

**TRPA
GOVERNING BOARD
PACKETS**

**MAY
1980**

Phil

May 1980

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

NOTICE IS HEREBY GIVEN that on May 28, 1980, at 9:00 a.m.
at the hearing room of the Tahoe Regional Planning Agency, located at
2155 South Avenue, South Lake Tahoe, California, the Finance Committee
of said agency will conduct a meeting to discuss TRPA's financial status
and budget.

NOTICE IS FURTHER GIVEN that on May 28, 1980, at 10:00 a.m.
at the same hearing room, the Governing Body of said agency will conduct
its regular meeting. The agenda for said meeting is attached to and made
a part of this notice.

Dated: May 16, 1980

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

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BODY

TRPA Office, 2155 South Avenue
South Lake Tahoe, California

May 28, 1980
10:00 a.m.

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

NOTE: There will be a meeting of the Finance Committee at 9:00 a.m. in the TRPA office prior to the regular meeting.

PRELIMINARY AGENDA

- Discuss w/ ROLAND
Prior to Mto.
- I CALL TO ORDER AND DETERMINATION OF QUORUM
- HJR. 7063 - SANTINI BURTON
 - II APPROVAL OF AGENDA
- REQUEST FOR EMERGENCY - TCPUD - SEZ - P.W.
 - III DISPOSITION OF MINUTES
- DELETE GRAYSON - No Admin. Permit From W.C.
- NOTE: TRUFF & JOHNSON SHOULD BE AVAIL. FOR JUNE G.B.
FOR TAHOE KEYS - MAN MODIFIED
 - IV CONSENT CALENDAR
 - V AGENCY REVIEW
 - A. Cox-Michelsen, Administrative Permit for a 67 Unit Motel, Douglas County GWB
 - B. Boatworks Marina, Modification of a Condition of Approval, Placer County GWB
 - C. E. C. Grayson, Variance to Construct a Four-plex in a Stream Environment Zone, Washoe County - OFF
 - D. Harvey's Resort Hotel, Phase II, Finding of Substantial Conformance, Douglas County GWB
 - ~~E. ? TCPUD - SEZ - P.W.~~
 - VI PUBLIC WORKS
 - A. Incline Village /Crystal Bay Visitor and Convention Bureau, Incline Village Community Center and Pool Complex Including a Building Height Variance, Washoe County JPD
 - B. TCPUD - SEZ VARIANCE - STAR HARBOR ATHLETIC FIELDS (2ND HEARING FOR G.P.A. SCHEDULED)
 - VII PLANNING MATTERS (2ND HEARING FOR G.P.A. SCHEDULED)
 - Scheduling of General Plan Amendment Public Hearings to Consider Reclassification of Timesharing Properties to Tourist Commercial GWB
 - VIII REPORTS
 - A. Appeals of Staff Decisions
 - B. Finance Committee Report
 - C. Revised Budget, FY 1979-80 and 1980-81
 - D. Field Enforcement Report

- E. Executive Session
- F. Executive Director Report
- G. Legal Counsel Report
- H. Governing Body Members
- I. Public Interest Comment

IX ORDINANCES

A. Second Readings of Ordinances Amending the Land Use Element of the Regional Plan

- 1. 9.91 Acres Owned by the Bliss Family to Rural Estates, Douglas County
- 2. 2.9 Acres Owned by C. Clements to Tourist Commercial, Douglas County
- 3. 20.6 Acres Owned by the Incline Village General Improvement District to Recreation and 6.0 Acres to Public Service, Washoe County
- 4. 10 Acres Leased by the Tahoe City Public Utility District from the State of California to Recreation and Public Service, Placer County

B. First Readings of Ordinances

- 1. Amending the Subdivision Ordinance to Provide for an Administrative Procedure for Condominium Conversions and ~~Establishing~~ Findings for Approval of a Tentative Map
- 2. Amending the Land Use Ordinance to Provide an Administrative Procedure for Condominium Conversions and for Timesharing Developments

X RESOLUTIONS

XI PENDING MATTERS

XII CORRESPONDENCE — *SWRB RESPONSE*

XIII ADJOURNMENT

CONSENT CALENDAR

<u>Item</u>	<u>Recommendation</u>
Public Works:	
South Tahoe Public Utility District, Headstart Program Improvements, Phase 1	Approval
Washoe County, Incline Village Bikeway Master Plan	Approval
California Department of Parks and Recreation, Sugar Pine Point State Park Bike Trail, El Dorado County	Approval

Item

Recommendation

Nevada Department of Transportation, U.S. Highway 50
and Elk Point Road Intersection Improvements,
Douglas County

Approval

U.S. Forest Service/Traveler System, Ltd.,
Zephyr Cove Marina Improvements, Douglas County

Approval

Clearinghouse:

Nevada Division of Environmental Protection,
Kingsbury Grade Erosion Control Improvements,
Douglas County

Support



Tahoe City Public Utility District

May 19, 1980

RECEIVED

MAY 21 1980

Mr. Phil Overeynder
Tahoe Regional Planning Agency
P. O. Box 8896
South Lake Tahoe, CA 95731

T-A-H-O-E REGIONAL
P-L-A-N-N-I-N-G A-G-E-N-C-Y

Dear Mr. Overeynder:

I would appreciate your honoring the Tahoe City Public Utility District's request to place our Star Harbor Project on the Governing Board's agenda for May 28th as an urgency item. You are aware that we must receive agency approval in a short period of time so that we do not jeopardize our funding source for this much needed recreation facility. I will be happy to meet with you or your staff prior to the meeting to provide any additional information which may be required and, of course, will be present on May 28th at the meeting.

Your cooperation is sincerely appreciated.

Sincerely,

Bruce Shindler
Director of Parks, Recreation and Engineering

BS:bls

TAHOE REGIONAL PLANNING AGENCY
STAFF SUMMARY AND RECOMMENDATION

- EPA POSITION -
- FINAL 208 PLAN REQ'D?
- TCG REPORT
- SATISFACTORY MITIGATION AS
OFFERED TO FINAL 208

Public Works
South Tahoe Public Utility District (STPUD)
Headstart Program Improvements
City of South Lake Tahoe

Background

The South Tahoe Public Utility District has applied for a federal grant from the Environmental Protection Agency (EPA) for expansion and upgrading of its wastewater treatment facilities located in South Lake Tahoe, El Dorado County and Alpine County. In reviewing the facility plan as presented by STPUD in May, 1978, EPA determined that the project would have a significant environmental impact due to its potential growth inducing effects and required an Environmental Impact Statement (EIS) on proposed improvements. A draft of the EIS was released in December, 1979, but EPA has indicated that the EIS cannot be finalized until a 208 Plan has been adopted for the area which is consistent with the EIS and the sizing of components of the STPUD facilities. The current schedule for finalizing a 208 Plan and hence the EIS is optimistically some time during the summer of 1980. No decisions regarding the federal funding of capacity-related elements of the STPUD system can be reached until those documents are finalized.

The headstart program proposed by STPUD is an effort to identify those elements of the wastewater facilities that are not capacity related or are common to all wastewater management alternatives currently being evaluated. STPUD has received approval from the State Water Resources Control Board (SWRCB) for the improvements proposed as part of the headstart program. Additional applications for state and federal funding and Agency review will be made once the issue of treatment plant capacity is resolved by the District.

Proposed Facilities

The current project proposes numerous improvements to the facilities located in South Lake Tahoe and El Dorado County including odor control equipment, screening and flow measurement, digester modifications, chlorination system modifications, engine-driven pumping, standby generation, replacement of effluent pumps and laboratory and office improvements.

Several of the proposed improvements will increase the reliability of the facility, particularly during storm events. However, the current plant capacity of 7.0 million gallons per day will not be affected. The EPA grant conditions specify that the improvements cannot be considered in calculating plant capacity but are rather intended to increase efficiency and reliability.

Land Capability and Coverage

The STPUD treatment plant site allows up to 30% land coverage under the land capability system. Current facilities utilize 22.0% impervious surface coverage. With the addition of the proposed facilities, the total coverage will be 25.5%, within the allowable coverage.

Conformance With Agency Plans

The project is in conformance with the wastewater facility as prepared by STPUD. TRPA has provided comments to EPA supporting the facility plan through comments on the DEIS.

5/19/80

The basis for the Agency comments on the DEIS was the Lake Tahoe Basin Water Quality Management Plan (208 Plan) as adopted by TRPA. The 208 Plan indicates the need for facility upgrading and expansion. The proposed project is therefore in conformance with Agency plans although it should be recognized that additional capacity-related elements of the treatment plant will be required at a later date.

Other Agency Actions

The project has been approved by the City of South Lake Tahoe and the California Tahoe Regional Planning Agency. The Lahontan Regional Water Quality Control Board has determined that the project is within the scope of existing waste discharge requirements.

On-Site Improvements

The STPUD has worked closely with the Soil Conservation Service in designing slope stabilization, revegetation, and drainage improvements. The proposed plans and specifications for the project therefore correlate closely with the requirements of the Handbook of Best Management Practices with one minor exception. Although all new buildings include dripline trenches for infiltration of on-site runoff, a proposed parking area would drain runoff into the wastewater treatment facility for treatment and export. On-site detention or infiltration would reduce wet weather flow to the plant as well as provide for natural groundwater recharge.

Advisory Planning Commission Action

At its regular meeting on May 14, 1980, the APC voted with one abstention to approve the project. APC member Dick Pyle, representing the Soil Conservation Service, abstained from the vote since his office had made recommendations to the South Tahoe PUD as part of the project package.

Recommendation

Agency staff recommends approval of the project subject to inclusion of infiltration trenches for runoff from the proposed parking area.

TAHOE REGIONAL PLANNING AGENCY
STAFF SUMMARY AND RECOMMENDATION

Washoe County Department of Parks and Recreation
Incline Village Bicycle System Master Plan

Summary

The applicant, the Washoe County Department of Parks and Recreation, is requesting conceptual approval of the proposed Incline Village bicycle master plan (see attachment 1). The master plan encompasses approximately 19 miles of bikeways. The bicycle network utilizes three classes of bikeways: 1) the bike path; 2) the bike lane; and 3) the bike route. The network provides a comprehensive bicycling system, with particular emphasis given to corridors with potentially high levels of demand. Construction of the overall facility is proposed based upon five priorities. Priority 1 is proposed for construction this year. This project is estimated to cost approximately \$400,000. Prior to construction of any phase, submission of environmental documents and TRPA review will be required.

System Description

The master plan is proposed to penetrate effectively the major recreational, commercial and educational activity centers of Incline Village. Most of these centers are located in the core area of Incline and will be serviced by spatially separated bike paths. Bike lanes and routes will be provided in peripheral locations and on less heavily traveled roadways. Most of the bikeway system, 15.8 miles or 84% of the network, is composed of bike paths. These bikeways are for the exclusive use by bicyclists and pedestrians with no vehicle use permitted. Bike paths are the safest type of bicycle facility because of vehicle and bicycle separation.

Eleven percent, or 2.1 miles, of the bicycle network consists of bike lanes. Bike lanes are located in the motor vehicle right-of-way and are delineated by striping, bike lane markings, and signing. Bike routes make up the remaining 5% of the system, 0.8 miles. Bike routes are streets with bike route signing to indicate they are part of the bicycle network. The bike routes are on streets which carry relatively low traffic volumes.

As currently envisioned in the master plan, all of the system components will be located either adjacent to or within existing road rights-of-way (see attachment 2). While separating automobile and bike traffic, this design does not reduce interactions at intersections but forces bicycle traffic to mimic established vehicle traffic patterns. The master plan does not address unique opportunities to establish a bicycle path system independent of the existing street system. Reoccurring intersection interactions will affect the system quality by reducing the safety and overall flow efficiency of the system. No provisions are made for providing grade-separated crossings especially at intersections along State Route 28. These interactions will be directed through existing intersections at the crosswalks.

Land Use and Land Capability

This master plan does not directly address land capability constraints. Each specific phase of this master plan will be required to provide land capability calculations and coverages. This project will result in disturbance in many different land capability districts. Each phase will be required to submit plans identifying methods proposed to minimize land disturbance and provide for slope stabilization and drainage improvements.

5/5/80

Due to the nature of this project, Agency staff recommends that a regional public facility designation be granted with this proposal.

Conformance With Adopted Plans

Tahoe Regional Transportation Plan - The long-range objective for bicycle paths is a continuous system of interconnecting regional bicycle trails around the Lake with branches into the back country where feasible. Phase 1 of the proposed system will provide a bike path along Lakeshore Boulevard which can be connected to the regional bike system in the future. Provision was made in this adopted plan for the inclusion of an Incline Village bicycle master plan when it was developed.

Recommended Short-Range Transportation Plan - The Short-Range Transportation Plan includes a bicycle path system encircling the Lake. This plan provides for the inclusion of the Incline master plan into the North Tahoe Subregion Short Range Transportation Plan.

Agency staff finds that this proposal is in conformance with the adopted transportation plans.

Specific Improvements

The type and scale of improvements proposed as part of this project depend upon the class of bike route proposed. Bike paths will be separated from the existing roadway by a minimum of 5 feet and will be 8 feet wide. The bike paths will result in the most disturbance in new areas. Grading and clearing work will be necessary to provide for the path. The path of this disturbance will be approximately 12 feet wide. To provide for acceptable grades on the path, some extensive grading will be required. During the review process for each development phase, specific slope stabilization and drainage improvements will be required. Bike lanes will be 5 feet wide and will be added as new asphalt. This will increase the amount of pavement adjacent to existing drainage channels. Restoration of some drainage channels will be required due to this work. Phase 1 proposes 23,400 feet of bike path and 5,400 feet of bike route. No bike lanes are proposed as part of Phase 1.

Regional Public Facility

This bicycle facility is proposed for construction initially within the Incline Village area with provision for connection to the regional bike system in the future. The major portion of the system will benefit primarily Incline Village residents and visitors. Regional public facility designation can be applied to projects which are contained in one of the elements of the TRPA General Plan and which will be constructed or administered by a public agency.

Section 8.24 of the Land Use Ordinance sets forth the criteria for determining the applicability of regional public facility designation:

1. The need for such facility in the location proposed in view of the estimated demand for the services required by the permitted development within the Land Capability Districts, chiefly served by the facility, and by the Region generally;
2. The land capability of the area upon which the facility is proposed to be located;

3. An estimate of the environmental harms that will be created by the proposed facility in the proposed location; and
4. The conformity of the plans for such proposed facility with the requirements established in other ordinances adopted by the Agency."

A survey taken of Incline Village residents indicated support for the provision of a safe bicycle system that offers an alternative to other forms of travel. Survey results indicated that the bike path system was desired for both utilitarian and recreational use. With the current use by bicyclists of the paved streets in Incline Village, adequate safety is not provided. The most pleasurable biking experience is also not provided for. This system would enhance both the safety and aesthetic deficiencies. An even more pleasurable biking experience could be provided if more spatial separation were provided and if the system could be developed even more independently from the existing road network.

Land capability calculations for each phase will be submitted with each phase's review. Complete plans will be submitted identifying the location and extent of proposed improvements. Complete plans regarding slope stabilization, revegetation, and drainage improvements will also be subject to Agency review. Preliminary review has indicated the need for the provision of specialized crossing improvements across some creeks and drainage channels. Due to the steep topography of Incline Village, portions of the system will have excessive grades in some areas. More standard grades cannot be provided without excessive disturbance and cutting and filling. Where these excessive grades occur, the extent will be minimized.

The bike path system is in conformance with the adopted TRPA Short-Range Transportation Plan.

Staff Comment

At the April, 1980 APC meeting, members expressed concern over the safety aspects of a bicycle system in Incline Village as it related to the proposed pool facility. This master plan does not address specific improvements except to identify conceptual locations. Agency staff has performed a preliminary site review with the project consultants. This review pointed out the need for very specific details regarding intersection improvements. Since the master plan is designed to follow the roadway system, a large number of interactions between bicycles and automobiles will still occur. Of primary concern are the intersections of Northwood, Southwood and Village Boulevards with State Route 28.

Recommendation

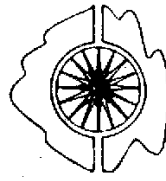
Agency staff recommends that this facility be designated a regional public facility under Section 8.24 of the Land Use Ordinance and further recommends conceptual approval of the Incline Village bicycle master plan.

Advisory Planning Commission

At its regular May 14, 1980 meeting, the APC voted unanimously to support the staff recommendation for a regional facility finding and for a conceptual approval of the master plan. The APC added a condition to the project that individual phases of the system as they are brought back before the APC specifically and particularly address the question of intersection safety and the separation of bicycle, vehicle and pedestrian traffic on a seasonal basis.

5/19/80

MASTER PLAN PHASES
ATTACHMENT 1



INCLINE VILLAGE
BIKEWAY
MASTER PLAN

- LEGEND**
- PRIORITY NO.**
- 1 [Solid line]
 - 2 [Dashed line]
 - 3 [Dotted line]
 - 4 [Cross-hatched pattern]
 - 5 [Stippled pattern]

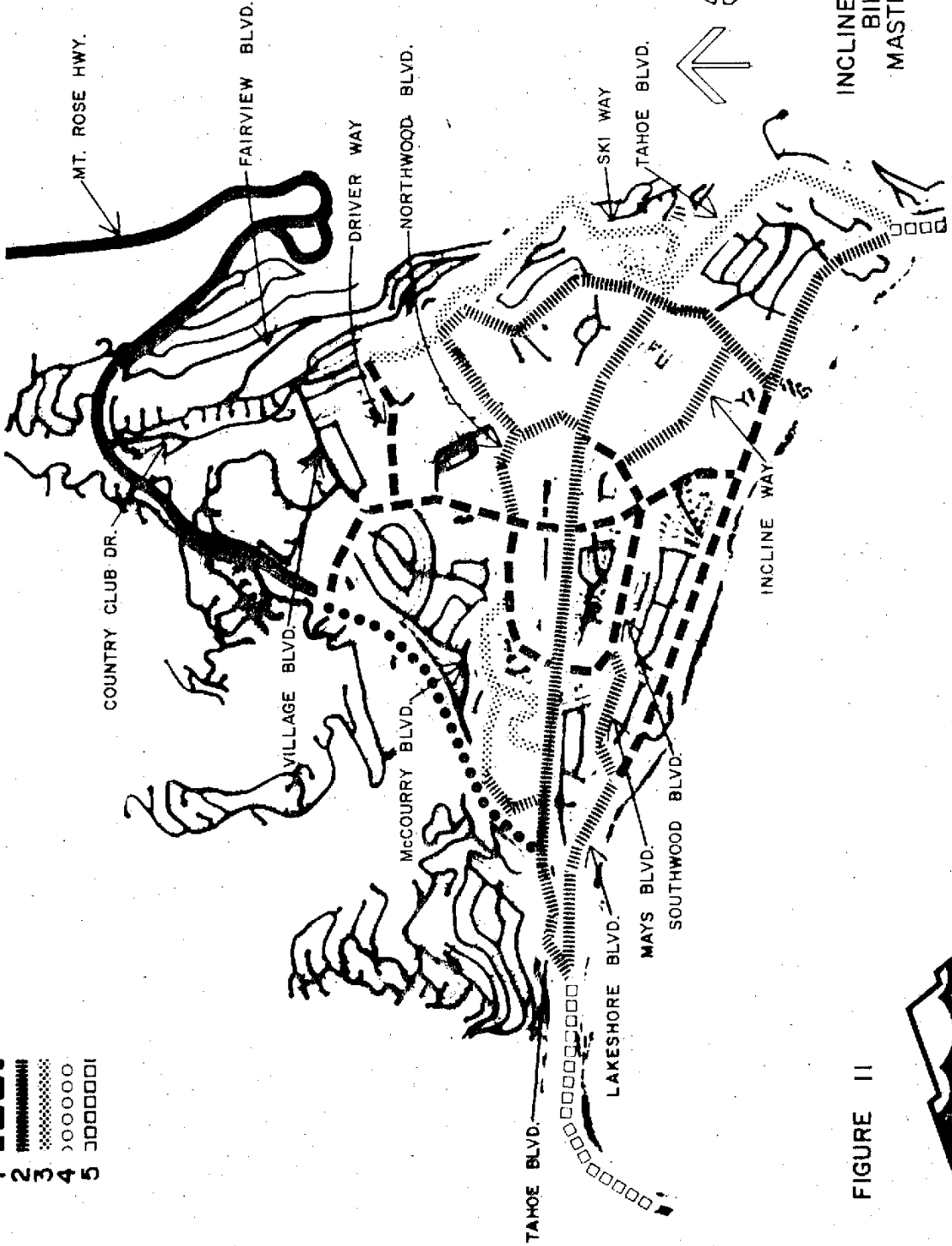
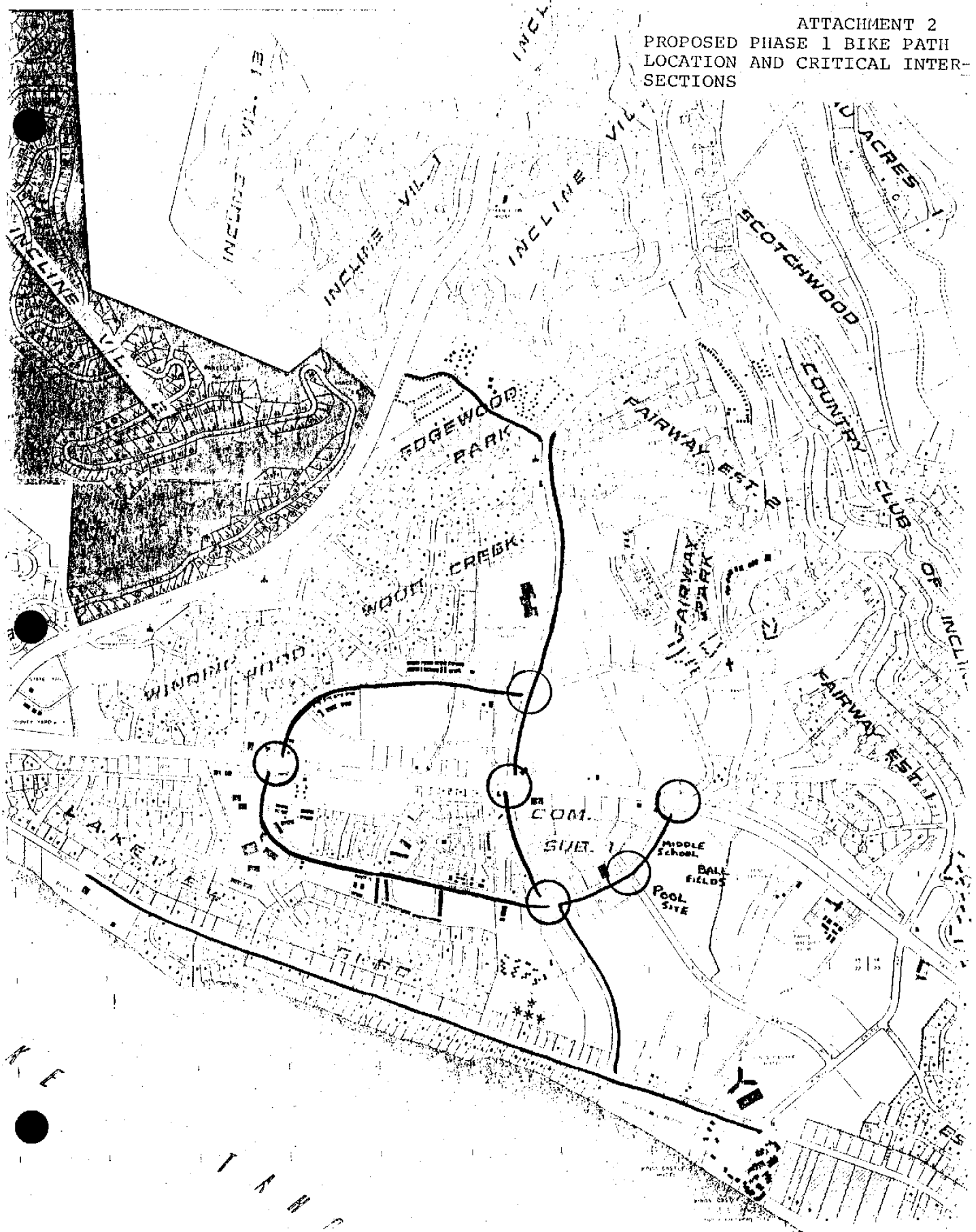


FIGURE 11

BARTON-ASCHMAN ASSOCIATES — GEORGE CHARCHALIS, AICP, ASLA



ATTACHMENT 2
PROPOSED PHASE 1 BIKE PATH
LOCATION AND CRITICAL INTER-
SECTIONS



TAHOE REGIONAL PLANNING AGENCY
STAFF SUMMARY AND RECOMMENDATION

State of California
Department of Parks and Recreation
Sugar Pine Point State Park
Bicycle Trail
El Dorado County

Summary

The State of California Department of Parks and Recreation is requesting approval to construct a .6 mile long bicycle trail along Highway 89 at the entrance to Sugar Pine Point State Park. The trail will extend from the end of the Tahoe City Public Utility District bicycle path at the north park boundary to the paved nature trail 635 feet south of the campground entrance road. The trail will run roughly parallel to Highway 89 approximately 100 feet west of the roadway. Funding for the project will be provided by the State of California.

Land Use and Land Capability

The land capability classification of the property is TcB, Tallac gravelly coarse sandy loam, seeped, 0-5% slopes, land capability level 5, 25% land coverage and GR, gravelly alluvial land, land capability level 1B, 1% land coverage.

The applicant has submitted land coverage calculations for each land capability district identifying all existing land coverage. The bike path will be constructed in the TcB area and will not exceed allowable land coverage. Due to the nature of this proposal, Agency staff recommends that a regional public facility designation be granted with this proposal.

Conformance With Adopted Plans

Recreation Plan - The Summer Recreation Element of the Conservation, Recreation and Open Space Plan identifies Sugar Pine Point State Park as an outdoor recreation area and identifies a scenic corridor and bike trail system along the west shore. This facility will provide another link in this overall system.

Tahoe Region Transportation Plan - The long range objective for bicycle paths is a continuous system of interconnecting regional bicycle trails around the Lake and branches into the back country where feasible. This system component will connect up with the existing TCPUD system and the State Park paved nature trail paths.

Recommended Short-Range Transportation Plan - The Short-Range Plan includes a bicycle path system encircling the Basin. The bicycle path element in the Short-Range Plan identifies a bicycle path corridor from north of Emerald Bay to the north shore of Lake Tahoe.

The Agency staff finds that this proposal is in conformance with the adopted Regional Long and Short Range Transportation Plans.

5/2/80