement Plan (TIP) will be subject to an annual review by TRPA to ensure proper prioritization of plans and programs and to ensure the incorporation of elements of adopted air and water quality programs as elements of each proposed project.

2. The proposed exemptions for A-95 review be modified to delete the following from the categorical exemptions (i.e. not exempt from TRPA review):

   - projects costing $500,000 or less

   - projects included in the attached appendix noted as being recommended for Agency Review (A.R.).

State of California — Business and Transportation Agency

Memorandum

To : Adriana Gianturco
Director of Transportation

Date : April 28, 1980

File No.:

From : **DEPARTMENT OF TRANSPORTATION**
Director's Office

Subject: Caltrans - State Clearinghouse (SCH) Memorandum of Understanding (MOU) A-95

In keeping with the Federal Highway Administration's (FHWA) request of January 19 (Omar Homme) to bring the Caltrans-SCH A-95 review process MOU into compliance with FHWA Program Manual (FHPM) 4-1-4, the attached MOU has been approved by Legal, signed by Steve Williamson of the SCH, and will now require your signature for final execution. Please sign the original and one copy.

The MOU language has been worked over and approved by the concerned modal divisions, the SCH, and the FHWA. The MOU covers Federally funded transportation projects in the non-Metropolitan Planning Organization (MPO) areas of the State. We are currently involved in the preparation of MOUs with the MPOs and anticipate completing statewide coverage by July 1, 1980.

JEFFREY S. RUPP
Deputy Director for
Planning and Programming

Attachments

MASTER MEMORANDUM OF UNDERSTANDING

(A-95 Review Process)

Related to coordination of the CALIFORNIA DEPARTMENT OF TRANSPORTATION projects with the CALIFORNIA OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE.

This is a MASTER MEMORANDUM OF UNDERSTANDING (MOU) by and between the CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) and the CALIFORNIA OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE (SCH). This MOU is applicable to transportation-related projects for which Federal Aid Transportation Funds will be sought from the FEDERAL HIGHWAY ADMINISTRATION (FHWA), the FEDERAL URBAN MASS TRANSPORTATION ADMINISTRATION (UMTA), the FEDERAL RAILROAD ADMINISTRATION (FRA), and the FEDERAL AVIATION ADMINISTRATION (FAA). In those areas within California where both SCH and AREAWIDE CLEARINGHOUSE (ACH) reviews are required, separate MOUs cover respective ACH and SCH review responsibilities.

This MOU supersedes all previously executed MOUs and supplements thereto, pertaining to the CIRCULAR A-95 review process, between CALTRANS and the SCH.

Reference to CALTRANS shall mean CALTRANS acting either on behalf of itself on or behalf of Local Agencies, in submitting transportation-related projects for processing by the Federal Agencies.

PURPOSE

This MOU sets forth procedures to implement the FEDERAL OFFICE OF MANAGEMENT AND BUDGET, CIRCULAR A-95. The CIRCULAR A-95 process responds to the need for coordination of planning and development activities within and among Federal, State and local governmental agencies.

As there are overlapping laws, regulations and policies at all governmental levels, this MOU addresses the need to reduce duplication without sacrificing service to the public.

To the extent that coordination, cooperation and resolution of differences is achieved among all levels of government, via the CIRCULAR A-95 process, Federally assisted transportation projects are likely to result in more effective use of the public investment.

AUTHORITY

It is the intent of this MOU to establish both an efficient process of intergovernmental coordination and the review of transportation-related projects in compliance with existing governmental policies and procedures. The early warning and continuing coordination provisions of CIRCULAR A-95 are applicable to the SCH and to all governmental agencies requesting Federal financial assistance.

This MOU is based on the following laws, regulations, procedures and policies:

- Intergovernmental Cooperation Act of 1968, Public Law No. 90-577;
- National Environmental Policy Act of 1969 (NEPA), Public Law No. 91-190;
- Council of Environmental Quality Regulations for Implementation of the National Environmental Policy Act, November 29, 1978;
- Office of Management and Budget Circular A-95;
- Title 23, United States Code;
- Title 23, Code of Federal Regulations;
- Federal Highway Administration Federal-Aid Highway Program Manual (FHPM) 4-1-4, and FHPM 6-3-2-2;
- Catalog of Federal Domestic Assistance;
- California Environmental Quality Act of 1979 (CEQA);
- Caltrans Policy and Procedure Memorandum 80-7;
- Caltrans Local Programs Manual, Volume 1.

APPLICABILITY

The provisions of this MOU are applicable to the Federal Department of Transportation programs listed in Attachment-D to CIRCULAR A-95 or Appendix-I of the Catalog of Federal Domestic Assistance, whichever bears the later date. At this time, the Federal programs covered are as follows:

- Airport Development Aid Program;
- Airport Planning Grant Program;
- Highway Beautification - Landscaping and Scenic Enhancement - Control of Outdoor Advertising - Control of Junkyards;
- Highway Research, Planning and Construction;
- State and Community Highway Safety;
- Public Lands Highways;
- Forest Highways;
- Grants-in-Aid for Railroad Safety;
- Railroad Rehabilitation and Improvement - Guarantee of Obligations;
- Urban Mass Transportation Capital Improvement Grants (Planning and Construction only);
- Urban Mass Transportation Capital Improvement Loans (Planning and Construction only);
- Urban Mass Transportation Technical Studies Grants (Planning and Construction only);
- Urban Mass Transportation Demonstration Grants - Section 6, UMT Act;
- Urban Mass Transportation Capital and Operating Assistance Formula Grants - Sections 3 and 5, UMT Act.

EXEMPTIONS

It is agreed that certain classes of highway and public transportation projects are exempt from CIRCULAR A-95 review.

Such exemptions include:

- projects listed in FHPM 4-1-4;
- projects which are categorically excluded from the provisions of NEPA
- projects which are categorically exempt from the provisions of CEQA;
- projects costing $500,000 or less (construction costs only).

Examples of exempt projects are included in the appendix.

PROCEDURES

CALTRANS -

For applicable Federally assisted highway and public transportation projects, CALTRANS will submit a STANDARD FEDERAL FORM 424 (SF424) to the SCH when undertaking highway or public transportation planning or improvement activities. All SF424 submittals to the SCH for review will include Federal-Aid application information as required by CIRCULAR A-95.

SCH -

It is the responsibility of the SCH to assign an SCH number to each SF424 upon receipt and to notify the applicant of the SCH number for future identification. The SCH will circulate the SF424 with attachments among appropriate State agencies and ACHs. The SCH will arrange meetings between CALTRANS and the reviewing agencies to resolve any conflicts.

The SCH will have a period of 30 days in which to circulate, review and respond to the SF424. However, the SCH may elect to shorten the 30-day review period when requested to do so by CALTRANS. The SCH also may have an additional 30-day period to complete its review if requested.

The SCH will notify the applicant at the completion of its review of all projects covered by this MOU.

CIRCULAR A-95 provisions require that the SCH be notified of actions taken by the applicable Federal agency concerning each project for which an SCH number has been assigned.

In lieu of a completed Section III on the SF424, a copy of the Federal agency's project authorization document attached to the SF424 will be accepted by the SCH as the agency's notification of action.

TERMINATION/AMENDMENT

This MOU may be terminated by CALTRANS or by the SCH, by written notice from either party. The MOU may be amended by mutual written agreements between the parties in the form of a SUPPLEMENTAL MOU.

IN WITNESS WHEREOF, the parties hereto have caused this MASTER MEMORANDUM OF UNDERSTANDING to be executed by their respective officers, duly authorized:

State of California
Department of Transportation

APR 30 1980
Date

Adriana Gianturco
Director of Transportation

State of California
Office of Planning and Research
State Clearinghouse

April 15, 1980
Date

Stephen W. Williamson
State Clearinghouse

Approved as to Form and Procedure

April 14, 1980
Date

Susan K. Johan
Attorney
California Department of
Transportation

CATEGORICAL EXEMPTIONS

Certain classes of categorically exempt projects or programs do not have a significant effect on the environment (see the Public Resources Code, Section 21084). The following classes and typical examples thereof are appropriate to the activities of Caltrans and therefore are exempt from the review provisions of the MEMORANDUM OF UNDERSTANDING between CALTRANS and the CLEARINGHOUSE.

EXISTING FACILITIES

Projects consisting of the operation, repair, maintenance or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but not limited to:

Interior or exterior alterations such as interior partitions, plumbing and electrical conveyances to such structures as office buildings, maintenance and shop buildings, employee housing, State-owned rental units, pump houses, roadside rests, weighing and inspection stations, ferry boats, toll collection facilities;

Existing facilities of both investor and publicly owned utilities used to provide electric power, natural gas, sewage or other public utility services;

Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities except where the activity will involve removal of a scenic resource including but not limited to: a stand of trees; a rock outcropping; or, an historic building.

Included is work such as:

- pavement, taxiway or runway reconstruction, resurfacing and placement of seal coats;
- minor widening of less than a lane width and/or adding paved shoulders; A.R.
- pavement or runway skid treatment by overlay or grooving;
- highway lighting; A.R.

- pedestrian over/undercrossing structures; A.R.
- minor bridge widening for safety clearances and increased lane widths; A.R.
- work on bridge structures and appurtenant facilities such as traffic control devices and toll collection facilities;
- freeway surveillance and ramp metering;
- reconstruction of existing crossroad separations and existing stream crossings; A.R.
- minor operational improvements such as median and side ditch paving, drainage facilities; A.R.
- modification of traffic control systems and devices including addition of new elements such as signs, signals, and controllers; A.R.
- installation, removal or modification of regulatory, warning and informational signs; A.R.
- maintenance of the highway and appurtenant facilities including repair and replacement of damaged facilities; ~~A.R.~~ Delete
- transportation permits issued pursuant to Section 35780 of the Vehicle Code;
- removal and/or replacement of distinctive roadway, runway, or taxiway markings such as painted stripes, raised pavement markers, thermoplastic, and tape or raised bars;
- all work in connection with snow and removal operations for all highways (except for deicing chemicals) and all work required for spring opening of roads that are normally allowed to close for the winter;
- addition of auxiliary lanes when required for localized purposes such as weaving, turning, climbing, speed change, or for lane changing between adjacent interchanges or intersections; A.R.
- landscaping within highway right of way and on Department-owned property; A.R.

- bridge maintenance painting when performed in conformance with the requirements of air pollution control and water quality control agencies having jurisdiction;

- modification, upgrading, alteration or relocation of railroad grade crossing protection and the construction of bus and truck stop lanes at railroad grade crossings;

- abandonment, removal, reconstruction or alteration of railroad grade crossings or grade crossing protection;

- alteration or widening of existing grade separation structure where the primary function and utility remains unaltered; A.R.

- bus turnouts and bays; A.R.

- installation of noise barriers and alteration to existing buildings to provide for noise attenuation; A.R.

- encroachment permits issued for such items as land surveys, vehicle salvage operations, roadside cleanup, minor road encroachments, longitudinal and transverse utility encroachments, and chain installers.

Restoration, or rehabilitation of deteriorated or damaged structures, facilities or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide or flood, and there is an option to relocate. The general work includes facility replacement for the health, welfare and safety of the public, including drainage facilities, runways and taxiways, traffic control systems, roadways, bridges, toll facilities, guard rails, energy attenuators, office and equipment buildings, State-owned rentals, and roadside rests.

Additions to existing structures provided that the addition will not result in an increase of more than 50 percent of the floor area of the structure before the addition, or 2,500 square feet, whichever is less; included herein is work on items such as office and equipment buildings, warehouses, roadside rests, weigh and inspection stations, toll facilities, bus shelters and bays, and State-owned rentals.

Addition of safety or health protection devices for use during construction of or in conjunction with existing structures, facilities or mechanical equipment, or topographical features, including the following:

- installation of new traffic control systems such as signs and/or signals, and channelization of intersections; A.R.
- pavement striping
- addition of nonmotorized trails to separate such use from motorized traffic; A.R.
- replacement of devices such as glare screen, median barrier, fencing, guard-rail, safety barriers, energy attenuators, guide posts, markers, safety cables, ladders, lighting, hoists, signs, and pavement grooving;
- elimination of hazards within the operating areas or the operating right of way;
- modifying existing features such as curbs, dikes, headwalls, slopes, and ditches within the right of way to improve roadside safety. A.R.

New copy of existing on and off premise signs.

Maintenance of existing landscaping, native growth and water supply reservoirs (excluding the use of economic poisons, as defined in Division 7, Chapter 2, California Agricultural Code).

Work on such items as treatment, maintenance and replacement of all vegetative material, native or planted, on State or publicly owned property, including rights of way, airports, building sites and rental units is also included. In addition, such items as watering, fertilizing, weed control by hand or mechanical means, trimming and cutting by hand or mechanical means, tree trimming and tree removal should be required for safety or because of disease infestation or pest control.

Maintenance of fish screens, fish ladders, wildlife habitat areas, artifical wildlife waterway devices, streamflows, springs and waterholes, and stream channels (clearing of debris) to protect fish and wildlife resources.

Demolition and removal of individual small structures, except where the structures are of historical, archaeological or architectural significance:

- single family residences not in conjunction with the demolition of two or more units;
- motels, apartments, and duplexes designed for not more than four dwelling units if not in conjunction with the demolition of two or more such structures;
- stores, offices, and restaurants if designed for an occupant load of 20 persons or less, if not in conjunction with the demolition of two or more such structures;
- accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.

Work performed in regard to a grantor's remaining property for the purpose of mitigating damages. Such work would include rearrangement of agricultural facilities such as pipelines, ditches and fences; moving and alteration of improvements; building of service and access roads; and utility services.

Rentals, leases and sales of State-owned improvements.

Lease of an existing building, or buildings, or space within an existing building for utilization as offices, storage, garage, warehouse, shop, or residence.

REPLACEMENT OR RECONSTRUCTION

Projects consisting of replacement or reconstruction of existing structures and facilities when the new structure will be located on the same site as the structure replaced and where local planning and zoning provisions will not be violated, including:

- replacement of a commercial structure with a new structure of substantially the same size and purpose; A.R.

- replacement of a single residential unit or duplex for replacement housing purposes; A.R.
- bus shelters, bays, roadside rest facilities, or roadside rest areas; A.R.
- pavement reconstruction;
- replacement of existing crossroad separations, existing stream crossings, where there will be no or negligible encroachment in a live stream and existing railroad grade crossings and separations. A.R.

NEW CONSTRUCTION OF SMALL STRUCTURES

Projects consisting of construction and location of single, new, small facilities or structures listed in this notice and installation of small, new equipment and facilities, including but not limited to:

- single family residences not in conjunction with the building of two or more such units; A.R.
- motels, apartments, and duplexes designed for not more than four dwelling units if not in conjunction with the building of two or more such structures; A.R.
- stores, offices, restaurants, or other structures if designed for an occupant load of 20 persons or less, if not in conjunction with the building of two or more such structures. Included herein are such items as bus shelters and bays, roadside rest shelter facilities, maintenance buildings, material storage buildings, and airport fire stations; A.R.
- water main, sewage, electrical, gas and other utility extensions of reasonable length to serve such construction; A.R.
- accessory (appurtenant) structures including garages, carports, patios, swimming pools and fences. A.R.

MINOR ALTERATIONS TO LAND

Projects consisting of minor public or private alterations in the condition of land, water and/or vegetation, which do not involve removal of mature, scenic trees except for forestry and agricultural purposes, including but not limited to:

- grading on land with a slope of less than 10 percent, except where it is to be located in a waterway in any wetland, in an officially designated (by Federal, State or local governmental action) scenic area or in officially mapped areas of severe geological hazard; A.R.

- new gardening or landscaping; A.R.

- work on such items as additions and revisions to existing landscaping, landscaping of excess lands, landscaping of building sites such as offices, equipment and warehouses, toll collection facilities, and roadside rests;

- filling of earth into previously excavated land with material compatible with the natural features of the site;

- minor alterations in land, water and vegetation on existing officially designated wildlife management areas of fish production facilities which result in improvement of habitat for fish and wildlife resources or greater fish production;

- minor temporary uses of land having negligible or no permanent effects on the environment, including carnivals, sales of Christmas trees, or construction easements;

- minor trenching and backfilling provided the surface will be restored;

- maintenance dredging where the spoil is deposited in a spoil area authorized by all applicable State and Federal regulatory agencies. A.R.

ALTERATIONS IN LAND USE LIMITATIONS

Projects consisting of minor alterations in land use limitations, except zoning, including but not limited to:

- minor lot-line adjustments, side yard and set back variances not resulting in the creation of any new parcel nor in any change in land use or density;

- issuance of minor encroachment permits. Permits include those for items such as longitudinal and transverse utility encroachments, mail boxes, flags signs, banners, decorations, and other similar encroachments.

UMTA FORMULA OPERATING ASSISTANCE PROJECTS AND DISCRETIONARY AND FORMULA CAPITAL ASSISTANCE PROJECTS

Projects consisting of replacement of capital equipment that do not change the use, scale, or intensity of such facilities or require additional right of way.

Public transportation--and highway--projects of small scale and local impact may be exempted by agreement between CALTRANS and the SCH.

Experimental studies or operational tests of techniques or concepts, such as those in the annual statewide Highway Planning and Research (HPR) Program and those under UMTA Section 6, Demonstration Grants, that are as yet unproven and which require further study or demonstration.

Research in the HPR Program which involves capital construction or which is intended to address problems of the State or a particular area, or locality within the State and that may have an impact only on the local community or area in which the project is conducted.

INFORMATION COLLECTION

Projects consisting of basic data collection, research, experimental management and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource. These may be for strictly information gathering purposes, or as part of a study leading to an action which a public agency has not yet approved, adopted or funded.

INSPECTIONS

Projects consisting of activities limited entirely to inspection, to check for performance of an operation, or quality, health or safety or a project, including related activities such as inspection for possible mislabeling, misrepresentation or adulteration of products.

ACCESSORY STRUCTURES

Projects consisting of construction, or placement of minor structures accessory to (appurtenant to) existing commercial, industrial, or institutional facilities, including but not limited to:

- On-premise signs;
- Small parking lots.

SURPLUS GOVERNMENT PROPERTY SALES

Projects consisting of sales of surplus government property, except for parcels of land located in an area of statewide interest or potential area of critical concern as identified in the Environmental Goals and Policy Report prepared pursuant to Government Code, Sections 65041, et seq. However, if the surplus property to be sold is located in those areas identified in the report, its sale is exempt if:

. the property does not have significant values for wildlife habitat or other environmental purposes; and

. any one of the following conditions exists:

- the property is of such size or shape that it is incapable of independent development or use, or

- the property to be sold would qualify for an exemption under any other class of categorical exemption in this Appendix, or

- the use of the property and adjacent property has not changed since the time of purchase by the public agency.

ACQUISITION OF LANDS FOR WILDLIFE CONSERVATION PURPOSES

Projects that consist of the acquisition of lands for fish and wildlife conservation purposes, including preservation of fish and wildlife habitat, establishing ecological reserves under Fish and Game Code, Section 1580, and preserving access to public lands and waters where the purpose of the acquisition is to preserve the land in its natural condition. A.R.

MINOR ADDITIONS TO SCHOOLS

Projects that consist of minor additions to existing schools within existing school grounds where the addition does not increase original student capacity by more than 25 percent or five classrooms, whichever is less. The addition of portable classrooms is included in this exemption. A.R.

TRANSFER OF OWNERSHIP OF LAND IN ORDER TO CREATE PARKS

Projects that consist of the acquisition or sale of land in order to establish a park where the land is in a natural condition or contain historic sites or archaeological sites and either: A.R.

- the management plan for the park has not been prepared, or

- the management plan proposes to keep the area in a natural condition or preserve the historic or archaeological site. CEQA will apply when a management plan is proposed that will change the area from its natural condition or significantly change the historic or archaeological site.

ENFORCEMENT ACTIONS BY REGULATORY AGENCIES

Activity consisting of the actions of regulatory agencies to enforce or revoke a lease, permit, license, certificate or other entitlement for use issued, adopted or prescribed by the regulatory agency or law, general rule, standard, or objective, administered or adopted by the regulatory agency, including:

- the direct referral of a violation of lease, permit, license, certificate, or entitlement for use or of a general rule, standard, or objective to the Attorney General, District Attorney, or City Attorney as appropriate, for judicial enforcement;

- the adoption of an administrative decision or order enforcing or revoking the lease, permit, license, certificate, or entitlement for use of enforcing the general rule, standard, or objective.

Construction activities undertaken by the public agency taking the enforcement or revocation action are not included.

NORMAL OPERATIONS OF FACILITIES FOR PUBLIC GATHERINGS

Activities consisting of the normal operations of existing facilities for public gatherings for which the facilities were designed, where there is a past history of the facility being used for the same kind of purpose, include (but are not limited to) racetracks, stadiums, convention centers, auditoriums, amphitheaters, planetariums, swimming pools, amusement parks.

REGULATION OF WORKING CONDITIONS

Activities consisting of actions taken by regulatory agencies, including the Industrial Welfare Commission as authorized by statute, to regulate any of the following:

TAHOE REGIONAL PLANNING AGENCY
STAFF SUMMARY AND RECOMMENDATION

California Department of Transportation
Roadway Improvements, Highway 89
City of South Lake Tahoe to Eagle Creek, Emerald Bay
El Dorado County

Location and Project Description

The California Department of Transportation (Caltrans) is requesting clearinghouse approval of proposed roadway improvements along Highway 89 from the City of South Lake Tahoe to Eagle Creek at Emerald Bay. The purpose of the project is to provide a safer highway facility, reduce maintenance costs, reduce flooding and icing problems, and reduce sediment runoff from unstabilized cut slopes.

The proposed project consists of reconstructing portions of the existing roadway, placing asphalt concrete overlay, improving the alignment of four existing curves, cut slope improvement of one curve, improving stability on an existing slope, correcting existing drainage problems, and providing revegetation planting.

Need for the Project

The principal deficiencies of the existing highway are:

1. Areas of very narrow paved roadway;
2. Inadequate or incorrect cross slope of the pavement;
3. Inadequate roadway structural section;
4. Stormwaters and snowmelt overflowing and sometimes freezing sections of the existing roadway; and
5. Proximity of obstructions to the roadway.

By correcting, where practical, the above-mentioned problems, the proposed project will provide a safer facility for motorized and nonmotorized traffic. It will also help to reduce existing drainage and erosion problems in the area.

Environmental Setting

Highway 89 at this location is a 2 lane north-south highway. The highway has an existing pavement width of 22 feet with 2 foot gravel shoulders. This portion of the highway is included in the State Scenic Highway System Master Plan but has not been officially designated.

The land adjacent to the highway is, generally, heavily forested, rural, recreational land, and for the most part under the management of the U.S. forest Service. The State's rights on Highway 89 on Forest Service lands exist by virtue of a proscriptive easement from the Forest Service. The easement extends to the width of the highway as maintained, including cut and fill slopes. This proposal will cross four major creeks along the southwest shore. At each natural and manmade drainage crossing, appropriate improvements will be constructed to provide adequate drainage control. Approximately 50 trees will be removed due to the project.

7

Recommendation

Agency staff recommends that this clearinghouse project be approved with the condition that the Agency staff shall review and approve the final construction drawings for all site improvements. These plans shall be in conformance with the requirements of the Agency's Grading Ordinance and 208 Handbook of Best Management Practices.

TAHOE REGIONAL PLANNING AGENCY
STAFF SUMMARY AND RECOMMENDATION

Heavenly Valley
Additional Ski Lift
Clearinghouse Review
El Dorado County

Location and Project Description

The applicant, Heavenly Valley, is requesting approval to construct a new ski lift on the upper mountain of the California side. The proposed triple lift extends from an elevation of 8600 feet to an elevation of 9750 feet. The base of the chair will be adjacent to the base of Betty's Run and the chutes of Sky Chair. Its upper terminus will be slightly below the entrance of Betty's Run and the continuation of Ridge Run. The lift will have 171 chairs with an hourly capacity of 1,500 skiers.

Existing Situation

On the upper California side, the Sky Chair provides access to the Nevada side as well as to upper California runs. Due to the increased capacity of the lifts at the California base facility, skiers are able to access the upper mountain earlier in the day. Skiers are unable to see the base of the Sky Chair prior to committing themselves to that line. What results is severe congestion at the Sky Chair in particular and also at the Ridge Chair.

Construction of the Canyon Lift will reduce congestion in two ways. First, the Canyon Lift will provide increased access to intermediate runs on the California side. This will reduce the pressure on both the Sky Chair and the Ridge Chair. Second, there will be increased availability of chairs on the Sky Lift for access to the Nevada side by skiers parked at the California base facilities. This proposal will enhance the internal circulation pattern on the upper California mountain and will reduce the average lift line wait time.

Existing Environmental Setting

The vegetation on the site is a mixture of lodgepole pine, Western white pine, red fir and hemlock. The tree cover is sparse, with an understory cover of primarily greenleaf manzanita. The placement of this lift is in an area that has already been substantially modified by man's activities. There are no live streams or stream environment zones identified in the area.

Land Use

The property on which the new chair will be located is classified General Forest. The placement of the new chair lift is permitted in the General Forest land use district since Heavenly Valley is a conforming use.

Grading

The construction of the new Canyon Lift will result in the following amounts of grading

and land disturbance:

Lower terminal	75 cubic yards
Upper terminal	60
(Each tower	12-13)
Total tower excavation	241
Total:	376 cubic yards

Revegetation

The applicant's temporary and permanent erosion control plan identifies areas to be stabilized during and after construction. If this project is approved, a final revegetation plan will be subject to review and approval by TRPA and the U.S. Forest Service.

Traffic

This proposal will effectively increase the internal circulation capacity of the upper mountain which has been affected by the increased capacity of the lower mountain access lifts. Heavenly's seasonal patronage has been increasing over the last three years. During this time, the capacity of Heavenly's parking areas has not expanded. Generally the parking areas are at capacity during peak weekends. In order to provide alternative modes of transportation, Heavenly has participated in the shuttle bus program and plans to increase its participation in the future. Heavenly has also expressed a desire to facilitate greater use of package tours to attract skiers.

While this lift is proposed primarily to provide increased skier safety, better circulation, and to increase the quality of the skier's experience, increased capacity will result. This capacity will be used up by either additional patrons or increased utilization by existing skiers. At this time, no increases in parking are proposed.

Approvals

Thie project is scheduled for the July 3, 1980 CTRPA Governing Board agenda. The U.S. Forest Service has approved the project.

Recommendation

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

1. Each of the following conditions shall be completely performed prior to the issuance of any building or grading permits:

   a. The final revegetation, slope stabilization, and drainage plans shall be submitted to and approved by the Agency staff. These plans 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. An undertaking by corporate surety or other similar and appropriate document guaranteeing the performance of landscaping, revegetation, and proper installation of slope stabilization and drainage facilities shall be posted with the permit-issuing authority as provided in Section 7.140 of the Grading Ordinance. The undertaking or other document shall provide that the Agency may enforce the same and use the funds provided therein to assure compliance with the landscaping, revegetation and slope stabilization and drainage plans.

c. Calculations and other necessary analyses demonstrating that the design of the surface water runoff control system will meet the requirements for surface

d. The final construction drawings for all site improvements shall be found by Agency staff to be in substantial conformance with the plans and information submitted as part of this application and this finding so indicated in writing to the permit-issuing authority.

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. During construction, environmental protection devices such as adequate erosion control devices, dust control and vegetation protection barriers shall be maintained.

5. Rehabilitation and cleanup of the site following construction must include removal of all construction waste and debris.

6. This approval expires eighteen (18) months from the date of Governing Board approval unless substantial work has commenced on the project.

7. Construction of all improvements shall be completed within twenty-four (24) months of the date of Governing Board 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.

8. Agency staff shall be notified at least 48 hours prior to the commencement of construction. This notification shall include: 1) who will be doing the work; b) when the work will commence; and c) when the completion of work is expected.

9. All disturbed sites shall be maintained and revegetated in precise accordance with the requirements of the U.S. Forest Service and shall include a minimum of the following on lands subject to TRPA approval:

   a. All disturbed soils shall be immediately stabilized and maintained in place in accordance with instructions of the U.S. Forest Service inspector and the plans approved by TRPA.

   b. All disturbed sites shall, upon completion of work, be revegetated and maintained in accordance with plans and proposals approved by the U.S. Forest Service and TRPA.

   c. If upon site inspection the inspector for the U.S. Forest Service or TRPA determines temporary erosion control measures are required on lands subject to TRPA approval, temporary erosion control berms of a design approved by Agency staff shall be in place prior to any land disturbance.

10. Power lines will be put underground.

11. Use of old, nonmaintained roads or new road construction for access to towers will not be permitted because of the need to avoid disturbance of the ground and removal of ground vegetation.

12. No earth moving equipment will be used except at the top and bottom loading and unloading areas.

13. The ski lift tower base will be excavated by hand to avoid destruction of ground vegetation.

14. The tower and concrete will be flown in by helicopter.

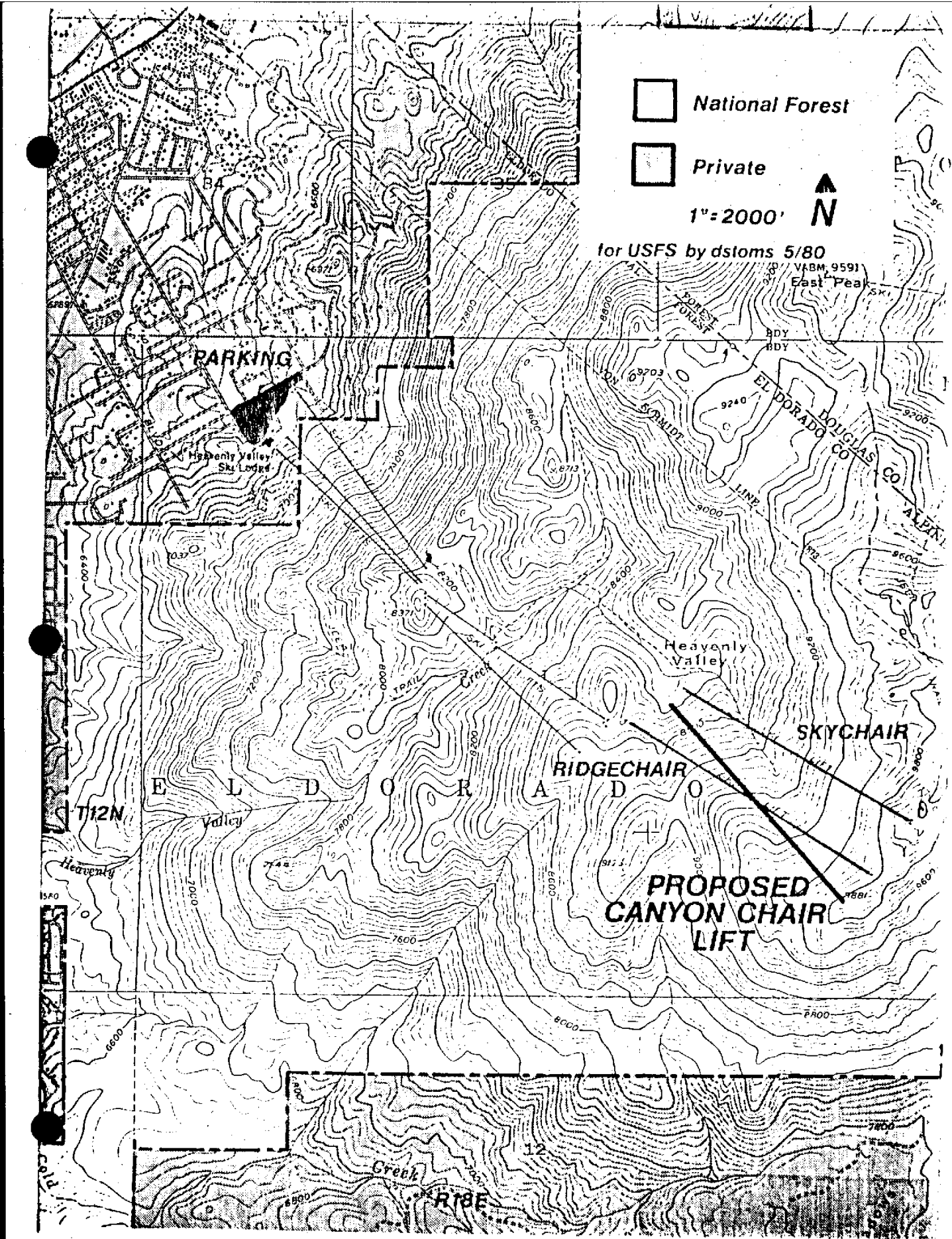
15. The old tower will be removed by helicopter.

16. The concrete tower base will be removed to below ground level and covered.

17. Debris from the loading area will be removed.

18. All lift components will be painted flat black to blend with the existing tree stands and the shadows they cast.

19. 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.


National Forest
Private
1"=2000'
N
for USFS by dsloms 5/80
PARKING
Heavenly Valley Ski Lodge
East Peak
EL DORADO
DOUGLAS CO
ALPIN
SCHMIDT
LINE
Heavenly Valley
SKYCHAIR
RIDGECHAIR
E L D O R A D O
T12N
Valley
Heavenly
PROPOSED CANYON CHAIR LIFT
Creek
RIDGE
12

TAHOE REGIONAL PLANNING AGENCY

MEMORANDUM

DATE: June 30, 1980

TO: The Advisory Planning Commission

FROM: The Staff

SUBJECT: Clean Lakes Grant Application - California Water Resources Control Board

Attached is the specific A-95 application along with supporting material requested of the California Water Resources Control Board by the APC and the Governing Board at their respective June meetings. Staff will be prepared to comment on this information at the July 9 meeting.

FEDERAL ASSISTANCE

2. APPLICANT'S APPLICATION	b. DATE Year month day 19 80 5 8	3. STATE APPLICATION IDENTIFIER	b. DATE ASSIGNED Year month day 19

1b. TYPE OF ACTION (Mark appropriate box)
- ☐ PREAPPLICATION
- ☒ APPLICATION
- ☐ NOTIFICATION OF INTENT (Opt.)
- ☐ REPORT OF FEDERAL ACTION

Leave Blank

SECTION I—APPLICANT/RECIPIENT DATA

4. LEGAL APPLICANT/RECIPIENT

a. Applicant Name : State of California
b. Organization Unit : State Water Resources Control Board
c. Street/P.O. Box : P.O. Box 100
d. City : Sacramento
e. County : Sacramento
f. State : California
g. ZIP Code: 95801
h. Contact Person (Name & telephone No.) : Andrew H. Sawyer (916) 322-4507

5. FEDERAL EMPLOYER IDENTIFICATION NO.

6. PROGRAM (From Federal Catalog)
a. NUMBER 66.435
b. TITLE Clean Lakes Grant-EPA

7. TITLE AND DESCRIPTION OF APPLICANT'S PROJECT
California State Water Resources Control Board
EPA Clean Lakes Grant, FY 1979-80
Lake Tahoe Basin
See Remarks and Attachments A and B

8. TYPE OF APPLICANT/RECIPIENT
A-State
B-Interstate
C-Substate District
D-County
E-City
F-School District
G-Special Purpose District
H-Community Action Agency
I-Higher Educational Institution
J-Indian Tribe
K-Other (Specify):
Enter appropriate letter: A

9. TYPE OF ASSISTANCE
A-Basic Grant
B-Supplemental Grant
C-Loan
D-Insurance
E-Other
Enter appropriate letter(s): A

10. AREA OF PROJECT IMPACT (Names of cities, counties, states, etc.)
City of S. Lake Tahoe
Counties of El Dorado, Placer

11. ESTIMATED NUMBER OF PERSONS BENEFITING
20 million

12. TYPE OF APPLICATION
A-New
B-Renewal
C-Revision
D-Continuation
E-Augmentation
Enter appropriate letter: A

13. PROPOSED FUNDING

a. FEDERAL	$ 1,350,000 .00
b. APPLICANT	.00
c. STATE	.00
d. LOCAL	1,350,000 .00
e. OTHER	.00
f. TOTAL	$ 2,700,00 .00

14. CONGRESSIONAL DISTRICTS OF:
a. APPLICANT: CA-14, CA-3
b. PROJECT: CA-1, CA-14

15. PROJECT START DATE Year month day: 1980 7 1
17. PROJECT DURATION: 12 Months

18. ESTIMATED DATE TO BE SUBMITTED TO FEDERAL AGENCY: Year month day 19 80 9 12

15. TYPE OF CHANGE (For 11c or 12c)
A-Increase Dollars
B-Decrease Dollars
C-Increase Duration
D-Decrease Duration
E-Cancellation
F-Other (Specify):
Enter appropriate letter(s):

19. EXISTING FEDERAL IDENTIFICATION NUMBER

20. FEDERAL AGENCY TO RECEIVE REQUEST (Name, City, State, ZIP code)
EPA Region 9, San Francisco, CA

21. REMARKS ADDED
☒ Yes ☐ No

SECTION II—CERTIFICATION

22. THE APPLICANT CERTIFIES THAT ▶

a. To the best of my knowledge and belief, data in this pre-application/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.

b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached:

	No response	Response attached
(1) pending	☐	☐
(2)	☐	☐
(3)	☐	☐

23. CERTIFYING REPRESENTATIVE
a. TYPED NAME AND TITLE: Clint Whitney, Executive Director
b. SIGNATURE: /s/ Clint Whitney
c. DATE SIGNED Year month day: 1980 5 8

SECTION III—FEDERAL AGENCY ACTION

24. AGENCY NAME: California State Water Resources Control Board

25. APPLICATION RECEIVED Year month day: 19

26. ORGANIZATIONAL UNIT: Special Projects Division

27. ADMINISTRATIVE OFFICE: Tahoe Water Quality

28. FEDERAL APPLICATION IDENTIFICATION

29. ADDRESS: P.O. Box 100, Sacramento, CA 95801

30. FEDERAL GRANT IDENTIFICATION

31. ACTION TAKEN
- ☐ a. AWARDED
- ☐ b. REJECTED
- ☐ c. RETURNED FOR AMENDMENT
- ☐ d. DEFERRED
- ☐ e. WITHDRAWN

32. FUNDING

a. FEDERAL	$ .00
b. APPLICANT	.00
c. STATE	.00
d. LOCAL	.00
e. OTHER	.00
f. TOTAL	$ .00

33. ACTION DATE ▶ Year month day: 19

34. STARTING DATE Year month day: 19

35. CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number)

36. ENDING DATE Year month day: 19

37. REMARKS ADDED
☐ Yes ☐ No

RECEIVED
JUN 30 1980
TAHOE REGIONAL PLANNING AGENCY

38. FEDERAL AGENCY A-95 ACTION

a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part I, OMB Circular A-95, it has been or is being made.

b. FEDERAL AGENCY A-95 OFFICIAL (Name and Telephone no.)

Prescribed by GSA, Federal Management Circular FPC

SECTION IV–REMARKS *(Please reference the proper item number from Sections I, II or III, if applicable)*

The Draft "208" Water Quality Plan for the Lake Tahoe Basin (Attachment A) prepared by the State Water Resources Control Board identifies the following sources of pollution which are deleterious to Lake Tahoe.

- further subdivision development,
- further development in excess of land capability coverage constraints,
- erosion and drainage problems due to past improper construction practices, and
- urban runoff from areas of concentrated development and high vehicular traffic.

A total expenditure of over $100,000,000 will be required to address existing erosion and urban runoff problems in the Lake Tahoe Basin over the next 20 years.

The proposed projects for 50 percent matching funding through EPA's Clean Water Grant Program are all in conformance with the control measures which the Draft Water Quality Plan identifies. Although specific final authorization of the projects has not been given by the local implementing agencies' controlling bodies, the State Water Resources Control Board is confident that approval of the projects with 50 percent matching funds by the local implementing agencies will be possible. State funds are available to ensure the non-federal share is paid.

The State of California is prepared to use State funds, if necessary, as matching funds for EPA's Clean Lakes grant funds. Two sources of State funds currently exist.

1. California Department of Transportation (Caltrans) has currently budgeted $825,000 for expenditure in 1980 toward remedial erosion, urban runoff, and drainage control projects of the type proposed in this application. A portion of these funds may be used for the non-federal matching funds.

2. The Draft Water Quality Plan calls upon the State Water Resources Control Board to contribute $10,000,000 in State Assistance Grant funds from the 1978 California State Clean Water Bond Law for erosion control projects at Lake Tahoe. These funds will be used for correction of erosion and urban runoff problems within the Lake Tahoe Basin over the next 5-10 years. Approval of this funding source is expected prior to June 1, 1980. To the extent that matching funds from local sources for the Clean Lakes Grant are not available, dollars will be provided from the State Assistance Grant fund.

Upon approval of the grant request, the State Water Resources Control Board will enter into contractual agreements with the local implementing agency to ensure conformance with:

- established water quality goals, objectives, and requirements of the State of California and EPA, and
- Clean Lakes Grant Program regulations.

Payments made to the local implementing agencies by the State Board will not be made until certification by the local implementing agency that their share of the total project cost has been met by either:

- funds budgeted by the local implementing agency,
- the dollar equivalent of in-kind services devoted to project implementation by the local implementing agency, or
- the expenditure of other non-federal funds.

The projects for which Clean Lakes Grant funding is sought for F. Y. 1979-80 are as follows:

SECTION IV-REMARKS (Please reference the proper item number from Sections I, II or III, if applicable)

		Total Project Cost
1.	City of South Lake Tahoe Tahoe Valley Drainage Control Project	$250,000
2.	County of El Dorado Tahoe Valley Drainage Control Project	65,000
3.	County of El Dorado Pioneer Trail Erosion Control Project	100,000
4.	City of South Lake Tahoe Bijou Drainage Erosion Control Project	1,500,000
5.	North Tahoe PUD Regional Parks Erosion Control Project	95,000
6.	City of South Lake Tahoe Urban Runoff Pollution Control Equipment	100,000
7.	County of Placer Griff Creek Drainage and Erosion Control Project	530,000
8.	Tahoe City PUD Bike Trail Erosion Control Project	10,000
9.	Tahoe City PUD Star Harbor Erosion Control Project	50,000 ← ?
	Total F. Y. 1979-80 Project Expenditure	$2,700,000

More complete descriptions of the individual projects are included in Attachment B. None of these projects would require Phase I Clean Lakes funds for planning. Only Phase II funds for final design and construction are being applied for in this application.

SECTION IV-REMARKS *(Please reference the proper item number from Sections I, II or III, if applicable)*

Individual Projects for FY 79-80
CALIFORNIA STATE WATER RESOURCES CONTROL BOARD
EPA Clean Lake Grant - Lake Tahoe Basin
FY - 1979-80

1. City of South Lake Tahoe - Tahoe Valley Drainage Control Project.

The cost of erosion and urban runoff control within the city limits of South Lake Tahoe, ranges from $250,000 to over $10,000,000 for each of the 14 major watershed within its boundaries. This project represents the lower end of the cost scale for complete projects to substantially reduce urban runoff and erosion problem for a single discrete watershed. A preliminary design report for the project was prepared in 1978 by William F. Pillsbury, Inc. The project would include:

- o rip-rap drainage channel construction
- o siltation basin construction (2)
- o drop inlet installation
- o storm drains
- o revegetation of disturbed areas
- o preparations of final design plans and specification
- o preparations of environmental documents for project review and approval

The preliminary estimated cost of this project for the physical improvement was $100,000-$130,000 in 1978. The city now believes that the total inflated cost of the project in addition to revegetation, and the preparation of the final design and environmental documents will be $250,000.

2. County of El Dorado - Tahoe Valley Drainage Control Project

This project is to compliment the previous project by providing control for that portion of the Tahoe Valley drainage which is outside of the city limits in El Dorado County. Although not included in the project report which was prepared for only the city portion, this portion of the total project would only involve drainage channel construction, slope stabilization and revegetation along a mile section of Lake Tahoe Boulevard. The cost of this portion of the total Tahoe Valley watershed project would be $65,000.

3. County of El Dorado - Pioneer Trail Erosion Control Project

The county currently has a limited program for the control of oversteepened slopes along Pioneer Trail to the south of the City of South Lake Tahoe. The use of Clean Lakes Grant funds would allow the county to finish much of the work this year. The total project would involve the following items:

o 1.5 acres of oversteepened slopes adjacent to Pioneer Trail	70,000
o rock wall construction	
o drainage control	
o slope scaling	
o willow wattling installation	
o revegetation	
o 2.0 acres of unvegetated area.-revegetation	10,000
o 800 ft. of eroding drainage swails-drainage channel construction	10,000
o preparation of final plans and specifications	10,000
Total Project	$100,000

SECTION IV-REMARKS *(Please reference the proper item number from Sections I, II or III, if applicable)*

Individual Project Descriptions
CALIFORNIA STATE WATER RESOURCES CONTROL BOARD
EPA Clean Lake Grant - Lake Tahoe Basin
FY - 1979-80

4. City of South Lake Tahoe - Bijou Drainage Erosion Control

Caltrans and the City of South Lake Tahoe are cooperating on an erosion and drainage control projects within the Bijou drainage. Matching funds provided by the EPA Clean Lakes Program would allow the scope of the project to be greatly expanded. Currently, Caltrans and the City of South Lake Tahoe have budgeted $640,00 and $110,000, respectively, for expenditure in 1980 on the project. Matching Clean Lakes funds will allow for a total expenditure of $1,500,000, on design and construction of erosion and drainage controls. facilities.

5. North Tahoe P.U.D.-Regional Park Erosion

The total project cost for complete erosion control at the North Tahoe P.U.D. regional park is $227,000. Funds available for expenditures by the district this year amount to about $47,500. The project would entail revegetation, stabilization of oversteepened slopes and drainage control, for a total F.Y. 1978-80 cost of $90,000.

6. City of South Lake Tahoe - Urban Runoff Pollution Control Equipment

Onsite pollution from areas of intense vehicular use and travel are identified in the draft Water Quality Plan. The primary means available to control these sources of pollution is either through intensified street-sweeping practices or construction of settling and infiltration facilities to receive runoff from these areas. Currently, the City of South Lake Tahoe has a modest streetsweeping program. The availability of Clean Lakes funds to purchase additional streetsweeping equipment will greatly enhance the city's ability to address the problem. The total capital cost of new equipment is $100,000. Continued operation and maintenance costs will be provided by the City of South Lake Tahoe. The purchase of additional equipment will allow the city to enter into limited contractual arrangements with private commercial property owners to have parking lots and commercial areas receive regular sweeping.

7. County of Placer Griff Creek Drainage and Erosion Control Project

The Griff Creek area near Kings Beach is one of the worst urban runoff, drainage control, and erosion problems on the North Shore of Lake Tahoe. The total cost of the project, which will provide street drainage control, rehabilitate the Griff Creek drainage channel, and provide erosion control facilities, will cost $530,000.

8. Tahoe City P.U.D. - Bike Trail Erosion Control

Construction of a bike trail in the Tahoe City P.U.D. service area has resulted in drainage and erosion problems resulting from unvegetated areas, oversteepened slopes and disrupted or inadequately protected drainage channels. Total cost of this project will be $10,000.

9 Tahoe City P.U.D. - Star Harbor Erosion Control Project

This project will concentrate on erosion control facilities on an unvegetated fill area adjacent to Star Harbor at North Lake Tahoe. Construction of retaining walls, revegetation and drainage control facilities will cost $50,000.

PART II

PROJECT APPROVAL INFORMATION

Item 1.
Does this assistance request State, local, regional, or other priority rating?

____ Yes X No

Name of Governing Body ____
Priority Rating ____

Item 2.
Does this assistance request require State, or local advisory, educational or health clearances?

____ Yes X No

Name of Agency or Board ____
(Attach Documentation)

Item 3.
Does this assistance request require clearinghouse review in accordance with OMB Circular A-95?

X Yes ____ No

(Attach Comments)
pending

Item 4.
Does this assistance request require State, local, regional or other planning approval?

X Yes ____ No

Name of Approving Agency Cal. Tahoe Reg. Planning
Date ____
approval yet to be received

Item 5.
Is the proposed project covered by an approved comprehensive plan?

____ Yes X No

Check one: State ☐ Local ☐ Regional ☐
Location of Plan ____

Item 6.
Will the assistance requested serve a Federal installation?

____ Yes X No

Name of Federal Installation ____
Federal Population benefiting from Project ____

Item 7.
Will the assistance requested be on Federal land or installation?

____ Yes X No

Name of Federal Installation ____
Location of Federal Land ____
Percent of Project ____

Item 8.
Will the assistance requested have an impact or effect on the environment?

X Yes ____ No

See instructions for additional information to be provided.
Improvement of water quality, reduction of pollutant discharge to Lake Tahoe

Item 9.
Has the project for which assistance is requested caused, since January 1, 1971, or will it cause, the displacement of any individual, family, business, or farm?

____ Yes X No

Number of:
Individuals ____
Families ____
Businesses ____
Farms ____

Item 10.
Is there other related assistance on this project previous, pending, or anticipated?

____ Yes X No

See instructions for additional information to be provided.

Item 11.
Is project in a Designated Flood Hazard Area?

____ Yes X No

Form Approved
OMB No. 158-R0110

PART III–BUDGET INFORMATION

SECTION A–BUDGET SUMMARY

GRANT PROGRAM, FUNCTION OR ACTIVITY (a)	FEDERAL CATALOG NO. (b)	ESTIMATED UNOBLIGATED FUNDS		NEW OR REVISED BUDGET		
		FEDERAL (c)	NON-FEDERAL (d)	FEDERAL (e)	NON-FEDERAL (f)	TOTAL (g)
1. EPA Clean Lakes Grant	66-435	$	$	$ 1,350,000	$ 1,350,000	$ 2,700,000
2.						
3.						
4.						
5. TOTALS		$	$	$	$	$

SECTION B–SCHEDULE A BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				TOTAL (5)
	(1) EPA Clean Lakes	(2)	(3)	(4)	
a. Personnel	$	$	$	$	$
b. Fringe Benefits					
c. Travel					
d. Equipment					
e. Supplies					
f. Contractual					
g. Construction and design	2,700,00				2,700,000
h. Other					
i. Total Direct Charges					
j. Indirect Charges					
k. TOTALS	$ 2,700,000	$	$	$	$2,700,00
7. Program Income	$	$	$	$	$

EPA Form 5700-33 (Rev. 7-76)

SECTION B – SCHEDULE B – BUDGET CATEGORIES

6. Program Elements California Lake Tahoe Clean Lakes Grant FY. 1979-80	FUNDING (1) FEDERAL	(2) NON-FEDERAL	(3) TOTAL	(4) MAN-YEARS
a. City of South Lake Tahoe Tahoe Valley Drainage	$ 125,000	$ 125,000	$ 250,000	N/A
b. County of El Dorado Tahoe Valley Drainage	32,500	32,500	65,000	N/A
c. County of El Dorado Pioneer Trail Erosion	50,000	50,000	100,000	N/A
d. City of South Lake Tahoe Bijou Drainage Erosion	750,000	750,000	1,500,000	N/A
e. North Tahoe P.U.D. Regional Park Erosion	47,500	47,500	95,000	N/A
f. City of South Lake Tahoe Pollution Control Equip.	50,000	50,000	100,000	N/A
g. County of Placer Griff Creek Drainage	265,000	265,000	530,000	N/A
h. Tahoe City P.U.D. Bike Trail & Star Harbor	30,000	30,000	60,000	N/A
i. Total Program Elements	$ 1,350,000	$ 1,350,000	$2,700,000	N/A
j. STATE TOTAL	$ N/A	$ N/A	$ N/A	N/A

SECTION C–NON-FEDERAL RESOURCES

(a) GRANT PROGRAM	(b) APPLICANT	(c) STATE	(d) OTHER SOURCES	(e) TOTALS
8. EPA Clean Lakes Grant	$	$	$ 1,350,000	$ 1,350,000
9.				
10.				
11.				
12. TOTALS	$	$	$ 1,350,000	$ 1,350,000

SECTION D–FORECASTED CASH NEEDS

	TOTAL FOR 1st YEAR	1st QUARTER	2nd QUARTER	3rd QUARTER	4th QUARTER
13. Federal	$ 1,350,000	$	$	$	$
14. Non-Federal	1,350,000				
15. TOTALS	$ 2,700,000	$	$	$	$

SECTION E–BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

(a) GRANT PROGRAM	FUTURE FUNDING PERIODS (YEARS)			
	(b) FIRST	(c) SECOND	(d) THIRD	(e) FOURTH
16. EPA Clean Lakes Grant	$ 2,500,000	$ 2,500,000	$ 2,500,000	$ 2,500,000
17.				
18.				
19.				
20. TOTALS	$	$	$	$

SECTION F–OTHER BUDGET INFORMATION

(Attach Additional Sheets If Necessary)

21. Direct Charges:

22. Indirect Charges:

23. Remarks:

PART IV–PROGRAM NARRATIVE *(Attach per instruction)*

PART V

ASSURANCES

The Applicant hereby assures and certifies that he will comply with the regulations, policies, guidelines, and requirements including OMB Circular No. A-95, and FMC 74-4 and 74-7, as they relate to the application, acceptance and use of Federal funds for this Federally assisted project. Also the Applicant assures and certifies with respect to the grant that:

1. It possesses legal authority to apply for the grant; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body, authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

2. It will comply with Title VI of the Civil Rights Act of 1964 (P.L. 88-352) and in accordance with Title VI of that Act, no person in the United States shall, on the ground of race, color, or nation origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the applicant receives Federal financial assistance and will immediately take any measures necessary to effectuate this agreement.

3. It will comply with Title VI of the Civil Rights Act of 1964 (42 USC 2000d) prohibiting employment discrimination where (1) the primary source of a grant is to provide employment or (2) discriminatory employment practices will result in unequal treatment of persons who are or should be benefiting from the grant-aided activity.

4. It will comply with requirements of the provisions of the Uniform Relocation Assistance and Real Property Acquisitions Act of 1970 (P.L. 91-646) which provides for fair and equitable treatment of persons displaced as a result of Federal and federally assisted programs.

5. It will comply with the provisions of the Hatch Act which limit the political activity of employees.

6. It will establish safeguards to prohibit employees from using their positions for a purpose that is or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business, or other ties.

7. It will give the grantor agency and the Comptroller General through any authorized representative the access to and the right to examine all records, books, papers, or documents related to the grant.

8. It will comply with all requirements imposed by the Federal grantor agency concerning special requirements of law, program requirements, and other administrative requirements, approved in accordance with FMC 74-7.

9. It will comply with all applicable requirements of Section 13 of the Federal Water Pollution Control Act Amendments of 1972 (P.L. 92-500), if the grant is awarded under any grant authority of that Act, which provides that no person in the United States shall, on the ground of sex be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program or activity under the said Federal Water Pollution Control Act Amendments for which the applicant receives financial assistance and will take all necessary measure to effectuate this agreement.

POOR
QUALITY
ORIGINAL (S)
TO FOLLOW

STATE OF CALIFORNIA—THE RESOURCES AGENCY EDMUND G. BROWN JR., Governor

STATE WATER RESOURCES CONTROL BOARD
P.O. BOX 100
SACRAMENTO, CA 95801
(916) 322-4507

RECEIVED
JUN 30 1980
TAHOE REGIONAL
PLANNING AGENCY

PEI - 11.3

JUN 6 1980

IN REPLY, PLEASE REFER TO:
400:AHS

Mr. Frank Covington
Director of Water Programs
Environmental Protection Agency
215 Fremont Street
San Francisco, CA 94105

SUBJECT: LAKE TAHOE CLEAN LAKES GRANT APPLICATION FOR CALIFORNIA

Dear Mr. Covington:

This supplements the May 8, 1980, application which was sent to your office. We are requesting EPA Clean Lakes Funds for Phase II projects only. The Lake Tahoe Water Quality Control Plan prepared by the State Board provided sufficient Phase I information to justify funding under Phase II. All projects originally submitted with the May 8 application are in conformance with the objectives of the draft Plan. The total cost of these projects was estimated to be $2,700,000. Furthermore, the draft Plan provides detailed information of the type requested in federal regulations (40 CFR 35.1620, see Attachment B).

Since May 8, communications with your Clean Lakes staff have indicated that substantially less funds will be available than originally applied for. For this reason, we have enclosed a modified project list which includes the first three projects and a scaled-down version of the fourth as originally submitted. The remaining two projects are ones which the State of California has already budgeted funds for complete erosion projects, primarily within Caltrans' right-of-way. We are not requesting Clean Lakes funds for these projects. We would like to have these projects considered as matching contribution for Clean Lakes funds for the first four projects. In total, the State of California and local government have already budgeted approximately $932,000 for erosion control projects to be constructed in 1980 in the California portion of the Tahoe Basin. The enclosed modified list requests a Clean Lakes grant for $500,000 in F.Y. 79-80. However, if additional funds are

available, we would have no problem committing matching funds. Furthermore, we anticipate that the State Board will take action this July to approve the use of $10 million from the 1978 California Clean Water Bond Fund for erosion control projects in the Lake Tahoe Basin. The State of California is firmly committed to using any available State funds to encourage erosion and urban runoff control projects in the Lake Tahoe Basin. We feel that EPA's Clean Lakes grant process offers a similar opportunity to EPA. We will do everything in our power to ensure the availability to local and State funds to provide the requested matching amount for the Clean Lakes grant.

Under separate cover, I am sending you a copy of the Lake Tahoe Basin Water Quality Plan, which should have been included with the original application.

Sincerely,

Clint Whitney
Executive Director

Enclosures

bcc: Andy Sawyer ✓
Chuck White

AHSAWYER/lewing

ATTACHMENT "A"

MODIFIED PROJECT LIST

PROJECT	CLEAN LAKES SHARE	STATE SHARE	LOCAL SHARE	TOTAL COST
1) City of S. Lake Tahoe [A/] Tahoe Valley Drainage	$150,000	-	$100,000	$250,000
2) County of El Dorado Tahoe Valley Drainage	$ 50,000	-	$ 15,000 [D/]	$ 65,000
3) County of El Dorado [B/] Pioneer Trail Erosion	$ 75,000	-	$ 25,000	$100,000
4) City of S. Lake Tahoe-Caltrans Bijou Drainage Area Erosion	$225,000	$640,000 [C/]	$110,000 [C/]	$975,000
5) Caltrans Bliss State Park	-	$109,000 [C/]	-	$109,000
6) Caltrans Route 89-Sunnyside	-	$ 73,000 [C/]	-	$ 73,000
TOTALS	$500,000	$822,000 [C/]	$250,000	$1,612,000

TOTAL FEDERAL FUNDS	$500,000
TOTAL NONE FEDERAL FUNDS	1,112,000
TOTAL	1,612,000
ALREADY BUDGETED LOCAL AND STATE FUNDS	932,000

NOTES:

A/ City Council approval previously received

B/ Ongoing Project to be expanded into large scale erosion control project

C/ Funds already budgeted by local and State agency

D/ In-Kind services already committed to project

ATTACHMENT "B"

Specific references to draft Lake Tahoe Water Quality Plan for information required by Federal Clean Lakes Grant Regulation (40 CFR 35.1620)

Mandatory Information

A. See 5-8-80 application

B. See pages 45-60 of draft Plan Latitude North 39°05' - Longitude West 120°02'

C. See Chapter II of draft Plan

D. See Chapter II of draft Plan

E. See pages 58,59 and Chapter V (p.221)

F. See Chapter II of draft Plan

G. See Attachment A to the memo

H. See pages 41,42,43, and 44 of the draft Plan

Discretionary Information

A. See Chapter II draft Plan, p.5

B. See Chapter III draft Plan, p.91

C. See Chapter I draft Plan pgs. 24, 25, 26

D. See Chapter III draft Plan p.61

E. See Chapters II and III, draft Plan pgs. 94-133

F. See Chapter V, draft plan pgs. 235-264

TAHOE REGIONAL PLANNING AGENCY

MEMORANDUM

DATE: June 30, 1980

TO: The Advisory Planning Commission

FROM: The Staff

SUBJECT: Request for Reconsidera tion

At the June 25 Governing Board meeting a request for reconsideration of the Board's action to approve the Tahoe City Public Utility District's project for an athletic field at Star Harbor was presented by the Tahoe Resource Conservation District. Following is the letter sent to the involved entities.

TAHOE REGIONAL PLANNING AGENCY

P.O. Box 8896
South Lake Tahoe, California 95731

2155 South Avenue (916) 541-0246

June 26, 1980

Mr. Walter C. Bailey, President
Tahoe Resource Conservation District
P. O. Box 10529
South Lake Tahoe, CA 95731

Subject: Request for Reconsideration of Tahoe City Public Utility District Star Harbor Athletic Field Project

Dear Mr. Bailey:

Please be advised that the Governing Body of the Tahoe Regional Planning Agency discussed your request for reconsideration of the above-referenced project at its meeting of June 25, 1980. Since neither the request nor the project itself was properly before the Governing Body, the staff was directed to place both your request for reconsideration and the project on the Governing Body agenda tentatively scheduled for July 23, in Incline Village. Since the item was also considered by the Agency's Advisory Planning Commission (APC) and was recommended to be continued with additional information to be submitted to the APC, this item will also be discussed as an informational report as part of the APC's agenda scheduled for July 9, 1980.

Your presence at both meetings along with information which you wish to be considered as part of your request will be greatly appreciated.

Sincerely,

Philip A. Overeynder
Executive Director

PAO:jf

cc: William Briner, Tahoe City Public Utility District
Placer County Planning Department
TRPA Advisory Planning Commission
California Tahoe Regional Planning Agency

TAHOE REGIONAL PLANNING AGENCY

P.O. Box 8896
South Lake Tahoe, California 95731

2155 South Avenue

(916) 541-0246

June 26, 1980

Mr. William Briner, Manager
Tahoe City Public Utility District
P. O. Box 33
Tahoe City, CA 95730

Subject: Request for Reconsideration of Tahoe City Public Utility District
Star Harbor Athletic Field Project

Dear Mr. Briner:

Please be advised that the Governing Body of the Tahoe Regional Planning Agency discussed a request by the Tahoe Resource Conservation District for reconsideration of the above-referenced project at its meeting of June 25, 1980. Since neither the request nor the project itself was properly before the Governing Body, the staff was directed to place both the request for reconsideration and the project on the Governing Body agenda tentatively scheduled for July 23, in Incline Village. Since the item was also considered by the Agency's Advisory Planning Commission (APC) and was recommended to be continued with additional information to be submitted to the APC by the District, this item will also be discussed as an informational report as part of the APC's agenda scheduled for July 9, 1980.

Your presence at both meetings along with information which you wish to be considered as part of the request will be greatly appreciated.

Sincerely,

Philip A. Overeynder
Executive Director

PAO:jf

cc: Walter Bailey, Tahoe Resource Conservation District
Placer County Planning Department
TRPA Advisory Planning Commission
California Tahoe Regional Planning Agency