

From: [Robert Aaron](#)
To: [Tahoe Regional Planning Agency and the Marlette Lake Water System](#); [julian.juliangresser](#); [Robert Berg](#); [Ben Levi](#); [Monica Eisenstecken](#); [David Jinkens](#); [Al Miller](#); [Dana Tibbitts](#); [madlands@aol.com](#)
Subject: Microplastics and Nanoplastics in Atheromas and Cardiovascular Events | NEJM
Date: Monday, March 25, 2024 11:00:38 AM

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<https://www.nejm.org/doi/full/10.1056/NEJMoa2309822>

Sent from my iPhone

From: [Wendy Jepson](#)
To: [REDACTED]
Cc: [John Hester](#); [Julie Regan](#); [Kimberly Caringer](#); [Paul Nielsen](#); [Sarah Underhill](#); [Jeff Cowen](#); [Research Generic Mailbox](#); [Tahoe Regional Planning Agency and the Marlette Lake Water System](#)
Subject: RE: Projects with Story Poles during the approval process
Date: Wednesday, April 3, 2024 4:24:05 PM

Some people who received this message don't often get email from wjepson@trpa.gov. [Learn why this is important](#)

Ms. Burden-Austere:

The following is in response to your question on how potential code amendments are considered and prioritized.

Each year, the TRPA Governing Board completes a priority-setting process where staff reviews the current strategic priorities, planning needs, and suggestions on other projects and programs. Staff then prepares a workplan and budget for the coming year for the Governing Board to review and potentially approve. We will include your suggestion to build on our existing scenic resources program, which is recognized around the country for its high degree of environmental protection, during the priority-setting process this year. Although the annual workplan is constrained by limited resources, we are committed to continuous improvement in the agency's policies and procedures. We anticipate workplan discussions by the Governing Board to take place in the May/June timeframe.

Thank you,

Wendy Jepson
Department Manager
Permitting and Compliance Manager
Office 775-589-5269
wjepson@trpa.gov



From: Niobe Burden Austere [REDACTED]
Sent: Thursday, March 28, 2024 1:15 PM
To: Wendy Jepson <wjepson@trpa.gov>
Cc: John Hester <jhester@trpa.gov>; Julie Regan <jregan@trpa.gov>; Kimberly Caringer <kcaringer@trpa.gov>; Paul Nielsen <pnielsen@trpa.gov>; Sarah Underhill <sunderhill@trpa.gov>; Jeff Cowen <jcowen@trpa.gov>; NV Legislative Committee Research Division staff <research@lcb.state.nv.us>; Public Comment NV Legislative Committee <tahoe@lcb.state.nv.us>
Subject: Re: Projects with Story Poles during the approval process

Hello Wendy et al,

The current story poles policy is VERY WEAK considering TRPA's responsibility for upholding the Bi-state Compact mandated Scenic Threshold. Story-Poles are meant to assist planners and the public in understanding a project's size, bulk and scale in relation to the neighborhood and its effects on important public scenic views. Story poles are meant not only for the planner to envision but for the community to also see and should be in place for more than one day at the planner's discretion. I don't understand why this practice is not more in line with what other communities such as Santa Barbara, Solana Beach and Marin County implement.

As a community member, I want to propose TRPA code to include the implementation of story poles for all projects over 1 story in height on all corners and elevations for a period of time for more transparent rendering of a project for decision makers and the community? How does TRPA write and introduce a new code for approval?

Of course, there are many other policies from other California towns (a couple I've attached below) to consider when drafting this code but it should at a minimum address the following:

- Be implemented on all proposed projects that are more than 1 story (other communities indicate 17 feet from existing grade). There are many additional details in the attached materials including the request to waive to the design review committee, for those projects where it makes sense to do so.
- Story poles should be WHITE (as White shows up best) at each exterior corner to show mass and distance from other structures/streets, poles with white balloons at the various elevations indicating heights (Details of language in attached two examples from Solana Beach and Santa Barbara)
- There should be a minimum time period in place they will be displayed - minimum length of time before public hearing (such as a week like most) for the public to be able to see
- The cost to implement and certification by a land surveyor should be born by TRPA representing the public's interests, while the cost of the story pole plot plan should be at the cost of the builder/developer.

These are of course just suggestions I hope TRPA would consider to improve trust and transparency for the public.

What would be next steps?

Niobe Burden Austere



Tahoe Vista property owner and conservation photographer

On Mon, Mar 25, 2024 at 2:52 PM Wendy Jepson <wJepson@trpa.gov> wrote:

Dear Niobe Burden Austere,

Thank you for your email. I am the Permitting and Compliance Department Manager and I can answer questions about story poles. We use story poles or sometimes a balloon (as a large balloon may be easier to see from a distance) on a case-by-case basis as part of our project review. While there is no requirement for story poles or balloons in the TRPA Code, it is a tool that planners can use. Attached are some sample pictures where we used a story pole or balloon to get a better idea of the height of a proposed cell tower or a larger development project. If a planner chooses to request a story pole or balloon, they are present when it is used in the field. We have been using story poles or balloons as needed for many years.

Please let me know if you have any other questions.

Thank you,

Wendy Jepson
Department Manager
Permitting & Compliance Department
(775) 589-5269



*Connecting people with information to improve decision making
and sustain investments in the Lake Tahoe Basin.*

<https://laketahoeinfo.org/>

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From: Niobe Burden Austere <[REDACTED]>
Sent: Friday, March 22, 2024 4:19 PM

To: John Hester <jhester@trpa.gov>

Cc: Julie Regan <jregan@trpa.gov>; Wendy Jepson <wjepson@trpa.gov>; Kimberly Caringer <kcaringer@trpa.gov>; Paul Nielsen <pnielsen@trpa.gov>

Subject: Re: Projects with Story Poles during the approval process

Hi all,

My email from March 8th may have slipped through the cracks.

Can someone please provide the following information as indicated they would:

1. Does TRPA have “photos for the record” of any projects on the lakeside with story poles within the last 10 years? Residential or otherwise?
2. What are the requirements? Any information you provide a builder/developer regarding the requirement of story poles would be helpful.
Long time residents indicate they used to be used but have not seen them in later projects.
3. Who typically is responsible for placing them? Is there a licensed engineer that TRPA contracts like in other jurisdictions? or is it left up to the builder/developer to provide their own contracted story pole placement contractor?

Thank you for the clarification

Niobe Burden Austere

[REDACTED]

On Fri, Mar 8, 2024 at 10:51 AM Niobe Burden <[n\[REDACTED\]@trpa.gov](mailto:n[REDACTED]@trpa.gov)> wrote:

Thank you.

In addition, any information you provide a builder/developer regarding the requirement of story poles would be helpful.

Thanks

Sent from my iPhone
Niobe Burden Austere

On Mar 8, 2024, at 10:42 AM, John Hester <jhester@trpa.gov> wrote:

Ms. Burden:

I am not surprised you haven't seen any with the limited amount of development allowed in the Basin. Nevertheless, I will ask our Permitting and Compliance staff to check recent project files to get you an example of the use of poles and respond to your other questions.

Best,

John B. Hester, AICP
Chief Operating Officer
and Deputy Executive Director
Tahoe Regional Planning Agency
o: 775.589.5219
m: 775.848.6824
e: jhester@trpa.gov

<image001.png>

From: Niobe Burden <[REDACTED]>

Sent: Friday, March 8, 2024 10:29 AM

To: John Hester <jhester@trpa.gov>

Cc: Julie Regan <jregan@trpa.gov>; Wendy Jepson <wJepson@trpa.gov>;
Kimberly Caringer <kcaringer@trpa.gov>

Subject: Re: Story Poles

Thank you for your email Mr Hester.

Strange because I've never seen story poles used in any of the McMansions being built on the lake in the last 20 years I've been here.

Do you have actual "photos for record" of any projects - McMansions on the lake with story poles within the last 10 years? I know there have not been many projects (at lesser in north lake) but plenty of luxury homes which would have had this requirement.

Who typically is responsible for placing them? Is there a contracted licensed engineer that TRPA contracts like in other jurisdictions?

Sorry if I've missed something. Just 2-3 would be helpful to know with photos.

Thank you for the clarification

Sent from my iPhone
Niobe Burden Austere

On Mar 8, 2024, at 10:11 AM, John Hester
<jhester@trpa.gov> wrote:

Ms. Burden:

Julie Regan, Executive Director, asked me to provide this response to your public comment suggesting use of story poles.

The short response is we have and do use them. We also use many other tools as part of our Scenic Quality work. The following provides you with some background on this and links to specific documents.

As you probably may know the TRPA Bi-State Compact requires us to create threshold standards, prepare a regional plan that identifies how to attain and maintain those standards, and a development code that is used to review development applications and require that standards are met. The adoption of scenic standards, goals, policies, and regulations as called for in the Compact have resulted in TRPA having some of the most stringent scenic requirements in the country (e.g., we regulate the color a house can be painted). These requirements also address scenic assessments. We have used story poles (e.g., lakefront homes, cell towers), cranes (e.g., cell towers), tethered balloons (e.g., cell towers, hotels), drones (cell towers, hotels), and require visual simulations from multiple viewpoints including on the Lake and from specific locations on streets and highways.

The standards, etc. can be found here:

Threshold standards – <https://www.trpa.gov/wp-content/uploads/Adopted-Regional-Plan.pdf> The Scenic Quality threshold standards, SR-SR8, are on pages 14 and 15 and in Attachments C-H in the Thresholds Standards section of this document.

Regional Plan goal and policies – <https://www.trpa.gov/wp-content/uploads/Adopted-Regional-Plan.pdf> The Regional Plan goal, SR-1, and policies, SR-1.1 – SR 1.3, are on pages 4.22 – 23 in the Regional Plan section of this document.

Code of Ordinances – <https://www.trpa.gov/wp-content/uploads/TRPA-Code-of-Ordinances.pdf> The Scenic Quality Chapter, Chapter 66, in this Code of Ordinances document is on pages 66-1 – 66.13.

If you have further questions about this information please contact Wendy Jepson, Permitting and Compliance Director. She or one of her staff will be happy to help.

It is obvious from your comments that TRPA can improve how we communicate our standards, plans, and regulations so I have provided a copy of this response to Kim Caringer, Chief Partnerships Officer and Deputy Executive Director. She and her Communications Department staff are continually looking for ways to improve our communications and I hope you will consider providing them with your perspective and ideas for improvements in the future.

Best,

John B. Hester, AICP
Chief Operating Officer
and Deputy Executive Director
Tahoe Regional Planning Agency
o: 775.589.5219
m: 775.848.6824
e: jhester@trpa.gov

<image001.png>

May 2, 2024

Legislative Committee for the Review and Oversight of the Tahoe Regional Planning Agency
and the Marlette Lake Water System

Re: Solutions to litter issues on Tahoe's east shore

Committee Chair, Vice Chair and members -

As you travel along the east shore of Lake Tahoe today, and visit the Thunderbird Lodge, we would like you to notice the efforts the League to Save Lake Tahoe (the League, AKA Keep Tahoe Blue), in collaboration with our state and local partners, have been making to reduce litter and roadside parking throughout the corridor while maintaining recreation access. We have been working to identify and implement solutions within our capacity as a nonprofit organization while weighing in on plans and advocating for funding to complete the State Route 28 Corridor Project. Details are provided in the pages below.

If you see Bill Watson at the Thunderbird, please ask him how the litter, trespassing, and environmental degradation issues are now compared to the past. We hope you will hear about the progress that has been made and the work that still needs to be done. He is a wealth of knowledge and solutions oriented like us at the League.

All of this work is part of our mission to protect and restore the environmental health, sustainability and scenic beauty of the Lake Tahoe Basin.

We look forward to seeing you at Sand Harbor to talk about the innovative new beach cleaning robot we are enabling and our new Blue Beaches program.

Sincerely,



Darcie Colins
Chief Executive Officer



Gavin Feiger
Policy Director

Keep Tahoe Blue Litter Initiative: East Shore Litter Reduction

Problem Statement

Lake Tahoe's east shore, along State Route 28 in Nevada between Incline Village and Spooner Summit, has several popular beaches and a mix of established parking and trails and illegal roadside parking and social trails. The corridor is one of the top tourist destinations in the Lake Tahoe Basin, with Sand Harbor State Park as the most popular location. Recreation management has not kept pace with the increase in visitation resulting in serious environmental damage from parking on dirt, trampling vegetation and, maybe most impactful, littering. League staff has identified three of the most highly-impacted areas where resource damage can be addressed in the short term: improved management of the Incline to Sand Harbor bike path, parking management and education at Thunderbird Cove, and litter abatement at the unofficial Spooner sled hill.

Background

The State Route (SR) 28 Corridor Plan ([link](#)) was adopted by the Tahoe Transportation District (TTD) in 2013 to address recreation impacts from Incline Village to Spooner summit on Tahoe's east shore. The Plan calls for a separated paved multi-use trail, expanded and new off-street parking, improved and additional restrooms, social trail consolidation and management, and improved trash service. The section from Incline to Sand Harbor was completed in 2019 and is known as the Tahoe East Shore Trail (formerly known as the North Demonstration Project of the Nevada Stateline-to-Stateline Bike Path). The Demonstration Project includes a 3-mile section of multi-use trail, managed off-highway parking, increased parking enforcement, and additional visitor management with some regular litter pickup and restroom maintenance. The SR 28 Corridor Plan will continue the bike path, parking management, and recreation management from Sand Harbor to Spooner. While this project will likely solve many of the problems, including the "hot spot" at Thunderbird Cove, the Plan will not be implemented for several years at best and there is a critical need to address parking and litter issues immediately. Additionally, management needs to be improved along the Incline to Sand Harbor path that has been completed and the Spooner sled hill is beyond the project boundary.

East Shore Trail

The East Shore Trail has been even more popular than expected. While that makes it a great demonstration project for parking management (creating paid parking lots and restricting roadside parking), and providing alternatives to driving (bike path and east shore express bus), the number of people using it have resulted in resource damage. More people have resulted in more litter and graffiti and new social trails cutting off of the paved trail. The paid parking system funds management of the trail and parking areas, and an MOU is in place with all relevant land managers (the Corridor Management Team - CMT) and operators to direct those funds. Nevada State Parks (NV Parks) is in charge of litter control and restroom maintenance. They are able to spend about 2 hours per day during the busy season and two hours 3-4 days a week in the off season. There is also a parking ambassador at the paid parking lots to explain the system and help educate visitors. It is unclear if more hours are needed or if those hours need to be spent more efficiently. The League has a few Tahoe Blue Crew (TBC) groups that clean up along the trail and parking lots.

Thunderbird Cove

This is a small cove just north of the Thunderbird on United States Forest Service (USFS) land. The cove has a very small beach area at low lake levels, with rock outcroppings transitioning to forest and a small riparian zone landward. In 2021, the League to Save Lake Tahoe (League), NV Parks, and the Thunderbird Lodge Preservation Society reached out to USFS and Nevada Department of Transportation (NDOT) with a proposed solution to increasing environmental degradation north of the Thunderbird Lodge.

Over the last decade, the area has become better and better known for free beach access as a replacement for Sand Harbor and Chimney Beach which are often at capacity. This area is recognized as being overused and based on rough counts in 2020, up to 600 people were observed in the area that is accessible from the highway on a busy summer day. The overuse was exacerbated due to COVID, but it is an ongoing problem spot which needs to be addressed. This cove can only accommodate a few dozen people but a few hundred people regularly parked illegally and heavily impact the area with social trails, vast amounts of litter, dangerous and sometimes illegal fires and open grills, human feces, social trails, graffiti, etc. It is even heavily used at nights with regular law enforcement response to fights and illegal fires. In 2021, the League, Thunderbird Lodge, and NV Parks reached out to USFS and NDOT with a proposal to use physical barriers to restrict parking to the limited paved areas that could accommodate a handful of cars - the amount of use appropriate from the site. Despite an adjacent NDOT water quality project occurring in 2021 and some initial interest due to safety, water quality, and resource protection impacts, neither NDOT or USFS was able to commit to implementing solutions. This was in part due to the meandering property line between USFS and NDOT right-of-way in the area. In July of 2021, volunteers installed wooden bollards to block off the dirt areas in the Thunderbird Cove pullout and installed new signage regarding parking and litter. In August, NDOT surrounded the bollards with rip-rap, also extending along both sides of the highway. At last report, parking visitation, and litter were both reduced to some extent. People are finding new places to park directly along and off the highway, but the amount of trash - especially large items like BBQs and coolers - was noticeably less.

Spooner sled hill

This unofficial and very popular sledding area at Spooner Summit has been a litter hotspot for years. It is plagued by the too common problem of multiple land managers with overlapping lands and responsibilities but not enough resources. The hill itself is on USFS land while the parking lot (where the AIS station is located in the summer) is maintained by NDOT. For years, League volunteers have been picking up trash on and around the sledding hill. There have never been garbage cans or restrooms, and there is no parking management, making it a messy free for all when thousands of people descend on the area over a busy winter day. Over the 2020-21 winter, one Blue Crew conducted 30 cleanups for a total of 134 hours and collected 1,981 pounds of trash. This is commendable, but there is nowhere to put the trash after it is collected. NDOT has been able to pick up the collected trash somewhat regularly, but not always. The League also worked with the Tahoe Fund to build a sled corral and install educational signs. Those efforts did not have much of an effect. The sled corral turned into a big garbage corral and the signs did not seem to reduce the amount of litter. The situation was not sustainable - our Blue Crews cannot keep up with the litter, the sledding area is becoming more popular, and the land managers do not have the funding or staff time to provide the solutions needed. Additionally, the USFS does not want to formalize and manage the sled hill, including putting up signs, because that will make them liable for injuries that could happen during snow play. In the spring of 2021, League staff and Blue Crew met with the Tahoe Fund, USFS, and NDOT to start planning for winter 2021-22. We were not able to get any of the land managers or patterns to take a leadership role, or even unofficially support our grassroots efforts. After a

couple months of bureaucracy and planning in November and December of 2021, League staff applied for and received a Temporary Use Permit to install a dumpster and two portable restrooms for a 2 month pilot, beginning at the end of January 2022. NDOT also contracted Clean Tahoe to pick up trash at least 5 mornings per week, which also seemed to help.

League Position on and Current Status of East Shore Litter

Each of these three efforts, if successful, will be examples of how to deal with different types of litter hotspots throughout the Tahoe Basin.

East Shore Trail

In spring and summer of 2021, League staff joined Corridor Management Team (CMT) meetings to express our concerns and provide cleanup data from our TBCs. The CMT reaffirmed that Nevada State Parks is responsible for litter cleanup and they are a little short on funding to add more staff hours, but they will reconsider “hot spot” areas they focus on and try to adjust staff seasonally to address the busiest times. The League received fewer complaints of litter issues 2021-23 and Blue Crew data shows fewer cleanups and less litter reported. We will continue to use TBC data and observations along with the Citizen Science litter reporting app to help identify litter hot spots and even real-time litter issues that we can share with NV Parks in the hopes that they will have the resources to respond.

Thunderbird Cove

The SR 28 Corridor plan will provide some relief, but it is being implemented slowly due to a lack of funding and the damage to the environment may be irreparable by then. After we instigated some remedies in 2021 (bollards followed by NDOT rip-rap), we still want to see the following solutions implemented that do not conflict with the ongoing plans for the entire corridor of the specific location adjacent to the Thunderbird property:

- On the mountain (east) side, remove the “authorized vehicles parking” sign and replace it with “no parking,” use barriers and signage to restrict roadside parking and illegal OHV access and use.
- Extend no parking to Marlette Creek (the area is being overused and one of the solutions identified in Washoe area plan is roadway parking controls). The 2013 Corridor plan identifies this as a need.
- Install interpretative signage at the trailhead, following recommendations in the 2007-11 USFS project – Thunderbird history, resource protection, and rules addressing social trails, litter, and fire safety.

The visitor demographics have changed at Thunderbird Cove. There are fewer vehicles, but trending more toward large families/groups in large vans. They descend on the Cove and forest with BBQs, food, floaties, etc. Thunderbird staff continues to clean up regularly, and especially after each weekend.

Spooner Sled Hill

In the winter of 2021-2022 (January 15 - April 7), the League funded a pilot project to provide a dumpster and two portable restrooms in the parking area, along with additional signage about proper waste disposal. NDOT also contracted Clean Tahoe to conduct litter pickups 5 days per week, in the mornings. Finally, our Tahoe Blue Crew, Team Uppaway, continued to conduct cleanups, incentivized by the solutions we implemented. Success from the 2021-22 winter include:

- More trash, less litter. In 2021, our Tahoe Blue Crew collected nearly 2,000 pounds of trash (4,000 gallons) in the sledding area and parking lot. Combined with the less

frequent Clean Tahoe efforts, we estimate the total trash at nearly 3,000 pounds (6,000 gallons). In 2022, the Blue Crew only collected 126 pounds of trash from the area (344 gallons). The dumpster collected 30 cubic yards of trash (6,000 gallons). Clean Tahoe also collected a large amount of garbage, but they have not shared their data yet.

- Improved signage. The League created and had professionally made large signs in English and Spanish directing people to use the dumpster, proper use of the sled corral, and portable restroom cleanliness.
- More and improved partnerships. We coordinated closely with NDOT for the first time, increased engagement with the Forest Service and Nevada State Parks, and brought in code compliance to address illegal vendors.

Realistically long term, there are only two options - manage the sledding area or close it down. Closing the parking lot is not desirable for a number of reasons - NDOT uses the lot for snow removal operations and people would just park along the highway more making it more unsafe. The hill itself is public lands and the public should be able to access it for free and have fun, but we considered conducting a restoration project to make sledding less desirable (planting trees and placing boulders) while allowing other uses. We also tried to work with NDOT to find a way to permit a concessionaire in the parking area to sell food and drinks and maybe sell or rent snow play equipment and/or manage the lot as paid parking. The concessionaire would then be responsible for providing restrooms and making sure the area is clean of litter.

In late 2022, we gave up on NDOT's support for a more permanent solution and re-initiated the temporary permitting of a dumpster and porta potties for the 2022-23 winter season (December - April). We had similar results as the 2021-22 season in terms of litter abatement.

After continued discussions with NDOT, and elevating our requests to the Director level, we finally got them to pay for dumpster and restrooms for the next two winters (2023-24 and 2024-25). NDOT amended their agreement with Clean Tahoe to include maintenance of a six yard dumpster in addition to the previously provided litter removal. The agreement also includes two portable restrooms to be serviced twice a week. The dumpster and restrooms will be provided roughly Dec. 1st- Apr. 1st when the sled hill is in use.



Building Community Where You Live.Work.Play.

May 2, 2024

To: Nevada Legislative Committee for the Review and Oversight of the
Tahoe Regional Planning Agency and the Marlette Lake Water System

From: Linda Offerdahl, IVCBA Executive Director

IVCBA is the community and business association for Incline Village and Crystal Bay. As are all of the communities in the Tahoe Basin, we are beset with problems with our workforce. It is difficult for employers to find workers and keep them due to the high cost of housing.. When people move to a larger urban area, they often find jobs closer to home that don't require an expensive commute. Building workforce housing is prohibitive at the Lake

Transportation is a critical component on many levels. Regional commuter transportation would greatly help the workforce. Incline Village and Crystal Bay residents have a high awareness of the impact of visitors on the environment and Lake Tahoe. It's a balancing act to implement sustainability and maintain viable economies in our many communities.

TRPA is tasked with setting and implementing policy for development, housing and transportation, environmental and other issues. This involves working with myriad agencies and governments. TRPA brings all of them together to address the common issues they have while still trying to appease their own individual needs. This is a monumental task!

None of these issues can be resolved to everyone's satisfaction or quickly. Without an agency like TRPA, it would be nearly impossible. What they manage to accomplish is impressive. We are fortunate to have them. In fact, we need them. We urge you to support them, along with the issues that they are working to resolve. They are critical to the future of a thriving Tahoe Basin.

Regards,
Linda Offerdahl
Executive Director,
IVCBA Community and Business Association

Incline Village Crystal Bay Association
IVCBA.org / 775-771-5856

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IVCBA is a 501(c)(6); EIN: 27-0448179