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

NOTICE IS HEREBY GIVEN that on May 14, 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: May 5, 1980

By: Philip A. Overeynder
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

May 14, 1980
10:00 a.m.

PRELIMINARY AGENDA

I CALL TO ORDER AND DETERMINATION OF QUORUM

II APPROVAL OF AGENDA

III DISPOSITION OF MINUTES

IV PUBLIC WORKS

A. South Tahoe Public Utility District,
Headstart Program Improvements, Phase 1

B. California Department of Parks and Recreation,
Sugar Pine Point State Park Bike Trail, El Dorado County

C. Washoe County Department of Parks and Recreation,
Incline Village Bikeway Master Plan

D. Incline Village/Crystal Bay Visitor and Convention Bureau,
Incline Village Community Center and Pool Complex
Including a Building Height Variance, Washoe County

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

F. Athletic Fields - T.C.P.U.D.

V CLEARINGHOUSE

Douglas County, Kingsbury Grade Drainage Improvements,
Clean Lake Grant Funds

VI PLANNING MATTERS

VII REPORTS

A. Public Interest Comments

B. APC Members

VIII RESOLUTIONS

IX CORRESPONDENCE

X PENDING MATTERS

XI ADJOURNMENT

TAHOE REGIONAL PLANNING AGENCY
STAFF SUMMARY AND RECOMMENDATION

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, digestor 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.

5/6/80

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

Agency staff is scheduled to review the project site for proposed drainage and slope stabilization work as part of the Development Review Committee inspection. At this time, staff is not prepared to report on the adequacy of on-site improvements in terms of meeting the requirements of the Handbook of Best Management Practices. Staff will be prepared to report on this item at the APC meeting.

Recommendation

Agency staff recommends approval of the project as submitted subject to finding that the plans and specifications meet the requirements of the Handbook of Best Management Practices.

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.

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Regional Public Facility

This bicycle facility is proposed for construction by the State of California within the Sugar Pine Point State Park and will be one of the connecting links in the accomplishment of the recommended Lake Tahoe Basin bike trail system. 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 primarily serve the needs of persons other than those owning or residing on the property subject to the development.

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 facility such as this will be necessary to connect the existing Tahoe City PUD bike trails with the proposed Meeks Bay extension. The provision of this facility will not generate the need for expanding any currently provided services.

The property contains both land capability level 5 and 1B lands. None of this proposal is to be constructed within class 1B lands. Inclusion of this facility in land coverage calculations still leaves a substantial amount of unused land coverage allowable. Construction is proposed to comply with the TRPA Grading Ordinance and 208 Handbook of Best Management Practices. This proposal will result in the disturbance of a strip of land approximately 12 feet wide and 3,130 feet long. The removal of approximately 25 trees is anticipated. Construction specifications require restoration and revegetation of all disturbed areas. The bike path proposed is in conformance with the Agency's Conservation, Recreation and Open Space Plan, the Tahoe Region Transportation Plan, and the Short Range Transportation Plan.

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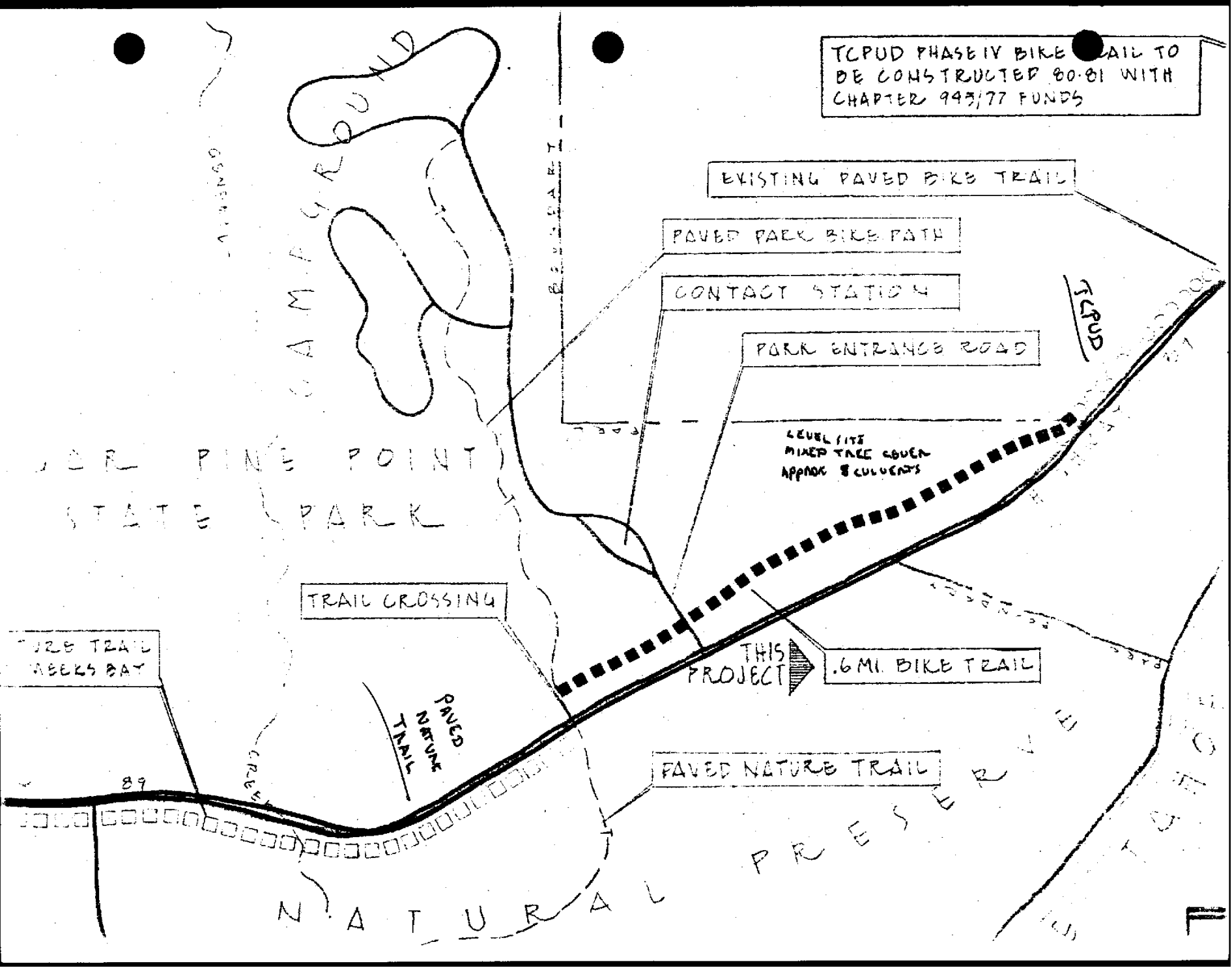
Recommendation

Agency staff recommends that this facility be designated a regional public facility under Section 8.24 of the Land Use Ordinance and further recommends approval of the subject bike path system subject to the following conditions:

1. The final construction drawings for the project shall be subject to Agency staff review and approval prior to construction.

2. All construction work and improvements shall be accomplished in accordance with the Agency's Grading Ordinance and 208 Handbook of Best Management Practices.


TCPUD PHASE IV BIKE TRAIL TO BE CONSTRUCTED 80-81 WITH CHAPTER 995/77 FUNDS
EXISTING PAVED BIKE TRAIL
PAVED PARK BIKE PATH
CONTACT STATION
PARK ENTRANCE ROAD
TCPUD
BOUNDARY
CAMPGROUND
LEVEL SITE MIXED TREE COVER APPROX 8 CULVERTS
TRAIL CROSSING
THIS PROJECT
.6 MI. BIKE TRAIL
PAVED NATURE TRAIL
PAVED NATURE TRAIL
TURE TRAIL
MEEKS BAY
89
CREEK
STATE PARK
NATURAL PRESERVE

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 bokeways. 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 ~~an EIR~~ 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. THE ADVISORY P.C. ~~ADVISED~~ RECOMMENDED THAT INTERSECTION SAFETY BE A PRIORITY CONSIDERATION AS EACH PHASE IS REVIEWED

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.

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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.

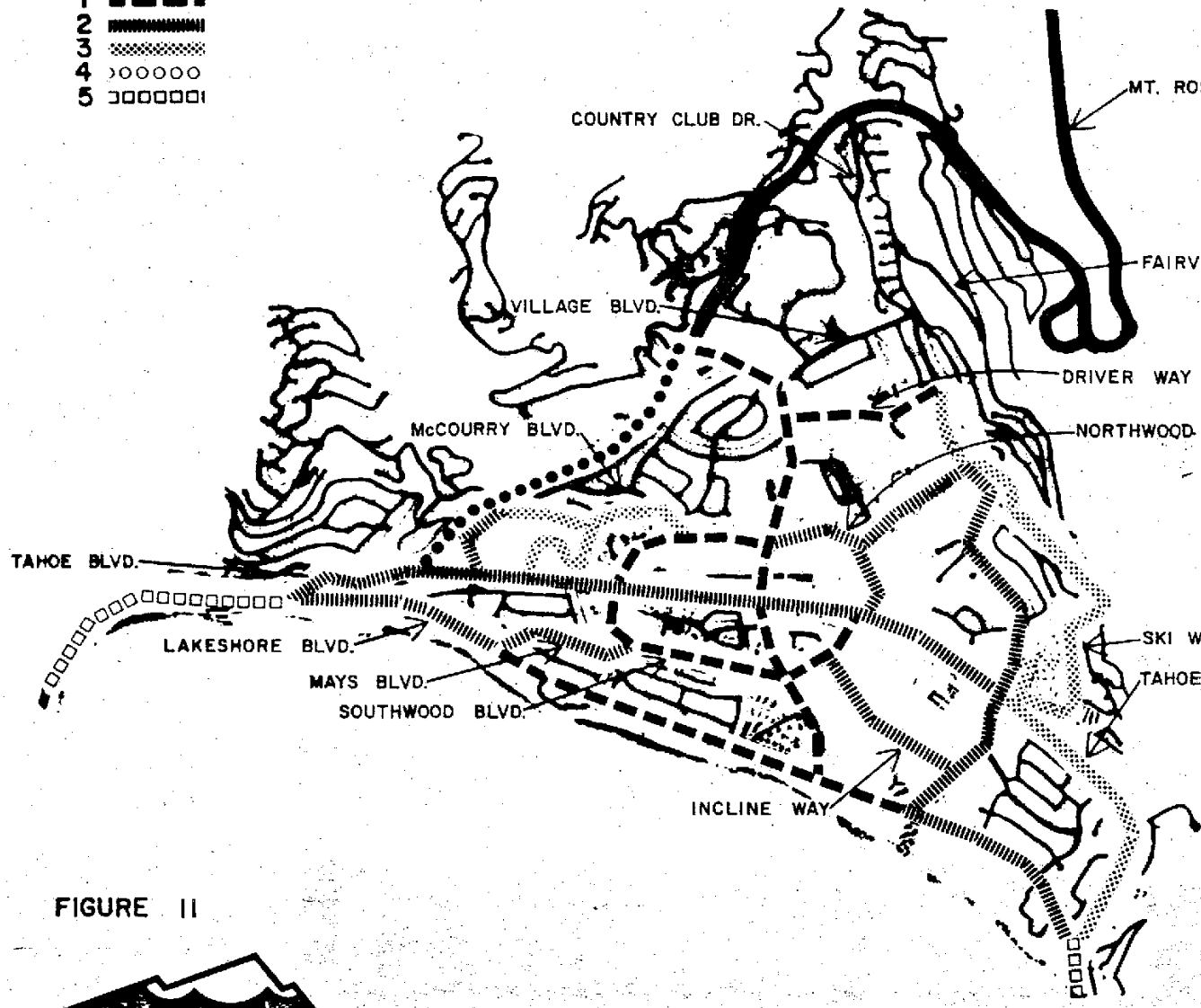


FIGURE II

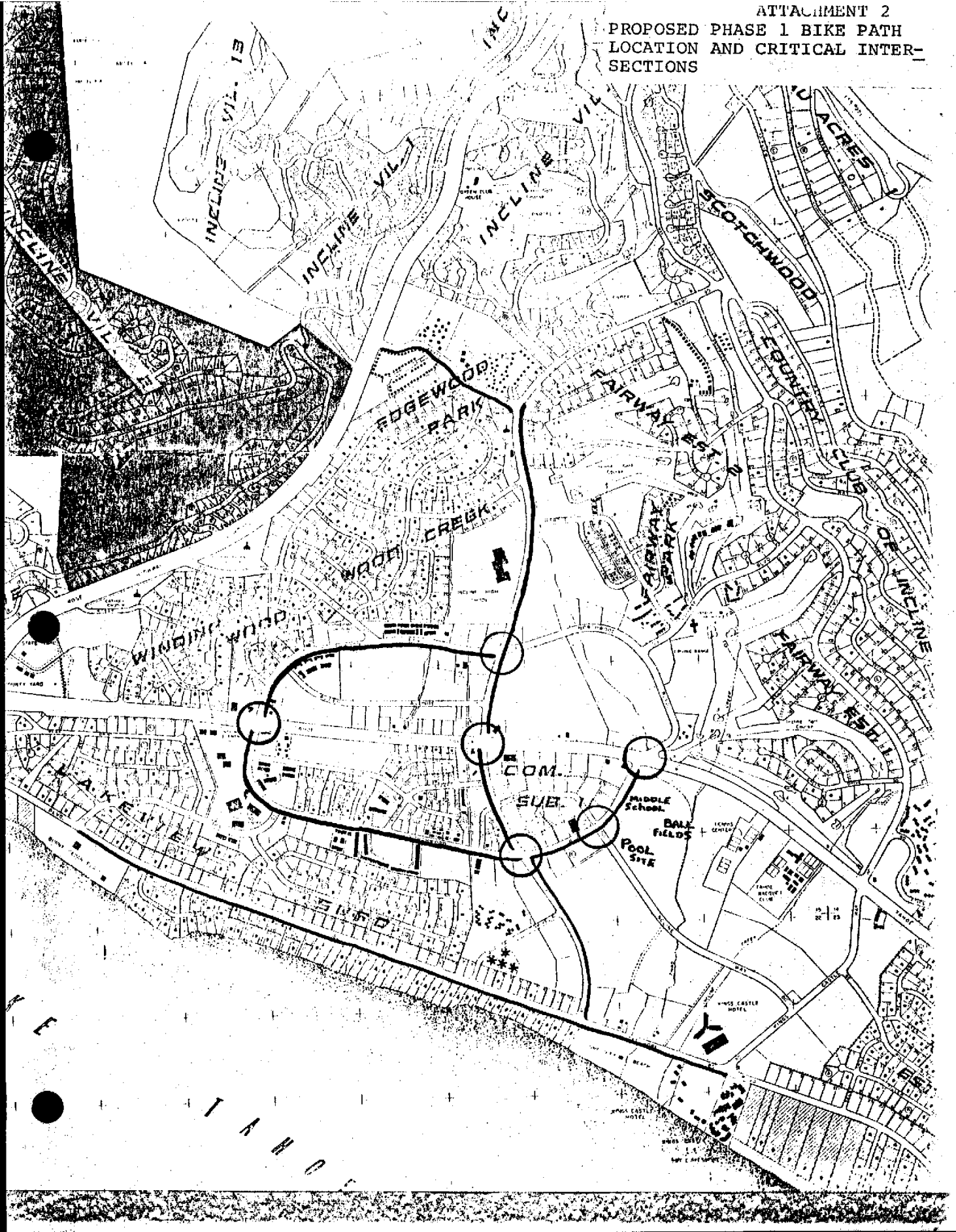
INCLINE VILLAGE
BIKEWAY
MASTER PLAN

MASTER PLAN PHASES
ATTACHMENT 1

SUMMIT ENGINEERING CORPORATION — BARTON-ASCHMAN ASSOCIATES — GEORGE CHARCHALIS, AICP, ASLA

ATTACHMENT 2

PROPOSED PHASE 1 BIKE PATH LOCATION AND CRITICAL INTER-SECTIONS



TAHOE REGIONAL PLANNING AGENCY

MEMORANDUM

DATE: May 6, 1980

TO: The Advisory Planning Commission

FROM: The Staff

SUBJECT: Incline Village Community Center and Pool Complex

The APC members at their April meeting had five concerns regarding the subject project for which clarification was requested for presentation at the May APC meeting. Following is a list of those concerns:

1. Water availability;
2. Depth to groundwater;
3. Pedestrian safety across Highway 28;
4. Visual impact of building height; and
5. Piecemeal approach to site plan and phasing.

At this time, the applicant has submitted a groundwater report prepared by the firm of William F. Jones, Inc., of Woodside, California. The groundwater report indicates that no standing groundwater was found nor could any be identified as occurring historically to the depth of the test pit which roughly corresponds in depth to the level of the proposed excavation.

Mr. Walter Rohrer indicated to staff that the Incline Village General Improvement District's position regarding water availability is that the amount required to service this project was already approved as part of the previous approval, that the required water has already been figured in as current usage, and that since the District will be operating this facility, the water use represents an in-house transfer.

Pedestrian and bicycle safety concerns will be taken up as part of the Incline Village bicycle master plan proposal (May, 1980 APC agenda).

Mr. Rohrer has indicated he will have materials and a presentation on the remaining concerns at the May 14 meeting.

ARE THERE SUFFICIENT TRAFFIC WARRANTS TO NECESSITATE CERTAIN IMPROVEMENTS.

TAHOE REGIONAL PLANNING AGENCY
STAFF SUMMARY AND RECOMMENDATION

Incline Village/Crystal Bay Visitor and Convention Bureau, Incline Village Community Center and Pool Complex and Building Height Variance, Washoe County

Summary

The applicant, the Incline Village/Crystal Bay Visitor and Convention Bureau is requesting approval of a relocation of a swimming pool and community center complex previously approved by the Agency near the Incline Village golf course. The revised location of the project is on the north side of Incline Way adjacent to the proposed middle school. The project utilizes part of a 20.6 acre parcel (Assessor Parcel No. 127-030-01) owned by the District. The project is to be funded by Washoe County and the Reno/Sparks Convention Authority and operated by the Incline Village GID. This project is an adjunct to the middle school and ball field projects previously approved by the Agency.

The proposed project consists of a 25,000 square foot enclosed 50 meter long, 8 lane covered indoor/outdoor swimming pool joined to a 3-story building at the north. The lower floor of the 3-story building will house support facilities, i.e. lockers, showers, administration and recreation rooms, for the pool complex. The two upper floors will be for building entry, meeting rooms, and multi-use rooms. A total of 201 parking spaces are proposed, 100 on the pool site and 101 on the middle school site.

Existing Environmental Setting

The site is presently heavily forested along Incline Way. The vegetative cover consists of a pine and fir overstory and a manzanita and squaw carpet understory. There are 217 identified trees with a diameter of over 6" located within the area of disturbance. The property slopes to the east to a depression bordering Third Creek which runs along the east side of the property. The applicant's plans delineate the boundaries of the 25 year, 100 year flood plains and the boundaries of the stream environment zone. The applicant has modified the location of the parking and the pool building to eliminate encroachment into the stream environment zone. There is existing fill material on the rear of this site. This fill will be removed as part of this project.

Land Use Classification

The project area is currently classified as Tourist Commercial and Recreation. The Agency has initiated public hearings to reclassify this property to Recreation. The proposed project would be a conforming use under either land use classification.

Land Capability

The project area's soil type has been identified as IsC, Inville, stony, coarse, sandy loam with 2 to 9% slopes, land capability 6, allowable land coverage up to 30%. Previous approvals including the athletic fields and middle school have utilized approximately 12.6% of the allowable land coverage. With the proposed project, the total land coverage for the 26.6 acres, which includes all three projects, is 21%.

Surrounding Uses

The project is to be located on the southeast fringe of the central core area of Incline Village in an area that borders High Density Residential subdivisions. The pool site

is bordered on the north by ball fields, on the west by the middle school, on the east by Incline Village Park and on the south by McCloud Condominiums. Virtually all commercial property, high density housing, transient housing, public services, schools, and recreation facilities are located within 1 mile of the project site.

Height

The maximum permitted height in Recreation is 35 feet. The average height of the 3-story building and pool enclosure is 53 feet. Due to the excess height associated with this building, a variance to the height limit in the Recreation district must also be granted.

Grading

The construction of this project will result in substantial grading and land disturbance on the site. The pool support facilities located on the basement floor will have a finish floor elevation approximately 11 feet below natural grade on the north side. As proposed, the second floor of the building will be the main entry floor. The pool enclosure will be located to the south of the 3-story structure. There will be substantial excavation associated with the construction of the 50 meter pool. Surface grading and clearing will need to be done to provide for the onsite parking spaces. The applicant has submitted a grading plan which coordinates these improvements with those of the middle school and the ball fields. As proposed, this project will not result in any disturbance to the stream environment zone located east of the pool.

Slope Stabilization

The applicant has submitted a slope stabilization plan identifying the location and extent of cut and fill slopes associated with the project. This plan coordinates the plans of the middle school and the ball fields where interfaces occur. The major exposed slope will be adjacent to the ball fields north of the pool building. This slope will have a maximum height of 10 feet. This slope will be layed back to a 2:1 slope and rock riprapped. Other cuts and fills associated with the parking area will be minor and will be revegetated and rock riprapped. The excavation for the building will be backfilled to reestablish natural grade.

Drainage

The applicant's plans show conceptual drainage facilities designed to collect all stormwater runoff generated by a 2 year 6 hour storm and to allow for infiltration on site. The pool enclosure will be covered with a retractible fabric cover which will slope from north to south. Drainage is proposed to sheet flow off the pool cover into a concrete gutter at the roof line. This gutter will be heated and will direct drainage into a downspout and into a collection basin located south of the pool deck. Drainage from the pool deck will be directed into an infiltration trench adjacent to the deck. The roof line of the 3-story structure slopes to the north. Drainage from the roof line is proposed to be collected in an infiltration trench located adjacent to the north wall. The north wall will have a basement floor elevation 11 feet below natural grade. To avoid water seepage problems

along this wall, the applicant has designed an overflow connection to carry drainage away from the building and into another infiltration trench. Drainage emanating from the paved surfaces is proposed for collection in infiltration trenches located at the edge of paving.

Drainage from the upper parking area will be directed into a drop inlet for treatment in the same collection basin as the roof line drainage. Drainage from the north parking area will be collected in an infiltration trench located on the west side of this parking area. The project proposes a bus pull-out area on Incline Way in front of the project site. To provide room for this improvement, the applicant will alter the course of the existing roadside drainage ditch and provide rock riprapping. CMP culverts will be provided at the entry and egress points. Snow storage areas have been identified and infiltration trenches around these areas proposed.

Traffic

The project has had a traffic evaluation study prepared by the firm of Creegan & D'Angelo, consulting engineers. As part of this application, Agency staff requested that a traffic evaluation be done based upon the entire project area including the middle school and the athletic fields. Calculations were derived for all three projects in this area estimating peak day and hour volumes, average annual volumes, and peak 8 hour volumes.

The middle school is anticipated to have most of its traffic generation occur during school hours five days a week during the months October to June. The total estimated daily trip generation is 211 trips per day. Use of the athletic fields will occur mostly in the evening after 3:00 p.m. during the week and on weekends. The middle school and the athletic fields will probably not result in extended periods of concurrent peak generation due to different use characteristics. What will occur from this dual use is average increases to traffic loads in the area over extended periods of time. Traffic generated by the school will be replaced by traffic from the athletic fields during the week in the spring and fall months. During the summer months, the school will be closed and will not add to daily traffic. During the summer months, the accumulation of traffic will be due to the concurrent use of the ball fields and the proposed pool complex. The pool complex is anticipated to generate 823 trips on a peak summer weekend day. This combined with the trip generation from the athletic fields of 160 peak summer weekend day will result in a total trip generation from the site of 983 vehicle trips on a peak summer day. Winter peak summer day generation is a function of the concurrent use of the middle school and the pool site. The applicant's report does not evaluate peak traffic generation for winter. Due to the relative staggering of peak traffic generation from each project, the total traffic from the site will not result in periods of traffic congestion. However, these three projects will substantially increase the average traffic loads in the area over that currently existing. In the submitted report, the applicant estimates the traffic flows at adjoining intersections around the project. Based upon a peak day generation of 983 vehicle trips, traffic movements through these intersections were estimated.

	Location A*	Location B	Location C
Current Traffic	2,500	1,850	1,200
Proj. Generation	540	185	125
Total	3,040	2,035	1,325

*see attached map

These increased loads will be spaced over different time periods resulting in average daily traffic loads over that currently existing. At this time, the roads in the area have the remaining capacity to handle these loads. The primary intersections surrounding this project are controlled by stop signs which can effectively control interactions resulting from intermittent traffic flows. As these flows are increased, greater interaction control may be needed both for traffic and pedestrian safety. This project will result in both pedestrian and bicycle traffic. Due to this fact, improved intersection control other than that provided by stop signs may be needed. No intersection improvements are proposed at this time. Though not specified, this group of projects should provide pedestrian striping at nearby intersections.

Air Quality Impacts

Ambient air quality data collected for the years 1976-1978 indicate that no Nevada ambient standards have been exceeded in the study area. Utilizing estimated vehicle generation figures and computing average emission levels from vehicles, concentrations at certain specific locations were evaluated. The analysis included only CO emissions and did not evaluate hydrocarbons or suspended particulates. Below is a table regarding CO emissions at the three evaluation sites:

	Maximum 8 Hour		Peak Hour	
Location	Total	Project	Total	Project
A	0.28	0.02	1.45	0.12
B	0.18	0.01	0.66	0.02
C	0.11	0.02	0.40	0.02

The project is anticipated to provide sufficient parking, adequate loading and discharge points, provide sufficient driveways to prevent excess congestion and idling time. The applicant is also assuming that coordination of this project with the proposed bike trail system for Incline will encourage walking and bicycle use. For peak activities, a busing system has been indicated which will bus participants to the project. Agency staff has received documentation indicating that this will be implemented. Based upon the above considerations, it is concluded that the air quality impact of the project will be minimal.

Water and Sewer

This project was previously approved by the Governing Board. That approval anticipated the use of approximately 453,300 gallons of water to fill the pool (1.4 Acre Feet) plus that amount used daily. As an example of the potential

alternative uses of this quantity of water, IVGID's water analysis indicates that a 1.6 acre commercial project serviced with a 1.5 inch water line will utilize approximately 1.39 Acre Feet of water in a year. In the opinion of TRPA legal counsel, this relocation does not affect the commitments for water at the new location. This application affects the location of an existing commitment, not the commitment itself. In view of the existing water situation in Incline Village, if this were a new proposal, staff would be concerned with the effect of this proposal on the water supply in Incline Village.

Required Actions

Due to the excess height of the building, a variance to allowable height must be granted by the Agency. To approve this variance, the following findings must be made:

1. that the provision has been made for protection from fire hazards and against aviation accidents;

2. that consideration has been given to the protection of view and to the character of the neighborhood;

3. that proper provision has been made for light and air; and

4. that such greater height will better promote the protection of the environment in the area.

The building is designed in accordance with the standards of the State of Nevada regarding building and fire safety.

The building is partially underground so that the full effect of the height of the structure is partially mitigated. The building has been designed to blend as much as possible into the existing environment. The main reason for the additional height is to provide the required structural characteristics for proper functioning of the retractible pool cover. The pool area will be covered with the pool cover during the winter months; the rest of the time, the cover will be retracted. The building has been designed to provide adequate light and air flow. The building has been sited so that some visual screening is present. Existing trees to remain are approximately 70 to 80 feet in height. The building will not project above the existing tree line. To provide the same facilities without using the additional height, greater land coverage and encroachment into the stream environment zone would occur. Recognizing the excessive bulk of this facility, the applicant has sited it to minimize visual impacts.

Compatibility With Master Plan

IVGID has prepared a report entitled "Incline Village Park Master Plan" which has not been formally adopted by TRPA. The master plan for park development indicates that the subject 26.6 acre parcel would be the site of the middle school, athletic fields, performing arts center and related parking facilities. The Agency has approved the middle school and athletic field projects in their approximate locations as shown on the master plan. However, the proposed community pool project is located in an area shown as the performing arts center in the master plan. Relocation of the pool complex to the proposed location raises questions with regard to the location of the performing arts center if the facility is eventually to be constructed by IVGID.

Conformance With Previous Approvals

In considering the Incline Village Park athletic fields, the site plan and representations made by IVGID to the Governing Board indicated that the subject area would be left as open space and permanently revegetated. This was a consideration in granting the variance to allow grading in the stream environment zone (SEZ) to allow construction of the athletic fields.

Recommendation

Agency staff recommends that the findings required under Section 7.13 of the Land Use Ordinance to allow excess height not to exceed an average of 53 feet measured from natural grade be made and the height variance approved.

Agency staff further recommends that the request to relocate this facility 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. The contract bidding documents for all proposed site improvements shall be subject to Agency staff review and approval and shall include all measures included as mitigation measures in the applicant's information report as well as assure the proper installation of slope stabilization, drainage, landscaping and vegetation measures.

   c. Calculations and other necessary analyses demonstrating that the design of the surface water runoff control system will meet the requirements for surface and/or subsurface discharge as established in the Uniform Regional Runoff Quality Guidelines as well as other requirements set forth in the Lake Tahoe Basin Water Quality Management Plan. Such calculations and analyses shall be prepared by a qualified civil engineer and submitted to the Agency for staff review and approval.

   d. All authorizations (except building and grading permits) from appropriate public authority applicable to the proposed development shall be obtained, i.e. state highway encroachment permits.

   e. 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.

f. Submittal of plans identifying pedestrian and vehicle safety improvements at the intersection of Incline Way and Southwood Boulevard (pedestrian walkway striping) and at the bus pull-out lane adjacent to Incline Way.

2. Upon the issuance of building and grading permits, construction shall proceed in the following sequence:

a. Such trees as TRPA has authorized shall be removed and the initial phase of the vegetation preservation and protection plan shall be completed.

b. Installation of fencing for vegetation protection.

c. Installation of temporary erosion protection devices.

d. Prior to the removal of spoil materials from the construction site, a separate grading permit shall be obtained from the permit-issuing authority for offsite disposal of spoil materials.

e. Installation of utilities including water mains and fire hydrants required by the fire department.

f. Completion of rough grading including installation of mechanical stabilization devices.

g. Completion of structure foundations.

h. Final grading and installation of base for paved areas.

i. Completion of structures.

j. Paving.

k. Landscaping and revegetation.

3. Compliance with all requirements and conditions of the permit-issuing authority. None of said requirements and conditions shall be waived or modified without the concurrence of TRPA.

4. Whenever possible, all utilities shall occupy common trenches and shall be installed at one time. Trench spoil shall be stored upgradient of the trench.

5. There shall be no grading or land disturbance performed with respect to the project between October 15 and May 1, unless the proper approvals for same are obtained.

6. 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 the October 15 grading and land disturbance deadline.

7. 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.

8. Areas to be paved shall be paved prior to October 15.

9. Mud shall not be tracked off the construction site. Grading operations shall cease in the event that a danger of tracking mud offsite exists. The site shall be cleaned up and road right-of-way swept clean when necessary.

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

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

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

13. Construction of all improvements shall be completed within twenty-four (24) months of the date of Governing Body approval. If construction is not completed within said time, this approval shall expire and the applicant or his successor in interest shall immediately remove all partially completed work and return the site, as far as possible, to its original condition. If the applicant or his successor in interest fails to do so, the permit-issuing authority or the Agency may have the work performed at the applicant's or his successor's in interest expense, costs to constitute a lien against all the real property which is the subject of this approval.

14. All other permits regarding the development shall comply with these conditions.

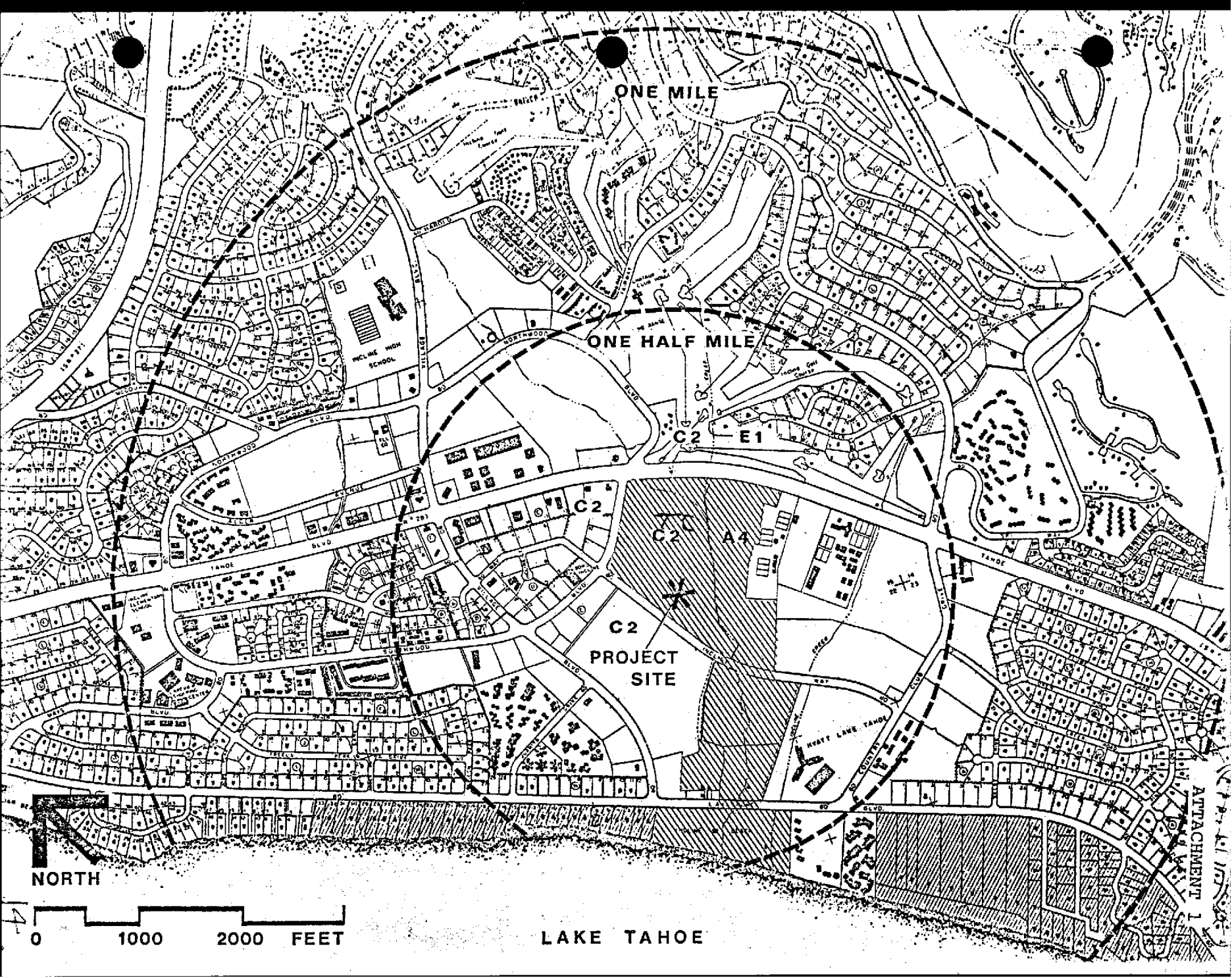
15. No structure shall exceed an average height of 53 feet measured from the natural grade.

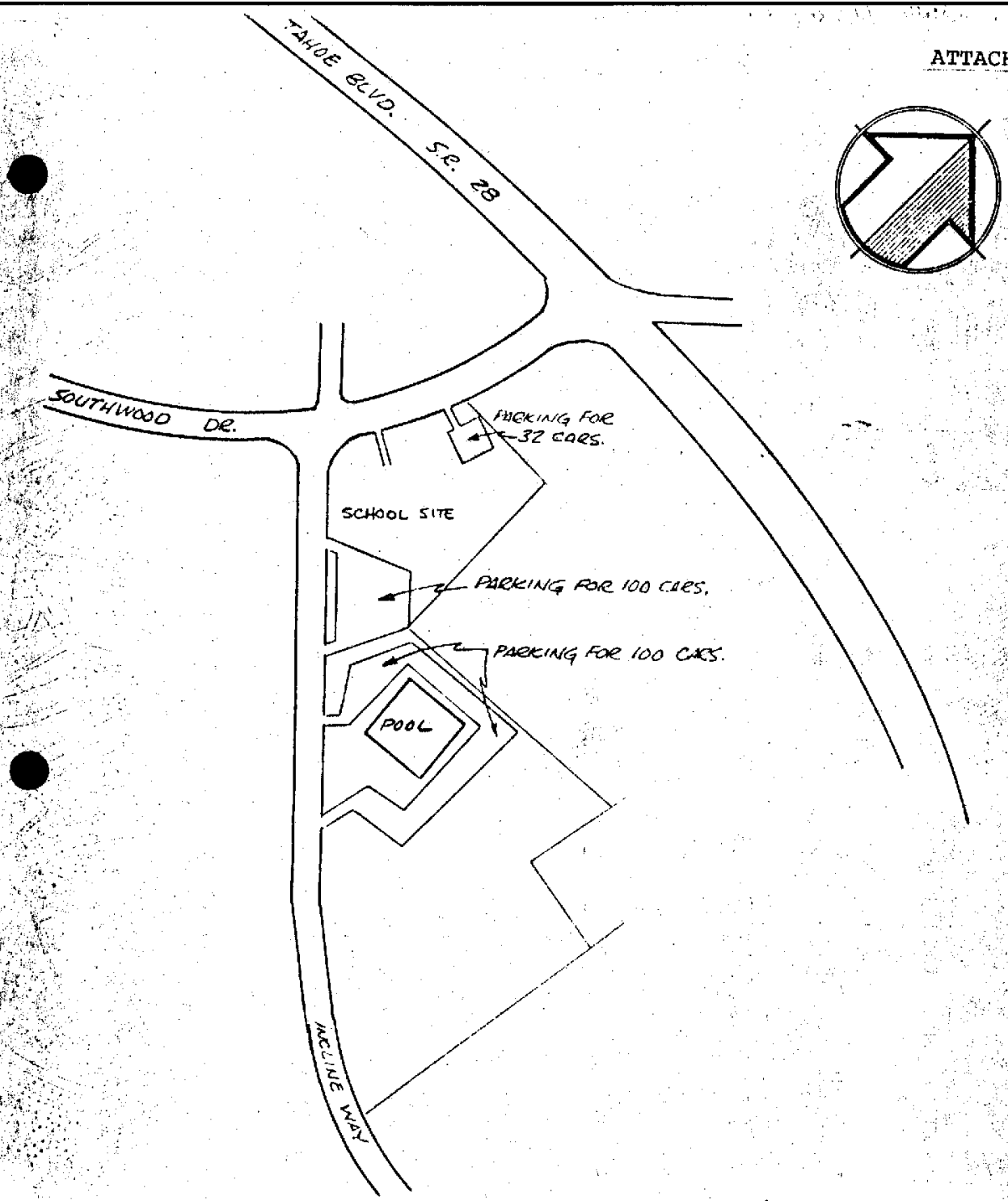
16. This approval becomes invalid if a local government permit for this project expires or will-serve letters are cancelled.

17. Physical barriers shall be provided to confine any vehicles to designated parking and driveway areas.

18. The maximum land coverage on the site after completion of the project shall not exceed 21% for the middle school, athletic fields, and pool facility.

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


ONE MILE
ONE HALF MILE
C2
E1
C2
C2
A4
C2
PROJECT SITE
NORTH
0
1000
2000
FEET
LAKE TAHOE
ATTACHMENT 1



ATTACHMENT C

SCHEMATIC SITE PLAN

INCLINE POOL & RECREATION COMPLEX

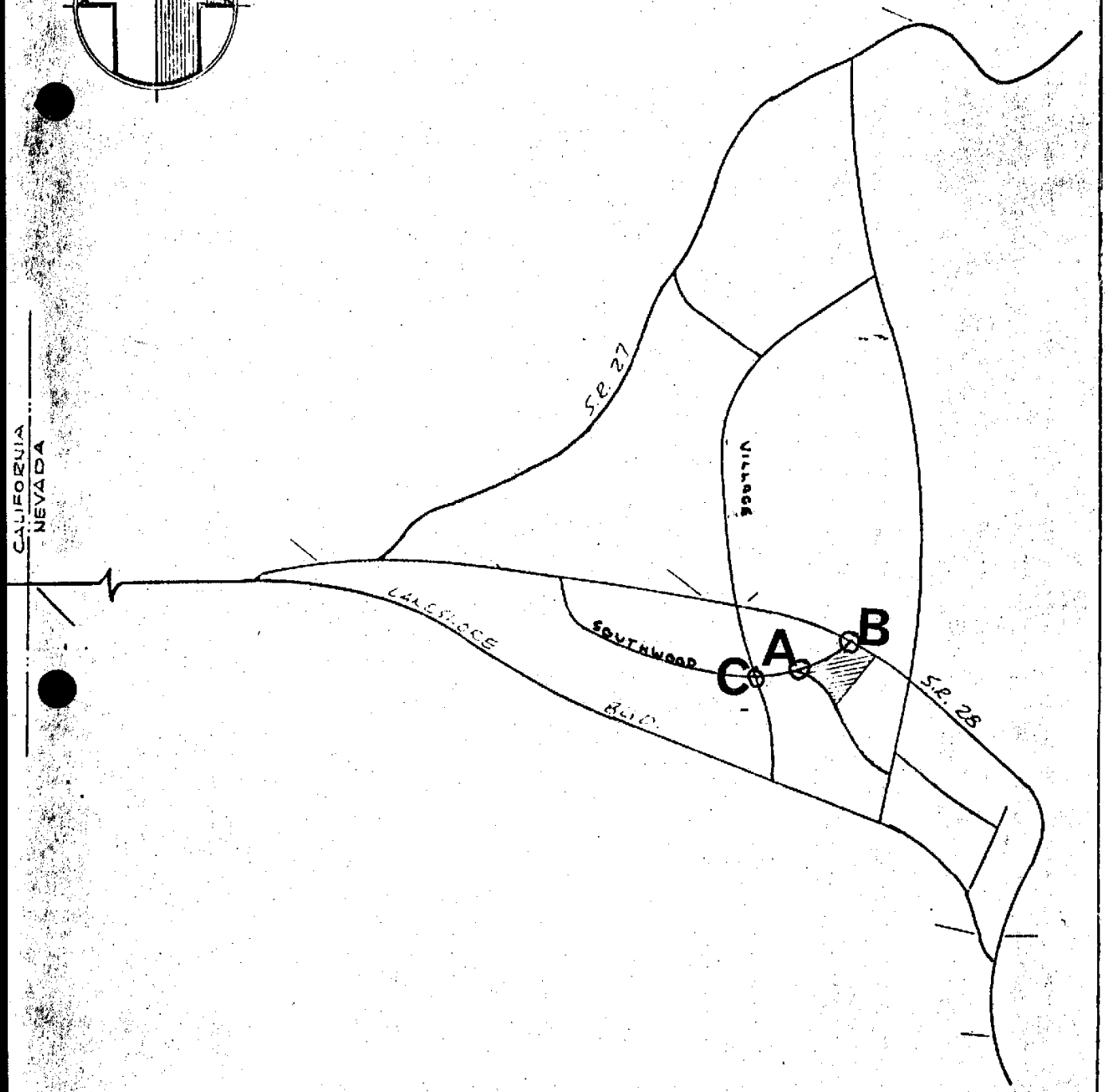
WASHOE CO. NEVADA

REEGAN & D'ANGELO CONSULTING ENGINEERS

ROUND HILL PROF. BLDG #2 • ZEPHYR COVE, NEVADA • 89448 • (702) 588 4588

DRAWN BY: RT	DATE: FEB. 1980
CHECKED BY: JG	SCALE: NONE
APPROVED BY:	JOB NO.: 580002
SHEET (1) OF 1	
DRAWING NO.	REV. NO.
A 580002-1	0

LOCAL INTERSECTIONS



ATTACHMENT - B

TRAFFIC VOLUME LIMIT

INCLINE POOL & RECREATION COMPLEX

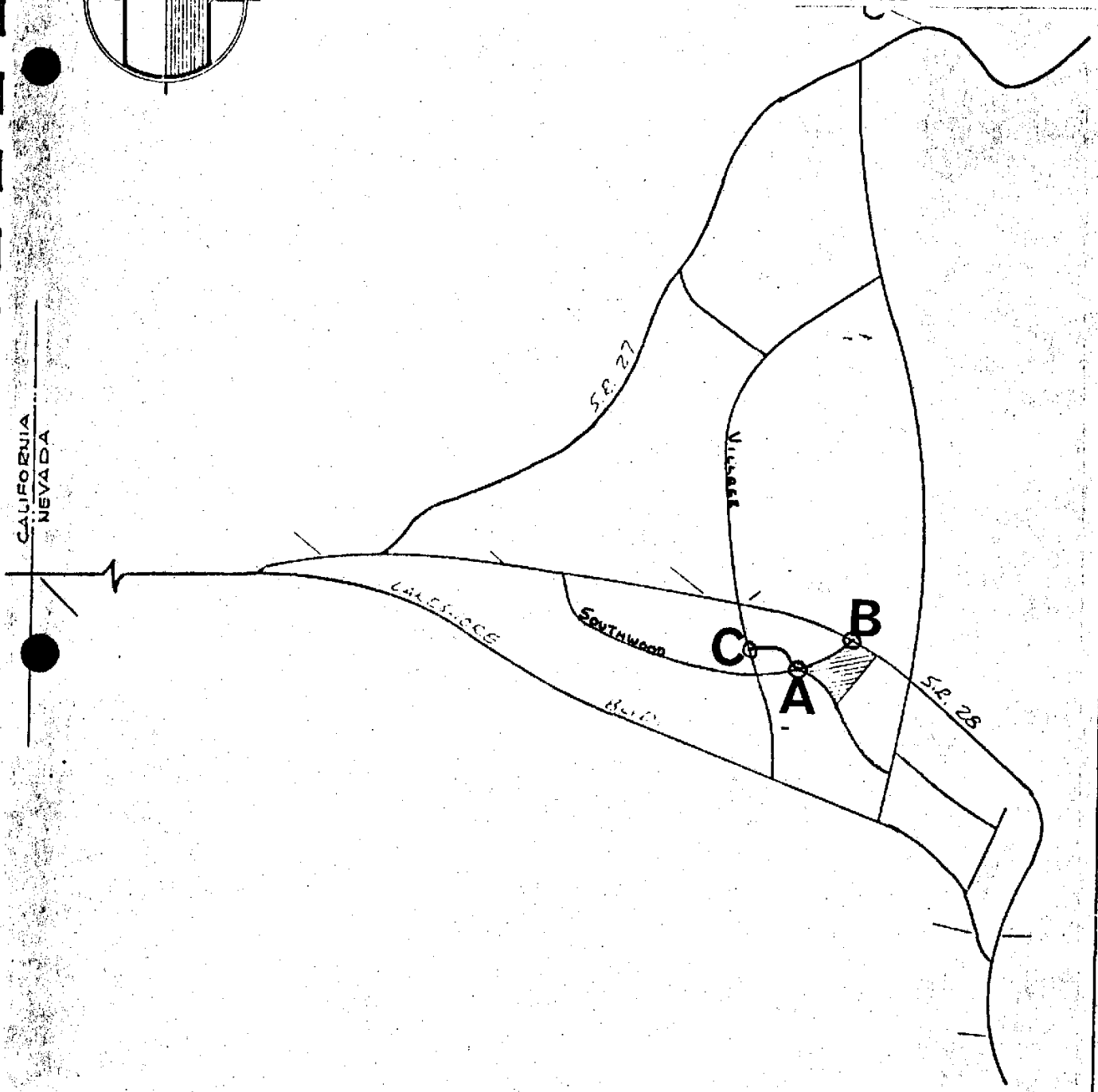
INCLINE VILLAGE NEVADA

CREEGAN & D'ANGELO CONSULTING ENGINEERS

POUND HILL PROF. BLDG. #2 ' SPRUCE COVE, NEVADA ' 89448 ' (702) 588-4588

DRAWN BY: ET	DATE: OCT. 1979
CHECKED BY: JG	SCALE: NO SCALE
APPROVED BY: JG	JOB NO.: 579106
SHEET 1 OF 1	
DRAWING NO.	REV. NO.
A 579106	0

ATTACHMENT 4
CO EMISSIONS MONITOR POINTS



ATTACHMENT - B

TRAFFIC MONITORING POINTS

INCLINE POOL & RECREATION COMPLEX

INCLINE VILLAGE NEVADA

CREEGAN & D'ANGELO CONSULTING ENGINEERS

ROUND HILL PROF. BLDG. #2 * ZEPHYR COVE, NEVADA * 89448 * (702) 588-4588

DRAWN BY: RT	DATE: OCT. 1979
CHECKED BY: JG	SCALE: NO SCALE
APPROVED BY: JG	JOB NO.: 579106
SHEET 1 OF 1	
DRAWING NO.	REV. NO.
A 579106	0

TAHOE REGIONAL PLANNING AGENCY
STAFF SUMMARY AND RECOMMENDATION

Nevada Department of Transportation
Highway 50 and Elk Point Road Intersection Improvements
Douglas County

Project Location and Description

The Nevada Department of Transportation requests approval of a public works project to improve the intersection of U.S. Highway 50 and Elks Point Road located in Round Hill. These improvements include the construction of new signals, widening of Highway 50 to accommodate left turn lanes, construction of an advanced warning signal to the south of the intersection, and minor drainage improvements.

Summary

When TRPA reviewed the Round Hill subdivision, this intersection was identified as having inadequate capacity to handle the projected traffic flows. The Highway Department's information confirms this finding and indicates the subject improvements are necessary at this time. It is the Department's contention that the improvements will permit a Service Level A, based on 1979 traffic flows. The Agency staff does have some concerns regarding minor construction details which will be the subject of the Development Review Committee field trip and office meeting prior to the Advisory Planning Commission meeting. Staff will report on these concerns at that time.

Recommendation

Agency staff recommends support of the proposed improvements with possible modifications to be presented pursuant to the recommendations of the Development Review Committee meetings. These will be presented on May 14.

NEVADA DEPARTMENT OF TRANSPORTATION

Highway 50 & Elk Point Road Intersection Improvements

TAHOE REGIONAL PLANNING AGENCY

MEMORANDUM

DATE: May 6, 1980

TO: The Advisory Planning Commission

FROM: The Staff

SUBJECT: Douglas County, Kingsbury Grade Drainage Improvements

The subject request for Clean Lake Grant funds is on the Advisory Planning Commission agenda at the request of Governing Body member Ken Kjer. Although no information has been submitted to the staff to date, Andy Burnham, of the Douglas County Planning Department, has indicated that he will make a presentation to the APC on May 14.