

**TRPA  
GOVERNING BOARD  
PACKETS**

**OCTOBER  
1984**

# TAHOE REGIONAL PLANNING AGENCY

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

2155 South Avenue

(916) 541-0246

10-84

NOTICE OF AMENDED AGENDA  
AND  
NOTICE OF COMMITTEE MEETING

NOTICE IS HEREBY GIVEN that the agenda for the regular October 24, 25, 1984 meeting of the Governing Body of the Tahoe Regional Planning Agency is hereby amended by adding the following:

Douglas County/Harvey's Resort Hotel, Request for Exemption From Grading Deadline Due to Threat to Public Health, Safety and Welfare

Administrative Matters, Resolution for Programming UMTA Section 18 Funds for Tahoe Basin (agenda item VI F.)

NOTICE IS FURTHER GIVEN that at the conclusion of the Wednesday, October 24, 1984 session, the Executive Director Committee will meet to discuss the status of the recruitment program. (Committee Membership: Woods, Hansen, Westergard, Reed)

~~October 17, 1984~~

By: 

Gary D. Midkiff  
Acting Executive Director  
Tahoe Regional Planning Agency

TAHOE REGIONAL PLANNING AGENCY  
NOTICE OF MEETINGS

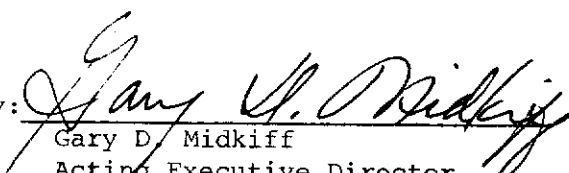
NOTICE IS HEREBY GIVEN that on October 24 & 25, 1984, commencing at 9:30 a.m. each day at the TRPA office, 2155 South Avenue, South Lake Tahoe, California, the Governing Body of the Tahoe Regional Planning Agency will conduct its regular meeting. The agenda for said meeting is attached to and made a part of this notice.

NOTICE IS FURTHER GIVEN that on October 24, 1984, commencing at 8:30 a.m. in the same location, the Finance Committee of said agency will meet to consider the following: 1) FY 1984-85 operating budget; 2) a status report on FY 1985-86 and FY 1986-87 budget requests; and 3) allocation of Transportation Development Act funds. (Committee Membership: Stewart, Clark, Hibdon, Haagen)

NOTICE IS FURTHER GIVEN that on October 25, 1984, commencing at 8:00 a.m. in the same location, the Litigation Committee will meet to consider the following: 1) pending litigation involving the Wickland unauthorized pier construction; 2) proposed settlement in Lahontan Regional Water Quality Control Board v. TRPA (Brockway); 3) settlement of prospective litigation involving Larry Russell unauthorized pier repair; 4) Barsotti v. TRPA (unauthorized deck); 5) City of South Lake Tahoe v. TRPA (airport expansion); and 6) Glenridge Park Company v. TRPA. et al. (Committee Membership: Sevison, Clark, Reed, Westergard)

October 9, 1984

By:

  
Gary D. Midkiff  
Acting Executive Director  
Tahoe Regional Planning Agency

NOTE

Items on the agenda without a time designation may not necessarily be considered in the order in which they appear on the agenda.

TAHOE REGIONAL PLANNING AGENCY  
GOVERNING BODY MEETING

TRPA Office, 2155 South Avenue  
South Lake Tahoe, California

October 24, 1984 9:30 a.m.  
October 25, 1984 9:30 a.m.

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PRELIMINARY AGENDA

- I CALL TO ORDER AND DETERMINATION OF QUORUM
- II APPROVAL OF AGENDA
- III DISPOSITION OF MINUTES
- IV PROJECT REVIEW
  - A. McCloud Condominiums, Modification of Condition of Approval, Washoe County, TRPA File #79074
  - B. Lakeside Park Association, Shoreline Protective Structure, City of South Lake Tahoe, El Dorado County APN 29-030-02, TRPA File #83209
  - C. North Lake Tahoe Fire Protection District, Incline Village Fire Station Advance Warning Lights, Highway 431 and Country Club Drive, Washoe County, TRPA File #84509
- V PLANNING MATTERS
  - A. Approval of the TRPA Social Services Transportation Plan Required by AB 120
  - B. Approval of the Transportation Element of the Regional Plan as the Regional Transportation Plan Update Required by Caltrans
  - C. Special Report and Agency Comments, California State Water Resources Control Board Draft EIR, Policy for Water Allocation in the Lake Tahoe Basin
  - D. Glenbrook Shorezone Master Plan
  - E. Approval of Plan Area Statements for Drafting Purposes - Washoe, El Dorado, Placer and Douglas Counties
  - F. Status of Code of Ordinances
- VI ADMINISTRATIVE MATTERS
  - A. Appointment of California Lay Member to Fill Vacancy on Advisory Planning Commission
  - B. Change in Regular December Meeting Date Schedule
  - C. Agency Legal Support

- D. Recruitment Program for Executive Director
- E. Allocation of Transportation Development Act Funds

#### VII LITIGATION

- A. Consideration of Litigation in Regard to the Regional Plan and Actions Filed By the California Attorney General/League to Save Lake Tahoe v. TRPA
- B. Closed Session to Confer on the Following:
  - 1. California Attorney General/League to Save Lake Tahoe v. TRPA
  - 2. City of South Lake Tahoe v. TRPA (South Tahoe Airport)
  - 3. Forrester v. TRPA (Tahoe Keys Convenience Center)
- C. Consideration of Proposed Settlements in the Following Matters:
  - 1. Wickland Unauthorized Pier Construction
  - 2. Larry Russell Unauthorized Pier Repair
  - 3. Lahontan Regional Water Quality Control Board v. TRPA (Brockway)
  - 4. Barsotti v. TRPA (Unauthorized Deck Construction)
  - 5. City of South Lake Tahoe v. TRPA (Expansion of Service at the South Tahoe Airport)
  - 6. Glenridge Park Company v. TRPA, et al

#### VIII ENFORCEMENT

- A. Show Cause Hearings
  - 1. City of South Lake Tahoe, Unauthorized Expansion of Service at the South Tahoe Airport
  - 2. Unauthorized Tree Removal, Tahoe Tavern Homeowners Association, Placer County APN 094-200-34
- B. Reports
  - 1. Status of the Voluntary Action Plan for Hubbard Road, Douglas County
  - 2. Other

#### IX REPORTS

- A. Litigation Committee

B. Finance Committee

C. Acting Executive Director

1. Report on Specific Projects Approved by Staff Under the Provisions of the Temporary Restraining Order and the Preliminary Injunction Order

2. Other

D. Legal Counsel

E. Executive Session

F. Governing Body Members

G. Public Interest Comments

X RESOLUTIONS

XI CORRESPONDENCE

XII PENDING MATTERS

XIII ADJOURNMENT

Four of the members of the governing body from each State constitute a quorum for the transaction of the business of the agency. The voting procedure shall be as follows:

(1) For adopting, amending or repealing environmental threshold carrying capacities, the regional plan, and ordinances, rules and regulations, and for granting variances from the ordinances, rules and regulations, the vote of at least four of the members of each State agreeing with the vote of at least four members of the other State shall be required to take action. If there is no vote of at least four of the members from one State agreeing with the vote of at least four of the members of the other State on the actions specified in this paragraph, an action of rejection shall be deemed to have been taken.

(2) For approving a project, the affirmative vote of at least five members from the State in which the project is located and the affirmative vote of at least nine members of the governing body are required. If at least five members of the governing body from the State in which the project is located and at least nine members of the entire governing body do not vote in favor of the project, upon a motion for approval, an action of rejection shall be deemed to have been taken. A decision by the agency to approve a project shall be supported by a statement of findings, adopted by the agency, which indicates that the project complies with the regional plan and with applicable ordinances, rules and regulations of the agency.

(3) For routine business and for directing the agency's staff on litigation and enforcement actions, at least eight members of the governing body must agree to take action. If at least eight votes in favor of such action are not cast, an action of rejection shall be deemed to have been taken.

# TAHOE REGIONAL PLANNING AGENCY

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

2155 South Avenue

(916) 541-0246

## MEMORANDUM

Date: October 16, 1984

To: TRPA Governing Board

From: Agency Staff

Subject: McCloud Condominiums, Modification of Condition of Approval, Washoe County, TRPA File #79074

### Project Status:

The McCloud Condominiums is a 256 unit project located in Incline Village that was originally approved by the TRPA in 1979. The final map was recorded in 1980. Construction commenced in late 1980, and there has been continuous construction of phases at the project since that time. The building permits for all units have been issued and maintained. Thirty two units (Cluster II) have been completed and sold. In June, 1984 Agency staff determined that the plans for Clusters I and III (64 units) were in substantial conformance with the plans approved in 1979. In July, 1984 construction commenced on Clusters I and III. No construction has commenced on the remaining 5 Clusters.

### Condition of Approval:

TRPA condition of approval #13 reads as follows:

"Construction of all improvements shall be completed within sixty (60) months of the date of commencement of construction. If construction is not completed within said time, this approval shall expire and the applicant or his successor in interest shall immediately remove all partially completed work and return the site, as far as possible, to its original condition. If the applicant or his successor in interest fails to do so, the permit-issuing authority or the Agency may have the work performed at the applicant's or his successor's in interest expense, costs to constitute a lien against all the real property which is the subject of this approval."

This condition has been interpreted by the Governing Board to require only civil offsite improvements to be constructed within the specified time frame. Construction commenced on August 11, 1980, so construction of all civil offsite improvements must be completed by August 11, 1985.

### Applicant's Request:

The applicant is requesting that condition #13 either be waived or extended. The applicant feels that because of the cluster design of this particular

GG:bl  
10/16/84

AGENDA ITEM IV A.



MEMORANDUM

TRPA Governing Board - McCloud Condominiums

October 16, 1984

Page Two

project, there is little reason to complete construction of the civil improvements until construction of the condominium units commences. The applicant's representative, John Frankovich, will present additional information at the Governing Board meeting.

Staff Analysis:

The primary purpose of the condition in question is to require that construction of the project be diligently pursued and completed within a reasonable time. A specified completion date is important so that the site does not remain in an unstable condition for an indefinite period of time.

Due to the cluster design of this project, there may be some disadvantages in requiring completion of all civil offsite improvements prior to construction of the units within any particular cluster. As the project has proceeded to date, only small portions of the total site are disturbed at one time. This type of construction phasing allows installation of the final landscaping and drainage improvements within a particular cluster much sooner after initial disturbance than if all civil offsite improvements were constructed at one time.

In light of the above considerations, Agency staff has developed the following condition for consideration by the Governing Board and applicant in lieu of the present conditions. (The underlining indicates new language):

13. Construction of the subject project shall proceed with due diligence and all civil offsite improvements shall be completed by October 15, 1988. To establish due diligence a substantial amount of construction shall occur each building season in accordance with the final construction drawings approved by the TRPA. Substantial construction shall be deemed to have occurred only if the costs of such construction equals at least 1/3 of the total construction cost, including civil offsite improvements, of any one cluster. If construction does not proceed with due diligence and all civil offsite improvements are not completed by October 15, 1988, the project approval shall expire and the applicant or his successor in interest shall immediately remove all partially completed work and return the site, as far as possible, to its original condition. If the applicant or his successor in interest fails to do so, the permit-issuing authority or the Agency may have the work performed at the applicant's or his successor in interest's expense, costs to constitute a lien against all the real property which is the subject of this approval.

Agency legal counsel will provide information with respect to how the Preliminary Injunction may apply to the requested modification of this condition of approval.

10/16/84

AGENDA ITEM IV A.

# TAHOE REGIONAL PLANNING AGENCY

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

2155 South Avenue

(916) 541-0246

## MEMORANDUM

October 16, 1984

To: The TRPA Governing Board

From: The Staff

Subject: Lakeside Park Association, Shoreline Protective Structure,  
City of South Lake Tahoe, El Dorado County APN 29-030-02,  
TRPA File #83209

The applicant has requested that this item be removed from the October agenda and placed on the November agenda.

GG:jf  
10/16/84

AGENDA ITEM IV B.

# TAHOE REGIONAL PLANNING AGENCY

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

2155 South Avenue

(916) 541-0246

## MEMORANDUM

October 15, 1984

To: The TRPA Governing Board

From: The Staff

Subject: North Lake Tahoe Fire Protection District,  
Incline Village Fire Station Advance Warning  
Lights, Washoe County, TRPA File #84509

The above item has been removed from the October agenda pending further evaluation of alternatives and potential impacts of the project on the scenic threshold standards established for the affected Roadway Unit.

RA:jf  
10/15/84

AGENDA ITEM IV C.

# TAHOE REGIONAL PLANNING AGENCY

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

2155 South Avenue

(916) 541-0246

## MEMORANDUM

Date: October 12, 1984

To: TRPA Governing Body

From: Agency Staff

Subject: Approval of the TRPA Social Services Transportation Plan Required by  
AB 120

Enclosed in your packet is a copy of the Social Services and Handicapped Transportation Plan for the Tahoe Basin. This study was part of an UMT Section 8 planning grant. This plan was brought before the Advisory Planning Commission several months ago and to the Technical Advisory Committee (TAC) of the Tahoe Transportation District in August. The TAC recommended Alternative 1 of the Plan.

At this time, the plan still lacks a cover, acknowledgements and appendices. Staff anticipates the document to be in final form by the end of October.

JB:bl  
10/12/84

AGENDA ITEM V A.

DRAFT  
TRPA SOCIAL SERVICES  
TRANSPORTATION PLAN

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Map: Location of Social Service Transportation Providers

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II. Inventory Process

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- C. Mileage
- D. Funding and Costs
- E. Geographical Area and Vehicles Used
- F. Transportation Across State Lines
- G. Eligibility
- H. Marketing

Table 1 & 2 Inventory Results

IV. Issues of the Plan

- A. North Shore/South Shore Coordination
- B. Coordination of Existing Programs
- C. Coordination of Financial Matters
- D. The Need for Coordination
- E. Constraints due to Eligibility Requirements

V. The Action Plan Alternatives

- A. Status Quo Plus Coordinated Information Program
- B. TTD as Consolidated Transportation Service Agency
- C. STAGE and TART as CTSA's
- D. Discussion
- E. Comments & Responses
- F. Recommended Plan

VI. Appendix

- A. Agencies Contacted
- B. Questionnaire
- C. LTTS Fleet
- D. El Dorado County Report on LTTS
- E. South Lake Tahoe Eligibility Criteria for STAGE  
Handicapped Fares & Special Services
- F. South Lake Tahoe Certificate Form & I.D. Card
- G. Resolution #83-18 TRPA

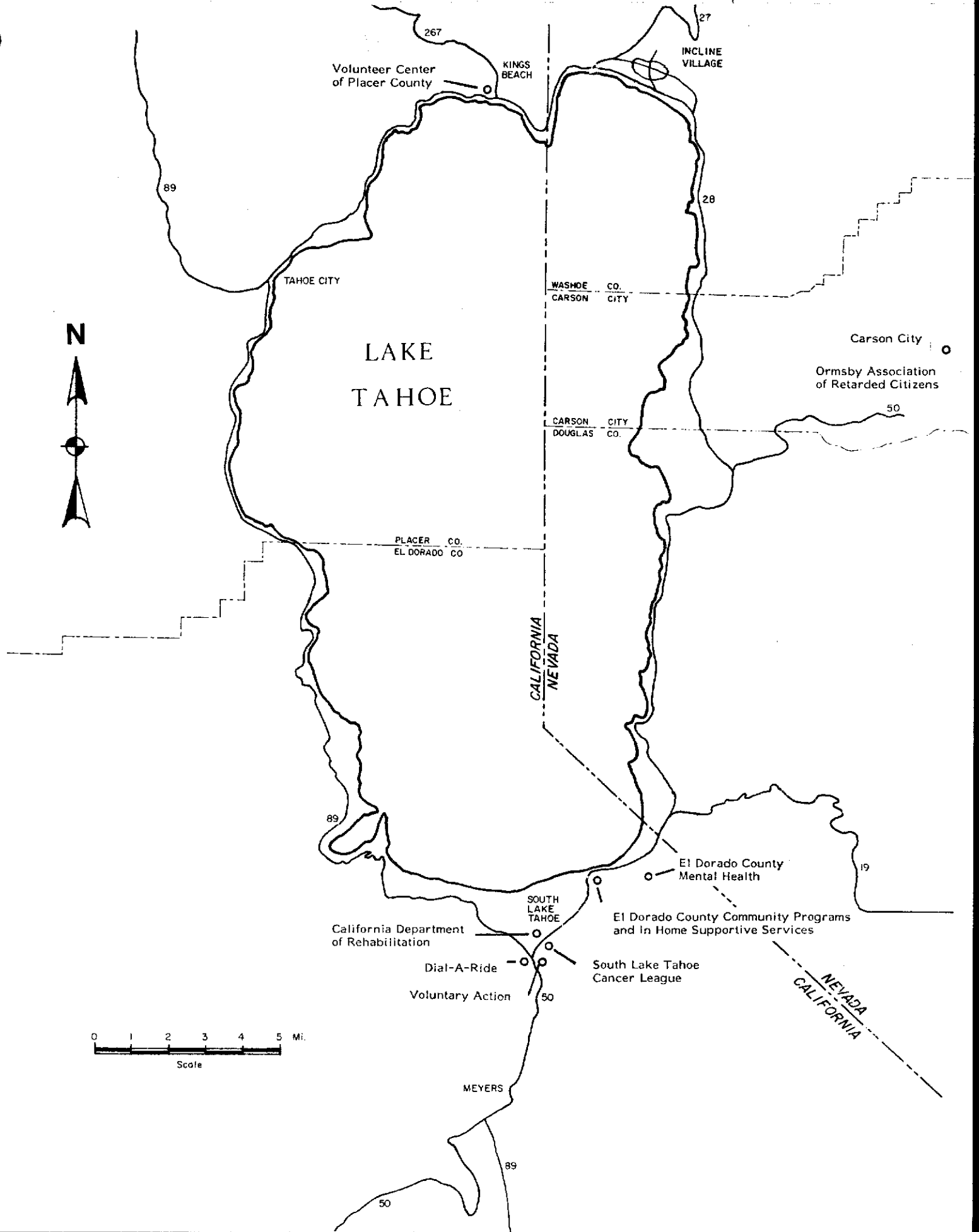
## Preface

The Lake Tahoe Region is located on the California - Nevada border between the Sierra Nevada Crest and the Carson Range. Approximately two-thirds of the Basin is in California and one-third in Nevada.

The California portion of the Lake Tahoe Region contains the incorporated area of the City of South Lake Tahoe and portions of El Dorado and Placer Counties. The Nevada side is comprised of portions of Washoe and Douglas Counties, and the Carson City rural area. The Tahoe Regional Planning Agency is a separate legal entity formed by a bi-state compact and governed by a body of 7 delegates from California and 7 from Nevada. There is also a nonvoting federal representative on the Governing Board.

# TAHOE REGIONAL PLANNING AGENCY

## Location of Social Service Transportation Providers



- I. Introduction: The TRPA Social Services Transportation Plan identifies those public and private non-profit agencies which provide transportation services to low-mobility groups comprised of the elderly, handicapped and/or low-income disadvantaged. The plan explores the opportunities for cooperation and coordination of existing services and recommends an action plan for implementation.

The TRPA adopted Resolution #83-18 in May, 1983 setting forth its intention to prepare and implement a basin-wide Action Plan to address coordination of social service transportation planning.

The proposed plan is both an update of the 1982 Action Plan prepared by the California Tahoe Regional Planning Agency for the California portion of the Tahoe basin and information on existing services in the Nevada portion of the basin.

The purpose of the Action Plan is to meet the requirements of California's Social Service Transportation Improvement Act (AB 120) and to disclose any potential opportunities to reduce total vehicle miles traveled through coordination of existing services. The goal of AB 120 is to promote the coordination of transportation services provided by social service agencies in order to "achieve greater operating and service efficiencies".

The plan inventories the existing services in terms of amount and source of funding, geographic area served, number of recipients, mileage per month and eligibility requirements. In addition, types of vehicles used and management and operations information is provided for each agency offering such services, when available.

- II. Inventory Process: A total of eight agencies which serve the basin were identified that provide social service transportation on a regular basis. Two agencies were not included in the inventory, as they were only marginally involved in transportation. These two were the El Dorado and Placer County Welfare Departments which purchase small quantities of bus tickets for STAGE and TART respectively and distribute them to clients on certain occasions as determined by the case worker.

Those agencies which provide transportation to the elderly, handicapped and low-income were identified in several ways. The 1982 CTRPA AB120 Action Plan was reviewed and all five identified providers were contacted. The Nevada Department of Transportation provided a list of nine Nevada agencies to contact regarding existing or potential services (see appendix). Each existing and potential provider contacted was asked to identify any other services of which they were aware. This process resulted in the list of eight known providers (see map). Of these eight, three had been evaluated in the earlier CTRPA plan. Two programs in the CTRPA plan had been dropped. A program in Placer County for 15-20 chronically mentally disordered, which was disbanded when Federal funds were cut, and the south shore Awakening Peace trips which were dropped upon the conclusion of a YMCA grant.

Each of the providers were sent a questionnaire which was very similar to the questionnaire used by the CTRPA study. The length and complexity of the questionnaire appeared to request more information than was available.



Visits to providers and follow-up phone calls were used to develop the necessary information.

### III. Summary of the Inventory:

- A. The Provider Agencies: At the south shore, there are seven agencies which provide transportation services. These consist of El Dorado County Community Programs, El Dorado County Welfare Department In-Home Supportive Services, El Dorado County Mental Health, California Department of Rehabilitation, Voluntary Action Center, South Lake Tahoe Cancer League and, from Carson City, Nevada, the Ormsby Association of Retarded Citizens (OARC).

At the north shore, the sole provider of social service transportation is the Volunteer Center of Placer County.

Both fixed-route public transportation systems, STAGE at the south shore and TART at the north shore, offer reduced fares to seniors and handicapped and are equipped with wheelchair lifts. Several reasons for the lack of use are cited, including snow and the lack of sidewalks, both of which make wheelchair use extremely difficult. Also, there has been reported failure of the lift's working.

In the Nevada portion of the basin, Douglas County, Washoe County and the State of Nevada offer no transportation programs for the elderly or handicapped in the Tahoe Basin. Interviews with providers of such services in Washoe, Douglas and Carson City counties elicited the information that there is no present demand at Tahoe and none is anticipated. Further, they felt that if such a demand developed, it would best be met by an in-basin organization.

#### 1. South Shore:

El Dorado County Community Programs an El Dorado County agency, began transportation services for eligible elderly and handicapped in 1978. Transportation is provided by contract by Lake Tahoe Transportation Systems' Dial-a-Ride service, a private transportation business. Community Programs' clients receive tickets from the Community Program office at the County Center and pay 50¢ for each ride. The Community Programs total riders account for approximately 3% of Dial-a-Ride business, an estimated 337 trips per month.

El Dorado County Welfare Department has an In-House Supportive Service program which certifies clients to El Dorado County Community Programs for Dial-a-Ride tickets. All clients are disabled. The program is funded by Title XX of the Social Security Act. The welfare department provides trips to Sacramento and Reno for medical purposes, at no cost to the client. The program will also pay minimum wage to those who will drive clients as needed, but they must provide their own car. This occurs very rarely.

The California Department of Rehabilitation authorizes El Dorado County Community Programs to issue Dial-a-Ride tickets for its low-mobility clients. The Department's clients are physically, mentally

or emotionally handicapped. More mobile clients are issued tickets to STAGE or gas money for personal autos. The Department's budget does not distinguish between the three types of transportation services.

Voluntary Action Center, a private non-profit agency, began a transportation program for seniors, 60 years and older, in December, 1983. The center uses two volunteers to drive a 1968 Jeep Wagoneer donated by Nels' Hardware. The service is offered two days a week with no restrictions on income or destination.

The South Lake Tahoe Cancer League has operated at the South Shore since 1974. Its function is to transport low-income cancer patients for medical appointments. Generally trips are to Reno and frequently for chemotherapy.

The Ormsby Association for Retarded Citizens, (OARC) a private non-profit agency, provides a 19 day a month workshop in Carson City. Six south shore residents, two from Nevada and four from California, are driven to Carson City for the workshop. The workshop is held 5 days per week for 3 weeks a month, then 4 days during the 4th week.

El Dorado County Mental Health offers a day treatment program three days per week for psychiatric patients at the south shore. Ten to eleven patients are picked up at their homes, taken to the mental health clinic and returned home. As often as once a week, the program includes a trip out of the basin to Markleeville, Reno, or other such places for combined social and treatment opportunity. The mental health department employee in charge of the program drives the departments' eleven passenger 1971 GMC van. The program began in August, 1981 and reports that 99% of its patients are from within the City of South Lake Tahoe. The program is funded by California mental health funds.

## 2. North Shore:

The Volunteer Center of Placer County, a private non-profit agency with headquarters in Auburn, California, is a well organized effort which offers transportation in private autos with volunteer drivers and covers the entire north shore, from Meeks Bay to Incline Village, Nevada. Eighty-five percent of the Center's workload is for their transportation program. They report that 90% of their trips are for medical purposes. Elderly and handicapped people are the primary recipients, although the center has transported low income at the request of the County Welfare Department. This is a rare occurrence.

- B. The Recipients: The total number of recipients of transportation services for low income elderly and handicapped persons in the Basin appears to range from 150 to 175 per month. El Dorado County provides for approximately 65%, the State of California for 18%, while the remaining 17% are served by private non-profit agencies.
- C. Mileage: The total mileage is approximately 4,500 to 7,000 miles per month, in transporting social service agency clients in, out and around the Tahoe Basin. A significant amount of that mileage, approx-