

**TRPA  
GOVERNING BOARD  
PACKETS**

**DECEMBER  
1989**

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TAHOE REGIONAL PLANNING AGENCY  
NOTICE OF MEETINGS

NOTICE IS HEREBY GIVEN that on December 20 and 21, 1989, commencing at 9:30 a.m. on the 20th and at 8:30 a.m. on the 21st, at the TRPA office, 195 U.S. Highway 50, Round Hill, Zephyr Cove, Nevada, the Governing Board of the Tahoe Regional Planning Agency will conduct its regular meeting. The official agenda is attached hereto and made a part of this notice.

NOTICE IS FURTHER GIVEN that on December 20, 1989, at 8:30 a.m. in the same location, the TRPA Finance Committee will meet to discuss receipt of the November financial statement, the status of FY 89-91 funding from California and Nevada, distribution of the draft audit RFP, and receipt of El Dorado County FY 1988-89 Local Transportation Fund and State Transit Assistance Fund Audit Reports.

NOTICE IS FURTHER GIVEN that on December 20, 1989, during the lunch recess, in the same location, the Retirement Committee will meet to act on return of retirement funds to former employees (Carol Simms, Larry Jarek and Bill Morgan) and designation of David S. Ziegler as the Secretary of the Committee.

Date: December 13, 1989

By:

*David S. Ziegler*  
David S. Ziegler  
Executive Director

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  
Zephyr Cove, Round Hill, Nevada

December 20, 1989 9:30 a.m.  
December 21, 1989 8:30 a.m.

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All items are action items unless otherwise noted.

OFFICIAL AGENDA

- I PLEDGE OF ALLEGIANCE
- II ROLL CALL AND DETERMINATION OF QUORUM
- III APPROVAL OF MINUTES
- IV APPROVAL OF AGENDA
- V CONSENT CALENDAR (see page 3)
- VI PROJECT REVIEW
  - A. Lissner, New Boat Lift, Washoe County APN 122-251-12
  - B. Sandy Beach Resort, Resource Protection Plan, Placer County APN 117-072-14 (to be acted on after action on agenda item VIII F.)
- VII PLANNING MATTERS
  - A. Status Report on Individual Parcel Evaluation System (IPES) Appeals, Including Preliminary Findings of Field Work and Relationship to 208 Plan (no action)
  - B. Status Report on Movement of the IPES Line Pursuant to Subsection 37.8.C (no action)
  - C. Public Information and Education Program
  - D. Presentation of Final Report, Littoral Structure and Its Effects on the Fish Community of Lake Tahoe
  - E. Code Interpretations Made by Executive Director
- VIII PUBLIC HEARING AND ADOPTION OF ORDINANCES/RESOLUTIONS, EIS CERTIFICATION
  - A. Adoption of Vegetation, Wildlife, Fisheries and Recreation Threshold Indicators and Targets, Chapter 32, Regional Plan and Threshold Review
  - B. Plan Area Statement Amendments Relative to Recreation Uses and Resource Management Uses to Change Special Uses to Allowed Uses in Plan Areas Containing Forest Service Lands

- C. Amendment of Chapters 18 and 33 Relative to Land Use Definitions
- D. Amendment of the U.S. Postal Service Action Plan
- E. Amendment of Plan Area Statements 001A and 003 to Permit Snowmobile Courses as a Special Use
- F. Amendment of the Historic Resource Overlay Map, Sandy Beach Resort, Placer County APN 117-072-14

IX APPEALS

- A. Lieb, Appeal of Executive Director Determination on Cessation of Nonconforming Use (Clementine's Restaurant), Placer County APN 84-110-04
- B. Linson Patton, Appeal of Staff Denial of Transfer of Allocation, El Dorado County APNs 16-292-33 - 16-191-30

X COMMITTEE RECOMMENDATIONS

- A. Finance Committee
  - 1. Receipt of the November Financial Statement
  - 2. FY 89-91 Budget Requests to California and Nevada (Report Only)

XI REPORTS (no action)

- A. Executive Director
  - 1. Projects Reviewed at Staff Level and Emergency Permits Issued by Executive Director
  - 2. Residential Allocations Issued in the South Tahoe Public Utility District Service Area of El Dorado County and the City of South Lake Tahoe
- B. Agency Counsel
- C. Governing Board Members

XII ADMINISTRATIVE MATTERS

XIII RESOLUTIONS

XIV PUBLIC INTEREST COMMENTS (no action)

XV ADJOURNMENT

CONSENT CALENDAR

<u>Items</u>	<u>Recommended Action</u>
1. The Hot Dog Stand, Commercial Change in Use, City of South Lake Tahoe, APN 31-241-23	Approval With Findings And Conditions
2. Sno Mo, Snowmobile Touring, Temporary Use Permit, Special Use Determination, Placer County APN 94-020-06	Approval With Findings And Conditions
3. Clementine's Restaurant, Temporary Use Permit, Special Use Determination, Placer County APN 84-110-04	Approval With Findings And Conditions
4. Picard, Pier Repair and Expansion, Placer County APN 84-154-03	Approval With Findings And Conditions
5. Urban, Pier Relocation and Expansion, Douglas County APN 01-080-21	Approval With Findings And Conditions
6. Campanella/Cason/Mills, Multiple-Use Pier Repair and Expansion, Recognition of Multiple-Use Facility, Washoe County APNs 130-312-02, -03, and -04	Approval With Findings And Conditions
7. El Dorado County FY 1988-89 Local Transportation Fund and State Transit Assistance Fund Audit Reports	Receipt
Completed Land Capability Challenges:	Approval With Findings
8. Carlsmith, 908 Tyner Way, Washoe County APN 125-164-01	
9. Mederios, 1020 Lake Vista Road, Placer County 111-280-13	

These consent calendar items are expected to be routine and noncontroversial. They will be acted upon by the Governing Board at one time without discussion. The special use determinations will be removed from the consent calendar at the request of any member of the public and taken up separately. If any Governing Board member or noticed affected property owner requests that any item be removed from the consent calendar, it will be taken up separately under the appropriate agenda category.

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.

- Article III(g) Public Law 96-551

This agenda has been posted at the TRPA office and at the following post offices: Zephyr Cove and Stateline, Nevada, and Tahoe Valley and Al Tahoe, California.

TAHOE REGIONAL PLANNING AGENCY  
STAFF SUMMARY

Project Name: The Hot Dog Stand Restaurant

Application Type: Commercial Change in Operation

Application: Lloyd and Cheryl Ortzow

Applicant Representative: John E. Glabb

Location: 2656 Lake Tahoe Blvd, City of South Lake Tahoe

Assessors Parcel Number/Project Number: 31-241-23

Project Description: This application concerns a proposal to operate a 1,839 square foot high-turnover, sit-down hot dog restaurant in the Town and Country Center on Highway 50. The proposed restaurant will provide seating for up to 38 customers. In addition to interior modifications necessary to operate the commercial space as a restaurant, the applicant is proposing an exterior remodel of the site to improve the visual appearance of the structure. The proposed interior-exterior modifications have been determined to be exempt from TRPA review-approval.

Pursuant to Chapter 93 of the Code, the applicant has prepared a traffic and air quality analysis of the proposed use (see Attachment A).

Site Description: The proposed restaurant will be located in the Town and Country Center. At present, there are four commercial buildings within the center. Existing uses in the center include a picture framing shop, pet store, beauty shop, laundromat, grocery store, a delivery and take-out pizza parlor, wine tasting facility, and a paint store.

Code Review:

Chapter 4	-	Project Review
Chapter 5	-	Environmental Documentation
Chapter 6	-	Findings
Chapter 13	-	Plan Area Statements
Chapter 18	-	Permissible Uses
Chapter 24	-	Driveway/Parking
Chapter 30	-	Design Standards
Chapter 32	-	Regional Plan/Thresholds
Chapter 91	-	Air Quality Control
Chapter 93	-	Air Quality Mitigation

RA/smc  
12/12/89

CONSENT CALENDAR ITEM 1

Staff Analysis:

A. Environmental Documentation: The applicant has completed an Initial Environmental Checklist (IEC) in order to assess the potential environmental impacts of the project. No significant environmental impacts were identified and staff has concluded that the project will not have a significant effect on the environment. A copy of the completed IEC will be made available at the Governing Board hearing and at TRPA.

B. Plan Area Statement: The project is located within Plan Area Statement 103, Sierra Tract Commercial. The Land Use Classification is Commercial/Public Service and the Management Strategy is Redirection. The proposed use, Eating and Drinking Places, is listed as an allowed use in this plan area. Agency staff has reviewed the subject Plan Area Statement and has identified the following items (underlined) as being applicable to the project. Following each item is a brief statement addressing consistency.

1. Planning Statement:

This area should continue to provide commercial services for the residents and visitors of the south shore.

This proposal involves the continued use of existing commercial floor area for commercial purposes and as such, is consistent with the Planning Statement.

2. Planning Considerations:

The area experiences periods of traffic congestion.

As recommended in the traffic analysis prepared for the project, Agency staff has included a condition of approval requiring signs to be installed prohibiting left turns from the Town and Country Center across Highway 50. Installation of such signs will reduce turning movement conflicts on Highway 50, especially during peak traffic hours.

C. Traffic Analysis: Pursuant to Chapter 93 of the Code, the applicant has had a traffic and air quality analysis prepared to evaluate the impacts of the project (see Attachment A). The analysis concludes that the proposed use will result in an increase of 156 vehicle trips per day over that of the previous use. Subsection 93.4.D of the Code provides that an air quality mitigation fee in the amount of \$660 be assessed the applicant to



offset the traffic and air quality impacts of the project. In addition to the required mitigation fee, and in accordance with the recommendations contained in the traffic and air quality analysis, Agency staff has included a condition that the applicant post signs prohibiting left turns from the Town and Country Center onto Highway 50.

D. Required Findings: The following is a list of the required findings as set forth in Chapter 6 of the TRPA Code of Ordinances. Following each finding, Agency staff has briefly summarized the evidence on which the finding can be made.

1. The project is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Plan Area Statements and Maps, the Code and other TRPA plans and programs.

- a. Land Use: The proposed use is listed as an allowed use in the subject Plan Area Statement.
- b. Transportation: As set forth previously, a traffic and air quality analysis has been prepared for the project. The applicant will be required to offset the impacts of the project on traffic and air quality by payment of a \$660 air quality mitigation fee and the posting of signs prohibiting left turns from the site onto Highway 50.
- c. Conservation: There is no aspect of the project which will adversely affect implementation of the Conservation Element of the Regional Plan.
- d. Recreation: There is no aspect of the project which will adversely affect implementation of the Recreation Element of the Regional Plan.
- e. Public Services and Facilities: The project will not require additional public services or facilities in order to operate.
- f. Implementation: The project does not require any additional allocations of development and will not adversely affect implementation of the Implementation Element of the Regional Plan.

2. The project will not cause the environmental threshold carrying capacities to be exceeded.

The basis for this finding is provided in the checklist entitled "Checklist: Article V(g) Findings" in accordance with Chapter 6, Subsection 6.3.B of the TRPA Code of Ordinances. All responses contained on said checklist indicated compliance with the environmental threshold carrying capacities. A copy of the completed checklist will be made available at the Governing Board hearing and at TRPA.

3. Wherever Federal, State, or local air and water quality standards applicable for the Region, whichever are strictest, must be attained and maintained pursuant to Article V(g) of the TRPA Compact, the project meets or exceeds such standards.

(Refer to paragraph 2, above).

- E. Required Actions and Findings: Agency staff recommends that the Governing Board approve the project by making the following motions and findings based on this staff summary and the evidence contained in the record:

- I. A motion based on this staff summary, for the findings contained in Section D above, and a finding of no significant environmental effect.
- II. A motion to approve the project, based on the staff summary, subject to the following conditions:
1. Prior to commencement of the use the following special conditions of approval must be satisfied:
    - a. The applicant shall submit a \$660 air quality mitigation fee.
    - b. The applicant shall submit a sign plan in conformance with Chapter 26 of the Code of Ordinances for all directional and business signage for TRPA review and approval.
  2. Prior to commencement of the use, the applicant shall install TRPA approved traffic directional signs prohibiting left turns from the Town and Country Center onto Highway 50. Said signs shall include provisions to direct westbound traffic to the O'Malley Drive exit for access to the Carson Avenue signalized intersection.

Nevada  
Keystone  
Engineering

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REPORT TO: Tahoe Regional Planning Agency  
ATTN: Rick Angelocci  
P.O. Box 1038  
Zephyr Cove, Nevada 89448

TAHOE REGIONAL  
PLANNING AGENCY

FROM : John E. Glab, PhD, Registered Traffic Engineer  
Nevada-Keystone Engineering  
P.O. Box 425  
Zephyr Cove, Nevada 89448

SUBJECT : Traffic and Parking Analysis  
Change in Commercial Use of Existing Building at  
Town & Country Shopping Center, South Lake Tahoe, CA  
from Lake Tahoe Glass Co Sales, Shop and Service to  
Hot Dog Stand - El Dorado County APN 31-241-23

DATE : 24 October 1989

BACKGROUND INFORMATION:

Eugene Fisher, Esq., owner of the Town & Country Shopping Center, 2656 Lake Tahoe Blvd (Hwy 50), South Lake Tahoe, CA, proposes to lease 1,839 sq ft of the northeast building in the center to Lloyd and Cheryl Ortzow for the purpose of opening and operating a high turnover, sit-down hot dog restaurant. The proposed facility will occupy the exact floor space which was occupied by the Tahoe Glass Co until June 1989, when the glass company relocated to other commercial facilities.

The shopping center has been in operation for a number of years within a zone of commercial development along the south side of Hwy 50 within standards set by the TRPA and the City of South Lake Tahoe. Other facilities within the four buildings in the center include a carpet and floor covering store immediately adjacent to the hot dog stand in the same building, a pizza parlor, beauty shop, pet store, laundromat, grocery, paint store, wine tasting facility, and a picture framing shop. The location of the facility and its surroundings are shown on Exhibits A (location map), B (vicinity map), and C (schematic site plan) which are made parts of this analysis.

At present the site of the proposed hot dog stand is typical of a shop facility, with three overhead garage doors for use by 3

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ATTACHMENT A

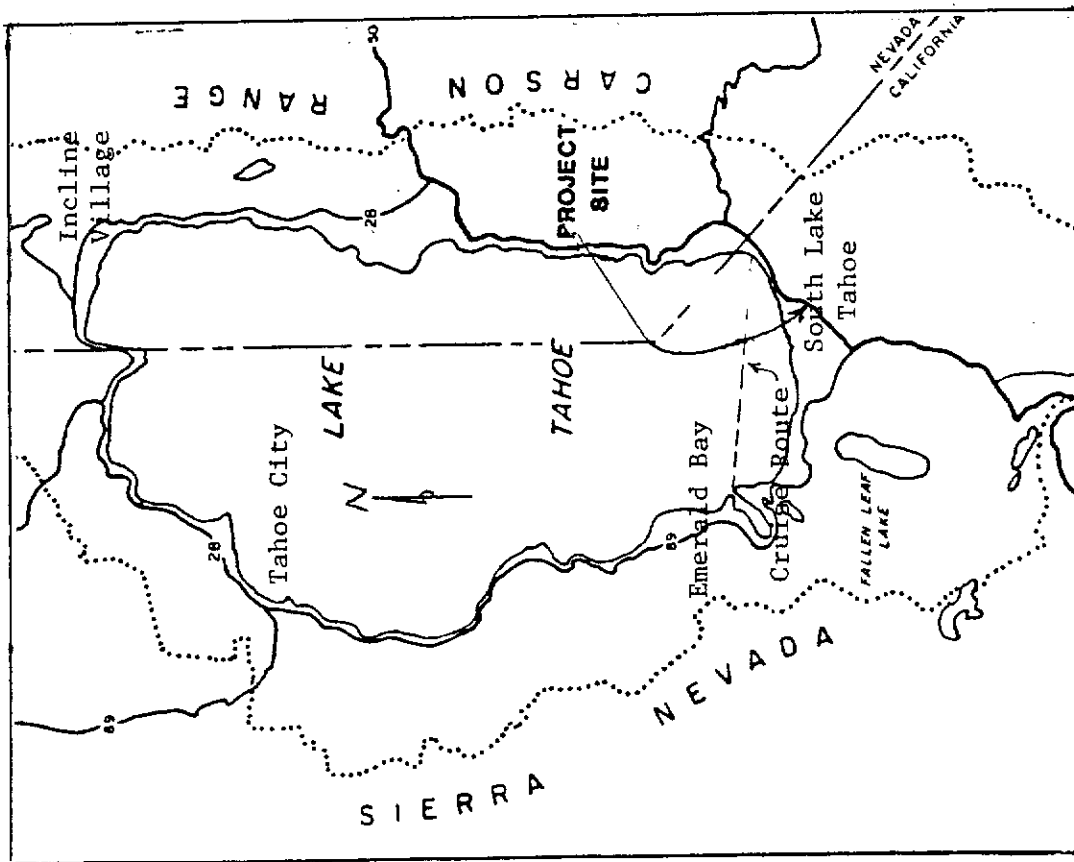


EXHIBIT A - LOCATION MAP

PROPOSED HOT DOG STAND IN TOWN & COUNTRY CENTER  
SOUTH LAKE TAHOE, CALIFORNIA

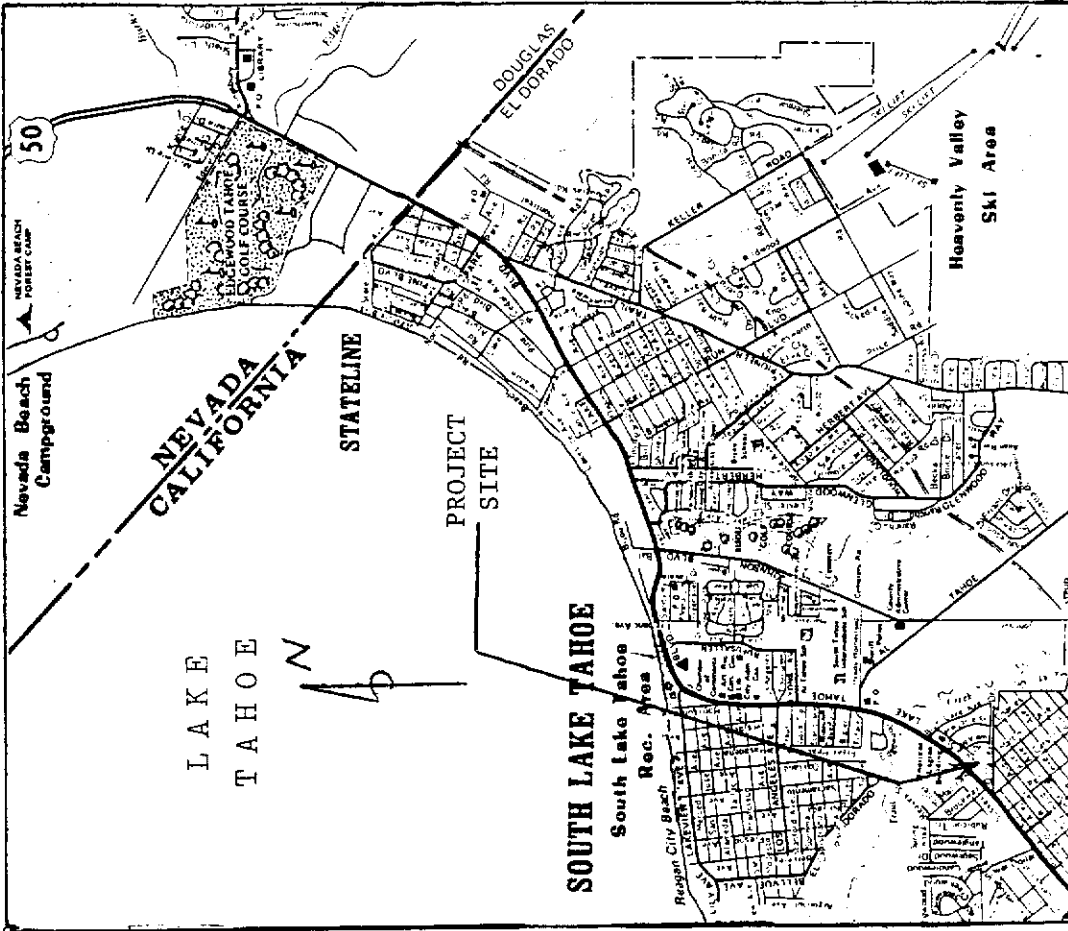
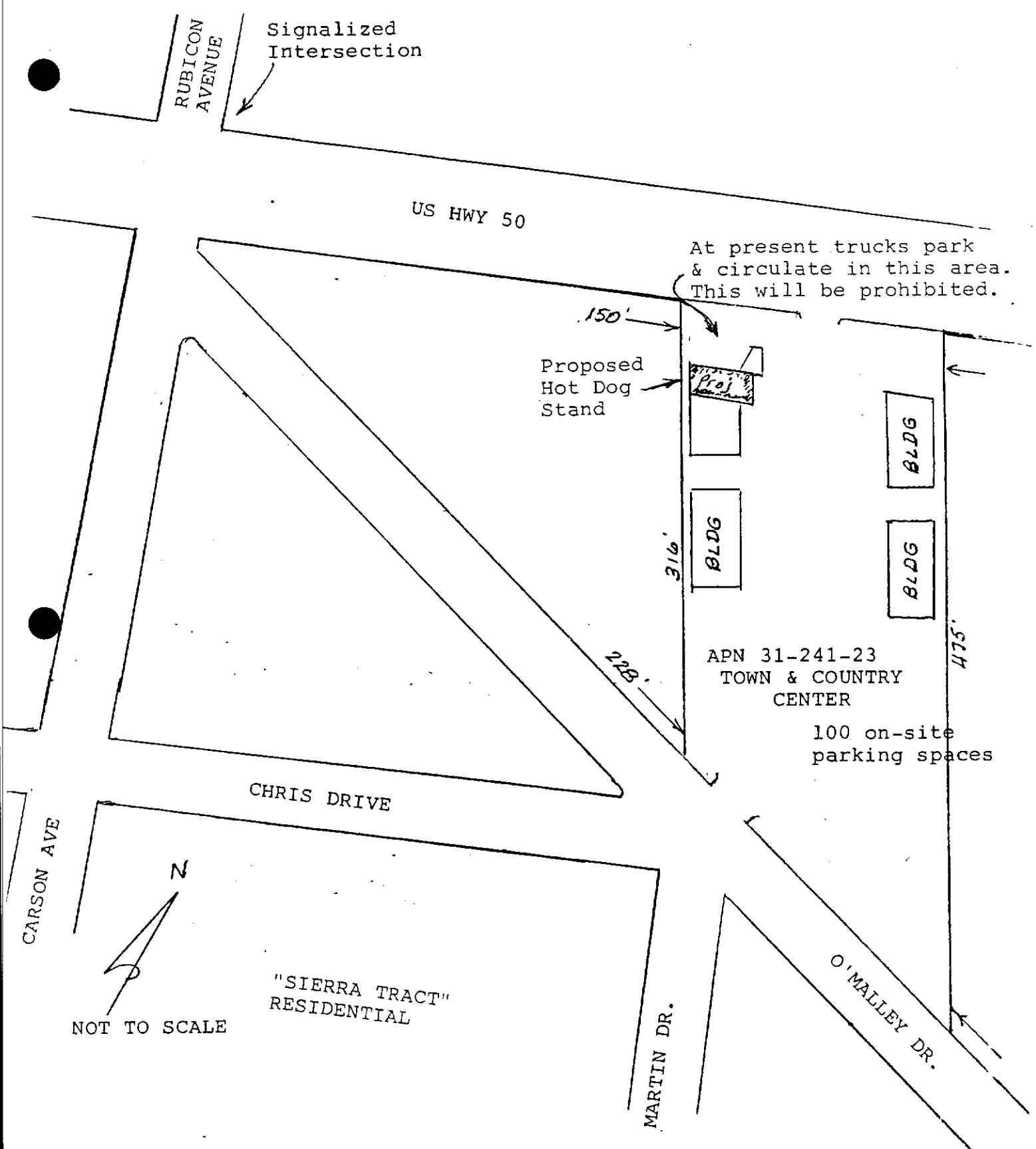


EXHIBIT B - VICINITY MAP

Nevada-Keystone Engineering  
Zephyr Cove, Nevada  
October 1989



SCHEMATIC SITE PLAN & ACCESS ROUTES

PROPOSED HOT DOG STAND IN TOWN & COUNTRY CENTER  
 SOUTH LAKE TAHOE, CALIFORNIA

EXHIBIT C

Nevada-Keystone Eng  
 Zephyr Cove, NV  
 October 1989

service trucks which each made several trips daily and parked and loaded and unloaded in the paved space between the building and Hwy 50. The existing situation is unattractive and not in conformance with City and regional plans to upgrade the visual environment along the Hwy 50 corridor. In addition, the past practice of permitting heavy vehicles to park and circulate in the restricted area between the building and the highway presented potential safety hazards through use of a number of encroachment points and possible backing of vehicles along a heavily-used segment of the highway.

The proposed hot dog stand will provide seating for up to 38 customers and appropriate food preparation and clean-up facilities, as well as adequate storage area, restrooms, and an attractive interior and exterior ambience to replace the presently unfavorable situation. The decor of the facility will be in compliance with standards established by the City and will reflect the "Tahoe Alpine" scheme of development desired within the development corridor. The Ortzows have retained a licensed architect to prepare development plans and to coordinate details with the City and the TRPA.

The site is accessible from Hwy 50 and from O'Malley Street, which provides access to the signalized intersection of Carson Street and Hwy 50, about 300 feet west of the site, and to Tahoe Sierra and Sierra Meadows residential subdivisions to the south, between Hwy 50 and Pioneer Trail. The nearest traffic signal east along Hwy 50 is at Al Tahoe Blvd, about 2,500 feet away. Both sides of Hwy 50 in the area are in commercial development, except for a section of open space along Trout Creek to the east of the site.

Hwy 50 in the segment fronting the development has 5 lanes, including a left turning lane, and bike paths and pedestrian movement are provided for on both sides of the highway. The existence of commercial and residential developments within walking distance of the proposed restaurant, as well as the availability of public transportation along Hwy 50 will permit a significant number of potential customers to reach the shop by other than private vehicles, or by private cars which need not use the heavily traveled route on Hwy 50.

#### TRAFFIC GENERATION:

##### Previous Use:

The multiple purpose use of the site by Lake Tahoe Glass Co as a store, workshop and shipping point created a situation which is not covered by standard trip generation factors published by the TRPA. As a result, the owner/operator of the glass company was contacted to determine actual trip generation which occurred at the facility until June 1989.

The owner states that about 30 transactions per day were normal within the store during the summer peak period in the Lake Tahoe Basin. Although several people participated in a single transaction in most instances, each such transaction required a vehicle to arrive at the facility. Therefore, it may be concluded that 30 x 2 or 60 trips per day were generated by customers.

As the result of 8 to 10 phone calls per hour, sales were made which required the three trucks used by the glass company to make an average of six round trips per day each to pick up and deliver glass products or provide services. This indicates a generation of 3 x 6 x 2 or 36 trips per day as a result of this activity.

The five full-time employees of the company used their own vehicles to drive to and from work and to go to lunch or to transact personal business. However, some of the employees did not use their cars for lunch, so it was considered by the owner that each of these vehicles made an average of 1.5 round trips per day, or 3 trips per car x 5 cars or 15 trips per day.

On the basis of this information, and including 3 supplier trucks per day delivering materials to the firm for a total of 6 trips per day, it is estimated that the glass company generated 60 customer trips + 36 service trips + 15 employee trips + 6 supplier trips, for a total of 117 trips per day.

Proposed Use:

As required by Section 93.2.H of the Code of Ordinances, the TRPA has adopted a trip table to permit estimation of the number of vehicle trips resulting from various types of developments. Discussion with the TRPA transportation staff leads to the conclusion that the hot dog stand falls within the category of "High-Turnover, Sit-Down Restaurant" and, on the basis of anticipated business as stated by the proposed developer, I concur with this categorization.

The stated trip generation rate for the category proposed is 164.4 trips per 1,000 sq ft of gross floor area. For the proposed development, this would indicate a potential traffic generation of 164.4 x 1,839/1,000 or 303 trips per day.

The figure developed under TRPA standard factors is much greater than would be calculated on the basis of customer volumes anticipated by the developer, who estimated 150

customers per day. If these projected customer volumes were to be used, the traffic generation would be 150 customers less 10% for walkers or users of public transportation, or 135 customers in cars per day at an average (conservative) of 1.6 occupants per vehicle for a daily total of 84 cars for customers, plus a maximum of 4 employee cars per day, plus 3 delivery vehicles per day for a total of 91 cars x 2 trips each, or 182 trips per day. However, to give full recognition to the potential for a very successful operation at the project, the 303 DVTE figure set as a standard by TRPA will be used as a basis for further calculations in this analysis.

It has been noted previously that the site of the proposed hot dog stand and the type of restaurant planned will encourage patronage by a rather large number of customers who walk or use public transportation to get to and from the facility. In view of this fact, it appears reasonable to consider that the DVTE projected for the project could be reduced by 10% to provide a realistic estimate of the number of motor vehicle trips which will be generated by the proposed facility. This would result in a reduction of 30 daily trips from the 303 figure noted above, with the conclusion that a daily total of 273 motor vehicle trips is appropriate for the proposed project.

#### Added Daily Trips:

As noted in the preceding sections, the 303 daily trips which could be generated by the project at the time of full and favorable operation, can be off-set by the recent previous traffic generation of the Tahoe Glass Co. This provides a total number of potential added trips of 273 minus 117, or 156 trips per day for the proposed use.

Therefore, in accordance with the definitions stated in Chapter 93 of the TRPA's Code of Ordinances (Section 93.2.D), the proposed project would constitute a Minor Increase in daily vehicle trips.

#### REQUIRED ANALYSIS OF TRAFFIC IMPACTS:

Subsection 93.4.B of the TRPA Ordinances requires that "For changes in operation which would result in a minor increase in daily vehicle trips and are located within 300' of US Hwy 50 in a non-attainment area, the applicant shall prepare and submit to TRPA a technically adequate analysis of potential traffic and air quality impacts." Elements to be included in the analysis are listed at Subsection 93.3.B of the Ordinances, and, because the project falls within the restrictive parameters noted, these factors will be discussed and evaluated herein.