

Joint APC and Governing Board Workshop Summary April 11, 2007



A joint session of the Advisory Planning Commission (APC) and Governing Board was held on April 11, 2007 at the North Tahoe Conference Center to engage APC and Governing Board members in thinking about the future of the Lake Tahoe Basin. The objectives of the meeting were:

- to discuss the Regional Planning Process
- to review public input that has shaped the draft Regional Vision including regional themes, principles and concepts
- to discuss collaboration
- to discuss the Demonstration Program process



Planning Process Update and Regional Vision Review

TRPA and Regional Planning Partners (RPP) gave an update on the process. This included how input from the Place-Based and Forum processes have informed the principles and concepts in the Draft Regional Vision Summary. What is the Regional Vision? The **Regional Vision** captures community values and outlines regional themes, principles and concepts that move us to action. The document will inform the development of the goals and policies designed to accelerate attainment of the environmental thresholds and desired conditions.

The **overall themes** identified last year included:

- Lake Clarity and water quality improvements
- Reducing the risk of catastrophic wildfire
- **Accelerating attainment of environmental thresholds**
- Community revitalization and reinvestment
- Planning for area-wide improvements (not parcel by parcel)

Ten regional planning concepts, including 4 environmental concepts, 2 land use concepts, 2 transportation concepts and 2 recreation concepts were reviewed by the Forum and presented to the APC and Governing Board. Based on input from the Forum and Public, RPP added a new concept for regional and community sustainability.

Planning Concepts to be incorporated into the Regional Vision:

Environmental Concept 1: Urban Environmental Improvements

Environmental Concept 2: Healthy Forest and Fuel Reduction

Environmental Concept 3: Watershed Improvement and Restoration

Environmental Concept 4: Sustainably Designed Communities (draft concept added following Forum and public input)

Land Use Concept 1: Mixed-mode Town Centers and Nodes

Land Use Concept 2: Socially and Economically Sustainable Communities

Transportation Concept 1: Mixed-mode Streets and Bike Trail connections

Transportation Concept 2: Mobility and Access

Recreation Concept 1: Community Recreation

Recreation Concept 2: Public Lands Recreation Uses and Access

*The following concepts were suggested by the Forum with some potential benefits listed:

Sustainable Design (set the bar high)

- Green construction
- Alternative energy
- Green transit
- Recycling

Vibrant Economy

- Sustainable, not seasonal
- Full time residents
- Destination lodging
- Livable communities

Governance

- Coordinated enforcement
- Local and regional cooperation
- Regional transportation and housing authorities
- Accountability / representation

Regional Themes, Principles, Concepts and Collaboration

The APC and Governing Board members discussed some leading issues that will shape the future of the Basin including; *water quality, housing and transportation*. These were identified as priorities from the Place-Based and Forum's work over the past two years.

The group discussed the need for improved interagency collaboration, proactively dealing with funding shortfalls and the need to track the status in moving toward regional sustainability. The following summarizes some of this input.

- **Inter-agency collaboration.** This is needed for all areas, including: water quality improvements such as neighborhood and sub-watershed efforts, an "around the basin" transportation system, and coordinated design standards and prioritization of water quality improvements when building roads or other transportation projects.
- **Establishing funding priorities.** Use funding effectively and prioritize areas where there are shortfalls. For example – the Tahoe Transportation District is called out in the Compact, but has yet to be fully funded. Leverage private funds for public improvements and net gain.

- **Work toward sustainability in all areas.** Know where we are now so we know move toward sustainability, make informed decisions, measure success and stay on track toward meeting our threshold goals.

Demonstration Program Process

An overview of the Demonstration Program objectives followed.

The purpose of the Program is to:

- Accelerate attainment of environmental thresholds
- Provide opportunities for revitalization and investment
- Improve quality of life
- Test effective and innovative regulations
- Support transit and non-auto modes
- Create the best mixed-use projects that demonstrate a “net gain”

The Demonstration Program will help inform the Regional Plan update. The intent is to learn from the program and help understand how to encourage “net gain” results. The Program and associated projects will provide clear public benefit and feature a public-private partnership. It will also showcase a commitment to timely implementation with incentives tied to successful completion.

The Board members noted that collaboration will be the key to making the Demonstration Program work. There needs to be a single, consolidated system that works at all levels among jurisdictions. For example – joint review, joint design and joint approval should be pursued instead of submitting permit applications to multiple locations for approval.

The group identified the need for better organization and expressed concerns over staffing issues and funding. The program needs to be incentive-based and the concept of “net gain” needs to be more clearly defined.



The group discussed water quality, housing and transportation. The input is documented below.

WATER QUALITY

Question #1: What are the top two benefits we can achieve in the area of water quality improvements?

- Reductions in suspended solids and nutrient loads
- Improvement in lake clarity
- If transit implemented well, then reduction in traffic, less transit impacts, less particulate matter and an improvement in air quality.
- Reduction in runoff on the way to the lake
- Erosion control projects
- Roadway BMPs, sand/soil separators
- Basin-wide stormwater treatment/drainage design and maintenance
- Redevelopment improvements (Kings Beach)
- Truckee River Restoration

Question #2: Since Transportation improvements could have a big impact on water quality, then who is responsible for the design and what are the associated elements of that design?

Part 1 (Who needs to be involved):

- Departments of Transportation – State and local
- Counties
- Cities
- GID's
- TMPO
- Engineers
- Planners
- Private entities

Part 2 (elements of the design):

- Standards
- Maintenance
- Sanding/snow removal
- Lighting
- Signage
- Parking
- Traffic control
- Pedestrian/mixed-mode options

Question #3: What are two collaborative solutions that integrate water quality and transportation?

- Interagency collaboration at all levels including regional review and approval of plans and regional agreements
- Standardized state of the art engineering solutions and involvement by the Tahoe Interagency Executives
- Coordination at a sub-watershed level – requires collaboration among jurisdictions
- MOUs between regional and state governments, basin-wide districts
- Coordination of basin-wide transportation options
- Prioritization of water quality improvements to be required when doing road/transportation projects
- Consistent design standards focused on water quality improvements
- Special inter-jurisdictional assessment for road drainage
- Retrofit programs

- Effective performance measures
- Price of gas (will influence transportation use)
- Loop roads where appropriate
- Redesign SLT golf course
- Off-street and non-motorized trail option around entire Lake (need to plan, engineer and find funding), include low or zero emission options such as solar and ferry access.
- BMP handbook
- Basin-wide stormwater district that can collect fees on a parcel basis.
- Sediment reductions and redevelopment partnerships to focus on water quality improvements
- Funding for long-term maintenance
- Drainage master plans – take to neighborhoods and integrate resource areas
GE analogy – do this for transportation and collective funding

HOUSING

Question #1: What are the biggest challenges for housing improvements in the Basin?

- Price of land
- Height, density and subdivision limitations and current code of ordinances
- NIMBY (not in my back yard) factor related to affordable housing projects
- Providing for all (socio-economic bases) in the region
 - "We've incentivized building trophy homes"
- Providing places that demonstrate a pride of ownership
- Effects of second home ownership
- Loss of full-time residents, more fragmented ownership (and not actively addressing this as we plan)
- Lack of involvement by major employers, workforce needs to be more involved/workforce needs to live here
- Lack of inclusionary housing
- Know how to pursue feasible do green/sustainable development
- No current inventory or assessment of vacant homes, lack of understanding of current housing inventory/situation
- Difficulty to make profit
- How do you build in profit mode?
- Temptation to do social engineering
- Government restrictions
- Lack of incentives for affordable housing
- Lack of financial mechanisms
- Outlaw homes without passive solar
- Rehabilitation and maintenance of dilapidated housing and mobile home parks
- Fitting income levels with available stock

Question #2: Where shall we start?

1. Do an inventory so we know what exists.
2. Develop a consistent policy.
3. Determine if we have the capacity to make it feasible.

4. Confirm who is responsible for the various aspects.

TRANSPORTATION

Question #1: What should be our approach to Transportation in the Basin?

- Seamless around the Basin
- Convenient for locals (including families) and visitors
- Efficient in and out of the Basin
- Multi-modal (pedestrian-friendly) including a trail around the Lake
- Fund the Tahoe Transportation District
- Redirect funding from planning toward implementation
- Alternative trail systems and to the automobile
- Meet customer needs and reduce VMTs (vehicle miles traveled)
- Consistent in level of service
- Water transit options
- Clean, ubiquitous, fun, flexible, frequent, free, fast...
- Environmentally and pedestrian-friendly, green fuels
- 89 realignment at Tahoe City
- Delivery system options

Next Steps

Future meetings will include a staff work session to discuss criteria for the Demonstration Program. The Core Planning Team members will also help to shape and improve the program.

A joint Planning Working Group meeting will be held on May 16 and a second Forum workshop on May 17 at the Tahoe Center for Environmental Sciences building with tours of the platinum certified LEED building on both dates.

The Governing Board will meet again on May 23 and the APC members are invited to attend the second work session. Regional Planning Partners will create an agenda for discussing the key regional issues to inform the Goals and Policies document.

Members of the public in attendance had no additional comments to add. Chair Allen Biaggi ended the meeting by thanking both the APC and GB members for their participation.