TAHOE REGIONAL PLANNING AGENCY

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TAHOE REGIONAL PLANNING AGENCY
STAFF SUMMARY

Applicant: William A. Harvey

Application Type: Buoy Application

Applicant's Representative: William A. Harvey

Agency Staff: David L. Landry, Associate Planner

Location: 2200 Lands End Drive, Douglas County

Assessor's Parcel Number/Project File Number: 1418-03-301-011/ 20051042

Staff Recommendation: Staff recommends that the Hearings Officer approve the project based on this staff summary and evidence contained in the project record. The recommended conditions of approval are listed in the Special Conditions of the draft permit attached to this staff summary.

Project Description: This is a proposal for the placement of new structures (2 new mooring buoys) within the Shorezone. The proposed buoys are to be located 350 and 300 feet from the shore measured from High Water Line. These mooring buoys are considered new shorezone structures as there are no previous TRPA or other governmental permits or approvals for this site. No other physical modifications to the subject property are proposed in relation to this application at this time.

Site Description: The project area is the flag shape portion of parcel APN 1418-03-301-011 located in the shorezone which acts as the littoral access point for the upland parcel. The area contains 70 linear feet of shoreline from which to project two buoys. The proposed buoys will be located in a mapped Marginal Fish Habitat.

Issues: The proposed project involves the placement of new structures (mooring buoys) within the Shorezone and therefore requires a Hearings Officer public hearing in accordance with TRPA Code of Ordinances, Chapter 4, Appendix A. The main issues relating to this project proposal are scenic quality and single use.

Discussion: The proposed project involves the placement of new structures (mooring buoys) within the Shorezone. As noted above, under TRPA Code of Ordinances Section 54.6, TRPA may approve up to two new single use buoys on an individual littoral parcel.

A. Scenic Analysis:

The project is located in TRPA Shoreline Scenic Unit 26, Cave Rock which is currently in nonattainment with scenic threshold standards. The project was reviewed under Level 3 (b) Option 2 of the Shoreland Scenic Ordinances, TRPA Code Section 30.15.C (3) and TRPA Code Section 30.15H (3). A baseline scenic assessment was not necessary for completion as the residential site is located more than 300 feet upland of high water outside the Shoreland. Based on the permitted landscaping plan, approximately 181.5 square feet of scenic mitigation is required.

The visual mass of the 2 buoys (.5 sq. ft.) with a standard boat (60 sq. ft.), as measured in the water equals 60.5 square feet. Due to the project being located 300 feet upland of high water but still in a scenic unit which is not in attainment, mitigation shall be applied at 1 to 1.5 times the base amount which totals 181.5 square feet of scenic mitigation for the parcel. In order to mitigate for the buoys, the applicant is choosing to introduce planting for screening at a ratio of 1:1.5. The Draft Permit has been conditioned to ensure that the visual mass of the buoys will be mitigated upland of the Shoreland of the subject parcel and that the visible area capacity of this parcel has been maximized at this time. The applicant may choose to fully mitigate the Shorezone structures by providing off-site mitigation that reduces the visual mass within the Shoreline Scenic Unit.

B. Single Use Facility

The applicant has submitted Information; subdivision map and grant deed, which indicates that this parcel was never a part of the adjacent PUD or other subdivision. It should also be noted that this parcel in not a part of any residential land development for more than one person or family. The littoral parcel is not held in common ownership with a residential land development, or association. The littoral parcel is not within a residential land development served by multiple-use facilities.

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. The project is not located in TRPA mapped prime fish habitat. No significant environment 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 Statements: The project is located within the Plan Area Statement Number 58, Glenbrook. The Land Use Classification is Residential. Single-family dwellings are considered an allowed use within this Plan Area Statement. An application for a residential addition/modification on the subject parcel has been submitted with TRPA (File Number 20051454). The new residence and residential addition will not be seen from the Lake. The mooring buoys are allowed structures when associated with an allowed use. Agency Staff has reviewed the Plan Area Statement and has determined that the project is consistent with the applicable planning statement, planning considerations and special policies.

C. Shorezone Tolerance District: The subject parcel is located within Shorezone Tolerance District 7. The standards in Shorezone Tolerance District 7 states that vehicle access to the shoreline shall not be permitted except where TRPA finds that such access will not cause environmental harm. Further access to buoys shall be designed to cause the least possible harm to the foreshore and backshore. This project, as conditioned, complies with the Shorezone Tolerance District standards.

Required Findings: The following is a list of the required findings as set forth in Chapter 6 and 50 of the TRPA Code of Ordinances. Following each finding, Agency Staff has indicated if there is sufficient evidence contained in the record to make the applicable findings for the placement of the two mooring buoys on the subject property, or has briefly summarized the evidence on which the finding can be made.

1. Chapter Six Findings:

   a. 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.

      (1) Land Use: The proposed project involves the placement of two mooring buoys offshore of the privately owned subject parcel. The project is consistent with the goals and policies of the Regional Plan in that it: a) directs the amount and location of new land use appropriately; b) promotes the use of the waters of the Region for water-dependent outdoor recreation; and c) is conditioned to protect the scenic and natural qualities of Lake Tahoe and the surrounding area. The project is an allowed use within the Glenbrook Plan Area Statement and is consistent with the permissible uses outlined in the Shorezone Chapters of the TRPA Code. The Land Use Classification in this area is residential. The mooring buoys are accessory structures to the existing Single Family Dwelling use. The placement of two mooring buoys is also consistent with the TRPA Code of Ordinances, Chapter 54, Mooring Buoy Location Standards. Section 54.6 specifically states a maximum of two mooring buoys may be permitted per littoral parcel. The placement of the two mooring buoys must be consistent with the location, design and construction standards outlined in TRPA Code Section 54.

      (2) Transportation: The proposed mooring buoys will not result in an increase of daily vehicle trip ends (dvte) to the subject parcel.

      (3) Conservation: The project is consistent with the fisheries, shorezone, and scenic subelements of the Conservation Element of the Regional Plan. The proposed buoys are located in TRPA mapped marginal fish habitat; and will not impact prime fish habitat areas: a) the use is water dependent (two mooring buoys) and access to the buoys shall be designed to cause the least possible environmental harm to the foreshore and backshore via the use of non-motorized personal water craft from the Shorezone b). The project does not propose any new access to the backshore areas; c). Access to the proposed mooring buoys will be consistent with the Shorezone Tolerance District development standards (see Staff Analysis Section C for additional information). The proposed color and design of the buoys shall be consistent with the Section 54.6.B of the TRPA Design and Construction Standards. This project will not result in the obstruction or degradation of the scenic vista or view open to the public. The

project was reviewed under Level 3 of the Shoreland Scenic Ordinances, TRPA Code Section 30.15.C (3) and TRPA Code Section 30.15.H. The visual mass of the buoy (.5 sq. ft.) and the standard boat (60 sq. ft.), as measured in the water, equals 60.5 square feet. The Draft Permit has been conditioned to ensure that the visual mass within the Shoreland of the subject parcel or within the Scenic Unit is reduced by a total of 181.5 square feet. Mitigation is being applied at 1 to 1.5 ratio or (base amount 181.5 square feet) 300 feet upland of high water in a scenic unit which is not in attainment per TRPA Code Section 30.15.C (4) (ii).

(4) Recreation: This project does not require any additions to public recreational facilities. The project will provide private recreational opportunities for the single family dwelling on the parcel.

(5) Public Service Facilities: The proposed project does not require any additions to public services or facilities.

(6) Implementation: The proposed project does not require any allocations of development.

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

The basis for this finding is provided on the checklist entitled "Project Review Conformance Checklist and 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 indicate compliance with the environmental threshold carrying capacities. A copy of the completed checklist will be made available at the Hearings Officer hearing and at the TRPA offices.

c. 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 V9g) of the TRPA Compact, the project meets or exceeds such standards.

(Refer to paragraph 1.b, above.)

2. Chapter 50 – Required Shorezone Findings:

a. The proposed project will not adversely impact: (1) littoral processes; (2) fish spawning; (3) backshore stability; and (4) on-shore wildlife habitat, including wildfowl nesting areas.

The proposed project will not have an adverse impact on littoral processes because the mooring buoys will be placed consistent with Section 54.6 of the TRPA Code. Staff is requiring the applicant to place the two buoys no closer than 300 feet from high water line. Prime fish habitat (feed and cover) is located approximately 100 feet directly north of

this property. The permit, as conditioned, will ensure that buoy placement avoids these locations. Access to the proposed mooring buoys will be consistent with the Shorezone Tolerance district development standards with the use of non-motorized personal water craft.

b. There are sufficient accessory facilities to accommodate the project.

The subject property contains a single family dwelling with appropriate littoral access to the Shorezone. The placement of two mooring buoys off the subject privately owned littoral parcel is consistent with the use of the property.

c. The project is compatible with existing shorezone and lakezone uses or structures on, or in the immediate vicinity of, the littoral parcel; or that modification of such existing uses or structures will be undertaken to assure compatibility.

The project, as conditioned, is compatible with existing lake and Shorezone uses and structures in the vicinity. The surrounding Shorezone uses consist of piers and buoys.

d. The use proposed in the foreshore or nearshore is water-dependent.

The buoys by their nature are water dependent.

e. Measures will be taken to prevent spills or discharges or hazardous materials.

The conditions of this approval prohibit the discharge of hazardous waste materials including petroleum products, construction waste and litter (including sawdust), or earthen materials to the surface waters of Lake Tahoe. The design and construction of the mooring buoys must comply with the TRPA Code, Section 54.6B which adheres to the US Army Corp of Engineers or Coast Guard standards. No containers of fuel, paint, or other hazardous materials may be stored in the shorezone or backshore areas.

f. Construction and access techniques will be used to minimize disturbance to ground and vegetation.

Buoy placement shall be done in a manner consistent with the TRPA Code, Section 52.3.k and 54.6.

g. The project will not adversely impact navigation or create a threat to public safety as determined by those agencies with jurisdiction over a lake's navigable waters.

The proposed mooring buoys, as conditioned, will not adversely impact navigation or create a threat to public safety. The U.S. Army Corps of Engineers must also review this project for navigational safety. The U.S.

Army Corps of Engineers have completed a preliminary review of the project and have not identified any safety or navigation impacts.

h. TRPA has solicited comments from those public agencies having jurisdiction over the nearshore and foreshore and all such comments received were considered by TRPA prior to action being taken on this project.

This project must receive approval from the Nevada State Lands and the U.S. Army Corps of Engineers. Comments from these agencies, and those agencies who are members of the Shorezone Review Committee, were solicited as part of the review of this project. The agencies have indicated that they do not have concerns regarding the proposed project; however, to date, the other agencies have not permitted the existing mooring buoys, nor have they received applications for the property owner to do so.

Required Actions: Agency Staff recommends that the Hearings Officer approve the project as modified by taking the following actions based on this staff summary and the evidence contained in the record.

I. Approve a finding of no significant environment effect, based on this staff summary and evidence contained in the project file, for the findings contained in this staff summary.

II. Approve the project, based on the staff summary, subject to the special conditions set forth in the attached Draft Permit.

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Attachments and Exhibits:

Attachment A: Project Site Plan
Attachment B: Mooring Buoy Detail
Attachment C: Fish Habitat

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DRAFT PERMIT

PROJECT DESCRIPTION: Two Mooring Buoys

APN: 1418-03-301-011

PERMITTEE(S): Bill and Maureen Harvey

FILE #: 20051042

COUNTY/LOCATION: Douglas County / 2200 Lands End Drive

Having made the findings required by Agency ordinances and rules, TRPA approved the project on **January 5, 2006**, subject to the standard conditions of approval attached hereto (Attachment S) and the special conditions found in this permit.

This permit shall expire on **January 5, 2009** without further notice unless the construction has commenced prior to this date and diligently pursued thereafter. Commencement of construction consists of placement of the mooring buoy block. Diligent pursuit is defined as completion of the project within the approved construction schedule. The expiration date shall not be extended unless the project is determined by TRPA to be the subject of legal action which delayed or rendered impossible the diligent pursuit of the permit.

NO CONSTRUCTION SHALL COMMENCE UNTIL TRPA RECEIVES A COPY OF THIS PERMIT UPON WHICH THE PERMITTEE(S) HAS ACKNOWLEDGED RECEIPT OF THE PERMIT AND ACCEPTANCE OF THE CONTENTS OF THE PERMIT.

_____ _____

TRPA Executive Director/Designee Date

PERMITTEE'S ACCEPTANCE: I have read the permit and the conditions of approval and understand and accept them. I also understand that I am responsible for compliance with all the conditions of the permit and am responsible for my agents' and employees' compliance with the permit conditions. I also understand that if the property is sold, I remain liable for the permit conditions until or unless the new owner acknowledges the transfer of the permit and notifies TRPA in writing of such acceptance. I also understand that certain mitigation fees associated with this permit are non-refundable once paid to TRPA. I understand that it is my sole responsibility to obtain any and all required approvals from any other state, local or federal agencies that may have jurisdiction over this project whether or not they are listed in this permit.

Signature of Permittee(s) _____ Date _____

/dl

PERMIT CONTINUED ON NEXT PAGE

APN: 1418-03-301-001
FILE NO. 20051042

Security Posted (1): Amount $ 2,500 Posted_____Type_____Receipt No._____

Security Administrative Fee (2): Amount $_____ Paid _____ Receipt No. _____

Notes:
(1) See Special Condition 3.E, below.
(2) $144 if a cash security is posted or $74 if a non-cash security is posted.

Required plans determined to be in conformance with approval: Date: _____

TRPA ACKNOWLEDGEMENT: The permittee has complied with all pre-construction conditions of approval as of this date and is eligible for a county building permit:

_____ _____
TRPA Executive Director/Designee Date

SPECIAL CONDITIONS

1. This permit specifically authorizes the installation of two mooring buoys in Lake Tahoe offshore of the subject littoral property. This permit does not waive the requirement for mitigation fees and/or the requirement for Best Management Practices (BMP's) to be placed on the upland development of the subject parcel. This permit does not authorize any additional new Shorezone Structures for the subject parcel.

2. The standard conditions approval listed in Attachment S.

3. Prior to permit acknowledgement, the following conditions of approval must be satisfied.

   A. The site plan shall be revised to include:

      (1) TRPA 20-foot setback lines.

      (2) Correct identification of High and Low Water Lines on both the site and detail plans.

      (3) A note stating that the mooring buoys will be installed by use of a barge.

      (4) The location, species type, and size of the 181.5 square feet of screening/landscaping required to reduce the visible mass of the structure in the upland on the subject parcel or within the Scenic Unit as scenic mitigation for the authorization of the mooring buoys.

B. The permittee shall provide, for TRPA review and approval, a photographic simulation that demonstrates the 181.5 square feet of screening/landscaping, as viewed from Lake Tahoe, required for scenic mitigation outlined in permit condition 3.A (5).

C. The security required under Standard Condition A.3 of Attachment R shall be $2500. Please see Attachment J, Security Procedures.

D. The permittee shall submit three sets of final construction drawings and site plans to TRPA.

4. The mooring buoys shall conform to the location, color and design standards stated in Section 54.6 of the TRPA Code of Ordinances.

5. At no time shall the two mooring buoys extend beyond 350 linear feet from the high water line (6,229.1 LTD) of the subject property.

6. The two mooring buoys shall be located within the 20-foot TRPA setback lines. The setback lines are established by measuring 20 feet inward from each property line along the high water line. From this point, a setback line shall be projected lakeward and perpendicular to the tangent of the shoreline.

7. The location of the two mooring buoys shall avoid placement of the mooring buoy blocks in rock or cobble substrate that may be considered prime fish habitat.

8. The mooring buoys shall be removed in October and replaced in May.

9. The permittee shall display a Red (Residential) TRPA Buoy Identification Tag for each permitted buoy at all times. Upon placement of the two mooring buoys, the permittee shall tag the buoys and contact the TRPA Environmental Compliance Officer to schedule a site inspection to allow the structures to be mapped with a Global Positioning device.

10. The permittee shall implement the screening/landscaping required to reduce the visible mass in the upland either within the subject parcel or the Scenic Unit by 181.5 square feet as scenic mitigation for the mooring buoys.

11. Disturbance of the lakebed materials shall be kept to the minimum necessary for placement of the two mooring buoy anchors.

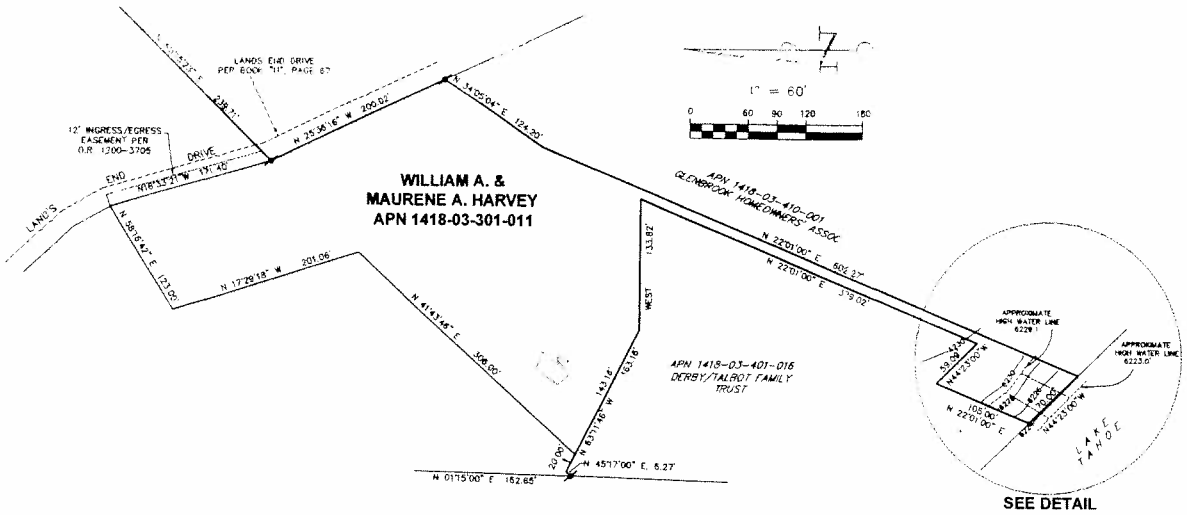
12. The two buoys shall be associated with parcel 1418-03-301-011 only.

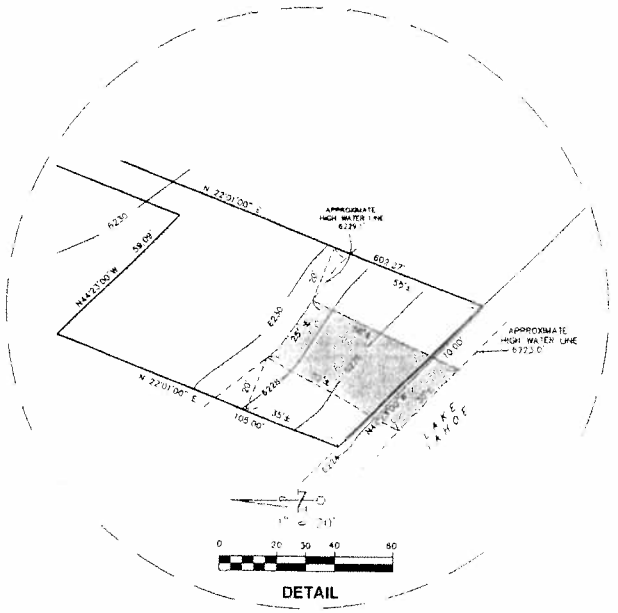
13. Gravel, cobble, and or small boulders shall not be disturbed or removed to leave exposed sandy areas, before, during or after construction.

14. Spray painting and the use of tributyltin is prohibited.

15. By accepting this permit, the permittee acknowledges that permits for this project may also be required from other regulatory agencies, including, but not limited to, the US Army Corp of Engineers, and Nevada Division of State Lands.

END OF SPECIAL CONDITIONS





OWNER & MAILING ADDR

WILLIAM A. AND MAURENE A. HARVEY
PO BOX 91
GLENBROOK, NV 89413

VISION	DATE	DESCRIPTION	BY	APP'D

BENCH MARK
NUMBER ____ MARK ____
ELEVATION ____ DATUM ____ LAKE
DESCRIPTION

ACAD NOTES
FILE NAME 05190.DWG

SCALE
HORIZ 1"=60' VERT 2' C.I.

EXHIBIT TO ACCOMPANY BUOY APPLICATION
WILLIAM A. AND MAURENE A. HARVEY
APN 1418-03-301-011
GLENBROOK, DOUGLAS COUNTY, NEVADA

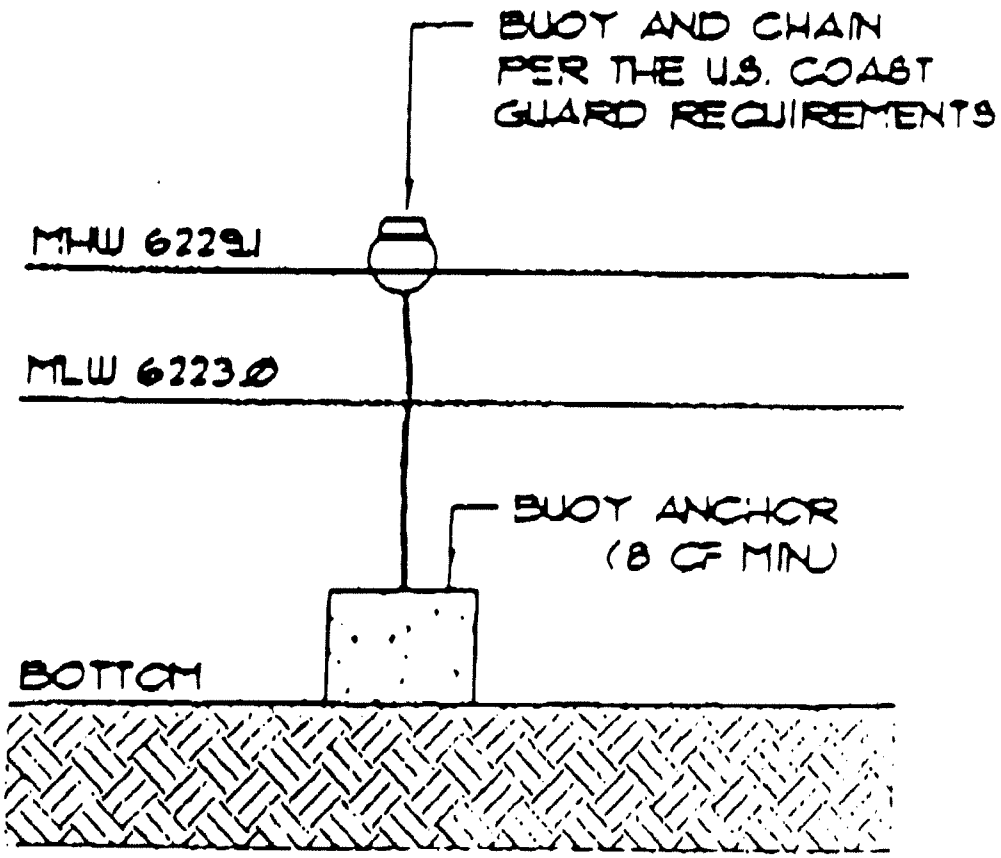
DESIGN
DRAWN
CHECKED
SUBMITTED 7/14/05

RONALD W. TURNER
No. 7815
LAND SURVEYOR
STATE OF NEVADA

A.P.N. 1418-03-301-011
LOT BLOCK
SUBDIVISION
ADDRESS 2200 LAND'S END DRIVE
COUNTY DOUGLAS

DATE 7/2005
SHEET 1 OF 1
JOB NO. 05190

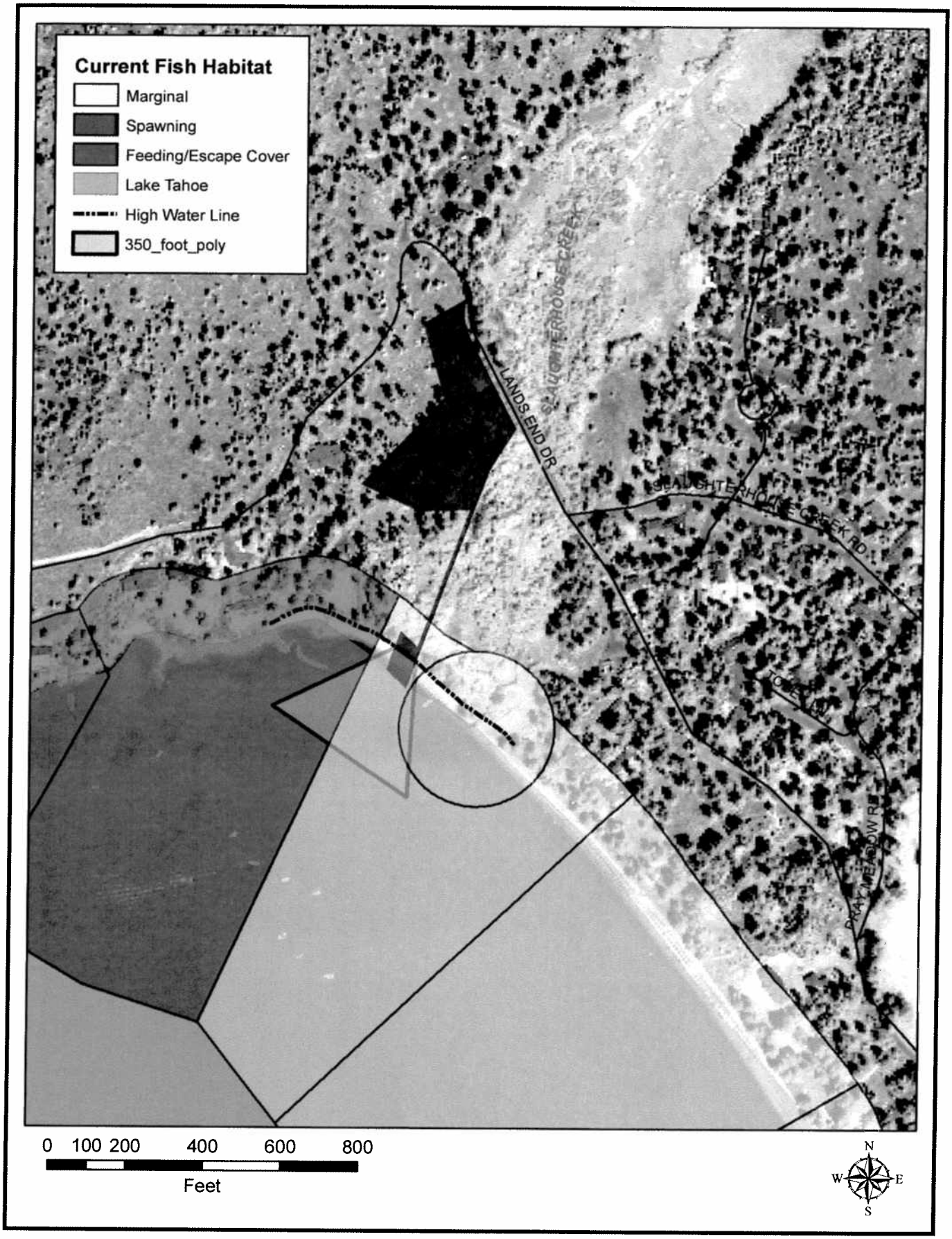
TURNER & ASSO
LAND SURVEY
1751 588-5656
FAX (775) 588-5656
P.O. BOX 5467 - STATELINE, NEVADA 89449



BUOY DETAIL

NO SCALE

RECEIVED
DEC 21 2005
TAHOE REGIONAL
PLANNING AGENCY


Current Fish Habitat
Marginal
Spawning
Feeding/Escape Cover
Lake Tahoe
High Water Line
350_foot_poly
LANDS END DR
SLAUGHTERHOUSE CREEK RD
0 100 200 400 600 800
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TAHOE REGIONAL PLANNING AGENCY
HEARINGS OFFICER STAFF SUMMARY

Project Name: Conversion of Sandor's Chateau Motel to Sierra Recovery Center

Application Type: Public Service & Residential/Special Use

Applicant: Sierra Recovery Center

Applicant's Representative: Angela Silva, Midkiff & Associates

Agency Planner: Lyn Barnett, AICP, Chief, Environmental Review Services

Location: 1137 Emerald Bay Road, City of South Lake Tahoe, El Dorado County, California

Assessor's Parcel Number / File Number: APN 033-191-05 / 20041094

Staff Recommendation: Staff recommends approval of the project based on this staff summary and the evidence contained in the project record. The recommended conditions of approval are contained in the attached Draft Permit.

Project Description: The proposed project is the conversion of an existing motel (Sandor's Chateau) at 1137 Emerald Bay Road (APN 032-191-05) to a mixed-use public service and residential facility which includes administrative offices, meeting space and residential care units associated with the Sierra Recovery Center's (SRC) addiction treatment programs. The project will result in the relocation of the SRC facility from it's current location in a leased building near the corner of Harrison Avenue and Tallac Avenue to the project site which SRC owns. The project proposes to convert the primary use from tourist accommodation to mixed uses including public service (social service organizations) and residential (residential care) uses. The project includes only minor modifications to the exterior of the existing building and site improvements. These include ADA access ramps, stairs for fire safety/access, parking lot reconfiguration, highway frontage landscape improvements and removal of the existing freestanding and window signs.

The project will result in the conversion of the existing 12 unit motel with manager's quarters to a social services facility (3,178 sq. ft. of offices and meeting space in the two story portion of the building at the front of the site) and residential care facility (14 persons in multi-person units with common kitchen facilities in the remainder of the motel building). The manager's quarters on the second floor of the single family residential unit at the rear of the parking area would continue to be used as on-site housing for the SRC manager. The lower floor of the single family residence, which is currently a garage, will be converted to a five person women's group home which will share facilities with the manager's unit and other group facilities. The two parking spaces in the garage will be lost while the parking lot will remain at 20 spaces with some reconfiguration of the

spaces required to provided a handicapped parking space and accommodate the ADA access ramp to the buildings.

A total of ten employees will be associated with the proposed facilities. The social service employees would also work in the residential care facility. The facility manager would be the only employee living on-site.

The project proposes to bank the 12 tourist accommodation units (TAUs) associated with the motel, continue to utilize the single family residential unit for manager housing and obtain Bonus Units for the residential care component. The residential care units will be deed-restricted consistent with the affordable housing definition in Chapter 2 of the TRPA Code of Ordinances as required by Section 35.3.E of the TRPA Code.

Site Description: The project site is located at 1137 Emerald Bay Road (US Hwy 50) in the City of South Lake Tahoe between "B" Street and "C" Street. The lot is a through lot which also has frontage on Melba Street, however the primary access to the existing motel and the proposed SRC facility is via a driveway to Emerald Bay Road. The project area includes the existing 12-unit Sandor's Chateau Motel which occupies the western two-thirds of the parcel. A construction yard/wood lot was previously located on the eastern one-third of the parcel, however this use has been removed and the area will be landscaped under the proposed project.

The primary existing structure is the motel building located along the northern edge of the parcel, with a two story component closest to Emerald Bay Road and one-story to the rear. A single loaded parking lot extends back parallel to the motel building. A single family residential unit with living area over the garage is located at the rear of the parking lot and separates the motel from the rear yard area. The proposed project will utilize the existing buildings without significant exterior modification. The exterior elevations are primarily wood siding painted off-white with dark composition shingles on 12:12 pitch roofs.

The project area is within the boundaries of PAS 110 – South "Y" Special Area #2. A community plan is currently in process for PAS 110. The verified land capability district within the project area is Class 7. Base allowable coverage on the 43,495 square foot (SF) site is 13,049 SF (30%), while legally existing coverage is 17,445 SF. The site is well screened from Emerald Bay Road by mature pines located in the landscaped area at the front of the parcel, in the highway right-of-way and on adjacent parcels. A Class I bike path and split rail fencing are also located along the street frontage. Adjacent land uses are vacant parcels to the north and south on the Emerald Bay Road frontage. On Melba Street, auto repair/storage and multi-family residential is adjacent to the south and the parcel to the north is vacant. Other nearby uses include commercial sites, a motel, multi-family residential and a trailer park. The Tahoe Valley Campground is located to the east across Melba Street.

Issues: The proposed project involves establishing a Special Use (social service organizations) within PAS 110 South "Y" Special Area #2 and therefore requires Hearings Officer review in accordance with Chapter 4, Appendix A, of the TRPA Code of Ordinances. The primary project related issues are:

1. Plan Area Statement: The project is located within Plan Area 110 South "Y" Special Area #2. The Land Use Classification is Commercial/Public Service and the Management Strategy is Redirection. Special Designations include: Preliminary

Community Plan Area, TDR Receiving Area for existing development and multi-residential units (Special Area #2 only), Preferred Affordable Housing Area, Multi-Residential Incentive Program (Special Area #2 only) and Scenic Restoration Area. The Planning Statement, Planning Considerations, and Special Policies for the plan area emphasize a variety of land use issues and improvements, one of which is specific to the project site. Special Policy #8 states: "Should the smaller, discontiguous portion of Special Area #2 (APN 32-191-05) be proposed for a residential use, that use must be mixed with a public service use. In addition, it may not be a ♣low effective mobility occupancy because such occupancies are restricted by the safety zones of the Lake Tahoe Airport's Comprehensive Land Use Plan." This policy was added to the PAS when the project site was added to Special Area #2 by a PAS Amendment adopted by the TRPA Board in August 2004. The PAS Amendment was reviewed and approved specifically to allow the currently proposed project. The proposed project is consistent with the amended PAS, including the required mix of uses. The limitation on occupancy is addressed by permit conditions.

The existing development is set back and well-screened from view by mature vegetation from Highway 50/Emerald Bay Road. The project site does not contribute to the scenic deficiencies identified within the PAS and a previously approved project included scenic improvements at the site for the existing development. The proposed project will not detrimentally affect the scenic quality of the site.

The proposed project includes mixed public service and residential uses (two primary uses), as required by the PAS special policy. Within PAS 110 South "Y" Special Area #2, "residential care" is an allowed residential use and "social service organizations" is a special public service use, permissible if TRPA makes the special use findings found in Section 18.1.B of the TRPA Code of Ordinances. Staff has concluded that the required findings can be made per the proposed findings in this staff summary.

The existing single family use associated with the motel manager's quarters will be maintained as a secondary residence, accessory to the residential care primary use. Section 18.2.B of the TRPA Code allows one secondary residence for manager's quarters as an accessory use to a multi-residential primary use.

The PAS also establishes maximum densities for residential uses. Because the proposed project includes mixed uses, the residential density is calculated per Section 21.4.B of the TRPA Code of Ordinances. The mix of public service and multi-person dwelling uses places the project in Category E which utilizes the density calculation described in Section 21.4.B(2)(e) of the TRPA Code. Per this section, the maximum allowed density for the residential use is the maximum density for the use multiplied by the ratio of the residential floor area to total floor area in the project area.

For the proposed project, the project area is 43,495 SF (0.9985 acre or essentially one acre) and the maximum density for residential care is 25 persons per acre within PAS 110. The total floor area within the project area is 9,456 SF with 6,278 SF of residential care (transitional housing, women's group home and manager's quarters) and 3,178 SF of social service organizations (office and administrative areas). The residential component is 66% (6,278/9,456) of the total floor area, so the maximum density is 16.6 (0.66x25) persons per acre. However, the project proposes deed-

restricted affordable housing which is entitled to a 25% density bonus per Section 21.3.B of the TRPA Code of Ordinances provided that TRPA makes two findings listed in that code section. Proposed findings for this code section are included in this staff summary.

Applying the 25% density bonus, the maximum density is 20.75 (16.6x1.25) persons per acre. The project proposes 20 people in the residential care use (14 in transitional housing, 5 in women's group and one manager), consistent with the density limit.

Based on the factors discussed above, staff has determined that the proposed project is consistent with the PAS.

2. Growth Management: The project site currently contains 12 tourist accommodation units (TAUs) and a single family residential unit, based on previous TRPA project approvals. The proposed project will bank the 12 TAUs on-site. For the residential care component, the project proposes to use Bonus Units while the manager's quarters will utilize the single family residential unit. The project proposes 14 persons in seven transitional housing rooms within the previous motel building and five women in group quarters in the separate building at the rear. Nineteen persons equates to 8 residential units using the conversion factor of 2.5 persons per residential unit found in Section 21.3.A of the TRPA Code. Eight Bonus Units will be assigned to the project from the Bonus Unit pool which currently contains over 1,100 units. Section 35.2.E of the TRPA Code allows Bonus Units to be assigned to affordable housing projects based solely on need.

   Although the SRC facility exists at it's current location, the project is considered an "additional public service facility" per Section 33.5.B of the TRPA Code of Ordinances. Additional public service facilities can be permitted when TRPA makes the findings found in Section 35.5.A of the TRPA Code. Proposed findings for this code section are included in this staff summary.

3. Land Coverage: The project area has been verified as entirely Class 7 with 30% base coverage allowed. This equates to 13,049 SF of coverage on the 43,495 SF parcel. A previous TRPA project approval established the legal amount of coverage in the project area as 17,445 SF. However, the project submittal identified 18,010 SF of coverage existing on-site, or 565 SF more than previously permitted. The submittal appears to accurately reflect what actually exists on-site with the additional coverage related to parking area modifications and a trash enclosure. The applicant has requested that the additional coverage be allowed per Section 20.3.B(6) of the TRPA Code of Ordinances which permits additional coverage for public service facilities located outside of community plans. The Code section includes three findings, one of which requires that there be no feasible alternative that would reduce land coverage. The applicant has argued that the parking requirements imposed by the City of South Lake Tahoe in its approval of the project demonstrate that the illegal coverage must be maintained, justifying this finding.

   The City did recognize the constraint that coverage limitations placed on provding parking and granted some deviations from City standards. The City review also identified reasonable modifications which could be made to the proposed parking lot design that would increase compliance without requiring additional coverage. The

City's approval requires preparation of a new parking plan which incorporates the identified design changes.

The parking plan submitted with this application does not reflect these changes so it is difficult to determine what the minimum amount of coverage is for the proposed use. Based on the information currently available, staff has concluded that some amount of additional coverage is required and the Section 20.3.B(6) findings can be made for that minimum amount, per the proposed findings in this staff summary. The project will be conditioned to provide the revised parking plan, consistent with the City approval, along with a justification for each coverage component inconsistent with the previous approval. The justification shall be based on the needs of the public service component of the project, consistent with Section 20.3.B(6) of the TRPA Code. Any additional coverage approved shall be transferred to the site per the requirements of Chapter 20 of the TRPA Code of Ordinances and the transfer shall be limited to a maximum of 565 SF.

The project will also involve small coverage relocations to provide handicapped and emergency access routes to the existing buildings. The existing excess coverage will be mitigated in accordance with the provisions of Section 20.5 of the TRPA Code of Ordinances.

4. Traffic/Air Quality Impacts: The applicant has submitted a trip generation/parking analysis for the project. The analysis demonstrates that the proposed project will result in the creation of 96 new daily vehicle trip ends (dvte). The TRPA Code of Ordinances considers increases of 100 dvte or less an insignificant increase in traffic which does not require the preparation of a Traffic and Air Quality Analysis. However, due to the unique nature of the project, a technical analysis of trip generation and parking was prepared by LSC, Inc. The analysis estimated trip generation for the mixed-use project. The analysis attempted to avoid the double counting which would occur if trip generation rates were simply applied to the two uses proposed and added together. A similar calculation verified that the 20 parking spaces provided would be adequate. The City of South Lake Tahoe accepted the parking analysis in approving the project.

   Although the trip generation analysis represented a reasonable approach to quantifying the trips associated with the proposed new uses by modifying standard trip generation rates, the actual trips may vary significantly because of the unique nature of the mixed uses. The proposed project is very different from the single land use studies used to establish trip generation rates and the typical project size used in those same studies. In order to assess the actual impacts associated with the project, the applicant will be required to monitor actual trip generation following occupancy and report to TRPA to determine the need for further mitigation.

   The project will be required to pay an Air Quality Mitigation Fee of $2,880 based on the creation of 96 additional public service dvte at $30/dvte per the fee schedule in Section 93.3.D of the TRPA Code of Ordinances. If the trip generation report indicates, more or fewer trips, the mitigation fee will be adjusted accordingly. Further, if the actual trip counts exceed 100 dvte, a complete traffic and air quality analysis will be required per Section 93.3.B of the TRPA Code of Ordinances. If the study identifies impacts which require additional mitigation, such measures will be added to this permit.

5. Water Quality BMPs: A previous project on the site was approved by TRPA in 1992 which included all required BMPs in compliance with Chapter 25 of the TRPA Code of Ordinances. The permit for this project requires that all existing BMPs be inspected and modified, cleaned and/or reinstated, as required, following construction.

Required Findings: The following is a list of the required findings as set forth in Chapters 6, 18, 20, 21 and 35 of the TRPA Code of Ordinances. Following each finding, Agency staff has indicated if there is sufficient evidence contained in the record to make the applicable findings or has briefly summarized the evidence on which the finding can be made.

1. Chapter 6 – Required Findings:

   (a) 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.

   There is no evidence in the file and record showing that the proposed project will have an adverse effect on the Land Use, Transportation, Conservation, Recreation, Public Service and Facilities, or Implementation sub-elements of the Regional Plan.

   (b) The project will not cause the environmental threshold carrying capacities to be exceeded.

   TRPA staff has completed the "Project Review Conformance Checklist and Article V(g) Findings" in accordance with Chapter 6, Subsection 6.3.B of the TRPA Code of Ordinances. All responses in the checklist indicate compliance with the environmental threshold carrying capacities. The applicant has also completed an Initial Environmental Checklist (IEC). 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 checklist, IEC and Trip Generation/Parking Analysis will be made available at the Hearings Officer hearing and at TRPA.

   (c) 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 TPRA Compact, the project meets or exceeds such standards.

   Refer to paragraph 1.b, above.

2. Chapter 18 – Special Use Findings:

   (a) The project, to which the use pertains, is of such a nature, scale, density, intensity and type to be an appropriate use for the parcel on which, and surrounding area in which, it will be located.

   The proposed project will utilize existing tourist accommodation structures to house a new public service facility without significant exterior modifications.

The proposed project will create only a insignificant increase in traffic and intensity of use will be very similar to the previous motel use. The proposed use is consistent with the current nature, scale, density, intensity and type of use of the parcel and surrounding area. The proposed project will not appreciably change the physical environment of the site or its surroundings.

(b) The project, to which the use pertains, will not be injurious or disturbing to the health, safety, enjoyment of property, or general welfare of persons or property in the neighborhood, or general welfare of the region, and the applicant has taken reasonable steps to protect against any such injury and to protect the land, water and air resources of both the applicant's property and that of surrounding property owners.

The project will utilize the existing facilities at the site and not significantly change the environment of the parcel or the surrounding properties. The applicant has included necessary mitigation to address potential traffic impacts from the proposed project. Other than traffic, no impacts to health, safety and general welfare, or land, water or air resources are associated with the project.

(c) The project to which the use pertains, will not change the character of the neighborhood, detrimentally affect or alter the purpose of the applicable planning area statement, community plan and specific or master plan, as the case may be.

The project is located in Plan Area 110 which has been identified as an area of commercial and public services uses. The proposed social services organization use is a special use for the Plan Area. Continuing use of the existing building with a new public service use will not change the character of the neighborhood, nor will it generate excessive traffic volumes or other impacts which could be detrimental to the area. This project is located within the South "Y" community plan area, but it will not affect the ability to adopt or implement that plan. The TRPA Governing Board and South Lake Tahoe City Council determined that the proposed facility should be accommodated by approving a PAS Amendment which allowed the project to proceed.

3. Chapter 20 – Coverage Relocation and Additional Coverage Findings:

Sec. 20.3.B(6) Additional Coverage

(a) The project is on the list of additional public service facilities, if required pursuant to Section 33.5.

A list of additional public service facilities is no longer maintained by TRPA.

(b) There is no feasible alternative that would reduce land coverage.

The additional coverage is required for parking, handicapped access ramps and emergency access stairs. The applicant is required to submit a revised plan for parking consistent with the City of South Lake Tahoe permit for this project and justify each project component with requires coverage beyond

that previously permitted within the project area. The City has granted exceptions from city-wide parking standards to approve the project and the revised parking plan will represent the minimum coverage required to allow the facility to operate.

(c) There is a demonstrated need and requirement to locate the facility outside a community plan.

The project is located in Plan Area 110 South "Y" which is identified as a preliminary community plan area and has such a plan in process. However, the TRPA Governing Board and South Lake Tahoe City Council determined that the proposed facility should be accommodated immediately by approving a PAS Amendment which allowed the project to proceed.

Sec. 20.5.C Coverage Relocation

(a) The relocation is to an equal or superior portion of the parcel or project area, as determined by reference to the following factors:

(1) Whether the area of relocation already has been disturbed.

The entire parcel is disturbed to a certain extent and the areas of new coverage are immediately adjacent to the existing buildings in heavily disturbed areas.

(2) The slope and natural vegetation on the area of relocation.

The slope on the parcel is slight and there is little or no natural vegetation in the areas of relocation.

(3) The fragility of the soil on the area of relocation.

The entire parcel is verified Class 7, high capability soil.

(4) Whether the area of relocation appropriately fits the scheme of use of the property.

The areas of relocation are immediately adjacent to existing buildings which is the most appropriate location for coverage.

(5) The relocation does not further encroach into a stream environment zone, backshore, or the setbacks established in the Code for the protection of stream environment zones or backshore.

There is no SEZ or backshore on the property.

(6) The project otherwise complies with the land coverage mitigation program set forth in Section 20.5.

Excess coverage will be mitigated in accordance with Section 20.5.

(b) The area from which the land coverage was removed for relocation is restored in accordance with Subsection 20.4.C.

The areas from which coverage will be removed will be landscaped and restored in accordance with Code requirements.

(c) The relocation is not to Land Capability Districts 1a, 1b, 1c, 2 or 3 from any higher numbered land capability district.

The relocations are entirely within Class 7.

(d) If the relocation from one portion of a stream environment zone to another portion, there is a net environmental benefit to the stream environment zone.

Not applicable because there is no SEZ on the parcel.

4. Chapter 21 – Density Bonus Findings:

(a) The project, at the increased density, satisfies a demonstrated need for additional affordable housing.

The project meets an important need for affordable transitional housing that allows residents to transition from closely supervised rehabilitation back into productive lives in the larger community. The need was recognized by the TRPA Governing Board and South Lake Tahoe City Council when they determined that the proposed facility should be accommodated by approving a PAS Amendment which allowed the project to proceed.

(b) The additional density is consistent with the surrounding area.

The project will utilize the existing facilities at the site and not significantly change the environment of the parcel or the surrounding properties. The residential density proposed, 20 residents, is less than the maximum occupancy of the motel based on a conservatively low estimate of maximum occupancy (12 rooms x 2 persons per room = 24 persons plus manager). Adjacent uses are primarily commercial, however those multi-family and tourist accommodation uses nearby are of a similar intensity to the proposed project.

5. Chapter 33 – Additional Public Service Facility Findings:

(a) There is a need for the project.

There is an overwhelming need for alcohol and drug rehabilitation services in the community. This was acknowledged by the TRPA Governing Board and South Lake Tahoe City Council when they determined that the proposed facility should be accommodated immediately by approving a PAS Amendment which allowed the project to proceed.

(b) The project complies with the Goals and Policies, applicable plan area statements, and Code.

The project complies with Goals and Policies, applicable PAS 110 plan area statement, and Code as described in this staff summary. The project also meets the intent of TRPA regulations by providing an important and necessary public service/residential facility at an appropriate site within the community it serves.

(c) The project is consistent with the TRPA Environmental Improvement Program.

The project will be privately funded and will not use or re-direct any resources that would otherwise be directed to an EIP project. The proposed project will not preclude implementation of any planned EIP project.

(d) The project meets the findings adopted pursuant to Article V(g) of the Compact as set forth in Chapter 6 as they are applicable to the project's service capacity.

See Chapter 6 findings, above.

(e) If the proposed project is to be located within the boundaries of the community plan area, then, to the extent possible consistent with public health and safety, the project is compatible with the applicable community plan.

Not applicable since the project is not in a community plan area, although the South "Y" Community Plan is currently being prepared.

(f) Where a public service project is proposed for construction in a community plan area before the community plan has been adopted by TRPA, the sponsoring entity shall demonstrate that the need for such a construction schedule outweighs the need for the prior completion of the community plan process.

The project is located in Plan Area 110 South "Y" which has been identified as a preliminary community plan area and such a plan is currently in process. However, the need for the project is immediate. This was acknowledged by the TRPA Governing Board and South Lake Tahoe City Council when they determined that the proposed facility should be accommodated immediately by approving a PAS Amendment which allowed the project to proceed.

Required Actions: Agency staff recommends that the Hearings Officer approve the project by making the following motions and findings based on this staff summary and the evidence contained in the record:

I. Approve the findings contained in this staff summary, and a finding of no significant environmental effect.

II. Approve the project, based on the staff summary, subject to the conditions contained in the attached Draft TRPA permit.

Attachments:

1. Draft Permit
2. Proposed Plans

-D-R-A-F-T-
PERMIT

PROJECT DESCRIPTION: Conversion of Sandor's Chateau Motel to Sierra Recovery Center APN: 032-191-05

PERMITTEE(S): Sierra Recovery Center FILE #20041094

COUNTY/LOCATION: El Dorado / 1137 Emerald Bay Road, City of South Lake Tahoe

Having made the findings required by Agency ordinances and rules, the TRPA Hearings Officer approved the project on January 5, 2006, subject to the standard conditions of approval attached hereto (Attachment Q) and the special conditions found in this permit.

This permit shall expire on January 5, 2009 without further notice unless the use has commenced prior to this date and diligently pursued thereafter. The expiration date shall not be extended unless the project is determined by TRPA to be the subject of legal action which delayed or rendered impossible the diligent pursuit of the permit.

NO USE SHALL COMMENCE UNTIL:

(1) TRPA RECEIVES A COPY OF THIS PERMIT UPON WHICH THE PERMITTEE(S) HAS ACKNOWLEDGED RECEIPT OF THE PERMIT AND ACCEPTANCE OF THE CONTENTS OF THE PERMIT;

(2) ALL CONDITIONS OF APPROVAL ARE SATISFIED AS EVIDENCED BY TRPA'S ACKNOWLEDGEMENT OF THIS PERMIT; AND

(3) THE PERMITTEE OBTAINS A CITY BUILDING PERMIT. TRPA'S ACKNOWLEDGEMENT IS NECESSARY TO OBTAIN A CITY BUILDING PERMIT. THE CITY PERMIT AND THE TRPA PERMIT ARE INDEPENDENT OF EACH OTHER AND MAY HAVE DIFFERENT EXPIRATION DATES AND RULES REGARDING EXTENSIONS.

_____ _____
TRPA Executive Director/Designee Date

PERMITTEE'S ACCEPTANCE: I have read the permit and the conditions of approval and understand and accept them. I also understand that I am responsible for compliance with all the conditions of the permit and am responsible for my agents' and employees' compliance with the permit conditions. I also understand that if the property is sold, I remain liable for the permit conditions until or unless the new owner acknowledges the transfer of the permit and notifies TRPA in writing of such acceptance. I also understand that certain mitigation fees associated with this permit are non-refundable once paid to TRPA. I understand that it is my sole responsibility to obtain any and all required approvals from any other state, local or federal agencies that may have jurisdiction over this project whether or not they are listed in this permit.

Signature of Permittee(s) _____ Date _____

/lb

PERMIT CONTINUED ON NEXT PAGE

D-R-A-F-T

APN: 032-191-05
FILE NO. 20041094

Additional Application Fee (1): Amount $_619.00 Paid _____ Receipt No._____

Air Quality Mitigation Fee (2): Amount $_2,880.00 Paid _____ Receipt No._____

Excess Coverage Mitigation Fee (3): Amount $_____ Paid _____ Receipt No._____

Security Posted (4): Amount $_____ Type ___ Paid _____ Receipt No._____

Security Administrative Fee (5): Amount $_____ Paid _____ Receipt No._____

Notes:
(1) See Special Condition 3.C, below.
(2) See Special Condition 3.B, below.
(3) Amount to be determined. See Special Condition 3.I, below.
(4) Amount to be determined. See Special Condition 3.D, below.
(5) $144 if a cash security is posted, or $74 if a non-cash security is posted.

Required plans determined to be in conformance with approval: Date: _____

TRPA ACKNOWLEDGEMENT: The permittee has complied with all pre-construction conditions of approval as of this date and is eligible for a city building permit:

_____ _____
TRPA Executive Director/Designee Date

SPECIAL CONDITIONS

1. This permit specifically authorizes the conversion of the existing motel from tourist accommodation use to mixed public service/residential uses. The public service use, social service organizations, shall be limited to 3,178 SF within the main building and the residential care use shall be limited to 20 persons within the main and rear buildings. Exterior work includes ADA and emergency access improvements and reconfiguration of the parking lot. The existing 12 TAUs shall be banked on site and 8 Bonus Units from the TRPA pool shall be assigned to the project area for the residential care use.

2. The Standard Conditions of Approval listed in Attachment Q shall apply to this permit, where applicable

3. Prior to permit acknowledgement, the following conditions of approval must be satisfied.

   A. The site plan shall be revised to include:

(1) The following revised land coverage calculations:

(a) Existing land coverage for each land capability district.

(b) Previously mitigated land coverage for each land capability district.

(c) Location and calculation of all proposed relocated and/or new coverage being created.

(2) A three-inch layer of gravel (1"-2" drainrock) beneath all raised decks.

(3) All existing and/or proposed BMPS to infiltrate runoff.

(4) A note indicating: "All barren areas and areas disturbed by construction shall be revegetated in accordance with the TRPA Handbook of Best Management Practices. Application of a mulch may enhance vegetative establishment."

(5) A note indicating: "All areas disturbed by construction shall be mulched with a 2 to 3 inch layer of pine needles or wood chips as a dust control measure. This mulch shall be maintained from completion of the initial grading through completion of the project."

(6) Dripline infiltration trenches, sized 18" wide x 8" deep, constructed beneath all roof driplines.

(7) Temporary erosion control structures located downslope of the proposed construction areas. *Please Note: Straw bales are no longer acceptable for temporary erosion control or mulch material in the Lake Tahoe Basin. The use of straw has contributed to the spread of noxious weeds throughout the basin. The use of alternatives to straw bales, such as pine needle bales, filter fabric, coir logs and pine needle or wood mulches for erosion control purposes is required.*

(8) Vegetation protective fencing around exterior construction areas. The fencing shall be no more than 12 feet from any footprint, driveway, or area of approved disturbance. Trees located within the construction area that are to be retained shall be individually protected by fencing or other means as necessary.

(9) Parking barriers, wood bollards or similar features, to restrict parking to approved parking surfaces only.

(10) Location of all proposed utilities. The location and installation of all utilities shall not adversely impact trees to be preserved on the project site.

B. The permittee shall submit a $2,880 air quality mitigation fee. This fee is based on the creation of 96 daily vehicle trip ends assessed at $30.00/trip. These amounts may be adjusted per Condition 3.G.

C. The permittee shall submit a $619 additional filing fee due to the need for a public hearing for the project.

D. The security required shall be determined upon the permittee's submittal of required Best Management Practices (BMP) plan and related cost estimate. The plan shall include any new BMPs required and any rehabilitation or modification of existing BMPs. The total security required shall be 110% of the BMP cost estimate plus the traffic and air quality analysis cost estimate per Condition 3.F.

E. The permittee shall submit calculations demonstrating that the existing/proposed BMPs are sized appropriately for the slope and soil type of the property and will capture and infiltrate a 20 year/1 hour storm event.

F. The permittee shall submit a maintenance schedule for all BMPs within the project area.

G. The permittee shall submit a traffic generation monitoring and reporting plan for TRPA review and approval. The plan shall include the collection and analysis of trip generation data during the first year of full occupancy to determine the actual number trips generated by the project. If the trip generation report indicates, more or fewer trips, the Air Quality mitigation fee per Condition 3.B shall be adjusted accordingly. If the actual trip counts exceed 100 dvte, a complete traffic and air quality analysis shall be prepared per Section 93.3.B of the TRPA Code of Ordinances. The submitted monitoring and reporting plan shall include a cost estimate for preparing a complete analysis which shall be included in the project security. If the study identifies impacts which require additional mitigation, such measures shall be added to this permit.

H. The permittee shall submit a revised parking plan with evidence that the proposed parking meets the City of South Lake Tahoe parking requirements. The parking plan shall identify and provide a justification for each coverage component inconsistent with previous TRPA approvals. The justification shall be based on the needs of the public service component of the project, consistent with Section 20.3.B(6) of the TRPA Code. Any additional coverage approved shall be transferred to the site per the requirements of Chapter 20 of the TRPA Code of Ordinances and the transfer shall be limited to a maximum of 565 SF.

I. The project area has 4,396 square feet of excess land coverage (17,445 SF legally established less 13,049 SF base allowed). The permittee shall mitigate a portion or all of the excess land coverage on this property by removing coverage within Hydrologic Transfer Area 5 (Upper Truckee) or by submitting an excess coverage mitigation fee.

To calculate the amount of excess coverage to be removed, use the following formula:

Estimated project construction cost multiplied by the fee percentage identified in Table A of Section 20.5A(3) (.0150) divided by the mitigation factor of 8. If you choose this option, please revise your final site plans and land coverage calculations to account for the permanent coverage removal.

An excess land coverage mitigation fee may be paid in lieu of permanently retiring land coverage. The excess coverage mitigation fee shall be calculated as follows:

Coverage reduction square footage (as determined by formula above) multiplied by the coverage mitigation cost fee of $6.50 for California projects. Please provide a construction cost estimate by your licensed contractor, architect or engineer. In no case shall the mitigation fee be less than $200.00.

J. The permittee shall record a TRPA approved deed restriction permanently restricting occupancy of the residential care units to persons meeting the income limitations for affordable housing and limiting rent collected to levels established for affordable housing, consistent with the assignment of Bonus Units for the residential use.

K. The permittee shall submit three (3) sets of final construction drawings and site plans to TRPA.

4. This approval is based on the permittee's representation that all plans and information contained in the subject application are true and correct. Should any information or representation submitted in connection with the project application be incorrect or untrue, TRPA may rescind this approval, or take other appropriate action.

5. Residents shall not meet the definition of low effective mobility occupancy per PAS 110 Special Policy #8 and the number of residents under the age of 18 shall not exceed six at any time.

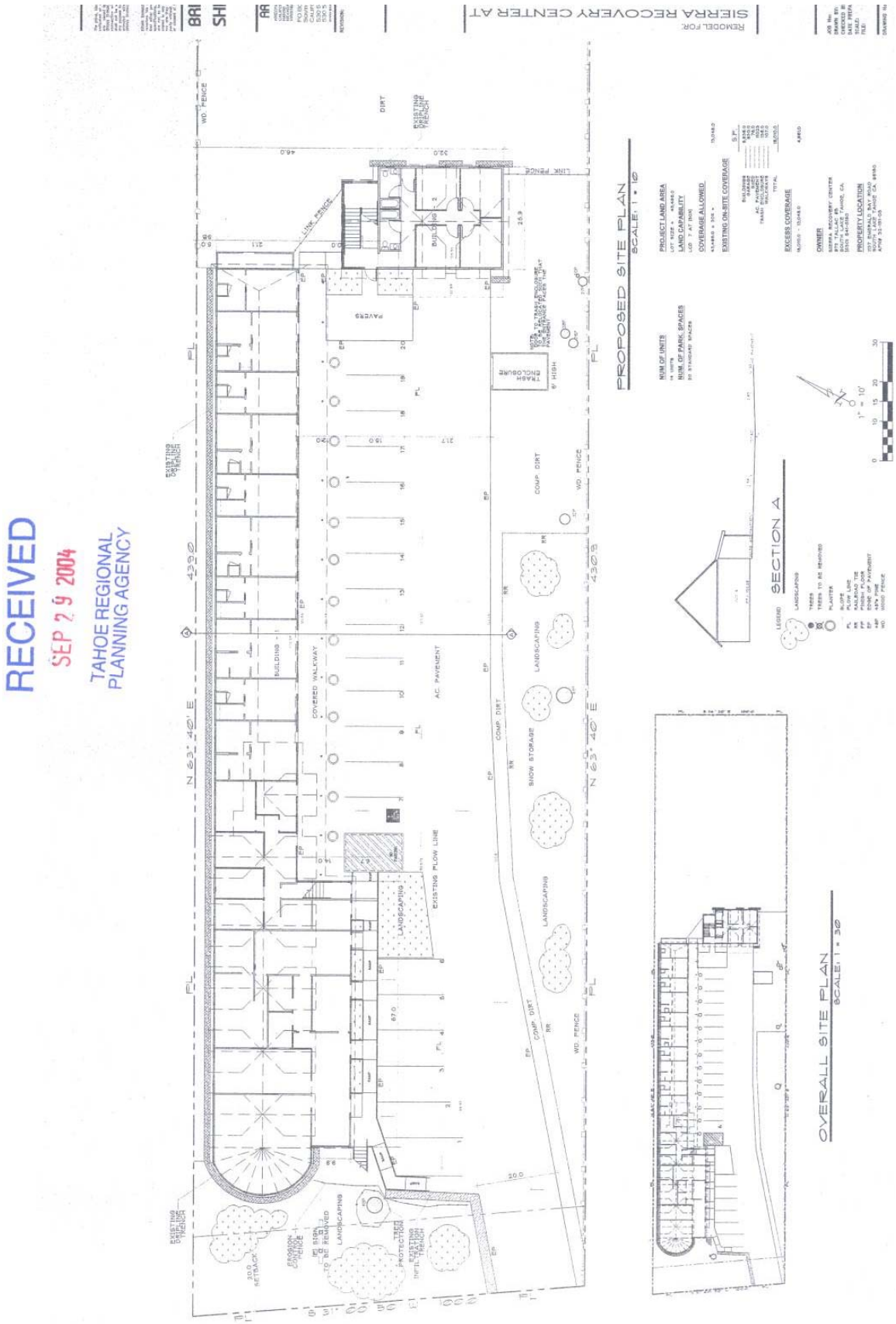
6. All trash storage and enclosures shall be screened from public view in accordance with Subsection 30.5.B (4) of the TRPA Code of Ordinances.

7. Any normal construction activities creating noise in excess to the TRPA noise standards shall be considered exempt from said standards provided all such work is conducted between the hours of 8:00 A.M. and 6:30 P.M.

8. All existing infiltration facilities that are retained in the proposed project shall be cleaned and/or reinstated following project construction to provide required infiltration per the approved infiltration calculations.

9. Any and all new signs or changes to existing signs associated with the project shall be reviewed and approved by the City of South Lake Tahoe in accordance with the City/TRPA MOU.

END OF PERMIT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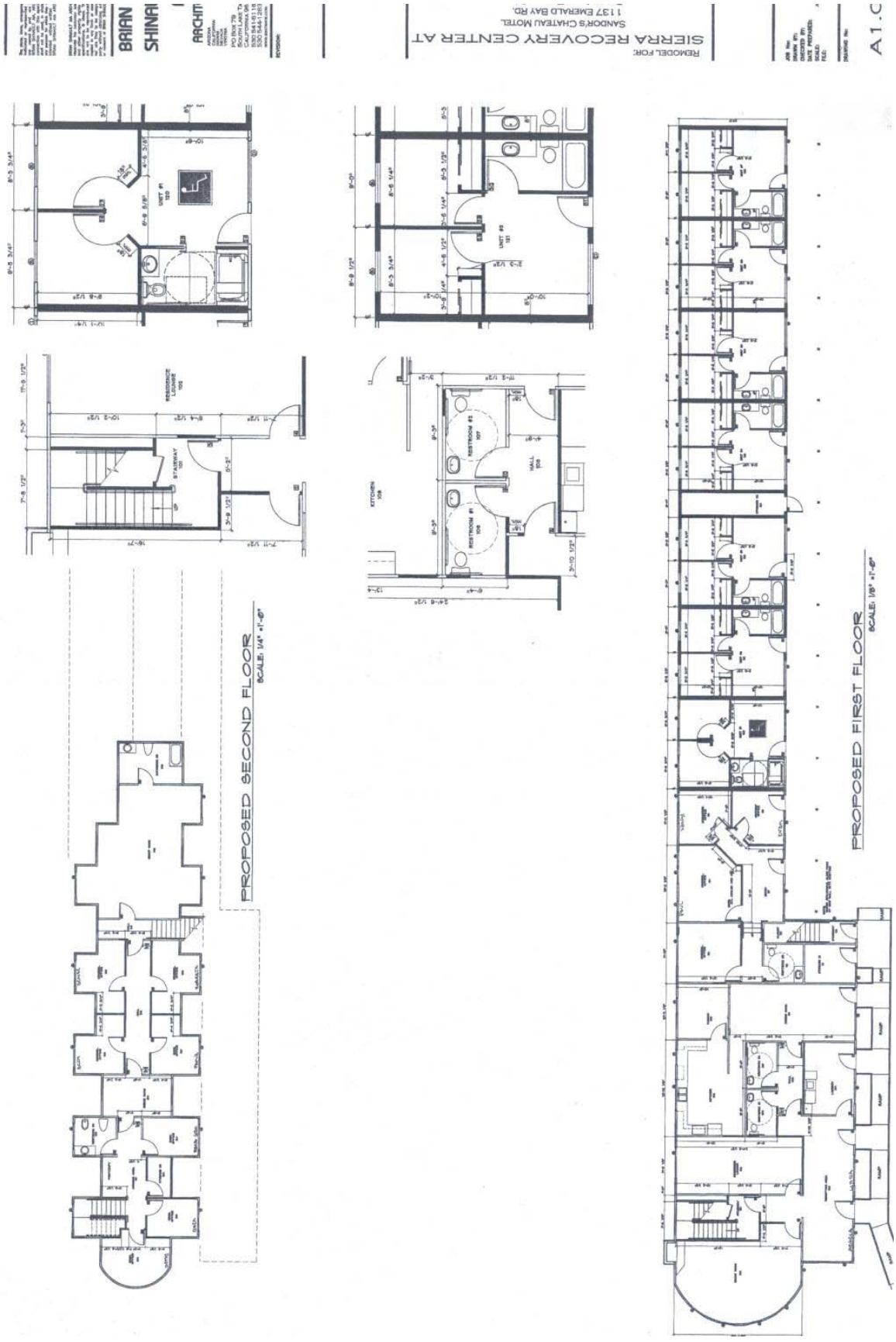
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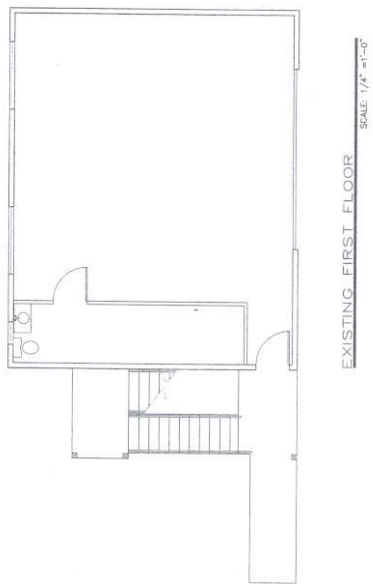

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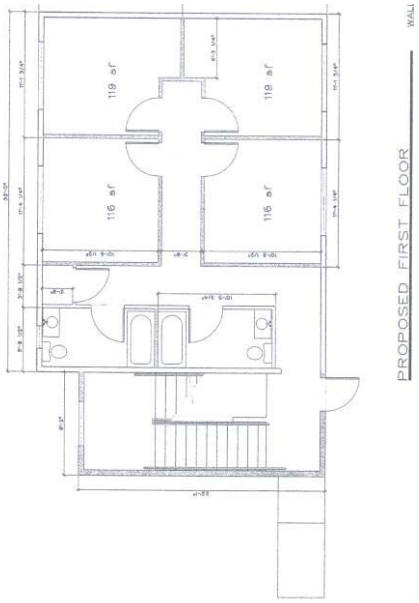

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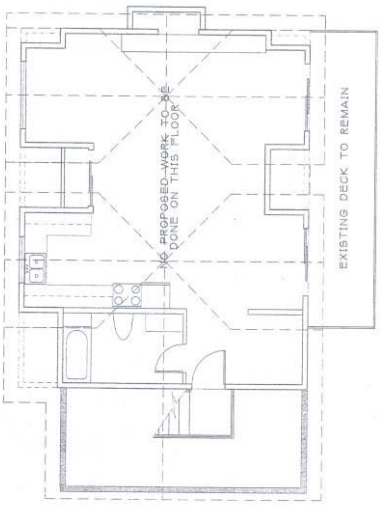

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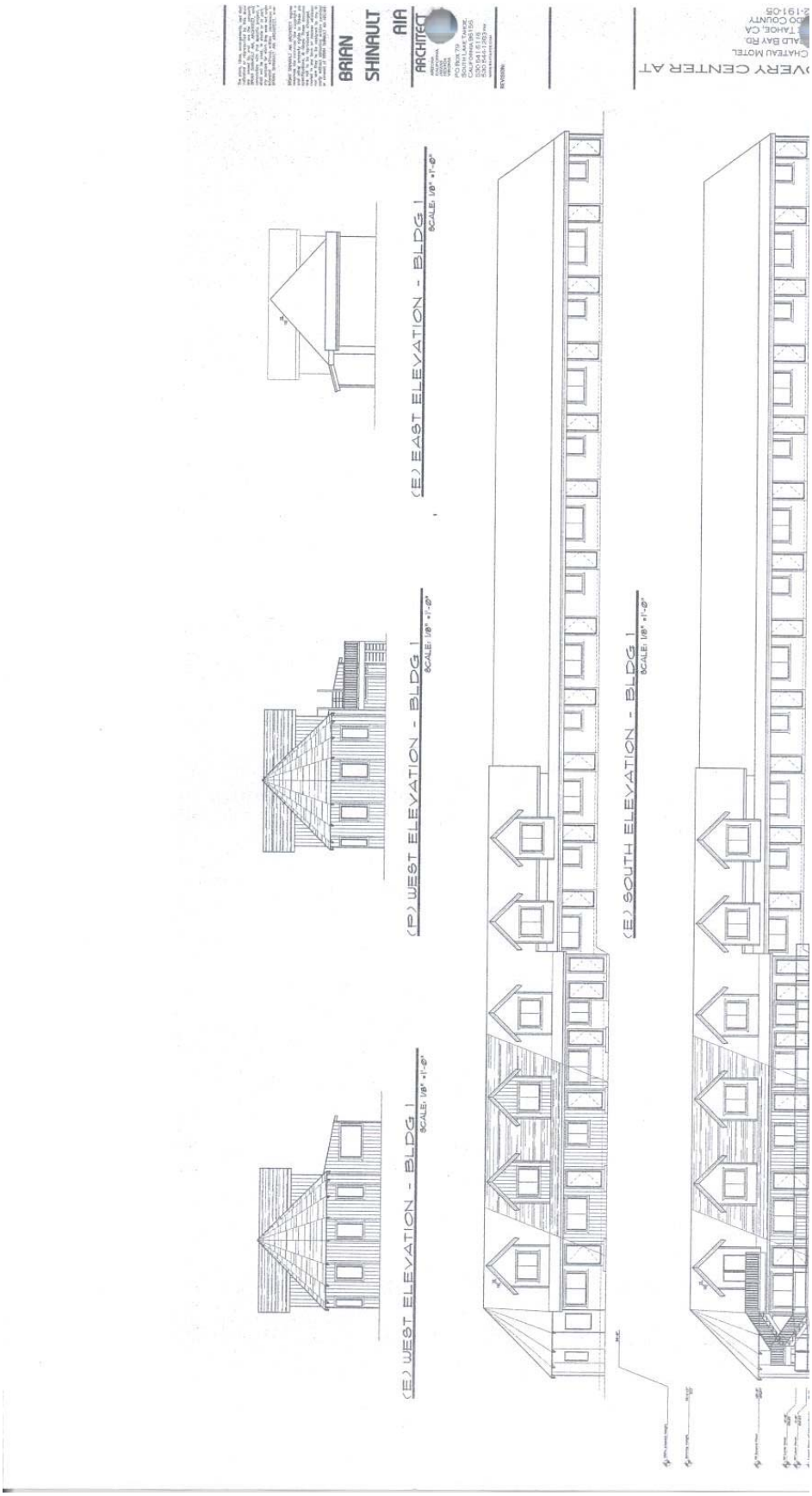
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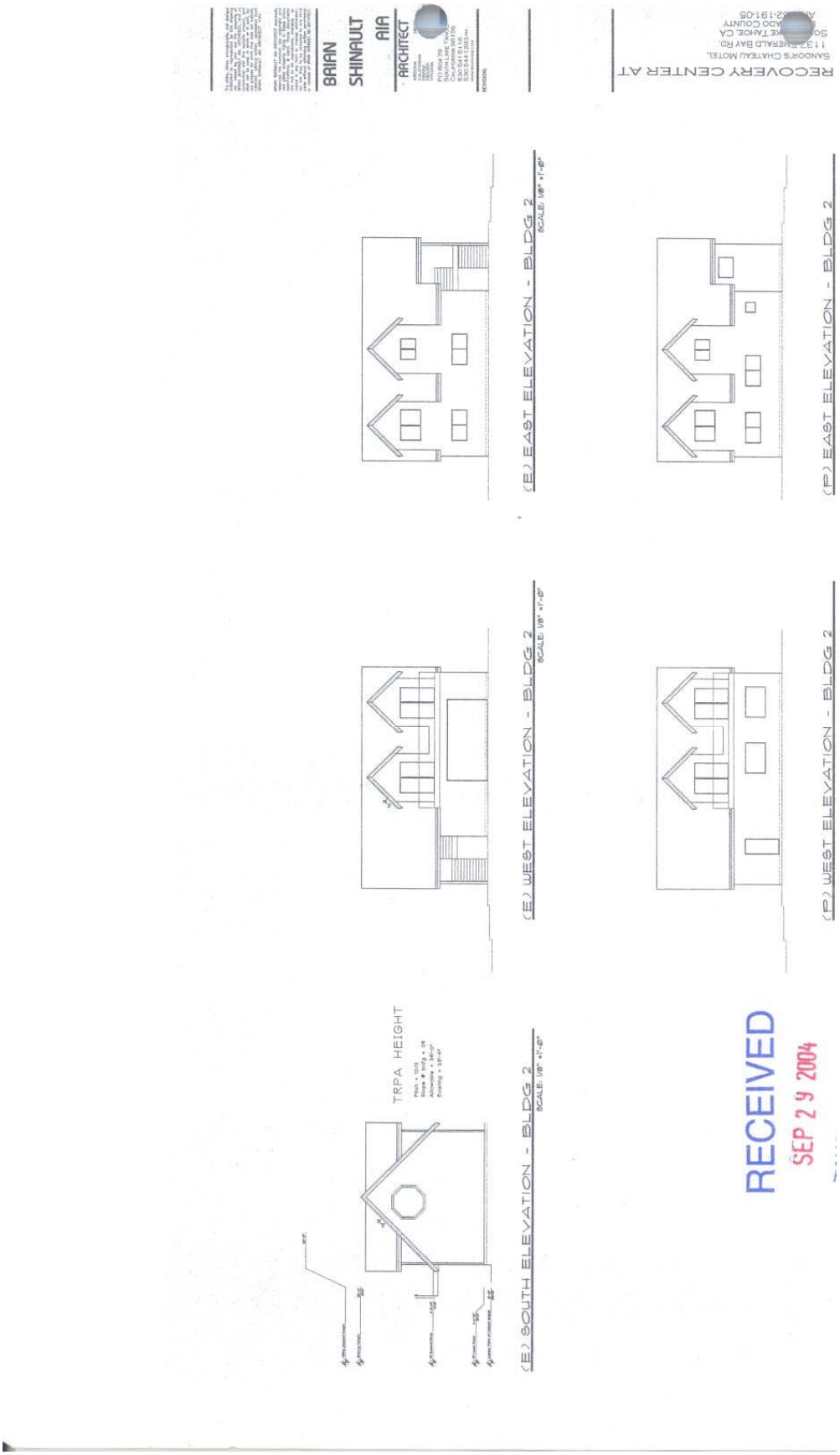
SCALE: 1/8" = 1'-0"


BRIAN SHINAULT AIA
ARCHITECT
RECOVERY CENTER AT
(E) EAST ELEVATION - BLDG 2
(P) EAST ELEVATION - BLDG 2
(E) WEST ELEVATION - BLDG 2
(P) WEST ELEVATION - BLDG 2
(E) SOUTH ELEVATION - BLDG 2
TRPA HEIGHT
RECEIVED
SEP 2 9 2004