

**TRPA
GOVERNING BOARD
PACKETS**

**MAY
1986**

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TAHOE REGIONAL PLANNING AGENCY
NOTICE OF MEETINGS

NOTICE IS HEREBY GIVEN that on Wednesday and Thursday, May 28 and 29, 1986, commencing at 10:00 a.m. on the 28th and at 9:30 a.m. on the 29th at the TRPA office, 195 U.S. Highway 50, Round Hill, Zephyr Cove, Nevada, 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 at 8:30 a.m. on Wednesday, May 28, in the TRPA office, the Rules and Regulations Committee will meet to discuss the revision of the Agency's Rules and Regulations of Practice and Procedure and the Administrative and Fiscal Procedures Manual.

NOTICE IS FURTHER GIVEN that on Wednesday, May 28, 1986, commencing at 9:30 a.m. in the same location, the Litigation Committee will meet in open session and in closed session to confer with counsel on the following: 1) State of California/ League to Save Lake Tahoe v. TRPA, including authorization for legal counsel to obtain exemption from injunction for foundations; 2) Tahoe Sierra Preservation Council v. TRPA, et al. (Eastern District of California and District of Nevada); 3) Lakeview Development v. TRPA; and 4) Glenbrook Properties v. TRPA.

NOTICE IS FURTHER GIVEN that at the conclusion of the Wednesday, May 28, 1986 regular meeting session, the Legislation Committee will meet to discuss the following: 1) federal and state legislation affecting the Tahoe Basin, including, but not limited to, Tahoe Regional Planning Compact amendments; 2) policy on TRPA contact with legislators; and 3) support for AB 3290 to return a percentage of sales tax on jet fuel to California airports.

NOTICE IS FURTHER GIVEN that on Thursday, May 29, 1986, commencing at 8:30 a.m. in the same location, the Finance Committee of said agency will meet to discuss the following: 1) receipt of the April financial statement; 2) status of the Agency's liability insurance and safety management program; 3) approval of budget revisions; 4) refunds of mitigation fees; 5) approval of allocation of State Transit Assistance funds to the TTD; 6) approval of the City of South Lake Tahoe's request for Indirect Source Review mitigation funds; and 7) approval of the 1986-87 TRPA/Caltrans overall work program.

Date: May 12, 1986

By: W.A. Morgan
William A. Morgan
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

TRPA Office, 195 U.S. Highway 50
Round Hill, Zephyr Cove, Nevada

May 28, 1986 10:00 a.m.
May 29, 1986 9:30 a.m.

PRELIMINARY AGENDA

- I CALL TO ORDER AND DETERMINATION OF QUORUM
- II APPROVAL OF AGENDA
- III DISPOSITION OF MINUTES
- IV CONSENT CALENDAR (see third page of this agenda for list of projects)
- V SPECIAL REPORT
 - Tahoe-Transportation District (TTD) Status Report
- VI PLANNING MATTERS
 - A. Approval of Tahoe-Transportation District Short Range Transit Program
 - 1. Public Testimony
 - B. Clearinghouse Review and Approval of Recommendation on the TTD/Tahoe Tomorrow Foundation UMTA Grant Application
 - C. Presentation by U.S. Forest Service on the Proposed Land and Resource Management Plan for the Lake Tahoe Basin
 - D. Status Report on Supplement to EIS for Adoption of a Regional Plan for the Lake Tahoe Basin and Report on Comment Period
 - E. Special Report on the Individual Parcel Evaluation System (IPES)
 - F. Consideration of Revisions to the Regional Plan Goals and Policies
 - G. Approval of CTRPA/Tahoe Keys Property Owners Association Transfer of Coverage Program
 - H. Approval of Procedures for Processing Land Capability Challenges
 - 1. Public Testimony
- VII PROJECT REVIEW
 - A. Approval of Bijou/Wildwood Erosion Control Project, City of South Lake Tahoe (TRPA File #510-100-00(86))
 - B. Lake Forest Water Company, Approval of Replacement of Water Storage Treatment Facility, Placer County APN 93-280-48 & -49

VIII LITIGATION

- A. Litigation Committee Report and Board Action, If Necessary, on the Following:
 - 1. State of California/League to Save Lake Tahoe v. TRPA, Including Authorization for Legal Counsel to Obtain Exemption from Injunction for Foundations
 - 2. Tahoe Sierra Preservation Council v. TRPA, et al. (Eastern District of California and District of Nevada)
 - 3. Lakeview Development v. TRPA
 - 4. Glenbrook Properties v. TRPA
- B. Closed Session to Confer on the Following:
 - 1. State of California/League to Save Lake Tahoe v. TRPA, Including Authorization for Legal Counsel to Obtain Exemption from Injunction for Foundations
 - 2. Tahoe Sierra Preservation Council v. TRPA, et al. (Eastern District of California and District of Nevada)
 - 3. Lakeview Development v. TRPA
 - 4. Glenbrook Properties v. TRPA

IX ADMINISTRATIVE MATTERS

- A. Peter Joufflas, Waiver of Section 10.3 of Rules and Regulations of Practice and Procedure, Return of Application Filing Fee
- B. Finance Committee Report and Board Action on Recommendations
 - 1. Receipt of the April Financial Statement
 - 2. Approval of Budget Revisions
 - 3. Approval of Allocation of STA Funds to the TTD
 - 4. Approval of the City of South Lake Tahoe's Request for ISR Mitigation Funds
 - 5. Approval of 1986-87 TRPA/Caltrans Overall Work Program
- C. Legislation Committee Report
 - 1. Status Report Regarding AK & Associates Monitoring of the Budget Process in the California Legislature
 - 2. Status Report on Tahoe Regional Planning Compact Amendments

3. Letter of Support for AB 3290 to Return a Percentage of Sales Tax on Jet Fuel to California Airports

X REPORTS

A. Executive Director

1. Status Report on Plan for 1986
2. Status Report on Projects Approved at Staff Level
3. Status Report on Exemption Requests in Regional Plan Suit
4. Status Report on Bijou Community Park and Golf Course Draft EIR/EIS, Notice of Circulation

B. Legal Counsel

C. Governing Body Members

D. Public Interest Comments

XI CORRESPONDENCE

XII ADJOURNMENT

CONSENT CALENDAR

<u>Item</u>	<u>Recommended Action</u>
1. City of South Lake Tahoe, Bus Turnout Relocation, Highway 50 and Bigler Avenue (TRPA File #85857)	Approval with findings and conditions.

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
STAFF SUMMARY

Project Name: City of South Lake Tahoe Bus Turnout Relocation

Application Type: Public Works

Applicant: City of South Lake Tahoe

Location: Highway 50 and Bigler Avenue, City of South Lake Tahoe

Review Per Section:

1. Subparagraph G(5), Order Granting Preliminary Injunction
2. Section 3.00, Ordinance 84-1 (Article V(g) findings)
3. Section 4.30(2), Ordinance 84-1 (Review of Other Pending and New Projects)
4. Section 4.31(1) and (2), Ordinance 84-1 (Review Criteria)
5. Section 4.12(d), California Side Land Use Ordinance (Public Works Projects)

Project Description: The project consists of relocation of the existing bus turnout at Highway 50 and Al Tahoe Boulevard north to Highway 50 at Bigler Avenue. Both the existing and proposed bus turnouts are located along the west side of Highway 50. The relocated bus turnout at Bigler Avenue will create approximately 1,054 square feet of additional land coverage within the Caltrans right-of-way. The applicant's plans include creation of a 3-foot wide sidewalk from the relocated bus turnout to the existing bicycle/pedestrian trail paralleling Highway 50.

Environmental Documentation:

Document: Categorical Exemption, Section 15301(c) CEQA
Lead Agency: City of South Lake Tahoe

Other Agency Approvals:

Lahontan: Board Order No. 6-83-62; Determination of Compliance 1/17/86

Staff Analysis:

Land Capability/Land Coverage: The project site is located in a land capability district 7 (Efb) allowing 30% land coverage. As the existing roadway improvements within the State Highway right-of-way exceed the allowable 30% land coverage, the project is proposing 1,054 square feet of additional land coverage on a site presently nonconforming to the Bailey system. After discussions between the applicant and Agency staff, the applicant has agreed to reduce land coverage at a 1:1 ratio by removal and

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CONSENT CALENDAR ITEM 1

revegetation of 864 square feet of asphalt and revegetation of an additional 190 square feet of compacted dirt area at the existing bus turnout location. As such, the proposed project will not result in an increase of land coverage within the State Highway right-of-way. Both the existing and proposed bus turnouts are located within the same watershed association. As the additional land coverage proposed is to be offset by removal of land coverage in a like amount, staff believes any potential land coverage impacts have been fully mitigated.

Traffic/Transportation: An exclusive left turn, optional left or through, and an exclusive right turn lane will be provided on Al Tahoe Boulevard at Highway 50. This is to provide a smoother more efficient flow through the signalized intersection. To further aid the traffic flow, the westerly pedestrian crosswalk is to be eliminated to allow vehicles to move through the intersection without waiting for pedestrians to clear (see Exhibits A and B). With the removal of the westerly crosswalk, it is necessary to relocate the existing bus turnout easterly one block to Bigler Avenue and Highway 50 (see Exhibit C). The net result will be an improvement in the volume of traffic able to pass through the intersection, thus improving the level of service of the intersection.

Article V(g) Findings (Section 3.00, Ordinance 84-1): The following is a list of the V(g) findings as set forth under Section 3.00 of Ordinance 84-1. Following each finding, Agency staff has briefly summarized the evidence on which the required finding may be made.

1. The project is consistent and complies with the CTRPA and Agency ordinances, maps, rules, regulations and policies in effect on August 25, 1983 where said ordinances, maps, rules, regulations and policies are not inconsistent or in conflict with the amendments to the regional plan adopted by this ordinance. In the event said ordinances, maps, rules, regulations or policies are inconsistent or in conflict with said amendments to the regional plan, the Agency shall find that the project is consistent and complies with said amendments to the regional plan.

The project is being reviewed under Section 4.12(d) California Side Land Use Ordinance and is consistent and complies with the amendments to the Regional Plan.

2. The project has been processed in accordance with the Agency's Rules and Regulations of Practice and Procedure.

The project is properly before the Governing Board for consideration. Proper application and fees have been submitted.

3. With respect to projects for which an environmental impact statement has not been prepared, the project, including compliance with the conditions of approval, will not have an adverse significant, individual or cumulative impact on the environment.

An environmental checklist has been completed for the project and our analysis concludes that the project will not have an adverse, significant, or cumulative impact on the environment.

4. The establishment, maintenance and operation of the project will not be detrimental to the health, safety, peace, comfort or general welfare of the Lake Tahoe Region.

There is no evidence suggesting that the project will be detrimental to the health, safety, peace, comfort, or general welfare of the Lake Tahoe Region.

5. The project, including compliance with the conditions of approval, is consistent with, and thus will not adversely affect implementation of the Regional Plan Goals and Policies, as amended hereby, including but not limited to the Land Use, Water Quality, Transportation and Air Quality, Conservation, Recreation, Public Services and Facilities and Implementation Elements of the Regional Plan.

- a. Land Use - The project is consistent with the Land Use Element of the Regional Plan.
- b. Water Quality - The project includes mitigation measures to ensure compliance with the TRPA 208 Water Quality Plan.
- c. Transportation and Air Quality - The project does not propose any work which will be in conflict with the Transportation and Air Quality Element of the amended Regional Plan, but will result in improvements to traffic flow and air quality.
- d. Conservation - The project does not propose any work which will be in conflict with the Conservation Element of the amended Regional Plan.
- e. Recreation - The project does not propose any work which will be in conflict with the Recreation Element of the amended Regional Plan.
- f. Public Services and Facilities - The project is consistent with the goals and policies of the Public Services and Facilities Element of the amended Regional Plan.
- g. Implementation - The project is consistent with the development and implementation priorities set forth in the Implementation Element of the amended Regional Plan.

Required Actions and Findings: To approve the project, the Governing Board must take the following actions and make the following findings:

I A motion for a finding of no significant environmental effect based on the staff summary of April 29, 1986 with direction to staff to prepare the necessary certification document to be included with the permit.

II A motion to approve the project as described in the staff summary subject to the following findings and conditions:

A. Findings:

1. The V(g) findings listed on Attachment K.
2. The project will not adversely affect implementation of the Regional Plan or cause the environmental threshold carrying capacities to be exceeded.

B. Conditions:

1. The standard conditions of approval listed on Attachment D with the following modifications:

- Delete:
3. Common utility trench
 20. Water conservation devices
 21. Water heaters
 22. Space heaters
 23. Wood stoves

TAHOE REGIONAL PLANNING AGENCY

ENVIRONMENTAL CHECK LIST FOR
THE INITIAL DETERMINATION OF ENVIRONMENTAL IMPACT

I PROJECT NAME OR IDENTIFICATION TRAFFIC SIGNAL MODIFICATION, HIGHWAY

LIGHTING AND RELOCATION OF BUS STOP

II ENVIRONMENTAL IMPACTS - The following questionnaire will be completed by the applicant based on evidence submitted with the application. All "yes" and "no, with mitigation" answers will require further written comments. See Section III of this questionnaire.

1. <u>Land.</u> Will the proposal result in:	<u>Yes</u>	<u>No</u>	<u>No, With Mitigation</u>	<u>Data Insufficient</u>
a. Compaction or covering of the soil beyond the limits prescribed in the land capability system?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>
c. Unstable earth conditions during or after completion of the proposal?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>
d. Changes in the soil or geologic substructures?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>
e. The continuation of or increase in wind or water erosion of soils, either on or off the site?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>
f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of a lake?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>

	<u>Yes</u>	<u>No</u>	<u>No, With Mitigation</u>	<u>Data Insufficient</u>
a. Generation of 100 or more vehicle trips or in excess of 1% of the remaining road capacity?	_____	<u>X</u>	_____	_____
b. Effects on existing parking facilities, or demand for new parking?	_____	<u>X</u>	_____	_____
c. Substantial impact upon existing transportation systems?	<u>X</u>	_____	_____	_____
d. Alterations to present patterns of circulation or movement of people and/or goods?	_____	_____	<u>X</u>	_____
e. Alterations to waterborne, rail or air traffic?	_____	<u>X</u>	_____	_____
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	_____	<u>X</u>	_____	_____
14. <u>Public Services.</u> Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas:				
a. Fire protection?	_____	<u>X</u>	_____	_____
b. Police protection?	_____	<u>X</u>	_____	_____
c. Schools?	_____	<u>X</u>	_____	_____
d. Parks or other recreational facilities?	_____	<u>X</u>	_____	_____
e. Maintenance of public facilities, including roads?	_____	<u>X</u>	_____	_____
f. Other governmental services?	_____	<u>X</u>	_____	_____
15. <u>Energy.</u> Will the proposal result in:				
a. Use of substantial amounts of fuel or energy?	_____	<u>X</u>	_____	_____

	<u>Yes</u>	<u>No</u>	<u>No, With Mitigation</u>	<u>Data Insufficient</u>
<u>21. Mandatory Findings of Significance.</u>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?	_____	<u>X</u>	_____	_____
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)	_____	<u>X</u>	_____	_____
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant.)	_____	<u>X</u>	_____	_____
d. Does the project have environmental effects which will cause substantial adverse effects on human being, either directly or indirectly?	_____	<u>X</u>	_____	_____

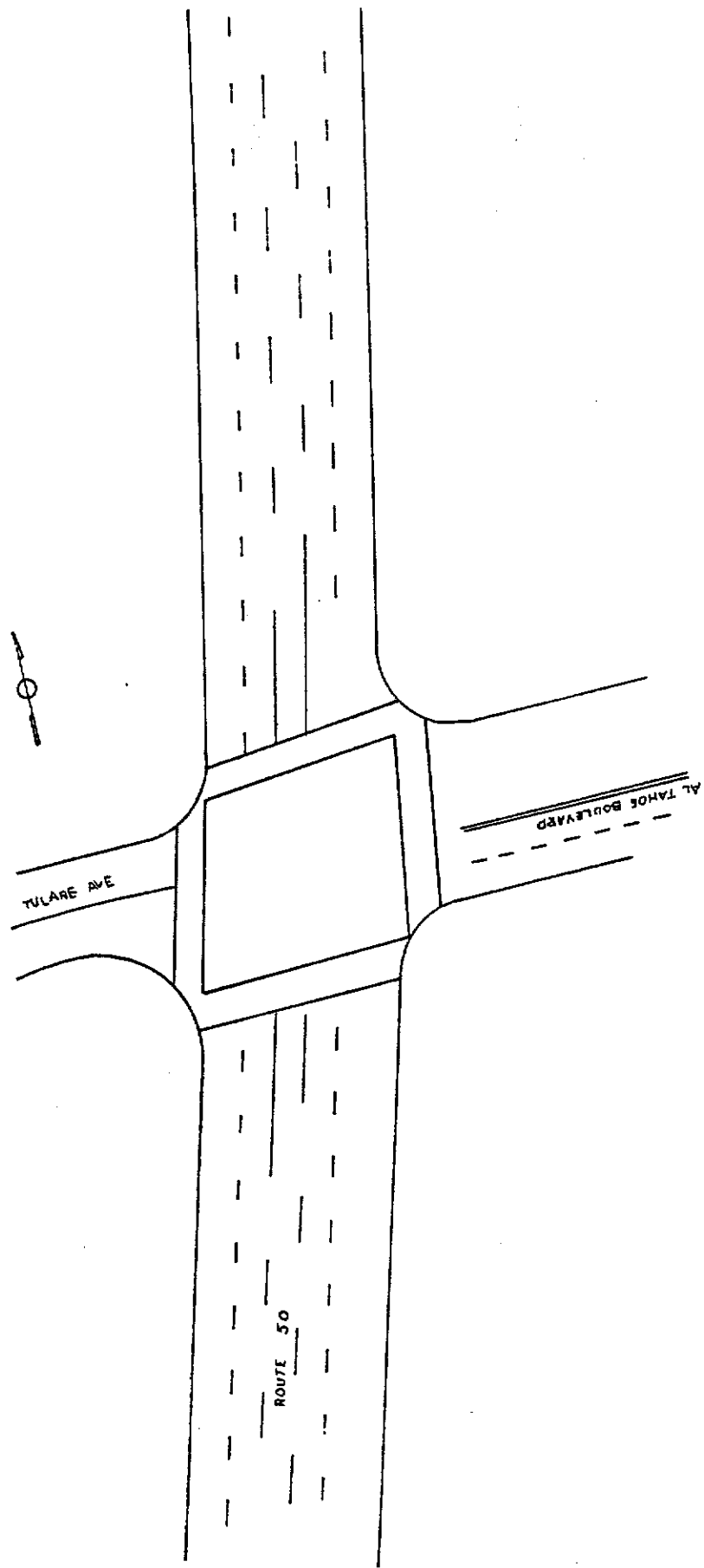
III DISCUSSION OF ENVIRONMENTAL EVALUATION

All impacts identified with "yes" answers under Section II should be described below and evaluated as to their significance. All "no, with mitigation" responses require a description of the identified impact and the mitigation measure(s) proposed to mitigate the impact so that there is no significant impact.

LAND 1a. The improvement will increase land coverage by approximately 985 square feet.

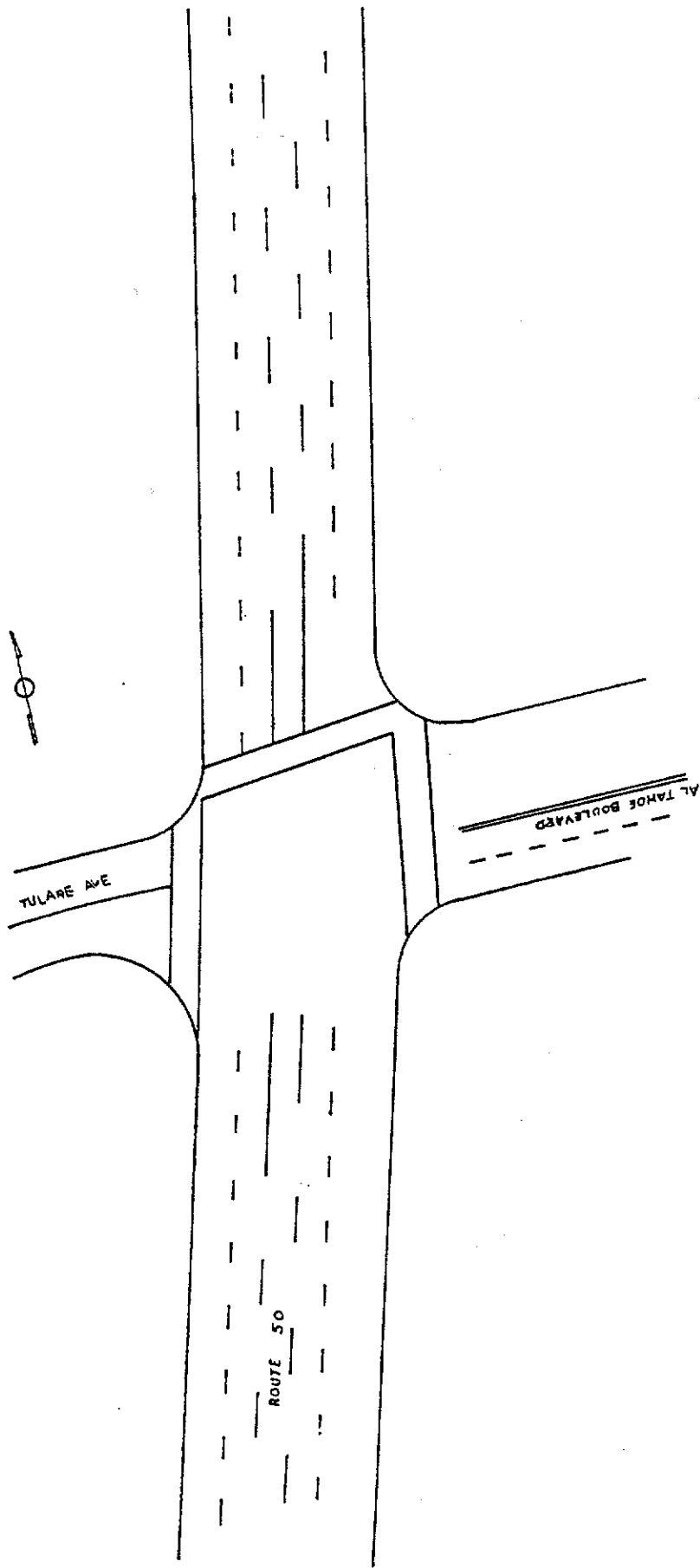
TRANSPORTATION CIRCULATION 13c and d. The traffic signal modification will provide a double left turn lane on Al Tahoe Blvd. to Highway 50

thus increase traffic flow onto Highway 50 and decreasing the amount of idling time of vehicles on Al Tahoe Blvd. The west pedestrian cross-walk on the Highway at Al Tahoe Blvd. will be eliminated; thus, the left turn from Al Tahoe will not have to wait for pedestrian to clear. The bus stop on the northwest side of the Highway will be relocated easterly of the Al Tahoe/50 intersection at Bigler /50 intersection.



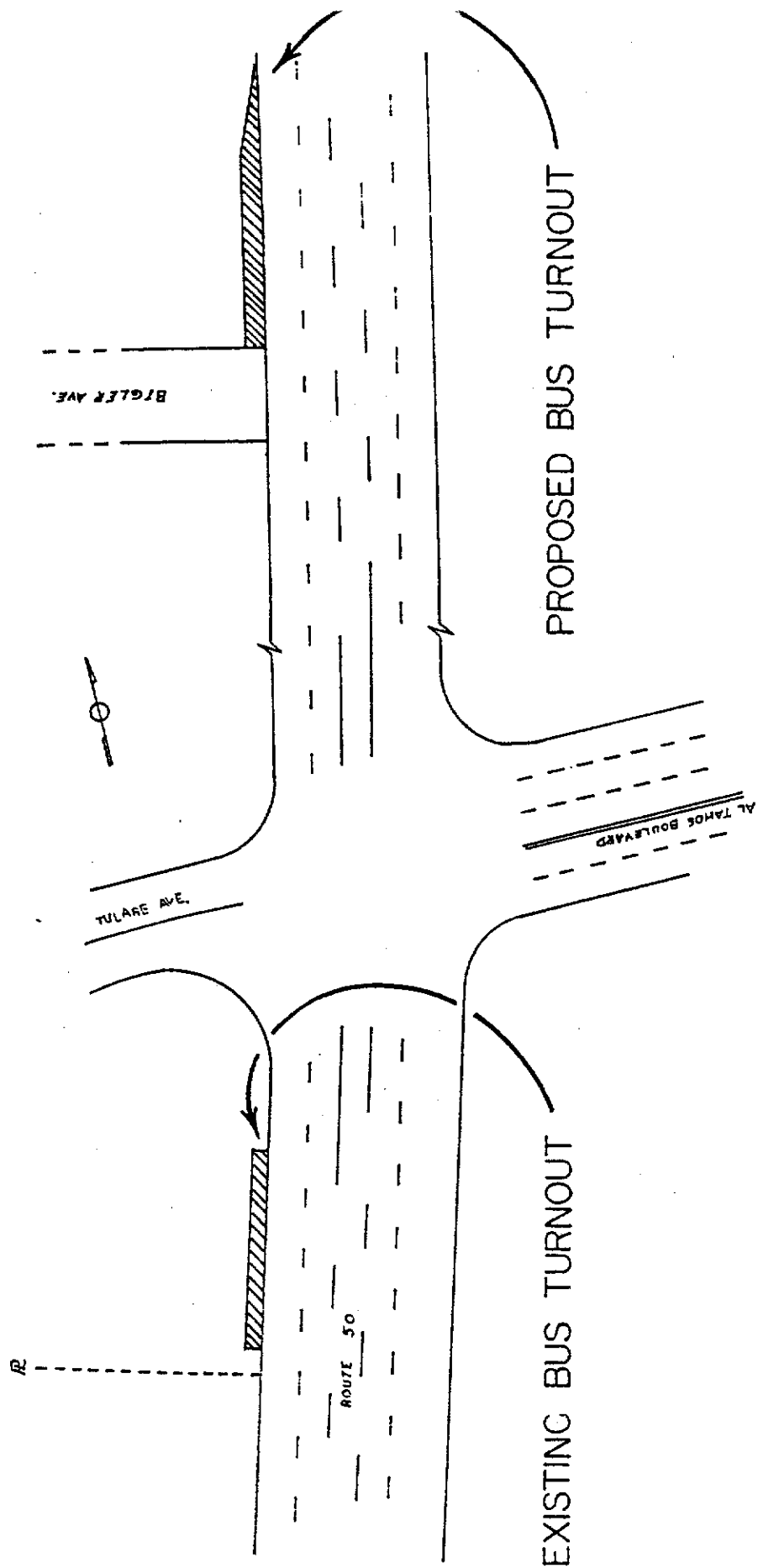
EXISTING CROSSWALK CONFIGURATION

NOT TO SCALE



PROPOSED CROSSWALK CONFIGURATION

NOT TO SCALE



NOT TO SCALE

EXHIBIT C

TAHOE REGIONAL PLANNING AGENCY

P.O. Box 1038
Zephyr Cove, Nevada 89448-1038

195 U.S. Highway 50
Round Hill, Zephyr Cove, NV

(702) 588-4547

MEMORANDUM

May 19, 1986

To: The TRPA Governing Board

From: The Staff

Subject: Approval of Tahoe Transportation District
Short Range Transit Program

Because of financial constraints and the resulting revisions to the existing transit service being offered by the STAGE transit system, the Tahoe Transportation District (TTD) decided to update its existing Short Range Transit Program which had been adopted in August 1984. Following the consultant selection process, the TTD contracted with ATE Management and Service Company, Inc. to develop the needed update. This work was to include the development of a service and financial plan for improving public transit service in the Lake Tahoe Basin.

During this same time period, the Tahoe Tomorrow Foundation (TTF) proposed to develop an intensive shuttle bus service along the Highway 50 corridor. It was proposed that funding for the shuttle service be derived through an Urban Mass Transportation program grant. In order to prevent duplication of transit services being proposed by both the TTD and the TTF, a memorandum of understanding was entered into by the TTD, the TTF, and the TRPA. This MOU allowed the planning for both systems to proceed, with assurances that the proposed shuttle service plan would be compatible with the SRTP update.

As the planning process for the two systems developed, it became evident that the services should be integrated into a single system. The service proposed by the SRTP would serve primarily residents of the Lake Tahoe Basin. Service to the visitor, particularly in the South Shore area, would be provided by a shuttle system operating along a limited length of the Highway 50 corridor, from Kahle Drive to Bijou. The two elements of the system would overlay each other and provide service along the corridor with 6 minute headways.

The SRTP update identifies transit services for both the North and South Shore areas of the Lake Tahoe Basin. Transit service in the South Shore will be provided to the residents by a fixed route system which expands and modifies existing transit services. This service will extend from South Lake Tahoe into Nevada, to the Round Hill area. The SRTP recommends that those areas that are not as densely populated be served with a demand-responsive type of system. This demand-responsive system would provide a link to the fixed route service

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AGENDA ITEM VI A.