

**TRPA  
APC  
PACKETS**

**FEBRUARY  
1983**

*Phil*

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

NOTICE IS HEREBY GIVEN that on February 9, 1983 at  
9:30 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

NOTICE IS FURTHER GIVEN that at 9:00 a.m. on  
the same day, in the same location, the chief planning officer members  
of the Advisory Planning Commission will meet to discuss development  
of design review criteria to be contained in the Regional Plan.

Dated: February 2, 1983

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

February 9, 1983  
9:30 a.m.

PRELIMINARY AGENDA

- I CALL TO ORDER AND DETERMINATION OF QUORUM
- II APPROVAL OF AGENDA
- III DISPOSITION OF MINUTES
- IV ADMINISTRATIVE MATTERS
  - A. Election of Chairman and Vice Chairman
  - B. APC Recommendations to the Governing Board
- V APPEALS
  - A. Deal/Soeller, Appeal of Staff Decision to Reject Application for a New Multiple Use Pier, Washoe County, APN 123-250-03 and APN 123-250-04, TRPA File #82331
- VI PLANNING MATTERS
  - A. Dillingham Commercial Project Environmental Impact Statement, Determination of Technical Adequacy, City of South Lake Tahoe ✓
  - B. U.S. Postal Service, Action Plan for Mail Delivery ✓
  - C. Staff Report Regarding the Effectiveness of a Program to Provide Driver Advisories and Idling Restrictions ✓
  - D. Development of Regional Plan Alternatives
- VII REPORTS
  - A. Status of Nonattainment Redesignation of Placer County Pursuant to Federal Clean Air Act
  - B. Brockway Springs Environmental Impact Statement
  - C. Status Report on Proposition 4 and Burton-Santini Programs
  - D. Annual Report for the Lake Tahoe Basin Air Quality Plan (Federal Clean Air Act)
  - E. 208 Public Involvement Report - Erosion Control Brochure
  - F. Public Interest Comments
  - G. APC Members

CONTINUE  
30  
DAYS

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

January 12, 1983  
9:00 a.m.

I CALL TO ORDER AND DETERMINATION OF QUORUM

Chairman Mike Harper called the meeting of the Advisory Planning Commission to order at 9:05 a.m.

APC Members Present: Mr. Millam (arrived at 9:45), Mr. Renz, Mr. Combs (arrived at 9:10), Mr. Sullivan, Ms. Bogush, Mr. McMullen, Mr. Smith, Ms. Sparbel (arrived at 9:25), Mr. James, Mr. Rosse, Mr. Pyle, Ms. McMorris, Mr. Hansen (arrived at 9:10), Ms. Shellhammer, Mr. Randolph, Mr. Harper

APC Members Absent: Mr. Schlumpf, Mr. Bidart

Mr. Harper introduced Mr. Mike James serving as Mr. Sawyer's alternate; Mr. Sam McMullen appointed by the Governing Board, representing the Nevada lay members and the Tahoe Transportation District; and Mr. Vern Rosse serving as Mr. Lew Dodgion's alternate. Mr. Harper announced that Mr. Jake Raper, Principal Planner, El Dorado County Planning and Recreation Department had been appointed by the Board of Supervisors to replace Steve Hallam on the APC.

II APPROVAL OF THE AGENDA

Greg George, Chief of Project Review requested that Agenda Item VI B, U.S. Postal Service, Action Plan for Mail Delivery be heard after the appeals. Mr. Harper requested that Agenda Item VI C Regional Plan Development, and VI A Redesignation Request for Attainment Status Under Federal Clean Air Act be moved respectively to follow the U.S. Postal Service.

MOTION by Mr. Sullivan, with a second by Ms. Bogush, to approve the agenda as amended. The motion carried unanimously.

III DISPOSITION OF MINUTES

Mr. Pyle noted that on page 2, paragraph 2, second sentence of the minutes should read: "SCS staff determined the bank to be about 14 feet high and the length of slope about 30 feet which is approximately a 2:1 slope."

MOTION by Mr. Pyle, with a second by Mr. Smith, to approve the minutes as corrected. The motion carried unanimously.

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IV ADMINISTRATIVE MATTERS

Election of Chairman and Vice Chairman

MOTION by Mr. James, with a second by Mr. Randolph, to table the election of the APC chairman and vice chairman.

Brief discussion followed with several of the APC members commenting that it might be a better procedure to elect the APC chairman after the Governing Board has elected their chairman. Mr. Smith noted that the abilities of the person considered for chairman should be looked at in a positive way.

The motion carried on the following vote.

Ayes: Mr. Combs, Ms. Bogush, Mr. McMullen, Mr. Smith, Mr. James,  
Mr. Rosse, Mr. Pyle, Ms. McMorris, Mr. Hansen, Ms. Shellhammer,  
Mr. Randolph, Mr. Harper

Nayes: Mr. Renz, Mr. Sullivan

Abstain: None

Absent: Mr. Milam, Ms. Sparbel, Mr. Schlumpf, Mr. Bidart

The election of the chairman and vice chairman was deferred until the February APC meeting.

V APPEALS

- A. Morrison/Martin, Appeal of Staff Rejection of an Application for Replacement of Nonconforming Coverage, Douglas County, APN 07-038-05 and APN 11-070-02, TRPA File #82-2274

Ms. Nora Shepard, Associate Planner stated that the applicant owns two adjacent parcels totaling 21 acres located off of North Benjamin Drive and the upper Kingsbury Grade area. There are a number of existing dirt roads on the property which the applicant wishes to remove in exchange to build a one story single family dwelling at the top of a rocky knoll, with a guest house/garage structure approximately 600 horizontal feet at the base of the hill. Since the proposed coverage is in excess of what could be allowed the project could not be considered under the case-by-case review procedure. This entire area is rated "In Need of Further Evaluation". The number of improvements required to bring the area up to a "Potentially Adequate" status are extensive. Since there was existing coverage on the site which could be removed, the applicant decided to process the application as replacement of nonconforming coverage. The applicant wishes to construct the new single family dwelling in an area which does not presently have any coverage and currently undisturbed. Ms. Shepard stated that in order for staff to consider this application there are two findings that must be made: (1) the applicant demonstrates beyond any reasonable doubt that the relocation to the alternative site will protect and enhance the natural

environment of the parcel and surrounding lands to a substantially better extent than replacement on the original site; and (2) the total nonconforming land coverage that exists on the parcel before the replacement will be reduced in amount by at least ten (10) percent, provided, however, that in the case of a replacement to which the provisions of subsection (b)(i) or (b)(ii) apply the reduction must be to ten (10) percent less than would otherwise be required. Ms. Shepard stated the second finding can be satisfied by the applicant, but staff finds that the first finding is not satisfied by the proposal.

Ms. Shepard further stated that the applicant is willing to utilize whatever construction techniques necessary to minimize disturbance to the extent possible. The applicant has contacted a helicopter service proposing to use helicopters to transport construction materials to the upper building site. The applicant also proposes to first build a tram from the driveway up to the building site, providing access for construction by either helicopter or the tram, in order to eliminate installing a road access.

Ms. Shepard pointed out that the proposed coverage to be removed is presently a portion of the road which traverses up a very steep hillside in excess of 30%. Ms. Shepard clarified that after further investigation the U.S. Forest Service does not require this road be kept open for fire access as stated in the staff summary. However, there is a main sewer trunk which is adjacent to this road and the Douglas County Sewer Improvement District (DCSID) has a 25 foot easement over the road which cannot be completely revegetated because of the easement. The applicant proposes to narrow the road to a minimum width, revegetate and do erosion control work.

Staff is concerned the proposed building site is in an area which is currently undisturbed; the general character of the area is very rocky (RtF soil type); construction will cause a great deal of disturbance; there is an existing disturbed area adjacent to the lower portion of the road which staff has suggested as a more suitable building site meeting the requirements of finding number 1 listed above; the proposed new coverage encroaches into an area which is entirely undisturbed and that the new development should occur on areas already disturbed; the slope of the hill has a high erosion potential if vegetation is removed; to provide utilities to the primary building site without causing excessive land disturbance, and trenching up the steep slopes would result in erosion and soil loss.

Ms. Shepard stated that if the applicant would amend this application so that the primary single family dwelling was sited in the lower location of the proposed guest house/garage, Agency staff would reevaluate the application and could probably make the required findings in support of the project.

Mr. Gary Schnakenberg, Martin Engineering, representing the applicant clarified for the APC that during discussion with DCSID, the applicant will leave the 8 foot wide road as coverage calculated, will revegetate it (hydro-mulch) and install erosion berms. In reply to the question if a kitchen was proposed for the guest house, Mr. Schnakenberg stated that Martin Engineering has not completed designing the guest house. Mr. Schnakenberg explained the proposed

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tram consists of 342 square feet of coverage, for footings, will be elevated a minimum of 5 feet above the ground with the least amount of disturbance to the site as possible. The stands for the tracks will be approximately 23 feet apart and the legs for the bank would be used as erosion blocks with utilities underneath. Mr. Schnakenberg further stated that use of a backhoe for the utilities trench would be kept to a minimum. It was Mr. Schnakenberg's opinion the proposed dwelling located in the saddle of the property could infiltrate water runoff from the house.

It was also clarified that the road currently disturbed was caused by the sewer district when the forest main was installed and was never revegetated. The existing coverage of 34,250 square feet consists of dirt roads - there are no buildings.

Greg George clarified there are no surface rocks in the saddle area where the house is proposed to be built, but the classification of the soil type indicates rocks may be under the soil which could require blasting or excavation during the construction of the dwelling and a substantial amount of disturbance to the site. Mr. George further stated disturbance in areas that are currently not disturbed or do not show any signs of erosion but are naturally stable, the Land Use Ordinance requires that when an applicant has nonconforming land coverage and they want to replace it in a currently natural area, that they replace it where the coverage exists if at all possible. The only way the Agency can allow them to go into new areas is if a finding can be made beyond any reasonable doubt that it is a net benefit to the environment to relocate the dwelling. In this case it would be consistent with the ordinance requirements to build a single family dwelling where the guest house/garage structure is proposed, and eliminating access problems that would result from trying to construct the house in the saddle location on top of the rock outcrop. Based on the plans submitted, especially considering the distance from the existing disturbed area to the building site which is 600 feet and a difference in elevation of 200 feet, staff feels that the finding cannot be made to avoid additional disturbance to the rock outcrop.

The APC addressed some of their concerns with the project. Mr. Pyle stated there appeared to be major problems with the soil disturbance for the tram in this area, the utilities should go above the ground, and erosion control measures should be enforced. Mr. Hansen stated it would be helpful to see the net reduction in sediment yield coming off of the property if the proposal was allowed to proceed. Mr. George clarified that revegetation would possibly occur under the remedial erosion control ordinance. Approval for replacement of a nonconforming land coverage project has resulted in this road being closed to off-road vehicles and hopefully the natural vegetation will be returned to a greater extent than it has in the past. Mr. Randolph stated he had concerns of significant soil disturbance due to development of the tram and the inconsistent findings in both the Nevada Side Land Use Ordinance and the Nevada Side General Plan and Sub-Element.

MOTION by Mr. Renz, with a second by Ms. Bogush, to deny the appeal as proposed. The motion carried unanimously.



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Mr. Combs stated that the applicant should be aware the APC members would be supportive of the alternative project location, and Mr. Harper further added this should be reflected in the correspondence to the Governing Board.

Mr. George stated that this project will be presented to the Governing Board with the recommendation from the APC as indicated by the motion. If the applicant decides to amend the proposal with the staff findings and recommendations, possibly the application would not be scheduled for further APC review.

- B. Rogers/Major Engineering, Appeal of Staff Decision Pursuant to the Case-by-Case Lot Review Criteria, Lot 136, Washoe County, APN 126-082-03, TRPA File #82544

Ms. Shepard stated the applicant is proposing to construct a 2 bedroom, single family dwelling with a one car garage located in Tyrolian Village Unit #7. Tyrolian Village has 40' x 40' building envelopes with 1600 square feet of allowable coverage. The subject parcel is an uphill lot with a cut slope off the road approximately 8 feet in height. In Tyrolian Village most of the cut slopes are already rock and grouted with areas that are gunnited currently providing stabilization along this cut. The frontage where the garage is proposed has been gunnited as it is designated as a parcel requiring a garage cut into it. The off-street parking plan of the subdivision includes some lots requiring garages and some lots that have designated parking places elsewhere, such as small parking areas within the subdivision. In order to conform with the off-street parking requirement this lot is required to provide at least one off-street parking place. The cut for the required off-street parking space would be approximately 12 feet. In determining the land stability, the Case-by-Case Lot Review Criteria defines a High Risk as follows: "...these areas contain some lots with steep road cuts or fills causing access difficulties for either driveways or utilities. Conformance with local requirements for on-site parking and setback standards or construction of utilities would require excessive excavation." It is staff's opinion that a cut of up to 12 feet is considered excessive creating access difficulties, therefore the project is considered a high risk with regard to land stability which precludes it from further case-by-case review. Ms. Shepard further stated Agency staff has developed a policy that cuts in excess of 5-6 feet i.e., an engineering retaining wall that requires footings in excess of an excavated area beyond the actual limits of the garage which creates more disturbance than is actually required for the garage itself because of the height of the retaining wall poses some design problems and excess disturbance. This is where the line is generally drawn for excessive excavation. Although each lot is different, it can vary accordingly.

Mr. Richard Azevedo, Major Engineering, representing the applicant, stated the house can be approved without the garage, but the question is the amount of excavation for the garage. There are several houses in the Tryolian area with garages that have been approved by the Governing Board with more extensive excavation. In order to expedite the application procedure the applicant has attempted to minimize the excavation by reducing the project to a single car

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garage. Mr. Azevedo explained one off-street parking space is guaranteed in the CC&R's of Tyrolian Village. The gunnite will be cut through for excavation of the single car garage and retained with standard concrete block retaining walls with the foundation and house to be built on top. The area designated as off-street parking is approximately 50 yards from the house.

Mr. George stated the Agency would like to have the Homeowners Association look at the possibility of constructing some additional community parking areas on downsloping areas where a parking deck can be built that requires no excavation. The Homeowners Association may be able to review the possibility of constructing parking decks on the other side of the street since they realize some of the lots cannot be built on because of the Agency's criteria for disturbance on uphill lots with high cut banks.

Mr. Hansen stated that off-site parking in high snow areas hasn't worked in Douglas County if it is located more that 25 or 30 feet away from the residence as the owners will park in front of their home anyway.

Mr. Smith commented where excavation is covered by an allowable building site it should not make any difference whether it is 5 feet or 8 feet, and he did not see a significant amount of environmental damage occurring from excessive excavation.

Mr. Harper stated that the community off-site parking doesn't work in high snow areas, and what Washoe County did in this instance was require building envelopes in order to determine the exact location. The County moved the building envelopes as close to the street as possible in order to reduce to the extent possible the access problem to the structures. Most of the structures are used as second homes with private narrow roads which the Homeowners Association maintains.

MOTION by Ms. Shellhammer, with a second by Mr. James, to recommend to the Governing Board denial of the appeal of the project. The motion failed on the following vote:

Ayes: Mr. James, Ms. Shellhammer

Nayes: Mr. Milam, Mr. Renz, Mr. Combs, Mr. Sullivan, Ms. Bogush,  
Mr. McMullen, Mr. Smith, Ms. Sparbel, Mr. Rosse, Mr. Pyle,  
Ms. McMorris, Mr. Hansen, Mr. Randolph, Mr. Harper

Abstain: None

Absent: Mr. Schlumpf, Mr. Bidart

MOTION by Mr. Sullivan, with a second by Mr. Renz, to recommend to the Governing Board approval of the appeal, subject to Best Management Practices as determined by staff be attached to this application. Amended by Mr. Hansen that the project be allowed a 2 car garage to solve the off-site parking problem since it has no effect on the building envelope coverage. With conditions added by Mr. Pyle that all building materials and all construction would be within the 40' x 40' footprint, in addition to requiring drain rock for ground water interception. Ms. Bogush added the condition to limit the amount of space to minimum measurements necessary to accommodate a 2 car garage. The motion carried on the following vote:

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Ayes: Mr. Milam, Mr. Renz, Mr. Combs, Mr. Sullivan, Ms. Bogush,  
Mr. McMullen, Mr. Smith, Ms. Sparbel, Mr. Rosse, Mr. Pyle,  
Ms. McMorris, Mr. Hansen, Mr. Randolph, Mr. Harper

Nayes: Mr. James, Ms. Shellhammer

Abstain: None

Absent: Mr. Schlumpf, Mr. Bidart

Brief discussion returned to the election of the APC chairman and vice chairman. Mr. Sullivan stated that the chairman's term is for two years. When John Meder left the APC the vacancy was filled by Mike Harper (in May, 1982) and he questioned if this was considered only half of Mr. Harper's term as chairman. Mr. Sullivan pointed out that if this was the case then the term would expire in 1984 and the elections appeared to be premature at this time. Mr. Smith referred to the section from the Compact pertaining to the election of the chairman and vice chairman. Gordon Barrett, Senior Planner, pointed out that the Governing Board will have the exact situation to consider because when Roland Westergard left the Board Bennie Ferrari was elected to fill the term of chairman. Mr. Barrett commented that the Governing Board will most likely consider the term as two years from the date of the Compact, or the two year timeframe from the January, 1981 Governing Board election. It was suggested by Mr. McMullen that this item should be scheduled for the February agenda with a legal interpretation from legal counsel.

Ms. McMorris introduced the newly elected Douglas County Commissioner, Bob Pruett to the APC members.

VI B. U.S. Postal Service, Action Plan for Mail Delivery

Dale Neiman, Senior Planner, stated that the Air Quality Plan adopted by the Governing Board in August, 1982 required that a study concerning a change in mail delivery be completed by November, 1982. The TRPA worked with the Postal Service to complete this study and it was agreed that TRPA staff would assist the Postal Service in coordinating any change in service with the various governmental/planning agencies in the Tahoe Basin. Mr. Neiman pointed out the Postal Service hired a consultant, Ms. Dena L. Schwarte to complete an evaluation of possible alternatives and to obtain input from local elected representatives, the public, and local agencies in the Basin. The Action Plan (study) was designed to meet the needs/demands in the Basin. The factors considered in developing this plan include: service needs of the community, the financial impacts for the Postal Service, the environmental issues, community acceptance, local governmental agencies input, public services available, climatic considerations, Postal Service requirements, and security concerns. The Action Plan reviewed the following alternatives: (1) No Program; (2) Expansion of Existing Postal Facilities; (3) Neighborhood Cluster Boxes; (4) Home Delivery; and (5) Neighborhood Delivery Centers (NDCs). There was extensive input from the U.S. Postal Service, regional agencies, and local government during the evaluation process. It was determined that the best

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alternative would be the Neighborhood Delivery Centers (NDCs) because it would satisfy all of the Postal Service requirements regarding a change in the mode of delivery and the unique demands of the Tahoe Basin, along with overwhelming support for this concept. The Postal Service has also agreed to consider other alternatives that may be appropriate for certain locations in the Basin while the program is being put into effect. The Postal Service would be responsible for snow removal at the NDCs which has been a significant concern of the local governments in the past. The Postal Service will also offer boxes at the NDCs at no cost to the customer to encourage success of the program. The program will be put into effect over a five year period and will also be evaluated on a regular basis with the Postal Service, local agencies and regional agencies. The implementation process is divided into two steps. The first step is the completion of a new main post office facility in the City of South Lake Tahoe. This has to be accomplished first because the Postal Service cannot serve the NDCs from the present facilities. The second step is the implementation of the NDCs over a five year period. In order for the Postal Service to begin putting the Action Plan into effect in 1983, the Postal Service needs approval of the main facility and Action Plan.

Ms. Dena Schwarte, consultant, Mr. Stu Jann, District Operations Manager of the Sacramento Postal Service, and Dale Neiman responded to the APC members questions and concerns.

Before the APC could take positive action, they requested additional information be submitted to address their major concerns and comments listed below:

- Explore additional alternatives using combinations of the alternatives presented in the Plan. The alternatives outlined are not mutually exclusive and a combination of strategies using NDC's and cluster boxes for example, may be more effective, as opposed to the NDC's recommended.
- Discuss the feasibility of alternatives in more detail, addressing research, surveys, and public acceptance. Document why home mail delivery is or is not feasible and how mail delivery systems affect the feasibility of alternatives.
- Include a cost analysis of alternatives addressing cost to the post office, local government (vs. snow removal costs and residents).
- Include an analysis of vehicle miles traveled (VMT) reductions and improved traffic for each alternative.
- Address the relationship between the Action Plan, 1982 Air Quality Plan, the Regional Transportation Plan and the Regional Plan.
- The Plan should state that regional and local agencies should review and approve post office buildings and NDC's including siting and design review.
- A determination should be made whether an environmental assessment or EIS should be required for the Action Plan and/or individual projects implementing the Action Plan, or if the 1982 Air Quality Plan EIS covers the Action Plan.

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MOTION by Mr. Pyle, with a second by Mr. Smith, to accept the proposed U.S. Postal Service Plan of Action and endorsement to the Governing Board as a very broad base proposal. After further discussion this motion was withdrawn. Following discussion, the APC requested that the following technical comments be addressed in the U.S. Postal Service Action Plan for Mail Delivery:

- Clearly define a Neighborhood Delivery Center (NDC).
- Identify potential locations of NDC's for evaluation in addition to the three demonstration locations.
- On Page 25, clarify how the Burton-Santini Program and Proposition 4 will be used in facility siting.
- On Page 25, #4, amend to add that TRPA will require drainage and erosion control improvements and maintenance of the improvements on the Nevada side and that TRPA will require maintenance of the facilities in addition to Lahontan on the California side.
- Irrigation on NDC sites should be used only to establish native vegetation, not for maintenance or for extensive non-native landscaping.
- On Page 10, the timetable states that the NDC's will be constructed within one year of completion of the main post office. The NDC's should be constructed as soon as possible, but within one year.
- On Page 12, clarify the location of the Al Tahoe Annex and that when the annex is closed, "it or another location in the Al Tahoe area should be considered". There should be an NDC in addition to the main post office so that it will be convenient to the Al Tahoe neighborhood west of Highway 50 so that residents will not have to go to the main post office creating traffic across Highway 50.
- The APC expressed concern that strict application of land coverage and water quality requirements would negatively affect siting and design of NDC. Also, that it was important for regional agencies to take the air quality benefits of NDC's into consideration when evaluating the projects.
- Include a description of mail delivery systems and how they affect the need for different types of facilities.
- Discussion of costs for each alternative should include local government costs for snow removal, street numbering system, curbs and gutters.
- Address whether it is feasible to have a mail delivery system based on seasons, i.e. a winter and summer system.
- Describe the necessity for an expanded distribution system to support NDC's and why a new or expanded main post office is needed. Address alternatives to new buildings, such as remodeling an existing vacant building or utilizing existing post office facilities.
- The NDC demonstration project should be a condition of approval of the main post office to assure implementation.
- Individual NDC's or other post office facilities should be reviewed with appropriate conditions. In reviewing projects, local government should have the option to establish a use permit procedure.

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MOTION by Ms. Bogush, with a second by Mr. Milam, to continue the U.S. Postal Service Action Plan until the February, 1983 APC meeting, and that both the technical and general comments recommended by the APC, in addition to any written comments, be given to Agency staff outlined in a letter and the additional information being requested from the Postal Service will be forwarded to the Governing Board for their review and recommendations. The concerns of both the Governing Board and APC will be addressed in a memo from staff to the APC and Governing Board. The motion carried on the following vote:

Ayes: Mr. Milam, Mr. Renz, Mr. Combs, Mr. Sullivan, Ms. Bogush,  
Mr. McMullen, Ms. Sparbel, Mr. James, Ms. McMorris, Ms.  
Shellhammer, Mr. Harper

Nayes: Mr. Smith, Mr. Rosse, Mr. Pyle, Mr. Randolph

Abstain: None

Absent: Mr. Schlumpf, Mr. Bidart, Mr. Hansen (left at 11:55)

It was agreed that a letter would be prepared by Ms. Bogush outlining the APC member's concerns on the U.S. Postal Service Action Plan to be forwarded to the staff and TRPA Governing Board for their review and recommendations.

C. Regional Plan Development

Dave Ziegler, Senior Planner stated that the major tasks being worked on currently is the detailed definition of feasible alternatives for the Environmental Impact Statement that would meet the thresholds. Mr. Ziegler reported staff will commence programming the data base system which has been moved to Carson City providing more flexibility and convenience. The vegetation and WRIS data, which consists of traffic zones, zoning, soil type, capability rating, geomorphic units based on the soil survey as modified to include the stream zones, precipitation and watershed data, is at 99% error proof and the land use code developed by staff, based on the computerized mosaics, is at approximately 90% error proof. Mr. Ziegler explained the data base contains: physical variables that could affect water quality in a stream or tributary and the land use inventory provides detailed information on existing development by planning area and by watershed. It also provides information on future development by looking at vacant lots, how they are zoned and provides land capability scenarios. The data base system can look at broad development scenarios identifying the number of existing developed lots and vacant lots which are affected. The system will be fully utilized in developing and assessing potential alternatives by planning area, watershed, county, and traffic zones. In the area of transportation and air quality modeling, a number of housing units can be translated into transportation demand and air pollution.

Mr. Ziegler outlined the six major issues that the Governing Board addressed at their meeting held on January 5, 1983 which is summarized in the Regional Plan Development Report presented to the APC. Focus was directed to a map of the Lake Tahoe Basin that Mr. Ziegler explained had been subdivided into 11

watershed associations based on the delineation of littoral zones in the environmental threshold study, and the 107 watersheds within the Basin including intervening areas between defined drainages. Each watershed indicates if the land coverage is over, equal, or under the coverage allowed. Mr. Ziegler pointed out that the data is preliminary and subject to further refinement in developing alternatives. As the options are developed, an EIS will be prepared which will disclose environmental impacts of the developed alternatives.

A. Redesignation Request for Attainment Status Under  
Federal Clean Air Act

Dale Neiman reported that the Environmental Protection Agency designated the entire Lake Tahoe Basin as a nonattainment area for carbon monoxide on March 3, 1978. Since 1978 air quality monitoring and modeling data have shown that the carbon monoxide air quality problem is limited to the U.S. 50 corridor in South Lake Tahoe. Therefore, the Placer County Board of Supervisors formally requested redesignation of Placer County to attainment. At the November, 1982 meeting staff discussed this request with the APC and staff was directed to proceed with the request. A draft resolution was prepared for Placer County's redesignation to attainment for APC review and recommendations to the Governing Board.

Mr. Randolph stated he recalled from the November, 1982 APC meeting that staff would present an analysis and evaluation in order to support the request. Mr. Neiman responded that all of the information and analyses needed was included in the 1982 Air Quality Plan which basically shows the problem is limited to South Lake Tahoe. Ms. Bogush stated it was also her understanding a special analysis using new data that had been collected or monitoring would be done. Mr. Neiman clarified that monitoring had been done from December, 1981, through March, 1982 and none is planned for the future in the North Shore area. Mr. Neiman further commented that no new information is available since adoption of the Plan. Mr. Randolph agreed that the area had been evaluated in the nonattainment plan based on monitored data and modeled data for a number of years, but that in the last two years when these studies were done all of the parameters were never available at one time to produce a violation of the federal standard. With the preliminary information available from the South Shore there is the possibility of some exceedances above what had been projected in the Air Quality Plan. Mr. Neiman stated that the only monitoring data for the North Shore was limited to last winter. In the area where the monitor was located it was found to be below the carbon monoxide standard and the modeling calculations in the Air Quality Plan showed there was no carbon monoxide problem in Placer County. Mr. Randolph agreed that the analysis had been accepted for the 1982 Air Quality Plan, but pointed out that there is a process going on at present which may shed some different light, even though there is no monitor at North Shore, and that a nonattainment designation can be made by either modeled data or monitored data. Mr. Randolph stated that he would like to see the APC members defer this request until all of the new data is collected and using this new data make a projection for the North Shore. If it turns out that attainment status is reached, then proceed with the recommendation at that time. Mr. Randolph asked if there were any negative objections for maintaining the

nonattainment designation for two or three months. Mr. Neiman responded that when this issue was discussed at length in November concern was expressed that if the area is attaining the standard the designation should be changed to attainment because there is a benefit to have an honest disclosure. Mr. Neiman also stated that there are no control measures in the Air Quality Plan that would help attain the standard in the South Shore area.

Ms. Sparbel asked if there was any chance of new data or new information coming to light in the next two months which would report that Placer County does not meet their attainment standards? Mr. Neiman replied there is no monitoring being done and that is what the decision should be based on. Under the normal procedures the correct designation would be unclassified due to a lack of monitoring data and therefore the information will probably not change in the next two months. Mr. Neiman also stated that in his opinion there would be no change based on any additional modeling.

Ms. Shellhammer referred to the draft resolution commenting that the statement pertaining to "the standard for carbon monoxide and that future concentrations will not exceed this standard" emphasis being made on will not was a very strong statement. Mr. Neiman replied this is the modeling projection until 1987 in the Air Quality Plan. In 1987 the calculated values for the worst area in the North Shore was about 4.1 ppm and the standard is 9 ppm.

Ms. Bogush expressed that some people are negative about the South Shore due to the amount of traffic and possibly they will start going to North Shore within the next three years because of the rural lower density environment or access to the ski areas and questioned how this could be predicted. Mr. Neiman replied that the North Shore has a two lane road and the standard would probably not be exceeded because the road probably cannot hold enough automobiles to produce a violation.

Mr. Randolph restated that the model has predicted the carbon monoxide standards would not be in violation and that he could not disagree Placer County will still have attainment in 1987, but with the information available right now causes a shadow of doubt. Rather than make the decision from nonattainment to attainment and two months later discover it was the wrong decision isn't that easy to reverse it back. The Air Resources Board is scheduled to do modeling during the next two months on the weather, traffic, and concentrations. The information will then be passed on to TRPA for their evaluation.

Mr. Randolph also clarified that sanctions or federal funds withheld for roadway projects or sewer treatment plants would not be affected. The Tahoe-Truckee Sanitation Agency (TTSA) has just sold bonds to fund theirs and the TTSA was not affected by sanctions under the Clean Air Act. It was an environmental document that disclosed mitigation measures that the Board took no action on implementing. Mr. Randolph explained construction bans is the other fear that people have. Where there is industry that is something to consider, but with carbon monoxide in a nonattainment area there has to be a source that emits over a hundred tons a year. There are no sources like that in the Basin and there won't be, so there is no negative aspect of delaying redesignation for two or three months.



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Mr. Combs stated that highway improvements would be a possible sanction and if the sanctions are not in effect at present, certainly they could be in the future. The Placer County Board of Supervisors position is to approach the future with this established that they are attainment, in case sanctions were to come down the line, at least this issue would be resolved now. A hypothetical situation would be in which the county is seeking funds for road improvements that would improve traffic flows to prevent nonattainment from occurring in the future and the sanctioning issue for this nonattainment could act as a cloud over the whole picture if it stays in effect.

MOTION by Mr. Sullivan, with a second by Mr. Renz, to recommend to the Governing Board to continue the redesignation request for attainment for 60 days and to take action in March. The motion carried on the following vote:

Ayes: Mr. Renz, Mr. Sullivan, Ms. Bogush, Mr. James, Mr. Rosse,  
Mr. Pyle, Ms. McMorris, Ms. Shellhammer, Mr. Randolph

Nayes: Mr. Milam, Mr. Combs, Ms. Sparbel, Mr. Harper

Abstain: Mr. Smith

Absent: Mr. McMullen (left at 2:00 p.m.) Mr. Schlumpf, Mr. Bidart,  
Mr. Hansen

It was reclarified by Mr. Randolph that no monitoring is being done at the North Shore and the only monitoring that is going on is at the South Shore. The data that will be considered in two months will be data collected at the South Shore which will be refined/projected to situations on the North Shore. Mr. Randolph further stated that the monitoring that had taken place in the past on the North Shore had shown violations been found (1979-80) but were not able to perpetuate those figures of the monitors. When the device was there the weather conditions consisted of a blizzard, high winds and high traffic conditions. This year it looks as though the input necessary for all the parameters will be there at one time to show if there are violations at the North Shore.

VII REPORTS

A. Status Report on Proposition 4 and Burton-Santini  
Acquisition Program

Due to Mr. Sawyer's absence at this meeting the report on Proposition 4 was deferred to the February meeting.

Mr. Tom Neenan of the U.S. Forest Service summarized the status of the Burton-Santini Acquisition Program for fiscal year June, 1982. The program consisted of 292 lots and 35 larger parcels. The breakdown between states was 211 lots in California, about 3500 acres; and 79 lots in Nevada, about 800 acres. Total acreage was approximately 4300 acres for both states. The location was generally concentrated in the Heavenly Valley, Upper Truckee, Rubicon, Ward Creek, Blackwood Creek, Incline Village, Edgewood and Kingsbury areas. To date the total accomplishment of approved purchases is four cases totalling 590 acres

APC REGULAR MEETING MINUTES JANUARY 12, 1983

and the amount spent was \$1,185,500. At the present time offers are being made on larger parcels, and sometime within the next month or so offers will be made on the remaining 1982 program. Fourteen different appraisals have been made on the properties; nine have been approved and five are still being reviewed. There is more land appraised than what can be purchased with the 6.7 million dollars available. It is intended to use fiscal year 1983 funds which consists of 10 million dollars budgeted to purchase the remaining lands. The appropriation has been approved by President Reagan but the money has not reached the Forest Service as yet. Mr. Neenan reported that the priorities for the 1983 year will be rating the properties according to the system used by the Forest Service and a completed list should be available by the time the money arrives. Another part of the program, which was not expected, was the extensive donation of 77 lots in the last year and a half. The value of these lots is unknown since the Forest Service does not appraise them, but the gross estimate is approximately 1 million dollars worth of property received in donations which are all in California, with one exception. More details and statistics on offers being made are expected to be released at the end of January. To date, offers have been made on approximately 40% of the property in the program for 1982, with very few rejections.

B. Dillingham Commercial Project and General Plan Amendment,  
City of South Lake Tahoe

Greg George reported that a final Environmental Impact Report was prepared and certified by the City of South Lake Tahoe to satisfy CEQA requirements and a draft Environmental Impact Statement was prepared by TRPA to satisfy the Compact requirements. The Governing Board has agreed to approve a neighborhood convenience shopping center in partial settlement between the Dillingham Company and the TRPA on October 28, 1982. Basically it is to resolve a lawsuit that was filed against the Agency by the Dillingham Company indicating that the adoption of the new Compact and restrictions effectively deprive the Dillingham lands of all reasonable use of economic value. The land involved in this settlement are identified on the map of the EIS as parcels 1, 2, 3, 4, and 5. The EIS is prepared on parcel 2, which the Governing Board has agreed to approve. The reason it is being brought to the APC as a report is because when a General Plan Amendment is being considered a public hearing is held before the APC. However, the Governing Board decided in this case since they had taken some action prior to APC consideration they would hold the public hearing. The public hearing for the General Plan Amendment is scheduled for the January 26 and 27, 1983 Governing Board meeting. The certification of the EIS will be scheduled for the February, 1983 Governing Board meeting. The General Plan Amendment is required because the property is classified as High Density Residential (HDR) by the Agency and in order for the shopping center to be of conforming use the property has to be reclassified to General Commercial (GC) by the Agency. The EIS will be scheduled for the February 9, 1983 APC meeting for a determination of technical adequacy at that time.

C. Annual Report for the Lake Tahoe Basin Air Quality Plan  
(Federal Clean Air Act)

Dale Neiman reported that an annual report for the Federal Air Quality Plan is

APC REGULAR MEETING MINUTES JANUARY 12, 1983

required to be prepared each year to evaluate progress made towards attaining the federal air quality standards and implementation of measures included in federal air quality plans during the last year. Staff has prepared a draft annual report and requests that comments from the APC, Environmental Protection Agency, state and local agencies be received by January 28, 1983. The APC's recommendations will be heard at the February 9, 1983 meeting. The APC recommendations will be scheduled for certification at the February 23, 1983 Governing Board meeting. The report will be submitted to the California Air Resources Board and the Nevada Division of Environmental Protection in March, 1983. Referring to page 13 of the report, Mr. Neiman clarified that the Model 170 controllers had not been installed at the intersections along the U.S. 50 Corridor to date but they would be implemented by Caltrans, if all the approvals can be obtained by February 1, 1983. All written comments will be included for the APC members to review at the February meeting.

D. Public Interest Comments - None

E. APC Members

Mr. James clarified during previous discussion pertaining to the Postal Service modifications that Lahontan does not have any ordinances stating that replacement of existing coverage cannot be replaced with like coverage even if it is on low capability land.

Mr. Combs reported the Placer County Board of Supervisors will meet at Kings Beach on January 17, 1983 for a scheduled regional plan workshop with TRPA staff.

Ms. Bogush reported the City of South Lake Tahoe will host a dinner meeting for the Sacramento section of the American Planning Association on February 17, 1983. Discussion on land use planning and impacts of development to avoid avalanches will be scheduled on the agenda.

Mr. Milam reported the El Dorado County Board of Supervisors decided to defer discussion on the master plan for the Lake Tahoe Airport and the EIR until the week of January 17, 1983. Erosion control projects at the airport and the Upper Truckee River are proceeding, utilizing some of the Lahontan grants.

Ms. Sparbel reported that the Nevada State Parks will be updating the master plan for the Lake Tahoe State Park and if anyone has any comments to meet with her after the APC meeting. Ms. Sparbel asked if any of the APC members had any objections to starting the APC meetings at 9:30 and requested this time be considered for future meetings.

It was agreed that future APC meetings would commence at 9:30 a.m.

Mr. Pyle reported that a statewide Erosion Control Conference sponsored by the Soil Conservation Society of America scheduled for January 26, 27, and 28 would be held in Monterey. Mr. Pyle also reported that the precipitation as of January 1, was 188% as measured in the Tahoe-Truckee drainage which is almost 10 inches more water than reported in January, 1982, and due to this significant amount there will be some late runoffs.

APC REGULAR MEETING MINUTES JANUARY 12, 1983

Mr. Harper reported that Washoe County is presenting an update on the Regional Plan on January 25, 1983.

Appreciation was expressed to Ms. Sparbel in supplying the donuts each month.

VIII RESOLUTIONS

Resolution for Steve Hallam

MOTION by Mr. Milam, with a second by Mr. Sullivan, to approve the resolution expressing the Advisory Planning Commission's appreciation to Steve Hallam for serving on the APC. The motion carried unanimously.

IX CORRESPONDENCE - None

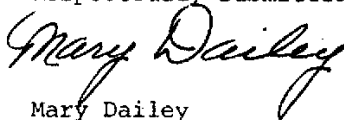
X PENDING MATTERS - None

XI ADJOURNMENT

The APC meeting adjourned at 3:45.

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

Respectfully submitted,



Mary Dailey  
Secretary II

# TAHOE REGIONAL PLANNING AGENCY

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

2155 South Avenue

(916) 541-0246

## MEMORANDUM

January 31, 1983

TO: TRPA Advisory Planning Commission

FROM: Agency Staff

SUBJECT: Election of Chairman and Vice Chairman, Agenda Item IV

Staff has researched the questions raised at the January APC meeting pertaining to the commencement of the term of office for the APC chairman and vice chairman. When the election took place in May, 1982 it was clarified at that time, that under the terms of the Compact, if a vacancy does occur in the chairmanship or vice chairmanship, the person that is elected by the APC will fill that vacancy for the remaining term. In this case, since it is a two year term, the term that is remaining will be until January, 1983. Therefore, the election of the chairman and vice chairman is being placed on the February 9, 1983 APC agenda. (See attached APC minutes from May, 1982)

Attachment

/md

TAHOE REGIONAL PLANNING AGENCY  
ADVISORY PLANNING COMMISSION

TRPA Office, 2155 South Avenue  
South Lake Tahoe, California

May 12, 1982  
10:00 a.m.

I CALL TO ORDER AND DETERMINATION OF QUORUM

Vice Chairman Stan Randolph called the meeting of the Advisory Planning Commission to order at 10:10 a.m. and welcomed Ms. Connie Sparbel, Supervisor of Acquisition Planning Grants, Nevada State Parks, who has been designated by Roland Westergard to replace John Meder, as a member on the APC.

APC Members Present: Mr. Hallam, Mr. Renz, Mr. Combs, Mr. Harper, Ms. Bogush (present at 10:15 a.m.), Mr. Hoeffler, Ms. Smith, Mr. Dodgion, Mr. Hansen, Mr. Bidart (present at 10:20), Ms. Shellhammer, Ms. Sparbel, Mr. Randolph

APC Members Absent: Mr. Pyle, Mr. Hoole, Mr. Schlumpf, Ms. McMorris

II APPROVAL OF AGENDA

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

III DISPOSITION OF MINUTES

MOTION by Mr. Dodgion to approve the April 14, 1982 APC minutes as presented. Second by Mr. Hoeffler. The motion carried unanimously.

IV ADMINISTRATIVE MATTER

Selection of APC Chairman and Vice Chairman

Vice Chairman Randolph asked for nominations for the selection of the APC Chairman and Vice Chairman, and recommended that the new Chairman take over the remainder of the meeting.

Mr. Dodgion nominated Mr. Randolph (with no second). Ms. Bogush called for a discussion, asking Mr. Overeynder to comment on the last TRPA Governing Board meeting and the feeling of the members of being overwhelmed with the amount of projects they were reviewing, and staff request for delegation of some of the authority. Ms. Bogush suggested that the APC members be sensitive to the selection of a chairman and vice chairman. Ms. Bogush pointed out that if there is a good balance between the APC and the Governing Board, some of that authority might be delegated to the APC.

Mr. Overeynder commented that under the terms of the Compact, if a vacancy does occur in the chairmanship or vice chairmanship, the person that is elected by the APC will fill that vacancy for the remaining term. In this case, since it is a two year term, the term that is remaining will be until January, 1983, or approximately an eight month period. With regard to the delegation of responsibility to the staff, a proposed resolution for certain classes of

# TAHOE REGIONAL PLANNING AGENCY

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## MEMORANDUM

February 3, 1983

TO: TRPA Advisory Planning Commission

FROM: Agency Staff

SUBJECT: APC Recommendations to the Governing Board, Agenda Item IV B.

Discussion will focus on format and methods for presenting recommendations of the Advisory Planning Commission to the Governing Body. A letter from Board Chairman Jim Reed will be presented at the meeting.

RS:md

TAHOE REGIONAL PLANNING AGENCY  
STAFF SUMMARY

Deal/Soeller, Appeal of Staff Decision to Reject Application for a New Multiple Use Pier, Washoe County, APN 123-250-03 and APN 123-250-04, TRPA File #82331

Appellant: I.C. Deal and C.F. Soeller

History: The TRPA Governing Board adopted a policy to not accept any new applications for multiple or single use piers at their regular meeting of July 23, 1981. To date, no new pier applications have been accepted. The applicant submitted an application to construct a new multiple use pier on December 9, 1982. On January 5, 1983 Agency staff wrote the applicant a letter rejecting the subject application on the grounds that it did not comply with the Governing Board's existing policy on acceptance of applications. On January 13, 1983 Agency staff received a letter from the applicant requesting an appeal of the staff's decision before the Governing Board.

Appeal: The appellant has not stated the merits of his appeal.



# TAHOE REGIONAL PLANNING AGENCY

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## MEMORANDUM

February 3, 1983

TO: TRPA Advisory Planning Commission

FROM: Agency Staff

SUBJECT: Dillingham Commercial Project Environmental Impact Statement,  
Determination of Technical Adequacy, City of South Lake Tahoe,  
Agenda Item VI A.

At the January 12, 1983 APC meeting Agency staff distributed copies of the subject environmental document to the APC members. The document was made available for the required 60 day circulation period on December 15, 1982. The circulation period ends on February 14, 1983. To date Agency staff has not received any comments on the document, and only one agency, Caltrans, has requested a copy.

At the February meeting Agency staff and the consultant who developed the document will be prepared to answer questions relative to the document's technical adequacy.

Agency staff recommends that the APC determine that the document is technically adequate.

*P.237 M.M. SEE'S - need clear recommendations*

GG:md

*- MIT. FEE IN ADD'N TO OR PART OF TRPA MIT FEE - RESPONSE ADD'N TO.*

*WATERSHED COV'G.*

# TAHOE REGIONAL PLANNING AGENCY

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

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(916) 541-0246

## MEMORANDUM

February 3, 1983

TO: Advisory Planning Commission

FROM: Agency Staff

SUBJECT: U.S. Postal Service Action Plan, Agenda Item VI B.

### I. Introduction:

Staff presented the Action Plan to the Advisory Planning Commission (APC) at the January, 1983 meeting. The APC felt that the Action Plan is a positive step to improve the Basin's air quality and supported the concept of using the Action Plan as an implementing element of the 1982 Air Quality Plan.

Before the APC could take action, the Commission felt that additional clarification and information was required. As a result, the APC continued consideration of the Plan to its February meeting and requested that their concerns be addressed.

Staff also presented the Action Plan to the Governing Body for discussion. The Governing Body generally agreed with the Action Plan, and felt that the program outlined should be put into effect.

The APC established a subcommittee to work with staff and Dena Schwarte (U.S. Postal Service consultant) to address the concerns expressed by the APC. The APC has also provided staff with three memos outlining their concerns on the Action Plan. These memos are included in Attachment A. The APC's and Governing Board's concerns have been addressed by staff and Dena Schwarte in Attachment B.

### II. APC Action:

Staff is requesting that the APC make a recommendation to the Governing Board based on the staff's recommendations concerning the Action Plan, including findings that need to be made by the Governing Board, and the conditions that should be placed on the Action Plan. Staff's recommendations are based on the information included in the Air Quality Plan, Action Plan and Attachment B. The staff's recommendations are outlined below:

A. Action Plan:

Staff is recommending that the Action Plan be approved as an implementing element of the 1982 Air Quality Plan based on the following findings and conditions outlined in the following discussion.

B. Findings:

1. The main postal facility in the City of South Lake Tahoe was reviewed as a project in 1979 and that the Action Plan satisfies the condition of approval related to home mail delivery in the 1979 approval.
2. The Federal 1982 Air Quality Plan adopted by the Governing Board in August, 1982, the U.S. Postal Service Action Plan, and Attachment B provides sufficient environmental documentation to satisfy the requirements of the TRPA Compact.

C. Conditions:

1. All localized impacts resulting from implementation of the Action Plan must be mitigated to a less than significant level.
2. Each neighborhood delivery center will include drainage and erosion control improvements and the U.S. Postal Service will provide for the maintenance of the improvements.
3. Irrigation associated with the neighborhood delivery centers will be used only to establish <sup>native vegetation</sup> ~~native vegetation~~ and not for maintenance or for extensive non-native landscaping.
4. Within three months of approving the Action Plan, the U.S. Postal Service, ~~City of South Lake Tahoe~~ and TRPA will review potential locations and a timeframe for completing the first three neighborhood delivery centers.
5. The neighborhood delivery centers and other post office facilities will be reviewed and evaluated on an individual basis for their potential environmental consequences. <sup>All required permits for construction of these facilities will be obtained from local gov'ts</sup>
6. The locations of all the neighborhood delivery centers will be agreed upon by the affected local governmental entity, TRPA and U.S. Postal Service.
7. Within <sup>one</sup> ~~six~~ months after any neighborhood delivery center has been in operation, the U.S. Postal Service, local governmental entity and TRPA will evaluate the success of the program to determine if any modifications need to be made to the program outlined in the Action Plan or to the individual neighborhood delivery center.

*and TRPA pursuant to E.O. [Signature]*

DN:md

APC Agenda Item VI B.

*Another review [Signature]*

**TAHOE REGIONAL PLANNING AGENCY**

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

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MEMORANDUM

February 1, 1983

TO: TRPA Advisory Planning Commission

FROM: Ann Bogush, APC Member

SUBJECT: Status Report - U.S. Postal Service Action Plan Addendum,  
Agenda Item VI B.

At its January 12, 1983 meeting, the APC continued consideration of the U.S. Postal Service Action Plan and requested that an addendum to the Plan be prepared to address the APC's comments. Attached for your reference are APC's comments to the staff and Governing Board which I was requested to prepare on behalf of the APC.

The Governing Board considered the Action Plan at its January 27, 1983 meeting. The Board concurred with APC's recommendation to continue review to its February meeting and made comments on the Action Plan to be addressed in the addendum. I testified before the Governing Board regarding our recommendations. The Board confirmed APC's conclusions that, since extensive study had been made of mail delivery systems, the existing available data should be used in the addendum instead of generating new data and analysis.

To give TRPA staff and the Postal Service's consultant direction in addressing APC's concerns in the addendum, I discussed the attached comments with the following APC members, who constituted an informal subcommittee:

Glenn Smith, U.S. Forest Service  
Stan Randolph, California Air Resources Board  
Andy Sawyer, California Water Resources Control Board  
Mike Harper, Washoe County

I then met with TRPA Air Quality Planner Dale Neiman to discuss the format and content of the addendum and also reviewed a draft of the addendum for consistency with the direction given by the APC and the subcommittee. The final addendum is included in the APC's February 9, 1983 packet for your review, evaluation and action.

AB:md

Attachments Letter to TRPA Governing Board  
Technical Comments

# TAHOE REGIONAL PLANNING AGENCY

P.O. Box 8396  
South Lake Tahoe, California 95731

2155 South Avenue

(916) 541-0246

January 13, 1983

TO: The TRPA Governing Board

FROM: The Advisory Planning Commission

SUBJECT: Agenda Item XII E - Review of U.S. Postal  
Service Action Plan For Mail Delivery

At its January 12, 1983 meeting, the Advisory Planning Commission reviewed the U.S. Postal Service Action Plan for mail delivery. During discussion, the APC concurred that the Action Plan is a positive step to improve the Basin's air quality and supported the concept of using the Action Plan as an implementation element of the 1982 Air Quality Plan.

However, before the APC could take positive action, the Commission felt that additional clarification and information was required. The APC continued consideration of the Plan to its February meeting and requested that the following be addressed in an addendum to the Action Plan:

- Explore additional alternatives using combinations of the alternatives presented in the Plan. The alternatives outlined are not mutually exclusive and a combination of strategies using Neighborhood Delivery Centers (NDC's) and cluster boxes for example, may be more effective, as opposed to the Neighborhood Delivery Centers (NDC's) recommended.
- Discuss the feasibility of alternatives in a more detail, addressing research, surveys, public acceptance etc. For example, document why home mail delivery is or is not feasible and how mail delivery systems affect the feasibility of alternatives.
- Include a cost analysis of alternatives addressing cost to the post office, local government (ex. snow removal costs) and residents .
- Include an analysis of vehicle miles traveled (VMT) reductions and improved traffic for each alternative.
- Address the relationship between the Action Plan, 1982 Air Quality Plan, the Regional Transportation Plan and the Regional Plan.
- Regional and local agencies should review and approve post office buildings and NDC's including siting and design review. The plan should state this.

- A Determination should be made whether an environmental assessment or EIS should be required for the Action Plan and/or individual projects implementing the Action Plan, or if the 1982 Air Quality Plan EIS covers the Action Plan.

Additional more technical comments on the Action Plan have been forwarded to staff.

The APC recommends that the Governing Board:

- Continue consideration of the Action Plan to its February meeting.
- Review the Plan and forward any additional comments to staff to be addressed in the addendum.

The Plan and addendum will be considered by the APC at our February meeting. We will forward our recommendations to you in February so that action can be taken. This timetable is consistent with the Postal Service's request for a determination on the Action Plan by March 1, 1983 so that implementation can begin this year.

A member of the APC will be present at the Governing Board meeting to answer any questions you may have about our recommendations.

Mike Harper, Chairman  
TRPA Advisory Planning Commission

# TAHOE REGIONAL PLANNING AGENCY

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

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January 17, 1983

TO: Tahoe Regional Planning Agency Staff

FROM: The Advisory Planning Commission

SUBJECT: Technical Comments - U.S. Postal Service  
Action Plan for Mail Delivery

At its January 12, 1983 meeting, the Advisory Planning Commission reviewed the U.S. Postal Service Action Plan for Mail Delivery. The APC forwarded general comments to the Governing Board in our letter dated January 13, 1983. Following are the additional more technical comments referenced in that letter:

- clearly define a Neighborhood Delivery Center (NDC).
- identify potential locations of NDC's for evaluation in addition to the three demonstration locations.
- Page 25 - clarify how Proposition 4 and the Burton-Santini Program will be used in facility siting.
- Page 24 - #4 - amend to add that TRPA will require drainage and erosion control improvements and maintenance of the improvements on the Nevada side and that TRPA will require maintenance of the facilities in addition to Lahontan on the California side.
- irrigation on NDC sites should be used only to establish native vegetation, not for maintenance or for extensive non-native landscaping.
- Page 10 - the timetable states that the NDC's will be constructed within one year of completion of the main post office. The NDC's should be constructed as soon as possible, but within one year.
- Page 12 - clarify the location of the Al Tahoe Annex and that when the annex is closed, "it or another location in the Al Tahoe area should be considered". There should be an NDC in addition to the main post office so that it will be convenient to the Al Tahoe neighborhood west of Highway 50 and so that residents will not have to go to the main post office creating traffic across Highway 50.
- the APC expressed a concern that strict application of land coverage and water quality requirements would negatively affect siting and design of NDC. Also, that it was important for regional agencies to take the air quality benefits of NDC's into consideration when evaluating the projects.
- include description of mail delivery systems and how they affect the need for different types of facilities.
- discussion of costs for each alternative should include local government costs for snow removal, street numbering system, curbs and gutters.

Tahoe Regional Planning Agency Staff  
Technical Comments - U.S. Postal Service Action Plan for Mail Delivery  
January 17, 1983 - page two

- address whether it is feasible to have a mail delivery system based on seasons ie. a winter and summer system.
- describe the necessity for an expanded distribution system to support NDC's and why a new or expanded main post office is needed. Address alternatives to a new building, such as remodeling an existing vacant building or using existing post office facilities.
- The NDC demonstration project should be a condition of approval of the main post office to assure implementation.
- individual NDC's or other post office facilities should be reviewed with appropriate conditions. In reviewing projects, local government should have the option to establish a use permit procedure.

Mike Harper, Chairman  
Advisory Planning Commission

MH:nja



ATTACHMENT B

Response to the TRPA Advisory Planning Commission

and TRPA Governing Body

Comments on the U.S. Postal Service

Action Plan

Comment: The Governing Board felt that the Postal Service should explore the feasibility of siting the main post office facility near the airport.

Response: The siting of a new postal facility is a very involved process in terms of satisfying the operational needs of the Postal Service and public involvement. This process was started approximately seven years ago for the new main facility.

To date, the Postal Service has already purchased a site for the main postal facility in the City of South Lake Tahoe. The Postal Service has also completed the site plans, design plans, construction plans, and has completed environmental review with the City of South Lake Tahoe, California Tahoe Regional Planning Agency and the Tahoe Regional Planning Agency. Therefore, this option is not viable to the Postal Service at this time.

Comment: Explore additional alternatives using combinations of the alternatives presented in the Plan. The alternatives outlined are not mutually exclusive and a combination of strategies using Neighborhood Delivery Centers (NDC's) and cluster boxes, for example may be more effective, as opposed to the NDC's recommended.

Response: The U.S. Postal Service agrees that a sixth alternative should have been included that considers combinations of alternatives. This concept was not listed in the alternatives section. However, the Action Plan identified this alternative in the implementation section of the Action Plan (page 11). Actually, the recommended alternative is the NDC concept with other possible alternatives such as cluster facilities and delivery by private property associations where they are appropriate in certain areas of the Basin. TRPA and the local agencies will have the responsibility of developing any other alternatives that may be appropriate. Any other alternative would have to meet all the Postal Service requirements regarding a change in the mode of mail delivery and the operational needs of the Postal Service. The Postal Service will also make any final decisions in regards to any other alternatives. TRPA and local government will also present any alternative suggestions to the Postal Service for consideration. However, it should be noted that the Lake Tahoe Basin does not qualify for city delivery and that conventional

city delivery methods cannot be used. Mixed cluster box and NDC delivery for the same area is also not feasible operationally. In addition, if mixed service was possible it would not only detract from the community acceptance of the NDC's but would also require an increase in post office box rental rates of 400%.

Comment: Discuss the feasibility of alternatives in more detail, addressing research, surveys, and public acceptance. Document why home mail delivery is or is not feasible and how mail delivery systems affect the feasibility of alternatives.

Response: Over the past six years the postal service has conducted several customer surveys, the City of South Lake Tahoe has also conducted a survey, and the CTRPA has done a survey. With the direction of the TRPA and CTRPA staff, Dena Schwarte conducted an in-depth interview survey of 150 customers at the Tahoe Valley station. The results of the survey are included in Attachment C and are self-explanatory. The public input from these interviews assisted the Postal Service in assessing public acceptance.

This is a brief background on the Postal Service's requirements related to a change in the mode of mail delivery:

1. Door to door service is not offered to any community which requests to upgrade services or any new development, with the exception of a single lot that is built upon where houses on either side of the property have door to door service in existence.
2. The current mode of delivery offered by the Postal Service when a community requests and qualifies for an upgrade in delivery, is curb side or neighborhood cluster boxes.
3. The community or developer that requests curb side or neighborhood cluster box service must conform to Postal Service standards. These standards are based on permanent population density, street numbering system, street improvements, and street maintenance. The Postal Service has conducted a street by street survey of the entire Lake Tahoe Basin in regards to street improvements, street maintenance and development density to determine the service that each community individually qualifies for. There are no communities in the Basin that qualify for mail service beyond the existing service.
4. The customer has the responsibility of removing snow and assuring access to mail or cluster boxes.
5. The proposed plan of neighborhood delivery centers is designed for the Lake Tahoe area in a spirit of cooperation with local and regional government to assist in the improvement of air quality in the Basin.

Free lock boxes are also being offered at all NDC's to enable the post office to offer boxes within a specified area. This is an important consideration in terms of reducing VMT. This is also an unprecedented approach. The considerations for the NDC concept are included in the introduction to the Action Plan.

6. The proposed plan will cost the Postal Service more to implement than the estimated expenditures in the TRPA 1982 Air Quality Plan for the Lake Tahoe Basin and the condition of approval of the Main Post Office imposed by CTRPA on March 7, 1980.

Comment: Include a cost analysis of alternatives addressing cost to the post office, local government and residents. Cost estimates should also be provided for snow removal, street numbering system and curb and gutter installation.

Response: The letter from the City of South Lake Tahoe in Attachment D addresses this comment.

Comment: Include an analysis of vehicle miles traveled (VMT) reductions and improved traffic for each alternative.

Response: Staff estimates that 55,889 vehicle miles of travel (VMT) occur each day in the Basin from people picking up their mail. Staff also estimates that the following reductions would occur with each alternative:

<u>Alternative</u>	<u>% Reduction</u>	<u>VMT Reduction</u>
◦ No program	0	
◦ Expansion of existing postal facilities	1.0	559
◦ Neighborhood cluster boxes	95.0	53,094
◦ Home delivery	98.0	54,771
◦ Neighborhood delivery centers	90.0	50,300
◦ Neighborhood delivery centers in combination with other alternatives where appropriate	91.0	50,859

These are very preliminary estimates and will be refined after the three demonstration NDC's have been in operation for six months.

In addition, the Air Quality Plan estimated that 9,620 trips are produced each day from the Post Offices along the U.S. 50 Corridor. The proposed alternative will remove a substantial number of these trips off the Corridor and, therefore, improve air quality with respect to carbon monoxide. Also, the effectiveness of the various alternatives would be the same for the U.S. 50 Corridor.

Comment: Address the relationship between the Action Plan, 1982 Air Quality Plan, the Regional Transportation Plan and the Regional Plan.

Response: The 1982 Air Quality Plan was adopted in August, 1982 as an element of the TRPA Regional Plan. The Air Quality Plan required that a study evaluating a change in the mode of mail delivery be completed by November, 1982. The Action Plan was developed in response to the Regional Plan and the Air Quality Plan and would be an implementing element of the Regional Plan if approved. The new Regional Plan being developed by TRPA will also include the concept of changing the mode of mail delivery in the Basin to meet the environmental thresholds.

The Action Plan will also not preclude any options in the Regional Plan in that it is flexible and will be developed, refined and implemented after the adoption of the Regional Plan.

Comment: The Plan should state that regional and local agencies should review and approve post office buildings and NDC's including siting and design review. Individual NDC's or other post office facilities should also be reviewed with appropriate conditions. In reviewing projects, local government should have the option to establish a use permit procedure.

Response: The U.S. Postal Service will work with the various local governments in terms of siting the facilities and meeting any design review criteria. Under federal law, a federal agency is not required to obtain any building permits. The U.S. Postal Service will not obtain any permits from local government because they feel that it is important to protect their rights under federal law.

Comment: A determination should be made whether an environmental assessment or EIS should be required for the Action Plan and/or individual projects implementing the Action Plan, or if the 1982 Air Quality Plan EIS covers the Action Plan.

Response: Staff feels that an EIS is not required for the Action Plan because the 1982 Air Quality Plan, Action Plan, and Attachment B provides sufficient environmental documentation to satisfy the requirements of the TRPA Compact. In addition, a condition of approval for the Action Plan is that individual projects implemented in the Action Plan will require environmental review.

Comment: Clearly define a Neighborhood Delivery Center (NDC) and cluster box.

Response: A neighborhood delivery center is a small building with adequate parking that includes post office boxes and stamp machines. The size would range between 250 and 1000 boxes based on the size of the area to be served. A cluster box is shown on the following page.

Comment: Identify potential locations of NDC's for evaluation in addition to three demonstration locations.

Response: The actual NDC sites were not included in the Action Plan because it was felt that it should be a conceptual plan that outlined basic criteria for siting, design, etc. It was also felt that the NDC sites should not be included because it would be better to work with the local and regional governmental agencies to determine the final sites and because it would present problems to the Postal Service in terms of acquiring property for the sites.

The Action Plan identifies general locations on Page 13. The actual number of NDC's is also dependent upon the success of the Action Plan.

Comment: On Page 25, clarify how the Burton-Santini Program and Proposition 4 will be used in facility siting.

Response: This is just a generalization and no specific site is contemplated at this time. Any use of Burton-Santini land would also have to be approved by the Postal Service, U.S. Forest Service, local government, and regional government. However, the potential use of Burton-Santini land could possibly be utilized in the following manner.

Some of the sites that were exhibited to be potentially purchased in the Burton-Santini program had high soil capability classification on part of the property and an SEZ or other sensitive classifications in another part of the property which qualified the property for purchase under the program. In some of these cases there were several contiguous lots running together. It would, therefore, be possible to do a small development in the high capability area and protect the sensitive area.

Comment: On Page 25, #4, amend to add that TRPA will require drainage and erosion control improvements and maintenance of the improvements on the Nevada side and that TRPA will require maintenance of the facilities in addition to Lahontan on the California side.

Response: Erosion control improvements and maintenance of the improvements is being recommended by staff as a condition of approval of the Action Plan. The Action Plan will be reviewed independently by Lahontan.

Comment: Irrigation of NDC sites should be used only to establish native vegetation, not for maintenance or for extensive non-native landscaping.

Response: This is being recommended by staff as a condition of approval of the Action Plan.

Comment: On Page 10, the timetable states that the NDC's will be constructed within one year of completion of the main post office. The NDC's should be constructed as soon as possible, but within one year. The NDC demonstration project should also be a condition of approval of the main post office facility to assure implementation.

Response: Staff feels that the main postal facility was approved as a project in 1979 (TRPA File #79236) and that the Action Plan satisfies the condition of approval concerning home mail delivery in the 1979 approval. Three NDC demonstration projects are also being recommended by staff as a condition of approval of the Action Plan.

Comment: On Page 12, clarify the location of the Al Tahoe Annex and that when the annex is closed, "it or another location in the Al Tahoe area should be considered." There should be an NDC in addition to the main post office so that it will be convenient to the Al Tahoe neighborhood west of Highway 50 so that residents will not have to go to the main post office creating traffic across Highway 50.

Response: The Postal Service agrees that a NDC should be located in the Al Tahoe area in the future.

Comment: The APC expressed concern that strict application of land coverage and water quality requirements would negatively affect siting and design of NDC. Also, that it was important for regional agencies to take the air quality benefits of NDC's into consideration when evaluating the projects.

Response: Staff agrees with this comment. The VMT reduction will also benefit water quality in addition to air quality within the Basin in terms of reducing nitrate deposition. The Action Plan, if approved, will also be considered in developing the Regional Plan. As a result, these considerations can be planned for in a comprehensive manner.

Comment: Address whether it is feasible to have a mail delivery system based on seasons, i.e. a winter and summer system.

Response: This is not a feasible alternative for the Postal Service because it would be extremely impractical from the Postal Service operations standpoint and also from the customers standpoint to change addresses and the mode of delivery twice a year.

Comment: Describe the necessity for an expanded distribution system to support NDC's and why a new or expanded main post office is needed. Address alternatives to new buildings, such as remodeling an existing vacant building or utilizing existing post office facilities.

Response: Currently the mail service is impeded by the overcrowded facilities at the existing stations.

The mail is brought to South Shore from Sacramento; the mail in the North Shore is processed through Reno.

The mail from Sacramento is processed to the 957-- part of the zip code. One truck a day brings the mail to the Main Post Office. From there the mail is sorted to the various stations. Other operations at the Main Post Office are picking up drop box mail and sorting that from out of town to local mail. Each station then sorts by section to the individual box.

The new main postal facility will do all of these functions, plus it will handle sorting all the NDC mail to the box section in each facility.

There will be four routes ultimately added by the NDC program. Each route will serve a minimum of three NDC's.

Currently there are four postal vehicles at the Main Post office for special delivery, mail distribution, etc. The NDC program will add another four trucks, 21,745 square feet of building area, and adequate parking and truck maneuvering area is required. To Dena Schwarte's (consultant for the Postal Service) knowledge there are no existing sites that would satisfy the Postal Service needs.

POSTAL SURVEY - March, 1982

150 responses

1. How do you normally get to the post office?

- 89% a. Drive
- 0- b. Get a ride
- 0- c. Public Transit
- 11% d. Walk

2. Is your trip to post office independent trip or a part of another?

- 32% a. Independent trip
- 64% b. Part of another trip
- 4% c. No response

3. How often do you visit the post office?

- 3.3% a. One trip/week
- 11.3% b. Two trips/week
- 22% c. Three trips/week
- 12.7% d. Four trips/week
- 18% e. Five trips/week
- 9.3% f. Six trips/week
- 10.7% g. Seven trips/week
- 12% h. More than seven trips/week

4. What time of day do you normally visit the post office?

- 17.3% a. 7:00 a.m. - 10:00 p.m.
- 77.3% b. 10:00 a.m. - 6:00 p.m.
- 5.3% c. 6:00 p.m. - 9:00 p.m.
- 0- d. 9:00 p.m. - 7:00 a.m.

5. What area do you reside?

- 28% a. Gardner Mountain
- 9.3% b. Sierra Tract
- 8% c. Tahoe Paradise
- 14% d. Meyers
- 16.7% e. Tahoe Keys
- 4% f. Tahoe Island Park
- 20% g. Other

6. Approximately how many miles, one way, are you from point of origin?

- 33.3% a. Within 1/2 mile
- 13.3% b. One mile
- 20.7% c. Two miles
- 8.7% d. Three miles
- 21.3% e. More than three miles
- 2.7% f. No response



7. Which day of the week do you normally visit the post office?

- 21.3% a. Monday through Friday, ONLY
- .7% b. Saturdays and Sundays, ONLY
- 75.3% c. Mostly Monday through Friday
- 2.7% d. Mostly Saturdays and Sundays

8. If you share a post office box with an unrelated party(ies) or have general delivery service, would you pay for your own box if it were available?

- 73.9% a. Yes
- 26.1% b. No

9. Which type of mail service would you prefer?

- 50.7% a. Home Delivery
- 6% b. Cluster Box
- 42.7% c. Post Office Box
- 0- d. General Delivery
- .6% e. No Response

CITY OF  
**SOUTH LAKE TAHOE**  
 CALIFORNIA



Richard Milbrodt  
 CITY MANAGER

P.O. BOX 1210 - SOUTH LAKE TAHOE, CALIFORNIA 95705 - PHONE (916) 541-2900

February 3, 1983

Dale Neiman  
 Tahoe Regional Planning Agency  
 P.O. Box 8896  
 South Lake Tahoe, CA 95731

HAND-DELIVERED

Dear Dale,

This letter responds to your request for information regarding city costs for snow removal that would be associated with a home delivery mail program. We have previously attempted to assign cost estimates to this hypothetical program and if we are able to locate the correspondence it will be included with this letter as an attachment. I refer to the program as hypothetical because as a practical matter the high cost to property owners on a recurring basis and to the City annually simply prevents serious consideration of the proposal.

In order for home mail delivery to be installed, the U.S. Postal Service has previously advised the City in writing that we would need to guarantee two minimum requirements. First, that all roads be paved within the City. Second, that daily snow removal would be provided to allow direct access to the curbside mail boxes to be provided by the owners. At the time these minimum standards were defined it appeared that road paving was unattainable. Since then, as you know, the City has committed to a vigorous effort to implement the water quality program within the City and we have embarked on a plan to pave the unpaved road sections over a two-year period. Therefore, that requirement can be met.

The second requirement presumes that all property owners desiring home delivery will install at their expense rural type mail boxes on a post at the curb in front of the property to be served. The mail carrier would then need access to those curbside boxes on a daily basis from a mail delivery vehicle. As you know, this City clears snow from streets by pushing it to the sides away from the center of the travelled way. When the snow volume pushed to the side becomes such a dense pack that the travelled way is partly restricted, the City uses rotary plows to blow the snow up and away from the road edge over to the property behind the street. The appearance of the City streets at this present time is indicative of the typical winter scene. You will observe high masses of snow packed at curbside. Obviously, any curbside mailbox would have been buried by the snowplow during the push-back process. And, if they did survive that operation, the rotaries would finish the job by dismantling the post and box and comingling the pieces with a pile of snow blown into the yard area. Thus there would be no home delivery until the boxes were reinstalled in the spring or summer. Clearly this is not a practical solution.

Therefore, if there is to be curbside boxes for daily delivery, the City has no choice at all except to do what Caltrans does now on U.S. 50. That is, push the snow away from the curb side to the center where it is packed and left to thaw naturally. Or, on arterials it can be picked up by a rotary and hauled

away to a dumping area. Assuming that we could locate a suitable disposal site to haul the snow, it is reasonable to expect that snow removal costs would be at least three times the present cost. This is because of the slowness associated with hauling and the much higher cost of equipment involved in the operation. The City presently finances a basic snow removal budget of \$248,605 and a snow contingency of \$130,000. I want to strongly emphasize that we have not attempted a scientific cost estimate for the removal process simply because the sheer magnitude of the operation defies logical expectation that the Council would approve it and that the community could finance it without a major dislocation of existing services elsewhere.

When the City was asked to consider home mail delivery we were also asked to consider the possibility of cluster boxes being installed for group mail delivery. As I understand it, the cluster boxes would be located at key intervals throughout the City so that the mail delivery would not stop at every house but only at cluster locations. It is not known if the clusters would be placed on existing paved parking areas or at selected street side locations. Without knowing the exact location of these box clusters it is not possible to furnish a good cost estimate for the impact on snow removal operation. It is evident, however, that the cost would be less than that required for curbside delivery but more than at present. The increase over current cost could arise from the fact that instead of clearing streets in a straight line moving snow to the curb it would be necessary to interrupt the pattern to remove snow from the cluster box locations where ever they may be. This could substantially delay completion of coverage within the snow zones and could also require special equipment since in a heavy storm it is likely that full sized graders could not deal effectively with the confined areas likely to be used for cluster boxes. Added problems would arise from the need to assure direct access to the cluster locations by individual autos of persons seeking mail and for those desiring to walk to the boxes during heavy snow conditions.

Sincerely,



Richard Milbrodt  
City Manager

RM:nja

cc: Ann Bogush, Planning Director  
Glenn Smith, U.S. Forest Service  
Ed Brauner, Director of Public Works

# TAHOE REGIONAL PLANNING AGENCY

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

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(916) 541-0246

## MEMORANDUM

February 1, 1983

TO: TRPA Advisory Planning Commission

FROM: Agency Staff

SUBJECT: Staff Report Regarding the Effectiveness of a Program to Provide Driver Advisories and Idling Restrictions, Agenda Item VI C.

The Federal Air Quality Plan adopted by the TRPA Governing Body in August of 1982 included a number of measures that required further study before they should be implemented. Staff has completed two of the required studies regarding Driver Advisories and Idling Restrictions and requested that the Technical Advisory Committee that assisted in developing the Plan review and comment on them. The draft studies are included in Attachment A.

The conclusions of each draft study and comments received are listed below.

- Driver Advisories

This draft study concluded that computerized signs indicating the optimum speed to travel on the U.S. 50 Corridor may be very effective in reducing carbon monoxide emissions from automobiles.

Caltrans commented that such a system would not work because Model 170 controllers do not have this capability, and the necessary software is not available. The staff concurs with Caltrans comment.

- Idling Restrictions

This draft study reviewed the potential effectiveness of a program that would either prohibit drive-up facilities or require a review to assess any impacts. The study concluded that more carbon monoxide would be produced by prohibiting drive-up facilities. This conclusion was based primarily on a draft study completed by the Environmental Protection Agency (EPA). As far as Agency staff is aware, the draft EPA study includes the only test information ever taken on this subject.

Staff Report Regarding the Effectiveness of a Program  
to Provide Driver Advisories and Idling Restrictions

Page 2

Caltrans commented that there was not enough information available to either support or reject the adoption of such a program based strictly on emissions. This was based on discussion with EPA staff and the letter in Attachment B. EPA is of the opinion that the test data is inconclusive for two reasons. The first reason is that only two automobiles were used for the test. The second reason is that both of the automobiles were Fords. Because of these reasons, EPA staff feels that the test results were inconclusive.

The staff agrees with Caltrans and EPA conclusions.

Prohibiting drive-up facilities may also be considered as a disincentive to using the automobile.

APC Action:

Staff is requesting that the APC review the available information and make a recommendation to the Governing Board based on the following:

- Driver Advisories
  - o Pursue implementation of one or more concepts included in the study regarding Driver Advisories.
  - o Determine that this measure not be considered further.
- Idling Restrictions
  - o Develop an ordinance that would prohibit drive-up facilities.
  - o Develop an ordinance that would require drive-up facilities to be reviewed based on potential air quality impacts.
  - o Determine that this measure not be considered further.

DWN:md

APC Agenda Item VI C.

## Attachment A

### Issue Paper Regarding The Effectiveness Of A Idling Restriction Program In Reducing Carbon Monoxide Emissions In The Lake Tahoe Basin

#### I Introduction:

This paper reviews the effectiveness of a program to review projects with drive-up facilities to determine if they have an adverse effect on carbon monoxide (CO) air quality or to prohibit drive-up facilities.

The discussion in this paper was taken from the following draft report written by Tom Darlington of the Environmental Protection Agency (EPA).

"Emission Effects of Inspection and Maintenance and Operating Cycle at Cold Temperatures"

#### II Background:

The effects on CO emissions of 5, 10, and 15 minute warm idle periods were studied on two vehicles tested at 20°F. The two vehicles used in the study were a 1978 Ford LTD and a 1978 Ford Pinto. The vehicles had air pumps with air pump control systems which routed pump air to the atmosphere (instead of to the exhaust manifold) after 1-2 minutes of engine operation at idle.

The vehicles were tested in the Controlled Environment Test Cell (CETC) located in EPA's Motor Vehicle Emission Laboratory in Ann Arbor, Michigan. The cell contains an electric dynamometer for simulating vehicle loads and inertia weights and a constant speed fan for engine cooling. The cell is capable of maintaining any temperature between 20°F and 100°F throughout the duration of a test.

The starting procedures used during testing were the manufacturers recommended start procedures. The start procedures required the driver to turn the key without depressing the accelerator pedal.

There are several factors which would affect the amount of CO emissions produced during either a warm idle period or a period in which the engine is turned off and restarted. First, for warm idle periods where the engine is warm, leaving the engine on may produce more CO emissions than turning the engine off. However, if the length of time the engine would be off is long enough for the engine or catalyst to cool such that the choke would partially come on during start-up, then the warm idle might produce less CO emissions. Second, increasing idle time would increase the amount of CO produced during a warm idle period. Third, increasing idle speed would increase CO emissions produced at idle. Fourth, cranking time also probably has an effect on CO emissions. If a vehicle takes a long time to start, its emissions will be higher than if the engine immediately fires upon turning the key.

#### III. Warm Idle Effects on Emissions and Fuel Consumption:

The average CO emissions produced from the two vehicles and the average fuel consumed for the warm idle test as compared to the engine-off test is presented in Table 1. Table 2 presents the total CO produced and fuel consumed for each sequence of the test. The vehicles were fully warmed-up prior to testing.

Table 1

CO Emissions (g/mi) and Fuel Consumption  
 Comparisons Between Warm Idle and Engine-Off  
 Periods of the Same Duration  
 at 20° F

<u>Test Sequences</u>	<u>CO*</u>	<u>Fuel (gals.)</u>
5 min. Eng-off + LA-4**	8.4 g/mi	.43 gals.
10 min. Eng-off + LA-4	10.5	.43
15 min. Eng-off + LA-4	10.4	.43
5 min. Warm Idle + LA-4	7.1 g/mi	.47 gals.
10 min. Warm Idle + LA-4	6.4	.52
15 min. Warm Idle + LA-4	6.7	.58

LA-4 is the driving cycle of the first two phases (cold transient and cold stabilized) of the federal test procedure.

\* These CO emissions were not weighted to reflect average hot and cold start percentages.

\*\* The CO emissions from the second bag of the LA-4 (Bag 4) were averaged with those from the other tests to reduce variation for comparison purposes. Theoretically, Bag 4 results should be very similar because the vehicles are well warmed-up at the time Bag 4 sampling begins.

Table 2  
CO Emissions and Fuel Consumption Comparisons  
between Idle and Engine-Off Periods of the  
Same Duration

Test Sequence	1978 For LDT				1978 Calif. Pinto			
	CO Emissions (gms.)		Idle % of Total	Fuel (gals.)	CO Emissions (gms.)		Idle % of Total	Fuel (gals.)
	Bag 3	Bag 4			Bag 3	Bag 4		
5 min Eng-off + LA-4	33.4	7.3	38.3	.51	53.9	22.4	88.5	.35
10 min Eng-off + LA-4	23.1	4.0	28.0	.52	94.3	32.2	128.9	.34
15 min Eng-off + LA-4	29.4	4.2	34.3	.51	86.8	43.4	121.4	.34
5 min Idle + LA-4	.43	2.0	28.4	.56	1.3	43.0	77.6	.38
10 min Idle + LA-4	.12	7.1	32.0	.62	.24	29.5	64.1	.42
15 min Idle + LA-4	.53	5.0	31.4	.69	14.8	27.0	68.9	.47
	Avg = 4.9				Avg = 34.6			

(1) Bag 3 is the cold transient driving cycle portion of the 1975 FTP. However, the vehicles were not really "cold", since an LA-4 was conducted immediately prior to this testing. It covers a distance of 3.59 miles and lasts for 505 seconds. Also, what we have labeled as Bag 4 is really the cold stabilized portion of the 1975 FTP. It covers a distance of 3.91 miles and lasts for 867 seconds.

(2) Bag 4 results should be relatively insensitive to the preceding test procedures, as the vehicles were fully warmed up before the Idle and Bag 3 tests were conducted. Consequently, Bag 4 results were averaged and used in the calculation of Total and Idle % of Total emissions in an attempt to reduce this source of variation.



The variation in the results of Bag 4 in Table 2, the insignificance of the amount of warm idle emissions when compared to total emissions, and the emissions produced leads to some doubt on the effectiveness of the test procedure that was used. It is possible that a test procedure that compared cranking (starting) emissions to warm idle emissions might be more effective. However, defining the cranking period, and (2) accurately analyzing cranking emissions would be difficult to accomplish.

IV Conclusion:

The results of the test showed that more pollution would be produced by prohibiting drive-up facilities. Therefore, prohibiting drive-up facilities would be counter productive. The most effective regulatory program therefore would be to allow drive-up facilities and require that the facility not allow a long queue of cars at the drive-up window(s). In addition, most facilities with drive-up windows do not operate during the week end when the carbon monoxide air quality problem occurs.

ISSUE PAPER REGARDING THE EFFECTIVENESS  
OF A PROGRAM TO PROVIDE DRIVER ADVISORIES

I Introduction

The Federal 1982 Air Quality Plan adopted by the TRPA Governing Board included "Driver Advisories" as a further study measure. The purpose of this paper is to review the effectiveness of a program to alert drivers to congestion problems.

II Potential Driver Advisory Improvements:

Based on a review by TRPA staff, there are three programs that can be implemented to alert drivers to congestion problems and reduce congestion on the U.S. 50 corridor. These include the following:

- o Provide congestion reports on local radio stations.
- o Provide computerized road signs along the U.S. 50 corridor that provide congestion reports.
- o Provide computerized road signs along the U.S. 50 corridor that indicate the optimum speed to travel to avoid red lights.

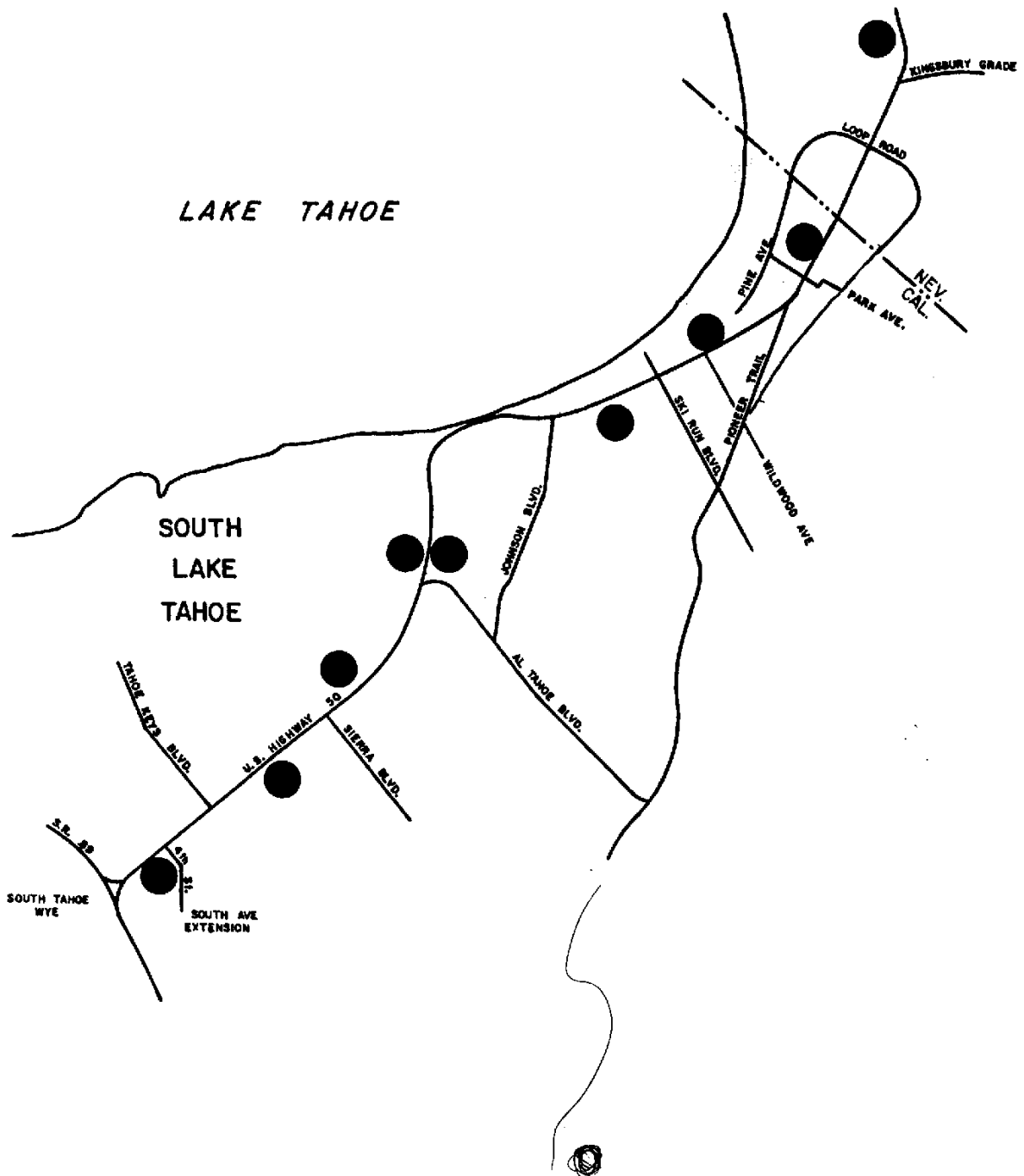
Computerized signs could be placed along the U.S. 50 Corridor. These signs could provide congestion reports or the optimum speed to travel to avoid red lights. Either system could be installed after the computerized signalization system is upgraded by replacing the Model 200 controllers with Model 170 controllers at those intersections identified in the Air Quality Plan.

The concept of providing congestion reports on computerized signs or local radio stations may not be effective because people already embarked on a trip would not discontinue the trip. There are also not any realistic alternative routes to the U.S. 50 Corridor. Therefore, people would not or could not avoid areas of congestion.

The concept of indicating the optimum speed to travel to avoid red lights should be very effective in reducing carbon monoxide emissions. This would reduce the number of automobiles idling, accelerating and decelerating at the intersections along the Corridor, and increase the average speed of automobiles on the entire Corridor. This program would cost in the neighborhood of \$\_\_\_\_\_ to implement. This would provide for nine computerized signs on the U.S. 50 Corridor. Figure 1 shows the proposed locations.

Figure 1 Proposed Locations of Computerized Road Signs

● Computerized Road Sign



### III Conclusion

Providing computerized signs that would indicate the optimum speed to travel on the U.S. 50 Corridor would be very effective in reducing carbon monoxide emissions. This measure, however, could not be installed until 1986 or 1987 because of the computerized signalization system implementation schedule. Therefore, this measure will be added as a contingency measure in the Air Quality Plan.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

ANN ARBOR, MICHIGAN 48105

OFFICE OF  
AIR, NOISE AND RADIATION

OCT 6 1982

Mr. Rick Moss  
Regional Planning and Model Coordination Branch  
Division of Transportation Planning  
Department of Transportation  
1120 North Street  
P. O. Box 1499  
Sacramento, California 95807

Dear Mr. Moss:

Enclosed is a copy of the report entitled "Emission Effects of Inspection and Maintenance at Cold Temperatures," which has recently been approved for release. You will notice that the discussions and tables quoted by TRPA from the draft report -- those dealing with the effects of warm idling on total CO emissions from a trip -- are missing. I can answer the question as to why they are missing and comment on TRPA's interpretation of them with the same discussion.

We do not feel that this portion of our test program was conclusive in any way. There are several reasons for this. First, only two vehicles were tested in this manner, and both of these were Fords. Therefore, it would be unscientific to draw conclusions about an in-use vehicle population based on the results of two test vehicles of the same manufacturer. Not only are they both Fords, but Ford is the only manufacturer to use the air pump dump system\* described in the draft report. This system would seem to produce more CO when the engine is left idling than when turned off and restarted, since air which is normally used to completely burn unburned HC and CO entering the catalyst is being routed to the atmosphere. However, the data do not reflect this.

Secondly, notice the variation in "Idle" emissions in Table 2 of the enclosure for the Pinto as compared with the LTD. This is an indication that the Pinto may have been operating erratically, at least for this portion of the test.

Lastly, if we can assume that the LTD was operating properly throughout the testing, the following conclusion can be made for the LTD from the data in Table 2 of the enclosure. There was a negligible difference in CO emissions

\* This system routes air pump air (called secondary air) to the atmosphere after the vehicle has been in the idle mode for 1-2 minutes. Normally this air is routed to the exhaust manifold to aid in further combustion of unburned HC and CO.

from the LTD between turning its warm engine off for a few minutes as opposed to leaving it running. Look at the Bag 4 emissions for the LTD. The Bag 4 emissions should be largely unaffected by the prior test sequences, since the vehicle is fully warmed up. The variance in Bag 4 emissions is about 2.0 gms. CO. That's four times the highest CO emissions from the Idle periods (1.53 gms from 15 minute idle.) What is happening here is that the test procedure is not sensitive enough to pick up the small differences in CO emissions that are truly related to the difference in test procedure.

All of the above factors are why we left discussion of the data on these two vehicles out of the final report, and are also why TRPA should avoid concluding that "The results of the test showed that more pollution would be produced by prohibiting drive-up facilities."

I hope these comments help you in commenting on the TRPA plan. If you have further questions, please call me at (313) 668-4473.

Sincerely yours,



Tom Darlington  
Inspection/Maintenance Staff

Enclosure

cc: Dave Calkins, Region IX  
Audrey Chijner, I/M Staff

# TAHOE REGIONAL PLANNING AGENCY

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

2155 South Avenue

(916) 541-0246

## MEMORANDUM

February 3, 1983

TO: TRPA Advisory Planning Commission

FROM: Agency Staff

SUBJECT: Development of Regional Plan Alternatives, Agenda Item VI D.

Current status of Regional Plan alternative development will be presented to the Advisory Planning Commission at the meeting

RS:md

## AIR RESOURCES BOARD

1102 Q STREET  
P.O. BOX 2815  
SACRAMENTO, CA 95812



February 7, 1983

Ms. Sonia Crow  
Regional Administrator  
Region IX  
Environmental Protection Agency  
215 Fremont Street  
San Francisco, CA 94105

Attention: David Howekamp

Dear Ms. Crow:

Status of the CO Designation for the Lake Tahoe  
Basin Portion of Placer County

The Placer County Air Pollution Control Board, on May 18, 1982 resolved to request redesignation of the Lake Tahoe Basin portion of Placer County to attainment of the National Ambient Air Quality Standards for carbon monoxide. The Tahoe Regional Planning Agency (TRPA), lead agency for air quality planning in the entire Tahoe Basin, is waiting for the completion of current CO monitoring and modeling efforts before making a decision on whether or not to request redesignation. The decision is scheduled for March 1983.

If the data from the current study justifies a redesignation change and TRPA requests redesignation, we will make the request to EPA promptly.

If you have any questions on this matter, please contact Peter Venturini, Chief of the Regional Programs Division at (916) 322-5350.

Sincerely,

Handwritten signature of William W. Sylte.

William W. Sylte  
Chief Deputy Executive Officer

cc: David Howekamp, EPA  
Phil Overeynder, TRPA Executive Officer  
Larry Sevison, Supervisor, 5th District, Placer County  
Ken Selover, Placer County APCD  
Jan Bush, CAPCOA Executive Secretary



# TAHOE REGIONAL PLANNING AGENCY

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

2155 South Avenue

(916) 541-0246

February 2, 1983

To: TRPA Advisory Planning Commission

From: The Staff

Subject: Redesignation Request for Attainment Status  
Under the Federal Clean Air Act, Agenda Item VII A.

The Environmental Protection Agency (EPA) designated the entire Lake Tahoe Basin as a nonattainment area for carbon monoxide on March 3, 1978. This designation was requested from the California Air Resources Board (ARB) and Nevada Division of Environmental Protection (NDEP) under Section 107(d)(1) of the Federal Clean Air Act.

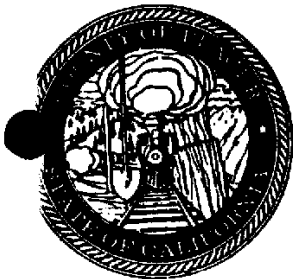
Since 1978, air quality monitoring and modeling data have shown that the carbon monoxide air quality problem is limited to the U.S. 50 Corridor in South Lake Tahoe. This information is included in the Federal Air Quality Plan adopted by the Governing Board in August, 1982. As a result, the Placer County Board of Supervisors has formally requested redesignation of Placer County to attainment.

Agency staff discussed this issue with the APC in November, 1982, and the APC directed staff to proceed with the request at that time. Staff prepared a resolution to process the request and brought it back to the APC for consideration at the January 12, 1983 meeting. Stan Randolph of the California Air Resources Board stated that it may be premature to take action at this time because information being collected in the south shore area may show that the standard is being exceeded in Placer County. The APC passed a motion to defer the matter for 60 days.

Agency staff has received a letter from the Placer County Air Pollution Control Officer regarding this matter. The letter is included in Attachment A. Staff has also been informed that the ARB will be conducting a carbon monoxide monitoring program on the North Shore during February. As a result, staff felt that it would be appropriate to put this matter on the APC agenda to discuss the Placer County letter and the status of the ARB monitoring program.

Attachment

DN:md



**PLACER COUNTY**

Kenneth F. Seiver,  
Air Pollution Control Officer

**HEALTH DEPARTMENT  
AIR POLLUTION CONTROL DISTRICT**

11484 B AVENUE

AUBURN, CA 95603

TELEPHONE (916) 823-4443

SERVING CITIES OF

• AUBURN •

COLFAX •

LINCOLN

ROSEVILLE

**RECEIVED**

BY \_\_\_\_\_

January 25, 1983

FEB 2 1983

Mr. Phil Overeynder  
Tahoe Regional Planning Agency  
Post Office Box 8896  
South Lake Tahoe, CA 95705

TAHOE REGIONAL  
PLANNING AGENCY

**SUBJECT: REDESIGNATION REQUEST FOR ATTAINMENT STATUS UNDER  
THE FEDERAL CLEAN AIR ACT**

Dear Phil:

Placer County would like to reiterate its position on the May 18, 1982 redesignation request and express its concern over the recent action on this matter at the January 12, 1983 Advisory Planning Committee meeting.

As we have stated numerous times in the past, it is our position that the Placer County portion of the Tahoe Basin is an attainment area for carbon monoxide and should be so designated. The modeling and monitoring data to support this position is a matter of record and is included in the 1982 Tahoe Air Quality Plan, which was approved by both TRPA and ARB for submittal to EPA.

The only opposition to our request has come from Mr. Stan Randolph, staff member of the Regional Programs Division of the Air Resources Board (ARB). Other Division staff of the ARB have been fully supportive of our position in this matter. Mr. Randolph's argument against our redesignation request centers around his position that 1) air monitoring data taken at South Shore can be used to extrapolate North Shore conditions and therefore the North Shore is nonattainment; 2) the monitoring done in Tahoe City in the Winter of 81-82 is not representative since environmental conditions conducive to violations did not occur; 3) if redesignated as attainment Placer County will no longer involve itself in Tahoe Basin planning activities.

Careful review of existing information indicates that Mr. Randolph's position in this matter is invalid. First, to state that carbon monoxide data taken at South Lake Tahoe air monitoring sites can be used to predict carbon monoxide concentrations on the North Shore is extremely inaccurate. To the most casual observer conditions

Page 2

Letter to Phil Overeynder  
January 25, 1983

on the North Shore are not analogous to the South Shore, most importantly because of traffic and topography considerations.

Peak hour traffic volumes in South Lake Tahoe are 1,000-2,000 vehicles per hour higher than North Shore traffic volumes resulting in a significantly larger source of carbon monoxide emissions. The length of time traffic movement will be hindered due to traffic flow breakdown is less in North Lake Tahoe than in South Lake Tahoe. Therefore, the two areas are not analogous and cannot be compared to one another. Finally, if one site could be used to ascertain carbon monoxide concentrations in other areas, it would apparently be unnecessary for the ARB to operate 11 monitoring sites within the environs of South Lake Tahoe.

As you may be aware the Air Resources Board Research Division, modeled ambient carbon monoxide concentrations at a number of North Shore locations in 1981. This modeling was based upon realistic traffic and weather data. The results of this work indicated present and future attainment of the Federal Air Quality Standard for carbon monoxide at Placer County locations. (attached).

The Air Pollution Control District conducted ambient carbon monoxide monitoring in Tahoe City last winter (81-82). The results of this monitoring confirmed the accuracy of the above mentioned ARB modeling. The monitoring site and other technical criteria was formally approved, to EPA specifications, by the Air Resources Board's Technical Services Division. In addition the monitoring was performed jointly by the ARB and District personnel. Performance audits conducted by ARB staff indicated the Tahoe City monitor was the most accurate carbon monoxide monitor operated in the Basin during the 81-82 winter sampling period. For further accuracy the District operated a weather station in conjunction with the monitoring program.

Mr. Randolph has taken a position that the above mentioned sampling was not representative as environmental conditions were not conducive to carbon monoxide violations. To date, ARB personnel have not analyzed the meteorological data from the site, which is essential to such a conclusion. In fact, District review of the data indicates that low wind speeds and low temperatures (which are conducive to high carbon monoxide concentrations) were a frequent and regular occurrence during the period of sampling. Further, traffic conditions during this period were most conducive to high carbon monoxide concentrations, due to severe weather conditions. (see enclosed photos).

Page 3  
Letter to Phil Overeynder  
January 25, 1983

Finally, I would like to discuss the issue of Placer County's continued participation in Tahoe planning activities and the imposition of Federal funding sanctions.

It is and has been the clear position of the Board of Supervisors to fully participate in Tahoe Basin planning activities. It is therefore, not our intention to ignore the Tahoe Basin, once redesignation to attainment is complete. It is in the best interests of all concerned that we continue our efforts to improve Tahoe's air quality and absolutely necessary to insure maintenance of our attainment status.

The imposition of Federal funding sanctions, due to our present nonattainment designation, is a clear threat to nearly all present and future Federal expenditures on the North Shore. Sections 176 and 316 of the Federal Clean Air Act as amended in 1977 clearly indicates the imposition of sanctions which may be applied to Placer County. In addition, Anne M. Gorsuch Chief of the EPA, recently has made it clear that she intends to fully enforce the funding sanctions of the Clean Air Act. It is our understanding EPA's Rulemaking on this matter will be published in the Federal Register on January 31. We feel that it is highly unjust, based on an erroneous attainment status, for Placer County to bear the burden of Federal funding sanctions.

In summary we feel that at this date there is sufficient model and monitoring data to support a redesignation of the North Shore as an attainment area for carbon monoxide. Further delay in the approval of the redesignation request is unnecessary and unwarranted. Therefore, we again solicit TRPA's support in requesting that the Placer County portion of the Tahoe Basin be redesignated as an attainment area for carbon monoxide.

Sincerely,

  
Kenneth F. Selover  
Air Pollution Control Officer

KFS:mlb

Enclosures

LAKE TAHOE CARBON MONOXIDE STUDY 1981  
 PEAK 1-HOUR CONCENTRATION (PPM)

STATION	NORTH SHORE		
	VERIFICATION	87 EMS FACS	87 W/GROWTH
JUNCTION 28/267	10.60	6.70	8.00
ROUTE 28 - KINGS BEACH	4.20	3.20	3.20

LAKE TAHOE CARBON MONOXIDE STUDY 1981  
 PEAK 8-HOUR AVERAGE CONCENTRATION (PPM)

STATION	NORTH SHORE		
	VERIFICATION	87 EMS FACS	87 W/GROWTH
JUNCTION 28/267	7.36	4.93	5.75
ROUTE 28 - KINGS BEACH	2.95	2.51	2.64

LAKE TAHOE CARBON MONOXIDE STUDY 1981  
 PEAK 1-HOUR CONCENTRATION (PPM)

STATION	WEST SHORE		
	VERIFICATION	87 EMS FACS	87 W/GROWTH
RT 28 N TAHOE CITY Y	3.50	2.80	3.00
JUNCTION 89/28	6.50	4.50	5.20
RT 89 W TAHOE CITY Y	3.30	2.70	2.80
RT 89 S TAHOE CITY Y	3.20	2.60	2.80

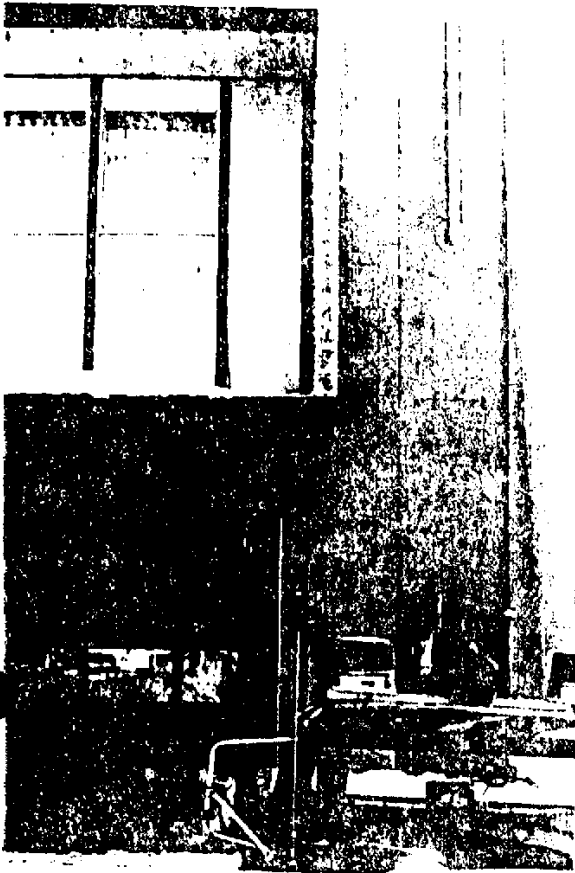
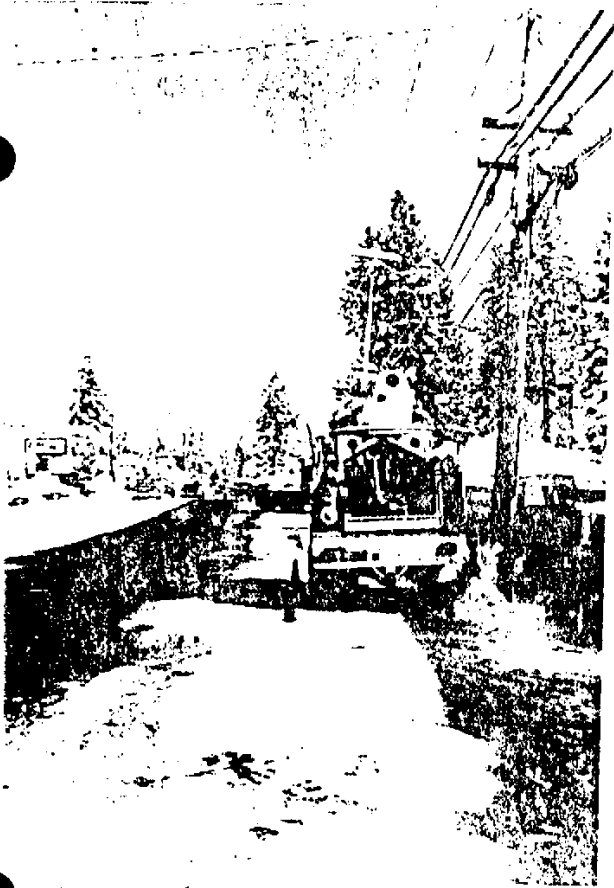
LAKE TAHOE CARBON MONOXIDE STUDY 1981  
 PEAK 8-HOUR AVERAGE CONCENTRATION (PPM)

STATION	WEST SHORE		
	VERIFICATION	87 EMS FACS	87 W/GROWTH
RT 28 N TAHOE CITY Y	2.38	2.20	2.25
JUNCTION 89/28	4.99	3.61	4.08
RT 89 W TAHOE CITY Y	2.83	2.41	2.51
RT 89 S TAHOE CITY Y	2.90	2.46	2.60

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# EPA Director Again Threatens

By Thomas D. Elias  
Special to The Bee

LOS ANGELES — The nation's top environmental enforcement official Thursday again threatened massive new sanctions against California and other states unless the Federal Clean Air Act is watered down by Jan. 1.

"There will be no option for our agency but to disapprove California's (smog control) plans and impose sanctions," Environmental Protection Agency chief Anne M. Gorsuch told the annual meeting

here of the Western Oil and Gas Association.

Gorsuch said sanctions would be applied against four California areas — including Sacramento — whose smog cleanup plans concede they can't attain Clean Air Act standards of air quality by 1987. The sanctions would include a cutoff of federal highway and sewer funds and a ban on construction of new sources of industrial pollution.

The Sacramento, Fresno, Ventura and Los Angeles areas would be affected by the cutoffs, which would include projects funded by President

Reagan's proposed nickel-a-gallon gasoline tax increase.

Similar sanctions against California were effective most of the last two years. Gorsuch lifted those sanctions Oct. 12, just after the state Legislature adopted a plan for biennial inspection of auto and truck smog control equipment in urban areas.

Legislative sponsors of the vehicle inspection plan have charged that the threat to reimpose sanctions violates written commitments the EPA made while the lawmakers were considering the plan.

Gorsuch said Thursday she knew

The Sacramento Bee • Friday, December 10, 1982 AA3

## Sanctions On State Areas

of no written commitment from her agency "but I will be happy to consider any written commitments that have been made."

In question is a June 10, 1982, letter to state Sen. Robert Presley, D-Riverside, from Sonia Crow, EPA regional administrator in San Francisco. Presley sponsored California's vehicle inspection law, which was then being debated in the Legislature.

Crow's letter indicated that she believed Presley's bill would meet federal requirements for vehicle inspection and would demonstrate

that the state was making a good faith effort to comply with the Clean Air Act. It went on to say:

"Such a finding by (Gorsuch) would allow for the removal of the limitations on federal highway funds and grants for sewage treatment projects within a 60- to 90-day period after the passage of the bill."

Gorsuch said a total of 600 counties in 49 states face possible sanctions if the Clean Air Act stands. But environmental groups say the current law gives Gorsuch all the leeway she needs and her threat is part of a drive by the Reagan administra-

tion against the Clean Air Act.

On another matter, Gorsuch said she won't decide until February whether to lift the federal ban on Compound 1080, a rodent poison, usually used against coyotes. The compound was banned by executive order of President Richard Nixon in 1972, but the EPA held hearings this fall on an appeal from the state of Wyoming that it be legalized on a limited-use basis.

Gorsuch said she was unaware that the poison has been blamed in the recent deaths of about 50 dogs and cats in Lathrop Wells, Nev.



# Pollution Punishment Threat

## EPA Says 5 NorCal Counties Might Lose US Road Funds

By Martin Crutsinger

WASHINGTON (AP) — If the Reagan administration chooses to be tough, 472 counties in 44 states, including five Northern California counties, stand to lose their federal highway money in 1983 because of

failure to comply with air pollution standards.

Moreover, severe restrictions would be imposed on the construction of new factories in those counties.

It would all be done in the name of the Clean Air Act in areas that do

not meet a Dec. 31 deadline for reducing pollution enough to comply with national health standards.

The exact number of counties subject to the sanctions has not been determined because, as the deadline approaches, more states are coming forward with new evidence that they are now in compliance.

But as of last month, the Environmental Protection Agency prepared a list showing that 472 counties are violating emission standards for one or more of the five pollutants for which national standards have been set: sulfur dioxide, carbon monoxide, ozone, nitrogen dioxide and particulates — small particles such as soot.

Sacramento County was among those counties threatened with sanctions in an EPA list released earlier this month. However, it does not appear on the newest list. The following are Northern California counties said by the EPA to be in non-compliance, followed by the specific pollutants (particulates, P; sulfur dioxide, SD; carbon monoxide, CM; ozone, OZ, nitrogen dioxide, ND) for which they are in violation: Butte, CM; San Joaquin, P; Stanislaus, P; Sutter, OZ; and Yuba, OZ.

Carson, City, Nev., also was reported by the EPA to be in non-compliance.

No penalties are expected to be imposed for at least six months because of the appeals process.

First, early next year, EPA is expected to publish a list of counties it believes are not meeting the standards. They will be given a chance to present any new monitoring data to dispute that or show how they are correcting remaining problems. Only after EPA reviews that information will the agency move to cut off highway and air program funds and impose construction bans, officials say.

# TAHOE REGIONAL PLANNING AGENCY

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

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(916) 541-0246

## MEMORANDUM

February 3, 1983

TO: All Interested

FROM: Agency Staff

SUBJECT: Brockway Springs Environmental Impact Statement, Agenda Item VII B.

The draft Environmental Impact Statement for Proposed Amendments to the Subdivision of Brockway Springs (Phase 3, Tract 322) is on file and available for public review. Comments on this EIS must be received by March 22, 1983.

ENVIRONMENTAL IMPACT STATEMENT  
FOR PROPOSED AMENDMENTS  
TO BROCKWAY SPRINGS OF TAHOE  
PURSUANT TO SETTLEMENT OF LITIGATION

Responsible Agency: Tahoe Regional Planning Agency  
2155 South Avenue  
P. O. Box 8896  
South Lake Tahoe, California 95731

Information Contact: Philip Overeynder  
Executive Director  
Tahoe Regional Planning Agency  
P. O. Box 8896  
South Lake Tahoe, California 95731  
(916) 541-0246

Abstract: This focused EIS has been prepared in accordance with Article VII of the TRPA Compact in order to assess the potential environmental consequences of the project that would be authorized by approval of a proposed settlement of litigation in the pending Placer County Superior Court lawsuit entitled Brockway Development Co., Inc. et al vs. CTRPA, et al. The subject site is located adjacent to the eastern boundary of the community of Kings Beach, Placer County, California. The alternatives considered include proceeding with a previously approved 100-unit, 7-story, condominium tower on a 7-acre portion of the site. In lieu of the 100-unit tower, the proposed settlement (the project) would permit 52-new units to be constructed in 17 lowrise clusters for a total of 55 residential units on the entire remaining 21-acre site. (3 older residential units to be retained). The EIS identifies several potential environmental consequences as well as a range of mitigation measures.

Date of Availability: This EIS was made available for a 60 day public review period beginning January 21, 1983.

Comment Period End: Comment upon this EIS must be received by March 22, 1983 to be considered.

LAKE TAHOE ACQUISITIONS BOND ACT (PROPOSITION 4)

- I. The Lake Tahoe Acquisitions Bond Act authorizes the Lake Tahoe Acquisitions Finance Committee to authorize sale of \$85 million in general obligation bonds.
  - A. Funds are made available to the federal, state, regional, or local agency designated by statute in accordance with the recommendations of the Tahoe Area Land Acquisitions Commission. If no such agency is designated by July 1, 1984, the funds become available to the California Tahoe Conservancy Agency.
  - B. Funds are available to purchase undeveloped lands on the California side of the Lake Tahoe region, including vacant subdivided lots, where:
    1. Development will adversely affect the environment. Preference shall be given to stream environment zones and other areas where development would degrade water quality. Purchase is not intended to replace regulatory programs for the protection of the environment, which shall continue to be applied to acquired lands;
    2. Lands will provide public lakeshore access, preservation of riparian or littoral wildlife habitat, or recreation; or
    3. Acquisition will facilitate consolidation for more effective management or public access to other public lands.
  - C. Where land values have been substantially reduced by regulatory programs adopted after January 1, 1980, purchase price may be set to assure fairness to the landowner.
- II. The Lake Tahoe Acquisitions Finance Committee is established to authorize issuance of bonds. Membership:
  - . State Treasurer, who serves as chairman
  - . Governor or designee
  - . State Controller
  - . Director of Finance
- III. The Tahoe Land Acquisition Commission (TALAC) is established by 1980 Cal. Stats. c. 833 to make recommendations to the Legislature and the Governor concerning land purchase in the Lake Tahoe region.
  - A. Membership:
    - . Three residents of the Lake Tahoe Region: one appointed by the El Dorado County Board of Supervisors; one appointed by the Placer County Board of Supervisors; and one appointed by the City Council of the City of South Lake Tahoe.

- . Three members appointed by the Senate Rules Committee.
  - . Three members appointed by the Speaker of the Assembly.
  - . Six members appointed by the Governor.
- B. TALAC shall report by March 1, 1983, on the following issues:
- . What agency or agencies should be created or designated to make land purchases in the region?
  - . What use, if any, should be made of private nonprofit conservancy agencies as part of a land purchase program for the region?
  - . How should the lands acquired be managed, and what arrangements should be made to provide for management?
  - . What arrangements should be made to coordinate actions or consolidate land ownership among federal, state, and local agencies responsible for land purchase in the region?
- C. TALAC shall report by June 30, 1983 on the following issues:
- . What priorities should be set for land purchases so as to best serve the need to protect water quality and other resources of the region?
  - . What use should be made of alternatives to acquisition in fee, including, but not limited to, easements, development rights, life estates, leases, leaseback agreements, and any rights acquired as a result of any special assessments on the property?
  - . What considerations or formulas should be relied on to determine a fair price for property where development is prohibited as a result of restrictions adopted to protect environmental quality in the region?
  - . What protections, if any, should be enacted to protect persons responsible for land purchase programs in the region from civil liability?
  - . What provision, if any, should be made to mitigate tax revenue losses to local government as result of land purchases in the region?
  - . How can matching grants or other possible sources of federal funds be obtained as part of a land purchase program in the region?
- D. Secretary for Resources sets time and place of meetings. Staff is provided by the Resources Agency in conjunction with the Office of Planning and Research.

IV. The California Tahoe Conservancy Agency is established by Title 7.42 (commencing with Section 66905) of the California Government Code, to acquire land in the Lake Tahoe region in accordance with an adopted basinwide management plan.

A. Membership:

- . One member appointed by the City Council of the City of South Lake Tahoe.
- . One member appointed by the Placer County Board of Supervisors.
- . One member appointed by the El Dorado County Board of Supervisors.
- . Four members, who are not residents of the region, including: the Secretary for Resources or his or her designee; one member appointed by the Senate Rules Committee; one member appointed by the Speaker of the Assembly; and a representative of the United States Secretary of Agriculture.

Because the California Tahoe Conservancy Agency has not been funded, no appointments have been made since the statute creating the agency was enacted in 1973.

- B. May acquire and hold interests in land, including fee interests, easements or development rights, through purchases, gifts, or exchanges. Land acquisition policy shall be set by resolution.
- C. May contract with other public or private entities to manage acquired property.
- D. Shall appoint executive officer and may employ such other staff as may be necessary.

V. A bi-state Tahoe Conservancy Agency, with a ten member governing body made up of five appointees of each governor, would be formed if Nevada and the United States ratify the Tahoe Conservancy Agency Compact, ratified by California in 1973.

## SANTINI-BURTON STATUS

January 19, 1983

Enclosed is a summary of the current status of the Santini-Burton land acquisition program at Lake Tahoe.

The program has been progressing as we envisioned in the Environmental Impact Statement for the Santini-Burton Act, which was issued in January 1982. Lands are being acquired, through purchase or donation, according to their importance in protecting the water quality, air quality, threatened and endangered wildlife and scenery.

We have made offers to purchase approximately half of the properties in the Fiscal Year 1982 acquisition program. Purchases and outstanding offers to date account for approximately \$3,764,000, leaving about \$3,173,000 of the \$6.7 million appropriated for Fiscal Year 1982. To the extent that these remaining Fiscal Year 1982 funds permit, additional offers will be made in the next few weeks for those highest priority properties still on the list.

Working with State and local agencies, we are preparing the Fiscal Year 1983 acquisition program. We expect to move into that program as soon as funds are available and the 1982 offers are complete. Already about \$4.5 million of the Fiscal Year 1983 appropriation has been earmarked for purchase of property appraised during Fiscal Year 1982.

Donations are playing an important role in the acquisition program. From September 1981 to December 1982, we accepted donations of environmentally sensitive lands that amounted to 77 lots with an estimated value of \$1,000,000. The use of land exchange procedures is also being explored.

SANTINI-BURTON LAND ACQUISITION PROGRAM STATUS

JANUARY 19, 1983

	<u>AMOUNT</u>	<u>ACRES</u>	<u>NO. TRANSACTIONS</u>	<u>STATE</u>
TOTAL Offers Made:	\$3,764,200.00	1018.88	159	Ca-154 NV-5
<hr/>				
Purchase Complete:	\$1,490,500.00	793.00	6	CA-4 NV-2
Offers Accepted:	\$1,156,000.00	63.62	94	Ca-94 NV-0
Offers Pending:	780,300.00	82.26	55	Ca-52 NV-3
<hr/>				
Offers remaining to be made with 6.7 mm approp. for FY 1982	\$3,173,200.00	453.00	76	Ca-9 NV-67
<hr/>				
Property appraised and to be carried over for purchase with FY 1983 Funds	\$4,512,000.00	3050.00	75	Ca-71 NV-4
<hr/>				
Donations Accepted 9/81 to 12/82 :	\$1,000,000.00	Estimated Value		77 Lots



# TAHOE REGIONAL PLANNING AGENCY

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

2155 South Avenue

(916) 541-0246

## MEMORANDUM

February 2, 1983

TO: TRPA Advisory Planning Commission

FROM: Agency Staff

SUBJECT: Annual Report for the Lake Tahoe Basin  
Air Quality Plan, Agenda Item VII D.

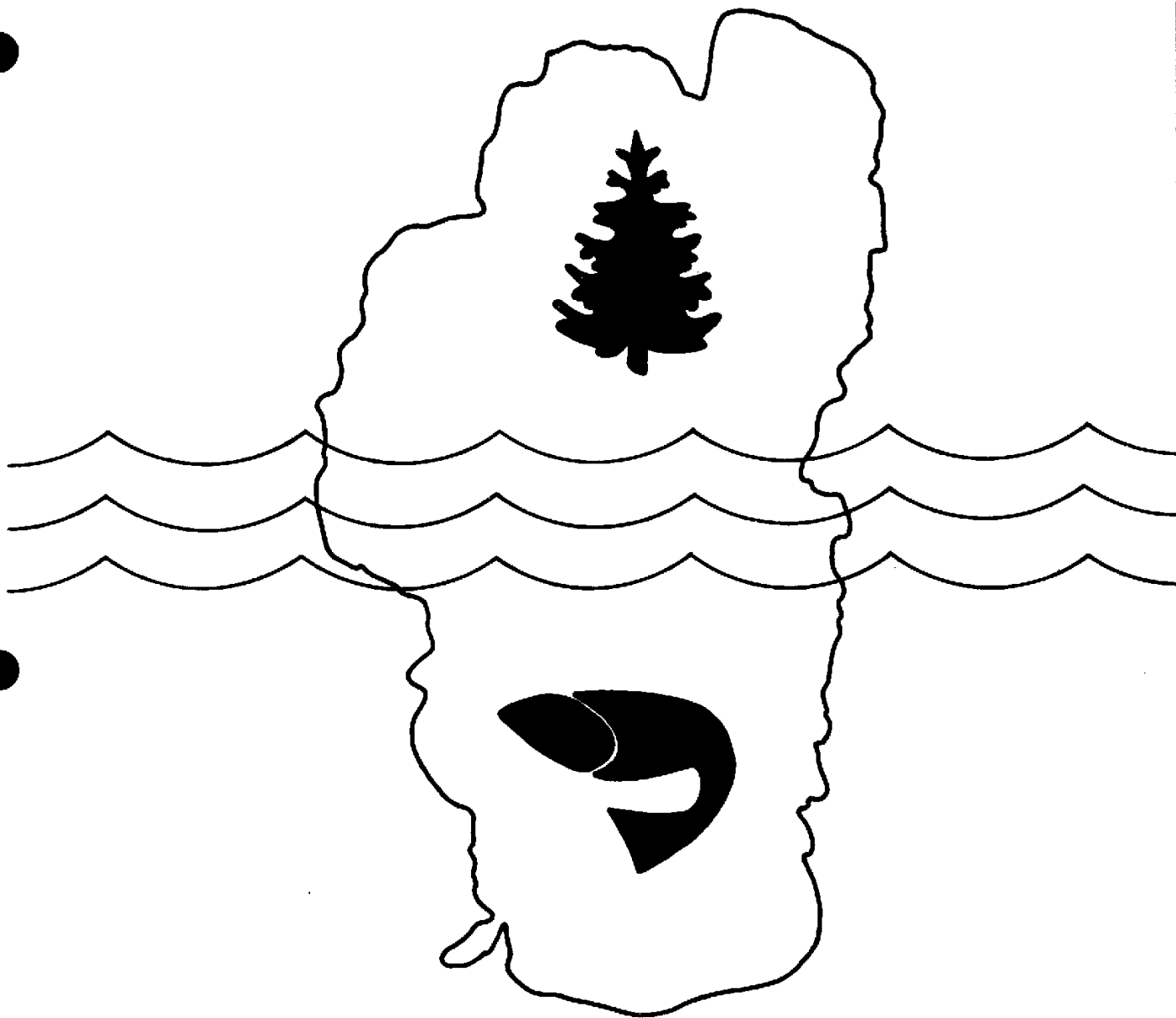
An annual report is required to be prepared each year and submitted to the state agency(s) responsible for air quality planning by the Clean Air Act. The purpose of the report is to evaluate progress made towards attaining the federal air quality standard(s) and implementation of measures included in federal air quality plans.

Staff has prepared a draft annual report for the Lake Tahoe Basin Air Quality Plan and requested that the Advisory Planning Commission, Environmental Protection Agency (EPA), state agencies and local agencies provide comments by January 28, 1983. Staff received written comments from the City of South Lake Tahoe, California Air Resources Board (ARB) and Nevada Department of Transportation (NDOT). These comments were incorporated into the final report. Staff also received oral comments from EPA and Caltrans. The comments received from these two agencies were basically the same as the comments made by the ARB.

Agency staff will meet with the Air Quality Technical Advisory Committee on February 7, 1983 to discuss the comments received and to determine if any additional information should be included in the Annual Report. A report on this meeting will be given to the APC members on February 9.

DWN:md

APC Agenda Item VII D.



**CALENDAR YEAR 1982 ANNUAL REPORT  
FOR THE LAKE TAHOE BASIN AIR QUALITY PLAN  
TO ACHIEVE AND MAINTAIN THE NATIONAL  
AMBIENT AIR QUALITY STANDARDS  
FOR CARBON MONOXIDE**

Tahoe Regional Planning Agency  
February 1983

CALENDAR YEAR 1982  
ANNUAL REPORT  
FOR THE  
LAKE TAHOE BASIN AIR QUALITY PLAN  
TO ACHIEVE AND MAINTAIN THE NATIONAL AMBIENT AIR QUALITY STANDARDS  
FOR CARBON MONOXIDE

Responsible Agency: Tahoe Regional Planning Agency  
2155 South Avenue  
P.O. Box 8896  
South Lake Tahoe, California 95731

For Further Information Contact: Dale W. Neiman  
Senior Planner  
Tahoe Regional Planning Agency  
2155 South Avenue  
P.O. Box 8896  
South Lake Tahoe, California 95731  
(916) 541-0249

Abstract: This document is an annual report regarding the Lake Tahoe Basin Federal Air Quality Plan. This report is required to be prepared each year by the Clean Air Act Amendments of 1977. The purpose of the report is to evaluate progress made towards attaining the federal carbon monoxide air quality standard in the Tahoe Basin over the last six years and progress made toward funding and implementing measures to reduce carbon monoxide levels over the last year.

The revisions to the draft report are dashed out and underscored.

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APPENDIX

- A. Feasibility Studies
- B. Revised Cost Estimates for Transit
- C. Response to Comments

## I. Introduction:

The purpose of this report is to evaluate progress made towards attaining the federal carbon monoxide air quality standard in the Tahoe Basin over the last six years and to evaluate progress made towards funding and implementing the measures adopted in the Lake Tahoe Basin Federal Air Quality Plan on August 26, 1982.

There are three parts to the report which are listed below.

- What trends are we seeing in those factors that affect the amount of carbon monoxide in the air?
- Is there less carbon monoxide in the air today compared to the past?
- What measures have been funded and/or put into effect during calendar year 1982 that will reduce the amount of carbon monoxide in the air in the future?

This report is required to be prepared each year by the Clean Air Act Amendments of 1977. The purpose of the report is to evaluate if reasonable further progress is being made towards attaining the federal carbon monoxide air quality standard in the Tahoe Basin. The 1977 Amendments define reasonable further progress as annual reductions in air pollution which are sufficient in the judgement of the Environmental Protection Agency (EPA) to provide for the attainment of the federal carbon monoxide air quality standard by no later than December 31, 1987.

The Clean Air Act also requires that a contingency plan be included in each air quality plan. The purpose of this plan is to provide a description of what measures will be developed and implemented if reasonable further progress is not being made towards the attainment of the federal carbon monoxide standard. If EPA determines that reasonable further progress is not being made, they will require that the air quality plan be revised and resubmitted to both states and EPA. The adopted Lake Tahoe Basin Federal Air Quality Plan provides that additional transit measures, ridesharing, driver advisories, parking management, indirect source review and idling restrictions be considered as contingency measures.

## II. Trends in Factors Related to Carbon Monoxide Air Quality:

The carbon monoxide air quality problem in the Tahoe Basin is caused almost exclusively by automobiles. The problem is also very localized, occurring only in those areas that experience traffic congestion. The federal 8-hour carbon monoxide standard generally is only exceeded on weekends between December and February because of the increase in the number of automobiles in the South Shore area from visitors and because the weather conditions tend to create higher carbon monoxide values at that time. The weather and traffic conditions also generally limit violations of the standard to the hours between 4:00 p.m. and 12:00 midnight. Figure 1 shows those areas that are projected not to attain the federal carbon monoxide standard by 1987 unless the measures in the Plan are put into effect.