

## Summary of Recent TRPA Governing Board Meetings

The agendas for the last three months of Governing Board meetings have been unusually light. Following is a brief summary of actions taken by the Agency since May of this year.

### **May 27, 2015**

Following years of planning and study, the Governing Board unanimously approved Alternative 1/Option 2 of the State Route 89/Fanny Bridge Community Revitalization Project and certified the associated environmental impact statement. This approval was supported by the Agency's Advisory Planning Commission, the Tahoe Transportation District and the Placer County Board of Supervisors. Under the selected alternative, State Route 89 will be realigned as a two-lane segment of highway crossing the Truckee River at a new bridge location further downstream. The existing section of SR 89 between Fanny Bridge and the new roundabout to the east will be relinquished to Placer County and become a local street affording the community the opportunity to use this landmark location for more bicycle/pedestrian centric uses.

Earlier that morning, the Regional Plan Implementation Committee (RPIC) met to discuss a pilot program proposed by staff that would allow for the conversion of Commercial Floor Area (CFA) to Tourist Accommodation Units (TAUs) at a conversion ratio of 454 square feet of CFA to 1 TAU using the TRPA's bonus unit pool. The goal of this 3 year pilot program is to ensure an adequate supply of TAUs to incent environmental restoration by offering these bonus units from the pool in exchange for the removal of legacy development from sensitive lands, the restoration of these lands and the transference of these development rights into designated town centers. At the conclusion of the discussion, staff was directed to return at a later date with refinements to the proposal.

### **June 24, 2015**

Staff briefed the Governing Board on the 2016 update to the Regional Transportation Plan. This update, due in the fall of 2016, is especially important due to the extensive planning input at the local level. The 2016 RTP proposes the transportation systems needed to support the type of redevelopment that can

deliver the environmental, economic and quality of life benefits envisioned by the Regional Plan Update of 2012.

Under planning matters, the Governing Board reviewed the Notice of Preparation for an Environmental Impact Report/Environmental Impact Statement for the proposed Placer County Area Plan and Tahoe City Lodge Project entertaining questions and comments from the public and Board regarding the scope of the plan and potential impacts.

### **July 22, 2015**

Under public hearing items, the Governing Board conducted a Regional Plan conformance review of the City of South Lake Tahoe's Tahoe Valley Area Plan. In separate actions, the Board 1) adopted an amendment to the 1987 Land Capability Map to more accurately reflect stream environment boundaries within the Tahoe Valley Area, 2) found that this amendment had no significant environmental effect, 3) found that the adoption of the Area Plan and the associated code amendments had no significant environmental effect, 4) amended the aforementioned Plan into the Regional Plan and 5) amended the TRPA Code of Ordinances accordingly. TRPA and City staff did an exemplary job of enumerating the benefits of the Area Plan which is designed to improve the built environment, enhance the walkability and "bikeability" of the area in and around the wye, create community gathering places, promote entertainment and recreation uses, further develop and capitalize on the health care district anchored by Barton Hospital and develop a workable integration of mixed uses.

In other matters, the Board endorsed staff's 2015-2020 strategic initiatives which focus on the following priority areas:

1. Addressing legacy land uses through commodity system changes, development assistance, and local government area plans.
2. Finding funding for the Environmental Improvement Program to address forest health issues, aquatic invasive species and stormwater operation and maintenance.
3. Addressing climate related shoreline changes through the development of a shoreline adaptation strategy to deal with safety and health related access and recreation issues.

4. Promoting alternative forms of transportation through the Regional Transportation Plan update; and
5. Using the best available data and science to prepare the next threshold evaluation report with a technical rigor confirmed by peer review that will identify any needed Regional Plan amendments.

If you have any questions regarding the foregoing report or would like further information about recent activities at the Agency, please don't hesitate to contact me by email or phone.

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