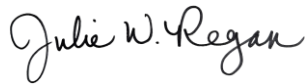


TAHOE REGIONAL PLANNING AGENCY  
ADVISORY PLANNING COMMISSION  
NOTICE OF MEETING

NOTICE IS HEREBY GIVEN that on **Wednesday, December 6, 2023**, commencing at **9:30 a.m.**, on Zoom and at the **Tahoe Regional Planning Agency, 128 Market Street, Stateline, NV** the **Advisory Planning Commission** of the Tahoe Regional Planning Agency will conduct its regular meeting. The agenda is attached hereto and made part of this notice.

To participate in any TRPA Advisory Planning Commission meeting please go to the Calendar on the [www.trpa.gov](http://www.trpa.gov) homepage and select the link for the current meeting. Members of the public may also choose to listen to the meeting by dialing the phone number and access code posted on our website.

November 29, 2023



Julie W. Regan  
Executive Director

TAHOE REGIONAL PLANNING AGENCY  
ADVISORY PLANNING COMMISSION

TRPA and Zoom

December 6, 2023  
9:30 a.m.

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AGENDA

- I. CALL TO ORDER AND DETERMINATION OF QUORUM
- II. APPROVAL OF AGENDA
- III. PUBLIC INTEREST COMMENTS

All items on this agenda are action items unless otherwise noted. Items on the agenda, unless designated for a specific time, may not necessarily be considered in the order in which they appear and may, for good cause, be continued until a later date.

**Written Public Comment:**

Members of the public may email written public comments to 'publiccomment@trpa.gov'. We encourage you to submit written comments (email, mail, or fax) in advance of the meeting date to give our staff adequate time to organize, post, and distribute your input to the appropriate staff and representatives. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting. Late comments may be distributed and posted after the meeting. Please include the meeting information and agenda item in the subject line. For general comments to representatives, include "General Comment" in the subject line.

**Verbal Public Comment:**

Public comments at the meeting should be as brief and concise as possible so that all who wish to participate may do so; testimony should not be repeated. The Chair of the Board shall have the discretion to set appropriate time allotments for individual speakers (usually 3 minutes for individuals and group representatives as well as for the total time allotted to oral public comment for a specific agenda item). No extra time for participants will be permitted by the ceding of time to others. Written comments of any length are welcome. In the interest of efficient meeting management, the Chairperson reserves the right to limit the duration of each public comment period to a total of 1 hour. Public comment will be taken for each appropriate action item at the time the agenda item is heard and a general public comment period will be provided at the end of the meeting for all other comments including agendized informational items.

**Accommodation:**

TRPA will make reasonable efforts to assist and accommodate physically handicapped persons that wish to participate in the meeting. Please contact Tracy Campbell at (775) 589-5257 if you would like to participate in the meeting and are in need of assistance. The

meeting agenda and staff reports will be posted at <https://www.trpa.gov/meeting-materials> no later than 7 days prior to the meeting date. For questions please contact TRPA admin staff at [virtualmeetinghelp@trpa.gov](mailto:virtualmeetinghelp@trpa.gov) or call (775) 588-4547.

- IV. DISPOSITION OF MINUTES  
November 8, 2023 APC Minutes will be in the January 10, 2024 APC Packet
- V. PLANNING MATTERS
  - A. Presentation on 2020 U.S. Census demographics for the Tahoe Region and Other Available Data **Informational Only** Page 5
- VI. PUBLIC HEARINGS
  - A. Economic sustainability and housing amendments to Placer County’s Tahoe Basin Area Plan **Discussion and Possible Action/Recommendation** Page 7
- VII. REPORTS
  - A. Executive Director **Informational Only**
    - 1) Upcoming Topics **Informational Only**
  - B. General Counsel **Informational Only**
  - C. APC Members **Informational Only**
- VIII. PUBLIC COMMENT
- IX. ADJOURNMENT





**Mail**

PO Box 5310  
Stateline, NV 89449-5310

**Location**

128 Market Street  
Stateline, NV 89449

**Contact**

Phone: 775-588-4547  
Fax: 775-588-4527  
www.trpa.gov

STAFF REPORT

Date: November 29, 2023  
To: TRPA Advisory Planning Commission  
From: TRPA Staff  
Subject: 2020 U.S. Census demographics for the Tahoe Region and Other Available Data

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Summary and Staff Recommendation:

This informational item will review population and demographic information from the recently released U.S. Census data products from the 2020 Decennial Census and the most recent available American Community Survey data. Additional discussion will include recently released reports related to Lake Tahoe travel times and congestion, traffic count data, paid overnight visitation, and new research related to travel patterns.

Background

In May 2023, the complete data from the 2020 U.S. Decennial Census were released providing a robust look at demographic and socioeconomic change in the region over the last ten years. The report highlights that the loss of jobs, businesses, and residents that occurred between 2000-2010 stabilized during the last decade.

The population in the Tahoe Region was virtually unchanged between 2010 and 2020, with population increasing just 0.2% to 55,836 residents. At the community level, the Nevada communities in the Lake Tahoe Region added 979 residents, while the California side lost 750 residents.

TRPA staff has evaluated several data sources to evaluate, analyze, and identify trends related to population, day and overnight visitation, recreation activity, and travel patterns. This presentation will summarize the available data to establish a common understanding as TRPA continues with its current strategic priorities, future strategic planning discussions, and the upcoming Threshold Evaluation report.

Accompanying detailed reports from the TRPA Research and Analysis department on these topics are also available at the following links:

- 1) Demographics page on Tahoe Open Data: explore high-level 2020 Census data and other key demographics on this new page: <https://data-trpa.opendata.arcgis.com/pages/demographics>.
- 2) 2020 Census Report: TRPA prepared a detailed report on the 2020 Decennial Census results for the Lake Tahoe Region and surrounding areas. This report highlights the population, housing, income, workforce, jobs, and Industries data from the U.S. Census Bureau from 1990 to 2020. This report is available at <https://monitoring.laketahoeinfo.org/socioecon>.
- 3) Tahoe Roadway Congestion Report: this report uses data from the Federal Highway Administration and INRIX to evaluate travel times on 12 roadway segments in the Lake Tahoe

Region and to quantify congestion patterns on Tahoe roadways from 2016 to 2022. This report is available at <https://monitoring.laketahoeinfo.org/MonitoringProgram/Detail/77>.

Contact Information:

For questions regarding this agenda item, please contact Ken Kasman, Research and Analysis Department Director, at [kkasman@trpa.gov](mailto:kkasman@trpa.gov) or (775) 589-5253.

Public Comment

To submit a written public comment, email [publiccomment@trpa.gov](mailto:publiccomment@trpa.gov) with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

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STAFF REPORT

Date: November 29, 2023

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: A Public Hearing to Consider Recommendation of Economic Sustainability and Housing Amendments to Placer County's Tahoe Basin Area Plan

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Summary and Staff Recommendation:

Placer County will provide an overview of the proposed amendments to the Tahoe Basin Area Plan (TBAP). Staff find that the proposed amendments conform with the Regional Plan and will have no significant environmental impact beyond the impact already analyzed and mitigated in the 2016 TBAP EIR/EIS. Staff seeks Advisory Planning Commission (APC) discussion and asks the APC to consider recommendation of approval to the TRPA Governing Board for adoption of the proposed area plan amendment.

Required Motions:

To recommend adoption of the area plan amendment, APC must make the following motion(s), based on the staff summary:

- 1) A motion to recommend approval of the Required Findings, as described in Attachment D, including a Finding of No Significant Effect, for adoption of the Area Plan amendment as described in the staff summary; and
- 2) A motion to recommend adoption of Ordinance 2024-\_\_\_, amending Ordinance 2021-02, to amend the Tahoe Basin Area Plan as shown in Attachment C.

An affirmative vote of a majority of the quorum present is required for a motion to pass.

Project Description/Background:

Since the 2012 Regional Plan Update, TRPA has encouraged local jurisdictions to develop area plans to replace the former local planning documents: plan area statements and community plans. Area plans are collaborative documents which become a component of both the Regional Plan and the city or county's comprehensive plan. They represent a paradigm shift for TRPA since they enable TRPA to transition its focus to regional issues while allowing local jurisdictions greater autonomy to define and manage their own local land use.

The TRPA Governing Board approved the TBAP on January 25, 2017. The plan encompasses Placer County's entire jurisdiction in the Tahoe Basin. The plan includes two town center districts to accommodate mixed-use and higher density development in the area: the Tahoe City and Kings Beach

Town Center Districts. The proposed TBAP amendments focus on specific changes to facilitate appropriate development and redevelopment in these town center districts along with standards and policies applying across the plan area.

Placer County’s proposed amendment package is intended to provide a systematic approach to encouraging desired investment (i.e., environmentally and economically beneficial redevelopment and affordable workforce housing) to the Tahoe portion of Placer County by analyzing and adaptively managing the Area Plan’s goals and policies and implementing regulations. The following key studies completed between 2019 and 2022 and a robust stakeholder engagement process serve as the basis for this proposed amendment package:

- [Tahoe Basin Town Center Economic Sustainability Needs Analysis](#) (2019)
- [Placer County Tahoe Basin Town Center Economic Sustainability Analysis](#) (2020)
- [Baseline Report for the Tahoe Basin](#) (2021)
- [Community Report for the Tahoe Region](#) (2022)
- [Envision Tahoe Prosperity Playbook](#) (2022)

Placer County is proposing a comprehensive package of amendments to TBAP policies and implementing regulations based on the studies listed above and stakeholder engagement.

*Proposed Policy Amendments:*

- Sustainable town center redevelopment and protection of scenic resources
- Expanded hardening, green waste, and defensible space incentives
- High-speed broadband and childcare facilities to meet the needs of local workers
- Allocation and conversion of TRPA development rights to maximize community benefit
- Frontage improvements including, sidewalks, curb, gutters, and parking management
- Development of mixed-use, business park, and light industrial space in town centers
- Public art by local artists
- Adaptive reuse of underutilized properties
- Development of affordable, moderate, and achievable housing

*Proposed Implementing Regulation Amendments (presented below in categories and in more detail within Attachment C):*

- Mobile vending
- Streamlined permitting for uses within a defined maximum square footage
- Building length and height
- Groundwater interception
- Parking exemptions
- Barriers to affordable housing including setbacks, articulation, massing, and parking requirements
- Incentives for affordable housing
- Inclusionary zoning for new condominium subdivisions in Town Centers
- Street frontage improvements
- Signs
- Shorezone permitting
- Other miscellaneous cleanup



Placer County staff have held workshops with the Placer County Planning Commission, North Lake Tahoe Resort Association, North Tahoe Business Association, and Tahoe City Downtown Association to refine and build support for this amendment package. The proposed amendments were presented to the Placer County Planning Commission on August 10, 2023. An ordinance adopting the amendments was approved by the Placer County Board of Supervisors on October 31, 2023 (Attachment A). County staff provided a detailed summary of the proposed amendments included as Attachment B to this packet.

Based on APC's recommendation, Placer County will work with TRPA staff to complete any necessary revisions and bring the amendment package to the Regional Planning Committee for consideration before the Governing Board makes a final determination on the proposed amendments.

Environmental Review:

Placer County submitted an Initial Environmental Checklist (IEC) pursuant to Chapter 3: Environmental Documentation of the TRPA Code of Ordinances and Article VI of the Rules of Procedure (Attachment E). TRPA staff completed a review of the IEC and submitted revisions to Placer County staff. The IEC finds that the proposed amendments would not result in significant effects on the environment.

Regional Plan Compliance:

TRPA staff completed a Regional Plan Conformance Review Checklist (Attachment F) and determined that the proposed amendment is in conformance with the Regional Plan. The proposed amendment will be reviewed by the APC and the Regional Planning Committee (RPC). Recommendations of the APC and RPC will then be considered by the Governing Board in determining whether to find the Area Plan amendments in compliance with the Regional Plan.

Contact Information:

For questions regarding this agenda item, please contact Jacob Stock, AICP, Senior Planner, at (775) 589-5221 or [jstock@trpa.org](mailto:jstock@trpa.org).

Attachments:

- Attachment A: Placer County Adopting Ordinance
- Attachment B: Placer County Staff Report
- Attachment C: TRPA Adopting Ordinance
  - Exhibit A: Proposed Policy Amendment Language
  - Exhibit B: Proposed Implementing Regulation Amendment Language
- Attachment D: Findings
- Attachment E: IEC
- Attachment F: Conformity Checklist
- Attachment G: Compliance Measures

Attachment A

Placer County Adopting Ordinance

# Before the Board of Supervisors County of Placer, State of California

**In the matter of:**

A RESOLUTION TO REPEAL AND REPLACE IN ITS ENTIRETY, THE PLACER COUNTY TAHOE BASIN AREA PLAN WHICH INCLUDES AMENDMENTS TO THE POLICY DOCUMENT PART 2, 3, 4, AND 8 PERTAINING TO ECONOMIC SUSTAINABILITY AND HOUSING (PLN22-00490)

Resolution No.: 2023-257

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on October 31, 2023, by the following vote:

Ayes: GORE, LANDON, JONES, GUSTAFSON, HOLMES

Noes: NONE

Absent: NONE

THE FOREGOING INSTRUMENT IS A CORRECT COPY OF THE ORIGINAL ON FILE IN THIS OFFICE ATTEST

MEGAN WOOD  
Clerk of the Board of Supervisors, County of Placer, State of California



Deputy Clerk

Signed and approved by me after its passage.



Chairperson, Board of Supervisors

Attest:



Clerk of said Board

**WHEREAS**, the Tahoe Basin Area Plan and Implementing Regulations (TBAP) were adopted by the Placer County Board of Supervisors on December 6, 2016, and by the Tahoe Regional Planning Agency on January 25, 2017; and

**WHEREAS**, the TBAP was amended by the Board of Supervisors on December 15, 2020, to further support workforce housing needs in the Tahoe Basin; and

**WHEREAS**, in 2019, the County contracted with BAE Urban Economics, Inc. to prepare the Placer County Tahoe Basin Town Center Economic Sustainability Needs Analysis to identify the causal forces and the financial feasibility needs/gaps behind the lack of private investment, and to

identify potential local government regulatory updates and incentives that could be tailored to attract environmentally and economically beneficial re-investment in the County's Tahoe Basin Town Centers; and

**WHEREAS**, the amendments to the TBAP are in response to the Placer County Tahoe Basin Town Center Economic Sustainability Needs Analysis, which recommended process, policy, and code improvements to facilitate development, scale back requirements, and better understand and alleviate constraints and challenges in the development process, including zoning and building requirements and fees, collaborating with TRPA, updating parking standards and creating parking districts, and increasing workforce housing allowances; and

**WHEREAS**, the Tahoe Prosperity Center prepared and released several reports documenting the economics of the Tahoe Basin from Fall 2021 to Summer 2022: the Baseline Report for the Tahoe Basin in September 2021, the Community Report for the Tahoe Region in March 2022, and the Envision Tahoe Prosperity Playbook in June 2022; and

**WHEREAS**, the amendments to the TBAP respond to the Tahoe Prosperity Center's reports, which include action goals and tactical approaches aimed at improving the economic viability of the Tahoe Basin; and

**WHEREAS**, the amendments to the TBAP aim to further implement existing policies aimed at supporting additional housing at affordable price levels, construction of workforce housing, and providing assistance for economic development and environmental redevelopment, including the following:

**Policy SE-P-3** Opportunities for economic development outside Town Centers should be pursued in a manner consistent with the Regional Plan.

**Policy SE-P-4** Whenever feasible, Placer County should provide assistance to property owners seeking to complete projects on priority redevelopment sites through public-private partnerships and other forms of assistance.

**Policy SE-P-5** Placer County supports efforts to promote environmental redevelopment in mixed use areas within and outside Town Centers, including the Village Centers identified in this Area Plan.

**Policy SE-P-6** Continue efforts to address the existing job-housing imbalance and provide additional housing at affordable price levels should be pursued.

**Policy HS-P-6** Pursue TRPA-Certified Local Governing Moderate-Income Housing Programs pursuant to Sections, 52.3.4 and 52.3.6 of the TRPA Code of Ordinances to provide additional opportunities for deed-restricted affordable and moderate income housing.

**Policy HS-P-7** Evaluate housing needs in the region in coordination with TRPA. Consistent with Regional Plan Housing Policy HS-3.1, update TRPA policies and ordinances as necessary to achieve state, local and regional housing goals. Future housing efforts should seek to remove identified barriers preventing the construction of necessary affordable housing in the region including, but not limited to, workforce and moderate-income housing, secondary residential units and long-term residency in motel units.

**WHEREAS**, the Board further finds that the amendments to the TBAP are consistent with the applicable requirements of State law, and are in compliance with the provisions of the General Plan, including but not limited to the following:

- Policy 1.B.2. The County shall encourage the concentration of multi-family housing in and near downtowns, village centers, major commercial areas, and neighborhood commercial centers.
- Policy A-4. The County shall encourage mixed-use and transit-oriented development projects where housing is provided in conjunction with compatible non-residential uses.
- Policy A-7. The County shall encourage the development of multi-family dwellings in locations where adequate infrastructure and public services are available.
- Policy B-7. The County shall facilitate expanded housing opportunities that are affordable to the workforce of Placer County.
- Policy H-1. The County shall promote housing opportunities for all persons regardless of race, religion, color, ancestry, national origin, sex, disability, family status, income, sexual orientation, or other barriers that prevent choice in housing.

**WHEREAS**, the amendments to the TBAP include revisions intended to further support workforce housing needs in the Tahoe Basin and to encourage environmentally beneficial redevelopment in Town Centers; and

**WHEREAS**, the work program for the amendments to the TBAP involved public outreach that included multiple public meetings, including two information presentations and one action item presentation to the Placer County - North Tahoe Regional Advisory Committee, a Planning Commission workshop, presentations before the North Tahoe Community Alliance (formerly known as the North Tahoe Resort Association), the Tahoe City Downtown Association, and the North Tahoe Business Association; and

**WHEREAS**, an addendum to the Placer County Tahoe Basin Area Plan and Tahoe City Lodge Project Environmental Impact Statement/Environmental Impact Report (Area Plan EIR) (certified and adopted by the Placer County Board of Supervisors on December 6, 2016, California State Clearinghouse #2014072039; and adopted by the Tahoe Regional Planning Agency (TRPA) on January 25, 2017), was prepared pursuant to CEQA Guidelines Section 15164 and Placer County Environmental Review Ordinance Section 18.20.110, and was adopted by the Board on \_\_\_\_\_.

**WHEREAS**, on August 10, 2023, the Planning Commission held a noticed public hearing pursuant to Placer County Code Chapter 17, Article 17.58, Section 17.58.200(E)(1) and Article 17.60, Section 17.60.140 to consider the amendments to the TBAP, and pursuant to Placer County Code Chapter 17, Article 17.60, Section 17.60.090(C), the Planning Commission has made recommendations to the Board related thereto; and

**WHEREAS**, notice of a public hearing was given in compliance with Placer County Code Chapter 17, Article 17.60, Section 17.60.140, and on \_\_\_\_\_, the Board held the duly noticed public hearing pursuant to Placer County Code Chapter 17, Article 17.60, Section 17.60.090(D) to consider the recommendations of the Planning Commission and to receive public input regarding the amendments to the TBAP; and

**WHEREAS**, the Board finds the amendments to the TBAP will serve to protect and enhance the health, safety, and general welfare of the communities within the Tahoe Basin portion of Placer County and the County as a whole; and

**WHEREAS**, notice of all hearings required has been given and all hearings have been held as required by County ordinance and State law.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER** that the Tahoe Basin Area Plan is hereby repealed in its entirety and replaced with the Tahoe Basin Area Plan as set forth in Exhibit 1.

**BE IT FURTHER RESOLVED** that this resolution shall take effect and be in full force upon the effective date of the Ordinance to repeal and replace the Tahoe Basin Area Plan Implementing Regulations.

## EXHIBIT 1

### **Placer County Tahoe Basin Area Plan**

(Note: The Area Plan is on file with the Community Development Resources Agency and the Clerk of the Board and available here: <https://www.placer.ca.gov/tahoebasinareaplan>)

# Before the Board of Supervisors County of Placer, State of California

**In the matter of:**

AN ORDINANCE TO REPEAL AND REPLACE IN ITS ENTIRETY, THE PLACER COUNTY TAHOE BASIN AREA PLAN IMPLEMENTING REGULATIONS WHICH INCLUDES AMENDMENTS TO CHAPTERS 1, 2, AND 3 PERTAINING TO ECONOMIC SUSTAINABILITY AND HOUSING (PLN22-00490)

Ordinance No.: 6230-B

The following Ordinance was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on October 31, 2023, by the following vote:

Ayes: GORE, LANDON, JONES, GUSTAFSON, HOLMES  
Noes: NONE  
Absent: NONE

THE FOREGOING INSTRUMENT IS A CORRECT COPY OF THE ORIGINAL ON FILE IN THIS OFFICE ATTEST

MEGAN WOOD  
Clerk of the Board of Supervisors, County of Placer, State of California  
  
Deputy Clerk

Signed and approved by me after its passage.

  
Chair, Board of Supervisors

Attest  
  
Clerk of said Board

**WHEREAS**, the Tahoe Basin Area Plan and Implementing Regulations (TBAP) were adopted by the Placer County Board of Supervisors on December 6, 2016, and by the Tahoe Regional Planning Agency on January 25, 2017; and

**WHEREAS**, the TBAP was amended by the Board of Supervisors on December 15, 2020, to further support workforce housing needs in the Tahoe Basin; and

**WHEREAS**, in 2019 the County contracted with BAE Urban Economics, Inc. to prepare the Placer County Tahoe Basin Town Center Economic Sustainability Needs Analysis to identify the causal forces and the financial feasibility needs/gaps behind the lack of private investment, and to identify potential local government regulatory updates and incentives that could be tailored to attract



environmentally and economically beneficial re-investment in the County's Tahoe Basin Town Centers; and

**WHEREAS**, the amendments to the TBAP Implementing Regulations are in response to the Placer County Tahoe Basin Town Center Economic Sustainability Needs Analysis, which recommended process, policy, and code improvements to facilitate development, scale back requirements, and better understand and alleviate constraints and challenges in the development process, including zoning and building requirements and fees, collaborating with TRPA, updating parking standards and creating parking districts, and increasing workforce housing allowances; and

**WHEREAS**, the Tahoe Prosperity Center prepared and released several report documenting the economics of the Tahoe Basin from Fall 2021 to Summer 2022: the Baseline Report for the Tahoe Basin in September 2021, the Community Report for the Tahoe Region in March 2022, and the Envision Tahoe Prosperity Playbook in June 2022; and

**WHEREAS**, the amendments to the TBAP Implementing Regulations respond to the Tahoe Prosperity Center's reports, which include action goals and tactical approaches aimed at improving the economic viability of the Tahoe Basin; and

**WHEREAS**, the amendments to the TBAP Implementing Regulations aim to further implement existing policies aimed at supporting additional housing at affordable price levels, construction of workforce housing, and providing assistance for economic development and environmental redevelopment, including the following:

**Policy SE-P-3** Opportunities for economic development outside Town Centers should be pursued in a manner consistent with the Regional Plan.

**Policy SE-P-4** Whenever feasible, Placer County should provide assistance to property owners seeking to complete projects on priority redevelopment sites through public-private partnerships and other forms of assistance.

**Policy SE-P-5** Placer County supports efforts to promote environmental redevelopment in mixed use areas within and outside Town Centers, including the Village Centers identified in this Area Plan.

**Policy SE-P-6** Continue efforts to address the existing job-housing imbalance and provide additional housing at affordable price levels should be pursued.

**Policy HS-P-6** Pursue TRPA-Certified Local Governing Moderate-Income Housing Programs pursuant to Sections, 52.3.4 and 52.3.6 of the TRPA Code of Ordinances to provide additional opportunities for deed-restricted affordable and moderate income housing.

**Policy HS-P-7** Evaluate housing needs in the region in coordination with TRPA. Consistent with Regional Plan Housing Policy HS-3.1, update TRPA policies and ordinances as necessary to achieve state, local and regional housing goals. Future housing efforts should seek to remove identified barriers preventing the construction of necessary affordable housing in the region including, but not limited to, workforce and moderate-income housing, secondary residential units and long-term residency in motel units.

**WHEREAS**, the Board further finds that the amendments to the TBAP Implementing Regulations are consistent with the applicable requirements of State law, and are in compliance with the provisions of the General Plan, including but not limited to the following:

- Policy 1.B.2. The County shall encourage the concentration of multi-family housing in and near downtowns, village centers, major commercial areas, and neighborhood commercial centers.
- Policy A-4. The County shall encourage mixed-use and transit-oriented development projects where housing is provided in conjunction with compatible non-residential uses.
- Policy A-7. The County shall encourage the development of multi-family dwellings in locations where adequate infrastructure and public services are available.
- Policy B-7. The County shall facilitate expanded housing opportunities that are affordable to the workforce of Placer County.
- Policy H-1. The County shall promote housing opportunities for all persons regardless of race, religion, color, ancestry, national origin, sex, disability, family status, income, sexual orientation, or other barriers that prevent choice in housing.

**WHEREAS**, the amendments to the TBAP Implementing Regulations include revisions intended to further support workforce housing needs in the Tahoe Basin and to encourage environmentally beneficial redevelopment in Town Centers; and

**WHEREAS**, the work program for the amendments to the TBAP involved public outreach that included multiple public meetings, including two information presentations and one action item presentation to the Placer County - North Tahoe Regional Advisory Committee, a Planning Commission workshop, presentations before the North Tahoe Community Alliance (formerly known as the North Tahoe Resort Association), the Tahoe City Downtown Association, and the North Tahoe Business Association; and

**WHEREAS**, an addendum to the Placer County Tahoe Basin Area Plan and Tahoe City Lodge Project Environmental Impact Statement/Environmental Impact Report (Area Plan EIR) (certified and adopted by the Placer County Board of Supervisors on December 6, 2016, California State Clearinghouse #2014072039; and adopted by the Tahoe Regional Planning Agency (TRPA) on January 25, 2017), was prepared pursuant to CEQA Guidelines Section 15164 and Placer County Environmental Review Ordinance Section 18.20.110, and was adopted by the Board on \_\_\_\_\_.

**WHEREAS**, on August 10, 2023, the Planning Commission held a noticed public hearing pursuant to Placer County Code Chapter 17, Article 17.58, Section 17.58.200(E)(1) and Article 17.60, Section 17.60.140 to consider the amendments to the TBAP Implementing Regulations, and pursuant to Placer County Code Chapter 17, Article 17.60, Section 17.60.090(C), the Planning Commission has made recommendations to the Board related thereto; and

**WHEREAS**, notice of a public hearing was given in compliance with Placer County Code Chapter 17, Article 17.60, Section 17.60.140, and on \_\_\_\_\_, the Board held the duly noticed public hearing pursuant to Placer County Code Chapter 17, Article 17.60, Section 17.60.090(D) to consider the recommendations of the Planning Commission and to receive public input regarding the amendments to the TBAP Implementing Regulations; and

**WHEREAS**, the Board finds the amendments to the TBAP Implementing Regulations will serve to protect and enhance the health, safety, and general welfare of the communities within the Tahoe Basin portion of Placer County and the County as a whole; and

**WHEREAS**, notice of all hearings required has been given and all hearings have been held as required by County ordinance and State law.

NOW, THEREFORE, THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER  
ORDAINS AS FOLLOWS:

**Section 1:** The Placer County Tahoe Basin Area Plan Implementing Regulations are hereby repealed in its entirety and replaced with the Tahoe Basin Area Plan Implementing Regulations as set forth in Exhibit 1.

**Section 2:** This ordinance shall take effect and be in full force thirty (30) days after the date of its passage. The Clerk is directed to publish this ordinance, or a summary thereof, within fifteen (15) days in accordance with Government Code section 25124.

## EXHIBIT 1

### **Placer County Tahoe Basin Area Plan Implementing Regulations**

(Note: The Area Plan is on file with the Community Development Resources Agency and the Clerk of the Board and available here: <https://www.placer.ca.gov/tahoebasinareaplan>)

# Before the Board of Supervisors County of Placer, State of California

**In the matter of:**

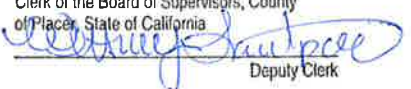
AN ORDINANCE TO AMEND PLACER  
COUNTY CODE, CHAPTER 12,  
ARTICLE 12.08, SECTION 12.08.020

Ordinance No.: 6231-B

The following Ordinance was duly passed by the Board of Supervisors of the County of Placer  
at a regular meeting held on October 31, 2023, by the following vote:

Ayes: GORE, LANDON, JONES, GUSTAFSON, HOLMES  
Noes: NONE  
Absent: NONE

THE FOREGOING INSTRUMENT IS A CORRECT  
COPY OF THE ORIGINAL ON FILE IN THIS OFFICE  
ATTEST

MEGAN WOOD  
Clerk of the Board of Supervisors, County  
of Placer, State of California  
  
Deputy Clerk

Signed and approved by me after its passage.

  
Chair, Board of Supervisors

Attest:

  
Clerk of said Board

**WHEREAS**, the Tahoe Basin Area Plan and Implementing Regulations (TBAP) were adopted by the Placer County Board of Supervisors on December 6, 2016, and by the Tahoe Regional Planning Agency on January 25, 2017; and

**WHEREAS**, Placer County Code, Chapter 12, Article 12.08, "Street Improvements," identifies where street frontage and access improvements are required countywide, describes county review and approval processes, and restricts building permit issuance until requirements are met; and

**WHEREAS**, Section 12.08.020 describes where street improvements are required, and subdivision (A) identifies old zoning designations that are no longer in use and need to be updated to reflect current community and area plan zoning areas, including the TBAP; and

**WHEREAS**, an amendment to Section 12.08.020 is sought to remove outdated zoning area references, clarify where Countywide street improvements are required, and to add single-family detached dwellings as subject to street improvement requirements to align with Tahoe Basin Area Plan pedestrian mobility goals; and

**WHEREAS**, an addendum to the Placer County Tahoe Basin Area Plan and Tahoe City Lodge Project Environmental Impact Statement/Environmental Impact Report (Area Plan EIR) (certified

and adopted by the Placer County Board of Supervisors on December 6, 2016, California State Clearinghouse #2014072039; and adopted by the Tahoe Regional Planning Agency (TRPA) on January 25, 2017), was prepared pursuant to CEQA Guidelines Section 15164 and Placer County Environmental Review Ordinance Section 18.20.110, and under PRC Section 21080.17 and CEQA Guidelines Section 15282 subsection (h), CEQA does not apply to the adoption of an ordinance by a city or county to implement the provisions of Section 65852.2 of the Government Code (the state accessory dwelling unit law); and

**WHEREAS**, the Board finds the proposed Ordinance containing an amendment to Placer County Code Chapter 12, Article 12.08, Section 12.08.020 will serve to protect and enhance the health, safety, and general welfare of the communities within the Tahoe Basin portion of Placer County and the county as a whole; and

**WHEREAS**, notice of all hearings required has been given and all hearings have been held as required by County ordinance and State law.

NOW, THEREFORE, THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER ORDAINS AS FOLLOWS:

**Section 1:** Placer County Code, Chapter 12, Article 12.08, Section 12.08.020 is amended as follows:

**12.08.020 Improvements required.**

A. Street improvements shall not be required for in areas that allow for commercial, industrial, business park, office and professional, highway service, motel, resort, airport, multi-family, and mixed use. ~~Single-family residential detached dwellings are excluded except within the Tahoe Basin Area Plan zoning districts where street improvements are specifically required~~ but shall be required in the following zoned areas: R-2, R-3, C-1, C-2, C-1 and 2, C-3, C-4, M, M-P, S-C, APT and HS, whether or not combined with any other district.

\*\*\*\*\*

**Section 2:** This ordinance shall take effect and be in full force thirty (30) days after the date of its passage. The Clerk is directed to publish this ordinance, or a summary thereof, within fifteen (15) days in accordance with Government Code Section 25124.

Attachment B

Placer County Staff Report





Area plans are a central part of the TRPA Lake Tahoe Regional Plan and an important strategy to accelerate attainment of TRPA environmental thresholds. The TBAP sets forth the regulations that implement the Lake Tahoe Regional Plan in the Placer County portion of the Lake Tahoe region. Since adoption of the TBAP, the State of California has passed housing legislation in each legislative session that limits the ability of local governments to regulate housing development. State Housing laws have sought to reduce and limit local permitting processes, moving toward a ministerial approval model for housing in an effort to reduce barriers to housing production. The State laws obligate local government to undertake updates in their housing plans and plan for growth, among other requirements. Also, since the TBAP adoption, multiple efforts have been underway to address the lack of redevelopment and revitalization of the Town Centers and Village Centers.

#### *Purpose of Proposed Amendments*

The proposed TBAP amendments are targeted at economic development and housing in response to 1) a lack of new development/redevelopment, particularly lodging, in the Town Centers, 2) a lack of workforce housing, and 3) a decreasing population.

Although North Tahoe has undergone significant public infrastructure investment and community and governing body approval of comprehensive plans and visions for the future, the Tahoe City and Kings Beach Town Centers have yet to see significant private sector investment resulting in projects in the ground. A few sizable, proposed redevelopment projects in the Town Centers have been proposed in the past year and are in the planning stages; however, even those projects are struggling to meet various onerous existing TBAP development standards.

Due to the lack of high-quality lodging in the Town Centers, lodging has shifted to the neighborhoods in the form of short-term rentals. This, in combination with second homes, has drastically decreased the availability of workforce housing. The North Tahoe region has seen very few new multifamily workforce or “missing middle” housing projects, defined as house-scale buildings with multiple units in walkable environments, often targeted at those who earn above the typical 60 percent Area Median Income limits deemed as “affordable” but still can’t afford to purchase homes in the region.

East Placer currently has approximately 19,000 residential units, 12 percent of which are owner-occupied fulltime, 15 percent are used as short-term rentals, while the remaining 73 percent sit mostly vacant as private vacation homes/second homes, some of which are used as long-term rentals. The North Tahoe-Truckee Regional Housing Implementation Plan prepared for the Mountain Housing Council in October 2021 estimated that about one third of North Tahoe and Truckee’s housing was used for workforce housing, which combines housing used as long-term rentals and housing owned and occupied by local workers.

In addition, the 2020 American Community Survey five-year estimates predict that only eight percent of the housing units in the Tahoe Truckee Unified School District geographical boundary (which covers North Tahoe and Truckee) are renter-occupied. The lack of housing options has led to a decrease in population. In the Placer County portion of the Tahoe Basin, the population decreased by 2,000 residents between 2000 and 2020. This lack of year-round economic stability has made it challenging for businesses to thrive.

Since adoption of the TBAP, a variety of studies have been released that connect the regional economic base with workforce housing needs in the Tahoe-Truckee region. Two of these studies, the Placer County Tahoe Basin Town Center Economic Sustainability Needs Analysis (Attachment I) conducted by Placer County and BAE Urban Economics, Inc. (BAE) in 2019, as well as a series

of economic reports collectively called “Envision Tahoe” released by the Tahoe Prosperity Center (Attachment H), are included with this report package and further discussed below.

Additionally, many community groups have commented about the desire for quality hotels in the Town Centers, ways to make the approval process for small business start-ups more simplified, and the overwhelming demand for workforce housing. These groups include the North Lake Tahoe Resort Association, the North Tahoe Business Association, the Tahoe City Downtown Association, and the Mountain Housing Council. The overall theme has centered around shifting lodging from short-term rentals in residential neighborhoods to quality hotels in Town Centers, creating vibrant Town Centers with a unique sense of place, and the need for a variety of workforce housing units.

*Placer County Tahoe Basin Town Center Economic Sustainability Needs Analysis*

In 2019, the Placer County Executive Office (CEO) contracted with a real estate advisory consulting firm BAE Urban Economics to identify the causal forces and the financial feasibility needs/gaps behind the lack of private sector investment, and to identify potential local government regulatory updates and incentives that could be tailored and utilized to attract environmentally and economically beneficial re-investment in the Town Centers. BAE was also asked to develop recommendations to address a number of issues identified in the analysis. The results of BAE’s analysis were incorporated into the Placer County Tahoe Basin Town Center Economic Sustainability Analysis, finalized in March 2020. The analysis examined four prototypes of projects that had been trending or which the County would prefer to see built:

1. Mixed-Use Residential
2. For-Sale Residential Condominium
3. Limited-Service Hotel
4. Full-Service Condotel

Based on a range of factors, the only prototype that proved within the range of market acceptable financial feasibility was the For-Sale Residential Condominium. It is important to note that while the TBAP allows this type of use in the Town Centers, area residents do not believe it is consistent with either the Kings Beach or Tahoe City vision documents, which preceded the TBAP. Barriers to investment in desired development types include:

- High construction material and labor costs
- High cost to meet parking requirements
- Utility costs
- Infeasible employee housing requirement
- Uncertain and prolonged entitlement and construction permitting process
- Complex and prescriptive regulatory requirements
- Detailed and expensive plan sets required for pre-entitlement
- Vehicle miles traveled (VMT) thresholds
- Town Center incentives not designed for smaller infill projects
- Lack of catalyst, proof of concept, projects
- Lack of available parcels large enough for development
- Anticipated developer and lender caution about a real estate market dip

The report's recommendations were built around four broad findings outlined in the document:

1. High Cost of Development
2. Uncertainty, Risk and Indirect Costs Associated with a Complex Entitlement and Permitting Process
3. Complex and Prescriptive Requirements Hinder Project Feasibility
4. Local Conditions Create Perception of Increased Risk

Staff recommended a multi-pronged approach in moving forward with the concepts proposed in the BAE study including the following:

1. Updates to the North Lake Tahoe Economic Incentives Program to include a Transient Occupancy Tax (TOT) incentive program, addition of TRPA development rights, and an enhanced infrastructure finance district.
2. Process, policy, and code improvements to facilitate development, scale back requirements, and better understand and alleviate constraints and challenges in the development process, including zoning and building requirements and fees, collaborating with TRPA, updating parking standards and creating parking districts, and increasing workforce housing allowances.
3. Relaxing workforce housing mitigation and allocate funding to implement programs to attract and retain permanent residents.

Since that time, staff has made significant strides towards implementing the improvements outlined in the study including:

- CEO staff updated the North Lake Tahoe Economic Incentives Program (Incentives Program) in June 2022.
- CDRA and CEO staff are coordinating on amendments to the Incentives Program to include an allocation and priority process for distribution of TRPA development rights.
- CDRA staff is evaluating the creation of Enhanced Infrastructure Finance Districts, particularly for the Kings Beach “Grid” neighborhood, to complete frontage improvements such as sidewalks.
- CDRA staff brought forward programs such as the Workforce Housing Preservation Program (adopted by the Board on February 26, 2021, and launched Summer 2021) and the Lease to Locals Program (adopted by the Board on July 26, 2022, and launched August 1, 2022) to facilitate down payment assistance while preserving housing for the workforce and to incentivize long-term rentals.
- CDRA staff also brought forward an updated Affordable Housing and Employee Accommodation Ordinance, adopted by the Board on October 27, 2020, and a fee, most recently approved on April 19, 2022.

### *Envision Tahoe*

The Tahoe Prosperity Center prepared and released several reports documenting the economics of the Tahoe Basin from Fall 2021 to Summer 2022: the Baseline Report for the Tahoe Basin in September 2021, the Community Report for the Tahoe Region in March 2022, and the Envision

Tahoe Prosperity Playbook in June 2022. The three documents focused on a number of key findings for the Tahoe Basin as a whole:

- Population:
  - Tahoe’s 20-year population decline changed direction in 2019 and population growth accelerated in 2020 but is still lower than the population count in 2000.
  - K-12 public school enrollment data shows an overall decline in student population over the past five years, including the pandemic years.
  - The number of residents with advanced degrees has steadily increased over the past 10 years, suggesting a knowledgeable and skilled talent pool is available to be tapped in Tahoe to support existing and/or new businesses.
- Housing Availability & Affordability:
  - The total number of housing units increased in the Basin 1.35 percent from 2010 to 2020.
  - The median average income in Tahoe is \$53,165 while real estate reports show the median home price in January 2022 has risen to \$950,000.
- Economy:
  - Tahoe’s economic base has become more concentrated in a few areas since 2010. Three industry clusters (and the businesses that support them) contribute 95 percent of all economic output in the Tahoe Basin: visitor services, environmental innovation, and health and wellness. All three sectors experienced flat or declining job growth and economic output over the past 10 years.
  - Visitor-related businesses increased from 40 percent to 62 percent of all economic activity in the Basin over the past 10 years, is subject to wide seasonal swings in employment, and is highly susceptible to disruption.
  - Construction has seen a steady increase in jobs over the past 10 years. Since 2010, construction has grown by 57 percent to more than 4,000 jobs today, or 12 percent of the job base. Like tourism, construction is subject to boom and bust cycles driven by economic swings and available consumer spending.
  - With the rise of economic, social, and environmental disruptions caused by climate change, pandemics, and rapid economic and technological shifts, the importance of economic diversification is rising as a central element in economic development planning at the regional, state, and national level.

The Envision Tahoe Prosperity Playbook focuses on four action goals and tactical approaches:

*Action Goals:*

1. Strengthen key industries: Support tourism-related job shift to sectors such as health and wellness and environmental innovation.
2. Build skill pathways for upward mobility: Explore ways to build region-wide skills programs and curriculums.
3. Jump start the innovation system: Support entrepreneurship and local chambers and business associations to help launch new businesses.
4. Shape the enabling environment: Quantify the business and community advantages that could result from a well-coordinated branding and global marketing strategy focused on health, wellness, recreation and the outdoors, environmental innovation,

and the connections between them; and energize and scale up present conversations about improved public-private sector alignment and shared governance across the Tahoe-Truckee region.

*Tactical Approaches:*

1. Accelerate workforce housing in the Tahoe-Truckee region.
2. Improve and fund Tahoe transportation and mobility.

*Outreach and Stakeholder Engagement*

The proposed TBAP amendments have been informed from years of ongoing feedback from a variety of stakeholders and community groups in the region, including:

- North Tahoe Business Association Board and its Economic Vitality Committee
- Tahoe City Downtown and its Business Advocacy Committee
- North Tahoe Community Alliance
- Mountain Housing Council
- TRPA Living Working Group
- Applicants to the Community Development Resource Agency
- Planner feedback from customer interactions

Additionally, staff sought input from seven professionals from the Tahoe Basin business and development community, including designers/architects, small business owners, and developers, regarding their experiences bringing forward new business and/or development in the Town Centers and to formulate potential modifications. Staff met with those individuals from May to June in 2021 to better understand the factors that contribute to the lack of investment, development and/or redevelopment in the Town Centers and to gain a better understanding regarding their experiences related to the development and/or processing of a project within the Town Centers. Staff documented their feedback which included topics such as processing barriers, strict development standards and/or required site improvements, zoning restrictions, etc. The proposed amendments of the TBAP are intended to address as many of these topics as possible.

Staff also presented these amendments to the following groups to conduct outreach and seek feedback:

- Placer County Planning Commission informational workshop - September 22, 2022
- North Lake Tahoe Resort Association – October 5, 2022
- North Tahoe Regional Advisory Council informational item – October 13, 2022
- North Tahoe Business Association – October 17, 2022
- Tahoe City Downtown Association – October 18, 2022
- North Tahoe Regional Advisory Council workshop – November 9, 2022 (see summaries below)
- North Tahoe Regional Advisory Council action item – November 30, 2022 (see summaries below)
- Planning Commission Hearing – December 8, 2022 (see summary below)

- TRPA Regional Plan Implementation Committee informational workshop – December 14, 2022
- TBAP Community Workshop - March 9, 2023
- TBAP Town Hall Meeting – August 1, 2023

*North Tahoe Regional Advisory Council Meeting Overview*

On October 13, 2022, and November 9, 2022, staff presented the proposed TBAP amendments as an informational item to the North Tahoe Regional Advisory Council (NTRAC). At the November 9, 2022, NTRAC meeting, 26 members of the public provided comments on the proposed amendments. Of the 26 members who spoke, 15 of them provided positive comments in support of the amendments proposed. Comments included support for frontage improvements, including addressing sidewalks; parking for both developments and enforcement (overflows into neighborhoods); concerns that density is increasing; address short term rentals impacts; fire impacts and evacuation; the need for walkability; the need for housing; the need for workforce housing and deed restrictions extended beyond 50 years; acknowledgement that these amendments target small businesses and the challenges that they face; concerns with the height amendments and exceptions; impact fees and hinderance to development – should consider different fees for difference projects/number of units; short term rentals impacting the neighborhoods; balance of environmental improvements and development; concerns with existing boarded-up buildings and difficulty for redevelopment of existing structures; provide incentives to make it easier to build smaller homes, more affordable; majority of housing inventory is large, second homes; consider utilizing campgrounds as alternative for housing opportunities (during the winter months); process is difficult and challenging; need to require workforce housing first; discourage more population; need to improve incentives; support for mixed-use development, tiny houses, community kitchens; need for RV parks year-round; exemptions of coverage need to be considered; concerns with mobile vendors and noise impacts; wealth and inequality is the bigger issue; concerns with environmental impacts to existing conditions; need to look at transportation issues; cannot continue to do nothing, need to make some changes.

The proposed TBAP amendments were brought forward for recommendation at the November 30, 2022, NTRAC meeting, where six of the eight NTRAC members voted in support of a recommendation of approval with a few considerations:

- Height: Remain at 56-FT with allowance of additional height for appurtenances and roof-top uses.
- Consider Transition Zones: Between Town Center and Adjoining Residential Zone Districts.
- Review of Fire Evacuation and Egresses – Updates to the 2016 review.
- Efforts to support redevelopment over new development.
- Development Right Manual. Requested community input, develop a program, i.e., Stakeholder Working Group.

*Planning Commission Overview and Modifications to the Proposal*

On December 8, 2022, the Planning Commission considered the TBAP Amendment package. Due to substantial public comment received, the meeting largely focused on building height and length and perceived density increases. The Planning Commission voted (5 Yes, 0 No, 2 Absent) to continue the item to a future date. Commissioners Woodward and DeMattei were absent from the meeting.

After the Planning Commission meeting, increases to height and length allowances were eliminated from this Amendment proposal (see Building Length and Building Height sections below). Transition Zones currently exist within the TBAP, and no changes are proposed to those existing zones. However, in both Town Centers, building length transitions have been incorporated to ensure compatibility with residential zone districts. Buildings are proposed to be a maximum of 75 feet on all parcel frontages directly facing residential zone districts (see Building Length section below). An Addendum was prepared for the proposed amendments and the review of Fire Evacuation and Egresses was evaluated. The Addendum concluded that these proposed Amendments would not hamper emergency response or evacuation plans and would result in a less than significant impact, in accordance with the TBAP Environmental Impact Report (EIR) (pgs. 18-23). The Amendments are focused on the redevelopment of our Town Centers and those efforts are demonstrated through the proposed amendments. Lastly, the County will conduct a public process for the Development Right Manual when that work program is initiated.

At the August 10, 2023 Planning Commission hearing, the Planning Commission considered the proposed TBAP Amendment package with revisions. Thirty-five (35) members of the public commented on the proposed TBAP Amendments. Comments received included but were not limited to cumulative impacts, traffic, transportation, parking, wildfire evacuation, housing. Commissioner Woodward expressed concerns about the Addendum, asking questions about the cumulative analysis. In response, an Errata was prepared. Commissioner Ronten had questions regarding density, however, after staff responded to his questions, he expressed satisfaction with the analysis of the Addendum and support of the goals to reinvest and shift development into Town Centers. Commissioner Dahlgren commented on the amendments noting they were minor in nature and not significant and was satisfied with the analysis of the Addendum. Following deliberations, the Planning Commission voted (5 Yes, 0 No, 2 Absent) to recommend approval to the Board. Commissioners Herzog and DeMattei were absent from the meeting.

#### *Implementation Report.*

As a result of comments received regarding the implementation of the TBAP, staff have prepared the Implementation Report, Attachment K, summarizing the county's efforts to implement the TBAP, the TRPA Regional Plan and to achieve regional goals. The report outlines the County's implementation efforts related to: transportation and mobility, housing, Total Daily Maximum Load, and the TBAP goals and policies, implementation plan, and mitigation measures identified in the TBAP EIR.

### **Overview of Proposed Area Plan Changes**

The proposed TBAP Amendments are targeted at the final recommendations related to process, policy, and code improvements identified in the Placer County Tahoe Basin Town Center Economic Sustainability Needs Analysis, and are particularly focused on lodging, mixed-use, and workforce housing. The amendments also focus on diversifying land uses across a variety of sectors, with the intent of diversifying the business sector and a variety of housing types, as identified in the Envision Tahoe reports. Therefore, the proposed amendments are designed to round out the implementation of recommendations outlined in the study, particularly focused on process, policy and code improvements to facilitate and encourage revitalization projects in the Town Centers and workforce housing throughout North Tahoe.

### **1. Tahoe Basin Area Plan – Policy Document Proposed Amendments**

To align the Area Plan policies with updated regional and County goals, additional policies and revisions have been included to the following sections: Scenic Resources, Vegetation,

Socio Economic, Land Use, Mixed-use, Town Centers, Community Design, Redevelopment, and Housing. The policies are based off recommendations in the BAE study as well as community feedback and regional partner goals. A summary is provided below.

- Scenic Resources: These policy amendments are intended to support the evaluation of scenic requirements to achieve private reinvestment in Town Centers targeted for redevelopment and/or new development in a manner that improves environmental conditions, creates a more efficient, sustainable and less auto-dependent land use pattern, and provides for economic opportunities.
- Vegetation: A new policy was added to support implementation of new or expanded home hardening programs (i.e., replacing wood shake roofs to protect structures from falling embers during a wildfire), green waste, and defensible space incentive and/or rebate programs.
- Socio Economic: Policies were added to support high-speed broadband infrastructure capacity and to support childcare facilities to meet the needs of the local workforce. Policy was also added to address the prevention of blight.
- Land Use: Policies were added to support the development of a reservation and conversion manual for the allocation and conversion of TRPA development rights. Policies were added to address land uses in the Town Centers. Policies are included to support funding sources for a frontage improvement implementation plan to achieve the Area Plan infrastructure and streetscape features such as sidewalks, curbs, and gutters, as well as implementing parking management plans, community-wide snow storage plans, and development of a reservation and conversion manual as described below.
- Mixed-use: Policies have been added to support the development of mixed-use, business park, and light industrial space and encourage residential components in industrial and commercial development.
- Town Centers: New policies have been added that would allow groundwater interception for mixed-use projects in Town Centers, supporting simplified permit processes for mixed-use projects, encouraging active ground floor uses, facilitating mobile vendors and food trucks in Town Centers, supporting the retention and expansion of businesses within the North Tahoe-Truckee region, supporting relocations of industrial and public utility land uses in the Town Centers to free up Town Center sites, as well as supporting parking maximums and creative parking solutions.
- Community Design: Policies to support and promote local artists and public art in North Tahoe have been included.
- Redevelopment: New policies to support and encourage adaptive reuse of vacant or underutilized retail and office space, support redevelopment of aging lodging products and encourage revitalization and creation of new high-quality lodging, allow multipurpose and flexible gathering spaces in private and public parking areas where events could be held during off-peak hours, expedite building permit processes, and support the development of new business innovation space and flexible light industrial spaces to diversify the local economy.
- Housing: Additional policies have been included to support streamlining affordable, moderate, and achievable housing, require that 50 percent of units converted from multifamily to condominiums be deed restricted to affordable, moderate or achievable housing, address the job-housing imbalance in the region, monitor and track housing data in the region, and to support adaptive management of the short-term rental inventory to



balance housing availability with short-term rentals as new lodging products are added to the region. Policies have been added to explore opportunities for local worker overnight camping in public and private parking lots, as well as to support local worker housing to be constructed above public and private parking lots.

Additionally, planned environmental improvement projects have been modified to support coordination with TRPA to address Town Center development as it relates to TRPA scenic standards and to develop a reservation and conversion manual to guide the conversion and allocation of TRPA development rights in North Lake Tahoe by prioritizing them towards the most community-benefitting and high priority projects that align with the policies in this Area Plan and the Lake Tahoe Regional Plan.

Changes are also proposed to the Area Plan Implementing Regulations document, including amendments in Chapters 1) Introduction and General Provisions, 2) District Standards, as well as 3) Area-Wide Standards and Guidelines. A summary of the proposed Implementing Regulations amendments are described below.

## **2. Tahoe Basin Area Plan - Implementing Regulations Proposed Amendments**

### **Town Centers:**

#### *Mobile Vendors*

On September 17, 2018, the Governor signed Senate Bill 946 (the “Safe Sidewalk Vending Act”), which establishes requirements for local regulation of sidewalk vending. The law became effective January 1, 2019. The purpose of SB 946 is to legalize and decriminalize sidewalk vending across the state. SB 946 defines “sidewalk vendor” as a person who sells food or merchandise from a pushcart, stand, display, pedal-driven cart, wagon, showcase, rack or other nonmotorized conveyance, or from one’s person, on a public sidewalk or other pedestrian path. A sidewalk vendor can be “a roaming sidewalk vendor,” which is defined as moving from place to place and stopping only to complete a transaction, or “a stationary vendor,” which is defined as vending from a fixed location. SB 946 applies only to public sidewalks and paths, not private property. The law allows local authorities to adopt regulations governing sidewalk vending or amend existing regulations. If the local authority wishes to regulate sidewalk vending, those regulations need to be consistent with SB 946. A local authority may adopt additional requirements regulating the time, place, and manner of sidewalk vending if the requirements are directly related to objective health, safety, or welfare concerns, including a sidewalk vending permit or valid business license, as well as a valid California Department of Tax and Fee Administration seller’s permit. Placer County has not adopted additional sidewalk vending laws and current County Code is not compliant with SB 946.

In the Tahoe Basin, mobile vendors such as sidewalk vendors and food trucks have been considered outdoor retail sales per the TRPA Code of Ordinances, which required a minor use permit under the TBAP. As of the time of publishing the BAE study, the North Tahoe area had not seen the establishment of many new brick and mortar food related businesses in the past decade. While a few have experienced success by starting as a food truck and transitioning later to a commercial space, staff had heard anecdotally that the use permit process significantly deterred these types of businesses from starting in the area. The proposed amendments would allow food trucks and mobile vendors in the Town Centers and would comply with SB 946 requirements. These uses still require approval through the County’s Environmental Health division. These amendments are intended to simplify and

facilitate food related startup businesses to strengthen the economic vitality of the Town Centers while being compatible with State law.

#### *Land Use Allowances*

The Town Centers currently require use permits for a variety of land uses that are commonly desired in a Town Center to promote walkability and support a year round economy. These include the following:

- Hotels, Motels and other Transient Dwelling Units
- Eating and drinking facilities
- Building materials and hardware stores
- Repair services

The proposed amendments would allow certain land uses by right based on a certain maximum square footage or allowed with a use permit if a larger size. To calculate these size thresholds, staff used the maximum square footage listed for each land use in the TRPA Project Impact Assessment (PIA) which calculates maximum sizes based on the vehicle miles traveled for each land use type. For example, a hotel may be allowed in certain Town Center zone districts based on the maximum size threshold as specified in the PIA. Additionally, the proposed amendments separate eating and drinking facilities into subcategories based off the traffic generation rates found in the Institute of Transportation Engineers Manual (Drinking Place, Fast Casual Restaurant, Quality Restaurant, High-Turnover Sit-Down Restaurant, and Fast-Food Restaurant without Drive Thru Window) to allow a specified maximum commercial floor area for each type of facility listed in the use tables. If the maximums differ from the PIA, the PIA threshold would take precedence. The goal of these changes is to incentivize new lodging products, restaurants, retail, and local-serving land uses and encourage these types of land uses in the Town Centers.

#### *Building Length*

Following the December 8, 2022 Planning Commission meeting, staff removed the additional building height and length allowances in the Town Centers. Any future projects that would like to request additional building height and/or length would have to be analyzed through a separate TBAP amendment process.

Tables 2.04.A-4, Building Form Guidelines for the Greater Tahoe City Mixed-Use Subdistricts, and 2.04.B-4, Building Form Guidelines for the North Tahoe East Mixed-Use Subdistricts of the Area Plan, have been revised to further clarify building modulation requirements, ensure compatibility between mixed use and residential zone districts, and to define maximum building lengths for proposed structures in the mixed-use Town Center zone districts in Kings Beach and to add maximum building lengths in Tahoe City where there were no existing maximums.

- Building length is reduced in MU-TOR near Stateline from 350 feet to 200 feet to align with maximum building lengths in other mixed-use subdistricts.
- In Greater Tahoe City Mixed-Use Subdistricts, maximum building length has been added where there was none before to align with development standards in North Tahoe East Mixed-Use Subdistricts.

- In both Town Centers, building length transitions have been incorporated to ensure compatibility with residential zone districts. Buildings are proposed to be a maximum of 75 feet on all parcel frontages directly facing residential zone districts.
- Building modulation requirements for any buildings over 75 feet wide have been refined to make the requirements in North Tahoe East Mixed-Use Subdistricts align with those in the Greater Tahoe City Mixed-Use Subdistricts, and to clarify the use of facades, modulations, and other articulation features.

### *Building Height*

A potential amendment to increase building height (from the existing allowed 56 feet to 72.7 feet) and length allowances of up to 500 feet in the Town Centers was originally suggested. At the March 9, 2023 workshop the proposed height allowances were decreased to a maximum of 61 feet. To be eligible for the extra height and building length, projects would have been required to construct deed restricted achievable housing, at least one public art component, and comply with scenic and design standards. Following that workshop, due to a majority of feedback that was not supportive of extra building height or length, staff removed those height and building length increases from this set of amendments.

Section 2.09, Overlay Districts, of the TBAP has been revised in coordination with TRPA staff to allow for a few adjustments to building height. These changes are intended to provide flexibility in the number of stories and clarity to maximum building heights in Special Planning Area Overlay Districts. All projects would still be required to comply with TRPA scenic thresholds.

1. The TBAP currently includes maximum height in both feet and number of stories. The amendments dictate maximum building height by feet rather than by the number of stories (e.g., 56 feet in Core Areas instead of four stories and 46 feet in Transition Areas instead of three stories). The maximum height in feet remains the same.
2. The maximum height in Special Planning Areas has been added to provide clarity.
  - a. In the Tahoe City Western Entry Special Planning Area, maximum height on the mountainside has been adjusted to match that of the Core Areas, 56 feet, due to its location in front of a tall ridgeline and that parcels in that area have been identified as potential housing opportunity sites.
  - b. Height maximums matching the Transition Areas have been added to the Tahoe City River District Special Planning Area where there were none before, matching those of the Transition Areas.
  - c. Height maximums have been specified for the portion of the Tahoe City Golf Course Special Planning Area that is not within a Core or Transition Area, matching those of the Transition Areas.
  - d. Height maximums have been specified for the Truckee River Corridor Special Planning Area where there were none before, matching those of the Transition Areas.
  - e. Height maximums have been specified for the Kings Beach Entry Special Planning Area where there were none before, matching those of the Transition Areas.

- f. Height maximums have been specified for the North Stateline Special Planning Area where there were none before, matching those of the Transition Areas.

#### *Groundwater*

To facilitate the redevelopment desired in Town Centers and allow for below grade parking which reduces coverage, the proposed amendments include exceptions to groundwater interception to projects proposing below grade parking. When such exceptions are granted, the applicant must demonstrate that the project impacts have been mitigated to be equal to or better than the original impacts.

#### *Parking*

On February 9, 2021, the Board approved a two-year pilot parking exemption program for the North Lake Tahoe Town Centers. The purpose was to support exemptions to parking requirements to spur redevelopment in the Town Centers and support strategies identified in the Resort Triangle Transportation Plan (RTTP), which was approved by the Board in October 2020, and which outlines strategies to increase mobility and reduce VMT in the Tahoe region. The pilot parking exemption program allows for the following:

- Expands eligible applicants to include all development/redevelopment proposed in Town Centers.
- Allows for tourist accommodation and residential uses to be considered in the program, whereas these uses currently were previously excluded.
- Removes the existing limitation in the Area Plan that project sites eligible for the exemption shall be 25,000 square feet or less.
- Expands financial mitigations beyond establishment of a transit County Service Area Zone of Benefit to include financial support for transit service enhancements or other alternative transportation projects that support multi-modal transportation and/or strategies noted in the RTTP.

At the end of the two-year period, staff agreed to bring forward permanent TBAP amendments for consideration that support RTTP strategies and provide permanent expanded parking exemptions for Town Center development. Therefore, the proposed amendments have incorporated these changes to permanently provide greater flexibility for property owners and businesses in Town and Village Centers and to encourage alternative modes of transportation.

#### **Housing:**

##### *Opticos Missing Middle Recommendations*

On January 18, 2021, missing middle housing consulting firm, Opticos, provided recommendations to TRPA, on how to better facilitate missing middle housing development in the Tahoe Basin (Attachment I). The Tahoe-Truckee region's housing stock predominantly consists of single-family housing with a handful of affordable lower-income apartments. To facilitate more development of missing middle housing, such as smaller homes, townhouses, duplexes and triplexes, which are intended to be more affordable by design for middle income worker whose incomes exceed affordable rental income limits but cannot afford the majority of houses on the open market, staff incorporated the following recommendations into the proposed amendments:

- Removing setbacks and articulation and massing requirements which limit building square footage and are not possible to enforce over time. Such requirements are challenging to implement because the setbacks are based on the interior land use, which can change over time. For example, a mixed-use building may be built in the Town Center that includes commercial on the second floor and would require a smaller setback than residential uses. However, a future owner could want to convert that commercial use to residential and would therefore require a greater setback than would be infeasible to create.
- Reducing or removing parking requirements for residential multifamily. The proposed amendments would 1) reduce multifamily parking standards to better align with single-family parking standards and 2) reduce single-family parking standards to accommodate smaller single-family development. Per Opticos, these changes would make multifamily less burdensome and costly to develop. For example, Opticos states that changing the required number of parking spaces from one to two per unit increases the average monthly rent per bedroom from \$993 to \$1,404 and the income required for affordability from \$36,000 to \$51,000.
- Allowing multifamily by right with no use permit. Opticos recommends that an easier process be provided for multifamily projects by preparing standards with enough clarity and predictability about what the standards will generate.
- Density. Opticos has had economists tell them that in order to sustain neighborhood- serving shops and services within a short walking distance, a rule of thumb is that the immediate area (5-to-10-minute walking distance) have an overall density of 16 units per acre. While the proposed amendments do not increase the overall density in any zone districts, the amendments do refine minimum lot size and width which has prohibited projects from achieving the maximum density.
- Reducing minimum lot width. Opticos recommends reducing lot widths to better accommodate small lot development which is more affordable by design, and which would accommodate attached multifamily such as duplexes, triplexes, and fourplexes. The proposed amendments include reduced minimum lot widths for certain zone districts. Similarly, staff also removed minimum lot area per dwelling unit in all residential zone districts to accommodate smaller dwelling units.

*Preferred Affordable, Moderate and Achievable Areas*

The TBAP included 21 zone districts that were listed as Preferred Affordable, Moderate and Achievable Areas but did not include any development standards to incentivize or encourage the production of housing. In most of these zone districts, multifamily required a minor use permit while single family housing was allowed. In these zone districts the following changes have been proposed:

- Where not otherwise allowed by right, the proposed amendments would allow multifamily and employee housing by right with no use permit if 100 percent of units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate income or affordable housing. This is intended to encourage development of multifamily housing by reducing costs and time delays associated with use permits.
- In seven residential zone districts listed as Preferred Affordable, Moderate and Achievable Areas, the minimum lot size was reduced to 2,904 square feet to

accommodate existing densities of 15 dwelling units per acre and minimum lot widths were reduced to 25 feet to accommodate smaller lots that are more affordable by design, and which match existing lot sizes in many areas of the Area Plan. Side setbacks were also reduced to five feet minimum, except when adjoining another unit on adjacent property, which would require zero feet on one side and 10 feet on the other to accommodate duplex style developments.

*Town Center: Single Family Land Use*

The TBAP allowed single-family development in Town Centers, if already existing. Previous development proposals have spurred considerable community feedback opposing new single-family development in Town Centers. The proposed amendments would only allow new single-family over one unit, including townhomes and condominiums, if single-family encompasses 25 percent or less of the entire project or if at least 50 percent of the single-family residential units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing. The intent is to facilitate mixed-use development and allow some single-family units to offset costs of workforce housing or commercial uses while still achieving the goals of the Area Plan and community.

*Tiny Houses*

The proposed amendments refer to the countywide housing code amendments that were adopted by the Board on June 14, 2022, to allow for tiny houses as primary or accessory dwelling units as well as employee housing and tiny house communities. Moveable tiny houses and moveable tiny house communities would comply with definitions and development standards in Placer County's Zoning Ordinance. Staff has coordinated with TRPA to determine that the County regulates these uses in the Tahoe Basin rather than TRPA.

*Miscellaneous Housing Cleanups*

In the Fairway Tract Northeast Subdistrict, multiple family density was adjusted from eight to 15 dwelling units per acre to clean up inconsistency with the already existing density allowances for similar zone districts. In all other residential subdistricts, the density allowances for employee housing and multiple family housing were the same.

**Other:**

*Street Frontage Improvements*

Street Frontage Improvements are requirements of the Tahoe City Mixed-Use Subdistricts, North Tahoe East Mixed-Use Subdistricts, and the North Tahoe West Mixed-Use Subdistricts. The proposed amendments are designed to provide consistency throughout the Area Plan in identifying the requirements of street frontage improvements and to also provide reference to the applicable standards contained in the Area Plan, i.e., Section 3.06 "Streetscape and Roadway Design Standards" and Table 3.06.A "Future Streetscape and Roadway Design Characteristics". Specifically, amendments are sought to Placer County Code Chapter 12, Article 12.08, Section 12.8.020A, to add single-family detached dwellings, as subject to street improvements requirements, to align with the TBAP pedestrian mobility goals.

The revisions to Section 3.06 and Table 3.06.A, specifically, will provide clarity to project applicants which is intended to result in fewer design exceptions and variance requests. Minor changes were made to the text of the TBAP to eliminate redundancy and/or to provide clarity and consistency. For example, in the Kings Beach Residential zone district, street frontage

improvements were required of commercial or multifamily developments but not of single-family, which further incentivized development of second homes rather than multifamily or new commercial development. The proposed amendments would require streetscape and frontage improvements of all development as identified in Table 3.06.A. CDRA staff intends to bring forward a comprehensive sidewalk improvement financing plan to offset the costs and burdens on individual development at a later date.

### *Signs*

The proposed amendments eliminate the sign regulations contained in the TBAP under Section 3.11 and direct the reader to refer to the TRPA Code of Ordinance Chapter 38 “Signs.” This amendment is intended to simplify signage requirements and will make the TBAP consistent with the TRPA Code of Ordinances, thereby eliminating the need for future amendments to the TBAP should the TRPA modify Chapter 38 of the Code of Ordinance.

### *Shorezone*

The proposed amendments to the TBAP are intended to reflect the changes made to Placer County Code Chapter 12, Article 12.32, “Lake Tahoe Shorezone” adopted by the Board in February of 2021. In August 2019, TRPA amended its Code of Ordinances, including shorezone regulations contained in Chapters 80 through 85. With the 2019 amendment, Section 12.32 of the Placer County Code was no longer in alignment with TRPA and contained conflicting permitting requirements. Therefore, staff proposed a complete replacement of the original ordinance with updated ordinance text to eliminate duplicate permitting processes, align with the TRPA ordinance, limit the County’s permitting role, and primarily rely on the Memorandum of Understanding between the California State Lands Commission and TRPA for shorezone related permitting. While the shorezone is primarily governed by TRPA and the State Lands Commission, the proposed amendments reflect the changes adopted by the Board in February of 2021. These comprise adding text to reference the Placer County Code Article 12.32 “Lake Tahoe Shorezone” and adjusting the applicable land use table to notify the reader that certain accessory structures shall also comply with the requirements of Article 12.32.

### *Miscellaneous Cleanup*

The proposed amendments also included several “cleanups” recommended by staff that are intended to provide more clarity across the document and address typos or other minor errors.

## **Next Steps for Project Approval**

On October 16, 2023, the Placer County Board of Supervisors considered public testimony and closed the public hearing and continued the item to October 31, 2023 at 2:00pm for final action. Once approved by the Board, it will also be presented to the TRPA Advisory Planning Commission and the TRPA Regional Plan Implementation Committee prior to being presented to and considered by the TRPA Governing Board for final action by TRPA.

## **ENVIRONMENTAL IMPACT**

### *Addendum to the EIR*

An Addendum (Attachment D) to the TBAP and Tahoe City Lodge Project Environmental Impact Statement/EIR (certified and adopted by the Board on December 6, 2016, California State Clearinghouse #2014072039; and adopted by the TRPA on January 25, 2017), was prepared pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15164 and Placer County Environmental Review Ordinance Section 18.20.110.

The Addendum demonstrates that while some modifications and refinements are necessary to adopt and implement the TBAP amendments, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred. The Addendum concludes that the proposed TBAP amendments would not result in any new or substantially more severe significant effects than were identified in the EIR.

Consistent with the requirements of CEQA Guidelines Section 15162, the County must determine whether the proposed changes to the EIR trigger the need for a modified EIR. Under CEQA Section 15162, when an EIR has been adopted for a project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

1. Substantial changes are proposed in the amendments which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the amendments are undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted, shows any of the following:
  - a. The amendments will have one or more significant effects not discussed in the previous EIR;
  - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c. Mitigation measures would substantially reduce one or more significant effects of the amendments, but the project amendments decline to adopt the mitigation measure; or
  - d. Mitigation measures which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the amendments decline to adopt the mitigation measure.

If only minor technical changes or additions are necessary or none of the triggers set forth above have occurred, then the County can prepare an addendum pursuant to CEQA Guidelines Section 15164, explaining why “some changes or additions” to the adopted EIR “are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

The County, as Lead Agency, prepared the Addendum pursuant to CEQA Guidelines Section 15164 to evaluate the environmental resource categories in terms of a “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the previously adopted EIR. The Addendum Checklist is a convenient tool for disclosing the County’s evidence and reasoning for determining the project’s consistency with the previously adopted EIR. Staff concluded through preparation of the Addendum that the proposed project is consistent with the EIR and there are no new or substantially more severe significant effects which are peculiar to the amendments and that the amendments meet the criteria in Public Resources Code Section 21166 and the CEQA Guidelines Section 15162 through 15164.



*Errata to the Addendum*

In addition to the Addendum prepared for the Amendments, an Errata (Attachment E) to the Addendum was prepared subsequent to an August 10, 2023 Planning Commission hearing on the TBAP Amendments. The Errata provides additional clarity on the cumulative impact evaluation in the Area Plan EIR. The Errata includes additional discussion on the cumulative impacts of the proposed Tahoe Basin Area Plan Amendments as they relate to the cumulative analysis in the 2016 Area Plan EIR, the changes to cumulative conditions in the Tahoe Basin and changes to cumulative conditions outside the Tahoe Basin. The information outlined in the Errata does not result in any new significant impacts or a substantial increase in the severity of an environmental impact identified in the Area Plan EIR and none of the conditions described in State CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred. The proposed TBAP Amendments (TBAP Amendments or Area Plan Amendments) would not result in any new or substantially more severe significant effects than were identified in the Area Plan EIR, which was certified by the Board on December 6, 2016. The information contained in the Errata is for clarification purposes only and does not alter the conclusions of the EIR addendum.

*Tahoe Regional Planning Agency – Initial Environmental Checklist*

In addition to the Addendum and Errata prepared for CEQA, draft documents: an Initial Environmental Checklist, Compliance Measures, a Conformity Checklist and Findings were prepared for the Amendments to comply with the environmental review requirements of the TRPA.

**RECOMMENDATIONS**

Based on the discussion and analysis in this report, staff recommends that the Board approve the following items:

1. Adopt the Addendum and Errata to the Tahoe Basin Area Plan EIR prepared for the project as set forth in Attachment D and Attachment E, respectively, and supported by the following findings:
  - A. The Placer County Tahoe Basin Area Plan and Tahoe City Lodge Project Environmental Impact Statement/Environmental Impact Report (Area Plan EIR) (certified and adopted by the Placer County Board of Supervisors on December 6, 2016, California State Clearinghouse #2014072039; and adopted by the Tahoe Regional Planning Agency on January 25, 2017), and Addendum and Errata to the Area Plan EIR have been considered prior to approval of this project. Together they are determined to be adequate to serve as the environmental documentation for this project and satisfy all the requirements of CEQA. The Addendum to the Area Plan EIR did not raise important new issues about the significant effects on the environment.
  - B. The Addendum and the Errata to the Area Plan EIR were prepared pursuant to CEQA Guidelines Section 15164 and Placer County Environmental Review Ordinance Section 18.20.110. Pursuant to CEQA Guidelines Section 15162 through 15164, no changes have occurred in the amendments or to existing circumstance that would warrant additional environmental analysis for the TBAP Amendments requested.
  - C. The proposed amendments to the TBAP modify policies to achieve housing and Town Center redevelopment which were already considered under the TBAP and therefore the policy changes would not have the potential to cause a significant effect on the environment.
  - D. Under PRC Section 21080.17 and CEQA Guidelines Section 15282 subsection (h), CEQA does not apply to the adoption of an ordinance by a city or county to implement the provisions of Section 65852.2 of the Government Code (the state accessory

dwelling unit law). The proposed amendments implement Government Code Section 65852.2 and 65852.22 within unincorporated Placer County in a manner that is consistent with the requirements of state law.

2. Adopt a Resolution approving amendments to the Tahoe Basin Area Plan policy document based on the following findings:

A. The proposed amendments to the Tahoe Basin Area Plan policy document are consistent with the objectives, policies, general land uses and programs specified in the Placer County General Plan and Tahoe Basin Area Plan, and the amendments are internally consistent with the remaining provisions of the 2017 approved Tahoe Basin Area Plan. Specifically these amendments will address process, policy, and code improvements to facilitate development, scale back requirements, and better understand and alleviate constraints and challenges in the development process, including zoning and building requirements and fees, collaborating with TRPA, updating parking standards and creating parking districts, and increasing workforce housing allowances; will include action goals and tactical approaches aimed at improving the economic viability of the Tahoe Basin; and contains amendments aimed to further implement existing policies aimed at supporting additional housing at affordable price levels, construction of workforce housing, and providing assistance for economic development and environmental redevelopment and are consistent with the goals, objectives and policies of the Placer County General Plan and the Tahoe Basin Area Plan since they are in accordance with the following:

- i. TBAP Policy SE-P-3. Opportunities for economic development outside Town Centers should be pursued in a manner consistent with the Regional Plan.
- ii. TBAP Policy SE-P-4. Whenever feasible, Placer County should provide assistance to property owners seeking to complete projects on priority redevelopment sites through public-private partnerships and other forms of assistance.
- iii. TBAP Policy SE-P-5. Placer County supports efforts to promote environmental redevelopment in mixed-use areas within and outside Town Centers, including the Village Centers identified in this Area Plan.
- iv. TBAP Policy SE-P-6. Continue efforts to address the existing job-housing imbalance and provide additional housing at affordable price levels should be pursued.
- v. TBAP Policy HS-P-6. Pursue TRPA-Certified Local Governing Moderate-Income Housing Programs pursuant to Sections, 52.3.4 and 52.3.6 of the TRPA Code of Ordinances to provide additional opportunities for deed-restricted affordable and moderate-income housing.
- vi. TBAP Policy HS-P-7. Evaluate housing needs in the region in coordination with TRPA. Consistent with Regional Plan Housing Policy HS-3.1, update TRPA policies and ordinances as necessary to achieve state, local and regional housing goals. Future housing efforts should seek to remove identified barriers preventing the construction of necessary affordable housing in the region including, but not limited to, workforce and moderate-income housing, secondary residential units and long-term residency in motel units.
- vii. General Plan Policy 1.B.2. The County shall encourage the concentration of multi-family housing in and near downtowns, village centers, major commercial areas, and neighborhood commercial centers.
- viii. Housing Element – Policy HE-A-2. The County shall continue efforts to streamline and improve the development review process based on object design standards, and to eliminate any unnecessary delays in the processing of development applications.

- ix. Housing Element – Policy HE-A-3. The County shall strive to remove barriers to new housing production including advancing adaptive policies, regulations, and procedures, as well as addressing market constraints as admissible.
  - x. Housing Element Policy HE-A-4. The County shall encourage mixed-use and transit-oriented development projects where housing is provided in conjunction with compatible non-residential uses.
  - xi. Housing Element Policy HE A-6. The County shall encourage the development of multi-family dwellings in locations where adequate infrastructure and public services are available.
  - xii. Housing Element Policy HE-B-1. The County shall facilitate expanded housing opportunities that are affordable to the workforce of Placer County.
  - xiii. Housing Element Policy HE-G-1. The County shall promote housing opportunities for all persons regardless of race, religion, color, ancestry, national origin, sex, disability, family status, income, sexual orientation, or other barriers that prevent choice in housing.
  - xiv. Housing Element Policy HE-E-2. The County shall encourage the TRPA to strengthen the effectiveness of existing incentive programs for the production of affordable housing and encourage Accessory Dwelling Units.
- B. The Area Plan as amended is not within the area of any airport land use plan.
- C. Notices of all hearings required by Section 17.60.140 have been given and all hearings required pursuant to Section 17.58.200 have been held.
3. Adopt an Ordinance approving amendments to the Tahoe Basin Area Plan Implementing Regulations based on the following findings:
- A. The proposed amendments to the Tahoe Basin Area Plan Implementing Regulations are consistent with Placer County General Plan and Tahoe Basin Area Plan. Specifically these amendments are in response to the Placer County Tahoe Basin Town Center Economic Sustainability Needs Analysis, which recommended process, policy, and code improvements to facilitate development, scale back requirements, and better understand and alleviate constraints and challenges in the development process, including zoning and building requirements and fees, collaborating with TRPA, updating parking standards and creating parking districts, and increasing workforce housing allowances; responds to the Tahoe Prosperity Center’s reports, which include action goals and tactical approaches aimed at improving the economic viability of the Tahoe Basin; and aim to further implement existing policies aimed at supporting additional housing at affordable price levels, construction of workforce housing, and providing assistance for economic development and environmental redevelopment consistent with the goals, objectives and policies of the Placer County General Plan and the Tahoe Basin Area Plan since they are in accordance with the following:
    - i. TBAP Policy SE-P-3. Opportunities for economic development outside Town Centers should be pursued in a manner consistent with the Regional Plan.
    - ii. TBAP Policy SE-P-4. Whenever feasible, Placer County should provide assistance to property owners seeking to complete projects on priority redevelopment sites through public-private partnerships and other forms of assistance.
    - iii. TBAP Policy SE-P-5. Placer County supports efforts to promote environmental redevelopment in mixed-use areas within and outside Town Centers, including the Village Centers identified in this Area Plan.

- iv. TBAP Policy SE-P-6. Continue efforts to address the existing job-housing imbalance and provide additional housing at affordable price levels should be pursued.
  - v. TBAP Policy HS-P-6. Pursue TRPA-Certified Local Governing Moderate-Income Housing Programs pursuant to Sections, 52.3.4 and 52.3.6 of the TRPA Code of Ordinances to provide additional opportunities for deed-restricted affordable and moderate income housing.
  - vi. TBAP Policy HS-P-7. Evaluate housing needs in the region in coordination with TRPA. Consistent with Regional Plan Housing Policy HS-3.1, update TRPA policies and ordinances as necessary to achieve state, local and regional housing goals. Future housing efforts should seek to remove identified barriers preventing the construction of necessary affordable housing in the region including, but not limited to, workforce and moderate-income housing, secondary residential units and long-term residency in motel units.
  - vii. General Plan Policy 1.B.2. The County shall encourage the concentration of multi-family housing in and near downtowns, village centers, major commercial areas, and neighborhood commercial centers.
  - viii. Housing Element – Policy HE-A-2. The County shall continue efforts to streamline and improve the development review process based on object design standards, and to eliminate any unnecessary delays in the processing of development applications.
  - ix. Housing Element – Policy HE-A-3. The County shall strive to remove barriers to new housing production including advancing adaptive policies, regulations, and procedures, as well as addressing market constraints as admissible.
  - x. Housing Element Policy HE-A-4. The County shall encourage mixed-use and transit-oriented development projects where housing is provided in conjunction with compatible non-residential uses.
  - xi. Housing Element Policy HE-A-6. The County shall encourage the development of multi-family dwellings in locations where adequate infrastructure and public services are available.
  - xii. Housing Element Policy HE-B-1. The County shall facilitate expanded housing opportunities that are affordable to the workforce of Placer County.
  - xiii. Housing Element Policy HE-G-1. The County shall promote housing opportunities for all persons regardless of race, religion, color, ancestry, national origin, sex, disability, family status, income, sexual orientation, or other barriers that prevent choice in housing.
  - xiv. Housing Element Policy HE-E-2. The County shall encourage the TRPA to strengthen the effectiveness of existing incentive programs for the production of affordable housing and encourage Accessory Dwelling Units.
- B. The proposed amendments to the Tahoe Basin Area Plan Implementing Regulations are consistent with and implement the Area Plan, as approved in 2017 and as herein amended.
- C. The proposed amendments to the Tahoe Basin Area Plan Implementing Regulations will implement the Tahoe Basin Area Plan policies and goals and will ensure orderly development of the Plan Area.
4. Adopt an Ordinance amending the Placer County Code, Chapter 12, Article 12.08, Section 12.08.020(A).

## **ATTACHMENTS**

- Attachment A – Resolution to Repeal and Replace in its entirety the Tahoe Basin Area Plan, Amendments to the Policy Document Parts 2, 3, 4, and 8 pertaining to economic sustainability and housing  
Exhibit 1: TBAP Policy Document. Available at the following link:  
<https://www.placer.ca.gov/tahoebasinareaplan> and on file with the Clerk of the Board
- Attachment B – Ordinance to Repel and Replace in its entirety The Tahoe Basin Area Plan Implementing Regulations which includes Amendments to Chapters 1, 2, and 3 pertaining to economic sustainability and housing  
Exhibit 1: TBAP Implementing Regs. Available at the following link:  
<https://www.placer.ca.gov/tahoebasinareaplan> and on file with the Clerk of the Board
- Attachment C – Ordinance amending Placer County Code, Chapter 12, Article 12.08, Section 12.08.020A
- Attachment D - Addendum to the 2017 Tahoe Basin Area Plan Environmental Impact Report
- Attachment E - Errata to the Addendum to the 2017 Tahoe Basin Area Plan EIR
- Attachment F – Public Correspondence
- Attachment G – BAE Study: “Placer County Tahoe Basin Town Center Economic Sustainability Needs Analysis”
- Attachment H – Envision Tahoe Combined
- Attachment I – Opticos Study: “Recommendations for Missing Middle Housing Implementation”
- Attachment J - Summary of the March 23, 2023 TBAP Workshop
- Attachment K - 2023 Implementation Report

Attachment C

TRPA Adopting Ordinance

TAHOE REGIONAL PLANNING AGENCY  
ORDINANCE 2024-\_\_

AN AMENDMENT TO ORDINANCE NO. 2021-02 TO ADOPT  
TAHOE BASIN AREA PLAN AMENDMENTS

The Governing Board of the Tahoe Regional Planning Agency (TRPA) does ordain as follows:

Section 1.00 Findings

- 1.10 It is desirable to amend TRPA Ordinance 2021-02 by amending the Tahoe Basin Area Plan to further implement the Regional Plan pursuant to Article VI (a) and other applicable provisions of the Tahoe Regional Planning Compact.
- 1.20 The Tahoe Basin Area Plan amendments were the subject of an Initial Environmental Checklist (IEC), which was processed in accordance with Chapter 3: *Environmental Documentation* of the TRPA Code of Ordinances and Article VI of the Rules of Procedure. The Tahoe Basin Area Plan amendments have been determined not to have a significant effect on the environment and are therefore exempt from the requirement of an Environmental Impact Statement (EIS) pursuant to Article VII of the Compact.
- 1.30 The Advisory Planning Commission (APC) and the Governing Board have each conducted a noticed public hearing on the proposed Tahoe Basin Area Plan amendments. The APC has recommended Governing Board adoption of the necessary findings and adopting ordinance. At these hearings, oral testimony and documentary evidence were received and considered.
- 1.40 The Governing Board finds that the Tahoe Basin Area Plan amendments adopted hereby will continue to implement the Regional Plan, as amended, in a manner that achieves and maintains the adopted environmental threshold carrying capacities as required by Article V(c) of the Compact.
- 1.50 Prior to the adoption of these amendments, the Governing Board made the findings required by TRPA Code of Ordinances Section 4.5, and Article V(g) of the Compact.
- 1.60 Each of the foregoing findings is supported by substantial evidence in the record.

Section 2.00 TRPA Code of Ordinances Amendments

Ordinance 2021-02 is hereby amended by amending the Tahoe Basin Area Plan as set forth in the exhibits to this ordinance.

Section 3.00 Interpretation and Severability

The provisions of this ordinance amending the TRPA Code of Ordinances adopted hereby shall be liberally construed to affect their purposes. If any section, clause, provision or portion thereof is declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance and the amendments to the Regional Plan Package shall not be affected thereby. For this purpose, the provisions of this ordinance and the amendments to the Regional Plan Package are hereby declared respectively severable.

Section 4.00    Effective Date

The provisions of this ordinance amending the Tahoe Basin Area Plan shall become effective on adoption.

PASSED AND ADOPTED by the Tahoe Regional Planning Agency Governing Board at a regular meeting held on \_\_\_\_\_, 2024, by the following vote:

Ayes:

Nays:

Abstentions:

Absent:

\_\_\_\_\_  
Cindy Gustafson, Chair  
Tahoe Regional Planning Agency,  
Governing Board



Exhibit A

Proposed Policy Amendment Language

# Placer County Tahoe Basin Area Plan

January 2017

## **Disclaimer**

*The statements and conclusions of this report are those of the GRANTEE and/or Subcontractor and not necessarily those of the Strategic Growth Council or the Department of Conservation, or its employees. The Strategic Growth Council and the Department make no warranties, express or implied, and assume no liability for the information contained in the succeeding text.*

# **Placer County Tahoe Basin Area Plan**

## **January 2017**

**Prepared by:**

**Placer County Planning Services Division**

**Tahoe Regional Planning Agency**

**Dyett & Bhatia Urban and Regional Planners**

**Stockham Consulting**

**Adopted by the Placer County Board of Supervisors:**

**December 6, 2016**

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**Adopted by TRPA Governing Board:**

**January 25, 2017**

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**Amended by the Placer County Board of Supervisors:**

**December 15, 2020**

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**Amended by TRPA Governing Board:**

**February 24, 2021**

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Amended by the Placer County Board of Supervisors:

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Amended by TRPA Governing Board:

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Jim Holmes, District 3  
Kirk Uhler, District 4  
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## Part 1 Introduction

This Placer County Tahoe Basin Area Plan (Area Plan) is a component of the Lake Tahoe Regional Plan and the Placer County General Plan. The Planning area includes the portions of Placer County located within the Lake Tahoe Regional Planning area, including the north and west shores of Lake Tahoe.

The Area Plan encompasses 46,162 acres (72.1 square miles) and had 9,716 full-time residents according to the 2010 U.S. Census. The boundaries are the El Dorado County line to the south, Nevada state line to the east, and the Sierra Nevada mountain range to the north and west. The communities of Kings Beach/Stateline and Tahoe City account for more than 60 percent of the permanent population. Other communities include Carnelian Bay, Dollar Point, Sunnyside, Homewood, Tahoe Vista, and Tahoma. The Plan area is depicted on Figure 1-1.



*The Shoreline of Lake Tahoe*

The Lake Tahoe Region is under the jurisdiction of the Tahoe Regional Planning Agency (TRPA) and the Bi-State Tahoe Regional Planning Compact (Compact). TRPA was created to restore Lake Tahoe's environment, which had been degraded by logging and development. The Compact requires that TRPA establish environmental threshold carrying capacities (Thresholds) defining the region's environmental goals and implement a Regional Plan that will achieve and maintain the Thresholds over time. Since 1987, a strict Regional Plan has governed all activities in the basin.

TPRA also coordinates an Environmental Improvement Program (EIP), through which federal, state, local and private entities have invested over \$1 billion in prioritized environmental improvement projects.

These efforts have improved environment trends, but challenges remain. Restoring Lake Tahoe's water quality remains a very high priority for this Plan and the region. The Planning area is also seeing socioeconomic change, including job reductions, home price increases and a diminished full time population.

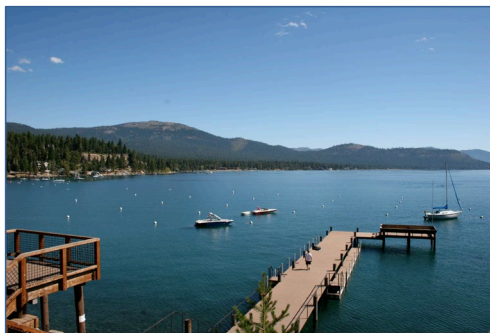
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## Placer County Tahoe Basin Area Plan

In 2011 and after years of study, a Total Maximum Daily Load (TMDL) water quality improvement program was established for Lake Tahoe in accordance with the U.S. Clean Water Act. More than any prior work, the TMDL identified Lake Tahoe's pollutants of concern and their primary sources. Fine sediment, phosphorus and nitrogen are the primary pollutants. The largest source categories are the urban uplands (developed areas and roads) and atmospheric deposition, largely from private vehicle emissions.

The Regional Plan was updated in 2012 to incorporate TMDL science and accelerate Threshold gain. A strategic goal was to remove regulatory barriers to "environmental redevelopment" and create incentives for privately-funded environmental enhancements. The amendments were intended to improve the environment and also support a healthy economy and social fabric.



*Lake Tahoe Boating Amenities*

New incentives were created to promote the transfer of development from environmentally impactful areas to redevelopment sites in designated Town Centers. Local governments were encouraged to prepare Area Plans that implement the Regional Plan and streamline the permitting process. Many of the Regional Plan incentives only apply within Town Centers of a conforming Area Plan.

Placer County prepared this Area Plan through a community planning process and in the context of the Regional Plan, the TMDL, and related programs. Like the Regional Plan, the Area Plan prioritizes environmental restoration, community redevelopment and socioeconomic improvement.

The remainder of this Introduction outlines the regulatory context, the planning process, and Area Plan priorities. Existing conditions and future improvement plans are described in the Plan sections that follow.

Part 1: Introduction  
Placer County Tahoe Basin Area Plan

## 1.1 Regulatory Context

---

### TAHOE REGIONAL PLANNING AGENCY

TRPA was established in 1969 under the Bi-State Tahoe Regional Planning Compact (Public Law 91-148) to adopt and enforce a regional plan of resource conservation and orderly development, and to exercise environmental controls. In 1980, the Compact was amended (Public Law 96-551) to require that TRPA adopt environmental threshold carrying capacities (Thresholds) and amend the Regional Plan so that the plan and its elements, as implemented through agency ordinances, rules and regulations, achieves and maintains the Thresholds.

Thresholds define the environmental quality goals that the Regional Plan is required to achieve for matters including water quality, air quality, soil conservation, vegetation protection, fisheries, wildlife, scenic resources, noise and recreation.

Thresholds were adopted in 1982 and a Regional Plan was implemented in 1987. The 1987 Regional Plan sought to achieve and maintain Thresholds primarily through growth control, development regulation, and property acquisition. Growth control measures in the 1987 Plan were extensively litigated and ultimately upheld as lawful by the U.S. Supreme Court.

The 1987 Plan established a “carrying capacity” for development in the Region that was dramatically lower than what previous plans had envisioned. A system of transferrable development rights and land coverage regulations was adopted within constraints of the Region’s carrying capacity. Concurrently, aggressive property acquisition programs were instituted. State and federal land management agencies acquired over 8,500 private parcels and retired the associated development rights between 1987 and 2011. The 1987 Regional Plan and the programs it established substantially reduced the rate of environment decline.

Under the 1987 Plan, a series of “Community Plans” and “Plan Area Statements” were developed for subareas of the region and have remained largely unchanged since adoption.

Starting in the 1990s, Threshold Evaluations and other studies made it clear that the strategy of regulation and land acquisition alone would not be enough to successfully achieve and maintain environmental thresholds. The environmental impact of “legacy development” that was constructed prior to the initial Regional Plan continued to adversely impact the Region. In response, federal, state and local government dramatically increased funding for stormwater management infrastructure, wetland restorations and other environmentally beneficial projects through the Environmental Improvement Program (EIP). Trends towards threshold attainment improved measurably, but thresholds for water quality and other resources were still not being attained.

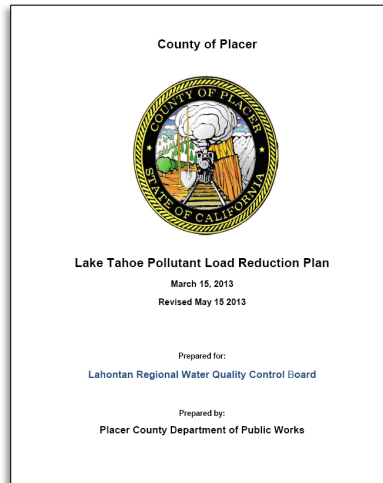
**LAKE TAHOE TMDL (TOTAL MAXIMUM DAILY LOAD)**

The Lake Tahoe TMDL program was developed under the Federal Clean Water Act and approved in 2011. The TMDL is intended to complement the Regional Plan and was prepared in coordination with TRPA.

The TMDL identifies Lake Tahoe’s pollutants of concern (fine sediment, phosphorus and nitrogen) and the primary sources of those pollutants (urban uplands and atmospheric deposition).

Pollutant load reduction targets are established in the TMDL to attain the Lake Tahoe transparency standard over a 65-year implementation period. The TMDL requires that each jurisdiction holding a National Pollutant Discharge Elimination System (NPDES) permit - including Placer County - identify and implement measures to achieve the required pollutant load reductions.

Placer County’s current Pollutant Load Reduction Plan (PLRP) was approved in 2013. Load reduction targets are being achieved with Water Quality Improvement Projects in high priority catchments, pollutant control management measures in road maintenance operations, and the completion of private parcel Best Management Practices (BMPs) for larger projects and redevelopment activities.

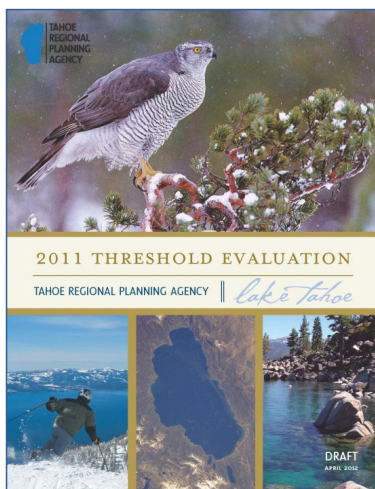


*County of Placer Pollutant Load Reduction Plan, May 15, 2013*

## 2011 THRESHOLD EVALUATION REPORT

The 2011 Threshold Evaluation is the most recent comprehensive assessment of environmental conditions and trends at Lake Tahoe. TRPA prepared the Threshold Evaluation using a science-based process with high level peer review. The Threshold Evaluation utilized information from the Lake Tahoe TMDL and its findings informed the 2012 Regional Plan update and this Area Plan.

The 2011 Threshold Evaluation indicated that significant progress has been made towards many environmental goals and that trends are increasingly positive. Programs that protect undeveloped land, restore natural systems, and retrofit the built environment have benefitted Lake Tahoe's environment.



*2011 Threshold Evaluation, December 12, 2012*

Topics of continuing concern include Water Quality, Stream Environment Zone (SEZ) Restoration, Aquatic Invasive Species, Transportation (Air Quality and Noise) and Scenic Quality in developed areas. The Threshold Evaluation suggested that the region needs to address the continuing impact of pre-TRPA development to address these challenges.

## 2012 REGIONAL PLAN AND CODE

In accordance with the Compact, the Regional Plan was updated in 2012 to accelerate Threshold Attainment based on findings of the TMDL and 2011 Threshold Evaluation. Key strategies included:

- Maintain effective programs that have protected Lake Tahoe's environment, including the regional growth control system, strict environmental standards and inter-agency implementation partnerships.
- Accelerate Threshold gain with targeted amendments to promote sensitive land restoration, support environmental redevelopment, and increase the availability of multi-modal transportation facilities.
- Improve the planning and permitting process to support increased private investment in needed environmental improvements.

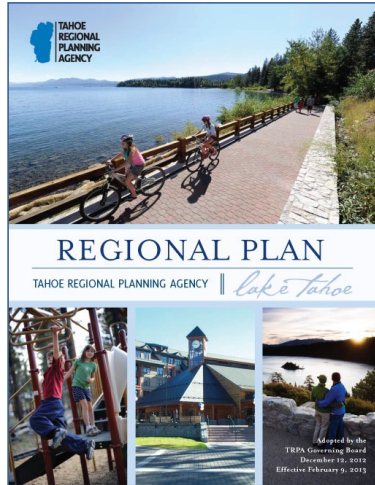
To implement these strategies, the 2012 Regional Plan established Town Centers reflecting initial priority areas for a suite of redevelopment incentives. Tahoe City, Kings Beach and North Stateline are each designated as "Town Centers" where environmental redevelopment is encouraged and development transfers are incentivized.

Part 1: Introduction  
Placer County Tahoe Basin Area Plan

Local governments were encouraged to prepare new Area Plans addressing Regional Plan policies within the region's communities. Area Plans streamline the permitting process and may include substitute development standards. Many of the redevelopment incentives only apply within Town Centers of a conforming Area Plan. This Area Plan implements redevelopment incentives within the Tahoe City, Kings Beach and North Stateline Town Centers.

Area Plans must be approved by a local government and TRPA. Chapter 13 of the TRPA Code outlines the content and approval requirements for Area Plans. Area Plans may be approved by TRPA if they contain policies and ordinances that are consistent with and further the Goals and Policies of the Regional Plan. The development of Area Plans is intended to implement the Regional Plan at a local level and support the update and consolidation of planning documents in the region.

TRPA Chapter 13 also establishes a conformity program that enables TRPA to transfer limited development permitting authority to Placer County in accordance with a Conforming Area Plan and an associated Memorandum of Understanding (MOU). The conformity process defines which development activities will not have a substantial effect on the natural resources in the region and may be delegated from TRPA review and approval, subject to appeal provisions. This program will eliminate requirements for many projects to be separately reviewed and approved by Placer County and TRPA. Larger projects, shorezone activities and project appeals will still require TRPA approval.



*Lake Tahoe Regional Plan, December 12, 2012*

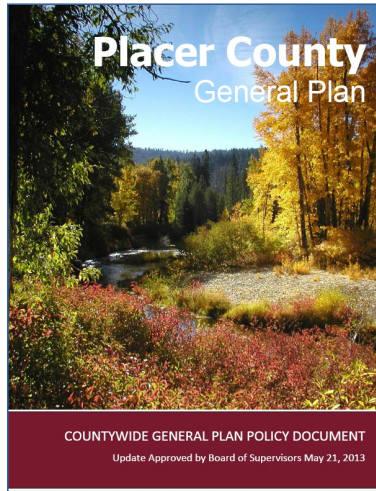
Placer County Tahoe Basin Area Plan

**PLACER COUNTY GENERAL PLAN**

In addition to the TRPA requirements, this Area Plan addresses California’s requirements related to General Plans and upon adoption will also be part of the Placer County General Plan.

State Government Code Section 65300 requires that each California jurisdiction prepare and adopt a comprehensive General Plan for the physical development of the county or city. State law requires that General Plans include elements for Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety.

Additionally, California law (Govt. Code §65588 (e)(3)) requires an update to the Housing Elements at least every eight years. Placer County’s updated Housing Element was approved by the State on November 22, 2013. The Placer County Tahoe Basin Area Plan implements the General Plan in the context of TRPA requirements.



*Placer County General Plan, May 21, 2013*

Because TRPA’s standards are generally stricter and more detailed than other State and County requirements, this Area Plan utilizes the Regional Plan and Code as its foundation. Goals and Policies in the Regional Plan are supplemented with more specific goals and policies in the Area Plan.

The TRPA Code remains in place for most regulatory topics. Where the TRPA Code does not adequately address local considerations, supplemental and replacement standards are identified in this Area Plan and Code. Topics not addressed in the TRPA Plans continue to be governed by the Placer County General Plan and Code.

## REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITY STRATEGY

Mobility 2035 is the Regional Transportation Plan for the Tahoe Metropolitan Planning Organization (TMPO) and also serves as the transportation element of the Lake Tahoe Regional Plan.

Mobility 2035 was approved with the 2012 Regional Plan Update. A primary goal of the Plan is to reduce dependency on the automobile by promoting redevelopment within Town Centers and enhancing facilities and services for walking, biking and transit use.

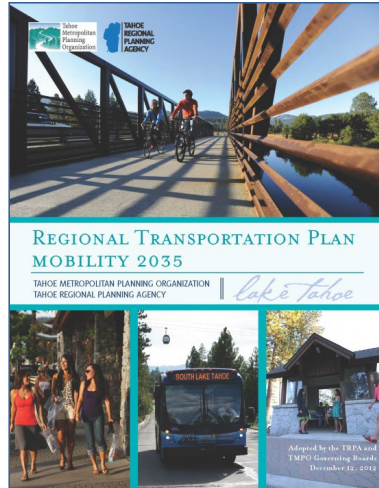
Mobility 2035 also serves as a Sustainable Communities Strategy (SCS) in accordance with California Senate Bill 375 (Sustainable Communities and Climate Protection Act). The SCS demonstrates how integrated transportation, land use, and housing strategies will help Lake Tahoe meet environmental thresholds and greenhouse gas targets for cars and light trucks on the California side of the Tahoe Basin.

The 2010 Lake Tahoe Region Bicycle and Pedestrian Plan (BPP) is the Bicycle and Pedestrian element for Mobility 2035. The BPP identifies planned bicycle and pedestrian improvements and enables Placer County and other implementing agencies to apply for funding assistance.

### ENVIRONMENTAL IMPROVEMENT PROGRAM (EIP)

TRPA launched the Environmental Improvement Program (EIP) in 1997 to accelerate Threshold attainment by investing public and private funds to implement water quality restoration and other Threshold gain projects. EIP projects include erosion control measures, wetland and riparian restoration, transportation improvements, forest management, and other environmentally beneficial programs and projects.

TRPA maintains a priority list of EIP projects, which is updated annually. Projects and programs outlined in this Area Plan are consistent with the EIP action priorities and when completed will help achieve the identified performance measures.



*Regional Transportation Plan, December 12, 2012*



## 1.2 Public Input and the Planning Process

This Area Plan was developed with extensive public input over several years.

Starting in May 2012, Placer County facilitated a series of informational meetings and public workshops. Focused working group sessions were also held with stakeholders from the four planning subareas West Shore, Greater Tahoe City, North Tahoe West and North Tahoe East.



*A public meeting for the Area Plan*

Placer County's public process was informed by and coordinated with the extensive public process for the Regional Plan update including the Pathway 2007 Place-Based Planning Process, the Regional Plan Update Committee Workshops, and the Bi-State Consultations.

### PLACER COUNTY VISION SUMMARY (PATHWAY 2007)

This Area Plan builds upon the Pathway 2007 Placer County Vision Summary, which was prepared during a series of workshops and working group meetings in 2006.

Pathway 2007 participants focused on catastrophic fire, water quality, and the overall scenic excellence and natural beauty of the Tahoe Basin.

The Vision Summary seeks to "restore and enhance the unique natural and human environment of Tahoe while protecting Tahoe's famed water quality, protecting the public health, sustaining healthy ecosystems and supporting a vibrant economy for the benefit of present and future generations."



*The TRPA Vision Summary Report for Placer County, August 2006*

### **REGIONAL PLAN UPDATE COMMITTEE**

In 2011 and early 2012, the TRPA Regional Plan Update Committee prepared the April 25, 2012 Draft Regional Plan. The Regional Plan Update Committee was a representative subcommittee of the TRPA Governing Board and included Placer County's appointee. The Regional Plan was thoroughly reviewed, debated by participants, and ultimately voted upon by the Committee at a series of 15 full-day public meetings. Wherever possible, compromise language was developed to resolve concerns that emerged at Committee meetings. Non-unanimous topics were the focus of later discussions and compromises.

### **BI-STATE CONSULTATIONS**

Following release of the April 2012 Draft Regional Plan, public comments were received and "Bi-State Consultations" were sponsored by the States of California and Nevada to develop compromises for the controversial non-unanimous topics. The Bi-State Working Group developed recommendations that all participants supported which were incorporated into the Regional Plan. Mitigation measures from the Regional Plan Environmental Impact Statement and other public review proposals were also included.

### **TAHOE BASIN COMMUNITY PLAN UPDATE**

In Late 2011, Placer County initiated the process of updating the existing Plans in the Tahoe Basin. At this time, the Draft Regional Plan was being finalized and the Regional Plan Update Committee had endorsed the creation of Area Plans with new development transfer and redevelopment incentives.

Public participation was an essential part of the process. An effective public participation program ensures that the plan's policies are based upon ideas with broad support and reflect the needs and desires of community members. The Public Outreach Strategy included the following:

- Formation of a Technical Advisory Council (TAC) comprised of representatives from key County departments and government agencies to advise the County and TRPA on the technical aspects of the Area Plan;
- Formation of four geographical subarea Plan Teams to help develop the zoning and design standards for each of the four Plan subareas identified in the Area Plan boundary;
- Community workshops in each of the four geographical subareas that were open to the public;
- Periodic town hall meetings to update the public at-large on the planning process;
- Distribution of electronic newsletters and the development and maintenance of a Tahoe Basin Area Plan website; and,
- Regular updates on the progress of the Area Plan to the North Tahoe Regional Advisory Council (NTRAC), the TRPA Governing Board, the Placer County Planning Commission, and the Placer County Board of Supervisors.

### **TOWN CENTER VISIONING**

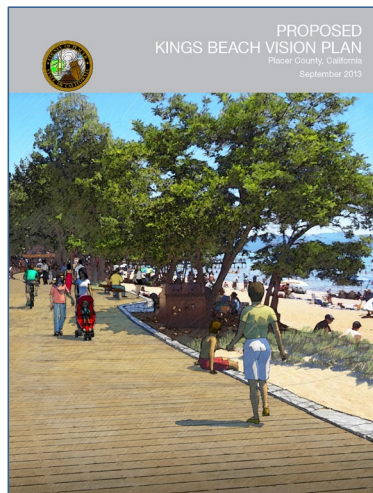
Placer County is a partner in the Tahoe Basin Partnership for Sustainable Communities Planning Grant that was awarded by the California Strategic Growth Council in 2010. Placer County utilized grant funding for the development of visioning documents for the Kings Beach and Tahoe City Town Center areas, and for preparation of this Area Plan.

The primary goal behind the visioning processes was to obtain community input on the future of each community and guidance for redevelopment activities. In both communities, priority was given to environmental gains and high quality redevelopment in certain areas. The Kings Beach and Tahoe City Vision Plans helped guide the development of this Area Plan, including the environmental improvement projects, zoning and design standards, and Area Plan maps for the Kings Beach and Tahoe City communities.

#### **Kings Beach Vision Plan**

The Kings Beach Vision Plan is the result of multiple meetings and a three-day public workshop held in June, 2013. Participants shared ideas about what makes Kings Beach unique, the existing challenges, and the opportunities that exist.

A vision emerged to promote a diverse and friendly community that is centered on recreation. Conceptual plans were developed for a series of potential community improvements.



*Kings Beach Vision Plan, September 2013*

Part 1: Introduction  
Placer County Tahoe Basin Area Plan

The Kings Beach Vision Diagram depicts some of these ideas, which include:

- Beach Promenade
- Beach Center
- Public Pier and Water Transportation
- Road Improvements and Crossings
- Transit
- Parking
- Trail System
- Improved Accommodations
- Mixed-Use / Infill
- Explorable Town Form
- Gateway Entries



Kings Beach Vision Diagram, August 2013



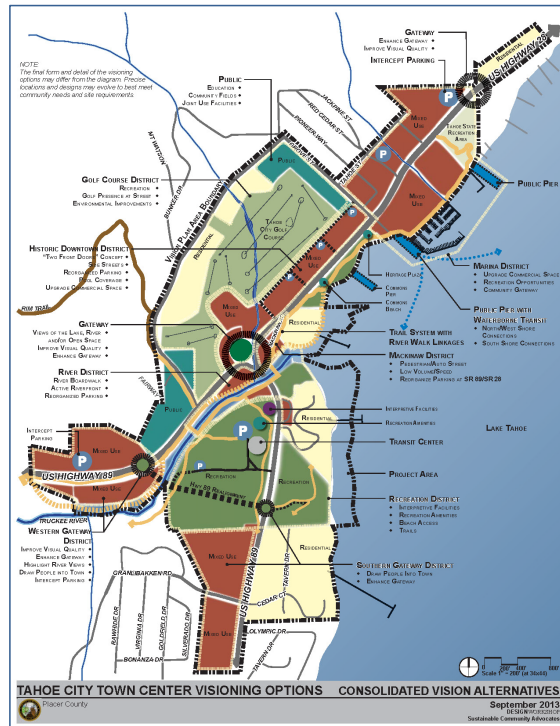
Depiction of the Kings Beach Commercial Core Improvement Project

**Tahoe City Visioning Options Report**

The Tahoe City Town Center Visioning Options report provides visioning options for the core area of Tahoe City. A kick-off workshop sponsored by a downtown Tahoe City stakeholders group was conducted along with a three-day charrette held June 27-29, 2012 and a County-sponsored follow-up public workshop on August 28, 2013. Many community stakeholders participated in the visioning process.

The visioning process examined the center of Tahoe City to identify improvements that could be made. The following eleven vision principles were identified for Tahoe City:

- Implement water quality and other environmental improvements as part of area-wide solutions that appropriately plan for development while helping to meet Thresholds and protecting Lake Tahoe and other natural resources.
- Encourage walkable retail at ground level with appropriate mixed-use reinforcing main street vitality and pedestrian activity.
- Create a more explorable, dynamic town form with side streets, while preserving Tahoe City's unique community character and providing for increased town center recreation – including golf and winter and shoulder season activities.
- Relocate, increase, and upgrade the lodging alternatives to revitalize the tourism economy.
- Encourage prime accommodation sites that include waterfront access and the expected views and amenities that encourage investment.



*Tahoe City Visioning Options Diagram, September 2013*

- Recognize the importance of views and access to Lake Tahoe and the Truckee River.
- Connect visitors to Lake Tahoe culture and experiences through enhanced gateways, wayfinding, education, recreation amenities, and interpretive facilities.
- Enhance and expand recreational opportunities in winter and shoulder seasons to support a year-round sustainable community.
- Streamline permitting and planning standards to encourage new investment.
- Develop solutions at the community scale rather than relying on a parcel-by-parcel approach. (e.g. parking, snow storage, environmental restoration, coverage, BMPs).
- Enhance bicycle, transit and other alternative transportation modes as an essential part of a destination stay. Improve the flow of traffic through roadway design and community/shared-use parking.



*Rendering of a Truckee River Trail Extension*

### 1.3 Summary of the Area Plan

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Conditions in the Lake Tahoe Region are different today than they were when the 1987 Regional Plan was developed.

By the 1980's, the Region had experienced decades of rapid development. The economy was thriving, but the environment was suffering. More than half of the Region's wetlands had been developed and plans were in place for projects that could have increased the Region's population to 750,000 (more than ten times the current population). Lake Tahoe's water clarity was declining by about one foot per year.

In 2015, the Region faces different challenges. TRPA's strict growth control system has been in place for decades and over \$1 Billion has been invested in environmental restoration. Overall, the efforts appear to be working. Unconstrained growth is no longer a threat, Lake Tahoe's water clarity has stabilized and many environmental indicators are showing improvement. Environmental priorities are now targeted to more specific concerns and pollution sources. Socioeconomic conditions are also a concern.

This Area Plan recognizes the regional planning framework and applies regional policies at the community scale. It provides the legal structure for review of land use proposals and applications. It also identifies policy initiatives and capital improvements that would improve environmental conditions and should be incorporated into the EIP and other

## Placer County Tahoe Basin Area Plan

funding programs. Consistent with the Regional Plan and extensive public input, environmental redevelopment is encouraged for its environmental and economic benefits.

The adopted Placer County Tahoe Basin Area Plan becomes a part of the Lake Tahoe Regional Plan and the Placer County General Plan. It replaces the six Community Plans, the Placer County Standards & Guidelines for Signage, Parking and Design, and 57 Plan Area Statements that were previously adopted by Placer County and TRPA for the area. It also replaces two Placer County General Plans.

As specified by the Regional Plan, the focus of the Area Plan is to *“Promote environmentally beneficial redevelopment and revitalization within Centers”* and *“preserve the character of established residential areas outside centers, while seeking opportunities for environmental improvements”*. (TRPA Regional Plan, 2012).

Amendments from prior plans are focused within the TRPA designated Town Centers of Tahoe City, Kings Beach and North Stateline. In the Town Centers, development standards are reformed and environmental improvements are planned in accordance with the Regional Plan and TMDL. Significant changes within the Town Centers include:

- Planning additional environmental improvements to restore sensitive lands and enhance recreation and multi-modal transportation facilities.
- Implementing Regional Plan standards for development transfers, building height, density and land coverage to provide capacity for development transfers and redevelopment – combined with restrictions and transition areas to enhance scenic quality and address Regional Plan requirements.
- Allowing residential and mixed uses within Town Centers.
- Supporting Town Center redevelopment by providing opportunities to convert commercial space (CFA) to redeveloped tourist accommodation units (TAU).
- Adjusting the Town Center boundaries and land uses within the Centers to promote redevelopment and maximize opportunities for environmental gain.
- Adopting new mixed use site and building standards calling for pedestrian oriented designs and scenic enhancements.
- Updating the 1993 Placer County Standards and Guidelines for Signage, Parking, and Design to improve the graphics and strengthen dark sky lighting requirements.
- Adopting new parking standards to better utilize parking lots and minimize pavement.
- Changing zoning on restoration project sites to Conservation or Recreation.
- Allowing non-contiguous sites to be considered a “project area.”

Outside the Town Centers a “Village Center” concept is embraced for the existing commercial areas. Mixed use zoning, new design standards, and parking amendments

apply within Town and Village Centers. Additional opportunities for accessory dwelling units (ADUs) on lots less than an acre in size are also provided where the secondary residence is restricted to not allow for tourist uses or vacation rentals and where it is deemed restricted for affordability.

Land uses and development standards from the Community Plans and Plan Area Statements have otherwise been maintained. The Area Plan consolidates standards from the six Community Plans and 57 Plan Area Statements into a single document. Subareas are identified and maintain existing standards for each old plan area. These provisions are further described in the Land Use Plan and implementing regulations.

### **ORGANIZATION OF THE AREA PLAN**

This Area Plan is comprised of eight sections and implementing regulations. Reference documents that are not part of this Area Plan are provided as Appendixes.

**Part 1 – Introduction:** An overview of the regulatory framework, planning process, and Area Plan content.

**Part 2 – Conservation Plan:** Current environmental conditions and plan to achieve and maintain environmental Threshold standards.

**Part 3 – Socioeconomic Plan:** Socioeconomic conditions and plan for improvement.

**Part 4 – Land Use Plan:** Existing and planned land uses and development.

**Part 5 – Transportation Plan:** Existing and planned multi-modal transportation facilities and services.

**Part 6 – Recreation Plan:** Existing and planned recreation facilities and services.

**Part 7 - Public Services and Facilities Plan:** Existing and planned public services and facilities.

**Part 8 – Implementation Plan:** Implementation Projects and environmental performance targets.

**Area Plan Implementing Regulations:** Zoning districts, land use regulations, development standards and design guidelines.

**Appendixes** (Reference Documents – not a part of the Area Plan):

- A. Memorandum of Understanding for the Placer County Tahoe Basin Area Plan.
- B. Kings Beach Vision Plan, September 2013.
- C. Tahoe City Visioning Options Report, September 2013.
- D. Existing Conditions Report, September 2013.
- E. Study on Economic Development Incentives for Town Centers, February 2015.

Summary of Community Plan Performance Measures, March 2015.





## Part 2 Conservation Plan

The importance of environmental conservation at Lake Tahoe Region is emphasized by TRPA's guiding principles.

*"The Tahoe Region exhibits unique and irreplaceable environmental and ecological values of national significance which are threatened with deterioration or degeneration." TRPA shall "maintain the significant scenic, recreational, education, scientific, natural, and public health values provided by the Region; and "ensure equilibrium between the Region's natural endowment and its manmade environment." (TRPA Regional Plan, 2012)*



*The West Shore Multi Use Trail*

This Conservation Plan outlines policies and programs to protect, preserve, and enhance the Area Plan's natural and cultural resources. It implements the Regional Plan at the local level to achieve and maintain the environmental Threshold standards.

Topics addressed include water quality, soil conservation and land coverage, stream environment zone (SEZ), air quality, scenic resources, vegetation, fisheries and aquatic resources, wildlife resources, noise, cultural resources and natural hazards.

### 2.1 2011 Threshold Evaluation

The 2011 Threshold Evaluation Report provides a snapshot of the overall environmental health at Lake Tahoe and is the fifth report since the adoption of the 1987 Regional Plan. Its findings indicate that significant environmental progress has been made and trends are increasingly positive. The Evaluation also shows that challenges remain.

Summary findings of the Threshold Evaluation Report are listed in Table 2.1. Consistent with the Regional Plan, this Area Plan is focused on addressing the Threshold areas of concern.

**Table 2.1: 2011 Threshold Evaluation Report Findings**

<i>Threshold</i>	<i>2011 Threshold Evaluation Executive Summary Findings</i>
Water Quality	The rate of Lake Tahoe annual clarity decline has slowed over the last decade. The winter clarity threshold indicator met the interim target of 78.7 feet (2011 measured 84.9 feet) and is trending toward attainment of 109.5 feet. Trends in stream water quality indicated that conditions have not declined over time. However, summer lake clarity and nearshore conditions are highlighted as major areas of concern.
Air Quality	The Tahoe Basin made air quality gains over the last five years. The majority of air quality indicators in the Lake Tahoe Basin were at or better than attainment with adopted standards. The Report shows that indicators for carbon monoxide and vehicle-miles-traveled moved from non-attainment into attainment. Federal and state tailpipe and industrial emission standards have likely contributed to this achievement along with local projects which delivered walkable, transit-friendly improvements such as the Heavenly Gondola in South Lake Tahoe.
Soil Conservation	An analysis of impervious cover (land coverage) showed that seven of nine indicators were in attainment with threshold targets, however, sensitive wetlands and very steep lands are “over-covered” which can negatively affect water quality and other resources. Stream zone restoration efforts implemented by TRPA partner agencies are making progress in achieving restoration goals with more needing to be done.
Scenic Resources	The Tahoe Basin made gains in scenic quality over the last five years. Overall, compliance with scenic quality standards is at 93 percent with an improving trend in scenic quality for the built environment. Developed areas along roadways and Lake Tahoe’s shoreline continue to be the locations where scenic improvements are needed.
Vegetation	The Regional Plan and partner agencies have successfully protected sensitive plant species, keeping those standards in attainment. However, a couple of uncommon plant communities fell short of attainment because of non-native species; beaver, aquatic invasive species and noxious weeds were identified as potential threats to the integrity of uncommon plant communities. Progress is being made on fuels reduction and forest ecosystem restoration.
Recreation	Both Recreation Threshold Standards have been implemented and are in attainment. TRPA partners have made substantial progress in upgrading recreational facilities through the Environmental Improvement Program.
Fisheries	TRPA and partner agencies have implemented a robust aquatic invasive species control and prevention program; however, aquatic invasive species continue to be a major area of concern because their threat to fisheries and other aquatic biota.

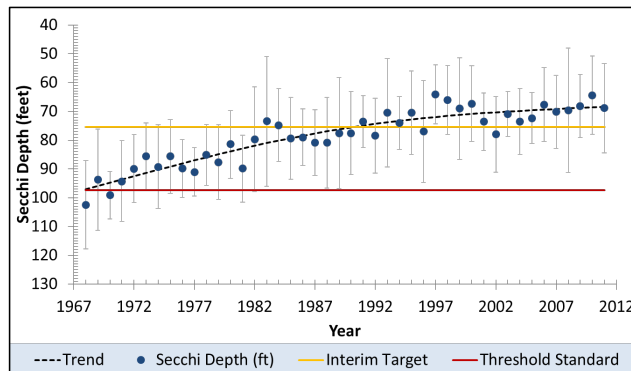
**Table 2.1: 2011 Threshold Evaluation Report Findings**

Threshold	2011 Threshold Evaluation Executive Summary Findings
Wildlife	Indicators for special interest wildlife species show stable or improving conditions. TRPA’s development regulations have protected riparian wildlife habitats and partner agencies are making progress restoring these valuable habitats.
Noise	TRPA and the peer review panel recommended that noise standards and evaluation approaches be re-evaluated. The majority of standards were determined to be out of attainment as a result of a ‘no exceedance’ interpretation of the standard and that TRPA has little enforcement authority to address many noise issues – in particular, single event noise.

Source: 2011 Threshold Evaluation.

## 2.2 Water Quality

Restoring Lake Tahoe’s water quality has been a top priority for decades. Data indicates that after years of steady decline, Lake Tahoe’s average annual clarity has nearly stabilized, albeit well below the 97.4 foot threshold standard (1967-71 levels). Nearshore water quality and algae are topics of significant concern and active research.



Lake Tahoe Water Clarity (Average Annual Secchi Depth). Source: TRPA 2011 Threshold Evaluation, December 12, 2012.

To address water quality challenges, Placer County and partner organizations have made substantial investments in water quality initiatives. Completed and current water quality improvement projects are described below and depicted in the maps that follow (Figures 2-1 through 2-5).

**ENVIRONMENTAL IMPROVEMENT PROGRAM (EIP)**

The multi-agency Environmental Improvement Program (EIP) was launched in 1997 to improve the environment at Lake Tahoe. The EIP focuses on accelerating Threshold attainment with public and private investments in physical projects including erosion control measures, riparian area restoration, transportation, forest health, and others. TRPA administers the program.

Within the Plan area, water quality and erosion control EIP projects have been completed by various agencies, including Placer County, the State of California, California Tahoe Conservancy, local utility and fire protection districts and the U.S. Forest Service. Region-wide, over \$1 billion in federal, state, local and private funds have been invested in EIP Projects. Completed EIP water quality projects are mapped in Figures 2-1, 2-2 and 2-3 and described in the Implementation Plan.

This Area Plan supports continued implementation of the EIP in coordination with regional partners and the TMDL Program. As a capital program, project completion is directly related to availability of funding.

**BEST MANAGEMENT PRACTICES (BMPs)**

Best Management Practices (BMPs) are stormwater management measures that reduce runoff volume, peak flows, and pollution levels through detention, infiltration, evapotranspiration, and filtration. TRPA requires that BMPs be installed with all development permits and be designed to stabilize soil and infiltrate the volume of a 20-year, one-hour storm onsite. TRPA also requires that property owners in the Tahoe Region install BMPs on existing developed parcels – even if improvements are not being made.

As shown in Table 2.2-A, BMP compliance for developed parcels in the Plan area was 29 percent in 2013, slightly lower than the regional compliance rate. The significant cost of BMP retrofits has limited compliance. Properties with BMP certificates are mapped on Figures 2-1, 2-4 and 2-5.

**Table 2.2-A: BMP Compliance in the Area Plan**

<i>Land Use</i>	<i>Parcels</i>	<i>BMP Certificate</i>	<i>BMP Compliance</i>
Single Family	9,983	3,078	31%
Multifamily	635	247	39%
Commercial	266	52	20%
Tourist	73	14	19%
Industrial	217	10	5%
Public Services	129	29	22%
Recreation	439	20	5%
<b>Total Parcels<sup>1</sup></b>	<b>11,742</b>	<b>3,450</b>	<b>29%</b>

1. Does not include conservation/backcountry or vacant parcels.

Source: TRPA, 2013.

For projects delegated to the County for approval under the Area Plan MOU, the County will enforce BMP compliance in consultation with TRPA, TRPA will continue to enforce the BMP retrofit program for properties not seeking development approvals. The MOU outlines the administrative details.

**LAKE TAHOE TMDL (TOTAL MAXIMUM DAILY LOAD)**

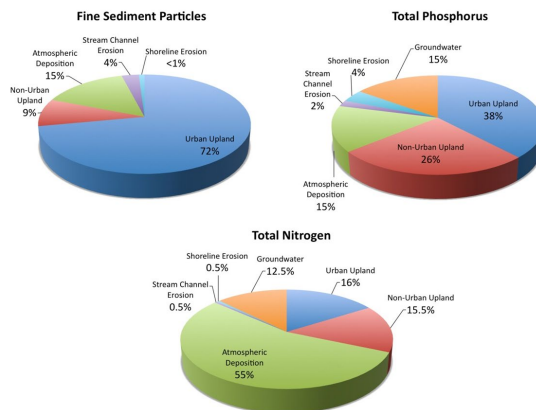
The Lake Tahoe TMDL program was developed in accordance with U.S. Clean Water Act and was approved in 2011. The TMDL is intended to complement the Regional Plan and was prepared in coordination with TRPA.

In the 2000s, extensive studies for the Lake Tahoe TMDL provided detailed information related to water quality. TMDL reports adopted by California and Nevada identified fine sediment particles, nitrogen and phosphorus as Lake Tahoe’s primary pollutants. Fine sediment particles are the most dominant pollutant contributing to the impairment of the lake’s deep water transparency and clarity, accounting for roughly two thirds of the lake’s impairment.



*Lake Tahoe's West Shore*

A pollutant source analysis identified urban uplands runoff, atmospheric deposition, forested upland runoff, and stream channel erosion as the primary sources of fine sediment particle, nitrogen, and phosphorus loads discharging to Lake Tahoe. The largest source of fine sediment particles to Lake Tahoe is urban stormwater runoff, comprising 72 percent of the total fine sediment particle load. The urban uplands also provide the largest opportunity to reduce fine sediment particle and phosphorus contributions to the lake.



*Lake Tahoe Estimated Pollutant Loading. Source: Final Lake Tahoe Total Maximum Daily Load Report, November, 2010.*

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While the TMDL focuses on impairment of Lake Tahoe’s deep water transparency and clarity, the primary pollutants that it addresses (fine sediment, nitrogen and phosphorous) have also been shown to affect nearshore water quality.

Load reduction targets for fine sediments, phosphorus, and nitrogen have been established in the TMDL to attain the Lake Tahoe transparency standard over a 65-year implementation period. To meet the requirements of the TMDL program, each jurisdiction holding a NPDES permit – including Placer County – is required to reduce their baseline pollutant load by the set amounts.

Placer County’s initial Pollutant Load Reduction Plan (PLRP) was approved in 2013. Load reduction targets are being achieved with Water Quality Improvement Projects in high priority catchments, pollutant control management measures in road maintenance operations, and the completion of private parcel Best Management Practices (BMPs) for larger projects and redevelopment activities.

Table 2.2-B identifies the pollutant load reduction requirements for Placer County.

**Table 2.2-B: 2016 Pollutant Load Reduction Requirements**

<i>Parameter</i>	<i>Base Load (kg/year)</i>	<i>Annual Load Reduction (%)</i>	<i>Annual Load Reduction (kg)</i>	<i>Allowable Load (kg/year)</i>
Fine Sediment Particles (mass)	234,053	10%	23,405	210,648
Phosphorus	1,111	7%	78	1,033
Nitrogen	4,635	8%	371	4,264

*Source: County of Placer Lake Tahoe Pollutant Reduction Plan, May 2013.*

Since the 2004 baseline period, Placer County has completed sixteen qualifying projects, as listed in Table 2.2-C and mapped in Figures 2-1, 2-2 and 2-3. Registered TMDL catchments, the pollutant loading for each catchment, and the status of BMP certification are mapped in Figures 2-1, 2-4 and 2-5.

**Table 2.2-C: Completed TMDL Water Quality Improvement Projects**

<i>Water Quality Improvement Project</i>	<i>Year Completed</i>	<i>Load Reduction Estimate (FSP)</i>	<i>Lake Clarity Credit</i>
Dollar Point	2008	3,241	16.2
Lake Forest Meadow	2009-2010	2,184	11.0
Timberland	2004	551	3.0
Upper Cutthroat	2005	398	2.0
Lake Tahoe Park	2004	804	4.0
Tahoe Pines - Area A	2007	1,195	6.0
Tahoe Pines - Area B	2009	43	0.3
Tahoe Pines - Area C	2011	1,704	9.0
Tahoe Estates	2009	3,112	16.0
West Sunnyside Phase I	2008	1,305	7.0
Fox Clean Water Pipe	2010	400	2.0
Tahoe City Residential	2011	969	5.0
Brockway	2012	2,022	10.0
Homewood Phase 1 & 1A	2012	3,800	19.0
Beaver Street Retrofit	2007	928	5.0
Lake Forest Highlands	2012	1,000	5.0
<b>Total</b>		<b>23,656</b>	<b>120.5</b>

Note: One lake clarity credit = 200.42 pounds of FSP.

Source: County of Placer Lake Tahoe Pollutant Reduction Plan, May 2013.

Placer County anticipates completion of six additional TMDL water quality improvement projects by September 2016. The current projects are listed in Table 2.2-D.



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**Table 2.2-D: Current TMDL Water Quality Improvement Projects**

<i>Water Quality Improvement Project</i>	<i>Year Completed</i>	<i>Load Reduction Estimate (FSP)</i>	<i>Lake Clarity Credit</i>
Lake Forest Panorama	2014-2015	6,040	30.1
West Sunnyside Phase II	2016	1,414	7.1
Snow Creek Restoration	2014	1,800	9.0
Kings Beach CCIP	Underway	10,508	52.4
Griff Creek	Underway	900	4.5
Kings Beach WIP <sup>1</sup>	2016	3,000	15.0
<b>Total</b>		<b>23,662</b>	<b>118.1</b>

1. Kings Beach WIP includes two subwatershed projects within the Kings Beach Planning Area.

Source: County of Placer Lake Tahoe Pollutant Reduction Plan, May 2013. Project status updated January 2015.

In addition to the water quality improvement projects, Placer County is implementing additional Pollutant Control Management Measures for road maintenance activities. These are listed in Table 2.2-E.

**Table 2.2-E: Pollutant Control Management Measures Summary**

<i>Action</i>	<i>Load Reduction Estimates (lbs/year) FSP</i>	<i>Lake Clarity Credits</i>
Change Abrasive Type	3,234	16
Increase Frequency of Sweeping	2,405	11
Utilize New High-Efficiency Sweeper	3,006	15
<b>Management Measures Total <sup>1</sup></b>	<b>5,411</b>	<b>25</b>
<b>Percentage of Required Credits</b>	<b>26,260</b>	<b>10%</b>

1. Does not include changing abrasives - as a credit methodology is in development.

Source: County of Placer Lake Tahoe Pollutant Load Reduction Plan, May 2013.

The completed and current projects, along with identified pollution control management measures, are expected to reduce pollution loading by the required amounts. Additional efforts are being evaluated for future Load Reduction Plans in accordance with TMDL criteria.

**WATER QUALITY POLICIES**

- WQ-P-1 Continue to participate in the Lake Tahoe Total Maximum Daily Load (TMDL) program, maintain Pollutant Load Reduction Plans (PLRPs), and implement the identified pollutant load reduction measures.
- WQ-P-2 Continue to participate in the Lake Tahoe Environmental Improvement Program (EIP) and coordinate with other agencies to identify and secure funding for water quality improvement projects.
- WQ-P-3 Continue to prioritize and seek funding assistance for the installation and long-term maintenance of Water Quality Best Management Practices (BMPs).
- WQ-P-4 Reduce pollutant loading to Lake Tahoe by implementing incentives for redevelopment within Town Centers and the transfer of development to Town Centers in accordance with the Regional Plan.
- WQ-P-5 Pursue Area-Wide water quality treatment districts in coordination with involved property owners and in accordance with the Regional Plan and TMDL. Within an approved district, water quality facilities may be jointly managed in lieu of certain parcel-specific BMP requirements.  
  
Priority will be given to sites with interested property owners, in high pollution loading catchments, on SEZ lands and within Town Centers.
- WQ-P-6 Evaluate the feasibility of establishing one or more public stormwater districts to construct and maintain water quality improvements.
- WQ-P-7 Implement the recommendations outlined in the Pollutant Load Reduction Plan (PLRP) to achieve the Lake Tahoe TMDL five-year load reduction target for year 2016.
- WQ-P-8 Collaborate with the Lahontan Regional Water Quality Control Board to update and refine the Pollutant Load Reduction Strategy for load reduction targets beyond the year 2016 and update the Pollutant Load Reduction Plan as necessary to achieve the Lake Tahoe TMDL load reduction targets. The Placer County Tahoe Basin Area Plan hereby incorporates by reference all monitoring, operations and maintenance, and reporting required by the County's NPDES permit, the adopted Pollutant Load Reduction Plan and the Stormwater Management Plan, which will also be utilized by TRPA in the 4-year Area Plan recertification process pursuant to TRPA Code Sections 13.8.2 and 13.8.5.
- WQ-P-9 All TRPA policies, ordinances and programs related to Water Quality will remain in effect.

The Implementation Plan describes the water quality improvement projects. Regulations are outlined in the Area Plan Implementation Regulations.

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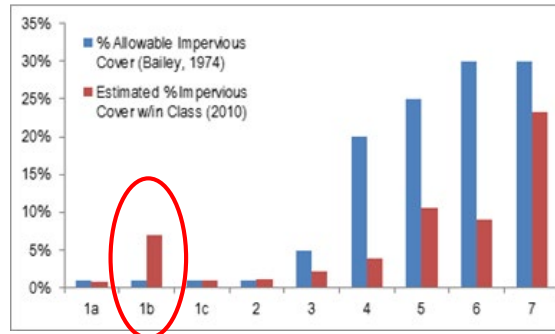
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## 2.3 Soil Conservation and Land Coverage

TRPA maintains strict Threshold Standards for soils and land coverage, especially on sensitive lands. The primary Threshold attainment challenge involves Class 1b Lands (Stream Environment Zones - SEZs), which have land coverage well in excess of the adopted Threshold Standard. Coverage on other sensitive lands is near Threshold Standards. Lake Tahoe's SEZs have been substantially "over covered" since TRPA was established.



Existing land coverage in the Lake Tahoe Region. Source: TRPA 2011 Threshold Evaluation.

### LAND CAPABILITY

TRPA uses a soils-based Land Capability ranking system as a regulatory tool and the starting point to determine allowable land coverage for property in the Region. Land capability is a composite measure related to slope, erosion potential, runoff potential and vegetative sensitivity. Land Capability Districts are mapped in Figure 2-6.

TRPA classifies districts 1 - 3 as "sensitive" and generally prohibits new development in those areas. The strictest regulations apply within District 1b (SEZ). Base allowable land coverage is 1 percent in Districts 1 and 2, and 5 percent in District 3. Districts 4 - 7 are considered "non-sensitive" and have less restrictive standards. Base allowable coverage is 20 percent in District 4, 25 percent in District 5, and 30 percent in Districts 6 and 7.

For sensitive lands, TRPA has programs for the transfer of development rights and existing coverage to other, less sensitive parcels. TRPA also administers an Individual Parcel Evaluation System (IPES), which ranks single family lots for development. These programs are described in the Land Use Plan below.

### SOIL TYPES

Soils in the Lake Tahoe Region were formed mainly in alluvium derived from igneous intrusive rock, like granodiorite, and igneous extrusive rock, mostly andesitic lahar. Granodiorite is easy to spot, because it is a lightly colored rock covered in small black speckles. Andesitic lahars are created from volcanic eruptions and their resulting flows, and are much darker in color. These two rock types provide parent material for most soil in the Basin, and contribute to soil characteristics. Much of the soil in the Plan area is deep, well-drained, nutrient-rich and able to support forests and other vegetation.



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**LAND COVERAGE**

The base allowable coverage for each land capability district also serves as the Threshold Standard. Removing coverage from Stream Environment Zones (SEZs) is a Threshold attainment challenge for the region and for this Area Plan. Coverage within the Plan area is shown in Table 2.3. SEZ areas are over-covered by 112.5 acres. Class 2 lands are also over-covered. Figures 2-7, 2-8 and 2-9 show the location of existing land coverage in relation to SEZs and other sensitive lands.

**Table 2.3: Existing and Allowable Coverage by Land Capability District**

<i>Land Capability District</i>	<i>Total Area (acres)</i>	<i>Base Coverage</i>	<i>Allowed Coverage(acres)</i>	<i>Existing Coverage(acres)</i>	<i>Acres Over or (Under) Threshold</i>
1a	10,908	1%	109	172	(85)
1b (SEZ)	1,248	1%	12.5	125	112.5
1c	11,823	1%	118	160	(42)
2	1,375	1%	13.75	33	19.25
3	3,571	5%	178.5	158	(20.5)
4	3,204	20%	640.8	107	(533.8)
5	8,774	25%	2,193.5	973	(1,220.5)
6	5,091	30%	1,527	289	(1,238)
7	0	30%	0	0	0
Other	219	n/a	0	4	4
<b>Total</b>	<b>46,213</b>		<b>4,793.7</b>	<b>2017</b>	<b>(2,776.7)</b>

*Source: TRPA Bailey Land Capability Classification, Aerial LIDAR data collected in summer 2010.*

**SOIL CONSERVATION AND LAND COVERAGE POLICIES**

- S-P-1 Pursue coverage removal projects in coordination with the EIP and TMDL programs, the California Tahoe Conservancy, and other partner agencies. Priority will be given to sites in high pollution loading catchments and SEZ lands.
- S-P-2 Accelerate sensitive land coverage removal and mitigation by implementing incentives for redevelopment within Town Centers and the transfer of development from SEZs and other sensitive lands to Town Centers in accordance with the Regional Plan.
- S-P-3 Pursue Area-Wide land coverage management districts in coordination with involved property owners and in accordance with the Regional Plan. Within a district, area-wide coverage standards may be substituted for certain parcel level standards.

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Priority will be given to sites with interested property owners, in high pollution loading catchments and within Town Centers.

S-P-4 Update parking standards to more efficiently utilize parking lots and minimize land coverage.

S-P-5 All TRPA policies, ordinances and programs related to Land Coverage will remain in effect.

The Implementation Plan describes the projects for soil conservation and land coverage, along with performance targets for sensitive land coverage removal. Regulations are outlined in the Area Plan Implementing Regulations.

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## 2.4 Stream Environment Zones (SEZ)

Stream Environment Zones (SEZs) are the highest priority for coverage removal and restoration activities. Existing SEZ development has had a significant impact on water quality, native riparian vegetation and related environmental values.

The Regional Plan reserves the strongest environmental protections for SEZ areas to promote the long-term preservation and restoration of these areas. SEZ areas are also afforded the most significant

incentives for development transfers and restoration. Achieving the Threshold standard for SEZ coverage will be a long term challenge and is not expected to be achieved for many decades. This Area Plan seeks to significantly accelerate the rate of SEZ restoration. SEZ restoration priority sites include: Griff Creek, Lake Forest (Pomin Park), and Burton Creek.



*A Water Quality Improvement Project*

### STREAM ENVIRONMENT ZONE POLICIES

- SEZ-P-1 Pursue SEZ restoration projects in coordination with the EIP and TMDL programs, the California Tahoe Conservancy, and other partner agencies. Priority will be given to sites in high pollution loading catchments.
- SEZ-P-2 Accelerate SEZ restoration by implementing incentives for redevelopment within Town Centers and the transfer of development from SEZs to Town Centers in accordance with the Regional Plan.
- SEZ-P-3 All TRPA policies, ordinances and programs related to Stream Environment Zones (SEZ) will remain in effect.

The Implementation Plan describes SEZ Restoration projects and performance targets. Regulations are outlined in the Area Plan Implementing Regulations.

## 2.5 Air Quality

The 2011 Threshold Evaluation documented air quality improvement. Most indicators were meeting or exceeding standards. Between 2007 and 2011, the number of “good” air quality days increased from 319 to 361. Only four “moderate” days were documented in

2011. Federal and state emission standards have likely contributed to this achievement, along with local and regional efforts.

The Lake Tahoe TMDL showed that atmospheric deposition is also a major water pollutant and improved air quality could help achieve Lake Tahoe's transparency standard.

Motor vehicles are responsible for most of the region's direct (in-basin) greenhouse gas emissions. Wildfires are an additional challenge.

The Placer County Air Pollution Control District (APCD) is a special district created by state law to enforce local, state and federal air pollution regulations. TRPA also maintains strict air quality protection and mitigation programs (Code Chapter 65 - Air Quality). Air quality improvement projects are funded through the Lake Tahoe EIP, partly with air quality mitigation fees from private development. All of these programs are maintained and supported by this Area Plan.

The Regional Plan seeks to improve air quality with an integrated land use, housing and transportation strategy that reduces reliance on automobiles and light trucks. Incentivizing the transfer of outlying development to Town Centers and prioritizing multi-modal transportation investments are key air quality improvement strategies being implemented with this Area Plan.

### **GREENHOUSE GAS EMISSIONS**

The Regional Transportation Plan - Mobility 2035 also serves as Lake Tahoe's Sustainable Communities Strategy (SCS) for required greenhouse gas reductions for passenger vehicles in accordance with California Senate Bill 375 (Sustainable Communities and Climate Protection Act). Mobility 2035 is described in the Transportation Plan.

In Placer County, greenhouse gas emissions from buildings are addressed with California Green Building Standards, which were drafted to help the State achieve the AB 32 goal of reducing greenhouse gas emissions to 1990 levels by 2020. Area Plan Policies and Implementing Regulations also require energy efficient building designs for private projects and public infrastructure.

In addition, Placer County administers an energy efficiency and water conservation building retrofit program called the Placer County mPOWER (Money for Property Owner Water and Energy efficiency Retrofitting) program. The mPOWER program provides residential and non-residential property owners with financing opportunities to retrofit existing buildings with energy efficiency and water conservation improvements and renewable energy systems. The intent of the program is to promote more efficient use of water and energy within the built environment, reduce reliance on fossil fuels, and reduce greenhouse gas emissions.



**Emissions Inventory**

In 2012, the Tahoe Metropolitan Planning Organization (TMPO) and TRPA prepared a baseline emissions inventory as part of the Tahoe Region Sustainability Plan. Two baseline years were used (2005 and 2010) to quantify the effects of the 2008 economic downturn. Source categories were determined based on unique characteristics of the Region including forestry, wildfires, and recreational boating, which are not typically significant in urban areas. Emissions estimates were also classified as direct and indirect. Direct emissions are those that result from activity contained entirely within the Basin. Indirect sources take into account emissions from activities outside of the Region that are attributable to activity within the Region (e.g., electricity generated outside of the Region that is consumed within the Region).

As shown in Table 2.5, the largest sources of emissions are electricity generation, transportation, and fuel combustion (heating & appliances).

Between 2005 and 2010 the greatest increase in emissions were from wildfire (including prescribed fires) and energy consumption. Sectors with the greatest reductions in emissions were transportation and solid waste.

**Table 2.5: Tahoe Region Greenhouse Gas Emission Inventory**

Type	Source Sector	Source Category	2005	2010
Direct	Transportation	On-road mobile sources	331,476	319,106
		Recreational boats	22,403	15,994
		Other off-road equipment	53,860	58,751
	Fuel combustion	Wood combustion	97,700	104,297
		Natural gas combustion	179,885	187,755
		Other fuel combustion	5,858	6,161
	Fires	Wildfires and prescribed burns	4,284	91,652
		Land use	Livestock	12,734
Indirect	Energy	Electricity consumption	487,553	562,543
		Wastewater treatment	2,115	2,300
	Transportation	Aircraft	5,131	4,739
	Waste	Municipal solid waste	110,512	26,704
<b>Total Emissions</b>			<b>1,313,511</b>	<b>1,392,736</b>

Source: TRPA/TMPO Regional Greenhouse Gas Emissions Inventory for the Lake Tahoe Basin, 2012.

**AIR QUALITY POLICIES**

AQ-P-1 Continue to participate in the Lake Tahoe Environmental Improvement Program (EIP) and coordinate with other agencies to identify and secure funding for air quality improvement projects.

- AQ-P-2 Continue to implement federal, state and local air quality protection programs through the Placer County Air Pollution Control District.
- AQ-P-3 Include qualifying air quality improvement projects in TMDL Pollutant Load Reduction Plans (PLRPs).
- AQ-P-4 Prioritize projects and services that reduce vehicle miles travelled (VMT) and support alternative modes of transportation.
- AQ-P-5 Accelerate air quality improvement by implementing Regional Plan incentives for redevelopment within Town Centers and the transfer of development from outlying areas to Town Centers.
- AQ-P-6 Continue to implement the mPOWER incentive program to reduce greenhouse gas emissions from buildings and other site improvements.
- AQ-P-7 Implement building design standards and design capital improvements to reduce energy consumption and where feasible to incorporate alternative energy production.
- AQ-P-8 All TRPA policies, ordinances and programs related to Air Quality will remain in effect.

The Implementation Plan describes air quality improvement projects. Regulations are outlined in the Area Plan Implementing Regulations.

## 2.6 Scenic Resources

Overall, compliance with scenic quality Thresholds is at 93 percent with an improving trend in scenic quality for the built environment. Developed areas along roadways and Lake Tahoe's shoreline continue to be the locations where scenic improvements are needed.

Scenic Threshold standards include travel route ratings (for roadway and shoreline units), scenic quality ratings (for roadway and shoreline units), and ratings for public recreation areas and bike trails. The public



*A Multi Use Trail in the Tahoe City Town Center*

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recreation and bike trail ratings are all in attainment. The travel route and scenic quality ratings are mapped in Figure 2-10.

Improving scenic conditions are largely attributable to redevelopment projects that have occurred in accordance with TRPA's detailed Scenic Quality ordinances (Chapter 66). Non-attainment areas generally include buildings constructed before adoption of TRPA Scenic Quality ordinances.

**SCENIC RESOURCE POLICIES**

- SR-P-1 Continue to participate in the Lake Tahoe Environmental Improvement Program (EIP) and coordinate with other agencies to identify and secure funding for projects that improve scenic quality.
- SR-P-2 Accelerate scenic resource improvement by implementing incentives for redevelopment within Town Centers and the transfer of development from outlying areas to Town Centers in accordance with the Regional Plan.
- SR-P-3 ~~Support~~ Strongly encourage and support undergrounding of overhead utility lines on a project-by-project basis, as well as through established Underground Districts.
- SR-P-4 ~~Support~~ Protection and ~~enhancement~~ ment of existing scenic views and vistas.
- SR-P-5 Implement site and building design standards to protect and enhance scenic views from Town Centers and nearby areas.
- SR-P-6 Manage development located between designated scenic corridors and Lake Tahoe to maintain and improve views of Lake Tahoe from the corridors.
- SR-P-7 Prioritize scenic improvement efforts at the gateways to Lake Tahoe in Tahoe City and Kings Beach.
- SR-P-8 Coordinate with TRPA on A ~~all~~ TRPA policies, ordinances and programs related to Scenic Quality ~~will remain in effect~~.
- SR-P-9 To ensure viewshed protection and compatibility with adjacent uses, new construction of buildings must not project above the forest canopy, ridgelines, or otherwise detract from the viewshed.

Scenic Quality improvement projects and policies are identified in the Implementation Plan.

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## 2.7 Vegetation

The Plan area is dominated by conifer forests, with grasses and riparian vegetation in the stream environments. Threshold standards are in place for a variety of vegetation types. Threshold attainment trends are generally good, although invasive species and noxious weeds were identified as potential threats. Progress is being made on fuels reduction and forest ecosystem restoration.

Vegetation communities within the Plan area are listed in Table 2.7 and mapped within Figure 2-11. The majority (58 percent) of the Plan area consists of mixed white fir forests. White fir forests are primarily located along the west shore of the Plan area, extending from just north of Dollar Point to Tahoma. The north shore of the Plan area is dominated by jeffrey pine in the lower elevations and red fir in the higher elevations.

Existing vegetation patterns are strongly influenced by past and current human activities. Between 1859 and 1900, nearly 60 percent of the Lake Tahoe watershed was clear-cut. As a result, most forestlands are less than 150 years old. Restoring Lake Tahoe's old growth and late seral forests is a long-term Threshold attainment goal.

Housing and commercial development have also influenced the vegetation pattern present today in the Plan area. Impacts have been most significant in stream environment zones.

After most of the logging was complete, public agencies began acquiring land in the Tahoe Basin, intensifying in the 1930s and again after TRPA was established. Today more than 85 percent of the land in the Lake Tahoe Region is managed by the US Forest Service, Nevada Division of State Lands, California Department of Parks and Recreation, and the California Tahoe Conservancy. The agencies manage land for vegetation improvement, restoration of sensitive land, and other public benefits.

Prescribed fires have become an important strategy to reduce the threat of catastrophic wildfire, allow larger trees to thrive, and support a healthy forest ecosystem. TRPA also administers strict Vegetation and Forest Health ordinances.

**Table 2.7: Vegetation Communities**

<i>Vegetation</i>	<i>Acres</i>	<i>Land Area %</i>
White Fir	26,755	58.0%
Montane Chaparral	4,656	10.1%
Jeffrey Pine	3,513	7.6%
Red Fir	3,106	6.7%
Sagebrush	2,100	4.5%
Subalpine Conifer	1,767	3.8%
Montane Riparian	917	2.0%
Sierra Mixed Conifer	686	1.5%
Perennial Grass	440	1.0%
Aspen	337	0.7%
Barren	229	0.5%
Lodgepole Pine	206	0.4%
Lacustrine	60	0.1%
Wet Meadow	29	0.1%
Unclassified	1,360	2.9%
<b>Total</b>	<b>46,162</b>	<b>100.0%</b>

*Source: USFS, TRPA, 2007.*

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### VEGETATION POLICIES

- VEG-P-1 Pursue vegetation enhancement projects in coordination with the EIP and TMDL programs, the California Tahoe Conservancy, and other partner agencies. Priority will be given to disturbed sites with rare or threatened vegetation, in high pollution loading catchments, and in SEZs.
- VEG-P-2 Support forest enhancement projects being completed by land management agencies and fire districts, including selective cutting and controlled burning projects that improve forest health and reduce the risk of catastrophic wildfire.
- VEG-P-3 Accelerate the restoration of native vegetation by implementing incentives for redevelopment within Town Centers and the transfer of development from SEZs and other sensitive lands to Town Centers in accordance with the Regional Plan.
- VEG-P-4 Support protection of the Tahoe yellow cress (*Rorippa subumbellata*) species consistent the Tahoe Yellow Cress Conservation Strategy.
- VEG-P-5 Coordinate interagency efforts to detect and eradicate non-native terrestrial plants.
- VEG-P-6 All TRPA policies, ordinances and programs related to Vegetation will remain in effect.
- ~~VEG-P-6~~ VEG-P-7 [Support implementation of new or expanded hardening, green waste, and defensible space incentive and/or rebate programs for residential and commercial land uses.](#)

Vegetation improvement projects are described in the Implementation Plan. Regulations are outlined in the Area Plan Implementing Regulations.

## 2.8 Fisheries and Aquatic Resources

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There are two key aquatic environments in the Lake Tahoe Region—lakes and streams. Both environments play a key role in sustaining fish populations as some fish species use both lake and stream environments to fulfill their life cycles.

The diversity and abundance of Lake Tahoe’s fish community has changed considerably since arrival of Euro-American settlers. Several factors have contributed to the decline or extirpation of native fish and degradation of native aquatic habitats. These include increased sedimentation as a byproduct of logging, livestock grazing, commercial fish harvests, interruption of natural hydrologic regimes due to past logging practices, urban development, and introduction of non-native fish and other aquatic organisms.

Current aquatic resource priorities include management and eradication of aquatic invasive species and reintroduction of the native Lahontan Cutthroat Trout.

### **AQUATIC INVASIVE SPECIES**

Aquatic invasive species (AIS) threaten Lake Tahoe and other lakes and streams. Damaging species include zebra and quagga mussels, Eurasian watermilfoil, Asian clams and curlyleaf pondweed (aquatic weeds).

Consequences of establishment include degradation of water quality, loss of important native species habitat, impacts to water conveyance structures, and negative economic impacts to the Lake Tahoe Region. TRPA has implemented substantial and coordinated AIS prevention, monitoring, control, education, and research efforts.

Aquatic invasive species are known to be transported from infested lakes and rivers on recreational watercraft, fishing gear, waders, construction machinery, and rafts. Watercraft inspections seek to prevent the inadvertent transport of alien species into the pristine waters of Lake Tahoe.

### **FISH HABITAT**

TRPA has designated different types and qualities of fish habitat. “Prime” fish habitat includes spawning habitat and feed and cover habitat. Spawning habitats are composed of relatively small diameter gravel substrates used by native minnows for spawning and rearing fry. Feed and cover habitats are composed of larger diameter cobbles, rocks and boulders used by fish as foraging habitat, and to provide refuge from predators. “Marginal” habitats are dominated by sand and silt substrates interspersed with occasional willow thickets that establish during low lake levels. Figure 2-12 maps the location of spawning, feed and cover, and marginal fish habitats.

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**NATIVE FISH SPECIES**

Lahontan cutthroat trout and mountain whitefish are the native large fish. Overfishing, habitat degradation, and the introduction of non-native aquatic species have contributed to the extirpation of the Lahontan cutthroat trout in the Tahoe Region. In 1970 the species was federally listed as ‘endangered,’ but was later reclassified as ‘threatened’ in 1975. Today, stream restoration projects and efforts to reintroduce Lahontan cutthroat trout are underway.

The Lake Tahoe Basin Management Unit Fisheries Department conducted non-game native fish surveys in streams of the California side of Lake Tahoe in 2007 and 2008. Creeks surveyed within the Plan area included Griff Creek, Watson Creek, Burton Creek, Homewood Canyon Creek, Madden Creek, Quail Creek, McKinney Creek, Ward Creek, and Blackwood Creek. Seven species of fish were sampled, five of which were native to the Tahoe Basin.<sup>1</sup> These include the Lahontan reidsider, paiute sculpin, speckled dace, Tahoe sucker, and tui chub. Three non-native species were also sampled including brook trout, brown trout and rainbow trout.

Table 2.8 shows the distribution of fish in the 2008 survey.

**Table 2.8: Fish Species Sampled in Area Plan Area**

<i>Fish Species</i>	<i>Native/Non-Native</i>	<i>Location</i>
Lahontan Redsider	Native	Quail Creek, Ward Creek
Paiute Sculpin	Native	Ward Creek
Speckled Dace	Native	Ward Creek, Griff Creek
Tahoe Sucker	Native	Griff Creek
Tui Chub	Native	Griff Creek
Brook Trout	Non-native	Mckinney Creek, Quail Creek, Madden Creek, Blackwood Creek, Ward Creek, Burton Creek, Watson Creek, Griff Creek
Brown Trout	Non-native	Quail Creek, Blackwood Creek, Ward Creek, Griff Creek
Rainbow Trout	Non-native	Mckinney Creek, Quail Creek, Homewood Creek, Madden Creek, Blackwood Creek, Ward Creek, Griff Creek

*Source: Lake Tahoe Basin Management Unit Fisheries Department, 2008.*

<sup>1</sup> The Lahontan cutthroat trout and mountain whitefish were not sampled as part of this study.

**SPECIAL-STATUS FISH AND AMPHIBIAN SPECIES**

The Lahontan cutthroat trout is currently listed as a ‘threatened species’ under the Federal Endangered Species Act. TRPA has adopted a policy statement to aid in state and federal efforts to reintroduce the Lahontan cutthroat trout to Lake Tahoe. Since 2002, the U.S. Fish and Wildlife Service (USFWS) has introduced Lahontan cutthroat trout to Fallen Leaf Lake to learn what conditions are necessary for successful restoration of the species in a lake environment. Findings suggest that restoration of a viable Lahontan cutthroat trout population may be possible if it can establish a niche apart from other trout species.

The Sierra Nevada Yellow-Legged frog, found in upper elevation lakes, ponds, bogs, and slow-moving alpine streams between 6,000 and 12,000 feet, is listed under the Federal Endangered Species Act. A second amphibious specie, the Yosemite toad is listed as federal candidate for listing under the Federal Endangered Species Act. The Yosemite toad is found in wet meadows between 4,000 and 12,000 feet in the Sierra Nevada. Fisheries and Aquatic Resource Policies

- FI-P-1 Support active management of Aquatic Invasive Species (AIS), including implementation of TRPA’s Lake Tahoe AIS Management Plan, to prevent new introductions of AIS, limit the spread and control existing AIS populations and abate AIS impacts.
- FI-P-2 Pursue aquatic resource enhancement projects in coordination with the EIP and TMDL programs, the California Tahoe Conservancy, and other partner agencies. Priority will be given to AIS management, removal of stream diversions and blockages, and projects that also reduce pollutant loading.
- FI-P-3 Support efforts to reintroduce Lahontan Cutthroat trout to waterways in the Truckee River/Lake Tahoe watershed.
- FI-P-4 All TRPA policies, ordinances and programs related to Fish and Aquatic Resources will remain in effect.

Fisheries and Aquatic Resource projects are described in the Implementation Plan. Regulations are outlined in the Area Plan Implementing Regulations.

## 2.9 Wildlife Resources

Threshold indicators for special interest wildlife species show stable or improving conditions. TRPA's development regulations have protected riparian wildlife habitats and partner agencies are making progress restoring these areas. Conflicts between people and black bears is also a challenge.

### SPECIAL STATUS BIRDS AND MAMMALS

Three wildlife species are listed as 'endangered'. These include the willow flycatcher, bald eagle and the great grey owl. An additional two species are listed as 'threatened' including the bank swallow and California wolverine.



*A Bald Eagle*

TRPA identifies numerical and management standards related to six special-interest species—bald eagle, osprey, golden eagle, peregrine falcon, northern goshawk, and deer, and one group of species—waterfowl. The standards establish a minimum number of population sites that must be maintained, while the management standard establishes disturbance free buffer zones for each species or species group. According to the 2011 Threshold Evaluation Report, the status of all special-interest species is “at or somewhat better than target.”

### WILDLIFE POLICIES

- SE-P-1 Pursue wildlife habitat enhancement projects in coordination with the EIP program, the California Tahoe Conservancy, and other partner agencies.
- SE-P-2 Coordinate with partner agencies to manage bear populations and minimize conflicts with people. Programs should emphasize public education and expand the use of bear-proof solid waste enclosures.
- SE-P-3 All TRPA policies, ordinances and programs related to Wildlife will remain in effect.

Wildlife projects are described in the Implementation Plan. Regulations are outlined in the Area Plan Implementing Regulations.

## 2.10 Noise

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The Threshold Evaluation identified transportation corridors as the main source of noise in the Plan area. Other noise sources include motorized aircraft and watercraft, construction vehicles and equipment, machinery associated with refuse collection and snow removal, and off-road vehicles.

TRPA and the peer review panel recommended that noise standards and evaluation approaches be re-evaluated. The majority of standards were determined to be out of attainment as a result of a 'no exceedance' interpretation of the standard and that TRPA has little enforcement authority to address many noise issues – in particular, single event noise.

### NOISE POLICIES

- N-P-1 Work with TRPA, Caltrans, Tahoe Area Regional Transit (TART), USFS, and other partner agencies to minimize transportation-related noise impacts on residential and sensitive uses. Additionally, continue to limit hours for construction and demolition work to reduce construction-related noises.
- N-P-2 Minimize passenger vehicle travel and roadway noise by implementing incentives for redevelopment within Town Centers and the transfer of development to Town Centers in accordance with the Regional Plan.
- N-P-3 Support the reevaluation of TRPA's Community Equivalent Noise Level (CNEL) standards and evaluation approaches, as called for in the 2011 Threshold Evaluation Report.
- N-P-4 All TRPA policies, ordinances and programs related to Noise will remain in effect.

Noise reduction projects are described in the Implementation Plan. Regulations are outlined in the Area Plan Implementing Regulations.

## 2.11 Cultural Resources

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There are four properties listed on the National and California Registers of Historic Places, all of which are located in Tahoe City. These include Lake Tahoe Dam, Outlet Gates and Gatekeepers Cabin, Watson Log Cabin, and the Chapel of the Transfiguration.

### LAKE TAHOE DAM

Located on SR 89 at the Truckee River in Tahoe City, construction of the dam took four years to complete, beginning in 1909 and ending in 1913. It is still in operation, and drains an area of 505 square miles. The dam is 18 feet high, and can increase Lake Tahoe's

capacity by 744,600 acre feet. The dam was listed on the National Register of Historic Places on March 25, 1981.

### **WILLIAM B. LAYTON PARK AND MARION STEINBACH INDIAN MUSEUM (OUTLET GATES AND GATEKEEPERS CABIN)**

William B. Layton Park is the site of the Gatekeeper's Cabin and Steinbach Indian Basket Museum. It is a California Registered Historical Landmark, number 797. The 3-acre site is owned by California State Parks and managed by the North Lake Tahoe Historical Society. The Gatekeeper's Museum is a reconstruction of the original Gatekeeper's Cabin, on the same site where the original stood until it was destroyed by arson fire in the early 1980s. The original Gatekeeper's cabin was



*Gatekeepers Cabin and Steinbach Indian Basket Museum*

built by Robert Montgomery Watson—also the builder of the Watson Cabin—to be the home of the Watermaster, who controlled the flow of water out of Lake Tahoe. The cabin now showcases Tahoe history, from the Washoe people through the logging and mining eras and the establishment of the tourism industry at Lake Tahoe. The Marion Steinbach Indian Basket Museum was added in 1992.

### **WATSON LOG CABIN**

The Watson Log Cabin was built in 1909 and is listed on the National Register of Historic Places as the oldest Tahoe City house that still sits where it was originally built, in the middle of Tahoe City overlooking Commons Beach.

### **CHAPEL OF THE TRANSFIGURATION**

The Chapel of the Transfiguration, also known as the Outdoor Chapel, was built in 1909 and was the first church constructed in Tahoe City. It is located about one mile south of Tahoe City along SR 89 and was added to the National Register of Historic Places in 2011.

### **TRPA HISTORIC RESOURCES DATABASE**

TRPA recognizes 21 sites of historical or archaeological significance in the Plan area, including a number of Native American sites and facilities. Figure 2-13 maps the location of historic resources located in the Plan area.



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**CULTURAL RESOURCE POLICIES**

- C-P-1 Encourage reuse and incorporate buildings or structures that are determined to be of historic significance into site plans.
- C-P-2 Evaluate cultural and/or historic resources when evaluating project activities with the goal of avoiding impacts to such resources.
- C-P-3 All TRPA policies, ordinances and programs related to cultural resources will remain in effect.

Cultural resource projects are described in the Implementation Plan. Regulations are outlined in the Area Plan Implementing Regulations.

**2.12 Natural Hazards**

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Placer County has in place several existing emergency response plans for the Plan area, including the Placer Operational Area East Side Emergency Evacuation Plan, Placer County Local Hazard Mitigation Plan, and the Lake Tahoe Geographic Response Plan. The Placer Operational Area East Side Emergency Evacuation Plan was developed to help increase preparedness and facilitate the efficient and rapid evacuation of threatened communities in the far eastern end of the county in the



*The Urban / Wildland Interface*

event of an emergency, probably a forest fire or flood. The Placer County Local Hazard Mitigation Plan was developed to reduce or eliminate long-term risk to people and property from natural hazards and their effects, and includes implementing actions and programs that would help reduce wildfire hazards including, but not limited to, Firewise Communities/USA Education Outreach, Hazardous Vegetation Abatement Program, Biomass Removal Projects, and Annual Defensible Space Inspections Program in the Unincorporated County. The Lake Tahoe Geographic Response Plan is the principal guide for agencies within the Lake Tahoe watershed, its incorporated cities, and other local government entities in mitigating hazardous materials emergencies.

The threat of catastrophic fires has been identified as the number one natural hazard in the Tahoe Region. The forests in the Tahoe Region are significantly different than found prior to logging during the Comstock era. Prior to Comstock logging during the late 1800s, forest stands were much less dense consisting of larger trees and open understories. The current forest stand characteristics have created excess fuel hazards capable of

supporting stand-destroying fires that threaten communities and ecosystem health along the north and west shores of Lake Tahoe.

The Tahoe Region has one of the highest fire ignition rates in the Sierra Nevada. According to data from the US Forest Service's Lake Tahoe Basin Management Unit (LTBMU), between 1973 and 1996 the highest occurrence of ignitions in the Plan area occurred at Brockway, from Kings Beach to Tahoe Vista, and Dollar Point. The lowest occurrence of ignitions occurred at Homewood.

Flood risk is a consequence of rainfall characteristics, topography, water features, vegetation and soil coverage, impermeable surfaces, and the Plan area's stormwater management infrastructure.

The Federal Emergency Management Agency (FEMA) has published floodplain maps showing areas that would be inundated by the 100-year flood. As shown in Figure 2-14, various waterways located in the Plan area are subject to the 100-year flood. Rivers and creeks prone to flooding in the Plan area include Blackwood Creek, Ward Creek, Burton Creek, Lake Forest Creek, Tahoe Vista Creek, Griff Creek, and the Truckee River. Communities lying within the 100-year floodplain include portions of Kings Beach, Tahoe Vista, Dollar Point, Tahoe City, Tahoe Pines, and Homewood. TRPA prohibits additional development within the 100-year floodplain.

Additionally, potential exists for seiche-related waves up to 30 feet to occur along the shore of Lake Tahoe.

Other natural hazards include earthquakes, avalanche and landslide/mudslide events.

Earthquake, wildfire and flood hazards are addressed in building codes. Avalanche and mass instability hazards are addressed in TRPA codes.

#### **NATURAL HAZARD POLICIES**

- NH-P-1 Coordinate with partner agencies to implement the Lake Tahoe Basin Multijurisdictional Fuel Reduction and Wildfire Prevention Strategy.
- NH-P-2 Evaluate natural hazards when evaluating project activities with the goal of maintaining and enhancing public safety.
- NH-P-3 Pursue programs and incentives that encourage property owners to retrofit existing buildings to reduce ignitability.
- NH-P-4 Continue to implement and update building codes to minimize risks from natural hazards.
- NH-P-5 All TRPA policies, ordinances and programs related to natural hazards will remain in effect.
- NH-P-6 All new development projects within the Plan area shall prepare and implement an emergency preparedness and evacuation plan consistent

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with Government Code Section 65302 (g) (protection from unreasonable risks associated with the effects of seismic, geologic or flooding events or wildland fires, etc.) and in the furtherance of the Placer Operational Area East Side Emergency Evacuation Plan (Update 2015).

NH-P-7 The Placer Operational Area East Side Emergency Evacuation Plan, as updated by the Board of Supervisors in 2015 is hereby incorporated by reference.

Natural hazards projects are described in the Implementation Plan. Regulations are outlined in the Area Plan Implementing Regulations.

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## Part 3 Socio-Economic Plan

Socio-economic conditions in the Plan area have been affected by the 1987 Regional Plan. The strict environmental protections have increased business operating costs and the cost of housing. The full-time population has declined and business activity has been shifting to communities outside the Lake Tahoe Region. The 2012 Regional Plan update and this Area Plan seek to achieve TRPA's Environmental Threshold Standards in a way that supports a healthy economy and social fabric. Promoting redevelopment and revitalization is a central strategy for environmental and socio-economic improvement.



*Multi-Residential Housing*

### 3.1 Population

Like many areas in the Lake Tahoe Region, the Plan area has sustained a decline in its permanent population base for many years. The population within the Placer Tahoe Basin Area Plan was 9,716 as of April 2010 according to the 2010 U.S. Census, a 20 percent decline from the 2000 population of 12,158 (Table 3.1-A). The loss of population is in large part due to a declining regional economy and a dramatic increase in residential home prices starting in 2001.

**Table 3.1-A: Population Trends in the Area Plan**

<i>Community</i>	<i>2000</i>		<i>2010</i>
	<i>Population</i>	<i>Population</i>	<i>% Change</i>
Dollar Point	1,539	1,215	-21.1%
Kings Beach	4,037	3,796	-6.0%
Sunnyside	1,761	1,557	-11.6%
Tahoe Vista	1,668	1,433	-14.1
Carnelian Bay	n/a	524	n/a
Tahoma	n/a	1,191	n/a
Remainder	3,153	n/a	n/a
<b>Total</b>	<b>12,158</b>	<b>9,716</b>	<b>-20.1%</b>

*Source: 2000/2010 U.S. Census*



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Race and ethnicity in the Plan area is dominated by White and Hispanic or Latino people, which together account for 97.1 percent of the population (Table 3.1-B). Age demographics reveal a large population of young adults, especially in the 25-29 year category, with significantly fewer children than typical communities. Understanding population trends by age group (Table 3.1-C) can help allocate resources for public infrastructure and services to meet the needs of the population.

**Table 3.1-B: Race and Ethnicity in the Area Plan**

<i>Community</i>	<i>White</i>	<i>Hispanic or Latino</i>	<i>American Indian</i>	<i>Asian</i>	<i>Black or African American</i>	<i>Other</i>
Dollar Point	1,090	83	6	19	4	13
Kings Beach	1,620	2115	13	14	3	31
Sunnyside/Tahoe City	1,431	84	2	15	3	22
Tahoe Vista	1,025	352	5	21	3	27
Carnelian Bay	482	13	4	14	1	10
Tahoma	1,090	51	10	14	6	20
<b>Total</b>	<b>6,738</b>	<b>2,698</b>	<b>40</b>	<b>97</b>	<b>20</b>	<b>123</b>
<b>Percent</b>	<b>69.3%</b>	<b>27.8%</b>	<b>.4%</b>	<b>1.0%</b>	<b>.2%</b>	<b>1.3%</b>

*Source: 2010 U.S. Census*

**Table 3.1-C: Population by Age in the Area Plan**

<i>Cohort</i>	<i>Total</i>	<i>Percent</i>
Under 5 years	554	5.7%
5 to 9 years	549	5.7%
10 to 14 years	443	4.6%
15 to 19 years	451	4.6%
20 to 24 years	717	7.4%
25 to 29 years	949	9.8%
30 to 34 years	766	7.9%
35 to 39 years	721	7.4%
40 to 44 years	733	7.5%
45 to 49 years	700	7.2%
50 to 54 years	756	7.8%
55 to 59 years	775	8.0%
60 to 64 years	657	6.8%
65 to 69 years	396	4.1%
70 to 74 years	218	2.2%
75 to 79 years	164	1.7%
80 to 84 years	101	1.0%
85 years and over	66	.7%
<b>Total</b>	<b>9,716</b>	

*Source: 2010 U.S. Census*

## 3.2 Housing

### ABSENTEE OWNERSHIP

While the permanent population in the Area Plan is in decline, demand from high-income second-homeowners from the Bay Area and elsewhere remains strong. There is a significant number of “absentee” homeowners in the North Lake Tahoe area, who live elsewhere but own homes in North Lake Tahoe for occasional use, generally recreation and vacation purposes. As shown in Table 3.2-A, of the 4,114 occupied housing units, 2,245 (54.6 percent) are owner-occupied while the remaining 1,869 (45.4 percent) are renter-occupied.

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More than fifty percent of North Lake Tahoe residences are used on a seasonal, recreational, or occasional basis. The North Lake Tahoe area is characterized by a high proportion of absentee property owners. Table 3.2-B shows the percentage of absentee ownership among various communities in the North Lake Tahoe area. Kings Beach and Tahoe Vista show the lowest rates of absentee ownership at 34 percent and 50.8 percent, respectively. Dollar Point, Carnelian Bay, and Tahoma have absentee ownership rates of over 60 percent.

**Table 3.2-A: Housing Units and Occupancy**

<i>Community</i>	<i>Total Units</i>	<i>Occupied</i>	<i>Vacant</i>	<i>Owner-Occupied</i>	<i>Renter-Occupied</i>
Carnelian Bay	947	256	691	171	85
Dollar Point	1,822	571	1,251	363	208
Kings Beach	2,372	1,362	1,010	552	810
Sunnyside/Tahoe City	2,119	744	1,375	402	342
Tahoe Vista	1,446	628	818	398	230
Tahoma	2,058	553	1,505	359	194
<b>Total</b>	<b>10,764</b>	<b>4,114</b>	<b>6,650</b>	<b>2,245</b>	<b>1,869</b>

Source: 2010 U.S. Census

**Table 3.2-B: Seasonal Housing Units**

<i>Community</i>	<i>Vacant Units Used for Seasonal Use</i>	<i>Percent of All Housing Units</i>
Carnelian Bay	654	69.1%
Dollar Point	1178	64.7%
Kings Beach	807	34.0%
Sunnyside/Tahoe City	1239	58.5%
Tahoe Vista	735	50.8%
Tahoma	1428	69.4%
<b>Total</b>	<b>6041</b>	<b>56.1</b>

Source: 2010 U.S. Census

**HOUSING AFFORDABILITY**

Overall, there is a shortage of quality housing at prices reflecting median income levels in the Plan area. This Area Plan seeks to correct this problem by encouraging a diverse range of quality housing, including housing for low and moderate income employees that are critical to local businesses.

The availability of affordable and moderately priced residential real estate is inadequate to serve the basin’s workforce. Table 3.2-C shows the median household income of various communities in the Plan area and the corresponding housing price that these households could reasonably afford based on industry metrics.

As shown in Table 3.2-C, Plan area households demonstrated a wide variety of median income levels from a low of \$38,026 in Kings Beach to a high of \$69,865 in Tahoe Vista in 2013. By comparison, Placer County had a median household income of \$72,725 while the State’s median household income was \$61,094. The Plan area offers a range of housing options, from low-quality aged cabins, apartments, and motel properties being used as low-income housing, to high-end luxury residences, condominiums, and fractional-ownership properties.



*New Housing in Kings Beach*

**Table 3.2-C: Median 2013 Household Income**

<i>Community</i>	<i>Median Household Income</i>
Carnelian Bay	\$62,361
Dollar Point	\$67,629
Kings Beach	\$38,026
Sunnyside/Tahoe City	\$64,091
Tahoe Vista	\$69,865
Tahoma	\$51,750
<b>Placer County</b>	<b>\$72,725</b>
<b>California</b>	<b>\$61,094</b>

*Source: U.S. Census Bureau, 2013 American Community Survey*

Placer County Tahoe Basin Area Plan

As shown on Table 3.2-D, each community in the Area Plan has a higher median housing value than the County median of \$342,000.

As shown in Table 3.2-E, the home prices that are considered affordable range from approximately \$163,047 to \$256,206. There are very few properties available at this price, and most properties on the market are significantly more expensive. Because quality, affordable housing options are limited, many local workers choose to live in communities outside the Lake Tahoe Basin, such as Truckee or Reno. This Area Plan includes policies to pursue additional housing options, including expanded opportunities for accessory dwelling units, mixed-use housing within Centers, and affordable housing projects.

**Table 3.2-D: Median 2013 Housing Unit Value**

<i>Community</i>	<i>Median Housing Unit Value (owner-occupied)</i>
Carnelian Bay	\$491,100
Dollar Point	\$468,200
Kings Beach	\$348,300
Sunnyside/Tahoe City	\$596,100
Tahoe Vista	\$519,300
Tahoma	\$539,100
<b>Placer County</b>	<b>\$342,000</b>
<b>California</b>	<b>\$366,400</b>

*Source: U.S. Census Bureau, 2013 American Community Survey*

**Table 3.2-E: Housing Affordability, 2013**

<i>Community</i>	<i>Median Household Income</i>	<i>Affordable Home Based on Income<sup>1</sup></i>	<i>Median Housing Unit Value</i>
Carnelian Bay	\$62,361	\$235,092	\$491,100
Dollar Point	\$67,629	\$246,162	\$468,200
Kings Beach	\$38,026	\$163,047	\$348,300
Sunnyside/Tahoe City	\$64,091	\$215,373	\$596,100
Tahoe Vista	\$69,865	\$256,206	\$519,300
Tahoma	\$51,750	\$233,169	\$539,100
<b>Placer County</b>	<b>\$72,725</b>	<b>\$274,884</b>	<b>\$342,000</b>
<b>California</b>	<b>\$61,094</b>	<b>\$256,224</b>	<b>\$366,400</b>

*1 Estimate based on four-times annual income. Source: U.S. Census Bureau 2010 Census and 2013 American Community Survey*

### 3.3 Employment and Commute Patterns

The Lake Tahoe Region has experienced substantial losses in the number of jobs. In 2001, the Tahoe Region supported approximately 28,000 employees. By 2009, this number had dwindled to 22,300, a decline of more than 20 percent. Job losses occurred in many sectors of the economy. This loss in employment is linked with a reduced full-time population.



*Homewood*

The geographic distribution of jobs is also a challenge. Table 3.3 compares the number of employed residents and employees in Kings Beach and Tahoe City. Kings Beach has far more employed residents than it does employment opportunities, signifying that Kings Beach residents travel to other areas to work. Tahoe City on the other hand is an employment hub that attracts workers who live in other areas throughout the Region.

**Table 3.3: Commute Patterns in King Beach and Tahoe City**

	2002	2011
<b>Kings Beach</b>		
Employed in Selection Area	458	409
Living in Selection Area	637	1,477
Net Job Inflow (Outflow)	(179)	(1,068)
Living and Employed in Selection Area	13%	5%
Living in Selection Area but Employed Outside	87%	95%
<b>Tahoe City</b>		
Employed in Selection Area	1,066	1,461
Living in Selection Area	335	547
Net Job Inflow (Outflow)	731	914
Living and Employed in Selection Area	10%	21%
Living in Selection Area but Employed Outside	90%	80%

*Source: Economic & Planning Systems, Inc., 2014*

In 2011, only five percent of employed Kings Beach residents actually worked in Kings Beach, which was down from 13 percent in 2002. Tahoe City exhibits a slightly better balance, although only 21 percent of Tahoe City's employed residents lived and worked in Tahoe City in 2011.

In 2010, approximately 87 percent of jobs on the north shore were filled by workers from outside the Region and it is estimated that approximately 49 percent of workers throughout the Tahoe Basin commute 50 miles or more to work. On a typical workday, approximately 11,880 workers commute into the Region and approximately 9,980 residents commute out of the Region to work. This commute pattern contributes to negative air quality impacts. This Area Plan seeks to address this issue by facilitating job growth associated with redevelopment in Town Centers and by providing additional housing options for the Region's workforce.

### 3.4 Project Feasibility

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The ability of property owners to feasibly improve non-residential property has been a major barrier to improving conditions in the Plan area. One of the key outcomes of the 2012 Regional Plan Update was the "pairing of ecosystem restoration with redevelopment activities to promote mixed-use Town Centers where people can live, work, and thrive." The Town Centers have also been identified as areas in need of improvement to reduce stormwater runoff and improve scenic quality.

Town Centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more efficient, sustainable and less auto-dependent land use pattern, and provides for economic opportunities. Therefore, the Regional Plan allows for some code changes within Town Centers including increased density, height, transfer ratios from sensitive lands, [scenic standards](#), and reduced parking requirements if those code changes are coupled with additional investment in environmental improvements.

In early 2015, Economic & Planning Systems, Inc. completed study of potential economic development incentives for North Lake Tahoe Town Centers. The study identified a number of regulatory and procedural barriers to redevelopment and job creation. The study concluded that despite recent improvements to regional regulations and economic improvements, redevelopment projects are likely to remain infeasible without additional regulatory reforms and governmental assistance.

One of the key findings of the study was that development risk in North Lake Tahoe is too high relative to potential return. These high costs include land, holding costs related to the complex regulatory approval process, acquisition of TRPA-required commodities such as Tourist Accommodation Units, Commercial Floor Area and Coverage, up-front fees, infrastructure costs such as parking, environmental improvements, and generally higher construction costs in the Region.

The study also recommended efforts to streamline the permitting process, implement Regional Plan redevelopment incentives, pursue additional Regional Plan amendments,

allow for off-site and shared parking facilities and related funding mechanisms, and secure tourist accommodation units to facilitate new lodging projects in Tahoe City and Kings Beach. The complete study is available for reference as Appendix C.

### 3.5 Socio-Economic Policies

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- SE-P-1 The planning and permitting process should be streamlined to the maximum feasible extent.
- SE-P-2 Consistent with the Regional Plan, Town Centers are the preferred locations for economic development incentives and projects.
- SE-P-3 Opportunities for economic development outside Town Centers should be pursued in a manner consistent with the Regional Plan.
- SE-P-4 Whenever feasible, Placer County should provide assistance to property owners seeking to complete projects on priority redevelopment sites through public-private partnerships and other forms of assistance.
- SE-P-5 Placer County supports efforts to promote environmental redevelopment in mixed use areas within and outside Town Centers, including the Village Centers identified in this Area Plan.
- ~~SE-P-5 Continued efforts to address the existing job housing imbalance and provide additional housing at affordable price levels should be pursued.~~
- SE-P-6 Continue to develop high-speed broadband infrastructure capacity and redundancy throughout North Tahoe and communicate its availability to existing and prospective businesses.
- SE-P-7 Support the development of childcare facilities to meet the needs of the local workforce.
- SE-P-8 Explore mechanisms to prevent ongoing blight, such as limiting the duration for boarded windows, chain link fence, and vacancy to occur.

Socio-economic projects are described in the Implementation Plan. Regulations are outlined in the Area Plan Implementing Regulations.

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## Part 4 Land Use Plan

This Land Use Plan is intended to restore the environment, enhance community character, and improve socio-economic conditions. Development will be managed in accordance with the Regional Plan and the environmental Threshold standards.



*Lake Tahoe's dam and outlet in Tahoe City*

The regulatory foundation for this Plan is the Regional Plan growth management system and TRPA development standards. Changes from the previous plans include: 1) implementation of the approved 2012 Regional Plan amendments; and 2) incorporation of program and project ideas generated by the subarea working groups and in the vision plans for Tahoe City and Kings Beach.

The updated Regional Plan land use policies are an important aspect of the region's environmental improvement strategy and were embraced in the vision plans. Many of the policies can only be implemented in an Area Plan that conforms with the Regional Plan.

### 4.1 Land Use Strategy

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This Land Use Plan promotes redevelopment of the built environment, multi-modal transportation options and enhanced economic conditions. Regional Plan incentives for compact and environmentally sensitive redevelopment are applied in the Town Centers of Tahoe City, Kings Beach and North Stateline. Incentives to transfer development from sensitive lands and outlying areas to these Centers are also provided.

Additional amendments are implemented for the lower intensity Village Centers throughout the Plan area. In these traditionally commercial nodes, the Plan promotes mixed land uses, environmental gain and high quality design. Village Centers include Tahoma, Homewood, Sunnyside, Lake Forest/Dollar Hill, Carnelian Bay and Tahoe Vista.

In the existing single family neighborhoods, development standards remain largely unchanged and environmental restoration is emphasized. To provide housing for the area’s workers, additional opportunities for accessory dwelling units are provided where the secondary units are restricted to not allow tourist uses or vacation rentals and where the secondary unit’s deed restricted for affordability.

## 4.2 Existing Land Use

### LAND USE MIX

Existing land uses are listed on Table 4.2-A and are mapped on Figures 4-1 (Plan area map), 4-2 (Kings Beach map) and 4-3 (Tahoe City map).

Over 85 percent of the Plan area includes undeveloped and protected land.

About 75 percent of the Plan area is used for conservation and backcountry purposes. Conservation lands include U.S. Forest Service lands within the Lake Tahoe Basin

Management Unit and open spaces that are managed by other agencies. About 4 percent of the conservation lands are privately owned and used primarily for timber production.

An additional 10.2 percent of the Plan area is used for Recreational purposes - primarily as state parks, local parks, beaches, ski areas and golf courses. The main ski area is Homewood Mountain Ski Resort on the west shore. The Northstar and Alpine Meadows ski areas extend into the western portions of the Plan area, but are mostly located outside the Lake Tahoe Basin. Tahoe City and Kings Beach each have nine-hole golf courses.

**Table 4.2-A: Existing Land Uses**

<i>Land Use</i>	<i>Acres</i>	<i>Percent</i>
Residential	3,558	7.7%
Commercial	177	0.4%
Tourist Accommodations	75	0.2%
Industrial	48	0.1%
Public Services	313	0.7%
Vacant	1,247	2.7%
Recreation	4,744	10.2%
Conservation/Backcountry	35,030	75.4%
Right of Way	1,209	2.6%
<b>Total</b>	<b>46,402</b>	<b>100.0%</b>

*Source: Placer County Assessor, 2013; Dyett & Bhatia, 2013.*

**PUBLIC LAND**

Since adoption of the 1987 Regional Plan, public agencies have been acquiring private land throughout the Lake Tahoe Basin. During this time, about 8,360 residential parcels have been acquired for environmental purposes.

**Table 4.2-B: Property Ownership**

<i>Property Ownership</i>	<i>Parcels</i>	<i>Acreage</i>
Private	13,299	7,718.9
Federal	595	31,392.1
State	1,624	6,349.5
Local	204	701.5
<b>Total</b>	<b>15,722</b>	<b>46,162</b>

*Source: Placer County GIS, 2015.*

These efforts have increased public land ownership in the Plan area to over 83 percent. Table 4.2-B lists public and private lands in the Plan area. Most of public land is federally owned and included in the Tahoe National Forest.

State lands include Burton Creek State Park, Kings Beach State Recreation Area and numerous smaller properties that are managed by the California Department of Parks and Recreation (State Parks) and the Tahoe Conservancy (CTC). State Parks and CTC remain active in the Lake Tahoe Region and continue to expand their holdings and complete improvements, as funding permits. Lake access locations and SEZs are top acquisition priorities.

There are many local parks and beaches within the Plan area. These are managed by Placer County, the public utility districts for Tahoe City and North Tahoe, and through cooperative agreements with other public agencies. Public lands and recreational uses are further described in the Recreation Plan.

**DEVELOPMENT PATTERN**

Developed areas are concentrated near the shoreline of Lake Tahoe, with neighborhoods extending into the lower foothills. Almost all of the development predates the Regional Plan. New subdivisions have been prohibited for decades, with exceptions for modifications to existing development. A significant amount of development is located on SEZs that are now protected for environmental purposes.

Prior to 1930, the majority of residential development (65 percent) occurred along the west shore between Tahoma and Tahoe City. Between 1930 and 1959, Kings Beach, Tahoe Vista, Tahoe City, Dollar Point, and Carnelian Bay experienced significant growth. Most residential development within the Plan area occurred between 1960 and 1989. During this period, the Tahoe City and Dollar Hill areas developed rapidly with additional growth in the north shore communities.

Many of the older residential structures have gradually been replaced with rebuilt or substantially remodeled homes, which tend to be larger and more expensive. Commercial areas have been slower to redevelop and are a focus of the new planning strategies.

## Placer County Tahoe Basin Area Plan

Non-residential development is located in a series of towns and villages along the Highway 28 and 89 corridors, which together with Highway 50 form the 71-mile loop road around Lake Tahoe.

The communities of Kings Beach and Tahoe City together account for more than 60 percent of the permanent population and have concentrated non-residential Town Centers. Regional Plan regulations have made it difficult to redevelop the Town Centers, as current development exceeds that allowed by TRPA. The Town Centers continue to include substantial non-conforming development and land coverage - and are a major source of pollution.

Smaller communities include Tahoma, Homewood, Sunnyside, Dollar Hill / Lake Forest, Carnelian Bay, Tahoe Vista and Stateline. Each of these communities has a small non-residential core surrounded by residential neighborhoods. In many cases, the neighborhoods grew together to form a nearly continuous strip of development from Tahoma to the Nevada State line. Some of the more sensitive areas have been acquired and/or restored.

There are relatively few apartments and condominiums when compared to other mountain resort communities. About 88 percent of existing residential land within the Plan area is single-family development, followed by duplex (five percent), multi-family (four percent), and mobile homes (three percent).

Nearly all of the Plan area was developed before TRPA was established and with few environmental standards. Communities were not built with sidewalks, trails or water quality improvements. Environmentally beneficial "retrofits" have been pursued for decades.

Tourist accommodations are generally located along the highways, primarily in Tahoe City, Kings Beach and Tahoe Vista. Small quantities of industrial uses are located along Highway 89 west of Tahoe City, south of Highway 89 in Lake Forest, and in upper portions of Kings Beach.

Highways 89 and 267 are the main gateway routes into the Plan area and provide convenient access from the Interstate 80 corridor, Squaw Valley, Northstar, and Truckee.

### **Kings Beach**

Kings Beach is located around the intersection of Highways 28 and 267. The land use pattern includes commercial and tourist accommodation uses along Highway 28, residential uses extending upslope in a grid pattern, and light industrial uses near the top of the "grid". Most of Kings Beach was subdivided in 1926 as part of the "Brockway Vista" subdivision. The residential area north of Highway 28 was subdivided into rectangular lots 125 feet deep and as narrow as 25 feet. Many of the lots are 50 or 75 feet wide. The small lot sizes have constrained redevelopment in Kings Beach.

Over the last 25 years, the primary changes in Kings Beach have included waterfront improvements at the Kings Beach State Recreation Area, streetscape improvements and sidewalks along Highway 28, and water quality improvements. There has been very little private redevelopment in the Town Center.

### **Tahoe City**

Tahoe City is located around the intersection of Highways 89 and 28. Similar to Kings Beach, the majority of commercial and tourist accommodation uses in Tahoe City are located along the State Highways. Improvements in Tahoe City have focused on Town Center sidewalks, water quality improvements and new public land amenities, including the new lakefront trail, expansions to Commons Beach, and the 64 acre park.

Tahoe City has seen a little more private redevelopment than Kings Beach, although most private development remains largely unchanged from the pre-TRPA period. The golf course was recently acquired by Placer County and partner agencies and provides an opportunity to support community enhancements.



*Kings Beach Town Center*



*Tahoe City Town Center*

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Part 4: Land Use Plan  
Placer County Tahoe Basin Area Plan



Placer County Tahoe Basin Area Plan

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Part 4: Land Use Plan  
Placer County Tahoe Basin Area Plan

### 4.3 TRPA Growth Control System

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TRPA has implemented a strict growth control system under the Bi-State Compact and Regional Plan. The system is designed to complement the region's development standards and improvement programs to achieve and maintain the Thresholds. Programs described in this section are outlined in TRPA Code Chapters 39 through 53, which remain in place under this Area Plan.

Upon adoption, certain aspects of the TRPA growth control program were litigated extensively, appealed to the U.S. Supreme Court, and ultimately upheld as lawful.

At a basic level, TRPA administers a cap-and-trade system for different types of development rights and for land coverage. These "commodities" can be bought and sold separately from the property from which they originate. In some cases, the commodities can be "transferred" to other locations, "banked" for future use or "converted" into other types of commodities. Overall, the TRPA growth control system limits the Region's capacity for development.

The 2012 Regional Plan, amendments to the Regional Plan, and this Area Plan are targeted to specific issues and do not alter the comprehensive foundations of the regional growth management framework, which includes the following components:

- Subdivisions that would create new development potential are prohibited.
- Parcels that legally existed prior to July 1, 1987 were either assigned one potential residential unit of use (which may or may not be constructed on site) or were authorized for non-residential development.
- In order to construct a residential unit, tourist unit or commercial space, development allocations must be obtained. Allocations are released slowly through a complicated system that requires various forms of environmental improvement in exchange for development allocations. Maximum build out of the Region is established with caps for all land use commodities, which include residential units (residential development rights and allocations), commercial floor area (CFA), and tourist accommodation units (TAUs).
- TRPA permits the phased construction of development over many years by slowly releasing non-residential and residential development allocations.
- The land capability system is used to limit land coverage based on its ecological importance and sensitivity to degradation. Base allowable coverage ranges from 30 percent on non-sensitive land to 1 percent on the most sensitive lands, including SEZs. Additional land coverage can be transferred from more sensitive to less sensitive lands, with certain restrictions. The land coverage program was adjusted in 2012 to accelerate the coverage mitigation and removal from sensitive lands.
- The Individual Parcel Evaluation System (IPES) is a land capability based system to determine development suitability on single family parcels. Many vacant

parcels continue to be unbuildable under IPES. As environmental improvements are implemented, the “IPES line” for each jurisdiction can drop to a point of allowing development on all single family lots with a development right except in Stream Environment Zones.

- A development transfer program encourages the relocation of existing development and development rights from sensitive areas to properties that are more suitable for development. Development rights on the most sensitive properties may only be used if transferred to more suitable sites. The development transfer program was adjusted in 2012 to incentivize transfers from sensitive lands and outlying areas to Town Centers by awarding bonus units for such transfers.
- Residential and Tourist Accommodation Bonus Units are awarded to projects as an incentive to achieve certain desired policy results (e.g., affordable, moderate, or achievable housing or environmental improvements). In 2012, the bonus unit program for development transfers to Town Centers was established. A bonus unit pool for CFA was also created.
- In 2018 the Development Rights Strategic Initiative amendments to the Regional Plan introduced an exchange system that allows for the conversion of one type of land use to another. Exchange rates for converting between CFA, TAUs, single-family and multi-family development are based on environmentally neutral calculations.
- Recreational capacity is limited by the “Persons At One Time (PAOT)” system. PAOT allocations identify the maximum recreational capacity allowed by TRPA and are distributed with approval of projects that expand recreational capacity. There are separate PAOT limitations for overnight facilities, summer day use facilities and winter day use facilities.

## RESIDENTIAL DEVELOPMENT

Upon adoption of the 1987 Regional Plan, new subdivisions were prohibited and each vacant residential parcel was assigned one residential development right. To build a home, a property owner must have a development right, a “buildable” IPES number and a residential allocation. Alternatively, multi-family units can be created in appropriately zoned areas by completing certain environmental enhancements or meeting certain criteria for affordable, moderate, or



*A new single family house*

achievable housing and obtaining a residential bonus unit from TRPA. In February 2015, there were 1,094 vacant residential parcels (development rights) in the Plan area.

**Individual Parcel Evaluation System (IPES)**

Between 1987 and 1988, vacant residential parcels in the Tahoe Region were evaluated for land capability and scored under TRPA’s Individual Parcel Evaluation System (IPES).

Originally, only parcels with an IPES score of 726 (the IPES Line) or higher were considered “buildable.” The IPES Line was designed to lower over time as more environmental restoration projects were completed. In most local jurisdictions, the IPES Line has dropped to a score at which every vacant parcel that is not located in a SEZ is buildable. However, because of historic development patterns and the way the IPES system has been implemented, the Placer County IPES Line remains at 726.

**Table 4.3-A: Vacant Parcels with IPES ≥726**

<i>Community</i>	<i>Parcels</i>	<i>Acres</i>
Carnelian Bay	84	57.7
Tahoe Vista	100	34.8
Tahoe City	69	28.7
Homewood	56	22.7
Kings Beach	89	18.5
Dollar Point	26	8.9
Tahoma	17	5.2
<b>Total</b>	<b>441</b>	<b>176.5</b>

*Source: Placer County, 2013; TRPA, 2013.*

IPES scores also indicate the percentage of allowable coverage on a site. In some cases, additional coverage can be purchased and transferred to a site. Base allowable coverage (coverage assigned to a property) or the maximum allowable coverage (maximum coverage a property may have pursuant to land coverage transfers), whichever is greater, determines the percentage of coverage that may occupy the parcel.

As shown in Table 4.3-A, the Plan area contains 441 vacant residential parcels with an IPES score equal or greater to 726. These vacant sites are mapped in Figure 4-5 and are considered “buildable” home sites. Additional home sites may also be “buildable” under TRPA programs or if the Placer County IPES line drops.

The vacant sites range in size from 0.1 acres to nine acres. The majority of parcels—69 percent—are located north of the SR 28 and SR 89 intersection in the communities of Carnelian Bay, Tahoe Vista and Kings Beach. The largest parcels are located in Carnelian Bay, while the smallest parcels are primarily located in Kings Beach.

**Residential Allocations**

TRPA distributes residential allocations to local governments in proportion to the capacity for development and environmental performance. When allocations are available, property owners may obtain one from the County with a building permit.

TRPA maintains a general release rate of 130 residential unit allocations per year for the region, which is expected to continue through 2032. Placer County generally receives 22.5 percent of the allocations from TRPA - about 29 units per year on average.

For 2015-16, Placer County received 74 allocations (37 per year) – somewhat more than the expected annual average. With leftover units from prior years, the County has 134 residential allocations available for 2015-16 (as of February 2015). An additional 506 allocations are expected to be received through 2032.

#### **Development Transfers and Bonus Units**

Residential Development rights may be transferred to certain residential, non-residential and multi-family parcels. The program is intended to direct development to the most suitable locations.

The initial development transfer program was infrequently utilized, so more aggressive incentives were established in 2012. A property owner can now receive residential bonus units when transferring development rights from environmentally impactful locations to a Town Center. The bonus unit award is based on sensitivity (for water quality) and remoteness (for air quality) of the sending parcel. In effect, one development right/allocation in an impactful location can be converted to multiple residential units in a Town Center. TRPA has over 1,200 residential bonus units available, 600 of which can only be used for transfers to Centers. The remaining units can also be earned by completing certain environmental improvements.

The development transfer incentives also apply to existing development, with a greater transfer ratio and restoration requirements for the sending site. Transfer ratios for development rights and existing development are depicted on Tables 4.3-B and 4.3-C below.

<b>TABLE 4.3-B: TRANSFER OF DEVELOPMENT RIGHTS TO CENTERS</b>	
Step 1: Determine applicable transfer ratio based on sending parcel.	
Sending Parcel	Transfer Ratio
SEZ	1:1.5
Other Sensitive Lands	1:1.25
Non-Sensitive Lands	1:1
Step 2: For transfers of residential development rights, determine additional transfer ratio based on distance from centers and/or primary transit routes.	
Distance	Additional Transfer Ratio
Less than ¼ mile, or on the lake-ward side of primary transit routes	1:1
¼ mile to ½ mile	1:1:25
½ mile to 1 mile	1:1.5
mile to 1½ mile	1:1.75
Greater than 1½ mile	1:2
Step 3: Multiply the applicable ratios from Steps 1 and 2 to determine the applicable transfer ratio.	
<i>Source: TRPA Code of Ordinances Table 51.3.6-1.</i>	

<b>TABLE 4.3-C: TRANSFER OF EXISTING DEVELOPMENT TO CENTERS</b>	
Step 1: Determine applicable transfer ratio based on sending parcel.	
Sending Parcel	Transfer Ratio
SEZ	1:3
Other Sensitive Lands	1:2
Non-Sensitive Lands	1:1
Step 2: For transfers of existing residential development, determine additional transfer ratio based on distance from centers and/or primary transit routes.	
Distance	Additional Transfer Ratio
Less than ¼ mile, or on the lake-ward side of primary transit routes	1:1
¼ mile to ½ mile	1:1:25
½ mile to 1 mile	1:1.5
mile to 1½ mile	1:1.75
Greater than 1½ mile	1:2
Step 3: Multiply the applicable ratios from Steps 1 and 2 to determine the applicable transfer ratio.	
<i>Source: TRPA Code of Ordinances Table 51.5.3-1.</i>	

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**NON-RESIDENTIAL DEVELOPMENT**

As with residential development, allocations are required for new non-residential development. TRPA classifies uses as Commercial Floor Area (CFA), Tourist Accommodation Units (TAUs), Recreation Facilities and Public Service Facilities.

CFA and TAUs are most tightly regulated, and are summarized below. Recreation Facilities are limited with People at One Time (PAOT) allocations, which reflect the design capacity of expanded recreational facilities. These are described in the Recreation Plan. Public Service facilities are allowed without numeric caps when there is a community need and other ordinances are addressed.

The supply of CFA and TAUs are limited - and like residential development - can be transferred between properties through Regional Plan programs. For transfers to Town Centers, the ratios are 1:3 for SEZ lands and 1:2 for other sensitive lands. There is no distance multiplier.

**Commercial Floor Area (CFA)**

Placer County’s CFA supply totals 72,609 square feet (Feb 2015). Placer County may assign this CFA with project approvals. Some CFA is reserved for certain areas and some is available throughout the Plan. The County’s current CFA supply is listed on Table 4.3-D.

TRPA also has a CFA supply that is used for development transfer bonus units and other programs. The TRPA supply totals 160,347 square feet for the region (Nov 2015). TRPA has an additional 200,000 square feet that may be used once the current supply is exhausted. Utilization of new CFA has been slow.

**Tourist Accommodation Units (TAUs)**

The supply of TAUs is more restricted than the supply of CFA. Placer County retains 25 TAUs from original 1987 allocations and has since acquired property with additional TAUs. The potential supply for new projects is

**Table 4.3-D: Placer County CFA Supply**

<i>Location of Use</i>	<i>Square Feet</i>
Kings Beach	20,816
Tahoe City	20,699
Carnelian Bay	1,250
Tahoe Vista	0
Stateline	4,500
Kings Beach Industrial	3,456
Area-Wide	21,888
<b>Total</b>	<b>72,609</b>

*Source: Placer County and TRPA, 2015.*

**Table 4.3-E: Placer County TAU Supply**

<i>Location of Use</i>	<i>Units</i>
Tahoe City – Remaining from 1987 Plan	25
Kings Beach - Kings Beach Center	10
Kings Beach - Owned by Redevelopment Successor Agency; Eastern Gateway	6
Kings Beach – Units committed and in process; Community House	8
North Stateline Remaining from the 1996 Plan Amended in July 2012	12
<b>Total Available or in Process</b>	<b>61</b>

*Source: Placer County and TRPA, 2015.*

shown on figure 4.3-E. The TRPA supply for development transfer incentives is only 122 for the entire region.

Many tourist facilities are in need of improvement. Projects have changed little under the 1987 Regional Plan and the “bed base” has migrated to the surrounding communities of Truckee, Squaw Valley, and Northstar. Many old motels are now blighted, environmentally impactful, and would benefit from redevelopment. The south shore has an abundant supply of motels and high vacancy rates, but the north shore supply is more limited and quality units are needed. The demand for improved lodging in the Plan area provides a significant redevelopment opportunity.

With a limited supply of TAUs, there is a concern that the TRPA transfer program may not work as intended without additional TAUs or expanded land use conversion programs.

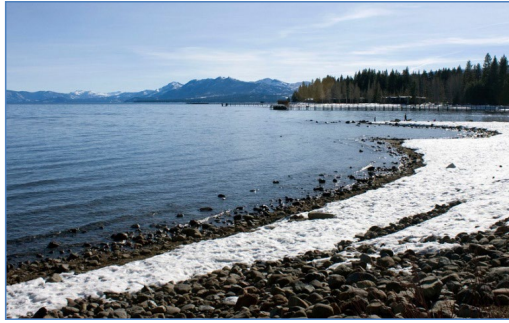
#### **DEVELOPMENT RIGHTS CONVERSIONS**

The development rights system is a central part of the Regional Plan’s growth management system and an important strategy used to attain multiple environmental thresholds. Development rights are allowed to be converted between different types of development rights – commercial floor area (CFA), tourist accommodation units (TAU) and residential units of use (RUU). Allowing the conversion, or exchange, of one type of development to another is intended to provide greater flexibility, significantly simplify the system, and expand the available supply for needed development rights while still maintaining the overall development cap set forth in the Lake Tahoe Regional Plan. The TRPA Code of Ordinances specifies the conversion rates between each development right type.

[For conversion and allocation of tourist accommodation units, Placer County expands upon the TRPA development rights system with the Placer County North Lake Tahoe Economic Development Incentive Program to guide the conversion and allocation of development rights in North Lake Tahoe. The program is intended to prioritize development rights towards the most community benefitting and high-priority projects that align with the policies in this Area Plan and the Lake Tahoe Regional Plan. Additionally, the allocation and conversion of TRPA development rights will be prioritized through a future reservation and conversion manual.](#)

### SHOREZONE DEVELOPMENT

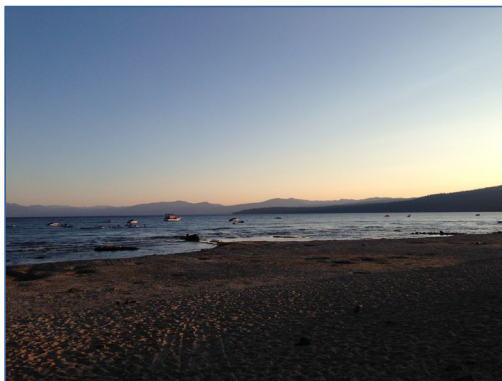
The shorezone of Lake Tahoe is regulated in detail by TRPA. The regulations are intended to protect Lake Tahoe and its spectacular lake scenery and apply to piers, buoys, marinas and boating activities in the "Lakezone"; as well as "Shorezone" development extending 300 feet inland from the high water mark. TRPA Code Chapters 80 through 86 will continue to govern development on Lake Tahoe and in its Shorezone. All projects which fall within this area shall be referred to the TRPA for review.



*The shorezone in winter*

## 4.4 Area Plan Programs

In response to the continued ecological degradation of Lake Tahoe and its environs, in large part due to pollution originating from existing development, policies in the Regional Plan aim to create walkable communities, increase alternative transportation options, and facilitate “environmental redevelopment” of existing built areas.



*The Lake Tahoe shorezone at sunset*

The Regional Plan maps and defines land use classifications and priority redevelopment areas, including Town Centers, as areas where sustainable redevelopment is encouraged, subject to design and development requirements. Placer County has three designated Town Centers – Tahoe City, Kings Beach and North Stateline. The Regional Plan requires that Area Plans “preserve the character of established residential areas outside of Centers, while seeking opportunities for environmental improvements”.

Programs in this Area Plan conform to the Regional Plan policies and include the topics described below. These programs are further defined in the Area Plan Implementing Regulations.

### **Redevelopment Incentives for Town Centers:**

The Area Plan implements Regional Plan redevelopment incentives in Town Centers. Regional Plan standards will be used for building height (3-4 stories), density (25 units/acre for residential and 40 units/acre for tourist) and maximum land coverage (50-70 percent of non-sensitive lands). The above described development transfer incentives also become effective upon adoption of this Area Plan.

Environmental improvements are identified and Code standards applied in accordance with the Regional Plan. The following are important requirements for Area Plan approval:

- Identify and support environmental improvement projects.
- Direct development away from stream environment zones.
- Require that projects in disturbed stream environment zones reduce coverage and enhance natural systems.
- Include site and building design standards addressing ridgeline and viewshed protection.

- Promote walking, bicycling, transit use and shared parking, including continuous sidewalks on both sides of state highways in Town Centers.
- Ensure adequate capacity to receive development transfers.
- Require variations in building height and transitional height limits adjoining properties outside Town centers.
- Include an integrated community strategy for coverage reduction and enhanced stormwater management.
- Demonstrate that all development activity within Town Centers will provide for and not interfere with Threshold Gain.

#### **Mixed Use Zoning**

Consistent with the Regional Plan, residential and mixed uses will be allowed in existing commercial districts. These centrally located areas were changed from Commercial to Mixed-Use in the 2012 Regional Plan.

This amendment will allow housing in proximity to employment and multi-modal transportation facilities. Over time, this will reduce automobile dependency, improve air quality, and accelerate redevelopment and BMP installation.

#### **Revised Parking Regulations**

The Area Plan modifies parking standards to reduce minimum parking in some cases, promote shared parking, and consider the future development of parking assessment districts and/or in-lieu payment systems. Amendments were developed as part of a comprehensive parking study and are consistent with Regional Plan parking amendments, including TRPA Code Section 13.5.3.B.2 encouraging alternative parking strategies. Future development of parking assessment districts and/or in-lieu payment systems may also involve amendments to this Area Plan.

Reductions in minimum parking standards and shared parking options are intended to reduce land coverage and make more efficient use of land for parking and pedestrian uses. Future consideration of parking assessment districts and/or in-lieu systems would further consolidate parking and reduce vehicle trips.

#### **Site and Building Standards for Mixed Use Districts**

The Area Plan implements new site and building design standards for Town Centers and other Mixed Use areas, including lot standards, building placement standards, building height and form standards, and site design standards.

Standards address all Regional Plan requirements and focus on improving scenic conditions and enhancing pedestrian facilities. The standards incorporate, modernize and supplement existing provisions of the Placer County Standards and Guidelines for Signage, Parking, and Design. Implementation will improve scenic quality and promote alternative modes of transportation.

### **Design Standards for Landscaping, Lighting and Signs**

The Area Plan updates Regional Plan design standards and guidelines for landscaping, lighting and signs. Changes primarily involve modernizing the document format, graphics and references. There is also a new requirement for fully-shielded outdoor lighting fixtures. This is primarily a formatting amendment to existing design standards.

New TRPA dark sky lighting requirements are not fully addressed in the existing plans, so conforming amendments are included. Implementation will improve scenic quality.

### **Non-Contiguous Project Areas in Town Centers**

This program allows a project site to include non-contiguous parcels within Town Centers. To utilize this program, all project components must be located on developed land in a mixed use zoning district within a Town Center, and all applicable development standards still apply. Projects utilizing this option will require TRPA approval.

Placer County's Town Centers are subdivided into small parcels, most of which have more land coverage than is currently allowed. Assembling a large enough project area can be a significant impediment to redevelopment. This amendment will allow property owners to assemble non-contiguous parcels for different project components, thereby accelerating redevelopment, BMP installation and related environmental benefits. A comparable ordinance was used in the South Lake Tahoe Redevelopment Plan Area.

### **Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units (JADU)**

This program is intended to serve as a TRPA-certified local government housing program and would allow for ADUs and JADUs on parcels less than an acre in size subject to the requirements outlined in TRPA Code Section 21.3.2. (see Figure 4-8 for new parcels gaining a right to develop ADUs). The Area Plan Implementing Regulations describe this program in more detail.

Consistent with State Law, Placer County's Housing Element promotes residences to provide housing at affordable and moderate cost levels. TRPA Code currently prohibits ADUs on parcels less than one acre in size unless a jurisdiction has a TRPA-certified local government housing program. The local government housing program promotes quality housing and improved environmental conditions by encouraging more diverse housing types, reducing the need for the Region's employees to commute daily from housing outside the Region.

This program is consistent with Regional Plan Policy HS-3.1, which directs TRPA to work with local jurisdictions to remove identified barriers preventing the construction of necessary affordable housing in the region, including workforce and moderate-income housing, accessory residential units and long-term residency in motel units.

**TRPA Certified Local Government Moderate-Income Housing Program**

This program is intended to serve as a TRPA-certified Local Government Moderate-Income Housing Program. TRPA recognizes Placer County’s adopted Housing Element adequately addresses housing needs and issues within the Area Plan as outlined in TRPA Code Section 52.3.6. Placer County housing-related programs such as the Workforce Housing Preservation Program and Infill Incentive Program are examples of programs that meet the criteria of TRPA’s Certified Local Government Moderate Income Housing Programs based on the planning principles of transit-oriented development to develop and re-develop housing in proximity to transit, services, and employment centers.

TRPA maintains a Residential Incentive Program and residential allocation incentive pool pursuant to TRPA Code Section 50.5.2. Owners of parcels located within Placer County may apply to TRPA on a first-come, first-served basis for any allocations available in the allocation pool, subject to the limitations in TRPA Code Section 50.5.1.D.

To qualify to receive a residential allocation through the Residential Incentive Program, property owners must, through deed-restriction limit the project area to the approved use and restrict the occupants’ household income to moderate-income housing limits. Moderate-income units shall be restricted for long-term occupancy for at least ten months in each calendar year.

Placer County shall document, monitor, submit annual reports to TRPA, and enforce the provisions of the deed restriction for allocations obtained through Placer County’s Local Government Moderate-Income Housing Program.

This program is consistent with Regional Plan Goal HS-3, which directs TRPA to work with local jurisdictions to regularly evaluate housing needs in the region and update policies and ordinances if necessary to achieve state, local and regional housing goals. This program is consistent with Regional Plan Goal HS-2, and Policies HS-2.1, HS-2.2, and HS-2.3, to encourage development of moderate income for full-time residents without compromising the growth management provisions of the Regional Plan.



## 4.5 Land Use Diagram

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The Area Plan Land Use Diagram (Figure 4-5) depicts the Regional Plan land use designations and Town Centers, along with Village Centers identified by this Area Plan. More detailed zoning maps are included in the Area Plan Implementing Regulations.

### REGIONAL PLAN LAND USE DISTRICTS

Regional Plan Policy LU-4.1 describes land use designations and acceptable uses as follows:

*LU-4.1: THE REGIONAL PLAN LAND USE MAP IDENTIFIES GROUPINGS OF GENERALIZED LAND USES AND PRIORITY REDEVELOPMENT AREAS IN THE REGION. AREAS OF SIMILAR USE AND CHARACTER ARE MAPPED AND CATEGORIZED WITHIN ONE OR MORE OF THE FOLLOWING EIGHT LAND USE CLASSIFICATIONS: WILDERNESS, BACKCOUNTRY, CONSERVATION, RECREATION, RESORT RECREATION, RESIDENTIAL, MIXED-USE, AND TOURIST. THESE LAND USE CLASSIFICATIONS SHALL DICTATE ALLOWABLE LAND USES. EXISTING URBANIZED AREAS ARE IDENTIFIED AS CENTERS AND INCLUDE TOWN CENTERS, THE REGIONAL CENTER AND THE HIGH DENSITY TOURIST DISTRICT. CENTERS ARE THE AREAS WHERE SUSTAINABLE REDEVELOPMENT IS ENCOURAGED.*

*Since the development permitted under this plan is generally limited to the existing urban boundaries in which uses have already been established, the concept of this land use plan is directed toward encouraging infill and redirection. The intent of this system is to provide flexibility when dealing with existing uses, continuation of acceptable land use patterns, and redirection of unacceptable land use patterns. Implementation ordinances set forth the detailed management criteria and allowed uses for each land use classification.*

This Area Plan includes Conservation, Backcountry, Recreation, Residential, Mixed Use and Tourist districts, along with the Tahoe City, Kings Beach and North Stateline Town Centers. Not included in the Plan are Wilderness, Resort Recreation, Regional Centers or High Density Tourist Districts. Policy LU-4.1 describes the districts as follows.

#### **Conservation**

*Conservation areas are non-urban areas with value as primitive or natural areas, with strong environmental limitations on use, and with a potential for dispersed recreation or low intensity resource management. Conservation areas include (1) public lands already set aside for this purpose, (2) high-hazard lands, stream environment zones, and other fragile areas, without substantial existing improvements, (3) isolated areas which do not contain the necessary infrastructure for development, (4) areas capable of sustaining only passive recreation or non-intensive agriculture, and (5) areas suitable for low-to-moderate resource management.*

#### **Backcountry**

*Backcountry areas are designated and defined by the U.S. Forest Service as part of their Resource Management Plans. These lands are roadless areas, including Dardanelles/Meiss,*

*Freel Peak and Lincoln Creek. On these lands, natural ecological processes are primarily free from human influences. Backcountry areas offer a recreation experience similar to Wilderness, with places for people seeking natural scenery and solitude. Primitive and semi-primitive recreation opportunities include hiking, camping, wildlife viewing, and cross-country skiing, in addition to more developed or mechanized activities not allowed in Wilderness areas (e.g., mountain biking, snowmobiling). Management activities that support administrative and dispersed recreation activities are minimal, but may have a limited influence. Limited roads may be present in some backcountry areas; road reconstruction may be permitted on Backcountry lands where additional restrictions do not apply. Backcountry areas contribute to ecosystem and species diversity and sustainability, serve as habitat for fauna and flora, and offer wildlife corridors. These areas provide a diversity of terrestrial and aquatic habitats, and support species dependent on large, undisturbed areas of land. Backcountry areas are managed to preserve and restore healthy watersheds with clean water and air, and healthy soils. Watershed processes operate in harmony with their setting, providing high quality aquatic habitats.*

#### **Recreation**

*Recreation areas are non-urban areas with good potential for developed outdoor recreation, park use, or concentrated recreation. Lands which this plan identified as recreation areas include (1) areas of existing private and public recreation use, (2) designated local, state, and federal recreation areas, (3) areas without overriding environmental constraints on resource management or recreational purposes, and (4) areas with unique recreational resources which may service public needs, such as beaches and ski areas.*

#### **Residential**

*Residential areas are urban areas having potential to provide housing for the residents of the Region. In addition, the purpose of this classification is to identify density patterns related to both the physical and manmade characteristics of the land and to allow accessory and non-residential uses that complement the residential neighborhood. These lands include: (1) areas now developed for residential purposes; (2) areas of moderate-to-good land capability; (3) areas within urban boundaries and serviced by utilities; and (4) areas of centralized location in close proximity to commercial services and public facilities.*

#### **Mixed-Use**

*Mixed-use areas are urban areas that have been designated to provide a mix of commercial, public services, light industrial, office, and residential uses to the Region or have the potential to provide future commercial, public service, light industrial, office, and residential uses. The purpose of this classification is to concentrate higher intensity land uses for public convenience, and enhanced sustainability.*

#### **Tourist**

*Tourist areas are urban areas that have the potential to provide intensive tourist accommodations and services or intensive recreation. This land use classification also includes areas recognized by the Bi-State Compact as suitable for gaming. These lands*

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*include areas that are: already developed with high concentrations of visitor services, visitor accommodations, and related uses; of good to moderate land capability (land capability districts 4-7); with existing excess land coverage; and located near commercial services, employment centers, public services and facilities, transit facilities, pedestrian paths, and bicycle connections.*

### **Town Center District**

*Town centers contain most of the Region's non-residential services and have been identified as a significant source of sediments and other contaminants that continue to enter Lake Tahoe. Town centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities in the Region.*

### **VILLAGE CENTERS**

The smaller Village Centers of Tahoma, Homewood, Sunnyside, Lake Forest/Dollar Hill, Carnelian Bay and Tahoe Vista contain a variety of uses but are not identified in the Regional Plan or eligible for its Town Center incentives. Village Centers face many of the same challenges as the larger Town Centers, including development in SEZs, excess land coverage, scenic non-attainment ratings and a general need for property upgrades.

This Area Plan encourages redevelopment in the Village Centers and implements the programs that are allowed under the Regional Plan. Area Plan programs that apply in the Village Centers include mixed use zoning, revised parking regulations, new design standards and accessory dwelling units. Also included are plans to complete trail connections, enhance transit service, and advocate for additional redevelopment incentive programs in the Regional Plan.

### **RESIDENTIAL, RECREATION AND CONSERVATION AREAS**

The Area Plan Implementing Regulations identify residential, recreation and conservation "Sub-Districts" that maintain zoning standards from the prior plans related to land uses, density and other environmental standards. Property owners may apply for zoning map amendments subsequent to adoption of this Area Plan.

### **OPEN SPACE**

The Area Plan calls for the maintenance and expansion of planned open spaces, including public lands managed for environmental purposes, areas where additional development is not allowed (stream environment zones, steep slopes, etc.) and connections between these areas. In accordance with Regional Plan Policy CD-2.1, Area Plan requirements supplement Regional Plan Policies to strategically identify areas where open spaces are planned to connect sensitive areas within Centers to undisturbed areas outside of Centers. Examples include:

- Residential and Commercial uses are no longer allowed at the Tahoe City Golf Course, establishing an open space / recreation connection between the Town Center and U.S. Forest Service lands to the north. Town Center development

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within the Tahoe City Golf Course Special Planning Area must also include SEZ restoration.

- To utilize Town Center incentives, properties within the Tahoe City Western Entry Special Planning Area shall provide public access and amenities along the river, thereby extending the Truckee River trail and open space corridor to the 64 acre park and Town Center.
- To utilize Town Center incentives, properties within the Kings Beach Entry Special Planning Area shall remove development from the Griff Creek floodplain and restore lands in the floodplain and other SEZ areas.
- Zoning for parks and beaches in Kings Beach is changed from mixed use to recreation.
- To utilize Town Center incentives, properties within the North Stateline Special Plan Area shall prepare a detailed Town Center plan addressing TRPA requirements, including for Open Space.

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## 4.6 Town Center Plans

The Town Center Plans for Tahoe City and Kings Beach share a number of objectives and plan designations, but maintain variations to reflect the unique character and setting of each community. Each Town Center Plan is heavily influenced by the Vision Plans that are summarized in the introduction to this Area Plan. Vision Plan priorities are reflected in the Area Plan Implementing Regulations and the projects described in the Implementation Plan. The Town Center Plans are depicted on Figures 4-6 and 4-7.



*Recent improvements in the Kings Beach Town Center*

The Town Center of North Stateline includes a relatively small area that adjoins and is integrated with larger Town Center properties on the Nevada side of the state line. The Area Plan is focused on Town Center planning efforts within Kings Beach and Tahoe City. A Town Center plan was not prepared for North Stateline. Instead, property owners may continue to operate under existing land use provisions, or may apply for a Special Plan as outlined below to implement the Town Center incentives and address the Regional Plan requirements.

### Core and Transition Areas

Each Town Center has Core and Transition areas. Core areas are the center of each community with compact development, continuous sidewalks and improved public spaces. The full suite of Regional Plan incentives apply in these areas.

Transition Areas are located within walking distance of each Core area, but have lower intensity development patterns, incomplete sidewalk networks and fewer public spaces. In accordance with Regional Plan requirements, these areas have transitional building heights (3 stories) and requirements to complete sidewalk (or multi-use trail) connections to core areas prior to or concurrent with projects utilizing the Regional Plan redevelopment incentives.

### Town Center Zoning

Town Centers include zoning districts for Mixed Use, Residential and Recreation areas. The zoning ordinances describe the allowed land uses in more detail. Minor Regional Plan land use amendments are also included to be consistent with parcel lines and Town Center boundaries.

### Town Center Boundaries

The Tahoe City Town Center boundary is modified to exclude about 3.4 acres at the Fairway Community Center and about 3.6 acres of restored SEZs along Highway 89 - and to include about 4.2 acres at the Tahoe City Golf Course clubhouse as a mixed use area subject to Special Planning Area requirements as outlined below. Areas excluded from the Town Center are primarily SEZ. Areas added are more suitable for development. The Kings Beach Town Center remains unchanged from the Regional Plan.



*Tahoe City Golf Course*

### Lake Tahoe View Protection

Protecting and enhancing views to Lake Tahoe is a high priority in the Plan area. The increased building heights authorized in Town Centers of this Plan are intended to provide capacity for development transfers and redevelopment, while at the same time encouraging enhancement of views to Lake Tahoe. TRPA findings require, among other items, that three and four-story buildings in Town Centers demonstrate “no net loss” of views to Lake Tahoe and other scenic resources. Implementing Regulations for this Area Plan expand upon the TRPA finding to require that any proposed four-story project on the Lake side of highways either maintain 35 percent of the site as open view corridors to Lake Tahoe, or if existing development does not comply, increase the width of open view corridors by ten percent or more.

### Special Planning Areas

Special Planning Areas are identified for more detailed future planning, or where additional environmental performance standards apply. Where applicable, performance standards may be addressed in a special plan for an area, or with individual projects. Special Planning areas include:

1. **Kings Beach Entry Special Planning Area.** This Special Planning Area is located at the northern gateway to Kings Beach at the intersection of Highways 267 and 28. The Special Plan should address redeveloped project sites, scenic enhancements, coordinated site planning with public and private landowners, environmental improvements, and enhanced lake access. Area-wide water quality improvements and/or coverage management plans should be considered. Future Town Center boundary modifications may also be appropriate. The Kings Beach Fire Station,

North Tahoe Beach, Secline Beach and Griff Creek are important community amenities. Redevelopment should complement these assets. Implementing Regulations for the area retain current development standards and allow the use of Town Center incentives as part of a Special Plan. This is a scenic non-attainment area.

2. **Tahoe City Western Entry Special Planning Area.** This Special Planning Area is considered the western gateway to Tahoe City along Highway 89. In this area, riverfront restoration and public access is required if Town Center incentives are used. This is a prominent gateway to Lake Tahoe. The properties are developed with commercial and light industrial uses, including a Caltrans facility and lumber yard along the River frontage. This is a scenic non-attainment area.
3. **Tahoe City River District Special Planning Area.** This area includes properties along the segment of Highway 89 in Tahoe City that is being converted from a State Highway to a recreation-oriented County roadway as part of the SR 89/Fanny Bridge Community Revitalization Project. Planning and projects will support this area as an active, popular location with safety enhancements that encourage primary access by bicycling, walking and transit.
4. **Tahoe City Golf Course Special Planning Area.** This area encompasses an area around the Tahoe City Golf Course clubhouse, where off-site SEZ restoration is required if Town Center incentives are used. This part of the Town Center boundary modifications is described above. It is intended to be used for public uses and shared use facilities with Town Center redevelopment projects.
5. **North Stateline Special Planning Area.** This area includes the North Stateline Town Center, where the requirements of TRPA Chapter 13 need to be addressed if Town Center incentives are used.
6. **Truckee River Corridor Special Planning Area.** This area includes the Truckee River Corridor from the Tahoe City Town Center to the Plan boundary near Alpine Meadows. This area will be reviewed with a goal of updating zoning and development standards to promote the environmental redevelopment and design improvements on non-residential properties.

#### **Town Center Opportunity Sites and Tahoe City Lodge Project**

Key sites within the Town Centers of Tahoe City and Kings Beach are identified for future environmental redevelopment opportunities, as shown on Figures 4-9 and 4-10. The Kings Beach Center is a conceptual design for mixed-use environmental redevelopment and SEZ restoration on a 4-acre, 16 parcel site (the former BBLC County Redevelopment Agency site, along with a former County Redevelopment Agency site along the south side of North Lake Boulevard, and the existing County Kings Beach library site) and is analyzed at a programmatic level in the EIR/EIS.

The Kings Beach Center design concept includes hotel, commercial, professional office, government services, public plaza, and community park uses on the former County Redevelopment Agency sites, and removal and relocation of the existing County Kings Beach library and SEZ restoration of the site.



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A second site in Tahoe City is a proposed redevelopment project, the Tahoe City Lodge, and is analyzed as a project in the EIR/EIS. The Tahoe City Lodge involves environmental redevelopment of the old “Henrikson” site with new tourist accommodations and amenities, as well as renovations to the Tahoe City Golf Course clubhouse. The EIR/EIS analysis and review of the Kings Beach Center opportunity site and the Tahoe City Lodge project is intended to evaluate projects that may be built under this plan and promote future environmental redevelopment and revitalization of the Town Centers.

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## 4.7 Land Use and Community Design Policies

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This section outlines Land Use and Community Design Policies for the Placer County Tahoe Basin Area Plan, which supplements the Regional Plan Goals and Policies.

### LAND USE

- LU-P-1 Continue to implement TRPA policies, ordinances and programs related to land use and development that are in effect.
- LU-P-2 Manage development in accordance with the TRPA growth control system and supplemental programs in this Area Plan, including development rights, IPES, allocations, transfers and conversions.
- LU-P-3 Continue to coordinate with TRPA, the California Tahoe Conservancy, local Public Utility Districts and other agencies to acquire, improve and manage lands for public and environmental purposes.
- LU-P-4 Develop zoning districts consistent with Regional Plan that reflect the unique community characteristics of the Area Plan subareas.
- LU-P-5 Direct development toward Town Centers and preserve the character of surrounding neighborhoods.
- LU-P-6 Direct development away from functioning stream environment zones and other sensitive areas.
- LU-P-7 Require each project seeking an allocation of additional commercial floor area to contribute toward achieving community-wide improvements. Projects shall also be subject to commercial floor area allocation procedures.
- LU-P-8 Coordinate with TRPA on assigning development allocations to the respective Area Plan subarea.
- LU-P-9 Maintain the current allowed densities for areas outside of Town Centers.
- LU-P-10 Encourage public gathering places, outdoor dining, and special event venues.
- LU-P-11 Address parking, transportation, water quality, public access, SEZ restoration, land coverage, and other issues affecting the Plan area through community-wide approaches that encourage redevelopment and maximize attainment of environmental thresholds.
- LU-P-12 Encourage tourist-oriented uses in areas designated as Mixed-Use or Tourist. Prioritize locating tourist retail uses on street and sidewalk frontages.

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- LU-P-13 Maintain and enhance open spaces in the Plan area in accordance with Regional Plan goals and policies for Open Space.
- LU-P-14 Projects should include strategies for protecting undisturbed sensitive lands and, where feasible, establishing park or open space corridors connecting undisturbed sensitive areas within Centers to undisturbed areas outside of Centers.
- LU-P-15 Provide areas for passive and active recreation uses and related services to improve public access and enjoyment of Lake Tahoe and the Truckee River.
- LU-P-16 Support efforts to restore disturbed land and improve public access along segments of the Truckee River corridor where access is limited. Where feasible, relocate the multi-use trail to the river frontage.
- LU-P-17 Consider future land use map amendments for non-conforming uses.
- ~~LU-P-18~~ Coordinate with public agencies on community-wide snow storage solutions.
- ~~LU-P-19~~ Develop a reservation and conversion manual for the allocation and conversion of TRPA development rights.
- ~~LU-P-20~~ Discourage the development of new gas stations in Town Centers.
- ~~LU-P-21~~ Encourage the creation of a funding source for a comprehensive frontage improvement implementation plan, to include the construction of sidewalks.
- ~~LU-P-22~~ TRPA development rights allocated by Placer County shall not be converted to another development right without Board of Supervisors approval.
- ~~LU-P-23~~ Implement parking management plans for Town Centers and other public attractions.
- ~~LU-P-24~~ Implement community-wide snow storage plan.

**MIXED USE**

- MU-P-1 Promote the revitalization of Town Centers and Village Centers by encouraging a mixed land use pattern that combines tourist accommodation, residential, commercial, public facilities and public spaces to serve visitors and locals alike.



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- MU-P-2 Create distinctive, connected, and walkable districts that have a strong sense of identity.
- MU-P-3 Promote site sensitive design and pedestrian-oriented activities in mixed-use developments.
- MU-P-4 Foster high quality design, diversity, and a mix of amenities in new residential, commercial and tourist accommodation, where appropriate.
- MU-P-5 Establish design standards for mixed-use tourist districts that build on the existing tourist recreation theme with high-quality storefronts designed to attract tourists, and meet the needs of local residents.
- MU-P-6 Support future Regional Plan amendments that promote redevelopment of Village Centers and other mixed use areas that are not included in a Town Center.
- MU-P-7 Ensure the availability of sufficient mixed use, manufacturing, business park, and light industrial space to allow for the attraction and expansion of quality employers and year-round employment in North Tahoe.
- MU-P-8 Evaluate the availability of and utilization of mixed use, business park and light industrial space on an ongoing basis and consider adjusting the land use plan accordingly.
- MU-P-9 Encourage residential components in industrial and commercial development.

### TOWN CENTER

- TC-P-1 Reform Town Center development standards to minimize barriers to environmentally beneficial redevelopment in accordance with the Regional Plan.
- TC-P-2 Implement Regional Plan incentives for the transfer of development from sensitive and outlying areas to Town Centers.
- TC-P-3 Establish building height and density standards for Town Centers that support a high-quality, compact, pedestrian-scaled environment.
- TC-P-4 Require that development have variations in height and provide transitional height limits adjoining property outside Town Centers.
- TC-P-5 ~~Require that any~~Encourage four-story buildings between the Highways and Lake Tahoe to configure development so as to enhance views from the highway to the lake.
- TC-P-6 Complete the sidewalk network in Town Centers.

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- TC-P-7 Address environmental and economic enhancements in Town Centers through community-wide, locally sustained programs and projects, such as community parking management, area wide coverage management programs, and area wide water quality improvement programs.
- TC-P-8 Reduce land coverage through environmental redevelopment and transfers of development from sensitive and remote property to Town Centers.
- ~~TC-P-9 Emphasize compact form and pedestrian orientation in Town Centers, in locations that many residents reach on foot, by bicycle, on transit, or by short drives.~~
- ~~TC-P-10 Allow for groundwater interception per Section 33.3.6 of the Tahoe Regional Planning Agency Code of Ordinances for mixed-use projects in Town Centers.~~
- ~~TC-P-11 Support streamlined permit processes for mixed use, retail, and restaurant-oriented land uses in Town Centers.~~
- ~~TC-P-12 Encourage active ground floor uses and discourage ground floor office uses along Highway 28 frontage in Town Centers.~~
- ~~TC-P-13 Encourage and facilitate opportunities for businesses in Town Centers to expand outdoor dining areas on public and private property.~~
- ~~TC-P-14 Facilitate a thriving mobile vendor and food truck environment in Town Centers to support entrepreneurship and encourage progression and expansion of businesses from mobile vendor or food truck to brick and mortar location in North Tahoe.~~
- ~~TC-P-15 Support the retention and expansion of businesses from the North Tahoe-Truckee region that represent daily and weekly destinations for North Tahoe residents, as well as those that appeal to visitors and residents alike.~~
- ~~TC-P-16 Identify suitable sites outside of Town Centers for existing Town Center industrial uses and support relocation in order to free up sites for uses that will promote more activated Town Centers including retail, dining, entertainment, cultural activities, and community gathering.~~
- ~~TC-P-17 Create incentives for utility companies to relocate from prime commercial areas with high-visibility and/or buildings and sites facing Highway 28 within the Town Centers to other areas of North Tahoe.~~
- ~~TC-P-18 Consider parking maximums for new development and/or redevelopment in Town Centers.~~

[TC-P-19](#) Consider creative parking solutions, in Town Centers, including shared parking opportunities between different land uses, to reduce the creation of new parking spaces.

**COMMUNITY DESIGN**

- CD-P-1 Require that building and site designs be consistent with the Scenic Quality Thresholds and standards.
- CD-P-2 Limit unbroken length of buildings and articulate building entrances with recesses, projections, overhangs, and architectural details in order to create a pleasant and engaging experience for pedestrians.
- CD-P-3 Require landscaping with both private and public development projects. Protect existing trees of importance, size, age, and value to the maximum extent feasible with the goal of ensuring their long-term survival.
- CD-P-4 Upgrade commercial properties in the Plan area that are in need of scenic restoration through remodeling, renovation, screening, landscaping, and, in some cases, through complete removal of the use or activity.
- CD-P-5 Require new and redeveloped commercial, tourist accommodation, or multi-family residential projects in the Plan area to go through the Design Review process and meet applicable design standards and guidelines.
- CD-P-6 Buffer adjacent residential uses from the commercial, tourist and public service uses of Town Centers through site design, transitional height limits, landscaping, vegetation, and screening.
- CD-P-7 Require projects to provide landscape screening of on-grade parking areas that consist of either manmade or plant materials, or combinations of both, effective year round.
- CD-P-8 Encourage commonly designed architectural monuments throughout the Plan area, particularly at gateways.
- CD-P-9 Encourage use of architectural designs and materials that are unique to each Plan area.
- CD-P-10 Encourage the upgrading or replacement of commercial advertising signs that detract from the aesthetic appearance of the community.
- CD-P-11 Provide on-site pedestrian facilities with non-residential, mixed-use and multi-family projects and encourage multi-use paths between uses within the Plan area.
- CD-P-12 Require that activities and projects within the Tahoe City River District Special Planning Area be designed to support the evolution of the area into an active, popular location with safety enhancements that encourage primary access by bicycling, walking and transit.

- [CD-P-13](#) Require that design of projects within the Tahoe City River District Special Planning Area be compatible with the long term operational plans for the former SR 89/Fanny Bridge roadway.
- [CD-P-14](#) Promote and support the creation of new small public spaces and art installation to activate Town Centers and Village Centers.
- [CD-P-15](#) Collaborate with local artists to leverage efforts to promote North Tahoe as an arts destination.
- [CD-P-16](#) Promote high-quality, innovative, and diverse public art that enhances the community, highlights North Tahoe's unique character, landscape, and history. Support art with a local context, local artists, and functional art such as sculptural bicycle racks, trash receptacles, outdoor seating, and historical sign installations.
- ~~CD-P-13~~[CD-P-17](#) Encourage the inclusion of public art, publicly accessible display space, and cultural facilities in private development.

#### REDEVELOPMENT

- DP-P-1 Provide incentives to encourage rehabilitation and/or remodeling of commercial, tourist, recreation, public service, and residential properties. Prioritize projects that emphasize rehabilitation by replacement or remodeling of substandard and inefficient development.
- DP-P-2 Consider development of an allocation strategy that assigns priority of commercial floor area (CFA) to projects that emphasize remodeling and rehabilitation of substandard development.
- DP-P-3 Encourage consolidation of development and restoration of sensitive lands to a naturally-functioning condition through transfer of development rights and transfer of land coverage programs.
- DP-P-4 Pursue the acquisition of tourist accommodation units (TAUs) on sensitive lands and obtain TAU bonus units from TRPA to incentivize high priority redevelopment projects that participate in community-wide improvements as determined by the County.
- [DP-P-5](#) Support and encourage adaptive reuse of vacant or underutilized retail and office spaces, such as destination retail and multi-use tenant spaces, to accommodate future businesses that will meet the needs of changing market trends.
- [DP-P-6](#) Support a process to allow multipurpose and flexible gathering spaces in public and private parking areas where temporary uses and/or events can be held during off-peak hours. Consider an incentive to allow a reduction in on-site vehicle parking requirements in exchange for additional public outdoor plaza and/or gathering areas.

Placer County Tahoe Basin Area Plan

- DP-P-7 Consider measures to reduce or mitigate the costs of adaptive reuse, redevelopment, and tenant improvements to remain competitive with other areas where businesses do not experience similar costs, including sales tax rebate programs in exchange for façade improvements, substantial tenant improvements, redevelopment, and adaptive reuse.
- DP-P-8 Promote expedited building permit processes and opportunities for simple interior tenant improvements to respond to evolving commercial economy in the Town and Village Centers.
- DP-P-9 Support the creation of new business innovation space that is well-designed and offers amenities and telecommunications infrastructure attractive to light industrial uses.
- DP-P-10 Support the development of flexible light industrial spaces that can be easily reconfigured and/or facilities that offer a variety of spaces of different sizes.
- DP-P-11 Support redevelopment of aging lodging products and encourage revitalization and creation of new high-quality lodging products through programs such as the North Lake Tahoe Economic Incentive Program.

## HOUSING

- HS-P-1 Provide affordable and employee housing within the Plan area and encourage employee shuttles to major employers, such as ski resorts and casinos.
- HS-P-2 Require larger scale commercial, recreational, and tourist accommodation projects to contribute their fair share toward providing employee housing.
- HS-P-3 Residential bonus units may be utilized for affordable through achievable-income housing, multi-person housing, and/or employee housing projects.
- HS-P-4 Provide opportunities for affordable through achievable-income housing in appropriate areas where public transportation is easily available, close to neighborhood-serving retail facilities, and where such development will be compatible with surrounding land uses.
- HS-P-5 Allow for accessory residences on parcel sizes less than one acre in size consistent with the Implementing Regulations.
- HS-P-6 Pursue TRPA-Certified Local Governing Moderate-Income Housing Programs pursuant to Sections, 52.3.4 and 52.3.6 of the TRPA Code of Ordinances to provide additional opportunities for deed-restricted affordable and moderate income housing.
- HS-P-7 Evaluate housing needs in the region in coordination with TRPA. Consistent with Regional Plan Housing Policy HS-3.1, update TRPA policies and ordinances as necessary to achieve state, local and regional housing goals. Future housing efforts should seek to remove identified barriers preventing the construction of necessary affordable through achievable housing in the region including, but not limited to, workforce and moderate-income housing, accessory dwelling units and long-term residency in motel units.
- HS-P-8 Streamline development and permitting process of affordable, moderate, or achievable housing.
- HS-P-9 Conversions of multifamily to condominiums shall require 50% of the units to be deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing.
- HS-P-10 Continue efforts to address the existing job-housing imbalance and provide additional housing at affordable price levels.
- HS-P-11 Monitor and track the total quantity of housing units in North Tahoe, including the quantities used for long-term rentals, short-term rentals,

and owner occupied units to determine evolving needs and changes to the region's housing stock.

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HS-P-12 Support adaptive management of short-term rental inventory to balance housing availability with short-term rentals as new lodging units are added to the region. The short-term rental maximum cap shall be decreased by a ratio of one short-term rental for each new lodging unit per Board of Supervisors approval.

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HS-P-13 Explore opportunities to allow local worker overnight camping in public and private parking lots.

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HS-P-14 Allow and support local worker housing to be built above public and private parking lots.

## Part 5 Transportation Plan

This Transportation Plan is intended to provide an efficient circulation system for all users, with a focus on improved pedestrian, bicycle and transit options in accordance with the Regional Plan and with the 2012 Lake Tahoe Sustainable Communities Strategy (SCS) that was adopted in accordance with California Senate Bill 375 (Sustainable Communities and Climate Protection Act).



*New roundabout in Kings Beach*

Automobile use strongly influences Threshold Standards in the Air Quality and Noise categories. Currently, both residents and visitors rely heavily on automobiles and light trucks. Development is spread over a broad area, transit service is limited and the bicycle and pedestrian network is not fully connected. Vehicular exhaust and noise have exceeded some Threshold Standards and negatively impacted others. Improved air quality will also help to improve Lake Tahoe's water quality.

Significant drivers of automobile travel and the associated air pollution include employees who regularly commute from homes outside the Tahoe basin, as well as visitors who stay in lodging outside the basin and travel to and from attractions at Lake Tahoe. Transitioning to a more balanced land use pattern that provides housing for area workers and lodging for area visitors is an important component of the transportation and air quality improvement plan.

The Plan also seeks to limit greenhouse gas emissions, improve air quality and reduce noise by transitioning to a more walkable development pattern in Town Centers and improving pedestrian, bicycle and transit facilities. Included are provisions for roadway, transit, pedestrian, and bicycle improvements, as well as parking and transportation demand management strategies. Roadway projects to reduce congestion are also planned, including but not limited to the SR 89/Fanny Bridge project in Tahoe City.

The transportation system includes regional roadways and local streets, sidewalks and multi-purpose trails, bus systems, and water transit. Transportation network policies seek to establish a safe, efficient, and integrated transportation system while reducing



vehicle emissions. Ordinances require mitigation for traffic impacts from development projects.

This Plan is consistent with the Tahoe Metropolitan Planning Organization/Tahoe Regional Planning Agency Regional Transportation Plan, which will continue to serve as the Regional Transportation Plan for Lake Tahoe.

## **5.1 Regional Plan / Regional Transportation Plan**

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Mobility 2035 is the Regional Transportation Plan for the Tahoe Metropolitan Planning Organization (TMPO) and also serves as the transportation element of the Regional Plan. Mobility 2035 seeks to improve mobility and safety for the commuting public while delivering environmental improvements throughout the transportation network. Mobility 2035 was approved with the 2012 Regional Plan Update.

Mobility 2035 also serves as a Sustainable Communities Strategy (SCS) in accordance with California Senate Bill 375 (Sustainable Communities and Climate Protection Act). The SCS demonstrates how integrated transportation, land use, and housing strategies will help Lake Tahoe meet environmental thresholds and greenhouse gas targets for cars and light trucks on the California side of the Tahoe basin.

The 2010 Lake Tahoe Region Bicycle and Pedestrian Plan (BPP) is the Bicycle and Pedestrian element for Mobility 2035. The BPP identifies planned bicycle and pedestrian improvements and enables Placer County and other implementing agencies to apply for funding assistance. The BPP is being updated in 2015, with the update anticipated to be complete by December 2015.

Important strategies of the Regional Plan and RTP are to reduce the overall environmental impact of transportation in the Region, create walkable, vibrant communities, and provide alternatives to driving. Transportation investments prioritize non-auto modes of travel, rather than new roadway capacity. Where increased capacity is required, preference is given to public transportation and non-motorized alternatives.

The expectation is that a safe, efficient, and integrated land use and transportation system will have a positive influence on environmental Threshold areas including air quality, water quality and noise - while improving mobility and quality of life within the region. The plan also achieves the reductions in greenhouse gas emissions required under California's Sustainable Communities and Climate Protection Act.

## 5.2 Roadway Network

### STREET AND HIGHWAY SYSTEM

#### State Highways

**State Route (SR) 28** is the major roadway serving Lake Tahoe's north shore, linking Kings Beach with Incline Village, Nevada to the east and Tahoe Vista and Tahoe City to the south and west. SR 28 is typically a two-lane facility with one lane of travel in each direction. A center two-way left-turn lane is provided in Tahoe Vista as well as in Tahoe City. As part of the Kings Beach Commercial Core Improvement Project, the segment of SR 28 in central Kings Beach is being modified from two lanes in each direction to a three-lane cross-section with one through lane in each direction and a center two-way left-turn lane, new sidewalks, and roundabouts at Bear and Coon streets. The posted speed limit on SR 28 varies from 25 to 45 miles per hour.

**State Route (SR) 267** is a two-lane highway running in a general northwest-southeast alignment between Interstate 80 (I-80) in Truckee and SR 28 in Kings Beach. This highway consists of two travel lanes, with a speed limit of 55 miles per hour in the rural sections. It climbs just under 1,000 feet in elevation from Lake Tahoe to Brockway Summit.

**State Route (SR) 89** serves the Truckee River Canyon and west shore, as part of the overall route connecting Alpine County on the south with I-5 in Siskiyou County on the north. As a direct all-weather road connecting the Tahoe area to I-80 and the Sacramento and San Francisco Bay areas, it carries the greatest traffic volumes into the north and west shores. SR 89 is generally two lanes in width, with additional turn lanes at major intersections. The speed limit varies from 25 to 45 miles per hour in the Plan area.



*Highway 89 on the West Shore*

#### County Roadways

The majority of roadways in the Plan area fall under the jurisdiction of Placer County—these include both collector and local roadways. Collector roadways are intended to “collect” traffic from local streets and carry it to roadways higher in the street classification hierarchy (e.g. highways). Examples of collector roadways are National Avenue and Lake Forest Road. Local roadways provide direct access to the abutting land uses and collector roadways. Within the Plan area there are approximately 108 miles of

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County-maintained local roads and the County plows approximately 102 miles of these roads during winter road maintenance operations.

Snow removal is an important element of County roadway operations and maintenance. With the highest average snowfall of any county in the lower 48 states, Placer County's snow removal program ranks among the largest four in California. Figure 3-1 maps existing roadways within the Plan area.

**Other Roadways**

In addition to Caltrans and Placer County roadways, the Plan area includes roadways owned by the US Forest Service, California State Parks, California Tahoe Conservancy, as well as private roadways.

**EXISTING TRAFFIC CONDITIONS**

"Level of Service" (LOS) is a measure of the quality of operation of roadway elements, ranging from LOS A (free-flow conditions, with minimal delay) to LOS F (stop-and-go conditions, with extensive delays). Placer County currently defines its LOS standard as "D" for locations within one-half mile of a state highway, and "C" for other locations in the Plan area. The TRPA standard is to achieve LOS D or better at signalized intersections, with up to four hours per day at LOS E allowed. The TRPA vehicle LOS standards may be exceeded when provisions for multi-modal amenities and/or services are adequate to provide mobility for users. In general, Caltrans tries to maintain LOS D or better, although exceptions are made in specific cases.

Table 5.2 presents the existing LOS at key intersections. The LOS F conditions at SR 28/Grove Street reflect the long delays for movements (particularly left turns) onto the state highway at stop-sign-controlled intersections along the major highways. The other (signalized) intersections attain LOS standards.

Not reflected in the intersection LOS is the congestion created along roadways away from the key intersections. In particular, drivers on SR 89 northbound and SR 28 in both directions through the Tahoe City core area experience substantial (20 minute or more) delays due to a combination of factors including pedestrian crossings, parking maneuvers, vehicular turning movements, and bicyclists. This LOS F

**Table 5.2: Existing Level of Service at Key Intersections**

	<i>Winter</i>	<i>Summer</i>
SR 89 / SR 28 (Tahoe City Wye)	C	D
SR 28 / Grove Street	F	F
SR 28 / National Avenue	A	A
SR 28 / SR 267	D	C
SR 28 / Coon Street	A	B

Note: Based on average delay of all approaches for signalized intersections, and delay on worst approach at unsignalized intersections.

Source: Fehr and Peers, 2011; EDAW, 2005, 2008; LSC, 2006.

condition occurs on peak summer days (generally early July through mid-August) from approximately 10:00 AM to 4:00 PM (Source: Fehr and Peers, 2011).

### PLANNED MAJOR ROADWAY PROJECTS

There are three active projects that modify the roadway network:

- Nearing completion, the **Kings Beach Commercial Core Improvement Project** changed the auto-dominated section of SR 28 between Secline Avenue on the east and Beaver Street on the west to a pedestrian- and bicycle-friendly



*New Kings Beach sidewalks*

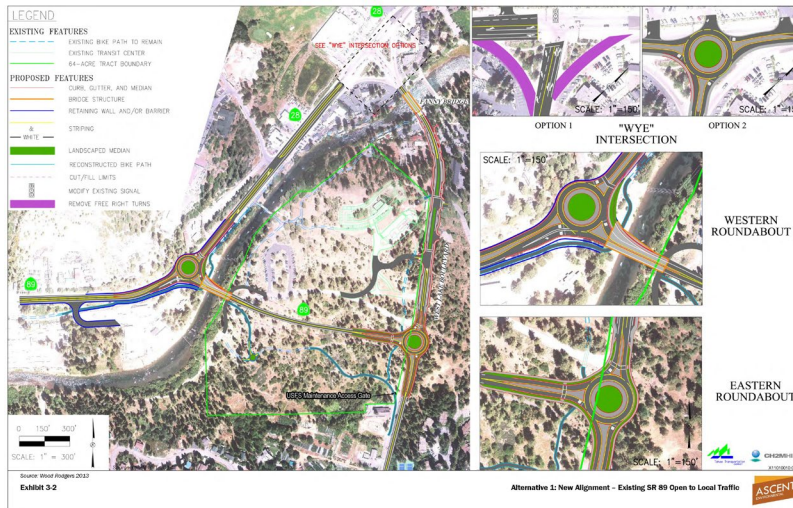
corridor. The existing two travel lanes in each direction have been converted to one travel lane in each direction plus a center two-way left turn lane, sidewalks, and bicycle lanes. Roundabouts have been constructed at Bear Street and at Coon Street (replacing the existing signal at the latter cross-street). In addition, Brook Street has been converted to one-way eastbound and extensive water quality improvements have been constructed throughout the area.

- The **Lakeside Project** is a Caltrans project that implements water quality control improvements along SR 89 between Tahoe City and Tahoma. This includes widening to provide left turn lanes in key areas such as Sunnyside and Homewood, as well as construct elements of the missing portion of multipurpose bicycle/pedestrian trail directly adjacent to the highway in the Homewood area. It is planned for completion by 2016.
- The **SR 89/Fanny Bridge Community Revitalization Project** has been approved by Placer County and TRPA and will be implemented by the Tahoe Transportation District (TTD). The project will address existing user conflicts and traffic congestion in the Fanny Bridge area through a new state highway alignment and bridge over the Truckee River to the west of the existing bridge. Construction of the new alignment provides for a traffic bypass route so that Fanny Bridge and the adjoining roadway can become more user friendly for pedestrians, cyclists and transit.

New roundabouts are planned at the Tahoe City wye and at both ends of the new roadway segment. Bike Lane and sidewalk connections will be completed between the east and wye roundabout, the west and wye roundabout and the east end of the

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project area on Highway 28. Multi-use trail improvements will connect the east and west roundabouts and pass under the new bridge on both sides of the Truckee river.



*The Alternative 1, Option 2 design was approved in May 2015 for the SR 89/Fanny Bridge Community Revitalization Project.*

To reflect community, State of California, and regional goals for reducing vehicle miles travelled and developing infrastructure that supports vibrant, environmentally and economically sustainable communities, Placer County and TRPA shall take steps to move the former State Route 89/Fanny Bridge towards a revitalized “Tahoe City River District” that evolves into an active, popular location with safety enhancements that encourage primary access by bicycling, walking, and transit.

To implement the policies of the Regional Transportation Plan, Placer County, TRPA, the Tahoe Metropolitan Planning Organization and TTD shall develop and carry out measures to revitalize the Fanny Bridge and Tahoe City River District Special Planning Area into a primarily pedestrian and bicycle zone. These measures shall be developed through active planning processes and adopted into the appropriate plans, including the Placer County Area Plan, the Tahoe City Mobility Plan, and the Corridor plan for the area. In particular, Placer County and TRPA will fully implement feasible biking, walking and transit objectives of the Mobility Plan and Area Plan consistent with RTP policies on complete streets in consultation with stakeholders. Feasibility shall take into account funding and State and local legal requirements.

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### 5.3 Transit Network

As a recreational/resort area with a limited roadway network, public transit services are important in expanding mobility capacity and improving environmental conditions. Over the course of a decade, Placer County has delivered a level of transit improvement, service, and coordination in excess of the requirements that govern local public transit. Placer County continues to look for opportunities to enhance and expand transit services, and has prepared an April 2016 update to the TART Systems Plan. The TART System Plan Update is a culmination of work conducted by the North Tahoe Transit Vision Coalition from 2012 through 2016. The plan identifies priority transit improvement and reasonably foreseeable funding sources, including local, State, Federal and private funding to make transit improvements within the “Resort Triangle” of the North Lake Tahoe area. As discussed below and mapped in Figure 5-2, the Plan area is served by a mix of public and private transit services.

#### TAHOE AREA REGIONAL TRANSIT

The Tahoe Area Regional Transit (TART) system is operated by the Placer County Department of Public Works. TART buses also accommodate bicycles. Services are as follows:

- TART’s “Main Line” route operates on SR 28 and SR 89 along the northern and western shores of Lake Tahoe from Sugar Pine Point State Park in El Dorado County on the west shore to Incline Village, Nevada on the north shore. During the summer, half-hourly service is provided between Tahoe City and Incline Village, while hourly service is provided along the west shore. During the winter and off-season, half-hourly service is provided between North Stateline and Incline Village and hourly service is provided for the remainder of the Main Line route.
- The SR 89 route provides hourly service between Tahoe City and Truckee, via Squaw Valley, year-round.
- The SR 267 route operates hourly between Truckee, Northstar Village, Kings Beach and Crystal Bay in the winter. In summer, hourly service is provided between Northstar Village, Kings Beach and Crystal Bay. No service is operated in the spring and fall.



*A Tahoe Area Regional Transit (TART) bus*

- The Complementary Paratransit Service is provided to persons eligible under the Americans with Disability Act that cannot access the fixed route service. It is provided for all portions of eastern Placer County, through a cab contractor.

TART handled approximately 345,000 passenger-trips per year in 2012-13, a decrease of 3.7 percent from 2011-12. The largest proportion is carried on the Mainline Route (62 percent) followed by the Highway 89 Route (22 percent) and the Highway 267 Route (12 percent) according to the Tahoe Area Regional Transit Triennial Performance Audit (May 2014).

In 2012, Placer County opened the Tahoe City Transit Center along SR 89 just to the south of the Truckee River. The transit center provides an attractive hub for various transit services, including TART, the Emerald Bay Trolley and the skier shuttles. It also provides multi-modal connectivity with bicycle lockers and park-and-ride spaces available on-site.



*The Tahoe City Transit Center*

## **OTHER TRANSIT SERVICES**

### **North Lake Tahoe Express**

The North Lake Tahoe Express provides service between the Reno Tahoe International Airport and the north/west shores of Lake Tahoe. Service is available year-round. Three routes are operated: a Red Line serving Truckee, Squaw Valley, Tahoe City and the West Shore; a Green Line serving Truckee and Northstar; and a Blue Line serving Incline Village and Kings Beach/Tahoe Vista. Annually, the service carries approximately 22,600 passenger-trips according to the 2012 North Lake Tahoe Express Performance Review.

### **Night Rider**

Using funds gathered by the Truckee North Tahoe Transportation Management Association, free night services are operated in both summer and winter, connecting Squaw Valley, the west shore, the north shore and Northstar.

### **Emerald Bay Trolley**

A free shuttle service is operated from the Tahoe City Transit Center to the South Y Transit Center in South Lake Tahoe. The purpose of the shuttle is to serve recreational activity centers along the west shore, and also to provide a link between north shore and south shore trolley services. Funded by the U.S. Forest Service, three trolleys are used to operate hourly service departing the Tahoe City Transit Center between late June and Labor Day. Emerald Bay Trolley buses accommodate two to three bicycles each.



**Ski Area Shuttle Services**

Ski areas operate independent skier and employee shuttle services. Employee services focus on providing additional capacity on key TART runs with overcrowding, and consist of Alpine Meadows service to Tahoe City and Northstar service to Incline Village and Kings Beach. Both Squaw Valley and Northstar have also provided skier shuttle services connecting the north shore and Incline Village with the base areas, while Homewood Mountain Resort has provided dial-a-ride service on the west shore. In 2012, a joint skier shuttle program was operated through the North Lake Tahoe Resort Association that consisted of five buses operating on three routes (excluding an Incline Village–Northstar route). Future operation of a coordinated service is currently under discussion.

**North Lake Tahoe Water Shuttle**

In 2012, the North Lake Tahoe Resort Association, in coordination with the Tahoe Transportation District and the Truckee–North Tahoe Transportation Management Association, launched the North Lake Tahoe Water Shuttle. A single 12-passenger boat (with capacity for bicycles) operates from late July to late September. Future extensions of this service are possible, pending dock improvements and new funding sources. In addition, the Tahoe Transportation District is conducting a study for a larger waterborne transit service that could connect the north shore and south shore.

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## 5.4 Pedestrian and Bicycle Network

### PEDESTRIAN AND BICYCLE CIRCULATION

Pedestrian and bicycle users within the Plan area are accommodated through a network of both on-road and off-road facilities. State Route 28 provides Class II bicycle lanes between Tahoe City and Kings Beach. Sidewalks are located on both sides of SR 28 in the core of Tahoe City and are currently being constructed in the core of Kings Beach.



*A Multi Use Trail in Tahoe City*

Multi-purpose trails provide for much of the connectivity within the Plan area. The Tahoe City Public Utility District (TCPUD) operates multipurpose trails along the Truckee River between Tahoe City and Squaw Valley, along the west shore between Tahoe City and Sugar Pine Point State Park (with several sections of a Class III signed route along low-volume residential streets and a missing 0.9-mile section), and along the north shore from Tahoe City to Dollar Hill. These facilities total 16.2 miles in length. TCPUD also operates a new 0.9 mile lakefront trail through the core of Tahoe City from Commons Beach to the Tahoe City marina. Figure 5-3 maps existing and proposed bicycle and pedestrian facilities in the Plan area. Additional details on this trail network are provided in Part 6, Recreation Plan.

The Region also contains an extensive network of unpaved trails, including U.S. Forest Service trails, California State Park trails, California Tahoe Conservancy trails, and 36 miles of the Tahoe Rim Trail. Portions of the Tahoe Rim Trail are also part of the Pacific Crest Trail, stretching from Mexico to Canada, which does not permit bicycle travel.

### ACTIVE TRANSPORTATION FACILITIES

Placer County has taken the lead in a multiagency effort to construct the Dollar Creek Shared Use Trail. The project will construct a paved 10-foot wide and 2.2-mile long shared-use trail through the Dollar and Firestone properties extending the existing TCPUD multi-use trail that currently terminates near the intersection of Dollar Drive and SR 28 to the end of Fulton Crescent Drive. This project is the western most end of an approximately eight-mile long North Tahoe Bike Trail corridor identified by TRPA to link Tahoe City to Kings Beach. Other connections off of this facility have also been proposed to extend northward to Northstar and Truckee.

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TCPUD is leading the effort to fill the “Homewood Hole”, a 0.9-mile gap in the west shore trail between Cherry Street and Fawn Street, where cyclists currently must ride along an uneven highway shoulder. Portions directly adjacent to the state highway are planned for construction as part of the Lakeside erosion control project, while another portion is planned for construction as part of development of Homewood Mountain Resort.

TCPUD is also working to construct two short Class I shared use paths in the Lake Forest area connecting the North Shore Trail with the Lake Forest Campground as well as connecting the North Shore Trail with Skylandia Park.

The National Avenue Bike Path will ultimately consist of a Class I shared use path along National Avenue from SR 28 to Donner Road. An initial segment adjacent to the Tahoe Vista Recreation Area parking area was constructed in 2012.



*Tahoe City Sidewalks and Amenities*

A Class I shared use path is planned along the south (lake) side of SR 28 between Chipmunk Street and Secline Street, connecting bike lanes on the discontinuous segments of Brockway Vista Road with a separated facility through the State Beach area.

The Kings Beach Commercial Core Improvement Project is constructing sidewalks along SR 28 between SR 267 and Beaver Street, as well as along portions of Brook Avenue, Steelhead Avenue, Minnow Avenue, Fox Street, Coon Street, Deer Street, Secline Street, and Chipmunk Street. Class II bike lanes will be marked along SR 28.

The SR 89/Fanny Bridge Community Revitalization Project includes bike lane and sidewalk connections between the east and wye roundabout, the west and wye roundabout and at the east end of the project area on Highway 28. Multi-use trail improvements will connect the east and west roundabouts and pass under the new bridge on both sides of the Truckee river.

In an effort to build upon the SR89/Fanny Bridge Community Revitalization Project and to further improve mobility in Tahoe City, Placer County has prepared a Tahoe City Mobility Plan. The Mobility Plan is intended to further design for future connectivity and advance solutions for community cohesion in downtown Tahoe City.

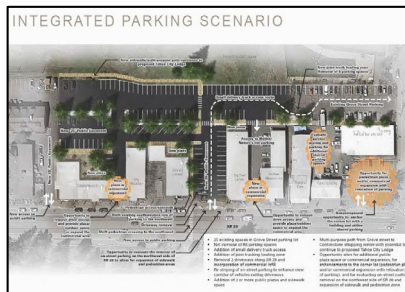
The Plan addresses pedestrian and bicycle corridor gaps in Tahoe City, including the “missing link” in the Class I shared-use path between Commons Beach and the wye. Two alignments for the missing segment of the Class I shared-use path have been identified in the Plan: a lake side alignment and a commercial side alignment, and after receiving

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public input on both alignments, the lakeside alignment was broadly supported. Both alignments will be further evaluated with respect to state and TRPA environmental requirements as well as engineering feasibility and right-of-way acquisition needs that will facilitate determination of a final trail alignment location. Any future effort to implement this missing lakeside trail segment will be vetted through a public process.

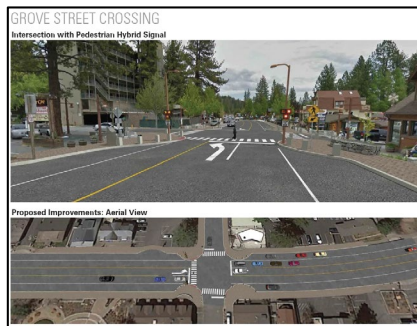
The Tahoe City Mobility Plan also provides complete street strategies to improve parking and circulation along State Route 28 near Grove Street, and to establish a vibrant pedestrian-oriented downtown with safe crossings along State Route 28 to Lake Tahoe, Commons Beach, and the Truckee River.

An integrated parking scenario was identified as a preferred community mobility improvement in and around the Grove Streets parking lot, which provides opportunities for increase in parking stalls, addition of public plazas and sidewalk areas, and enhanced circulation. A Class I shared use path was also considered, which could extend between the commercial core area and the Tahoe City golf course and connect Grove Street to the proposed Tahoe City Lodge and Tahoe City golf course club house facilities.



Source: Tahoe City Mobility Plan

In addition, the Tahoe City Mobility Plan included a pedestrian and bicycle roadway safety audit (PBRSA) which focused on enhancements to pedestrian and bicycle safety and connectivity within and through the Tahoe City Town Center area. Safety strategies and improvements such as upgrading signs, restriping, crosswalk illumination, and increasing sight distance was recommended in the report. Additionally, a number of specific location improvements were identified throughout the SR 28 corridor. A key pedestrian safety improvement at the Grove Street and SR 28 intersection was determined to be a high priority to improving pedestrian safety and easing traffic congestion. A pedestrian activated pedestrian hybrid beacon, including bulb outs and high visibility crosswalk markings, was identified as a preferred safety improvement at this location.



Source: Tahoe City Mobility Plan

The Placer County Tahoe Basin Area Plan, in conjunction with the Active Transportation Plan, which provides additional information on existing and planned bike and pedestrian

paths, demonstrates the commitment to improving mobility in Placer County and throughout the Tahoe Region.

### **TOWN CENTER SIDEWALKS**

In accordance with Regional Plan requirements, sidewalk extensions and/or shared-use paths are planned on both sides of the State Highways through the Kings Beach and Tahoe City Town Centers. Detailed plans and funding strategies for sidewalks and shared-use paths will be developed by Placer County and partner agencies. The Regional Plan and this Area Plan require that sidewalk connections be constructed prior to or concurrent with Town Center development.

## **5.5 Transportation Policies**

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### **TRANSPORTATION NETWORK**

- T-P-1 Encourage use of non-auto modes of transportation by incorporating public transit, bicycle, and pedestrian travel amenities in transportation projects and other projects that impact or connect to the transportation network.
- T-P-2 Provide for sufficient capital improvements to meet the target for vehicle miles traveled (VMT) and greenhouse gas reductions.
- T-P-3 Minimize the number of driveways and access-egress points to commercial businesses along SR 28 and SR 89 to reduce conflicts, and barriers to active transportation safety and to improve traffic flow.
- T-P-4 Create left turn pockets at major public road intersections along SR 28 and throughout the Plan area in cooperation with the Tahoe Metropolitan Planning Organization (TMPO) and Caltrans.
- T-P-5 Consider traffic calming and noise reduction strategies (e.g., alternate truck routes, speed reductions on SR 28 and SR 89, entry features, highlighted pedestrian crosswalks, etc.) when designing transportation improvements.
- T-P-6 Maintain consistency with Level of Service (LOS) and quality of service standards identified in the Regional Transportation Plan (RTP), with the exception of intersections and roadway segments within the Town Center boundaries where LOS F is acceptable during peak periods. The RTP allows for possible exceptions to the LOS standards outside the Town Center boundaries when provisions for multi-modal amenities and/or services (such as transit, bicycling and walking facilities) are incorporated and found to be consistent with policy T-10.7 of the RTP.

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- T-P-7 To increase the average vehicle occupancy for home-to-work commuting, require employers to comply with the Placer County Vehicle Trip Reduction ordinance.
- T-P-8 Develop traffic management strategies for major temporary activities such as Temporary Outdoor Events (TOEs) and Special Event Encroachments on public roadways and facilities.
- T-P-9 New and/or modified development shall be assessed Traffic Mitigation Fees associated with the Placer County Tahoe Region's Capital Improvement Program. Fees shall be representative of the fair share portion of that development's impacts on the local regional transportation system.
- T-P-10 Collaborate with Caltrans to develop adaptive traffic management strategies for peak traffic periods at Basin entry/exit routes of SR 267 and SR 89 which support the TRPA Regional Transportation Plan.
- T-P-11 Explore future modification to the Placer County Trip Reduction Ordinance which would expand requirements for Transportation Demand Management (TDM) plans within the Tahoe Basin which would include measures that reduce private automobile use.
- T-P-12 In an effort to reduce peak-period vehicle trips and improve LOS, future development project proposals which will employ between 20 and 100 employees and/or include tourist accommodation or recreational uses will be required to submit to Placer County a Transportation Demand Management Plan (TDM) upon Development Review.

**PARKING**

- T-P-13 Encourage shared use parking facilities to more efficiently utilize parking lots.
- T-P-14 Pursue programs to allow properties that contribute to off-site community parking facilities or transit to be given credit for satisfying their individual parking requirements.
- T-P-15 Encourage consolidation of off-street parking within mixed-use areas in the Plan area.
- T-P-16 Provide suitable parking facilities for recreational areas while encouraging major commercial with recreational and/or excursion activities to provide transit services and/or incentives to patrons, such as proximate bicycle parking facilities.
- T-P-17 Based on community and stakeholder feedback, implement parking and circulation strategies identified in the Tahoe City Mobility Plan for the Tahoe City Town Center.



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- T-P-18 Explore parking management strategies in town centers that support the TRPA Regional Transportation Plan and which would alleviate circulating vehicle trips associated with parking availability. Strategies could include consideration of dedicated parking circulators during peak periods, new parking and mobility infrastructure, and wayfinding signage. Wayfinding signage for parking facilities should be incorporated into a comprehensive program for multiple modes.

**TRANSIT, PEDESTRIAN, AND BICYCLE**

- T-P-19 Require, as appropriate, bus turn-outs, shelters, park and ride lots, planned bicycle and pedestrian facilities, bicycle parking, and other related facilities or programs as conditions of approval for projects.
- T-P-20 Encourage TART to increase TART hours of operation and frequency of route circulation (i.e., reduce headways), provided funding is available.
- T-P-21 Work with public transit providers to structure fare rates and schedules in order to optimize ridership.
- T-P-22 Coordinate the provision of public and private transit service, where feasible, to reduce costs of service and avoid duplication of services.
- T-P-23 Create bicycle- and pedestrian-oriented facilities and street designs to provide safe travel throughout the Plan area.
- T-P-24 Require installation of bicycle racks or secured lockers as a condition of approval for projects and encourage transit providers to offer bicycle racks on their buses.
- T-P-25 Within Town Centers and in other areas where sidewalks are planned, require that projects install sidewalk(s) on-site as a condition of project approval. Include landscaping, street furniture, and lighting in accordance with the Area Plan Implementing Regulations.
- T-P-26 In the design of projects, provide pedestrian and bicycle connections to adjoining properties and nearby attractions where feasible.
- T-P-27 Explore strategic abandonment or priority retention of roadway rights-of-way as a means of providing pedestrian and bicycle connections throughout the Plan area, public access to Lake Tahoe, and to link the Plan area with adjacent areas including potential trail connections to USFS trails at appropriate locations.
- T-P-28 Explore funding sources to support maintenance of pedestrian and bicycle paths during snow conditions in the winter months.
- T-P-29 Preserve the condition of sidewalks and bicycle facilities and where feasible, maintain their year-round use.

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- T-P-30 Working with Federal, State, Local Government and Private sector partners, secure adequate funding and implement the TART Systems Plan so that transit is a viable transportation alternative within the service area.
- T-P-31 The County shall require fair share funding contributions by new development subject to discretionary approval or redevelopment that increases density, overall square footage and/or occupancy load for implementation of transit services to meet future demand. On-site transit systems as well as off-site transit alternatives and park and ride facilities must be demonstrated to be a viable transportation alternative and result in vehicle trip reductions for each new development.
- T-P-32 Incorporate transit stops as well as bicycle and pedestrian facilities in roadway improvement projects.
- T-P-33 In accordance with the TRPA and Placer County Joint Statement of Regional Transit Principles, on a biannual basis, Placer County, in consultation with the Tahoe Regional Planning Agency, shall identify fiscal year priorities and develop an implementation strategy within current available funding to meet the overall priorities identified in the TART Systems Plan, including the following:
- Winter 30 Minute Service on North Shore
  - Off Season Evening Service South of Squaw and Northstar
  - Winter 30 Minute Service South of Squaw and Northstar
  - Winter and Summer 30 Minute Service South of Squaw Valley and Northstar
  - Eliminate transit fares
- T-P-34 Implement safety for pedestrian and bicycle routes and maximize visibility at bicycle, pedestrian, and vehicle conflict points through increased safety signage, sight distance and facility design.
- T-P-35 Based on community and stakeholder input, implement multi-modal and complete street strategies identified in the Tahoe City Mobility Plan for the Tahoe City Town Center. Implementation shall include construction of the shared-use path gap between Commons Beach and the Wye, and pedestrian crossing improvements along State Route 28 to Lake Tahoe, Commons Beach, and the Truckee River.
- T-P-36 Revitalize the Tahoe City River District Special Planning Area as a pedestrian and bicycle friendly zone. Work with public and private entities to coordinate special event and peak season traffic operation for the Tahoe City River District Special Planning Area to encourage

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pedestrian and bicycle access while considering vehicular activity. Employ traffic management procedures for special events which may include partial or full temporary roadway closures(s) of old SR 89 and Fanny Bridge as well as peak season traffic control strategies if necessary. Traffic management should include public notification of temporary closures and/or alternative travel options through roadside changeable message signs.

- T-P-37 Develop a coordinated wayfinding signage program to enhance awareness of alternative transportation modes including transit (TART), pedestrian and bicycle facilities. The wayfinding program should also include parking management strategies, see T-P-16 above. Wayfinding signs should be consistent within all areas of the Plan to provide clear recognition in congested periods.
- T-P-38 Placer County and TRPA shall prioritize additional mobility strategies in a manner consistent with TRPA's Congestion Management Process required by federal regulation (23 CFR 450.320) for urban metropolitan planning organizations. TRPA's CMP is currently under development and will be implemented in 2017 in collaboration with local jurisdictions and public transit providers.
- T-P-39 Measure vehicle trips within the Area Plan boundary at the time of the four year Area Plan recertification process with TRPA. Should vehicle trips surpass trip projections in Chapter 19 of the TBAP EIR/EIS, work jointly with the TRPA to revise mobility strategies in the Area Plan transportation chapter to address the increased trips.

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## Part 6 Recreation Plan

North Lake Tahoe offers some of the finest outdoor recreation in the United States. Spectacular geography and a friendly climate combine to attract outdoor enthusiasts from around the world.

In winter and spring, the region's ski resorts are a major focus of activity. Squaw Valley, Alpine Meadows, Northstar and Homewood are major attractions and significant economic drivers. In summer and fall, activity shifts to Lake Tahoe and the surrounding lakefront communities. Backcountry activities are increasingly popular in all seasons.



*Beach activities in Kings Beach*

This Recreation Plan outlines the management framework and improvement plan for recreation facilities in the area.

### 6.1 Regional Plan

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The Regional Plan includes a policy statement to preserve and enhance the high quality recreational experience for the general public. TRPA's planning and regulatory approach is based on the policy:

#### *POLICY STATEMENT*

*It shall be the policy of the TRPA Governing Body in development of the Regional Plan to preserve and enhance the high quality recreational experience including preservation of high-quality undeveloped shorezone and other natural areas. In developing the Regional Plan, the staff and Governing Body shall consider provisions for additional access, where lawful and feasible, to the shorezone and high quality undeveloped areas for low density recreational uses.*

*It shall be the policy of the TRPA Governing Body in development of the Regional Plan to establish and ensure a fair share of the total Region capacity for outdoor recreation is available to the general public.*

TRPA maintains Threshold standards for recreation, which are in attainment.

TRPA growth management ordinances utilize a development commodity called People at One Time (PAOTs) to limit recreational use in the Tahoe Basin. PAOTs identify the design capacity of recreational facilities and are issued by TRPA with project approval. PAOTs are separately identified for summer day use, winter day use and overnight use. TRPA has a supply of all types available.

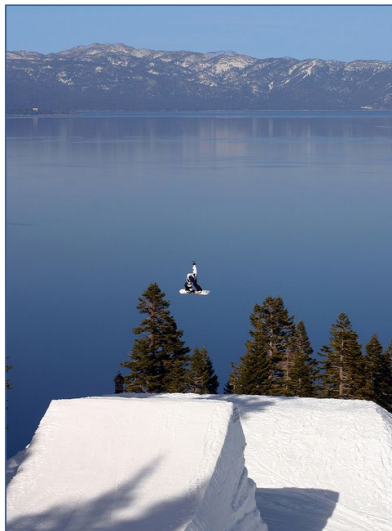
Existing PAOT allocations in the Plan Area Statements are maintained in the Area Plan Implementing Regulations.

## **6.2 Inter-Agency Recreation Management Framework**

Recreation facilities are managed by a variety of public agencies and private businesses.

Public partners in Recreation planning include the TRPA, U.S. Forest Service (USFS), California Department of State Parks, California Tahoe Conservancy (CTC), Tahoe City PUD (TCPUD), North Tahoe PUD (NTPUD), North Lake Tahoe Fire Protection District (NLTFPD) and Tahoe-Truckee Unified School District (TTUSD). Improvements typically involve coordinated plans that are reviewed by interagency working groups. Funding assistance is often provided through the Lake Tahoe Environmental Improvement Program (EIP), State Agencies and other interagency programs.

The ski areas and other private recreation facility operators also coordinate extensively with the public partners to plan improvements and receive the necessary permits. Ski area improvements, public-private partnerships, and coordinated recreation facilities are encouraged by this Area Plan.



*Snowboarding at Homewood Mountain Resort*



## 6.3 Recreation Strategy

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This Plan seeks to enhance recreation opportunities, support Lake Tahoe as a four-season international destination and ensure that recreation facilities do not adversely impact environmental thresholds or disturb important habitats.



*A park in Kings Beach*

Policies support dispersed recreation activities by identifying areas where low-density recreational experiences are prioritized, such as undeveloped shorelines, wilderness, and other undeveloped and roadless areas.

Outdoor recreational uses should be developed based on demand and be consistent with the environmental constraints and Threshold standards. Existing facilities in sensitive areas should be retrofitted to mitigate environmental impacts or relocated to higher capability land. In general, improved facilities should be developed in proximity to existing infrastructure near urban areas.

Transit should be established to provide service to major recreation facilities and attractions, and parking should be restricted along scenic corridors to preserve views and vegetation. Regulating the intensity, timing, type, and location of uses will allow for the protection of sensitive resources and reduce conflicts between uses. Informational programming and promoting seasonally alternative uses are encouraged to increase the efficient development of outdoor recreational resources.

Policies encourage the expansion and networking of trail systems. Trails and transportation facilities should provide low-impact access to undeveloped shorelines for recreational use. The provision of trails should be linked with projected demand, tolerance capability, and special resource and recreation values.

## 6.4 Recreation Facilities

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### **PARKS, BEACHES, COMMUNITY CENTERS AND OPEN SPACE**

Public parks and recreation areas are owned by Placer County, North Tahoe Public Utility District (NTPUD), Tahoe City Public Utility District (TCPUD), California Department of Parks and Recreation (CA Parks), the United States Forest Service (USFS), and the California Tahoe Conservancy (CTC). NTPUD, TCPUD, and California State Parks operate

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the majority of parks located within the Plan area, including parks owned by CTC and Placer County.

The Plan area has 18 day use beaches, six day use areas, four community sports and recreation parks, four community centers, one publicly-owned golf course, and five campgrounds. There are also more than 1,000 acres of additional undeveloped parkland that is owned by CTC, CA Parks and NTPUD. The Plan area's current inventory of parks and recreation facilities is listed in Table 6.4-A. These park and recreation facilities are mapped in Figures 6-1 (Plan area), 6-2 (Kings Beach) and 6-3 (Tahoe City).

**Table 6.4-A: Parks and Recreation Facilities Inventory**

<i>Park or Recreation Facility Name</i>	<i>Acres</i>	<i>Operator</i>	<i>Owner</i>
<b>Day Use Beaches</b>			
64-Acres Park	56.0	TCPUD	USFS
Bay Street East Beach	0.8	N/A	PC
Carnelian East Beach (Patton Landing)	2.6	Concessionaire	CTC
Carnelian West Beach	3.3	CA Parks	CTC
Cherry Street Access	0.03	N/A	PC
Commons Beach Park	7.2	TCPUD	PC
Coon Street Boat Launch	2.6	CA Parks	CA Parks
Elizabeth Williams Park	4.4	TCPUD	TCPUD
Fawn Street-Marina Walkway	0.1	N/A	PC
Griff Creek Recreation Area	0.8	NTPUD	PC
Heritage Plaza Park	0.8	TCPUD	PC
Kings Beach State Recreation Area	7.74	CA Parks	CA Parks
Lake Boulevard Beach	3.4	N/A	PC
Lake Forest Beach Park	6.2	TCPUD	PC
Lake Forest II Beach	1.2	N/A	PC
Lakeside Park	3.2	N/A	PC
Moon Dunes Beach	4.4	CA Parks	PC/CTC
North Tahoe Beach	7.0	CA Parks	CTC
Sandy Beach	3.1	CA Parks	CTC
Secline Beach	3.8	CA Parks	CTC/PC
Skylandia Park and Beach	26.9	TCPUD	CA Parks
Speedboat (Buck's) Beach	2.0	NTPUD	PC
Tahoe State Recreation Area	61.7	TCPUD	CA Parks
Tahoe Vista Recreation Area	6.3	NTPUD	NTPUD
<b>Subtotal Day Use Beaches</b>	<b>215.6</b>		
<b>Day Use Areas</b>			
Burton Creek State Park	1,890.0	CA Parks	CA Parks
Highlands Community Center/Day Use Area	45.7	TCPUD	TCPUD

**Table 6.4-A: Parks and Recreation Facilities Inventory**

<i>Park or Recreation Facility Name</i>	<i>Acres</i>	<i>Operator</i>	<i>Owner</i>
Kilner Park	5.9	TCPUD	TCPUD
Marie Sluchak Community Park	3.0	TCPUD	TC HOA
North Tahoe Regional Park	124.5	NTPUD	NTPUD
Ward Creek Unit	173	CA Parks	CA Parks
<b>Subtotal Day Use Areas</b>	<b>2,242.1</b>		
<b>Community Sports and Recreation</b>			
Kings Beach Neighborhood Park	2.3	NTPUD	TTUSD
Pomin Park	3.1	TCPUD	CA Parks
Rideout Community Center	10.7	TCPUD	TTUSD
Tahoe Lake School Fields	2.2	TCPUD	TTUSD
<b>Subtotal Community Sports and Recreation</b>	<b>18.3</b>		
<b>Community Centers</b>			
Fairway Community Center		TCPUD	TCPUD
Tahoe City Community Center		TCPUD	PC
Rideout Community Center		TCPUD	TCPUD
Highlands Community Center		TCPUD	TCPUD
<b>Subtotal Community Centers</b>	<b>n/a</b>		
<b>Golf Courses</b>			
Tahoe City Golf Course	35.8	TCPUD	TCPUD
<b>Subtotal Golf Courses</b>	<b>35.8</b>		
<b>Campgrounds</b>			
Kaspian Campground and Picnic Area	34.0	Private	USFS
Tahoe State Recreation Area	16.3	CA Parks	CA Parks
William Kent Campground/Beach	24.7	Private	USFS
Lake Forest Campground	2.1	TCPUD	TCPUD
<b>Subtotal Campgrounds</b>	<b>77.1</b>		
<b>Undeveloped Parkland</b>			
Dollar Property	969.1	CTC	CTC
Parcels 3081 and 3082	5.3	TCPUD	TCPUD
Tahoe State Recreation Area	1.9	CA Parks	CA Parks
Firestone Property	85.0	NTPUD	NTPUD
<b>Subtotal Undeveloped Parkland</b>	<b>1,061.3</b>		

Sources: TRPA, Placer County; 2013.

### MULTI USE TRAILS

Several high quality bike and pedestrian paths are found in the Plan area. In recent years, trail use has increased and is now one of the most popular recreation activities in the Tahoe Basin. TCPUD reports annual usage in excess of 500,000 people on their multi-use bike trail along the west shore, through Tahoe City, and along the Truckee River.

The existing multi-use trail network is centered in Tahoe City and includes the Lakeside Trail to Dollar Point, the West Shore Trail to Meeks Bay, and the Truckee River Trail to Squaw Valley.



*64 Acre Park and Trailhead*

There are two gaps in the Lakeside/West Shore trail system - one within Tahoe City, and the other within the Homewood area on the west shore. These gaps in an otherwise continuous trail system network are the highest priority for completion. Other priorities include projects extending the existing trail north from Dollar Hill to Kings Beach. Longer term, trail sections are planned for a loop trail connecting Tahoe City, Kings Beach and Truckee, and ultimately for a complete loop trail around Lake Tahoe.

There are seven trail projects currently planned. These are listed on Table 6.4-B and described in more detail in the Transportation Plan and the Implementation Plan.

**Table 6.4-B: Existing and Proposed Multi Use Trails**

<i>Trail</i>	<i>Location</i>	<i>Length(Miles)</i>
<b>Multi-Use Trails</b>		
64-Acres	Tahoe City	0.8
Lakeside Trail	Tahoe City	1.2
West Shore Bike Trail	Tahoe City, Sunnyside, Homewood, Tahoma	8.6
Truckee River Trail	Tahoe City, Squaw Valley	3.5
State Route 28	Tahoe City	2.2
Pinedrop Trail	Kings Beach	1.5
<b>Planned Trails</b>		
Brockway Vista Path	Kings Beach	1.0
Dollar Creek Shared Use Trail	Kings Beach	2.2
Lake Forest Trail	Dollar Point	0.3
National Ave Bike Path	Tahoe Vista	
North Tahoe Bike Path	Dollar Hill, Tahoe Vista, Brockway Summit	12.5
Martis Valley Trail	Martis Valley, Northstar, Brockway Summit	10.4
West Shore Bike Trail	Homewood, Sunnyside	1.5

*Source: Placer County, 2013; Truckee North Tahoe Transportation Management Association, 2011.*

**BACKCOUNTRY AREAS AND TRAILS**

Federal and state agencies are primarily responsible for maintaining and improving backcountry areas and trails. Prominent trails in the Plan area include the Tahoe Rim Trail, Pacific Crest Trail, Rubicon Trail and local connections. Trailheads are located at the Fairway Community Center and 64-Acre Park in Tahoe City, Highlands Community Center in Dollar Hill, and on Forest Service lands in Blackwood Canyon, Ward Creek, and Brockway Summit.



*Tahoe Rim Trail - Tahoe City Trailhead*

## 6.5 Recreation Policies

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- R-P-1 Continue to manage recreation facilities and uses in accordance with the Regional Plan.
- R-P-2 Continue to enhance recreation facilities through coordinated interagency planning and funding programs.
- R-P-3 Ensure that recreational opportunities are available and accessible to visitors of all income levels.
- R-P-4 Support the funding, construction, and maintenance of the multi-use bike trails identified in the Plan area.
- R-P-5 Encourage funding and perform selective snow clearing of trails, particularly in high use areas, to enhance the “year round” economy.
- R-P-6 Protect and support existing public beach access as well as secure additional public access rights as opportunities arise.
- R-P-7 Utilize all appropriate opportunities (land acquisition, obtaining easement rights, etc.) to increase opportunities for public access to the shoreline of Lake Tahoe.
- R-P-8 Coordinate with State Parks and the California Tahoe Conservancy on management, operations, and maintenance of beaches within the Plan area.
- R-P-9 Enhance winter recreational opportunities and improve access for cross country and back country skiers.
- R-P-10 Prohibit snowmobile uses in important wildlife habitat, including Page Meadows.
- R-P-11 Continue to protect and support the Public Trust as it relates to the shores of and access to Lake Tahoe, including various undeveloped public right-of-ways/easements for lake access.

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## **Part 7 Public Services and Facilities Plan**

This section addresses the Plan area's public services and facilities, including water, wastewater, stormwater, schools, police, and fire services. Policies focus on the provision of public services and facilities that satisfy existing and future demands and are consistent with the Regional Plan.

### **7.1 Regional Plan**

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The Regional Plan supports the provision of public services and facilities for existing and planned development, and to help protect the natural environment. Continued upgrading of public services and utilities - consistent with demand and the Regional Plan - is allowed and encouraged. Approval of new development shall consider the adequacy of public services and facilities to serve that development.

The Regional Plan treats Public Service facilities differently than other use types. Code regulations apply, but growth limits are not applied to projects that are necessary for public health and safety. Public service facilities are not subject to numeric caps like commercial, tourist, residential and recreation uses. There are also provisions for additional building height and land coverage if needed for public health and safety facilities (police, fire, water and sewage facilities, etc.) and linear public facilities (roads, trails, etc.). The standards generally limit improvements to the amount needed to achieve their public purpose.

The Regional Plan also contains policies to prevent municipal and industrial waste disposal practices from contaminating the waters of Lake Tahoe or other surface and groundwater within the region.

### **7.2 Potable Water**

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Drinking water for the Plan area comes from Lake Tahoe, local streams, smaller lakes, and groundwater. The two largest water providers in the Plan area are NTPUD and TCPUD. Additionally, there are 13 small public and private water companies that provide drinking water to residents located outside of public utility district boundaries. See Figure 7-1 for the location and service areas for water purveyors in the Plan area.

### **7.3 Wastewater Collection and Treatment**

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NTPUD and TCPUD provide wastewater collection and Tahoe-Truckee Sanitation Agency (TTSA) provides wastewater treatment for the Plan area (See Figure 7-1).

The 1969 Porter-Cologne Water Quality Control Act in California and executive order by the Governor of Nevada (January 27, 1971) prohibited the discharge of domestic, municipal or industrial wastewater into Lake Tahoe, its tributaries, groundwater, or the portion of the Truckee River within the Basin. Treatment plants were retrofitted with export pipelines and pump stations to transport wastewater out of the Basin. In 1971, both states prohibited the use of septic tanks and required all sewage generators in the Tahoe Basin to be connected to an existing wastewater system.

Currently, all collected raw sewage is conveyed out of the Basin through a large diameter gravity pipeline known as the Truckee River Interceptor (TRI), which is owned and operated by TTSA. The TRI conveys all raw sewage 17 miles where it is treated at the Truckee Water Reclamation Plant (TWRP), a state-of-the-art water reclamation plant that provides primary and secondary treatment, phosphorus removal, biological nitrogen removal, disinfection, and effluent filtration. Because of its location in the pristine Lake Tahoe-Truckee River area, the plant is required to meet some of the most stringent discharge requirements in the country. TWRP also treats and disposes of wastewater for Squaw Valley, Alpine Meadows and the Town of Truckee.

### **7.4 Stormwater**

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Stormwater management is high priority at Lake Tahoe and is a central component of the Regional Plan and the Lake Tahoe TMDL. These programs and facilities are detailed in the Conservation Plan water quality section.

Stormwater facilities are owned and operated by agencies and landowners in the Plan area. Consideration should be given to establishing one or more stormwater utility districts to more efficiently plan, construct and maintain stormwater facilities.

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## 7.5 Schools

The Plan area is served by the Tahoe-Truckee Unified School District (TTUSD). The District office is located in the town of Truckee and serves about 4,000 students in California’s Nevada, Placer and El Dorado counties.



*Tahoe Lake Elementary School in Tahoe City*

The district encompasses more than 720 square miles. District boundaries stretch from Hobart Mills, eight miles north of Truckee to Emerald Bay, near South Lake Tahoe; and along the I-80 corridor from Cisco Grove to the west and Floriston to the east. Schools within the Plan area include Kings Beach Elementary (K-4), Tahoe Lake Elementary (K-4), North Tahoe Middle School (5-8), Cold Stream Alternative School (6-12), and North Tahoe High School (9-12). More than 1,400 students attend these public schools in the Plan area.

School enrollment has been stable or declining and no new schools are planned. The enrollment of North Tahoe High School is less than half its design capacity. Public schools, enrollment and capacities are detailed in Table 7.5. Schools are mapped in Figure 7-2.

**Table 7.5: Existing Schools in Tahoe-Truckee Unified School District**

<i>School</i>	<i>Total Enrollment 2013-14</i>	<i>Total Capacity</i>	<i>Percent Underutilized</i>
<b>Elementary Schools (K-4)</b>			
Kings Beach Elementary School	375	496	24%
Tahoe Lake Elementary School	322	304	-6%
<b>Middle Schools (5-8)</b>			
North Tahoe Middle School	406	535	24%
<b>High Schools (9-12)</b>			
North Tahoe High School	326	631	48%
<b>Alternative Schools</b>			
Cold Stream Alternative	14	n/a	n/a
<b>Total</b>	<b>1,443</b>	<b>1,966</b>	<b>27%</b>

*Source: Tahoe Truckee Unified School District School Accountability Report Cards, 2014.*

## 7.6 Law Enforcement

Placer County Sheriff's Department (PCSD) provides law enforcement within the Plan area. PCSD has a service area of approximately 125 square miles, stretching from Tahoma on the southern boundary, around the northern and western shores of Lake Tahoe to the California/Nevada State line, north to Truckee, and west to the crest of the Sierra Nevada.

PCSD maintains a substation at 2501 North Lake Boulevard (See Figure 7-2).

The Sheriff's Office is not currently planning improvements to the Tahoe Station, as existing facilities are adequate to maintain a sufficient level of service for the anticipated future population.

## 7.7 Fire Services

The North Tahoe Fire Protection District (NTFPD) provides fire, rescue, hazardous materials, river rescue, technical rope rescue, vehicle extrication, advanced life support ambulance service, pre-fire planning, and public education services within the Plan area. Currently there are six fire stations located in the Plan area. Fire station locations are mapped in Figure 7-2.



*North Tahoe Fire Protection District Headquarters and Station 51 in Tahoe City*

In 2012, NTFPD relocated Station 51, the district's headquarters, from 300 North Lake Boulevard to 222 Fairway Drive in Tahoe City, across from TCPUD. Additional fire station upgrades are planned, including for Station 52 in the Kings Beach Gateway Plan area.

Water supplies for firefighting efforts come primarily from approximately 850 fire hydrants located throughout the fire district, the majority of which are owned and operated by the two Public Utility Districts—NTPUD and TCPUD. In addition to these hydrants, 13 privately-held water purveyors provide water supplies for areas located outside of the PUD/hydrant service areas.

NTFPD, State and Federal fire agencies coordinate to provide wildland fire protection and forest health projects, including selective thinning and controlled burning. The Plan area is a high fire hazard area and fire protection is a priority.

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## 7.8 Public Service and Facility Policies

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- PS-P-1 Continue to manage public services and facilities in accordance with the Regional plan.
- PS-P-2 Coordinate the provision of public and private services to enhance public health, safety and welfare, reduce costs of service, and avoid duplication of services.
- PS-P-3 Support fire safety programs of the North Tahoe Fire Protection District and other organizations.
- PS-P-4 Encourage strategies to provide adequate new and more appropriate sites for existing facilities, such as the Caltrans corporation yard and Liberty Energy Tahoe City Power Substation, out of environmentally and visually sensitive areas.
- PS-P-5 Consider opportunities to locate County facilities such as the criminal justice facility, TART facilities, and other public service uses in the Plan area.
- PS-P-6 Promote the establishment of high-speed fiber optic communications equipment within the Tahoe Region.
- PS-P-7 Ensure that all proposed developments are reviewed for fire safety standards by local fire agencies responsible for its protection, including providing adequate water supplies and ingress and egress.
- PS-P-8 Encourage all water systems address fire suppression water needs.



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## Part 8 Implementation Plan

This Implementation Plan includes Plan implementation Policies, a list of Potential Area Plan Projects and a summary of TRPA performance measures and benchmarks used to evaluate environmental progress following adoption of the 2012 Regional Plan and this Area Plan.

### 8.1 Implementation Policies

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- IP-P-1 Implement the Area Plan in accordance with the Regional Plan, the Lake Tahoe TMDL, and through coordinated interagency planning and funding programs.
- IP-P-2 Pursue high value SEZ restoration on opportunity sites, including but not limited to the Truckee River corridor, the Tahoe City Golf Course, Burton Creek, Pomin Field and the Griff Creek area.
- IP-P-3 Construct the Cabin Creek Biomass Facility outside the Lake Tahoe basin to provide an alternative to in-basin vegetation burning.
- IP-P-4 Implement the Placer County Wayfinding Sign Program to improve the visitor experience and minimize the scenic impact of roadway signs.
- IP-P-5 Implement a parking management program that provides adequate parking, limits traffic conflicts, considers connections between parking lots, reduces congestion, minimizes land coverage and compliments transit. Allow businesses or properties that contribute toward the development of a parking program to be given some proportionate credit for satisfying individual requirements at such off-site locations and through contributions to transit. Coordinate highway parking realignments with parking lot development so that parking spaces are created in lots concurrently with the loss of spaces in the right-of-way.
- IP-P-6 Develop a network of Class 1 Shared Use Paths to connect the communities of Tahoe City, Homewood, Meeks Bay, Alpine Meadows, Squaw Valley, Truckee, Northstar, Kings Beach, Incline Village, Tahoe Vista, and adjacent recreation areas.
- IP-P-7 Develop sidewalks along both sides of SR 28 and SR 89 in Town Centers and other locations where sidewalks are planned, including landscaping,

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street furniture and lighting consistent with Area Plan Implementing Regulations.

IP-P-8 Consolidate Placer County facilities at the “Burton Creek” site through the construction of new facilities or relocate facilities to a new location. Coordinate this project with an overall coverage reduction and BMP retrofit.

## 8.2 Planned Environmental Improvement Projects

This section includes a table of projects being pursued to implement this Area Plan. The project list will be modified as work is completed and new projects are planned.

**Table 8.2 Planned Environmental Improvement Projects**

<i>Project Description</i>	<i>Lead Agency</i>
<b>Conservation Projects – Water Quality, Soil Conservation and Stream Environment Zones</b>	
<b>TMDL Pollutant Load Reduction Projects</b>	
TMDL Pollutant Load Reduction Plans will continue to be implemented as a primary water quality improvement effort. The current Load Reduction Plan includes the following projects and programs through 2016, along with each effort's contribution to the Plan's total load reduction requirements.	Placer County Lahontan Regional Water Control Board
<b>Water Quality Improvement Projects</b>	
Completed Projects (46.15%)	Placer County
Lake Forest Panorama (11.54%)	
West Sunnyside Phase II (2.69%)	Lahontan
Snow Creek Restoration (3.46%)	Regional Water Control Board
Kings Beach Commercial Core Improvement Project (20.0%)	
Griff Creek Restoration (1.73%)	
Kings Beach Water Quality Improvement Project (5.77%)	
<b>Pollution Control Management Measures</b>	
Special Road Abrasives – Reduced Fine Sediment (9.23%)	Placer County
Improved Street Sweeping (4.62%)	
New High Efficiency Street Sweepers (5.77%)	Lahontan Regional Water Control Board

Additional projects and measures will be identified in future Pollutant Load Reduction Plans based on TMDL science and methodology. Details for each TMDL Project are described below.

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**Area-Wide Coverage Management Plans**

<p>Subsequent to Area Plan approval, area-wide coverage management opportunities will be evaluated. Where there is property owner support and potential for environmental improvement, alternative coverage management plans will be developed and processed as Area Plan amendments in accordance with TRPA Chapter 13. Priority will be given to sites with interested property owners, in high pollution loading catchments and within Town Centers.</p>	<p>Placer County TRPA</p>
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**Area-Wide Water Quality Treatment (BMP) Districts**

<p>Evaluate the feasibility of and pursue grant funding to establish Area-Wide water quality treatment districts within portions of the Tahoe City and Kings Beach Town Centers. Within a district, water quality facilities would be jointly funded in lieu of certain parcel-specific BMP requirements.</p>	<p>Placer County TRPA</p>
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Priority will be given to sites with interested property owners, in high pollution loading catchments, on SEZ lands and within Town Centers. For planning and grant funding purposes, the preliminary planning areas for area-wide water quality treatment districts include all properties in the Tahoe City and Kings Beach Town Centers. Planning areas will be refined in coordination with TRPA, property owners and other stakeholders.

Any future area-wide water quality treatment districts will be developed and processed as Area Plan amendments in accordance with TRPA Code of Ordinances, Chapter 13: Area Plans.

**Stormwater Districts**

<p>Evaluate the feasibility of establishing one or more stormwater districts to construct and maintain stormwater facilities in the Plan area.</p>	<p>Placer County</p>
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**Placer County SR 89 Water Quality Improvement Project**

<p>This project is in Placer County on SR 89 from the El Dorado county line to Tahoe City. The main project goals are to reconstruct drainage systems and construct stormwater improvements. The project will also include shoulder widening and a signed bike lane through the community of Homewood.</p>	<p>Placer County</p>
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**Lake Forest Water Quality Improvement Project**

<p>Runoff from the Lake Forest subdivision deposits sediment into roadside ditches and drainage ways has caused localized flooding and contributes fine sediment and nutrient loading to Lake Tahoe. Construction is expected to continue through 2015.</p>	<p>Placer County</p>
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**West Sunnyside Water Quality Improvement Project, Phase I & II**

<p>The West Sunnyside area includes steep hillside terrain and a lack of improved drainage conveyance facilities. The project has re-evaluated and investigated effective ways to maximize source control, decrease potential for erosive surface flows, and infiltrate/treat stormwater runoff. The project includes rock-lined channels, piped drainage systems, asphalt dike, concrete curb and gutter, and vegetation. Drainage</p>	<p>Placer County</p>
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treatment facilities include sediment traps and detention basins. Phase 1 of the West Sunnyside project includes a large treatment basin for detaining storm water from the Talmont Subdivision. The second phase will include source control effort directly in the Talmont Subdivision to reduce erosion and storm water volume. Construction for Phase 1 is complete and Phase 2 is scheduled to be constructed in 2015 pending available funding.

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***Griff Creek Watershed Water Quality Project***

Due to development in the urbanized area of Kings Beach, the once braided stream channel system with natural flood control zones has been forced into a single channel that has resulted in significant bank erosion and incised channels. In addition, the watershed currently has no urban water treatment facilities and the untreated urban runoff is contributing to nutrient sediment and deposition into the creek's outlet, Lake Tahoe.

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***Coon Creek Clean Water Pipe***

The proposed Coon Clean Water Pipe is the crucial second phase of Placer County's overall watershed drainage improvement master plan for the Kings Beach area, a Disadvantaged Community. In 2009 Placer County attained federal funding for the Fox Clean Water Pipe project, which this project proposes to tie into and augment the water runoff via County right-of-ways and/or easements to Lake Tahoe. The runoff will be treated to remove items such as sediment, road sand, and nutrients prior to being discharged to Lake Tahoe. The Coon Clean Water Pipe project will capture storm water runoff, convey this runoff to a water quality treatment basin for treatment, and then convey the treated water to a junction box located at Salmon Avenue and Coon Street, which is to be constructed as part of the Fox Clean Water Pipe system which then outlets to Lake Tahoe.

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***Lower Chipmunk / Outfalls for Kings Beach***

The proposed Lower Chipmunk and Outfall Water Quality Improvement Project is the third phase of Placer County's overall watershed drainage improvement master plan for the Kings Beach area, a Disadvantaged Community. The Lower Chipmunk and Outfall Water Quality Improvement Project will capture, treat, and convey storm water runoff via County right-of-ways and/or easements to Lake Tahoe. The runoff will be treated to remove items such as sediment, road sand, and nutrients prior to being discharged to Lake Tahoe. The Lower Chipmunk and Outfall Water Quality Improvement Project will capture storm water runoff, convey this runoff to an advanced water quality treatment system consisting of filters and mechanical treatment, and then convey the treated water to Lake Tahoe. This project focuses on the treatment of the highest constituent level runoff (dirtiest storm water runoff) within the watershed, which is located between the commercial core area and Lake Tahoe.

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***Kings Beach Water Quality and SEZ Improvement Project***

The Kings Beach Residential area includes a highly urbanized area with a lack of adequate drainage conveyance and stormwater treatment facilities. This project proposes to improve the quality of stormwater discharging into Lake Tahoe from the Kings Beach community by

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stabilizing exposed soils with vegetation and/or mulch; improving the existing drainage system with new curbs, gutters, earthen berms and underground pipes; and treating runoff with a variety of methods including fill removal, sediment traps and vaults, swales, infiltration and/or detention basins, and media filters.

***Kings Beach Gateway Improvements***

Water Quality and scenic improvements are currently being studied and planned at the Highway 28 / Highway 267 intersection. Placer County

***Kings Beach Boardwalk***

Improve Brockway Vista Drive along the Kings Beach waterfront with curb, gutter, sidewalk and storm drains; and construct a boardwalk along Lake Tahoe between the State Park and Secline Beach. Placer County

***Upper National SEZ***

The private owner of this property will restore 1 acre of Snow Creek near the concrete plant on National Avenue. Private

***Burton Creek Linked Project- Antone Meadows to Lake Tahoe***

This project involves the development of a road and trail plan for the area and removal of Antone Meadows dam, if funding becomes available. Unwanted roads and trails would be removed and replaced with BMP-designated roads and trails. Bank stabilization, connecting the creek to the floodplain, and re-vegetating where necessary is also planned. The work should occur between Antone Meadows and Lake Tahoe. TRPA lists this project in their EIP list, under "Restoring California Priority Watersheds Action Priority." California State Parks

***Lake Forest Creek Area Restoration***

This project will restore the mouth of Lake Forest Creek, springs, and associated areas including the removal and possible relocation of the Pomin Park recreation facilities, if funding becomes available. TRPA lists this project in their EIP list, under "Restoring California Priority Watersheds Action Priority." California State Parks

***Tahoe City Golf Course Restoration***

Wetland restoration on portions of the Tahoe City Golf Course is being evaluated and planned. Projects could be completed by public agencies and/or in partnership with Town Center redevelopment projects. Placer County, TCPUD, Private

***Truckee River Corridor Restoration***

River Corridor restoration and public access would occur before or with Town Center redevelopment in the lumber yard / Caltrans area at the western gateway. Placer County, Private

***Flick Point Erosion Control Project II***

This project began in 2014 and involves water quality improvements and treatment of public right-of-way runoff. Placer County

***Homewood Erosion Control Project***

This project involves treatment of stormwater and slope stabilization through revegetation, rock slope protection, retaining walls, curb and gutter, and sediment basins. Catchment and treatment of sediment is Placer County

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<p>needed. The project began in 2006 with an expected completion date of 2017. The project is located at San Souci Terrace and Sacramento Avenue between Fawn Street and Tahoe Ski Bowl.</p>	
<p><b>Tahoe Vista-Tamarack Erosion Control Project</b></p>	
<p>This project involves water quality improvements and treatment of public right-of-way runoff. The project began is 2013 and expected completion is 2016.</p>	<p>Placer County</p>
<p><b>SR 89 Drainage Improvements</b></p>	
<p>Caltrans is currently making drainage improvements on SR 89 from Tahoe City to Squaw Valley.</p>	<p>Caltrans</p>
<p><b>North Tahoe Public Utility District Erosion Control Projects</b></p>	
<p>This is a combination of a variety of small erosion control projects: one at the District's Dollar Hill D-6 sewer pump station/water lake intake which is on the shore of Lake Tahoe; another at the Dollar Hill D-4 sewer pump station with a road that runs right to Lake Tahoe; and erosion control on the access roads for the two water tanks in Carnelian Bay, Kingswood West Water Tank Access Road. These projects began in 2011.</p>	<p>NTPUD</p>
<p><b>Tahoe City PUD Access Road BMP and Paving</b></p>	
<p>Many TCPUD water supply and sewage transport facilities are accessed by dirt and gravel access roads. These roads are not surfaced and have no storm water treatment or BMPs. In addition, snow must be removed from these roads in winter. The project proposes to pave these access roads and install BMPs for the roadways.</p>	<p>TCPUD</p>
<p><b>Tahoe City PUD BMP Retrofits for District-Owned Facilities</b></p>	
<p>The purpose of this program is to retrofit and update existing District-owned facilities through the installation of BMPs for the protection and/or restoration of water quality and attainment of minimum discharge standards. BMP implementation on district owned properties include: paving legally established roads, driveways, and parking areas; installation of drainage conveyances; treatment of surface runoff from land covered; vegetate denuded areas; restriction of vehicular access; and improved delineation of dedicated walkways or circulation paths within district-owned parks.</p>	<p>TCPUD</p>
<p><b>Tahoe City Snow Disposal Area Siting</b></p>	
<p>The purpose of this project is to evaluate snow removal and disposal for the community, including community planning for snow management, disposal site selection, disposal site characteristics, and disposal site preparation in order to minimize the potential for negative environmental effects.</p>	<p>TCPUD</p>
<p><b>William Kent Campground and Day Use BMP Retrofit Phase 2</b></p>	
<p>Beginning in 2015, this project will renovate facilities to complete improvements to circulation efficiency and campsite reconstruction.</p>	<p>USFS</p>
<p><b>William Kent Administration Site BMP</b></p>	

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This project will install water quality protection BMPs and paving associated with the administrative facility. The project is scheduled to begin in 2015.	USFS
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**10-Year Program for Property Management**

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This program addresses smaller scale water quality issues, primarily on its urban lands and involves restoration of environmentally-sensitive and other urban lands to protect water quality in Lake Tahoe.	CTC
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**Tahoe Conservancy Riparian Wildlife and Upland Habitat Management Program**

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The goal of this program, which was initiated in 2010, is to enhance and restore riparian habitat throughout the region. Improvements include removing encroaching conifers from aspen stands, acquisition of sensitive riparian habitats, propagation and planting of native riparian species and small restoration projects in riparian habitats. This program also includes restoring complexity and diversity to the region's forest through small selective cuts and prescribed burns.	CTC
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**Stormwater Infrastructure Mapping and Monitoring**

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Complete GIS mapping of all existing stormwater infrastructure and assemble water quality monitoring data for outlets to Lake Tahoe in coordination with other agencies and organizations.	Placer County
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**Soil Erosion Control Planning-Water Fund**

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This project is funded by a grant from the CTC. The original project was for erosion control measures at the North Tahoe Regional Park. Due to certain aspects of the original scope, the project was changed to identifying high priority areas needing erosion control measures. Three areas were identified: Carnelian Woods Tanks Road, Kingswood West Tank Site, and the Dollar Cove area where the District's Dollar Main sewer lift station is located.	NTPUD
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**SEZ Inventory and Tracking**

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In 2011, the PSW-SNPLMA began to develop a plan that involves creating an inventory, classification, and performance tracking system to support agency programs to restore and protect stream environment zones in the Lake Tahoe Basin.	PSW-SNPLMA
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**California Partnership EIP Coordination and Program Support**

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The California Tahoe Conservancy (CTC) has provided ongoing EIP support since 2012.	CTC
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**Conservation Projects - Air Quality**

**Evaluation of Greenhouse Gas (GHG) Reduction Strategies**

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This project began in 2011 and completes science-based evaluations of the effectiveness of alternative strategies to control and reduce greenhouse gases throughout the region. The program includes annually monitoring and evaluating the effectiveness of specific actions and	PSW-SNPLMA, CA
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strategies implemented to reduce GHG at achieving regional Reduction Targets as directed in the Climate Sustainability Plan.	
<b>Placer County mPOWER Program</b>	
This program was launched in 2010 and provides residential and non-residential property owners with financing opportunities to retrofit existing buildings with energy efficiency and water conservation improvements and renewable energy systems. The program promotes energy and water efficiency, reduces reliance on fossil fuels, and reduces GHG emissions.	Placer County
<b>Cabin Creek Biomass Facility</b>	
Placer County is developing the Cabin Creek biomass facility (outside the Tahoe basin) to assist with USFS forest management.	Placer County
<b>Conservation Projects – Scenic Resources</b>	
<b>Lake Tahoe Basin Scenic Byway Management Plan</b>	
In 2015, USFS will develop a corridor management plan for Lake Tahoe highways.	USFS
<b>Lake Tahoe Environmental Gateway Signage Project</b>	
This watershed boundary signage project began in 2010 and increases public awareness of the EIP and enhances stewardship and preservation of the Tahoe Basin watershed. TRPA, with funding and assistance from EIP partners, will design and install gateway signs near each of the seven roadway entrances to the Lake Tahoe Basin that will grow a sense of environmental stewardship among all who visit and live in the Tahoe Basin.	TRPA
<b>Scenic Roadway Turnouts</b>	
This project involves a region-wide view enhancement and development of scenic turnouts. The turnouts will also improve traffic safety.	TRPA TTD
<b>SQIP Off-Site Mitigation Program</b>	
Based on the 1996 Threshold Evaluation, a program developing off-site mitigation and mitigation credit system for scenic impacts which cannot be mitigated on-site will be created. This project will follow the SQIP update project. This project will improve scenic quality.	Placer County
<b>Wayfinding Sign Program</b>	
Implement the Placer County Wayfinding Signage Plan to improve the visitor experience and reduce auto trips.	Placer County
<b>Scenic Shoreline Unit #12 - Improve Marina Facilities at McKinney Bay</b>	
Boat storage structures at Obexers and Homewood High and Dry need to be redesigned and screened by landscaping. Marina buildings that contrast with surroundings need to be painted and/or articulation added to the design of the buildings where appropriate to minimize the perception of bulk.	Private
<b>Scenic Shoreline Unit #14 - Ward Creek Improvements</b>	

This private project involves providing landscape screening, removing and/or reducing clutter and superstructures on certain shorezone structures, removing derelict piers and boathouses, and reducing contrast of highly contrasting buildings and structures along the shoreline.

Private

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***Scenic Shoreline Unit #16 - Lake Forest Improvements***

This project involves providing landscape screening in mapped areas of concern including Coast Guard/Lake Forest boat ramp parking areas, undergrounding overhead utility lines in Dollar Point, relocating or screening satellite dishes, and revegetation and reducing Rocky Point contrast.

Private

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***Scenic Shoreline Unit #18 - Cedar Flat Improvements***

This project involves providing landscape screening, removing or reducing clutter and superstructures on certain shorezone structures, removing derelict piers and boathouses, reducing contrast of highly contrasting buildings and structures along the shoreline.

Private

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***Scenic Roadway Unit #9 - Tahoma Improvements***

This is a project that began in 2010 that involves streetscape improvements including sign conformance, frontage landscaping, and walkways and access controls throughout the mapped area of concern. Utility lines adjacent to roadways were also undergrounded throughout the unit.

Private

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***Scenic Roadway Unit #11 - Homewood Improvements***

This project began in 2010 and implements landscape frontage improvements, access controls, building upgrades, sign conformance, and walkways throughout the mapped area of concern. Utility lines adjacent to roadways were also undergrounded throughout the unit.

Private

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***Scenic Roadway Unit #13 - Sunnyside Improvements***

This project began in 2010 and implements landscape frontage improvements, access controls, building upgrades, sign conformance, and walkways throughout the mapped area of concern. Utilities adjacent to the roadway were undergrounded. Solid barriers along Ward Creek were also removed.

Private

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***Scenic Roadway Unit #19 - Flick Point Improvements***

This 2010 project improved the scenic quality along the scenic roadway through reduction of the visual dominance of buildings and structures with context-sensitive design, installation of appropriate landscaping, undergrounding overhead utility lines, and applying design standards for highway structures. The principal areas of concern were those areas that currently provide views of Agate Bay. Piers and boathouses visible from the roadway should utilize appropriate solutions to reduce mass and bulk. Overhead utility lines should be installed underground wherever possible. Revegetation of the rocky slide area at the eastern end of the unit where development visibility could be reduced by introducing plant materials. New structures which are located between the lake and the roadway where viewed to the lake and beyond are available should be designed to maintain visual access from the roadway.

Private

<b>Scenic Roadway Unit #20 - Tahoe Vista Improvements</b>	
This project began in 2010 and improves the scenic quality along the scenic roadway through reduction of the visual dominance of buildings and structures with context-sensitive design, installation of appropriate landscaping, undergrounding overhead utility lines, and applying design standards for highway structures. This is a multi-phase project involving landscape frontage controls, walkways, and architectural upgrades. Screen or relocate satellite dishes, and sign conformance with Community Plans standard utility.	Placer County
<b>Tahoe City Electrical Sub-Station Relocation</b>	
Liberty Energy, Placer County, and the USFS will work towards relocation of the Liberty Energy electrical sub-station at the "Y" intersection.	Liberty Energy, USFS, Placer County
<b>Conservation Projects – Vegetation and Wildfire Hazards</b>	
<b>West Shore Wildland Urban Interface (WUI) Hazardous Fuel Reduction &amp; Forest Health Planning / CWPP - SEZ / Barker Road</b>	
The USFS has begun conducting planning using the NEPA process. Up to 13,400 acres of forest stands will require analysis for appropriate treatments to occur for completion of areas identified in the Lake Tahoe Basin Multi-Jurisdictional Fuels Reduction and Wildfire Reduction Plan (Fuels Strategy). Treatments would occur in: 1) Areas identified for treatment in the Fuels Strategy that have not been analyzed for treatment by past and current projects. 2) SEZs that were not treated in the past and currently require treatment to reduce fuels and promote aspen and other riparian vegetation dominance. 3) Hand thinned units that were treated more than 5 years ago.	USFS
<b>Forest Restoration in California State Park Lake Tahoe Basin Units- Phases I - III</b>	
This program restores and improves forest health within park units by managing trees and reduces hazardous trees and fuel loads along park boundaries and adjacent to development.	California State Parks
<b>Tahoe Conservancy Forest Fuels Reduction Program</b>	
This program uses site-specific prescriptions and treatment methods to reduce the accumulation of forest fuels on Conservancy lands.	CTC
<b>Tahoe Conservancy Riparian Wildlife and Upland Habitat Management Program</b>	
The goal of this program, which was initiated in 2010, is to enhance and restore riparian habitat throughout the region. Improvements include removing encroaching conifers from aspen stands, acquisition of sensitive riparian habitats, propagation and planting of native riparian species and small restoration projects in riparian habitats. This program also includes restoring complexity and diversity to the region's forest through small selective cuts and prescribed burns.	CTC

<b>North Tahoe Public Utility District Hazardous Fuels Treatment at North Tahoe Regional Park</b>	
The NTPUD has developed a forest management plan and implements and carries out fuel reduction on forested areas on District-owned properties.	NTPUD
<b>Forest Health / Fuels Reduction on Placer County Private Lands</b>	
This is an ongoing program that provides funding for qualified contractors to treat hazardous fuels on Placer County owned and/or controlled lands, as well as includes a grant program for private property owners to treat hazardous fuels on private lands.	Placer County Private
<b>Carnelian Hazardous Fuels Reduction &amp; Healthy Forest Restoration</b>	
Initiated in 2012, this program continues to implement hazardous fuel reduction and ecosystem health treatments on approximately 813 acres for the north shore area of the Lake Tahoe Basin. These fuel reduction treatments cover the National Forest areas in the Carnelian Bay area and would focus on the administered contracts and through Fire Safe Councils. These treatments reduce the level of hazardous fuels within the defense and threat zones, accomplished through the use of hand thinning, pile and burn, as well as mechanical thin and biomass removal contracts on both upland and riparian areas.	USFS
<b>Lake Tahoe Basin Prescribed Fire Annual Pile Burns</b>	
The purpose of this project is to reduce fuel loading to safe and acceptable levels within the wildland urban interface (WUI) and to re-introduce low to moderate intensity fire back into a fire adapted ecosystem for improvement of forest health and wildlife habitat.	USFS
<b>Stewardship Fireshed Assessment (SFA) Update (Next 10 Years)</b>	
Initiated in 2013, the USFS began updating their Stewardship Fireshed Assessment (SFA) strategy for the next 10 years of vegetation/fuels treatment beyond WUI and focus on ecosystem restoration. Project-level planning has also begun.	USFS
<b>Cal Fire Lake Tahoe Defensible Space Inspection Program</b>	
From 2012-2017, Cal Fire is performing defensible space inspections in the Lake Tahoe Basin.	CAL FIRE
<b>Conservation Projects – Fisheries, Aquatic Resources and Wildlife</b>	
<b>Early Detection of and Rapid Response to New Aquatic Invasive Species Infestations (2012-2016)</b>	
This is a joint-implementation program between USFWS, TRPA, TERC, UNR, and TRCD. The program goal is to ensure that the Lake Tahoe region is prepared to meet the threat of new aquatic invasive species infestations. A program that incorporates both monitoring and rapid response needs to be established and maintained. The first component of this program is a multi-taxa monitoring program for new infestations of aquatic invasive species to be carried out as a coordinated basin-wide effort. This monitoring will allow for new infestations to be detected while the efforts needed to remove these infestations are still comparatively small. Should new infestations such as Quagga or Zebra Mussels must be in-place, including equipment, personnel, agency agreements and	USFWS, TRPA, TERC, UNR, TRCD

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operations guidance. This project includes development, oversight, and implementation of the strategy for monitoring and response, obtain and cache equipment and institute agency agreements for personnel and administration should new infestations occur.	
<b><i>Control and Management of Current Aquatic Invasive Species Infestations (2012-2016)</i></b>	
This program focuses on removal activities of invasive species infestations that currently exist in the Lake Tahoe region and identified by the Lake Tahoe Aquatic Invasive Species Coordination Committee. Individual projects may involve the removal of aquatic invasive species from nearshore Lake Tahoe, small lakes, rivers, streams, and other habitats within the region. Monitoring of the status and trends of multiple aquatic invasive species infestations and effectiveness monitoring of individual treatment areas are also included in this program, as is oversight and administration of individual projects.	TRCD, California State Parks, TRPA
<b><i>Prevention of New Aquatic Species Infestations (2012-2016)</i></b>	
This program involves the continued implementation of Aquatic Invasive Species prevention efforts within the Lake Tahoe region. Methods follow existing plans and protocols developed by the Lake Tahoe Aquatic Invasive Species Coordination Committee, and include education/outreach, watercraft inspections and decontaminations which follow guidelines developed by TRPA, the 100 <sup>th</sup> Meridian Initiative, the Lake Tahoe Aquatic Invasive Species Integrated Management Plan, and the states of Nevada and California. This program includes threat assessment, updates to inspection protocols, inspector certification, detection notification procedures, decontamination, quarantine, and oversight and administration.	TRPA, TRCD, NTPUD, NDSP, NDOW, CDFW, IVGID, TCPUD, CSLT, USFS, USFWS
<b><i>Dollar Creek Restoration</i></b>	
This project will remove or remediate impacts from an abandoned dam, replace undersized culverts to enhance fish passage, and enhance riparian vegetation.	CTC
<b><i>Aquatic Organism Passage</i></b>	
This project reconstructs identified road crossings of stream corridors to remove barriers to aquatic organism passage.	USFS
<b><i>Land Use Projects</i></b>	
<b><i>Continue Sensitive Land Acquisitions</i></b>	
Secure funds to purchase private lands in sensitive areas from willing sellers and in coordination with the California Tahoe Conservancy and other partner organizations.	Placer County, CTC, USFS
<b><i>Implement and Monitor the Effectiveness of Regional Plan Redevelopment Incentives</i></b>	
Adopting a new Area Plan that implements Regional Plan Redevelopment incentives for building height, density, land coverage, and development transfers.	Placer County
<b><i>Encourage Mixed Use Development in the Placer County Tahoe Basin Area Plan Update</i></b>	

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<p>The Placer County Tahoe Basin Area Plan Update identifies Town Centers in urban areas of the Tahoe Basin for mixed use development. Compact and mixed-use development patterns enable walking and bicycling and shorter automobile trips, reducing dependency on fossil fuels for transportation and ultimately reducing greenhouse gas emissions.</p>	Placer County
<p><b><u>Support the reevaluation of TRPA's scenic standards for Town Centers</u></b></p>	
<p><u>The Placer County Tahoe Basin Area Plan Update and Regional Plan identifies Town Centers as priority redevelopment areas in the Tahoe Basin for mixed use development. The goal of this program is to address limited redevelopment that has occurred in the Town Centers, due in part to, scenic standards that limit the ability to achieve the permissible height, density, coverage, and visual massing.</u></p>	<u>Placer County</u>
<p><u>Support the reevaluation of scenic requirements to achieve reinvestment in Town Centers. This is targeted toward Town Center redevelopment and/or new development that supports a diversity of housing types, provides a balance of mixed-uses, improves environmental conditions, creates a more efficient, sustainable and less auto-dependent land use pattern, and provides for economic opportunities.</u></p>	
<p><b><u>Develop a reservation and conversion manual for TRPA development rights implement and Monitor Pilot Projects for Converting CFA to TAUs</u></b></p>	
<p><u>The allocation and conversion of TRPA development rights will be prioritized through a future reservation and conversion manual. Area Plan provisions for the conversion of CFA to TAUs will allow Placer County communities to achieve a more balanced land use pattern with lodging units to accommodate more of the region's visitors. The program should enable Town Center redevelopment and reduce auto-dependency.</u></p>	Placer County TRPA
<p><b><u>Parking Standard Reforms and Community Parking Options</u></b></p>	
<p>Consistent with Regional Plan provisions, new shared use and site specific parking standards will be implemented in the Area Plan. Additionally, Placer County will evaluate additional community parking systems such as parking assessment districts and in-lieu parking fee systems. Amendments are intended to reduce the amount of pavement and make more efficient use of parking areas. This should benefit water quality other environmental conditions.</p>	Placer County
<p><b><u>Kings Beach Library Relocation</u></b></p>	
<p>In conjunction with Griff Creek improvements, the Kings Beach library is planned to be relocated from SEZ to high capability lands.</p>	Placer County
<p><b><u>Tahoe Livable Communities Program</u></b></p>	
<p>The California Tahoe Conservancy's Tahoe Livable Communities Program could significantly reduce greenhouse gas emissions, restore environmentally sensitive lands, and help revitalize the Lake Tahoe</p>	CTC

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Basin's urban centers. This program will refocus the Conservancy's land acquisition and marketable right programs to:

- 1) Acquire and restore aging developed properties on environmentally sensitive lands and retire or transfer the development rights to Town Centers;
- 2) Sell, lease, or exchange vacant Conservancy land in these Town Centers; and
- 3) Acquire the remaining private properties in several of Lake Tahoe's roadless subdivisions to remove the threat of development.

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**Transportation Projects**

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***The Kings Beach Commercial Core Project***

This project will change the current auto-dominated section of SR 28 between Secline Avenue on the east and Beaver Street on the west to a pedestrian- and bicycle-friendly corridor. The existing two travel lanes in each direction will be converted to one travel lane in each direction plus a center two-way left turn lane, sidewalks, and bicycle lanes. Roundabouts will be constructed at Bear Street and Coon Street (replacing the existing signal at the latter cross-street). In addition, Brook Street will be converted to one-way eastbound, and extensive water quality improvements will be constructed throughout the area.

Placer County

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***Lakeside Project***

This is a Caltrans project that will implement water quality control improvements along SR 89 between Tahoe City and Tahoma. This will include widening to provide left turn lanes in key areas such as Sunnyside and Homewood, as well as construct elements of the missing portion of multipurpose bicycle/pedestrian trail directly adjacent to the highway in the Homewood area. It is planned for completion by 2016.

Caltrans

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***TART Systems Plan Update***

The Placer County TART Systems Plan Update (2016) is a culmination of work conducted by the North Tahoe Transit Vision Coalition from 2012 through 2016. The plan outlines priority transit service improvements and also identifies funding sources to expand and enhance transit service within the "Resort Triangle" area of North Lake Tahoe. Funding opportunities could be generated from local, State, and Federal sources, as well as private contributions through development and redevelopment.

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***SR 89 / Fanny Bridge Community Revitalization Project***

This project is a roadway modification and community revitalization plan, approved in May 2015 and developed by the Tahoe Transportation District (TTD) and Placer County for the Fanny Bridge area in Tahoe City. It addresses existing traffic congestion and poor bicycle/pedestrian conditions with a new State highway alignment and bridge over the Truckee River to the south of the existing Fanny Bridge, along with significant pedestrian and bicycle improvements. Construction is scheduled to begin in 2016.

TTD, TRPA,  
Placer County

The project was approved with the Alternative 1, Option 2 design. New roundabouts are planned at the Tahoe City wye and at both ends of the

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new roadway segment. Bike Lane and sidewalk connections will be completed between the east and wye roundabout, the west and wye roundabout and the east end of the project area on Highway 28. Multi-use trail improvements will connect the east and west roundabouts and pass under the new bridge on both sides of the Truckee River.

It is the joint desire of TRPA, The Tahoe Metropolitan Planning Organization, Tahoe Transportation District (TTD) and Placer County to revitalize the Fanny Bridge and Tahoe City River District Special Planning Area into a pedestrian and bicycle friendly zone. After completion of construction of the SR 89 / Fanny Bridge Community Revitalization Project, the County shall consider special outdoor events and roadway closures of the old SR 89 / Fanny Bridge area thru temporary outdoor event permits, special event encroachment permits, and selected closures determined by Placer County. Potential impacts to local businesses and traffic impacts associated with special events shall be considered and accommodated where feasible on a case by case basis.

In order to monitor activity in the SR 89 / Fanny Bridge area, volume count stations will be installed with the SR 89/Fanny Bridge Community Revitalization Project. The County will make collected data from count stations available to local jurisdictional partners upon request. Initial peak and non-peak hour volume data will be obtained after completion of the SR 89 / Fanny Bridge Revitalization Project to establish a volume and mode baseline. Additional monitoring of bicycle and pedestrian activity, sales tax receipts, and other data will be coordinated with TRPA and TTD. Future volume monitoring will be performed consistent with the County roadway monitoring practices and the Region's Lake Tahoe Bicycle and Pedestrian Monitoring Protocol.

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***Tahoe City Mobility Plan***

The Tahoe City Mobility Plan is intended to further design for future connectivity and advance solutions for community cohesion in downtown Tahoe City. The Plan addresses pedestrian and bicycle corridor gaps in Tahoe City, including the "missing link" in the shared use path between Commons Beach and the wye. The Plan also provides complete street strategies to improve parking and circulation along SR 28 near Grove Street, and to establish a vibrant pedestrian-oriented downtown with safe crossings along SR 28 to Lake Tahoe, Commons Beach and the Truckee River.

Placer County

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***Kings Beach Mobility Improvements***

Options will be analyzed to enhance mobility in Kings Beach, including trails, shared use paths, and parking and circulation improvements. Focus will be on implementation of a shared use path or boardwalk along the lake side between Secline Beach to the west and Chipmunk Street to the east, better utilization and integration of the Kings Beach State Recreation Area parking lot, improved circulation and pedestrian and bicycle safety around the SR 28/SR 267 intersection, and improved trail connections within the Kings Beach community. The improvements will supplement the sidewalks, trails and parking areas that have already

Placer County



Placer County Tahoe Basin Area Plan

been established and are being built as part of the Kings Beach Commercial Core Improvement Project.	
<b>SR 28 Tahoe City to SR 276 Intersection</b>	
The project area is along 9 miles of SR 28 in Placer County from Tahoe City to the intersection of SR 267 at Kings Beach. Road runoff treatment and erosion control facilities need to be installed.	Caltrans
<b>SR 28 Tahoe State Park to SR 276</b>	
The intersection of SR 28 and SR 267 will be analyzed for options to add turn lanes to aid traffic flow, and to improve pedestrian and bicycle safety, and mobility	Caltrans
<b>Kings Beach Industrial</b>	
Drainage conveyance stabilization, revegetation, road runoff treatment, and pavement modifications are needed in this project area.	Placer County
<b>Kings Beach CCIP: Beaver Street</b>	
This project includes constructing erosion source controls and stormwater treatment facilities associated with the County roadway. Improvements will include revegetation of disturbed soils, drainage stabilization, and infiltration and sediment ponds.	Placer County
<b>Lake Tahoe Waterborne Transit and North Lake Tahoe Water Shuttle</b>	
Future extensions of this existing service are possible, pending dock improvements and new funding sources. Additionally, TTD is conducting a study for a larger waterborne transit service that could connect the north shore and the south shore.	TTD
<b>Regional Transit Improvements</b>	
Placer County is engaged with local stakeholders in developing the North Tahoe Resort Triangle Transit Vision. The Vision Plan would increase transit service by 70% for Placer County's Tahoe Area Regional Transit service by adding over 18,000 vehicle revenue hours of transit service.	TART Placer County
<b>Bus Stop Improvements: West Slope and Tahoe</b>	
This project involves the addition or retrofit of public bus shelters for Placer County Transit (West Slope) and Tahoe Area Regional Transit (TART). This project represents an ongoing effort to replace or add shelters to enhance transit ridership throughout the County.	TART Placer County
<b>California Passenger Facilities Project</b>	
From 2011-2016, the Tahoe Transportation District is constructing transit passenger facilities at strategic locations around the California side of the Basin that are served by fixed routes and transit services.	TTD
<b>West Shore Transit</b>	
This project will reduce air and water quality impacts, reduce VMTs (Vehicle Mile Trips), and provide public transportation to recreation opportunities along the West Shore.	TTD
<b>Basin-Wide Transit Operations</b>	

Part 8: Implementation Plan  
Placer County Tahoe Basin Area Plan

In partnership with regional transit providers, this project promotes and enhances public transit opportunities within the Lake Tahoe Basin to reduce private vehicle use.	USFS
<b><i>North Shore Roads Access and Travel Management Plan - Utility Access</i></b>	
Funding would cover analyzing utility access needs, existing approved utility access needs, and adopting routes into the National Forest System (NFS) for management. Installation of BMPs including route relocation would occur under this project. This project is expected to begin in 2017; another USFS project under the same name is expected to begin in 2015.	USFS
<b><i>North Shore Roads Access and Travel Management Plan - Griff Creek Bridge</i></b>	
This project is expected to begin in 2016 and would restore and replace the existing bridge. Funding would cover analysis, design, and replacement of an existing culvert.	USFS
<b><i>North Shore Roads Access and Travel Management Plan - Lower Watson Creek Crossing</i></b>	
This project is expected to begin in 2015 and involves a restoration and replacement of the original bridge at the lower Watson Creek crossing. Funding would cover analysis, design, and replacement of the existing culvert.	USFS
<b><i>North Shore Roads Access and Travel Management Plan - National Forest System Road 73 at Tahoe City</i></b>	
National Forest Service Road 73 connects from Tahoe City to Brockway Summit. Funding would cover analysis and implementation of BMPs and safety improvements such as turnouts. In some cases the road may be narrowed to reduce runoff volumes, where turnout guidelines may be met.	USFS
<b><i>West Shore Roads Access and Travel Management Plan</i></b>	
This project began in 2013 and funds best management practices on roads on National Forest Service Lands.	USFS
<b><i>Dollar Creek Shared Use Trail</i></b>	
This project will result in the construction of a paved 10-foot wide and 2.2 mile long shared-use trail through the Dollar and Firestone properties extending the existing TCPUD multi-use trail (that currently terminates near the intersection of Dollar Drive and SR 28) north to the end of Fulton Crescent Drive. This project is the southern segment of an approximately 8-mile long North Tahoe Bike Trail corridor identified by TRPA to link Tahoe City to Kings Beach. Other connections off of this facility have also been proposed to extend northward to Northstar and Truckee.	Placer County
<b><i>The North Tahoe Bike Trail</i></b>	
This project is a northern extension of the Dollar Creek Shared Use Trail and will result in the completion of the eight-mile long multi-purpose trail corridor identified by TRPA to link Tahoe City to Kings Beach.	Placer County
<b><i>Homewood Bike Trail Project</i></b>	

Placer County Tahoe Basin Area Plan

<p>TCPUD has proposed improvements for the construction of 4,175 linear feet of Class I trail along the west side of SR 89 from Fawn Street to Cherry Street, with a short 885 linear-foot Class 3 connection between Silver Street and Trout Street along Sans Souci Terrace. The Class I bike trail will be a paved eight-foot wide path with two-foot compacted shoulders. This section requires a new bike and pedestrian bridge over Madden Creek and includes a portion of trail along the frontage of the Homewood Mountain Resort parking lot. The Class III connection along Sans Souci Terrace is a shared motor vehicle/bicycle route that will be indicated with a bike route sign. TCPUD is also leading the effort to fill the "Homewood Hole," a 0.9-mile gap in the west shore between Cherry Street and Fawn Street. Portions directly adjacent to the state highway are planned for construction as part of the Lakeside erosion project, while another portion is planned for construction as part of development of the Homewood Master Resort.</p>	TCPUD
<p><b>Lake Forest Bike Trail Improvement</b></p>	
<p>TCPUD is working to construct two short Class I trails in the Lake Forest area connecting the North Shore Trail with Skylandia Park.</p>	TCPUD
<p><b>National Avenue Bike Path</b></p>	
<p>The National Avenue Bike Path will ultimately consist of a Class I facility along National Avenue from SR 89 to Donner Road. An initial segment adjacent to the Tahoe Vista Recreational Area parking area was constructed in 2012.</p>	NTPUD
<p><b>Chipmunk to Secline Bike Path</b></p>	
<p>A shared use path is planned along the south (Lake) side of SR 28 between Chipmunk Street and Secline Street, connecting bike lanes on the discontinuous segments of Brockway Vista Road with a separated facility through the State Beach area.</p>	Placer County
<p><b>Kings Beach Commercial Core Improvement Project</b></p>	
<p>In addition to the SR 28 improvements noted above, the Kings Beach Commercial Core Improvement Project will result in the construction of sidewalks along SR 28 between SR 267 and Beaver Street, as well as along portions of Brook Avenue, Steelhead Avenue, Minnow Avenue, Fox Street, Coon Street, Deer Street, Secline Street, and Chipmunk Street.</p>	Placer County
<p><b>64 Acres Bike Path Reconstruction</b></p>	
<p>Beginning in 2016, USFS will begin to retrofit and/or reconfigure the non-motorized bike path.</p>	USFS
<p><b>Recreation Projects (Also See Trail Projects in the Transportation Section)</b></p>	
<p><b>Recreation Master Plan</b></p>	
<p>Following Area Plan approval, Placer County will consider an updated Recreation Master Plan for the Area Plan.</p>	Placer County
<p><b>Regional Trail Connections</b></p>	
<p>Placer County is coordinating with adjoining communities to plan for, construct, and maintain continuous Class 1 trail connecting Tahoe City, Kings Beach, Northstar, Martis Valley, Squaw Valley, and Truckee. The</p>	Placer County

Truckee River, Dollar Creek, North Tahoe Trails, and West Shore Trails would be part of the larger trail network.

***Kings Beach Lake Access***

This effort is part of the California State Park's Kings Beach State Recreation Area general plan. The California Tahoe Conservancy, California State Parks, California Department of Boating and Waterways, and the North Tahoe Public Utility District will plan, design and conduct environmental review and permitting for Lake access improvements between Coon Street and Griff Creek. This project will include reconstruction and modification of the existing Kings Beach Pier, land acquisitions in the Kings Beach area, and implementation of public access improvements.

CTC

***Lake Tahoe Water Trail Recreation Signage***

This project is a cooperative effort to design and create prototypes for, plus limited implementation of, a signage program for the Lake Tahoe Water Trail.

CTC

***Lake Forest Beach Public Access Improvements***

This project began in 2011 and involves the extension of water lines to provide for water service, fire protection, and permanent restrooms at Lake Forest Beach.

TCPUD

***Kings Beach Day Use Area Rehabilitation and Erosion Control Retrofitting***

This effort is part of the California State Park's Kings Beach State Recreation Area general plan. This project includes: the design and construction of BMPs; erosion controls, including construction of a beach sand retaining wall; replacement of existing walkways to meet ADA standards; rehabilitation and replacement of park facilities including picnic sites, kiosk, miscellaneous structures, and associated parking and pier access.

California State Parks

***Tahoe State Recreation Area Rehabilitation and Erosion Control***

This project includes facilities, road and trail, and BMP planning and implementation for developed areas including paved roads, historic sites, buildings, etc., if funding becomes available. This project excludes campgrounds rehabilitated with BMPs under separate EIP project numbers.

California State Parks

***Cultural Resource Inventory - CA State Park Lake Tahoe Basin Units***

California State Parks is conducting an ongoing cultural resource inventory at each Lake Tahoe Basin park unit. The information will be used to protect all sites when EIP projects are implemented.

California State Parks

***Tahoe State Recreation Area Pier Replacements***

Replacement of State Recreation Area piers is being considered and planned, if funding becomes available

California State Parks

***Public Access / Recreation Acquisitions***

The California Tahoe Conservancy will purchase property on the California side of the Tahoe Region to support public access goals by

CTC

Placer County Tahoe Basin Area Plan

providing opportunities for dispersed recreation including trails and trailheads, in natural and potential sites for day use and overnight facilities.	
<b>64 Acres Recreational Access Improvements</b>	
This project includes construction of permanent restroom facilities, construction of additional public parking, and installation of barriers to protect vegetation and reduce compaction of natural areas.	TCPUD
<b>Skylandia Park Public Access Improvements</b>	
This project involves the reconstruction of water lines to provide for fire protection and the construction of a picnic pavilion with ADA access.	TCPUD
<b>Speedboat Beach Master Plan</b>	
Park, Beach and Lake Access improvements at Speedboat Beach.	Placer County
<b>West Shore Trail Access and Travel Management - Tahoma Trail</b>	
This project is planned to begin in 2017 and implements reconstruction and BMP installation on existing trails within the Tahoe Shore Trail Access and Travel Management Plan. Unauthorized trails would be evaluated based upon existing land use patterns.	USFS
<b>Burton Creek State Park Development</b>	
California State Parks will implement improvements at Burton Creek State Park and Tahoe State Recreation Area, as planned in the General Plan for Burton Creek State Park, if funding becomes available.	California State Parks
<b>Tahoe Vista Recreation Area (TVRA) Phase 2</b>	
The North Tahoe Public Utility District acquired a 3.6 acre parcel with financial assistance from the California Tahoe Conservancy for completion of Phase 2 of the project. Phase 2 will include the addition of parking (24 vehicle with trailer pull-through spaces and 41 vehicle spaces, 65 total), bicycle trails, a bus pullout and transportation shelter, infrastructure for future 2,200 square foot concession space and restrooms, and landscaping. TVRA cannot be fully utilized by the limited parking that was permitted and constructed on the lakeside of the project. The project was approved with the understanding that project support parking would be built on the westerly side of National Avenue to serve the parking needs of the boat launch facility.	NTPUD, CTC
<b>North Tahoe Beach Lake Access Improvements</b>	
CTC will improve lake access, install day-use amenities, restrooms, picnic and interpretive amenities, and parking at the foot of Brockway Summit in Kings Beach.	CTC
<b>Tahoe Vista Beach Improvements</b>	
The California Tahoe Conservancy will construct additional site improvements at Tahoe Vista Beach, including parking lot improvements and access to beaches. Restrooms will also be built.	CTC
<b>Public Service and Facilities Projects</b>	
<b>Zone I Water Storage Tank Project</b>	
This is a project in Kings Beach to install a new 1.3 million gallon water tank in Zone I to help meet storage deficiency in Zone 1, and install a	NTPUD

booster pump station to boost potable water from Zone 1 to the Zone 2 water tank.	
<b><i>Carnelian &amp; Dollar Sewer Pump Station Design - Phase I</i></b>	
This project is for a rehabilitation design of the Carnelian and Dollar Main Sewer Pump Stations. Due to the direct relationship between the two stations, they need to be designed together, though construction will be done separately.	NTPUD
<b><i>Satellite Station Bypass &amp; Valve Replacements - Phase I</i></b>	
This project is the result of field work and condition assessments of all the satellite pump stations. It involves the installation of several check valves and gate valves at all satellite stations and install bypass valve galleries at high-flow satellite stations.	NTPUD
<b><i>Brockway ECP Sewer/Water Improvements</i></b>	
Relocations of some utilities is required due to the improvements proposed as part of the Brockway Erosion Control Project. Additionally, replacement of some District facilities due to their age and close proximity to the proposed improvements is also necessary.	NTPUD
<b><i>Base Facilities Site Design</i></b>	
This project is necessary to replace outdated buildings and involves the design of an office building to house District operations, recreation, engineering, and administrative staff.	NTPUD
<b><i>Dollar Pump Station Rehabilitation</i></b>	
This project involves the replacement of an intertie valve between the Dollar Main and Dollar Addition wet wells, demolition of HVAC appurtenances, installation of VFD, demolition of Q-cells and appurtenances, removal and replacement of the #3 pump discharge valve, installation of pressure transducers, grouting floor voids, stabilizing the retaining wall, and SCADA integration.	NTPUD
<b><i>Kings Beach Watershed Improvement</i></b>	
This project involves the replacement of water and sewer mains as part of the Kings Beach Commercial Core Improvements and Watershed Improvement Projects.	NTPUD
<b><i>CIP Sewer Projects Slurry Seal</i></b>	
Slurry seal of pavement to be done one year after CIP project completion as required by Placer County and Caltrans Encroachment Permits. This project fulfills requirements of Placer County and Caltrans linear projects.	NTPUD
<b><i>New Kings Beach Water Storage - Zone 1</i></b>	
This project will increase storage in the system, and increase system redundancy and operating efficiencies. It involves installing a new 1.3 million gallon water tank in Zone 1 to help meet storage deficiency in Zone 1, and install a booster pump station to boost potable water from the Zone 1 to the Zone 2 water tank.	NTPUD
<b><i>Rim Drive Emergency Water Main Replacement Project</i></b>	
This project will complete the emergency water main replacement project that was done in 2011 by replacing the lower portion of Rim Drive. On-	NTPUD

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going replacement of water mains increases system reliability and reduces leakage.

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***Dolly Varden Water Main Replacement Project***

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This project will allow the District to abandon the mid-block water main between Cutthroat and Dolly Varden, and involves the replacement of water mains in Dolly Varden Avenue from Chipmunk to SR 267. The ongoing replacement of water mains increases system reliability and reduces leakage. NTPUD

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***Carnelian to Watson Creek Water Main Replacement***

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This area has deficient water pressure to support current needs and fire suppression. The project involves the replacement of approximately 2,400 linear feet of undersized water mains and the installation of fire hydrants along the south side of SR 28 from Carnelian Bay to Watson Creek. NTPUD

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***Tahoe Vista Recreation Area Phase 2***

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This is the second phase of Tahoe Vista Recreation Area Improvements. The project involves design and construction for the north-side parking area. NTPUD

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### **8.3 Restoration Performance Targets**

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The Regional Plan and this Area Plan seek to accelerate progress toward Threshold attainment. To monitor progress towards the Goals and Policies of the 2012 Regional Plan Update, TRPA developed performance measures to be evaluated every four years. These performance measures and benchmarks are adopted by reference and summarized below.

TRPA will also evaluate and report on the Regional Plan performance measures for areas included in this Area Plan. The results of performance measure evaluations should be considered when evaluating future amendments to the Regional Plan or this Area Plan.

For each performance measure, there are level 1 benchmarks identifying the minimum level of performance that would improve upon historical trends, along with level 2 benchmarks, which reflect an aspirational goal for substantial improvement.

If TRPA updates the performance measures and benchmarks, this Area Plan section should be updated accordingly.

Performance measures include:

**Regional Land Use Patterns**

1. Distribution of development for land-use types: Increase the percent within Town Centers.

2. Annual average number of units transferred to Town Centers from sensitive and remote land: Increase the rate of transfer.
3. Retirement rate for existing non-residential units of use: Increase the rate of retirement.
4. Housing availability for residents and workers: Increase utilization of Multi-Residential Bonus Units.

**Travel Behavior**

5. Percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian): Increase non-automobile travel mode share.
6. Automobile vehicle miles traveled per capita (excluding through trips): Reduce per capita VMT.
7. Construction of pedestrian and bicycle improvements: Accelerate construction.

**Environmental Restoration**

8. Coverage removal from Stream Environment Zones and other sensitive lands (privately funded): Increase privately funded coverage removal and mitigation.
9. Issuance of Best Management Practices (BMP) Certificates in conjunction with property improvements and area-wide BMP installations: Increase rate of BMP certification.
10. TMDL performance benchmarks: Achieve TMDL benchmarks.
11. Scenic improvement rate on urban roadways: Increase scenic improvement rate for urban roadway units.

**Effective Regional Plan Implementation**

12. Prepare and maintain Area Plans in conformance with the 2012 Regional Plan: Area Plan adoption and recertification.
13. Complete mitigation measures identified in the Regional Plan Update EIS. Completion.

**Economic Vitality**

14. Rate of redevelopment: Increase the rate of rebuild, addition & remodel” permits.



Placer County Tahoe Basin Area Plan

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Exhibit B

Proposed Implementing Regulation Amendment Language

# Placer County Tahoe Basin Area Plan

Style Definition: Table Title

Style Definition: Table Sub Title

## Implementing Regulations

**January 2017**

## **Disclaimer**

*The statements and conclusions of this report are those of the GRANTEE and/or Subcontractor and not necessarily those of the Strategic Growth Council or the Department of Conservation, or its employees. The Strategic Growth Council and the Department make no warranties, express or implied, and assume no liability for the information contained in the succeeding text.*

# **Placer County Tahoe Basin Area Plan Implementing Regulations**

**January 2017**

**Prepared by:**

**Placer County Planning Services Division  
Tahoe Regional Planning Agency  
Dyett & Bhatia Urban and Regional Planning  
Stockham Consulting**

**Adopted by the Placer County Board of Supervisors:**

**December 6, 2016**

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**Adopted by TRPA Governing Board:**

**January 25, 2017**

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**Amended by the Placer County Board of Supervisors:**

**December 15, 2020**

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**Amended by TRPA Governing Board:**

**February 24, 2021**

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Amended by the Placer County Board of Supervisors:

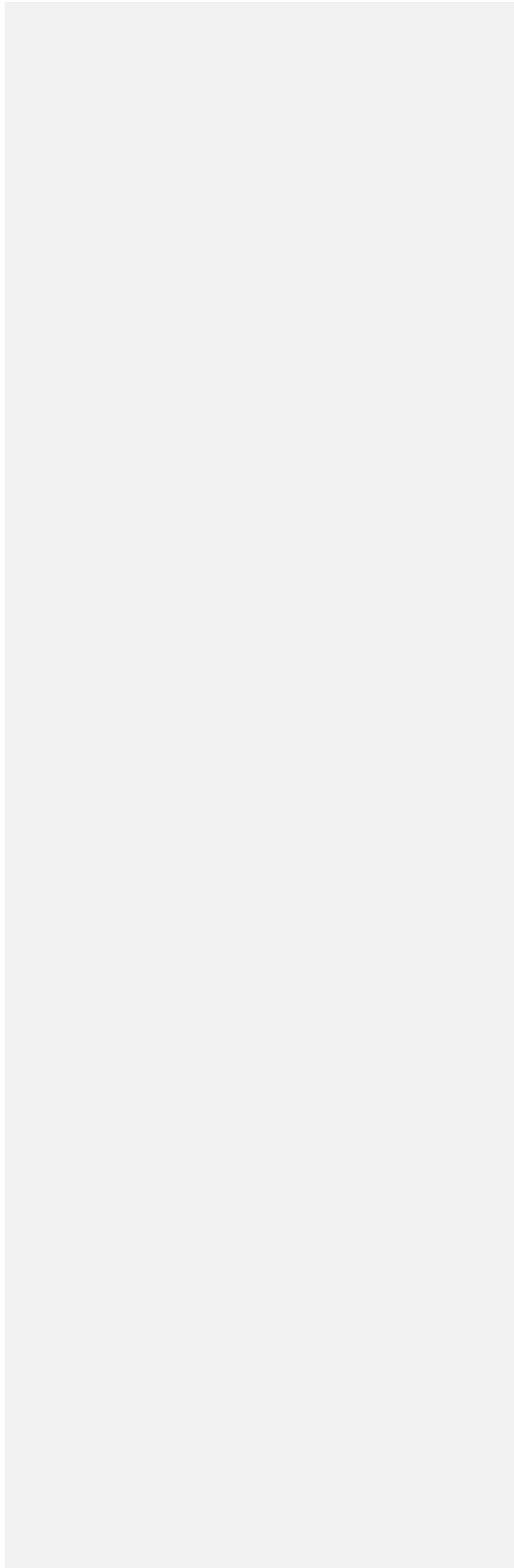
\*\*\*\*, 2022

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Amended by TRPA Governing Board:

\*\*\*\*, 2022

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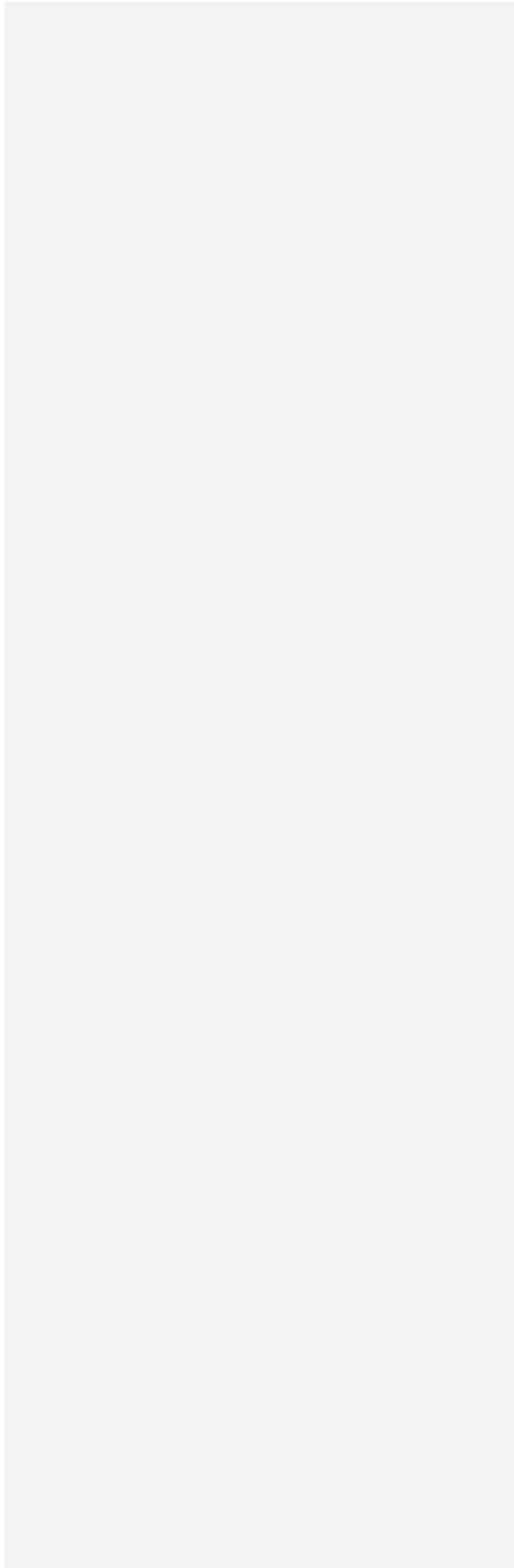
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# Chapter 1 Introduction and General Provisions

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## 1.01 Purpose

- A. The Tahoe Regional Planning Agency (TRPA) and Placer County have found that there is a mutually beneficial need to provide Placer County, and other local jurisdictions, the option to prepare and implement Area Plans, provided such Area Plans conform with and further the Goals and Policies of the TRPA Regional Plan.
- B. These Area Plan Regulations implement development standards and guidelines in accordance with goals, policies and programs of the Regional Plan and the Area Plan.
- C. The Placer County Tahoe Basin Area Plan (Area Plan), in association with a Memorandum of Understanding (MOU) approved by the County and TRPA, enables TRPA to delegate limited development permitting authority to the County subject to appeal provisions to TRPA.
- D. The delegation of approval of certain development activities set forth in the Area Plan and MOU has been found to not have a substantial effect on the natural resources in the Tahoe Region. Permitting authority as allowed and set forth in an MOU enables TRPA to focus its resources on projects of regional concern, while still maintaining an active and effective oversight role in the implementation of Area Plans.

## 1.02 Authority

Pursuant to the TRPA Regional Plan and Code of Ordinances, Chapter 13, Area Plans, the County adopts the regulations in this document to implement the Area Plan in the portions of Placer County located within the Lake Tahoe Regional Planning area.

## 1.03 Applicability

The provisions of this document apply to all land uses, development, and projects occurring within the Placer County Tahoe Basin Area Plan area. The boundaries of the Area Plan include all land within Placer County under the jurisdiction of TRPA.

~~A.~~ All development within the Tahoe Region is required by federal and State law to comply with the Tahoe Regional Planning Compact (Public Law 96-551), Regional Plan, Code of Ordinances, and other provisions of TRPA.

~~B.~~ No Area Plan may limit TRPA's responsibility to enforce the Tahoe Regional Planning Compact, Regional Plan, TRPA Code of Ordinances, or other plan or regulation adopted by TRPA.

~~A.~~

~~C.B.~~ All regulations of the TRPA Code of Ordinances shall remain in effect unless superseded by the provisions of this Area Plan. This document supersedes Chapter 36, Design Standards, of the TRPA Code of Ordinances in the Mixed Use Subdistricts. This document supersedes Chapter 34, Driveway and Parking Standards ~~and Chapter 38, Signs,~~ of the TRPA Code of Ordinances in the entire Plan area. The Shorezone of Lake Tahoe is regulated by Chapters 80 through 86 of the TRPA Code of Ordinances, Placer County Code, Chapter 12, Article 12.32 "Lake Tahoe Shorezone" shall also be

applicable. Additional Shorezone standards for certain zoning subdistricts are outlined in Chapter 2 of these Area Plan Regulations.

D.C. In order to retain long-standing development standards for areas that were within Community Plans prior to adoption of the Area Plan and are not included in the Town Center Overlay District, provisions of the TRPA Code of Ordinances that apply ~~to Community to Community~~ Plans and Community Plan Areas shall continue to apply.

1. Exceptions to this standard are as follows:
  - a. Chapter 11, Plan Area Statements and Plan Area Maps and Chapter 12, Community Plans, of the TRPA Code of Ordinances do not apply to adopted Area Plans; and
  - b. When standards for Town Centers address the same topic as a TRPA standard for Community Plans, the standards for Town Centers shall apply within the Town Center Overlay District.
2. Zoning subdistricts where TRPA Code of Ordinances Community Plan standards apply are as follows:
  - a. The former Tahoe City Community Plan includes all subdistricts within the Tahoe City Town Center plus the Fairway Service Subdistrict.
  - b. The former Kings Beach Community Plan includes all subdistricts within the Kings Beach Town Center.
  - c. The former North Stateline Community Plan includes the MU-TOR (Mixed-Use – Tourist) Subdistrict within the North Stateline Town Center.
  - d. The former Tahoe Vista Community Plan includes the MU-CCW (Mixed Use – Community Center West), MU-CCE (Mixed-Use – Community Center East), MU-GW (Mixed Use – Gateway West), and MU-GE (Mixed Use – Gateway East) Subdistricts.
  - e. The former Carnelian Bay Community Plan includes the MU-NC (Mixed-Use – Neighborhood Commercial) Subdistrict.
  - f. The former Kings Beach Industrial Community Plan includes the Kings Beach Industrial Subdistrict.

E.D. The Placer County Code applies to the area within a conforming Area Plan to the extent that a provision is not in conflict with the TRPA Code of Ordinances or this document.

F.E. In case of conflicts between the provisions of this Area Plan and other TRPA Code of Ordinances provisions, the most restrictive provision applies. In all other cases, the Area Plan provisions apply.

G.F. Upon adoption, the provisions of the Area Plan will supersede the six Community Plans and 51 Plan Area Statements that were previously adopted by Placer County and TRPA for the area. It will also replace two previously adopted Placer County General Plans.

H.G. Upon adoption, the provisions of the Area Plan will supersede the Placer County Standards and Guidelines for Signage, Parking, and Design that were previously adopted as substitute standards for certain areas by Placer County and TRPA.

#### 1.04 Administration

- A. **General.** The General Provisions of the TRPA Code of Ordinances apply within this Area Plan, including Chapter 1, Introduction; Chapter 2, Applicability of the Code of Ordinances; Chapter 3, Environmental Documentation; Chapter 4, Required Findings; Chapter 5, Compliance; Chapter 6, Tracking, Accounting, and Banking; and Chapter 13, Area Plans.
- B. **Area Plan Memorandum of Understanding.** After TRPA finds that the Placer County Tahoe Basin Area Plan is in conformance with the Regional Plan, TRPA and Placer County shall enter into a Memorandum of Understanding (MOU) that clearly specifies the extent to which the activities within the Area Plan are delegated or exempt from TRPA review and approval, and describes all procedures and responsibilities to ensure effective implementation of the Area Plan. The MOU shall be developed pursuant to Section 13.7, Procedures for Adoption of Memorandum of Understanding, of the TRPA Code of Ordinances.
- C. **Project Review Procedures.** For TRPA project review responsibilities that are delegated to the County through an MOU, the County shall follow all procedures and timelines established in the TRPA Code of Ordinances, the Placer County Zoning Ordinance, and the Area Plan MOU. For project review responsibilities not delegated to the County through an MOU, TRPA and Placer County shall follow their separate review procedures and timelines.
- D. **Monitoring, Certification, and Enforcement of the Area Plan.** The Area Plan MOU shall specify monitoring, certification, and enforcement provisions for the Placer County Tahoe Basin Area Plan pursuant to Section 13.8, Monitoring, Certification, and Enforcement of Area Plan, of the TRPA Code of Ordinances.
- E. **Design Review Required for Commercial, Tourist Accommodation, and Multi-Family Dwelling Residential Development, and All Development in Designated Scenic Areas.** No sign installation or construction, renovation, remodeling, reconstruction, demolition, or other alteration of a building, structure, or site shall occur before obtaining design review approval as set forth in Placer County Code Section 17.52.070(D), Procedure for Design Review Approval, of the Placer County Zoning Ordinance, unless otherwise exempt from TRPA Code of Ordinance Section 2.3 Exempt Activities. Multi-Family Residential Development with 15 units or fewer, not in a designated scenic area, shall otherwise be exempt from Design Review requirements.  
Design Review may provide for lesser environmental review if project is exempt per applicable CEQA Guidelines exemptions or other State streamlining exemptions.

#### H.F. Authority to Condition Development Permits.

1. Whenever these regulations or TRPA Code of Ordinances authorizes an advisory or decision-making official or entity to condition applications for development permits, the official or entity, after review of the application and

other pertinent documents and any evidence made part of the record of the public hearing, may, in addition to those standards and special conditions required for particular types of development permits, impose additional conditions reasonably necessary to assure the following:

- a. Conformity with the Goals and Policies embodied in the TRPA Regional Plan and Code of Ordinances;
  - b. Conformity with standards which are generally or specially applicable to particular uses, including specific conditions relative to operation of the use;
  - c. Compatibility between the proposed development and adjacent development and neighborhoods;
  - d. Preservation of the character and integrity of adjacent development and neighborhoods; and
  - e. Protection of the health, safety, and general welfare of the citizens of the County.
2. Where additional conditions are imposed, the official or entity imposing the conditions shall make findings which embody the basic purpose of the conditions placed on the application. The conditions imposed by an advisory or decision-making official or entity may be modified subsequently by the final decision-making body or by the appellate body upon appeal of those conditions.

**F.G. Activities Requiring TRPA Approval.** Projects that meet one of the following criteria require review and approval by TRPA and may not be delegated by the MOU:

1. All development within the Conservation and Backcountry Districts, as shown on Map 1, Conceptual Regional Land Use Map, of the TRPA Regional Plan.
2. All development within the Shorezone of Lake Tahoe.
3. All development within a Town Center meeting the following criteria:
  - a. Residential projects with 50,000 or more square feet of new building floor area.
  - b. Non-residential projects with 40,000 or more square feet of new building floor area.
4. All development not in a Town Center meeting the following criteria:
  - a. Residential projects with 25,000 or more square feet of new building floor area.
  - b. Non-residential projects with 12,500 or more square feet of new building floor area.
5. Any projects with non-contiguous project sites (also see Section 2.09.A.3 of this document).

**G.H. Appeals.** An “aggrieved person” as defined in Article VI(j)(3) of the Tahoe Regional Planning Compact, by a final determination on a development permit by the County made pursuant to TRPA’s delegated authority, may appeal to TRPA pursuant to Section 13.9, Appeals, of the TRPA Code of Ordinances.



**H.I. Exhaustion Required.** Appellants shall exhaust all administrative remedies provided by the Placer County prior to appealing a decision to TRPA (see Placer County Code Sections 16.04.090 and 17.60.110).

**H.J. Expiration of Approvals.** All entitlement approvals shall expire if they do not meet the provisions of Section 2.2.4, Expiration of TRPA Approvals, of the TRPA Code of Ordinances and Section 17.58.160, Permit Time Limits, Exercising of Permits, and Extensions, of the Placer County Zoning Ordinance (see Placer County Code Section 16.12.120 and 16.24.070).

**H.K. Amendment to the Area Plan.**

1. Applications for an amendment to the Area Plan or its implementing Regulations, including Zoning Map amendments, shall be processed according to the procedures of 17.60.090, Chapter or Plan Amendments and Rezoning, of the Placer County Zoning Ordinance.
2. As part of the application review process, the County shall forward the proposed amendment to TRPA for review in accordance with Section 13.8.1, Notification to TRPA of Proposed Activities Requiring Public Notification in Area Plans, of the TRPA Code of Ordinances, and as further specified in the Area Plan MOU.
3. If an amendment is approved by the County, the approved Area Plan amendment shall be reviewed by the TRPA Advisory Planning Commission and Governing Board for conformity with the requirements of the Regional Plan in accordance with Section 13.6.6, Conformity Review for Amendments to Area Plans, of the TRPA Code of Ordinances.

**H.L. Conformity Review for Amendments Made by TRPA to the Regional Plan that Affect an Area Plan.** If TRPA approves an amendment to the Regional Plan that would also require amendment of the Placer County Tahoe Basin Area Plan to maintain conformity, Placer County shall amend the Area Plan within one year to demonstrate conformity with the TRPA amendment in accordance with Section 13.6.7, Conformity Review for Amendments Made by TRPA to the Regional Plan that Affect an Area Plan, of the TRPA Code of Ordinances.

**1.05 Planning**

- A. **TRPA Regional Plan Maps.** TRPA and the County shall continue to coordinate Geographic Information Systems (GIS) data to ensure that both agencies have access to the official TRPA maps listed in Chapter 10, TRPA Regional Plan Maps, of the TRPA Code of Ordinances, as well as other information necessary to implement conforming Area Plans.
- B. **Plan Area Statements and Community Plans.** The provisions of Chapter 11, Plan Area Statements and Plan Area Maps, and Chapter 12, Community Plans, of the TRPA Code of Ordinances shall not be applicable once the Placer County Tahoe Basin Area Plan is adopted.

- C. **Area Plans.** The County, in coordination with TRPA, shall process all modifications to the Placer County Tahoe Basin Area Plan, in accordance with Chapter 13, Area Plans, of the TRPA Code of Ordinances.
- D. **Specific and Master Plans.** TRPA, in coordination with the County, shall process all requests for specific and master plans in accordance with Chapter 14, Specific and Master Plans, of the TRPA Code of Ordinances.
- E. **Environmental Improvement Program.** TRPA is responsible for coordinating the Environmental Improvement Program as discussed in Chapter 15, Environmental Improvement Program, of the TRPA Code of Ordinances. The County is responsible for developing and implementing Environmental Improvement Projects to assist in the — attainment and maintenance of the Environmental Threshold Carrying Capacities.
- F. **Regional Plan and Environmental Threshold Review.** TRPA is responsible for conducting regional plan and environmental threshold review in accordance with Chapter 16, Regional Plan and Environmental Threshold Review, of the TRPA Code of Ordinances.
- G. **Types of Permits Required.** When the tables in Chapter 2 of these Regulations show a particular land use as being allowable within a subdistrict, the use is identified as being subject to one of the land use permit requirements listed below. The permit requirements reflect Placer County procedures and assume that permitting has been delegated to Placer County through an Area Plan MOU. For projects not subject to delegated permitting, Allowed (“A” uses) and Administrative Review Permits (“C” uses) shall be processed as TRPA Allowed (A) uses in accordance with Section 21.2.1, Allowed Uses, of the TRPA Code of Ordinances; and Minor Use Permits (“MUP” uses) and Conditional Use Permits (“CUP” uses) shall be processed as TRPA Special (S) uses in accordance with Section 21.2.2, Special Uses, of the TRPA Code of Ordinances. Land uses that are not listed on the tables in Chapter 2, or are not shown in a particular subdistrict, are not allowed.
  - 1. **Allowed (A).** These uses are allowable subject to Zoning Clearance (“A” uses on the tables). Zoning Clearance is a routine land use approval that involves Placer County Planning Services Division staff checking a proposed development to ensure that all applicable zoning requirements will be satisfied (e.g., setbacks, height limits, parking requirements). Zoning Clearance is required by these Regulations for land uses that are consistent with the basic purposes of the particular district or subdistrict (e.g., houses in residential zones), and are unlikely to create any problems that will not be adequately handled by the applicable requirements.
  - 2. **Administrative Review Permit (C).** These uses are allowable subject to approval of an Administrative Review Permit (see Placer County Code Section 17.58.100). Administrative Review Permit approval is required for certain land uses that are generally consistent with the purposes of the subdistrict, but could create minor problems for adjoining properties if they are not designed with sensitivity to surrounding land uses. The purpose of an Administrative Review Permit is to allow Placer County Planning Services Division staff and the Placer County Zoning Administrator to determine if a use is in substantial conformance with approved development and design standards and guidelines.

3. **Minor Use Permit (MUP).** These uses are allowable subject to approval of a Minor Use Permit (“MUP”) (Placer County Code Section 17.58.120). Minor Use Permit approval is required for certain land uses that are generally consistent with the purposes of the subdistrict, but could create problems for adjoining properties, the surrounding area, and their populations if such uses are not designed to be compatible with surrounding land uses. The purpose of a Minor Use Permit is to allow Placer County Planning Services Division staff and the Placer County Zoning Administrator to evaluate a proposed use to determine if problems may occur, to provide the public with an opportunity to review the proposed project and express their concerns in a public hearing, to work with the project applicant to adjust the project through conditions of approval to solve any potential problems that are identified, or to disapprove a project if identified problems cannot be acceptably corrected.
4. **Conditional Use Permit (CUP).** These uses are allowable subject to approval of a Conditional Use Permit (“CUP”) (Placer County Code Section 17.58.130). Conditional Use Permit approval is required for certain land uses that may be appropriate in a subdistrict, depending on the design of the individual project and the characteristics of the proposed site and surroundings. Such uses can either raise major land use policy issues or could create serious problems for adjoining properties, the surrounding area, and their populations if they are not appropriately located and designed. The purpose of a Conditional Use Permit is to allow Placer County Planning Services Division staff and the Placer County Planning Commission to evaluate a proposed use to determine if problems may occur, to provide the public with an opportunity to review the proposed project and express their concerns in a public hearing, to work with the project applicant to adjust the project through conditions of approval to solve any potential problems that are identified, or to disapprove a project if identified problems cannot be acceptably corrected.

#### 1.06 Definitions of Terms and Uses

- A. **Terms.** The terms used in this document are defined in the TRPA Code of Ordinances, Chapter 90, Definitions.
- B. **Uses.** Land Uses in this document are defined in Chapter 21, Permissible Uses, of the TRPA Code of Ordinances.
- C. **Shorezone Uses.** Shorezone Uses in this document are defined in Chapter 81, Permissible Uses and Structures in the Shorezone and Lakezone, of the TRPA Code of Ordinances, as well as Placer County Code Chapter 12, Article 12.32 “Lake Tahoe Shorezone”. The Shorezone of Lake Tahoe is regulated by Chapters 80 through 86 of the TRPA Code of Ordinances. Additional Shorezone standards for certain zoning subdistricts are outlined in Chapter 2 of these Area Plan Regulations.

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## Chapter 2 District Standards

### 2.01 Zones and Districts

- A. The Placer County Tahoe Basin Area Plan shall be classified into zoning subdistricts and zoning overlay districts. All property in the Area Plan is included in a zoning subdistrict. Some property is also included in one or more zoning overlay districts.
- B. These Chapter 2 District Standards outline the allowed land uses and the development standards and guidelines for each zoning subdistrict and zoning overlay district. Chapter 2 standards and guidelines supplement the generally applicable development standards and guidelines that are outlined in Chapter 3: Area-Wide Standards and Guidelines.
- C. Table 2.01.A-1 lists the zoning subdistricts and overlay districts. Subdistricts are organized as Residential Districts (Section 2.03), Mixed-Use Districts (Section 2.04), Community Service Districts (Section 2.05), Conservation Districts (Section 2.06), Recreation Districts (Section 2.07) and Tourist Planned Development Districts (Section 2.08). Zoning overlay districts are outlined in Section 2.09.
- D. The Mixed-Use Subdistricts are classified within one of four subareas - Greater Tahoe City, North Tahoe East, North Tahoe West, and West Shore.
- E. The location of each subdistrict and overlay district is depicted on the Area Plan zoning maps in Section 2.02.

<b>TABLE 2.01.A-1: PLACER COUNTY TAHOE BASIN AREA PLAN SUBDISTRICTS AND OVERLAY DISTRICTS</b>		
<i>Subdistrict</i>	<i>Regional Plan Land Use Designation</i>	<i>Previous Plan Area Statement (PAS)</i>
<b>Residential Subdistricts (Section 2.03)</b>		
Alpine Peaks	Residential	167 Alpine Peaks
Brockway	Residential	031 Brockway
Carnelian Bay Subdivision	Residential	016B Carnelian Bay Subdivision
Carnelian Woods	Residential	016A Carnelian Woods
Cedar Flat	Residential	014 Cedar Flat
Chambers Landing	Residential	156 Chambers Landing
Dollar Point	Residential	010 Dollar Point
Fairway Tract	Residential	002 Fairway Tract
Fairway Tract Northeast	Residential	002 Fairway Tract Special Area #1
Fairway Tract South	Residential	002 Fairway Tract Special Area #2
Flick Point/Agate Bay	Residential	018 Flick Point/Agate Bay
Highlands	Residential	011 Highlands
Homewood/Residential	Residential	160 Homewood/Residential
Kings Beach Residential	Residential	028 Kings Beach Residential
Kingswood East	Residential	025 Kingswood East

**TABLE 2.01.A-1: PLACER COUNTY TAHOE BASIN AREA PLAN SUBDISTRICTS AND OVERLAY DISTRICTS**

<i>Subdistrict</i>		<i>Regional Plan Land Use Designation</i>	<i>Previous Plan Area Statement (PAS)</i>
Kingswood West		Residential	020 Kingswood West
Lake Forest		Residential	008 Lake Forest
Lake Forest Glen		Residential	007 Lake Forest Glen
Mark Twain Tract		Residential	172 Mark Twain Tract
McKinney Tract		Residential	158 McKinney Tract
Rocky Ridge		Residential	005 Rocky Ridge
Sunnyside/Skyland		Residential	164 Sunnyside/Skyland
Tahoe Estates		Residential	021 Tahoe Estates
Tahoe Park/Pineland		Residential	170 Tahoe Park/Pineland
Tahoe Pines		Residential	161 Tahoe Pines
Tahoe Vista Residential		Tourist	022 Tahoe Vista CP Special Area #6
Tahoe Vista Subdivision		Residential	023 Tahoe Vista Subdivision
Tahoma Residential		Residential	154 Tahoma Residential
Talmont		Residential	168 Talmont
Tavern Heights		Residential	171 Tavern Heights
Timberland		Residential	165 Timberland
Woodvista		Residential	027 Woodvista
<b>Mixed-Use Subdistricts (Section 2.04)</b>			
<b>Greater Tahoe City Mixed Use Subdistricts</b>			
MU-TC	Mixed-Use Town Center	Mixed-Use, Town Center	001A Tahoe City CP Special Area #1
		Mixed-Use, Town Center	001A Tahoe City CP Special Area #2
		Mixed-Use, Town Center	001A Tahoe City CP Special Area #3
		Mixed-Use, Town Center	001A Tahoe City CP Special Area #5
		Mixed-Use, Town Center	002 Fairway Tract Special Area #2
MU-N	Mixed-Use Neighborhood	Mixed-Use, Town Center	001A Tahoe City CP Special Area #5
MU-S	Mixed-Use Service	Mixed-Use, Town Center	001A Tahoe City CP Special Area #2
MU-NT	Mixed-Use Neighborhood Tourist	Mixed-Use, Town Center	001A Tahoe City CP Special Area #4
MU-REC	Mixed-Use Recreation	Mixed-Use, Town Center	001A Tahoe City CP Special Area #4
		Mixed-Use, Town Center	001A Tahoe City CP Special Area #3
MUN-DH	Mixed-Use Neighborhood Dollar Hill	Mixed-Use	009B Dollar Hill

<b>TABLE 2.01.A-1: PLACER COUNTY TAHOE BASIN AREA PLAN SUBDISTRICTS AND OVERLAY DISTRICTS</b>			
<i>Subdistrict</i>		<i>Regional Plan Land Use Designation</i>	<i>Previous Plan Area Statement (PAS)</i>
MUN-LFG	Mixed-Use Neighborhood Lake Forest Glen	Mixed-Use	007 Lake Forest Glen Special Area #1
<b>North Tahoe East Mixed Use Subdistricts</b>			
MU-MTC	Mixed-Use Mountainside Town Center	Mixed-Use, Town Center	029 Kings Beach CP Special Area #1
		Mixed-Use, Town Center	029 Kings Beach CP Special Area #2 (East Entry)
		Mixed-Use, Town Center	029 Kings Beach CP Special Area #2 (West Entry)
MU-LTC	Mixed-Use Lakeside Town Center	Mixed-Use, Town Center	029 Kings Beach CP Special Area #2 (West Entry)
			029 Kings Beach CP Special Area #3
MU-R	Mixed-Use Residential	Mixed-Use, Town Center	029 Kings Beach CP Special Area #4
MU-TOR	Mixed-Use Tourist	Tourist, Town Center	032 California North Stateline CP
MU-WREC	Mixed-Use Waterfront Recreation	Mixed-Use, Town Center	029 Kings Beach CP Special Area #2 (West Entry)
			029 Kings Beach CP Special Area #3
			029 Kings Beach CP Special Area #4
<b>North Tahoe West Mixed Use Subdistricts</b>			
MU-GW	Mixed-Use Gateway West	Tourist	022 Tahoe Vista CP Special Area #1
MU-CCW	Mixed-Use Community Center West	Tourist	022 Tahoe Vista CP Special Area #2
MU-CCE	Mixed-Use Community Center East	Tourist	022 Tahoe Vista CP Special Area #3
MU-GE	Mixed-Use Gateway East	Tourist	022 Tahoe Vista CP Special Area #4
MU-NC	Mixed-Use Neighborhood Commercial	Mixed-Use	017- Carnelian Bay CP
<b>West Shore Mixed Use Subdistricts</b>			
Tahoma Village Center		Mixed-Use	155 Tahoma Commercial
Homewood Village Center		Tourist	159 Homewood/Commercial
Sunnyside Village Center		Mixed-Use	169 Sunnyside

<b>TABLE 2.01.A-1: PLACER COUNTY TAHOE BASIN AREA PLAN SUBDISTRICTS AND OVERLAY DISTRICTS</b>		
<i>Subdistrict</i>	<i>Regional Plan Land Use Designation</i>	<i>Previous Plan Area Statement (PAS)</i>
<b>Community Service Subdistricts (Section 2.05)</b>		
Fairway Service	Mixed-Use	001A Tahoe City Community Plan Special Area #2
Kings Beach Industrial	Mixed-Use	026 Kings Beach Industrial CP
Lake Forest Commercial	Mixed-Use	009A Lake Forest Commercial Special Area #1
		009A Lake Forest Commercial Special Area #2
Tahoe City Industrial	Mixed-Use	001B Tahoe City Industrial
Tahoe Vista Industrial	Mixed-Use	022 Tahoe Vista CP Special Area #5
<b>Conservation Subdistricts (Section 2.06)</b>		
Blackwood	Conservation, Recreation, Backcountry, Wilderness	162 Blackwood
Burton Creek	Conservation	004 Burton Creek
Lower Ward Valley	Conservation	163 Lower Ward Valley
Martis Peak	Conservation	019 Martis Peak
McKinney Lake	Conservation, Recreation	152 McKinney Lake
Watson Creek	Conservation	013 Watson Creek
<b>Recreation Subdistricts (Section 2.07)</b>		
64 Acre Tract	Recreation	174 64 Acre Tract
Fish Hatchery	Recreation	006 Fish Hatchery
Homewood Master Plan	Conservation, Recreation	157 Homewood/Tahoe Ski Bowl
Lower Truckee	Conservation, Recreation	003 Lower Truckee
North Star	Recreation	015 North Star
North Tahoe High School	Recreation	012 North Tahoe High School
North Tahoe Recreation Area	Conservation, Recreation	024A North Tahoe Recreation Area
Snow Creek	Conservation	024B Snow Creek
Tahoe City Golf Course	Recreation	001A Tahoe City Community Plan Special Area #5
	Recreation	002 Fairway Tract Special Area #2
Upper Ward Valley (also partially within the West Shore Subarea)	Conservation, Recreation	166 Upper Ward Valley
<b>Tourist Planned Development Subdistricts (Section 2.08)</b>		
Granlibakken (also partially within the Greater Tahoe City Subarea)	Tourist	173 Granlibakken
<b>Overlay Districts (Section 2.09)</b>		



<b>TABLE 2.01.A-1: PLACER COUNTY TAHOE BASIN AREA PLAN SUBDISTRICTS AND OVERLAY DISTRICTS</b>			
<i>Subdistrict</i>		<i>Regional Plan Land Use Designation</i>	<i>Previous Plan Area Statement (PAS)</i>
Town Center Overlay		Multiple, Town Center	Multiple
TCWE-SPA	Tahoe City Western Entry Special Planning Area	Mixed-Use, Town Center	001A Tahoe City CP Special Areas #1, #2 & #3
TCGC-SPA	Tahoe City Golf Course Special Planning Area	Mixed-Use, Town Center	002 Fairway Tract Special Area #2
TRC-SPA	Truckee River Corridor Special Planning Area	Recreation	003 Lower Truckee
KBE-SPA	Kings Beach Entry Special Planning Area	Mixed-Use	029 Kings Beach Community Plan Special Area #2 (East Entry)
NS-SPA	North Stateline Special Planning Area	Tourist, Town Center	032 California North Stateline Community Plan

**2.02 Zoning Map**

- A. The boundaries of the zoning subdistricts and overlay districts established by these Area Plan Regulations are shown on the Area Plan Zoning Map. Separate maps depicting The Greater Tahoe City, North Tahoe East, North Tahoe West and West Shore Subareas are also provided.
- B. The boundaries of the zoning subdistricts and overlay districts generally follow the parcel lines in effect upon adoption of this Area Plan. In cases where a subdistrict or overlay zoning district does not follow a parcel boundary, the applicable subdistrict or overlay district applies to the portion of the parcel included in the subdistrict or overlay district. The zoning boundaries do not change if parcel boundaries are modified.

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*Placer County*

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2.03 Residential Districts

- A. **Alpine Peaks Subdistrict.** The Alpine Peaks Subdistrict is located within the West Shore Subarea. The area should remain residential, maintaining the existing character of the neighborhood.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. Lots in this subdivision, whether sensitive or not, shall be eligible for retirement pursuant to the Transfer Development Rights (TDR) provisions that would allow development rights to be transferred out of this Subdistrict.
    - b. There are problems with fire protection service and Tahoe City Public Utility District (TCPUD) service to this area due to its remote location. Buyout programs and other economic alternatives should be offered to the property owners in this area to encourage transfer out of existing developments.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.A-1: ALPINE PEAKS SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Day Care Centers/Pre-Schools	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
<b>Resource Management</b>		
Reforestation	A	

TABLE 2.03.A-1: ALPINE PEAKS SUBDISTRICT		
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.A-2 prescribes the development standards for the Alpine Peaks Subdistrict.

TABLE 2.03.A-2: DEVELOPMENT STANDARDS — ALPINE PEAKS SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
<u>Minimum Lot Area per Dwelling Unit</u>	<u>6,000 sq ft</u>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1)(2)
<i>Side</i>	15 ft total; 5 ft min
<u>Street-Side Setback</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	50 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) <u>When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u>	
(3) <u>See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	



- B. **Brockway Subdistrict.** The Brockway Subdistrict is located within the North Tahoe East Subarea. This area should continue to be residential, maintaining the existing character of the neighborhood.
1. **Special Designations.** None.
  2. **Special Policies.**
    - a. A pedestrian facility should be constructed to link Kings Beach and North Stateline.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.B-1: LAND USE REGULATIONS — BROCKWAY SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	A	
<b>Tourist Accommodation</b>		
Bed and Breakfast Facilities	CUP	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Religious Assembly	MUP	
Local Post Offices	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Temporary Events	A	
Day Use Areas	A	
Riding and Hiking Trails	A	
Beach Recreation	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	

TABLE 2.03.B-1: LAND USE REGULATIONS — BROCKWAY SUBDISTRICT		
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.B-2 prescribes the development standards for the Brockway Subdistrict.

TABLE 2.03.B-2: DEVELOPMENT STANDARDS — BROCKWAY SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
<i>Bed and Breakfast Facilities</i>	Bed and Breakfast Facilities: 10 units per acre
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
<del>Minimum Lot Area per Dwelling Unit</del>	<del>6,000 sq ft</del>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1)(2)
<i>Side</i>	15 ft total; 5 ft min
<u>Street Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) <u>When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A..</u>	
(3) <u>See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	

5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the

regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances [and Placer County Code, Chapter 12, Article 12.32 "Lake Tahoe Shorezone"](#). The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

<b>TABLE 2.03.B-3: SHOREZONE — BROCKWAY SUBDISTRICT</b>				
<i>Tolerance Districts</i>	3	6	7	8
<b>Primary Uses</b>				
Beach Recreation		A	A	A
Safety and Navigational Devices	A	A	A	A
Salvage Operations	A	S	S	S
<b>Accessory Structures</b>				
Buoys	A	A	A	A
Piers	<a href="#">A(1)</a>	<a href="#">A(1)</a>	<a href="#">A(1)</a>	<a href="#">A(1)</a>
Fences	<a href="#">S(1)</a>	<a href="#">S(1)</a>	<a href="#">S(1)</a>	<a href="#">S(1)</a>
Boat Ramps	S	S	S	S
Breakwaters or Jetties	S	S	S	S
Shoreline Protective Structures	<a href="#">S(1)</a>	<a href="#">S(1)</a>	<a href="#">S(1)</a>	<a href="#">S(1)</a>
Floating Docks and Platforms	A	A	A	A
Water Intake Lines	S	S	S	S
<b>Notes:</b>				
<a href="#">(1) _____ Accessory Structure(s) shall also comply with the requirements of Placer County Code, Chapter 12, Article 12.32 "Lake Tahoe Shorezone"</a>				

- C. **Carnelian Bay Subdivision Subdistrict.** The Carnelian Bay Subdivision Subdistrict is located within the North Tahoe West Subarea. This area should continue to be residential, maintaining the established character of the neighborhood.
1. **Special Designation.** None.
  2. **Special Policies.** None.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

<b>TABLE 2.03.C-1: LAND USE REGULATIONS — CARNELIAN BAY SUBDIVISION SUBDISTRICT</b>		
<b>Allowable Land Uses</b>	<b>Land Use Permit</b>	<b>Add'l Regs.</b>
<b>Residential</b>		
Single-Family Dwelling	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Local Post Offices	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
Beach Recreation	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	

TABLE 2.03.C-1: LAND USE REGULATIONS — CARNELIAN BAY SUBDIVISION SUBDISTRICT		
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.C-2 prescribes the development standards for the Carnelian Bay Subdivision Subdistrict.

TABLE 2.03.C-2: DEVELOPMENT STANDARDS — CARNELIAN BAY SUBDIVISION SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Additional Developed Outdoor Recreation	Overnight Uses: 280 PAOT
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
Minimum Lot Area per Dwelling Unit	6,000 sq ft
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <a href="#">(2)</a>
<i>Side</i>	15 ft total; 5 ft min
<a href="#">Street-Side</a>	<a href="#">10 ft (3)</a>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) <a href="#">When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</a>	
(3) <a href="#">See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</a>	

5. **Shorezone.** Within the specified shorezone tolerance districts, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulation applicable to the primary uses upon which they are dependent in accordance with the TRPA Code of Ordinances [and Placer County Code Chapter 12, Article 12.32 "Lake Tahoe Shorezone"](#). The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are

accessory to an existing, allowed use located on the same or adjoining littoral parcel.

<b>TABLE 2.03.C-3: SHOREZONE — CARNELIAN BAY SUBDIVISION SUBDISTRICT</b>		
<i>Tolerance Districts</i>	4	6
<b>Primary Uses</b>		
Beach Recreation	A	A
Safety and Navigational Devices	A	A
Salvage Operations	A	A
<b>Accessory Structures</b>		
Buoys	A	A
Piers	A <u>(1)</u>	A <u>(1)</u>
Fences	S <u>(1)</u>	S <u>(1)</u>
Boat Ramps	S	S
Breakwaters or Jetties	S	S
Floating Docks and Platforms	A	A
Shoreline Protective Structures	S <u>(1)</u>	S <u>(1)</u>
Water Intake Lines	S	S
<u>Notes:</u>		
<u>Accessory Structure(s) shall also comply with the requirements of Placer County Code Chapter 12, Article 12.32 "Lake Tahoe Shorezone"</u>		

- D. **Carnelian Woods Subdistrict.** The Carnelian Woods Subdistrict is located within the North Tahoe West Subarea. This area should continue to be residential, maintaining the established character of the neighborhood.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. The build out of remaining condominium development is contingent on SEZ restoration.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.D-1: LAND USE REGULATIONS — CARNELIAN WOODS SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single-Family Dwelling	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	

TABLE 2.03.D-1: LAND USE REGULATIONS — CARNELIAN WOODS SUBDISTRICT		
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.D-2 prescribes the development standards for the Carnelian Woods Subdistrict.

TABLE 2.03.D-2: DEVELOPMENT STANDARDS — CARNELIAN WOODS SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
<u>Minimum Lot Area per Dwelling Unit</u>	<u>6,000 sq ft</u>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1), <u>(2)</u>
<i>Side</i>	15 ft total; 5 ft min
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
<u>(2) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u>	
<u>(3) See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	



E. **Cedar Flat Subdistrict.** The Cedar Flat Subdistrict is located within the North Tahoe West Subarea. This area should continue as a residential area of the same type and character now existing.

1. **Special Designation.** None.

2. **Special Policies.**

a. A specific plan shall be developed by Placer County for the County littoral strip of land known as Lake Forest #2 prior to any further shorezone development. The plan should balance private pier and buoy uses with public recreation and fishery management. [See also Placer County Code, Chapter 12, Article 12.32 "Lake Tahoe Shorezone".](#)

a. —

b. The provisions of this Subdistrict shall apply to Special Area #1 if TRPA finds that the threshold findings set forth in TRPA Ordinance 95-4 have been completed. If the findings have not yet been satisfied then the provisions of the Watson Creek Subdistrict shall apply.

3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.E-1: LAND USE REGULATIONS — CEDAR FLAT SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Religious Assembly	MUP	
Local Post Offices	MUP	
Day Care Centers/Pre-Schools	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	

TABLE 2.03.E-1: LAND USE REGULATIONS — CEDAR FLAT SUBDISTRICT		
Riding and Hiking Trails	A	
Beach Recreation	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Selection Cut	MUP	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.E-2 prescribes the development standards for the Cedar Flat Subdistrict.

TABLE 2.03.E-2: DEVELOPMENT STANDARDS — CEDAR FLAT SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
<u>Minimum Lot Area per Dwelling Unit</u>	<u>6,000 sq ft</u>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <u>(2)</u>
<i>Side</i>	15 ft total; 5 ft min
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	

<b>TABLE 2.03.E-2: DEVELOPMENT STANDARDS — CEDAR FLAT SUBDISTRICT</b>	
<a href="#">(2) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</a>	
<a href="#">(3) See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</a>	

- 1. Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances [and Placer County Code Chapter 12, Article 12.32 "Lake Tahoe Shorezone"](#). The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

<b>TABLE 2.03.E-3: SHOREZONE — CEDAR FLAT SUBDISTRICT</b>		
<i>Tolerance Districts</i>	2	4
<b>Primary Uses</b>		
Beach Recreation		A
Safety and Navigational Devices	A	A
Salvage Operations	A	A
<b>Accessory Structures</b>		
Buoys	A	A
Piers	<a href="#">A (1)</a>	<a href="#">A (1)</a>
Fences	<a href="#">S (1)</a>	<a href="#">S (1)</a>
Boat Ramps	S	S
Breakwaters or Jetties	S	S
Floating Docks and Platforms	A	A
Shoreline Protective Structures	<a href="#">S (1)</a>	<a href="#">S (1)</a>
Water Intake Lines	S	S
<b>Notes:</b>		
<a href="#">(1) Accessory Structure(s) shall also comply with the requirements of Placer County Code Article 12.32 "Lake Tahoe Shorezone"</a>		

- F. **Chambers Landing Subdistrict.** The Chambers Landing Subdistrict is located within the West Shore Subarea. This area should continue to be residential, maintaining the existing character of the neighborhood.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. Additional commercial development shall be limited to parcels containing commercial uses on the effective date of the Plan.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.F-1: LAND USE REGULATIONS — CHAMBERS LANDING SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	A	
<b>Commercial</b>		
Eating and Drinking Places	MUP	See Special Policy 2.a.
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Religious Assembly	MUP	
Local Post Offices	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
Beach Recreation	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	

TABLE 2.03.F-1: LAND USE REGULATIONS — CHAMBERS LANDING SUBDISTRICT		
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.F-2 prescribes the development standards for the Chambers Landing Subdistrict.

TABLE 2.03.F-2: DEVELOPMENT STANDARDS — CHAMBERS LANDING SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
<i>Minimum Lot Area per Dwelling Unit</i>	6,000 sq ft
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1)(2)
<i>Side</i>	15 ft total; 5 ft min
<i>Street-Side</i>	10 ft (3)
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.	
(3) See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.	

5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances and Placer County Code Chapter 12, Article 12.32 "Lake Tahoe Shorezone". The following structures

may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

<b>TABLE 2.03.F-3: SHOREZONE — CHAMBERS LANDING SUBDISTRICT</b>		
<i>Tolerance Districts</i>	6	7
<b>Primary Uses</b>		
Beach Recreation	A	A
Safety and Navigational Devices	A	A
Salvage Operations	A	A
<b>Accessory Structures</b>		
Buoys	A	A
Piers	A <a href="#">(1)</a>	A <a href="#">(1)</a>
Fences	S <a href="#">(1)</a>	S <a href="#">(1)</a>
Boat Ramps	S	S
Breakwaters or Jetties	S	S
Floating Docks and Platforms	A	A
Shoreline Protective Structures	S <a href="#">(1)</a>	S <a href="#">(1)</a>
Water Intake Lines	S	S
<u>Notes:</u>		
<a href="#">(1) Accessory Structure(s) shall also comply with the requirements of Placer County Code Chapter 12, Article 12.32 "Lake Tahoe Shorezone"</a>		

- G. **Dollar Point Subdistrict.** The Dollar Point Subdistrict is located within the Greater Tahoe City Subarea. This area should continue as a residential area of the same type and character.
1. **Special Designation.** None.
  2. **Special Policies.** None.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.G-1: LAND USE REGULATIONS — DOLLAR POINT SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single-Family Dwelling	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Religious Assembly	MUP	
Local Post Offices	MUP	
Day Care Centers/Pre-Schools	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
Beach Recreation	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	

TABLE 2.03.G-1: LAND USE REGULATIONS — DOLLAR POINT SUBDISTRICT		
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.G-2 prescribes the development standards for the Dollar Point Subdistrict.

TABLE 2.03.G-2: DEVELOPMENT STANDARDS — DOLLAR POINT SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
<u>Minimum Lot Area per Dwelling Unit</u>	<u>6,000 sq ft</u>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1)(2)
<i>Side</i>	15 ft total; 5 ft min
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	50 CNEL
<i>Highway 28 Corridor</i>	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.	
(3) See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.	



5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances and Placer County Code Chapter 12, Article 12.32 "Lake Tahoe Shorezone". The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

<b>TABLE 2.03.G-3: SHOREZONE — DOLLAR POINT SUBDISTRICT</b>		
<i>Tolerance Districts</i>	2	4
<b>Primary Uses</b>		
Beach Recreation		A
Safety and Navigational Devices	A	A
Salvage Operations	A	A
<b>Accessory Structure</b>		
Buoys	A	A
Piers	A <u>(1)</u>	A <u>(1)</u>
Fences	S <u>(1)</u>	S <u>(1)</u>
Boat Ramps	S	S
Breakwaters or Jetties	S	S
Shoreline Protective Structures	S <u>(1)</u>	S <u>(1)</u>
Floating Docks and Platforms	A	A
Water Intake Lines	S	S
<u>Notes:</u>		
<u>(1) Accessory Structure(s) shall also comply with the requirements of Placer County Code Article 12.32 "Lake Tahoe Shorezone"</u>		

- H. **Fairway Tract Subdistrict.** The Fairway Tract Subdistrict is located within the Greater Tahoe City Subarea. This area should continue to serve as a residential neighborhood, maintaining the existing character.
1. **Special Designations.** None.
  2. **Special Policies.** None.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.H-1: LAND USE REGULATIONS — FAIRWAY TRACT SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single-Family Dwelling	A	
<b>Public Service</b>		
Cemeteries	A	
Religious Assembly	MUP	
Cultural Facilities	MUP	
Day Care Centers/Pre-Schools	A	
Local Post Offices	MUP	
Local Public Health and Safety Facilities	MUP	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	CUP	
Public Utility Centers	A	
Schools - Kindergarten through Secondary	A	
Pipelines and Power Transmissions	CUP	
Transit Stations And Terminals	CUP	
Transportation Routes	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Day Use Areas	A	
Golf Courses	A	
Participant Sports Facilities	MUP	
Cross Country Skiing Courses	A	
Outdoor Recreation Concession	A	
Snowmobile Courses	CUP	

<b>TABLE 2.03.H-1: LAND USE REGULATIONS — FAIRWAY TRACT SUBDISTRICT</b>		
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Selection Cut	MUP	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.H-2 prescribes the development standards for the Fairway Tract Subdistrict.

<b>TABLE 2.03.H-2: DEVELOPMENT STANDARDS — FAIRWAY TRACT SUBDISTRICT</b>	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
<del>Minimum Lot Area per Dwelling Unit</del>	<del>6,000 sq ft</del>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <u>(2)</u>
<i>Side</i>	15 ft total; 5 ft min
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) <u>When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u>	
(3) <u>See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	

- I. **Fairway Tract Northeast Subdistrict.** The Fairway Tract Northeast Subdistrict is located within the Greater Tahoe City Subarea. This area should continue to serve as a residential neighborhood, maintaining the existing character.
1. **Special Designations.** (See Section 3.14)
    - a. TDR Receiving Area for:
      - i. Existing Development
      - ii. Multi-Residential Units
    - b. Preferred Affordable, Moderate, and Achievable Housing Area
  2. **Special Policies.**
    - a. The Fairway Tract Northeast Subdistrict is a multi-residential area that recognizes areas zoned for multiple residential use under pre-existing County and TRPA zoning. Development of housing for the workers of the Tahoe City area is encouraged for this area.
    - b. Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.I-1: LAND USE REGULATIONS — FAIRWAY TRACT NORTHEAST SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single-Family Dwelling	A	
Multiple Family Dwelling	A	
Multi-Person Dwelling	A	
Nursing and Personal Care	A	
Employee Housing	A	
Residential Care	A	
<b>Public Service</b>		
Cemeteries	A	
Religious Assembly	MUP	
Cultural Facilities	MUP	
Day Care Center/Pre-Schools	A	
Local Post Offices	MUP	
Local Public Health and Safety Facilities	MUP	
Membership Organizations	A	

<b>TABLE 2.03.I-1: LAND USE REGULATIONS — FAIRWAY TRACT NORTHEAST SUBDISTRICT</b>		
Publicly Owned Assembly and Entertainment	CUP	
Public Utility Centers	A	
Schools – Kindergarten through Secondary	A	
Pipelines and Power Transmissions	CUP	
Transit Stations and Terminals	CUP	
Transportation Routes	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Day Use Areas	A	
Golf Courses	A	
Participant Sports Facilities	MUP	
Cross Country Skiing Courses	A	
Outdoor Recreation Concession	A	
Snowmobile Courses	CUP	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Selection Cut	MUP	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.I-2 prescribes the development standards for the Fairway Tract Northeast Subdistrict.

TABLE 2.03.I-2: DEVELOPMENT STANDARDS — FAIRWAY TRACT NORTHEAST SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel Multiple Family Dwelling: <del>8-15</del> units per acre Multi-Person Dwelling: 25 persons per acre Nursing and Personal Care: 25 persons per acre Residential Care: 25 persons per acre Employee Housing: 15 units per acre
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	<del>2,904</del> 10,000 sq ft
Minimum Lot Width	<del>2555</del> ft
<del>Minimum lot area per dwelling unit</del>	<del>6,000</del> sq ft
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <del>(2)</del>
<i>Side</i>	<del>15-ft total</del> ; 5 ft min; <u>except when adjoining another unit on adjacent property, then 10 ft min on other side of unit</u>
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) <u>When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u>	
(3) <u>See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	

- J. **Fairway Tract South Subdistrict.** The Fairway Tract South Subdistrict is located within the Greater Tahoe City Subarea. This area should continue to serve as a recreation and public service area in a residential neighborhood, maintaining the existing character.
1. **Special Designations.** (See Section 3.14)
    - a. TDR Receiving Area for:
      - i. Existing Development
      - ii. Multi-Residential Units
    - b. Preferred Affordable, Moderate, and Achievable Housing Area
  2. **Special Policies.**
    - a. The Fairway Tract South Subdistrict is a recreation/public service area, which is in the influence area of the former Tahoe City Community Plan. All projects shall be subject to the policies and standards of this Sub-district.
    - b. Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.J-1: LAND USE REGULATIONS — FAIRWAY TRACT SOUTH SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single-Family Dwelling	A	
Multiple Family Dwelling	<del>A (1)</del> /MUP	
Multi-Person Dwelling	<del>A (1)</del> /MUP	
Employee Housing	<del>A (1)</del> /MUP	
<b>Tourist Accommodation</b>		
Bed and Breakfast Facilities	CUP	
Hotel, Motel and Other Transient Dwelling Units	CUP	
<b>Commercial</b>		
Eating and Drinking Places	A	
Nursery	MUP	
Amusements and Recreation Services	A	
Privately Owned Assembly and Entertainment	MUP	
<b>Public Service</b>		
Cemeteries	A	



<b>TABLE 2.03.J-1: LAND USE REGULATIONS — FAIRWAY TRACT SOUTH SUBDISTRICT</b>		
Religious Assembly	MUP	
Cultural Facilities	MUP	
Day Care Centers/Pre-Schools	A	
Local Post Offices	MUP	
Local Public Health and Safety Facilities	MUP	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	CUP	
Public Utility Centers	A	
Schools — Kindergarten through Secondary	A	
Pipelines and Power Transmissions	CUP	
Transit Stations and Terminals	CUP	
Transportation Routes	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Day Use Areas	A	
Golf Courses	A	
Participant Sports Facilities	MUP	
Cross Country Skiing Courses	A	
Outdoor Recreation Concession	A	
Snowmobile Courses	CUP	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Selection Cut	MUP	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

TABLE 2.03.J-1: LAND USE REGULATIONS — FAIRWAY TRACT SOUTH SUBDISTRICT
(1) Allowed if 100% of units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing.

4. **Development Standards.** Table 2.03.J-2 prescribes the development standards for the Fairway Tract South Subdistrict.

TABLE 2.03.J-2: DEVELOPMENT STANDARDS — FAIRWAY TRACT SOUTH SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel Multiple Family Dwelling: 15 units per acre Multi-Person Dwelling: 37 persons per acre Employee Housing: 15 units per acre
<i>Tourist Accommodation</i>	Bed and Breakfast Facilities: 10 units per acre Hotel, Motel and Other Transient Units: <i>With less than 10% of units with kitchens – 40 units per acre</i> <i>With 10% or more units with kitchens – 15 units per acre</i>
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	<del>2,904 sq ft</del> 10,000 sq ft
Minimum Lot Width	<del>255</del> 55 ft
<del>Minimum Lot Area per Dwelling Unit</del>	<del>6,000 sq ft</del>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <del>(2)</del>
<i>Side</i>	<del>15 ft total; 5 ft min.</del> <u>except when adjoining another unit on adjacent property: 0 ft on one side, 10 ft min on one side</u>
<u><i>Street-Side</i></u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) <u>When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u>	
(3) <u>See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	

- K. **Flick Point/Agate Bay Subdistrict.** The Flick Point/Agate Bay Subdistrict is located within the North Tahoe West Subarea. This area should continue to be residential, maintaining the existing character.
1. **Special Designations.** None.
  2. **Special Policies.** None.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.K-1: LAND USE REGULATIONS — FLICK POINT / AGATE BAY SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Religious Assembly	MUP	
Local Post Offices	MUP	
Day Care Centers/Pre-Schools	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
Beach Recreation	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	

TABLE 2.03.K-1: LAND USE REGULATIONS — FLICK POINT / AGATE BAY SUBDISTRICT		
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.K-2 prescribes the development standards for the Flick Point/Agate Bay Subdistrict.

TABLE 2.03.K-2: DEVELOPMENT STANDARDS — FLICK POINT / AGATE BAY SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
<u>Minimum Lot Area per Dwelling Unit</u>	<u>6,000 sq ft</u>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <u>(2)</u>
<i>Side</i>	15 ft total; 5 ft min
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	50 CNEL
<i>Highway 28 Corridor</i>	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) <u>When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u>	
(3) <u>See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	

5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances [and Placer County Code Chapter 12, Article 12.32 "Lake Tahoe Shorezone"](#). The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

<b>TABLE 2.03.K-3: SHOREZONE — FLICK POINT / AGATE BAY SUBDISTRICT</b>		
<i>Tolerance Districts</i>	2	6
<b>Primary Uses</b>		
Beach Recreation		A
Safety and Navigational Devices	A	A
Salvage Operations	A	A
<b>Accessory Structures</b>		
Buoys	A	A
Piers	A <a href="#">(1)</a>	A <a href="#">(1)</a>
Fences	S <a href="#">(1)</a>	S <a href="#">(1)</a>
Boat Ramps	S	S
Breakwaters or Jetties	S	S
Floating Docks and Platforms	A	A
Shoreline Protective Structures	S <a href="#">(1)</a>	S <a href="#">(1)</a>
Water Intake Lines	S	S
<b>Notes:</b>		
<a href="#">(1)</a> Accessory Structure(s) shall also comply with the requirements of Placer County Code <a href="#">Chapter 12, Article 12.32 "Lake Tahoe Shorezone"</a>		

- L. **Highlands Subdistrict.** The Highlands Subdistrict is located within the Greater Tahoe City Subarea. This area should continue as residential, maintaining the existing character and single-family dwelling density.
1. **Special Designations.** None.
  2. **Special Policies.** The following special policies apply to the Highlands Subdistrict:
    - a. Existing multiple family dwellings shall be conforming; however, there shall not be any additional multiple family dwellings in the Subdistrict.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.L-1: LAND USE REGULATIONS — HIGHLANDS SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single-Family Dwelling	A	
Multiple Family Dwelling	MUP	See Special Policy 2.a.
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmissions	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Religious Assembly	MUP	
Local Post Offices	MUP	
Day Care Centers/Pre-Schools	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
Sports Assembly	MUP	
Cross Country Ski Courses	A	
Snowmobile Courses	CUP	
Outdoor Recreation Concession	A	

TABLE 2.03.L-1: LAND USE REGULATIONS — HIGHLANDS SUBDISTRICT		
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.L-2 prescribes the development standards for the Highlands Subdistrict.

TABLE 2.03.L-2: DEVELOPMENT STANDARDS — HIGHLANDS SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel Multiple Family Dwelling: 15 du per acre
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
<u>Minimum Lot Area per Dwelling Unit</u>	<u>6,000 sq ft</u>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1)(2)
<i>Side</i>	15 ft total; 5 ft min
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	50 CNEL
Notes: (1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way. (2) <u>When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u> (3) <u>See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	

- M. **Homewood/Residential Subdistrict.** The Homewood/Residential Subdistrict is located within the West Shore Subarea. This area should remain a low-density residential area while upgrading the area in character with the west shore.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. Regulate the lakefront strip of land as a multi-use area for residents of the subdivision until the ownership is resolved. No new structures shall be permitted. However, repairs may be permitted on all structures until the issue is resolved.
    - b. TDR of allocations is allowed to be located only in areas served with paved roads, water, power, and sewer service.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.M-1: LAND USE REGULATIONS — HOMEWOOD / RESIDENTIAL SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Religious Assembly	MUP	
Local Post Offices	MUP	
Day Care Centers/Pre-Schools	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
Beach Recreation	A	



TABLE 2.03.M-1: LAND USE REGULATIONS — HOMEWOOD / RESIDENTIAL SUBDISTRICT		
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.M-2 prescribes the development standards for the Homewood/Residential Subdistrict.

TABLE 2.03.M-2: DEVELOPMENT STANDARDS — HOMEWOOD / RESIDENTIAL SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
Minimum Lot Area per Dwelling Unit	6,000 sq ft
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1), (2)
<i>Side</i>	15 ft total; 5 ft min
<u>Street-Side</u>	10 ft (3)
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A..	

**TABLE 2.03.M-2: DEVELOPMENT STANDARDS — HOMEWOOD / RESIDENTIAL SUBDISTRICT**  
(3) See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.

5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances and Placer County Code Chapter 12, Article 12.32 "Lake Tahoe Shorezone". The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

<b>TABLE 2.03.M-3: SHOREZONE — HOMEWOOD/RESIDENTIAL SUBDISTRICT</b>	
<i>Tolerance District</i>	7
<b>Primary Uses</b>	
Beach Recreation	A
Safety and Navigational Facilities	A
Salvage Operations	A
<b>Accessory Structures</b>	
Buoys	A
Piers	A <u>(1)</u>
Fences	S <u>(1)</u>
Boat Ramps	S
Breakwaters or Jetties	S
Floating Docks and Platforms	A
Shoreline Protective Structures	S <u>(1)</u>
Water Intake Lines	S
<u>Notes:</u> The Accessory Structure (s) shall also comply with the requirements of Placer County Code <u>Chapter 12, Article 12.32 "Lake Tahoe Shorezone"</u> .	

- N. **Kings Beach Residential Subdistrict.** The Kings Beach Residential Subdistrict is located within the North Tahoe East Subarea. This area should continue to be a mixed residential area with substantial improvements to upgrade the character of the area.
1. **Special Designations.** (See Section 3.14)
    - a. TDR Receiving Area for:
      - i. Existing Development
      - ii. Multi-Residential Units
    - b. Preferred Affordable, Moderate, and Achievable Housing Area
  2. **Special Policies.**
    - a. Low income housing that is displaced as a result of redevelopment should be mitigated.
    - b. Single-family residential sites should be 50-25 feet or more in width.
    - c. Redirection should be encouraged in terms of planned unit developments that make the most efficient use of site design. Redevelopment projects should allow resubdivision of property equivalent to the number of units created by the old subdivision map, with reversions to acreage of the old subdivision lots. Substandard housing and mobile home and trailer park developments should be encouraged to convert to better quality, more permanent housing stock. Emphasis should be given to affordable, moderate, and achievable housing developments.
    - d. Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.N-1: LAND USE REGULATIONS — KINGS BEACH RESIDENTIAL SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single-Family Dwelling	A	
Multiple Family Dwelling	A	
Multi-Person Dwelling	A	
Employee Housing	A	
Mobile Home Dwelling	MUP	
<b>Tourist Accommodation</b>		
Hotels, Motels and Other Transient Dwelling Units	CUP	

<b>TABLE 2.03.N-1: LAND USE REGULATIONS — KINGS BEACH RESIDENTIAL SUBDISTRICT</b>		
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmissions	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Government Offices	MUP	
Religious Assembly	MUP	
Local Post Offices	MUP	
Day Care Centers/Pre-Schools	MUP	
Schools - Kindergarten through Secondary	A	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.N-2 prescribes the development standards for the Kings Beach Residential Subdistrict.

<b>TABLE 2.03.N-2: DEVELOPMENT STANDARDS — KINGS BEACH RESIDENTIAL SUBDISTRICT</b>	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel Multiple Family Dwellings: 15 units per acre Multi-Person Dwellings: 37 persons per acre Employee Housing: 15 units per acre Mobile home Dwelling: 8 units per acre
<i>Tourist Accommodation</i>	Hotel, Motel and Other Transient Dwelling Units with less than 10% of units with kitchens: 40 units per acre Hotels, Motels and Other Transient Dwelling Units with 10% or more units with kitchens: 15 units per acre
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	<del>2,904 sq ft</del> 10,000sq-ft
Minimum Lot Width	<del>55-25</del> ft
Minimum Lot Area per Dwelling Unit	6,000-sq-ft
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <del>(2)</del>
<i>Side</i>	<del>15 ft total</del> ; 5 ft min; <u>except when adjoining another unit on adjacent property, then 10 ft min on other side of unit</u>
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) <u>When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u>	
(3) <u>See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	

- O. **Kingswood East Subdistrict.** The Kingswood East Subdistrict is located partially within the North Tahoe East Subarea and partially within the North Tahoe West Subarea. This area should continue to be a single-family residential neighborhood.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. Additional commercial development shall be limited to parcels containing commercial uses on the effective date of the Area Plan.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.O-1: LAND USE REGULATIONS — KINGSWOOD EAST SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	A	
<b>Commercial</b>		
Professional Offices	MUP	See Special Policy 2.a.
<b>Tourist Accommodation</b>		
Timeshare (Residential Design)	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Government Offices	MUP	
Local Post Offices	MUP	
Religious Assembly	MUP	
Day Care Centers/Pre-Schools	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
<b>Resource Management</b>		
Reforestation	A	

TABLE 2.03.O-1: LAND USE REGULATIONS — KINGSWOOD EAST SUBDISTRICT		
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.O-2 prescribes the development standards for the Kingswood East Subdistrict.

TABLE 2.03.O-2: DEVELOPMENT STANDARDS — KINGSWOOD EAST SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
<i>Tourist Accommodation</i>	Timeshare (Residential Design): 15 units per acre
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
Minimum Lot Area per Dwelling Unit	6,000 sq ft
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <u>(2)</u>
<i>Side</i>	15 ft total; 5 ft min
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.	
(3) See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.	

- P. **Kingswood West Subdistrict.** The Kingswood West Subdistrict is located within the North Tahoe West Subarea. This area should continue to be residential, maintaining the existing character of the neighborhood.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. The County will investigate the possibility of providing a second access to this area.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.P-1: LAND USE REGULATIONS — KINGSWOOD WEST SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single-Family Dwelling	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Local Post Offices	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	



TABLE 2.03.P-1: LAND USE REGULATIONS — KINGSWOOD WEST SUBDISTRICT		
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.P-2 prescribes the development standards for the Kingswood West Subdistrict.

TABLE 2.03.P-2: DEVELOPMENT STANDARDS — KINGSWOOD WEST SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
<u>Minimum Lot Area per Dwelling Unit</u>	<u>6,000 sq ft</u>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <u>(2)</u>
<i>Side</i>	15 ft total; 5 ft min
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	50 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) <u>When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u>	
(3) <u>See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	

- Q. **Lake Forest Subdistrict.** The Lake Forest Subdistrict is located within the Greater Tahoe City Subarea. This area should continue to serve as a residential neighborhood of the existing type and character.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. The Skylandia property should be maintained as a subregional recreation area, as should the Tahoe City Public Utility District beach. Community involvement must be encouraged in any planned development of recreation facilities in this area.
    - b. The shoreline should be limited to one multiple use pier on Placer County property. The existing piers should be allowed to remain. [See also Placer County Code Chapter 12, Article 12.32 "Lake Tahoe Shorezone."](#)
    - c. The shoreline area should remain in public ownership, and additional access and parking should be provided at Skylandia.
    - d. Organization should be encouraged to eliminate traffic and congestion problems at the Tahoe City Public Utility District beach.
    - e. Special Area #1 shall be considered one project area and the only personal service permissible is wedding chapels. The special use findings to add this use shall include that the project area has functional BMPs and the historic integrity of the property is being protected.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.Q-1: LAND USE REGULATIONS — LAKE FOREST SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	A	
<b>Tourist Accommodation</b>		
Bed and Breakfast Facilities	CUP	
<b>Commercial</b>		
Personal Services	MUP	Limited to Special Area #1. See Special Policy 2.e.
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	

TABLE 2.03.Q-1: LAND USE REGULATIONS — LAKE FOREST SUBDISTRICT		
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Local Post Offices	MUP	
Religious Assembly	MUP	
Threshold-Related Research Facilities	MUP	
Recreation		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
Beach Recreation	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.Q-2 prescribes the development standards for the Lake Forest Subdistrict.

TABLE 2.03.Q-2: DEVELOPMENT STANDARDS — LAKE FOREST SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
<i>Tourist Accommodation</i>	Bed and Breakfast Facilities: 10 units per acre
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
Minimum Lot Area per Dwelling Unit	6,000 sq ft

TABLE 2.03.Q-2: DEVELOPMENT STANDARDS — LAKE FOREST SUBDISTRICT	
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
Front	20 ft (1) (2)
Side	15 ft total; 5 ft min
Street-Side	10 ft (3)
Rear	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.	
(3) See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.	

5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances and Placer County Code Chapter 12, Article 12.32 "Lake Tahoe Shorezone". The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

TABLE 2.03.Q-3: SHOREZONE — LAKE FOREST SUBDISTRICT			
Tolerance Districts	1	4	7
<b>Primary Uses</b>			
Beach Recreation		A	A
Safety and Navigational Devices	A	A	A
Water Oriented Outdoor Recreation Concessions		S	S
Salvage Operations	A	A	A
<b>Accessory Structures</b>			
Buoys	A	A	A
Piers	A (1)	A (1)	A (1)
Fences	S (1)	S (1)	S (1)
Boat Ramps	S	S	S
Breakwaters or Jetties		S	S
Floating Docks and Platforms	A	A	A
Shoreline Protective Structures		S (1)	S (1)
Water Intake Lines	S	S	S
<u>Notes:</u>			

<b>TABLE 2.03.Q-3: SHOREZONE — LAKE FOREST SUBDISTRICT</b>			
<i>Tolerance Districts</i>	<i>1</i>	<i>4</i>	<i>7</i>
(1) _____ Accessory Structure(s) shall also comply with the requirements of Placer County Code <a href="#">Chapter 12, Article 12.32 "Lake Tahoe Shorezone"</a>			

- R. **Lake Forest Glen Subdistrict.** The Lake Forest Glen Subdistrict is located within the Greater Tahoe City Subarea. This area should be continued as a medium density residential area with some additional compatible commercial uses.
1. **Special Designations.**
    - a. TDR Receiving Area for:
      - i. Existing Development
      - ii. Multi-Residential Units
    - b. Preferred Affordable, Moderate, and Achievable Housing Area
  2. **Special Policies.**
    - a. A high priority should be given to evaluation and restoration of disturbed SEZs. There should be no further encroachment into the meadow.
    - b. Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is allowed (A), subject to an Administrative review permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited within this Subdistrict.

TABLE 2.03.R-1: LAND USE REGULATIONS — LAKE FOREST GLEN SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single-Family Dwelling	A	
Multiple Family Dwelling	A	
Multi-Person Dwelling	A	
Employee Housing	A	
<b>Public Service</b>		
Local Post Offices	MUP	
Local Public Health and Safety Facilities	MUP	
Public Utility Centers	MUP	
Pipelines and Power Transmission	CUP	
Transit Stations and Terminals	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Threshold-Related Research Facilities	MUP	

TABLE 2.03.R-1: LAND USE REGULATIONS — LAKE FOREST GLEN SUBDISTRICT		
<b>Recreation</b>		
Day Use Areas	A	
Participant Sports Facilities	MUP	
Riding and Hiking Trails	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection And Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.R-2 prescribes the development standards for the Lake Forest Glen Subdistrict.

TABLE 2.03.R-2: DEVELOPMENT STANDARDS — LAKE FOREST GLEN SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel Multiple Family Dwelling: 15 units per acre Multi-Person Dwelling: 37 persons per acre Employee Housing: 15 units per acre
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	<del>10,000-sq-ft</del> <u>2,904 sq ft</u>
Minimum Lot Width	<del>55</del> <u>25</u> ft
<u>Minimum Lot Area per Dwelling Unit</u>	<u>6,000-sq-ft</u>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <u>(2)</u>
<i>Side</i>	<del>15-ft total; 5 ft min.</del> <u>except when adjoining another unit on adjacent property: 0 ft on one side, 10 ft min on one side</u>
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft

<b>TABLE 2.03.R-2: DEVELOPMENT STANDARDS — LAKE FOREST GLEN SUBDISTRICT</b>	
Maximum Community Noise Equivalent Level	55 CNEL
Notes: (1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way. (2) <a href="#">When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</a> (3) <a href="#">See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</a>	



- S. **Mark Twain Tract Subdistrict.** The Mark Twain Tract Subdistrict is located partially within the Greater Tahoe City Subdistrict and partially within the West Shore Subarea. This area should continue to be residential, at the density of one residence per legal lot or parcel of record. However, transfer of developments out of this area is encouraged.
1. **Special Designations.** None.
  2. **Special Policies.** None.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.S-1: LAND USE REGULATIONS — MARK TWAIN TRACT SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single-Family Dwelling	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	

TABLE 2.03.S-1: LAND USE REGULATIONS — MARK TWAIN TRACT SUBDISTRICT		
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.S-2 prescribes the development standards for the Mark Twain Tract Subdistrict.

TABLE 2.03.S-2: DEVELOPMENT STANDARDS — MARK TWAIN TRACT SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
Minimum Lot Area per Dwelling Unit	6,000-sq-ft
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <a href="#">(2)</a>
<i>Side</i>	15 ft total; 5 ft min
<a href="#">Street-Side</a>	<a href="#">10 ft (3)</a>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	50 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) <a href="#">When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</a>	
(3) <a href="#">See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</a>	

- T. **McKinney Tract Subdistrict.** The McKinney Tract Subdistrict is located within the West Shore Subarea. This area should remain residential with a density of one single family dwelling per parcel.
1. **Special Designations.** None.
  2. **Special Policies.**
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative review permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited within this Subdistrict.

TABLE 2.03.T-1: LAND USE REGULATIONS — MCKINNEY TRACT SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Local Post Offices	MUP	
Day Care Centers/Pre-Schools	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
Beach Recreation	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	

TABLE 2.03.T-1: LAND USE REGULATIONS — MCKINNEY TRACT SUBDISTRICT		
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.T-2 prescribes the development standards for the McKinney Tract Subdistrict.

TABLE 2.03.T-2: DEVELOPMENT STANDARDS — MCKINNEY TRACT SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
<u>Minimum Lot Area per Dwelling Unit</u>	<u>6,000 sq ft</u>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <u>(2)</u>
<i>Side</i>	15 ft total; 5 ft min
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) <u>When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A..</u>	
(3) <u>See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	

5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances [and Placer County Code Article 12.32 "Lake Tahoe Shorezone"](#). The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

<b>TABLE 2.03.T-3: SHOREZONE — MCKINNEY TRACT SUBDISTRICT</b>	
<i>Tolerance District</i>	7
<b>Primary Uses</b>	
Beach Recreation	A
Safety and Navigational Devices	A
Salvage Operations	A
<b>Accessory Structures</b>	
Buoys	A
Piers	A <a href="#">(1)</a>
Fences	S <a href="#">(1)</a>
Boat Ramps	S
Breakwaters or Jetties	S
Floating Docks and Platforms	A
Shoreline Protective Structures	S <a href="#">(1)</a>
Water Intake Lines	S
<u>Notes:</u>	
<a href="#">(1)</a> Accessory Structure(s) shall also comply with the requirements of Placer County Code Article 12.32 "Lake Tahoe Shorezone".	

- U. **Rocky Ridge Subdistrict.** The Rocky Ridge Subdistrict is located within the Greater Tahoe City Subarea. This area should continue to be a residential area of the same type and character that now exists.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. The wall barrier on Burton Creek should be removed or otherwise renovated to facilitate upstream migration of fish.
    - b. The existing motel shall be conforming; however, there shall be no additional tourist accommodation units in this Subdistrict.
    - c. TRPA recognizes the existing research facility at its current level of use on the Historic Fish Hatchery Property as a Threshold-Related Research Facility in Subdistrict. There shall be no expansion of the existing use unless, at the time of project approval it is determined that the project can be sufficiently mitigated, and there is implementation of the following environmental improvement projects:
      - i. Participate in planning, designing, and funding a fair share of the Burton Creek Linked Project-Stream Habitat Restoration (EIP Project 01.02.02.0031); AND
      - ii. Such additional mitigation as TRPA may determine necessary.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.U-1: LAND USE REGULATIONS — ROCKY RIDGE SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single-Family Dwelling	A	
<b>Tourist Accommodation</b>		
Hotel, Motel and Other Transient Dwelling Units	CUP	See Special Policy 2.b.
Bed and Breakfast Facilities	CUP	See Special Policy 2.b.
<b>Commercial</b>		
Professional Offices	MUP	
<b>Public Service</b>		
Local Post Offices	MUP	
Local Public Health and Safety Facilities	MUP	
Public Utility Centers	MUP	
Pipelines and Power Transmission	CUP	
Transit Stations and Terminals	CUP	

TABLE 2.03.U-1: LAND USE REGULATIONS — ROCKY RIDGE SUBDISTRICT		
Transportation Routes	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Threshold-Related Research Facilities	MUP	
Recreation		
Day Use Areas	A	
Beach Recreation	A	
Participant Sports	MUP	
Riding and Hiking Trails	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.U-2 prescribes the development standards for the Rocky Ridge Subdistrict.

TABLE 2.03.U-2: DEVELOPMENT STANDARDS — ROCKY RIDGE SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
<i>Tourist Accommodation</i>	Bed and Breakfast Facilities: 8 units per acre Hotel, Motel and Other Transient Dwelling Units: <i>With less than 10% of units with kitchens – 20 units per acre</i> <i>With 10% or more units with kitchens – 8 units per acre</i>
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
Minimum Lot Area per Dwelling Unit	6,000-sq-ft
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150

TABLE 2.03.U-2: DEVELOPMENT STANDARDS — ROCKY RIDGE SUBDISTRICT	
Front	20 ft (1) <u>(2)</u>
Side	15 ft total; 5 ft min
<u>Street-Side</u>	<u>10 ft (3)</u>
Rear	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) <u>When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u>	
(3) <u>See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	

5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances and Placer County Code Article 12.32 "Lake Tahoe Shorezone". The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

TABLE 2.03.U-3: SHOREZONE — ROCKY RIDGE SUBDISTRICT		
Tolerance Districts	4	7
<b>Primary Uses</b>		
Beach Recreation	A	A
Safety and Navigational Facilities	A	A
Salvage Operations	A	A
<b>Accessory Structures</b>		
Buoys	A	A
Piers	A <u>(1)</u>	A <u>(1)</u>
Fences	S <u>(1)</u>	S <u>(1)</u>
Boat Ramps	S	S
Breakwaters or Jetties	S	S
Floating Docks and Platforms	A	A
Shoreline Protective Structures	S <u>(1)</u>	S <u>(1)</u>
Water Intake Lines	S	S
Notes:		
<u>(1) _____ Accessory Structure(s) shall also comply with the requirements of Placer County Code Article 12.32 "Lake Tahoe Shorezone"</u>		



- V. **Sunnyside/Skyland Subdistrict.** The Sunnyside/Skyland Subdistrict is located within the West Shore Subarea. This area should remain residential, maintaining the existing character of the neighborhood.
1. **Special Designation.** None.
  2. **Special Policies.** None.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.V-1: LAND USE REGULATIONS — SUNNYSIDE / SKYLAND SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Religious Assembly	MUP	
Local Post Offices	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
Beach Recreation	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	

TABLE 2.03.V-1: LAND USE REGULATIONS — SUNNYSIDE / SKYLAND SUBDISTRICT		
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.V-2 prescribes the development standards for the Sunnyside/Skyland Subdistrict.

TABLE 2.03.V-2: DEVELOPMENT STANDARDS — SUNNYSIDE / SKYLAND SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
<u>Minimum Lot Area per Dwelling Unit</u>	<u>6,000 sq-ft</u>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <u>(2)</u>
<i>Side</i>	15 ft total; 5 ft min
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) <u>When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u>	
(3) <u>See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	

5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances [and Placer County Code Article 12.32 “Lake Tahoe Shorezone”](#). The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

<b>TABLE 2.03.V-3: SHOREZONE — SUNNYSIDE / SKYLAND SUBDISTRICT</b>			
<i>Tolerance Districts</i>	4	6	7
<b>Primary Uses</b>			
Beach Recreation	A	A	A
Safety and Navigational Devices	A	A	A
Salvage Operations	A	A	A
<b>Accessory Structures</b>			
Buoys	A	A	A
Piers	<a href="#">A (1)</a>	<a href="#">A (1)</a>	<a href="#">A (1)</a>
Fences	<a href="#">S (1)</a>	<a href="#">S (1)</a>	<a href="#">S (1)</a>
Boat Ramps	S	S	S
Breakwaters or Jetties	S	S	S
Floating Docks and Platforms	A	A	A
Shoreline Protective Structures	<a href="#">S (1)</a>	<a href="#">S (1)</a>	<a href="#">S (1)</a>
Water Intake Lines	S	S	S
<b>Notes:</b>			
<a href="#">(1)</a> _____ Accessory Structure(s) shall also comply with the requirements of Placer County Code Article 12.32 “Lake Tahoe Shorezone”			

W. **Tahoe Estates Subdistrict.** The Tahoe Estates Subdistrict is located within the North Tahoe West Subarea. This area should continue to be residential, maintaining the existing character of the neighborhood.

1. **Special Designations.** None.
2. **Special Policies.** None.
3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.W-1: LAND USE REGULATIONS — TAHOE ESTATES SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Religious Assembly	MUP	
Local Post Offices	MUP	
Day Care Centers/Pre-Schools	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
Beach Recreation	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	

TABLE 2.03.W-1: LAND USE REGULATIONS — TAHOE ESTATES SUBDISTRICT		
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.W-2 prescribes the development standards for the Tahoe Estates Subdistrict.

TABLE 2.03.W-2: DEVELOPMENT STANDARDS — TAHOE ESTATES SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
<u>Minimum Lot Area per Dwelling Unit</u>	<u>6,000-sq-ft</u>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <u>(2)</u>
<i>Side</i>	15 ft total; 5 ft min
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) <u>When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A..</u>	
(3) <u>See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	

5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances [and Placer County Code Article 12.32 “Lake Tahoe Shorezone”](#). The following structures may be permitted by TRPA in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

<b>TABLE 2.03.W-3: SHOREZONE — TAHOE ESTATES SUBDISTRICT</b>	
<i>Tolerance District</i>	2
<b>Primary Uses</b>	
Safety and Navigational Devices	A
Salvage Operations	A
<b>Accessory Structures</b>	
Buoys	A
Piers	A <a href="#">(1)</a>
Fences	S <a href="#">(1)</a>
Boat Ramps	S
Breakwaters or Jetties	S
Floating Docks and Platforms	A
Shoreline Protective Structures	S <a href="#">(1)</a>
Water Intake Lines	S
<u>Notes:</u>	
<a href="#">(1)</a> Accessory Structure(s) shall also comply with the requirements of Placer County Code Article 12.32 “Lake Tahoe Shorezone”	

- X. **Tahoe Park/Pineland Subdistrict.** The Tahoe Park/Pineland Subdistrict is located within the West Shore Subarea. This area should remain residential, maintaining the existing character of the neighborhood.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. Additional fire defensible space and other fire protection facilities are encouraged in this area.
    - b. Additional commercial uses permissible in this Subdistrict shall be limited to parcels containing such uses. No additional commercial floor area shall be approved in this Subdistrict.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.X-1: LAND USE REGULATIONS — TAHOE PARK / PINELAND SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	A	
<b>Commercial</b>		
Eating and Drinking Places	MUP	See Special Policy 2.b.
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Religious Assembly	MUP	
Local Post Offices	MUP	
Day Care Centers/Pre-Schools	MUP	
Schools – Kindergarten through Secondary	MUP	Limited to Special Area #1
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	

TABLE 2.03.X-1: LAND USE REGULATIONS — TAHOE PARK / PINELAND SUBDISTRICT		
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.X-2 prescribes the development standards for the Tahoe Park/Pineland Subdistrict.

TABLE 2.03.X-2: DEVELOPMENT STANDARDS — TAHOE PARK / PINELAND SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
<u>Minimum Lot Area per Dwelling Unit</u>	<u>6,000 sq ft</u>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <u>(2)</u>
<i>Side</i>	15 ft total; 5 ft min
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	50 CNEL
<i>Highway 89 Corridor</i>	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
<u>(2) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u>	
<u>(3) See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	



- Y. **Tahoe Pines Subdistrict.** The Tahoe Pines Subdistrict is located within the West Shore Subarea. This area should remain residential, maintaining the existing character of the neighborhood.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. Efforts to restore Blackwood Creek should continue.
    - b. Public access to the shoreline should be maintained or expanded on public lands, particularly on the County lands at Tahoe Pines.
    - c. Commercial use of the old Tahoe Pines post office building as it exists upon the adoption of this Area Plan is considered an allowable use.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.Y-1: LAND USE REGULATIONS — TAHOE PINES SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	A	
<b>Commercial</b>		
Old Tahoe Pines Post Office (Commercial use of the old Tahoe Pines post office building as it exists upon the adoption of this Subdistrict is considered an allowed use.)	A	See Special Policy 2.c.
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Religious Assembly	MUP	
Local Post Offices	MUP	
Day Care Centers/Pre-Schools	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	

TABLE 2.03.Y-1: LAND USE REGULATIONS — TAHOE PINES SUBDISTRICT		
Day Use Areas	A	
Riding and Hiking Trails	A	
Beach Recreation	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.Y-2 prescribes the development standards for the Tahoe Pines Subdistrict.

TABLE 2.03.Y-2: DEVELOPMENT STANDARDS — TAHOE PINES SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
<u>Minimum Lot Area per Dwelling Unit</u>	<u>6,000 sq ft</u>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <u>(2)</u>
<i>Side</i>	15 ft total; 5 ft min
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	

<b>TABLE 2.03.Y-2: DEVELOPMENT STANDARDS — TAHOE PINES SUBDISTRICT</b>	
<a href="#">(2) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</a>	
<a href="#">(3) See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</a>	

5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances [and Placer County Code Article 12.32 "Lake Tahoe Shorezone"](#). The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

<b>TABLE 2.03.Y-3: SHOREZONE — TAHOE PINES SUBDISTRICT</b>		
<i>Tolerance Districts</i>	6	7
<b>Primary Uses</b>		
Beach Recreation	A	A
Safety and Navigational Devices	A	A
Salvage Operation	A	A
<b>Accessory Structures</b>		
Buoys	A	A
Piers	<a href="#">A (1)</a>	<a href="#">A (1)</a>
Fences	<a href="#">S (1)</a>	<a href="#">S (1)</a>
Boat Ramps	S	S
Breakwaters or Jetties	S	S
Shoreline Protective Structures	<a href="#">S (1)</a>	<a href="#">S (1)</a>
Floating Docks and Platforms	A	A
Water Intake Lines	S	S
<b>Notes:</b>		
<a href="#">(1) _____ Accessory Structure(s) shall also comply with the requirements of Placer County Code Article 12.32 "Lake Tahoe Shorezone"</a>		

- Z. **Tahoe Vista Residential Subdistrict.** The Tahoe Vista Residential Subdistrict is located within the North Tahoe West Subarea. This area should continue to be residential, maintaining the existing character of the neighborhood.
1. **Special Designation.**
    - a. TDR Receiving Area for:
      - i. Existing Development
      - ii. Multi-Residential Units
    - b. Preferred Affordable, Moderate, and Achievable Housing Area
  2. **Special Policies.**
    - a. Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.Z-1: LAND USE REGULATIONS — TAHOE VISTA RESIDENTIAL SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Employee Housing	A	
Mobile Home Dwelling	MUP	
Multiple Family Dwelling	A	
Multi-Person Dwelling	A	
Residential Care	A	
Single-Family Dwelling	A	
<b>Public Service</b>		
Religious Assembly	MUP	
Day Care Centers – Pre-Schools	A	
Local Public Health and Safety Facilities	MUP	
Schools – Kindergarten through Secondary	MUP	
Pipelines and Power Transmission	CUP	
Transit Stations and Terminals	CUP	
Transportation Routes	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Threshold-Related Research Facilities	MUP	

TABLE 2.03.Z-1: LAND USE REGULATIONS — TAHOE VISTA RESIDENTIAL SUBDISTRICT		
<b>Recreation</b>		
Cross Country Ski Courses	MUP	
Day Use Areas	A	
Developed Campgrounds	CUP	
Recreational Vehicle Parks	CUP	
Riding and Hiking Trails	MUP	
Rural Sports	CUP	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Thinning	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection And Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
SEZ Restoration	A	

4. **Development Standards.** Table 2.03.Z-2 prescribes the development standards for the Tahoe Vista Residential Subdistrict.

TABLE 2.03.Z-2: DEVELOPMENT STANDARDS — TAHOE VISTA RESIDENTIAL SUBDISTRICT	
Maximum Density	The maximum number of residential bonus units which may be permitted for this Subdistrict is 20 units.
<i>Residential</i>	Single Family Dwelling: 1 du/parcel Mobile Home Dwelling: 10 units per acre Multiple Family Dwelling: 15 units per acre Multi-Person Dwelling: 37 people per acre Residential Care: 25 people per acre Employee Housing: 15 units per acre <del>As per the limitations above</del>
<i>Recreation</i>	Developed Campgrounds: 8 sites per acre Recreation Vehicle Park: 10 sites per acre
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	2,904 sq ft/10,000 sq ft

TABLE 2.03.Z-2: DEVELOPMENT STANDARDS — TAHOE VISTA RESIDENTIAL SUBDISTRICT	
Minimum Lot Width	55-25 ft
Minimum Lot Area per Dwelling Unit	6,000 sq ft
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
Front	20 ft (1) (2)
Side	45 ft total; 5 ft min. except when adjoining another unit on adjacent property: 0 ft on one side, 10 ft min on one side
Street-Side	10 ft (3)
Rear	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.	
(3) See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.	

AA. **Tahoe Vista Subdivision Subdistrict.** The Tahoe Vista Subdivision Subdistrict is located within the North Tahoe West Subarea. This area should continue to be low density residential, maintaining the existing character of the neighborhood.

1. **Special Designation.** None.
2. **Special Policies.**
  - a. Nonresidential uses should be limited to parcels fronting Highway 28 and National Avenue.
3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.AA-1: LAND USE REGULATIONS — TAHOE VISTA SUBDIVISION SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	See Special Policy 2.a.
Transit Stations and Terminals	CUP	See Special Policy 2.a.
Pipelines and Power Transmission	CUP	

<b>TABLE 2.03.AA-1: LAND USE REGULATIONS — TAHOE VISTA SUBDIVISION SUBDISTRICT</b>		
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	See Special Policy 2.a.
Religious Assembly	MUP	See Special Policy 2.a.
Local Post Offices	MUP	See Special Policy 2.a.
Day Care Centers/Pre-Schools	MUP	See Special Policy 2.a.
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.AA-2 prescribes the development standards for the Tahoe Vista Subdivision Subdistrict.

<b>TABLE 2.03.AA-2: DEVELOPMENT STANDARDS — TAHOE VISTA SUBDIVISION SUBDISTRICT</b>	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
Minimum Lot Area per Dwelling Unit	6,000 sq ft

<b>TABLE 2.03.AA-2: DEVELOPMENT STANDARDS — TAHOE VISTA SUBDIVISION SUBDISTRICT</b>	
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <a href="#">(2)</a>
<i>Side</i>	15 ft total; 5 ft min
<a href="#">Street-Side</a>	<a href="#">10 ft (3)</a>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
<a href="#">(2) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</a>	
<a href="#">(3) See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</a>	

BB. **Tahoma Residential Subdistrict.** The Tahoma Residential Subdistrict is located within the West Shore Subarea. This area should continue to be residential, maintaining the existing character of the neighborhood.

1. **Special Designations.** (See Section 3.14, "[Transfer of Development](#)")
  - a. TDR ([Transfer of Development Right](#)) Receiving Area for Existing Development; Multi-Residential Units.
  - b. Preferred Affordable, Moderate, and Achievable Housing Area
2. **Special Policies.**
  - a. Placer County, El Dorado County, and the Tahoe City Advisory Council should continue to coordinate efforts with TRPA and State agencies to solve water quality problems in this area.
  - b. Water treatment facilities such as settling ponds should be located in this area.
  - c. Provide opportunities for development of a variety of multi-residential housing types with an emphasis on affordable, moderate, and achievable housing.
3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.



<b>TABLE 2.03.BB-1: LAND USE REGULATIONS — TAHOMA RESIDENTIAL SUBDISTRICT</b>		
<b>Allowable Land Uses</b>	<b>Land Use Permit</b>	<b>Add'l Regs.</b>
<b>Residential</b>		
Single-Family Dwelling	A	
Multiple Family Dwelling	A	
Multi-Person Dwellings	<u>A (1)</u> MUP	
Employee Housing	A	
<b>Tourist Accommodation</b>		
Bed and Breakfast Facilities	CUP	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Religious Assembly	MUP	
Local Post Offices	MUP	
Day Care Centers/Pre-Schools	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
Beach Recreation	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	

TABLE 2.03.BB-1: LAND USE REGULATIONS — TAHOMA RESIDENTIAL SUBDISTRICT		
Runoff Control	A	
<u>(1) Allowed if 100% of units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing.</u>		

4. **Development Standards.** Table 2.03.BB-2 prescribes the development standards for the Tahoma Residential Subdistrict.

TABLE 2.03.BB-2: DEVELOPMENT STANDARDS — TAHOMA RESIDENTIAL SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel Multiple Family Dwelling: 8 units per acre Multi-Person Dwelling: 25 persons per acre Employee Housing: 8 units per acre
<i>Tourist Accommodation</i>	Bed and Breakfast Facilities: 8 units per acre
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	<u>2,904 sq ft</u> <del>40,000 sq ft</del>
Minimum Lot Width	<u>2555</u> ft
<u>Minimum Lot Area per Dwelling Unit</u>	<u>6,000 sq ft</u>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <u>(2)</u>
<i>Side</i>	<u>45 ft total; 5 ft min, except when adjoining another unit on adjacent property: 0 ft on one side, 10 ft min on one side</u>
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) <u>When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u>	
(3) <u>See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	

5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances and Placer County Code Article 12.32 "Lake Tahoe Shorezone". The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

TABLE 2.03.BB-3: SHOREZONE — TAHOMA RESIDENTIAL SUBDISTRICT		
Tolerance Districts	6	7
<b>Primary Uses</b>		
Beach Recreation	A	A
Safety and Navigational Devices	A	A
Salvage Operations	A	A
<b>Accessory Structures</b>		
Buoys	A	A
Piers	A <a href="#">(1)</a>	A <a href="#">(1)</a>
Fences	S <a href="#">(1)</a>	S <a href="#">(1)</a>
Boat Ramps	S	S
Breakwaters or Jetties	S	S
Floating Docks and Platforms	A	A
Shoreline Protective Structures	S <a href="#">(1)</a>	S <a href="#">(1)</a>
Water Intake Lines	S	S
<u>Notes:</u>		
<a href="#">(1)</a> Accessory Structure(s) shall also comply with the requirements of Placer County Code Article 12.32 "Lake Tahoe Shorezone"		

CC. **Talmont Subdistrict.** The Talmont Subdistrict is located within the West Shore Sub-area. This area should remain residential, maintaining the existing character of the neighborhood.

1. **Special Designation.** None.
2. **Special Policies.** None.
3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.CC-1: LAND USE REGULATIONS — TALMONT SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single-Family Dwelling	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmissions	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F

TABLE 2.03.CC-1: LAND USE REGULATIONS — TALMONT SUBDISTRICT		
Transportation Routes	CUP	
Public Utility Centers	MUP	
Day Care Centers/Pre-Schools	MUP	
Threshold-Related Research Facilities	MUP	
Recreation		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.CC-2 prescribes the development standards for the Talmont Subdistrict.

TABLE 2.03.CC-2: DEVELOPMENT STANDARDS — TALMONT SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
Minimum Lot Area per Dwelling Unit	6,000-sq-ft
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <u>(2)</u>
<i>Side</i>	15 ft total; 5 ft min
<i>Street-Side</i>	<u>10 ft (3)</u>

<b>TABLE 2.03.CC-2: DEVELOPMENT STANDARDS — TALMONT SUBDISTRICT</b>	
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	50 CNEL
Notes: (1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way. (2) <a href="#">When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</a> (3) <a href="#">See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</a>	

DD. **Tavern Heights Subdistrict.** The Tavern Heights Subdistrict is located partially within the Greater Tahoe City Subarea and partially within the West Shore Subarea. This area should continue to be residential, maintaining the existing character of the neighborhood.

1. **Special Designations.** (See Section 3.14 [Transfer of Development](#))
  - a. TDR ([Transfer of Development Right](#)) Receiving Area for Existing Development; Multi-Residential Units (Special Area #1 Only)
  - b. Preferred Affordable, Moderate, and Achievable Housing Area ([Special Area #1 Only](#))
2. **Special Policies.**
  - a. The two religious facilities, as they exist upon the adoption of this Area Plan, are considered allowed uses.
  - b. Special Area #1 is designated for multi-residential use and Government Office Use.
  - c. Special Area #1 provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, achievable, and employee housing.
3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.DD-1: LAND USE REGULATIONS — TAVERN HEIGHTS SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single-Family Dwelling	A	
Multiple Family Dwellings	A (1)/MUP	Limited to Special Area #1
Multi-Person Dwellings	A (1)/MUP	Limited to Special Area #1
Employee Housing	A (1)/MUP	Limited to Special Area #1
<b>Tourist Accommodation</b>		
Bed and Breakfast Facilities	CUP	
<b>Public Service</b>		
Government Offices	MUP	
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F

TABLE 2.03.DD-1: LAND USE REGULATIONS — TAVERN HEIGHTS SUBDISTRICT		
Transportation Routes	CUP	
Public Utility Centers	MUP	
Day Care Centers/Pre-Schools	MUP	
Threshold-Related Research Facilities	MUP	
Recreation		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
Beach Recreation	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	
<i>(1) Allowed if 100% of units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing.</i>		

4. **Development Standards.** Table 2.03.DD-2 prescribes the development standards for the Tavern Heights Subdistrict.

TABLE 2.03.DD-2: DEVELOPMENT STANDARDS — TAVERN HEIGHTS SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel Multiple Family Dwelling: 8 units per acre Multi-Person Dwelling: 25 persons per acre Employee Housing: 8 units per acre
<i>Tourist Accommodation</i>	Bed and Breakfast Facilities: 8 units per acre
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft <i>(2,904 sq ft in Special Area #1)</i>
Minimum Lot Width	55 ft <i>(25 ft in Special Area #1)</i>
<i>Minimum Lot Area per Dwelling Unit</i>	6,000 sq ft
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150

TABLE 2.03.DD-2: DEVELOPMENT STANDARDS — TAVERN HEIGHTS SUBDISTRICT	
Front	20 ft (1),(2)
Side	45-ft total; 5 ft min. (except when adjoining another unit on adjacent property; 0 ft on one side, 10 ft min on one side in Special Area #1 Only)
Street-Side	10 ft (3)
Rear	10 ft
Max. Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.	
(3) See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.	

5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances and Placer County Code Article 12.32 "Lake Tahoe Shorezone". The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

TABLE 2.03.DD-3: SHOREZONE — TAVERN HEIGHTS SUBDISTRICT	
Tolerance District	7
<b>Primary Uses</b>	
Beach Recreation	A
Safety and Navigational Facilities	A
Salvage Operations	S
<b>Accessory Structures</b>	
Buoys	A
Piers	A (1)
Fences	S (1)
Boat Ramps	S
Breakwaters or Jetties	S
Floating Docks and Platforms	S
Shoreline Protective Structures	S (1)
Water Intake Lines	S
Notes:	
(1) Accessory Structure(s) shall also comply with the requirements of Placer County Code Article 12.32 "Lake Tahoe Shorezone"	



- EE. **Timberland Subdistrict.** The Timberland Subdistrict is located within the West Shore Subarea. This area should remain residential, maintaining the existing character of the neighborhood.
1. **Special Designation.** None.
  2. **Special Policies.** None.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.EE-1: LAND USE REGULATIONS — TIMBERLAND SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Local Post Offices	MUP	
Schools – Kindergarten through Secondary	A	
Day Care Centers/Pre-Schools	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	

TABLE 2.03.EE-1: LAND USE REGULATIONS — TIMBERLAND SUBDISTRICT		
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.EE-2 prescribes the development standards for the Timberland Subdistrict.

TABLE 2.03.EE-2: DEVELOPMENT STANDARDS — TIMBERLAND SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
<u>Minimum Lot Area per Dwelling Unit</u>	<u>6,000-sq-ft</u>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1), <u>(2)</u>
<i>Side</i>	15 ft total; 5 ft min
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
(2) <u>When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A..</u>	
(3) <u>See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	

- FF. **Woodvista Subdistrict.** The Woodvista Subdistrict is located partially within the North Tahoe East Subarea and partially within the North Tahoe West Subarea. This area should continue to be residential, maintaining the existing character of the neighborhood.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. The golf course or open space uses are preferred for the lands fronting Highway 267. New structures in this area shall be sensitive to the visual impacts at this entrance to Lake Tahoe.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.03.FF-1: LAND USE REGULATIONS — WOODVISTA SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single-Family Dwelling	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	MUP	Placer County Code, Section 17.56.060.F
Transportation Routes	CUP	
Public Utility Centers	MUP	
Local Post Offices	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Participant Sports Facilities	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
Golf Courses	A	
Snowmobile Courses	CUP	
Cross Country Skiing Courses	MUP	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	

TABLE 2.03.FF-1: LAND USE REGULATIONS — WOODVISTA SUBDISTRICT		
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.03.FF-2 prescribes the development standards for the Woodvista Subdistrict.

TABLE 2.03.FF-2: DEVELOPMENT STANDARDS — WOODVISTA SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
Maximum Building Height	TRPA Code of Ordinances, Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	55 ft
<u>Minimum Lot Area per Dwelling Unit</u>	<u>6,000 sq ft</u>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	20 ft (1) <u>(2)</u>
<i>Side</i>	15 ft total; 5 ft min
<u>Street-Side</u>	<u>10 ft (3)</u>
<i>Rear</i>	10 ft
Maximum Community Noise Equivalent Level	50 CNEL
<i>Highway 267 Corridor</i>	55 CNEL
Notes:	
(1) Where the road right-of way is less than 50', add 25' to the front setback and measure from the center of traveled way.	
<u>(2) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u>	
<u>(3) See Definition of "street-side setback" in Placer County Zoning Ordinance for applicability limitations.</u>	

## 2.04 Mixed-Use Districts

The Mixed-Use Subdistricts are classified within four Subareas - Greater Tahoe City, North Tahoe East, North Tahoe West, and West Shore. There are separate standards and guidelines applicable to each Subarea, which supplement the general guidelines provided within Chapter 3: Area-Wide Standards and Guidelines.

### A. Greater Tahoe City Mixed-Use Subdistricts.

1. **Purpose.** The purposes of the Greater Tahoe City Mixed-Use Subdistricts are to:
  - a. Provide for the orderly, well-planned, and balanced growth of the Greater Tahoe City area and support the area's role as an important hub of the Lake Tahoe Region and a vibrant commercial, cultural, recreational, and tourist center.
  - b. Promote Tahoe City as a pedestrian-oriented, mixed-use activity center and gateway to North Lake Tahoe.
  - c. Encourage a mix of uses that promotes environmental improvement, economic vitality, and a pleasant quality of life and improve access to a greater range of facilities and services for residents.
  - d. Establish design standards that improve the pedestrian-orientation and visual quality of development and create a unified, distinctive, and attractive character along mixed-use streets.
  - e. Foster environmental Threshold attainment.
2. **Planning Statements.** Planning statements for each Mixed-Use Subdistrict are as follows:
  - a. **Mixed-Use Town Center (MU-TC).** This subdistrict is the heart of the Greater Tahoe City area. It is intended to maintain and enhance the pedestrian- and transit-oriented environment of retail, restaurants, services, and tourist accommodation with easy access to the lake and recreational activities. This subdistrict allows for vertical mixed-use projects with a focus on ground-level active storefronts.
    - i. **Special Designations.** (See Section 3.14 Transfer of Development)
      - (1) Town Center
    - ii. **Special Policies.**
      - (1) Development is preferred in and directed toward Town Centers.
      - (2) This subdistrict is appropriate for a variety of land uses with pedestrian and transit facilities.
      - (3) Redevelopment projects located between a State Highway and Lake Tahoe shall be designed to maintain and enhance views to Lake Tahoe in accordance with the Chapter 66, Scenic Resources, of

the TRPA Code of Ordinances and Section 2.09.A of these Area Plan Regulations.

- (4) Focus within this subdistrict should be on implementation of mobility, multi-modal, and complete street strategies included in the Lake Tahoe Region Active Transportation Plan, ~~and~~ the Tahoe City Mobility Plan, and the Resort Triangle Transportation Plan, including improved parking and circulation along State Route 28 near Grove Street, construction of the multi-use trail gap between Commons Beach and the Wye, and pedestrian crossing improvements along State Route 28 to Lake Tahoe, Commons Beach, and the Truckee River.
  - (5) Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
- b. Mixed-Use Neighborhood (MU-N). This subdistrict is intended to allow one or more of a variety of residential and nonresidential uses to encourage a greater mix and intensity of uses at a scale and form that is appropriate to its neighborhood context and adjacent residential areas. Allowable uses include a medium-scale mix of residential development and neighborhood-oriented commercial and service uses.
- i. **Special Designations.** (See Section 3.14 Transfer of Development)
    - (1) Town Center
  - ii. **Special Policies.**
    - (1) Development is preferred in and directed toward Town Centers.
    - (2) This subdistrict is appropriate for a variety of land uses with pedestrian and transit facilities.
    - (3) The scale and form of development should be sensitive to adjacent residential areas.
    - (4) Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
- c. Mixed-Use Service (MU-S). This subdistrict is intended to provide for a mix of local and regional serving service, light industrial, and public service uses designed, developed, and screened to enhance the scenic corridor along Highway 89 and support attainment of environmental goals.
- i. **Special Designations.** (See Section 3.14 Transfer of Development)

- (1) Town Center
- ii. **Special Policies.**
  - (1) Development is preferred in and directed toward Town Centers.
  - (2) This subdistrict should be maintained as a public service area for Tahoe City.
- d. Mixed-Use Neighborhood Tourist (MU-NT). This subdistrict is intended for residential housing, tourist accommodation, mixed-use tourist oriented planned developments, and recreational uses. This subdistrict also allows for community and retail uses that may be appropriate in a residential neighborhood or a small-scale resort setting.
  - i. **Special Designations.** (See Section 3.14 Transfer of Development)
    - (1) Town Center
  - ii. **Special Policies.**
    - (1) Development is preferred in and directed toward Town Centers.
    - (2) This subdistrict should be maintained as a residential and tourist area.
    - (3) Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
- e. Mixed-Use Recreation (MU-REC). This subdistrict is intended to provide areas for passive and commercial recreation uses and related services to improve public access and enjoyment of the Truckee River and Lake Tahoe. Recreational and a mix of supportive retail and service uses are allowed with environmental enhancement improvements.
  - i. **Special Designations.** (See Section 3.14 Transfer of Development)
    - (1) Town Center
  - ii. **Special Policies.**
    - (1) This subdistrict should be maintained as a recreation area with limited retail and service uses.
    - (2) Recreation and environmental enhancement projects should continue to be completed in coordination with the California Department of State Parks, the California Tahoe Conservancy and the Tahoe City Public Utility District.

- f. Mixed Use Neighborhood Dollar Hill (MUN-DH). This area should continue to be a neighborhood oriented multi-family residential and commercial area.
  - i. **Special Designation.** (See Section 3.14 Transfer of Development)
    - (1) TDR (Transfer of Development Right) Receiving Area for: Existing Development; Multi-Residential Units
    - (2) Preferred Affordable, Moderate, and Achievable Housing Area
  - ii. **Special Policies**
    - (1) The uses permitted along Highway 28 should be compatible with the visual sensitivity of the area.
    - (2) Affordable, moderate, and achievable housing and/or community recreation facilities should be considered and encouraged as an alternative to commercial use for this area.
    - (3) Strip commercial development in this area is discouraged.
    - (4) In order to approve a mixed-use project involving affordable, moderate, and achievable-income housing, the housing component shall be constructed prior to, or in conjunction with, the project as a whole.
    - (5) Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, achievable, employee, and workforce housing.
- g. Mixed-Use Neighborhood Lake Forest Glen (MUN-LFG). This area should continue to be a medium density residential area with some additional compatible commercial uses.
  - i. **Special Designation.**
    - (1) TDR (Transfer of Development Right) Receiving Area for: Existing Development; Multi-Residential Units
    - (2) Preferred Affordable, Moderate, and Achievable-Income Housing Area
  - ii. **Special Policies**
    - (1) Commercial development should be limited to the properties fronting Highway 28 north of upper Lake Forest Road, discouraging strip development.
    - (2) Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.



*Implementing Regulations*

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3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Mixed Use Subdistricts. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within these Subdistricts. The establishment of new uses not listed shall be prohibited. Numbers in parentheses (#) refer to specific limitations listed at the end of the table.

TABLE 2.04.A-1: LAND USE REGULATIONS — GREATER TAHOE CITY MIXED-USE SUBDISTRICTS								
Use	Town Center Subdistricts					Village Center Subdistricts		Add'l Regs
	MU-TC	MU-N	MU-S	MU-NT	MU-REC	MUN-DH	MUN-LFG	
<b>Residential</b>								
Single Family Dwelling	A(1) <del>(16)(17)</del>	A <del>(16)</del> <del>(17)</del>		A <del>(16)(17)</del>		<del>A</del> <del>(16)(17)</del> /MUP	A <del>(16)(17)</del>	
Multiple Family Dwellings	A(1)	A	MUP	A	MUP	<del>A(12)</del> /MUP	A	
Multi-Person Dwellings	A(1)	A	MUP	A	MUP	<del>A(12)</del> /MUP	A	
Employee Housing	<del>A(1)</del> MUP	<del>A(1)</del> MUP	MUP	<del>A(1)</del> MUP	MUP	<del>A(12)</del> /MUP	A	
Residential Care	MUP	MUP				MUP		
Nursing And Personal Care	MUP	MUP				MUP		
<b>Tourist Accommodation</b>								
Bed And Breakfast Facilities	C	A		C				
Hotels, Motels And Other Transient Dwelling Units	<del>A(15)</del> /CUP	<del>A(15)</del> /CUP		<del>A(15)</del> /CUP				
Timeshare (Hotel/Motel Design)	CUP	CUP		CUP				
Timeshare (Residential Design)	CUP	CUP		CUP				
<b>Commercial</b>								
Auto, Mobile Home and Vehicle Dealers	CUP							

TABLE 2.04.A-1: LAND USE REGULATIONS — GREATER TAHOE CITY MIXED-USE SUBDISTRICTS								
Use	Town Center Subdistricts					Village Center Subdistricts		Add'l Regs
	MU-TC	MU-N	MU-S	MU-NT	MU-REC	MUN-DH	MUN-LFG	
Building Materials and Hardware	<u>A (13) / MUP</u>		MUP					
Eating and Drinking Places	<u>A (10) / C</u>	<u>A (10) / C</u>		CUP	CUP	A		
Food and Beverage Retail Sales	A	A		CUP	CUP(7)	A		
Furniture, Home Furnishings and Equipment	A					MUP		
General Merchandise Stores	A	A		MUP	MUP	A		
Mail Order and Vending	A							
Nursery	<u>A (14) / MUP</u>	<u>A (14) / MUP</u>	A			A		
Outdoor Retail Sales	<u>A (10) / MUP</u>		<u>A (10) / MUP(2)</u>			MUP		
Service Stations	CUP (9)					CUP		
Amusements and Recreation Services	<del>CUPA</del>			<del>CUPA</del>	<del>CUPA</del>			
Privately Owned Assembly and Entertainment	CUP	CUP		CUP	CUP	CUP		
Animal Husbandry (Services)			MUP(2)					
Auto Repair and Service			A					
Broadcasting Studios	A		A			A		
Business Support Services	A							
Contract Construction Services	A		A					
Financial Services	A	A				A	A	
Health Care Services	A	A	A(2)			A	A	
Laundries and Dry Cleaning Plants	CUP							
Personal Services	A	A	A			A	A	
Professional Offices	<del>A (18)</del>	A	A			A	A	
Repair Services	<u>A (7) / (11) / MUP (11)</u>		A					

TABLE 2.04.A-1: LAND USE REGULATIONS — GREATER TAHOE CITY MIXED-USE SUBDISTRICTS								
Use	Town Center Subdistricts					Village Center Subdistricts		Add'l Regs
	MU-TC	MU-N	MU-S	MU-NT	MU-REC	MUN-DH	MUN-LFG	
Schools - Business and Vocational	A							
Secondary Storage	MUP	MUP	C			MUP		
Food and Kindred Products			MUP					
Industrial Services			A					
Printing and Publishing			A					
Small Scale Manufacturing		MUP	A			MUP		
Storage Yards			CUP					
Vehicle and Freight Terminals			A					
Vehicle Storage and Parking	MUP	MUP	MUP					
Warehousing			MUP(2)					
Wholesale and Distribution			CUP(2)					
<b>Public Service</b>								
Cemeteries						MUP		
Religious Assembly	MUP	A		MUP		A	MUP	
Collection Stations	MUP		A					
Cultural Facilities	A	A	A	A	MUP	A		
Day Care Centers/Pre-Schools	A	MUP				MUP		
Government Offices	A	A	A			A	A(3)	
Local Assembly and Entertainment	CUP	A		CUP	CUP	A		
Local Post Offices	A	A	A			A	MUP	
Local Public Health and Safety Facilities	A	A	A	A	MUP	A	MUP	
Membership Organizations	A	A				MUP		
Publicly Owned Assembly and Entertainment	MUP	A		MUP	MUP	MUP		
Public Utility Centers		MUP		A		MUP	MUP	
Regional Public Health and Safety Facilities	A	A	A	A	CUP			

TABLE 2.04.A-1: LAND USE REGULATIONS — GREATER TAHOE CITY MIXED-USE SUBDISTRICTS								
Use	Town Center Subdistricts					Village Center Subdistricts		Add'l Regs
	MU-TC	MU-N	MU-S	MU-NT	MU-REC	MUN-DH	MUN-LFG	
Schools - Kindergarten Through Secondary		MUP				MUP		
Social Service Organizations	MUP					MUP		
Pipelines and Power Transmission	CUP(5)	CUP(5)	CUP(5)	CUP(5)	CUP(5)	CUP	CUP	
Transit Stations and Terminals	CUP(6)	CUP(6)	A		CUP(6)	CUP	CUP	
Transportation Routes	CUP	CUP	CUP	CUP	CUP	CUP	CUP	
Transmission and Receiving Facilities (8)	MUP	MUP	MUP	MUP	MUP	MUP	MUP	
Airfields, Landing Strips and Heliports (New Non-Emergency Sites Prohibited)					CUP			
Threshold-Related Research Facilities	MUP	MUP	MUP	MUP	MUP	MUP	MUP	
<b>Recreation</b>								
Day Use Areas	A	A	A	A	A	A	A	
Recreation Center	MUP	A		MUP	A			
Participant Sports (Facilities)	MUP	A		MUP	CUP	A	MUP	
Sport Assembly	MUP	A		MUP	CUP			
Beach Recreation	A			A	A			
Boat Launching Facilities	A			CUP	CUP			
Cross Country Skiing Courses	MUP	MUP	MUP	MUP	A	MUP		
Developed Campgrounds					CUP			
Outdoor Recreation Concessions	MUP	MUP		MUP	MUP	MUP		
Marinas	CUP(4)			CUP(4)	CUP(4)			
Recreational Vehicle Park					CUP			
Riding And Hiking Trails	A	A	A	A	A	MUP	A	
Rural Sports	MUP	A		A	A	MUP		
Snowmobile Courses				CUP				

TABLE 2.04.A-1: LAND USE REGULATIONS — GREATER TAHOE CITY MIXED-USE SUBDISTRICTS								
Use	Town Center Subdistricts					Village Center Subdistricts		Add'l Regs
	MU-TC	MU-N	MU-S	MU-NT	MU-REC	MUN-DH	MUN-LFG	
Undeveloped Campgrounds								
<b>Resource Management</b>								
Reforestation	A	A	A	A	A	A	A	
Sanitation Salvage Cut	A	A	A	A	A	A	A	
Special Cut	A	A	A	A	A		A	
Thinning	A	A	A	A	A	A	A	
Tree Farms	A	A	A	A	A	A		
Early Successional Stage Vegetation Management	A	A	A	A	A	A	A	
Structural And Nonstructural Fish/Wildlife Habitat Management							A	
Nonstructural Fish Habitat Management	A	A	A	A	A	A		
Nonstructural Wildlife Habitat Management	A	A	A	A	A	A		
Structural Fish Habitat Management	A	A	A	A	A	A		
Structural Wildlife Habitat Management	A	A	A	A	A	A		
Fire Detection and Suppression	A	A	A	A	A	A	A	
Fuels Treatment	A	A	A	A	A	A	A	
Insect and Disease Suppression	A	A	A	A	A	A	A	
Sensitive and Uncommon Plant Management							A	
Sensitive Plant Management	A	A	A	A	A	A		
Uncommon Plant Community Management	A	A	A	A	A	A		
Erosion Control	A	A	A	A	A	A	A	
Runoff Control	A	A	A	A	A	A	A	
SEZ Restoration	A	A	A	A	A	A	A	

TABLE 2.04.A-1: LAND USE REGULATIONS — GREATER TAHOE CITY MIXED-USE SUBDISTRICTS								
Use	Town Center Subdistricts					Village Center Subdistricts		Add'l Regs
	MU-TC	MU-N	MU-S	MU-NT	MU-REC	MUN-DH	MUN-LFG	
Notes:								
(1) Parcels adjoining North Lake Boulevard or Highway 89 are encouraged to have non-residential uses on the ground floor along the North Lake Boulevard and Highway 89 building frontages.								
(2) Not allowed along Highway 89 frontage.								
(3) Limited to administrative offices.								
(4) Beachside only.								
(5) A Minor Use Permit is required for aboveground pipeline and transmission lines.								
(6) A Minor Use Permit is not required for a bus shelter.								
(7) Limited to establishments with a gross floor area of 5,000 square feet or less.								
(8) Facilities which are not visually obtrusive may be eligible for an Administrative Approval per Section 17.56.060.F.								
(9) Service Stations are not allowed between the State Highways and Lake Tahoe.								
(10) <u>Subcategories of Eating and Drinking Places shall be allowed up to the maximum Commercial Floor Area (CFA) listed below. If the maximum CFA below differs from the TRPA Project Impact Assessment (PIA), the PIA shall take precedence.*</u>								
- Drinking Place – 15,300 square feet								
- Fast Casual Restaurant – 550 square feet								
- Quality Restaurant – 2,000 square feet								
- High-Turnover (Sit-Down) Restaurant – 1,540 square feet								
- Fast Food Restaurant without Drive Thru Window – 500 square feet								
- Food Truck, Mobile Vendor – allowed, no maximum square footage								
* Definitions of the subcategories above are from the Institute of Transportation Engineers Manual (ITE).								
(11) <u>Must be completely enclosed inside a building of soundproof construction.</u>								
(12) <u>Allowed if 100% of units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing.</u>								
(13) <u>Building Materials and Hardware uses: Allowed if the total CFA of the use is 9,500 square feet or less. If the maximum CFA differs from the TRPA Project Impact Assessment (PIA), the PIA shall take precedence.</u>								
(14) <u>Nursery uses: Allowed if the total CFA of the use is 2,500 square feet or less. If the maximums differ from the TRPA Project Impact Assessment (PIA), the PIA shall take precedence.</u>								
(15) <u>Hotels, Motels And Other Transient Dwelling Units, shall be allowed provided the number of units proposed do not exceed 20 units and/or do not generate more than 1,300 daily vehicle miles traveled (VMT) within the Tahoe Basin and is located between Fairway Drive and the Tahoe State Recreational Area within the Town Center boundaries of Tahoe City.</u>								
(16) <u>New attached single family over one unit, including townhomes and condominiums, shall only be allowed if single family encompasses 25% or less of the entire project or if at least 50% of the single family residential units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing.</u>								
(17) <u>Accessory dwelling units are not allowed on the ground floor of North Lake Boulevard frontage. On a case-by-case basis, attached single-family residential uses may be considered when in conjunction with a mixed use project. Residential building features of new single family uses on the ground floor North Lake Boulevard frontage are limited to stoops, front doors, and recessed entries, landscaping and decorative elements subject to County approval. Except as specified and approved above, features such as patios, porches, decks, ground-floor balconies, fences, and driveways are prohibited.</u>								
(18) <u>New real estate and property management offices shall not be located on the ground floor frontage along Highway 28, but may be located on a second floor, side, or behind the building when located in a building fronting Highway 28.</u>								

*Placer County*

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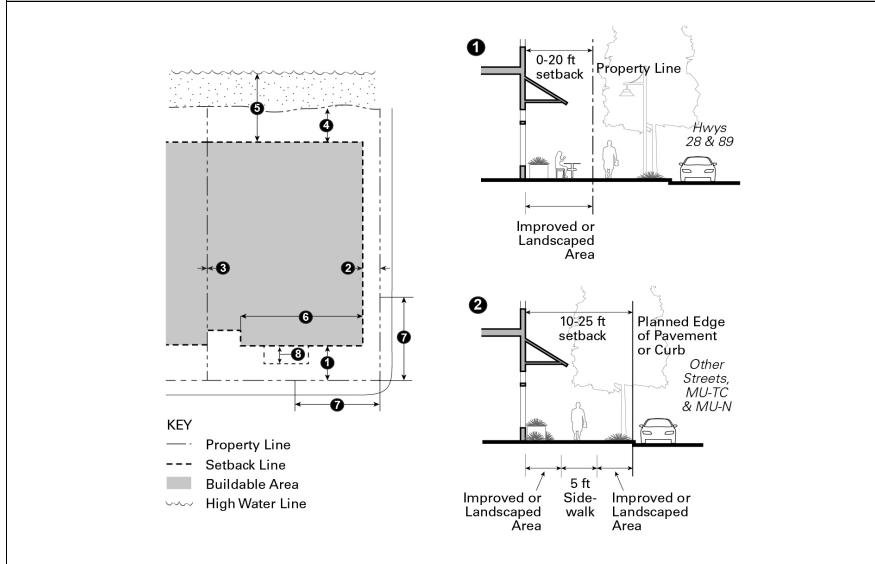
4. **Development Standards.** Tables 2.04.A-2, 2.04.A-3, 2.04.A-4, and 2.04.A-5 prescribe the development standards for the Greater Tahoe City Mixed-Use sub-districts.

<b>TABLE 2.04.A-2: DENSITY, BUILDING HEIGHT, RECREATION AND NOISE STANDARDS — GREATER TAHOE CITY MIXED-USE SUBDISTRICTS</b>							
	Town Center Subdistricts					Village Center Subdistricts	
	MU-TC	MU-N	MU-S	MU-NT	MU-REC	MUN-DH	MUN-LFG
<b>Density within Town Centers is governed by Chapter 13, Area Plans, of the TRPA Code of Ordinances. Chapter 31, Density, of the TRPA Code of Ordinances does not apply within Town Centers.</b>							
<b>Residential</b>							
Single Family Dwelling (du/parcel)	1	1	-	1	1	1	1
Multiple Family Dwelling (du/acre)	25	25	25	25	25	15	15
Multi-Person Dwelling (people per acre)	62	62	62	62	62	37	37
Nursing and Personal Care (people per acre)	25	25	-	25	-	25	-
Residential Care (people per acre)	25	25	-	25	-	25	-
Employee Housing	25	25	25	25	15	15	15
<b>Tourist Accommodation</b>							
Bed and Breakfast Facilities (units per acre)	40	40	-	40	-	-	-
Hotel, Motel and Other Transient Dwelling Units (units per acre)	40	40	-	40	-	-	-
Timeshare	40	15	-	40	-	-	-
<b>Recreation</b>							
Developed Campgrounds (sites per acre)	8	-	-	8	8	-	-
Group Facilities (persons per acre)	25	25	-	25	25	-	-

**TABLE 2.04.A-2: DENSITY, BUILDING HEIGHT, RECREATION AND NOISE STANDARDS — GREATER TAHOE CITY MIXED-USE SUBDISTRICTS**

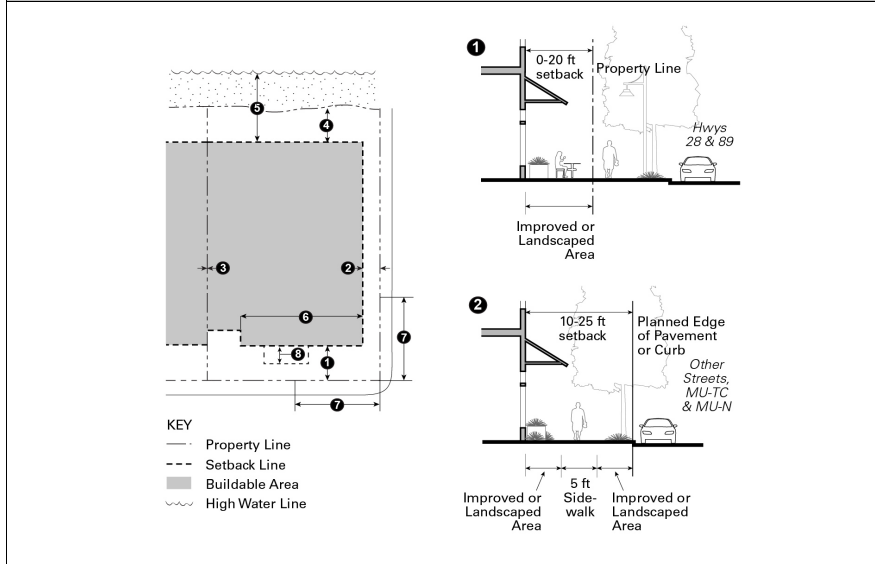
	Town Center Subdistricts					Village Center Subdistricts	
	MU-TC	MU-N	MU-S	MU-NT	MU-REC	MUN-DH	MUN-LFG
Recreational Vehicle Park (sites per acre)	10	-	-	10	10	-	-
Building Height	See Section 2.09.A <a href="#">Town Center Overlay District</a>					TRPA Code of Ordinances Chapter 37	
Additional Developed Outdoor Recreation	600 Summer Day Use PAOTs in the Tahoe City Town Center. Additional PAOTs may be granted by TRPA in Town Centers					-	
Maximum Community Noise Equivalent Level (CNEL)	65	65	65	55	55	60	55
	Also see TRPA Code Chapter 68, Noise Limitations.						

**TABLE 2.04.A-3: BUILDING PLACEMENT STANDARDS AND GUIDELINES — GREATER TAHOE CITY MIXED-USE SUBDISTRICTS**



	Town Center Subdistricts					Village Center Subdistricts		#
	MU-TC	MU-N	MU-S	MU-NT	MU-REC	MUN-DH	MUN-LFG	
Minimum Setbacks (measured from property line unless otherwise noted)								
Street Frontage, Hwy 28 and 89	0 ft min, 10 ft max (a)	0 ft min, 20 ft max (a)	20 ft (a)	10 ft min (a)	10 ft (a)	0 ft min, 20 ft max (a)	0 ft min, 20 ft max (a)	1
Street Frontage, Other Streets	10 ft min, 25 ft max (measured from back of curb or outer edge of road drainage facilities if no curb. <a href="#">Check Table 3.06.A for frontage improvements required</a> ) (a)		20 ft, must be landscaped and property edges shall be clearly marked by a change in material, change in grade or mounding between six and 18 inches in height, fences or walls less than three feet in height, or stones or posts located at a minimum two feet on center.			10 ft min, 25 ft max (measured from back of curb or outer edge of road drainage facilities if no curb. <a href="#">Check Table 3.06.A for frontage improvements required</a> ) (a)		2
Interior Side	0 ft ; 10 ft foot landscaped setback required adjacent to residential use (b)		20 ft (b)	10 ft (b)	10 ft (b)	0 ft ; 10 ft foot landscaped setback required adjacent to residential use (b)		3
Rear	0 ft		20 ft (b)	10 ft (b)	10 ft (b)	0 ft		4
Truckee River and Lake Tahoe	Per the TRPA Code of Ordinances							5

**TABLE 2.04.A-3: BUILDING PLACEMENT STANDARDS AND GUIDELINES — GREATER TAHOE CITY MIXED-USE SUBDISTRICTS**



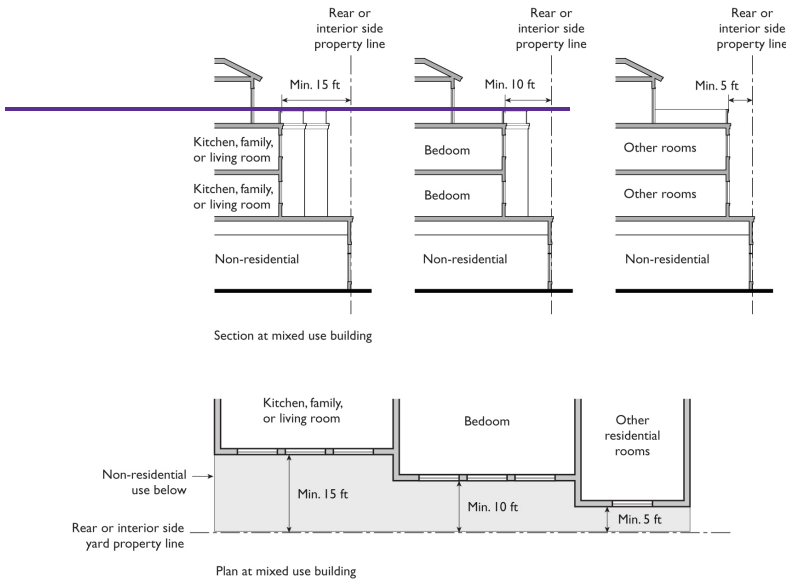
	Town Center Subdistricts					Village Center Subdistricts		
	MU-TC	MU-N	MU-S	MU-NT	MU-REC	MUN-DH	MUN-LFG	#
Minimum Building Frontage at Build-to Line (% of linear street frontage)	40% (c)	n/a	n/a	n/a	n/a	n/a	n/a	6
Corner Build Area	30 ft (d)	30 ft (d)	n/a	n/a	n/a	n/a	n/a	7
Maximum Projection into Front Setback	Awnings and overhangs to provide a covered walkway, public plaza, or outdoor eating area may project up to 50 percent of the required setback but not into any public right-of-way.							8

- a. Street Frontage Improvements. New development, including substantial alterations of existing properties (defined as total floor area of the proposed alteration, not including any internal alteration, that is more than 50 percent of the floor area of the original building), and/or the project is located on a street identified in Table 3.06.A Future Streetscape and Roadway Design Characteristics shall provide street frontage improvements in accordance with the following and Section 3.06 Streetscape and Roadway Design Standards or an approved area wide improvement plan:

- i. **All Street Frontages.**
  - (1) Building Frontage. The area between the building frontage and back of sidewalk, pedestrian way, bicycle path, or edge of pavement where there is no sidewalk, shall be improved so that it functions as part of the wider sidewalk, improved as outdoor eating or seating areas ~~(subject to Placer County Code Section 17.56.160, Outdoor Retail Sales)~~, or landscaped.
  - ~~(2) Curb. Six inch vertical concrete curb at sidewalks or rolled curbs with gutter or valley gutter where sidewalks are not planned.~~
  - ~~(3)~~(2) Bicycle and Pedestrian Improvements. Bicycle and pedestrian improvements pursuant to the Lake Tahoe Region Bike and Pedestrian Plan or other improvement plan for the area.
- ii. **Additional Improvements Applicable Along Highway 28 and 89 Frontage.**
  - (1) Street Trees. Street trees shall be planted at least 40 or 50 feet on center depending on species selected or pockets of shrubs planted 25 feet on center or a combination of both trees and shrubs.
  - (2) Pedestrian Street Lights. Twelve-foot-high pedestrian lights at 50 feet on center or low-level lights 25 feet on center.
- iii. **Additional Improvements Applicable Along Other Streets in MU-TC and MU-N Subdistricts.**
  - (1) Five-foot-wide sidewalk or pedestrian way with landscaping or street trees.
- iv. **Additional Improvements for Mixed Use Subdistricts within Tahoe City Town Center.**
  - (1) Minimum six foot wide sidewalk or pedestrian way for all projects along Highway 28 and 89.
- ~~b. Required Interior Yards. In order to provide light and air for residential units, the following minimum setbacks apply to any building wall facing an interior side or rear yard. When the site is adjacent to a residential subdistrict, the project must comply with whichever standard results in the greater setback.~~
- ~~i. **Standards for Interior Yards adjacent to Residential Subdistricts.**~~
  - ~~(1) Structures shall not interrupt a line of a 1:1 slope extending upward from 25 feet above existing grade of the setback line adjacent to the residential district.~~

- ii. ~~Standards for all Interior Yards.~~ The required setbacks apply to that portion of the building wall containing residential windows and extending three feet on either side of any window.
  - (1) ~~For any wall containing a living room, family room, or kitchen windows, a setback of at least 15 feet shall be provided.~~
  - (2) ~~For any wall containing sleeping room windows, a setback of at least 10 feet shall be provided.~~
  - (3) ~~For all other walls containing windows, a setback of at least five feet shall be provided.~~

**FIGURE 2.04(A)(3): REQUIRED SIDE AND REAR YARDS FOR RESIDENTIAL USES**



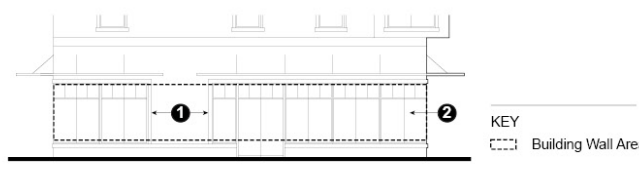
**e.b. Build-to Line for Nonresidential Uses.** Buildings with nonresidential uses on the ground floor fronting Highways 89 and 28 shall be constructed at the required setback for the identified percent of linear street frontage. This requirement may be modified or waived with project approval upon finding that:

- i. Entry courtyards, plazas, entries, or outdoor eating and display areas are located between the build-to line and building, provided that the buildings are built to the edge of the courtyard, plaza, or dining area;

- ii. The building incorporates an alternative entrance design that creates a welcoming entry feature facing the street; or
- iii. The building placement is necessary to allow significant views of the lake.

d.c. **Corner Build Area.** Where feasible and compatible with environmental constraints, buildings in the MU-TC Subdistrict with nonresidential uses on the ground floor ~~should~~ shall be located in accordance with the required setbacks within 30 feet of any street corner. Public plazas may be at the street corner provided buildings are built to the edge of the public plaza.

**TABLE 2.04.A-4: BUILDING FORM GUIDELINES — GREATER TAHOE CITY MIXED-USE SUBDISTRICTS**



	Town Center Subdistricts					Village Center Subdistricts		#
	MU-TC	MU-N	MU-S	MU-NT	MU-REC	MUN-DH	MUN-LFG	
Maximum Length of Blank Wall	25 ft (ed)	40 ft (de)	75 ft (de)	25 ft (de)	40 ft (de)	40 ft (de)	40 ft (de)	1
Required Transparency (% of building wall area)	75% (ef)	50% (ef)	n/a	75% (ef)	40% (ef)	n/a	n/a	2
Building Modulation	Any building over <del>50-75</del> feet wide should be broken down to read as a series of buildings no wider than <del>75</del> feet each. <u>Front building façades shall be modulated with horizontal offsets, recessed entries, or protrusions, where applicable. The maximum width of building façades (measured horizontally along the building exterior) without modulation shall be 30 feet.</u>							
Maximum Building Length	<u>250 ft;</u> <u>75 ft (1)</u>	<u>200 ft</u>		<u>200 ft</u>	<u>200 ft;</u> <u>75 ft (1)</u>	<u>200</u>		
<u>(1) Buildings shall be a maximum of 75 ft on all parcel frontages directly facing residential zone districts.</u>								

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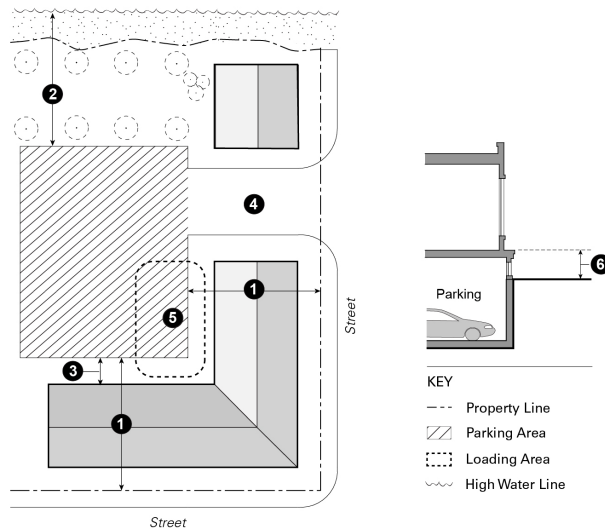
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e.d. **Limitations on Blank Walls.** Except for side walls built on property lines, no wall ~~should~~ shall run in a continuous horizontal plane for more than the length specified in Table 2.04.A-4 without windows or door or architectural details of minimum two foot recess or projection.

- f.e. **Building Transparency: Required Openings for Non-Residential Uses.** Exterior walls facing and within 20 feet of a front or street side property ~~line~~ shall include windows, doors, or other openings for at least the percentage stated in Table 2.04.A-4 of the building wall area located between 2.5 and seven feet above ground level. Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, display areas, sales areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.
- i. **Exceptions for Parking Garages.** Multi-level garages are not required to meet the building transparency requirement of this subsection. Instead, they ~~must~~ shall be either located behind buildings or screened with a landscaped area at least ten feet wide between the parking garage and the public street.

**TABLE 2.04.A-5: PARKING AND ACCESS STANDARDS AND GUIDELINES — GREATER TAHOE CITY MIXED-USE SUBDISTRICTS**



	Town Center Subdistricts					Village Center Subdistricts		#
	MU-TC	MU-N	MU-S	MU-NT	MU-REC	MUN-DH	MUN-LFG	
Minimum Setback from Edge of Traveled Way	20 ft (g)							1
Minimum Setback from Lake or River Shoreline	40 ft or per TRPA Code of Ordinances, whichever is greater							2
Setback from Buildings and Public Plazas	5 ft walkway and/or	n/a	n/a	5 ft walkway and/or	n/a	n/a	n/a	3



TABLE 2.04.A-5: PARKING AND ACCESS STANDARDS AND GUIDELINES — GREATER TAHOE CITY MIXED-USE SUBDISTRICTS						
	landscaping.		landscaping			
Access Location	Side street or rear wherever possible. <u>When adjoining residential zone districts, access from or along residential zone districts shall be discouraged and projects shall demonstrate compliance with Section 3.07 D.</u>					4
Shared Access	See additional regulations (h)	n/a	See additional regulations (h)	n/a	n/a	
Curb Cuts	Minimized and in areas least likely to impede pedestrian circulation	No new curb cuts on Highway 89	Minimized and in areas least likely to impede pedestrian circulation			
Loading/Service Areas	Side or rear of lot is preferred. On lots with both street and lake/riverside frontages, side of lot preferred. Loading and service areas should be screened from public right-of-way and from lake/river.					5
Parking Podium	Maximum height of a parking podium located within the parking lot setback and visible from the street should be no greater than 3 feet from finished grade.					6

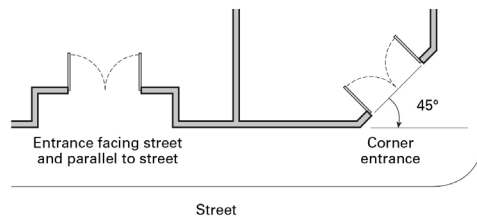
- g. Limitations on Location of Parking. Buildings ~~should~~ shall be placed as close to the street as possible, with parking underground, behind a building, or on the interior side or rear of the site. Parking may be located within the required setback, subject to the following requirements:
  - i. **Underground and Partially Submerged Parking.** Parking completely or partially underground, ~~may match the setbacks of the main structure.~~
  - ii. **Surface Parking.** Aboveground surface parking may be located within 20 feet of a street facing edge of traveled way with the approval of a project when the following findings are made:
    - (1) Buildings are built close to the public sidewalk to the maximum extent feasible;
    - (2) The parking area is screened along the public right-of-way with a landscaped wall, hedge, trellis, and / or landscaping;
    - (3) The site is small and constrained such that parking located more than 20 feet from the street frontage is not feasible; and
    - (4) County Public Works determines traffic impacts from vehicle queuing and backing into the right-of-way are mitigated.
- h. Shared Access. To encourage shared parking and shared access points on public streets, new parking facilities ~~should~~ shall be designed to accommodate cross-access to/from adjacent properties to allow

parking areas to become joint use facilities even if initially serving only one development. When cross-access for vehicles is deemed impractical by the Placer County Design Review [Committee, process](#) the requirement for cross-access may be waived with project approval if bicycle or pedestrian connections are provided between adjacent development.

i. **Building Orientation and Entrances.**

- i. Buildings shall be oriented to face public streets. On lots with frontages along both public streets and Lake Tahoe or the Truckee River, buildings should include a complementary level of design detail on all façades.
- ii. Building frontages ~~should shall~~ be generally parallel to streets, and the primary building entrances ~~should shall~~ be located on a public street.
- iii. Building entrances ~~should shall~~ be emphasized with special architectural and landscape treatments.
- iv. Entrances located at corners shall generally be located at a 45-degree angle to the corner and ~~should shall~~ have a distinct architectural treatment to animate the intersection and facilitate pedestrian flow around the corner. Different treatments may include angled or rounded corners, arches, and other architectural elements. All building and dwelling units located in the interior of a site ~~should shall~~ have entrances from the sidewalk that are designed as an extension of the public sidewalk and connect to a public sidewalk.
- v. Entrances to residential units ~~should shall~~ be physically separated from the entrance to the permitted commercial uses and clearly marked with a physical feature incorporated into the building or an appropriately scaled element applied to the façade.

**FIGURE 2.04(A)(4): BUILDING ORIENTATION AND ENTRANCES**



- j. **Building Design and Articulation.** Buildings shall provide adequate architectural articulation and detail to avoid a bulky and “box-like” appearance. Building design shall reflect “Old Tahoe” or “Historic

Alpine” architectural features, which promote the rustic, alpine character of the area and include the following:

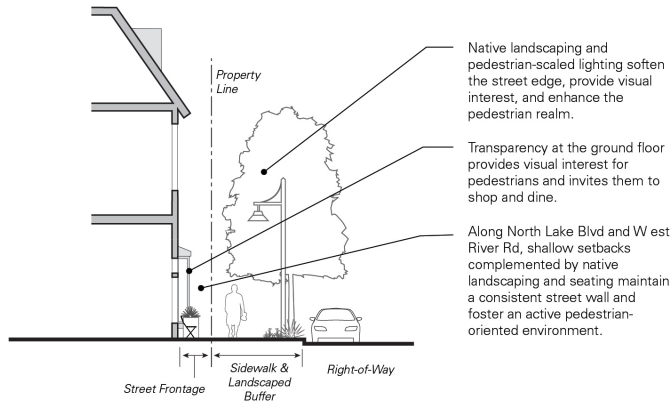
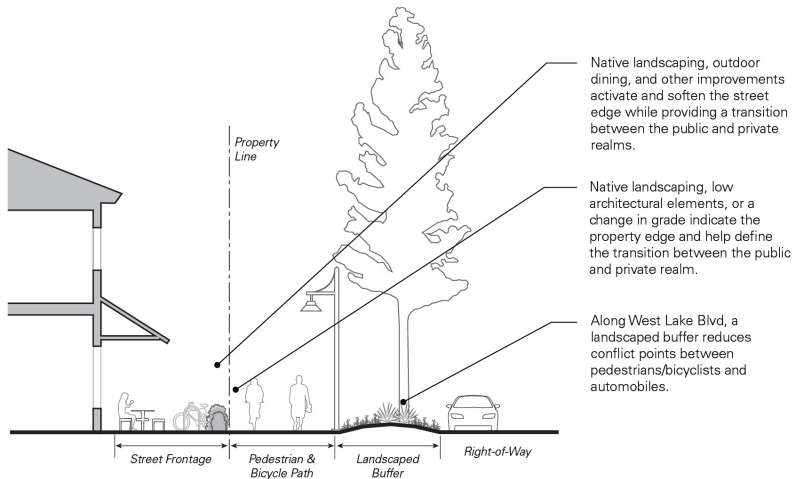
- i. **Exterior Building Materials and Colors.**
  - (1) A unified palette of quality materials shall be used on all sides of buildings.
  - (2) Natural colors of a mountain setting shall be used to help delineate windows and other architectural features to increase architectural interest.
- ii. **Building Details.** Buildings shall provide adequate architectural articulation and detail to avoid a bulky and “box-like” appearance and designs shall consider the effects of snow and ice on building access.
  - (1) Building façades shall include building projections or recesses, doorway and window trim, shutters, awnings, window boxes, natural stone or wood materials, and other details that provide architectural articulation and design interest.
  - (2) Clip-gambrel roofs, shed roofs, cornices, balconies, covered walkways, and other architectural elements ~~should~~ shall be used, as appropriate, to terminate rooflines and accentuate setbacks between stories.
  - (3) All applied surface ornamentation or decorative detailing shall be consistent with the architectural style of the building.
  - (4) Each side of the building that is visible from a public right-of-way, shoreline, or publicly accessible open space shall be designed with a complementary level of detailing. Particular attention shall be given to the detailing within the pedestrian’s range of touch and view, such as the use of special store-front detailing and façade ornamentation to reinforce the pedestrian character of the street.
  - (5) Building designs shall account for the frequent presence of snow and ice consistent with Section 3.09.D, Design for Snow. Appropriate design strategies may include:
    - (a) Location of entrances under the gable ends of pitched roofs;
    - (b) Limiting the location of entrances, stairs, or walkways under the drip line of roof eaves;
    - (c) Covering of stairs and walkways;
    - (d) Use of snow cleats on roofs to prevent rapid shedding of snow and ice;

- (e) Limiting the extension of open or uncovered balconies into the roof area;
  - (f) Use of heating elements to reduce snow shedding off of roofs; and
  - (g) Consideration of composition roofs over metal roofing materials.
- k. **Pedestrian Connections.** A minimum five-foot-wide, unobstructed pedestrian access ~~should~~shall be provided from on-site vehicle and bicycle parking area to the main entrance of buildings, to adjacent public amenities such as the beach, shoreline, or viewpoints, and to public trails or transit stops located along the street frontage.
- l. **Fencing and Wall Materials.** Fences along street-facing property edges on Highways 28 and 89 ~~should~~shall be limited and shall be landscaped screens, wood, or stone with articulation or surface features of minimum two-inch depth at minimum every 50 feet.
- m. **Residential Open Space, Town Center Subdistricts.** For residential and mixed-use projects with residential uses, 75 square feet of private or common open space area ~~should~~shall be provided per dwelling unit. Private areas typically consist of balconies, decks, patios, fenced yards, and other similar areas adjacent to private units. Common areas typically consist of landscaped areas, walks, patios, barbeque areas, or other such improvements as are appropriate to enhance the outdoor environment of the development. Landscaped courtyard entries that are oriented towards a public street are considered common areas.
- i. **Minimum Dimensions.**
    - (1) Private Open Space. Private open space ~~should~~shall have no horizontal dimension less than six feet.
    - (2) Common Open Space. Common open space ~~should~~shall have no horizontal dimension less than 20 feet.
  - ii. **Usability.** A surface ~~should~~shall be provided that allows convenient use for outdoor living and/or recreation. Such surface may be any practical combination of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust-free surfacing. Seating areas and plazas ~~should~~shall be located in areas with good solar exposure.
  - iii. **Accessibility.**
    - (1) Private Open Space. The space ~~should~~shall be accessible to the living unit by a doorway to a habitable room or hallway.
    - (2) Common Open Space. The space ~~shall~~should be accessible to the living units on the lot. It ~~should~~shall be served by any stairway or other accessway

qualifying as an egress facility from a habitable room.

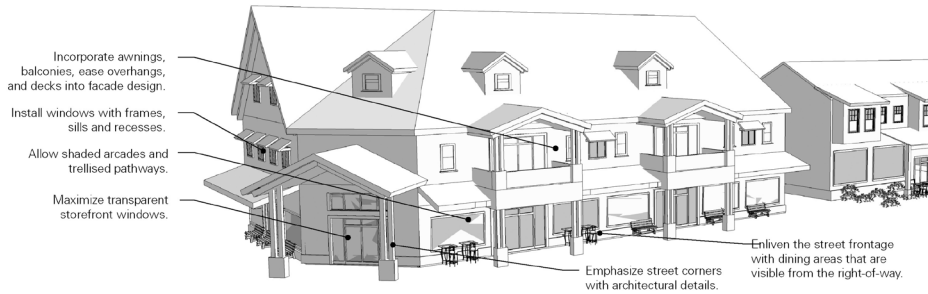
5. **Design Guidelines.**

- a. **Street Frontage Design.** Design front setbacks that maintain the mountain character of scenic highways 89 and 28. Incorporate varied landscaping with a combination of trees, shrubs, and groundcover, as well as changes in elevation or landscaped edges. Avoid heavily manicured or uniform landscape palettes.



- b. **Building Form and Design.**
  - i. **Building Articulation and Visual Interest at the Ground Level.** Vary building planes along the street frontage.

Incorporate ground-level building details to create a pedestrian-oriented environment with a rural transitional character. Illustrations demonstrate preferred architectural detailing and articulation regardless of building height, size, and massing.



- ii. **Materials.** Employ a variety of building finish materials in the Old Tahoe or Historic Alpine style. Finishes should be wooden panels, masonry, logs, boards and batten, composite shingle siding, shiplap siding, heavy v-joint siding, and metal or composite roofs.
- iii. **Colors.** Design buildings exteriors in the subdued colors of historic Old Tahoe or Historic Alpine style
- iv. **Roof Design.** ~~Design sloped roofs with a minimum slope of 3:12.~~ Roof forms may include gable, hip, and gambrel roofs, and lowered eave lines with dormer windows on upper levels are encouraged. Changes in roof heights are encouraged to prevent boxy buildings. Where flat roofs are used, provide architectural cornices to enhance the roofline. Authentic roof forms that cover the entire width and depth of buildings are preferred over of superficial roof forms, such as mansards, that are affixed to the building.

Pitched roofs help reduce snow load and reflect local architectural styles.

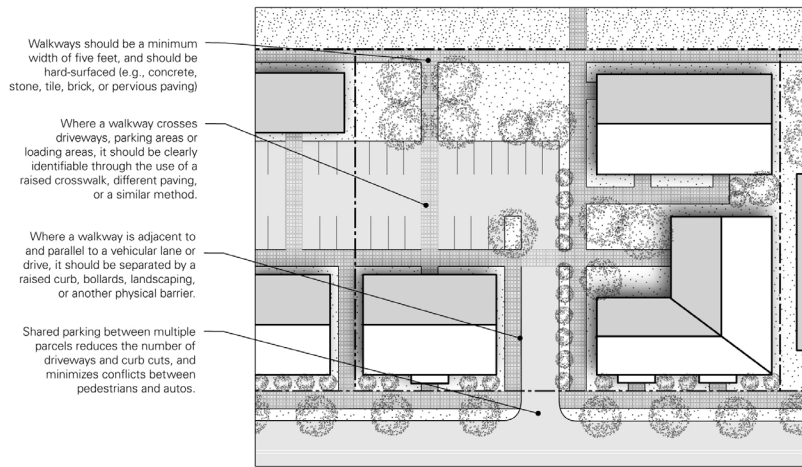
Colors blend in with the environment. Bright colors may be used for accent.

Buildings designed with a variety of materials lend visual interest to the built environment and are consistent with local style.

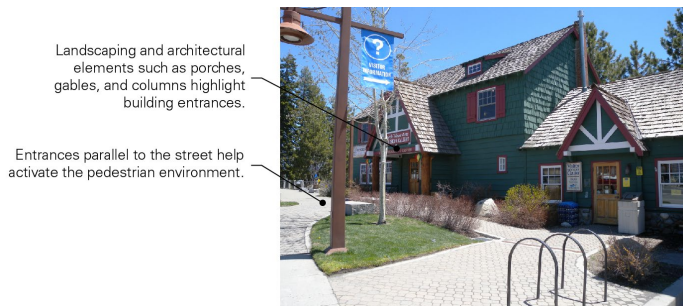


c. **Building Access and Entrances.**

- i. **Pedestrian Access.** On-site pedestrian circulation and access should provide a system of pedestrian walkways that safely connect all buildings to on-site automobile and bicycle parking; to the public sidewalk and/or bicycle/pedestrian trail; and to any on-site open space areas or amenities, including transit stops. Where possible, walkways should provide direct and convenient access from commercial and mixed-use projects to adjoining residential and commercial areas.



- ii. **Entrance Design.** Building entrances should be designed to reflect the Old Tahoe Style and should be highlighted with covered architectural elements, pedestrian-scaled signage, paving, and building transparency. Walkways or stairways leading to the building entrance should be clearly visible from the right-of-way and from adjacent development.



d. **Shorezone and Riverzone Design**

- i. **View Protection.** Orient pedestrian paths and vehicular circulation to maximize and protect shoreline views from the public rights-of-way. Identify areas that best allow lake views and design buildings and landscaping to maximize visual access. Where buildings, structures, or parking or loading areas can be seen within a scenic corridor, minimize the impact with vegetation, landforms, or colors and materials that blend with the surroundings.

Open space along the shoreline helps to protect lake views.

Where possible, a continuous pedestrian path should extend across parcels, parallel to the waterfront.

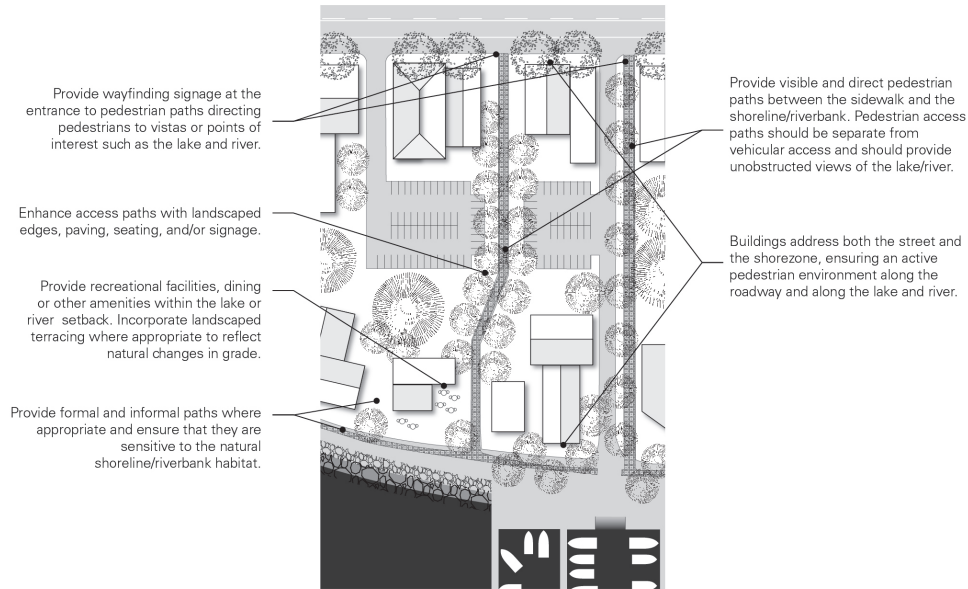
Pedestrian amenities such as seating, water fountains, or public art should be provided within the shorezone setback.



- ii. **Access.** Provide clearly demarcated public access to the shore and river from public rights-of way. Incorporate landscaped edges, furniture, changes in elevation, and paving, while ensuring that all landscape design is sensitive to the natural habitat.



*Implementing Regulations*



6. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances [and Placer County Code Chapter 12, Article 12.32 "Lake Tahoe Shorezone"](#). The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

<b>TABLE 2.04.A-6: SHOREZONE—GREATER TAHOE CITY MIXED-USE SUBDISTRICTS</b>			
<i>Tolerance Districts</i>	4	6	7
<b>Maximum Community Noise Equivalent Level (CNEL)</b>			
Shorezone	55	55	55
Lakezone	50	50	50
<b>Primary Uses</b>			
Water Oriented Recreation Concessions	A	A	A
Beach Recreation	A	A	A
Tour Boat Operations	A	A	A
Safety and Navigational Devices	A	A	A
Marinas	S	S	S
Boat Launching Facilities	S	S	S
Construction Equipment Storage	S	S	S
Waterborne Transit	A	A	A
<b>Accessory Structures</b>			
Buoys	A	A	A
Piers	A <a href="#">(1)</a>	A <a href="#">(1)</a>	A <a href="#">(1)</a>
Fences	S <a href="#">(1)</a>	S <a href="#">(1)</a>	S <a href="#">(1)</a>
Boat Ramps	A	A	A
Breakwaters or Jetties	S	S	S
Floating Docks and Platforms	A	A	A
Shoreline Protective Structures	A <a href="#">(1)</a>	A <a href="#">(1)</a>	A <a href="#">(1)</a>
Water Intake Lines	A	A	A
<u>Notes:</u>			
<a href="#">(1)</a> Accessory Structure(s) shall also comply with the requirements of Placer County Code <a href="#">Chapter 12, Article 12.32 "Lake Tahoe Shorezone"</a>			

B. **North Tahoe East Mixed-Use Subdistricts.**

1. **Purpose.** The purposes of the North Tahoe East Mixed-Use Subdistricts are to:
  - a. Provide for the orderly, well-planned, and balanced growth of the King’s Beach and North Stateline area and support the area’s role as a gateway to North Lake Tahoe and a vibrant commercial, cultural, recreational, and tourist center.
  - b. Promote the King’s Beach and North Stateline area as active, pedestrian- and transit-oriented, mixed-use areas attractive to residents and visitors alike.
  - c. Encourage a mix of uses that promotes environmental improvement, year-round economic vitality, and a pleasant quality of life, and improve access to a greater range of recreational opportunities, facilities and services for residents and visitors.
  - d. Establish design standards that improve the pedestrian-orientation, interconnectivity, and visual quality of development and create a unified, distinctive, and attractive character.
  - e. Foster environmental Threshold attainment.

2.3. **Planning Statements.** Planning statements for each Mixed-Use Subdistrict are as follows:

- a. **Mixed-Use Mountainside Town Center (MU-MTC).** This subdistrict is the center of the King’s Beach area located mountainside of North Lake Boulevard. This subdistrict is intended to allow one or more of a variety of residential and non-residential uses with a focus on ground-level active storefronts along North Lake Boulevard. This subdistrict encourages a greater mix and intensity of uses at a scale and form that is appropriate to its town center context and adjacent residential areas.
  - i. **Special Designations.** (See Section 3.14 Transfer of Development)
    - (1) Town Center
  - ii. **Special Policies.**
    - (1) Development is preferred in and directed toward Town Centers.
    - (2) This subdistrict is appropriate for a variety of land uses with pedestrian and transit facilities.
    - (3) Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
- b. **Mixed-Use Lakeside Town Center (MU-LTC).** This subdistrict is the center of the King’s Beach area located lakeside of North Lake Boulevard. It is intended to maintain and enhance the pedestrian- and

transit-oriented environment of retail, restaurants, tourist accommodation, and mixed-use development and enhanced access to the lake and recreational activities. This subdistrict allows for vertical mixed-use projects with a focus on ground-level active storefronts along North Lake Boulevard.

- i. **Special Designations.** (See Section 3.14 [Transfer of Development](#))
    - (1) Town Center
  - ii. **Special Policies.**
    - (1) Development is preferred in and directed toward Town Centers.
    - (2) This subdistrict is appropriate for a variety of land uses with pedestrian and transit facilities.
    - (3) Redevelopment projects shall be designed to maintain and enhance views to Lake Tahoe in accordance with Chapter 66, Scenic Resources, of the TRPA Code of Ordinances and the building height findings in Section 2.09.A [Town Center Overlay District](#) of these Area Plan Regulations.
    - (4) Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
- c. [Mixed-Use Residential \(MU-R\)](#). This subdistrict is intended to allow a variety of residential and nonresidential uses and provides a transition from surrounding, lower-density subdistricts to the Town Center. A mix of residential, tourist accommodation, retail, and recreational uses are —allowed; however, nonresidential uses are limited west of Beach Street.
- i. **Special Designations.** (See Section 3.14 [Transfer of Devleopment](#))
    - (1) Town Center
  - ii. **Special Policies.**
    - (1) Development is preferred in and directed toward Town Centers.
    - (2) This subdistrict should be maintained as a residential and tourist area.
    - (3) Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
- d. [Mixed-Use Tourist \(MU-TOR\)](#). This subdistrict is intended as a destination resort area with multiple uses and activities that complement each other located in a pedestrian-oriented setting.

Visitors generally park once and walk between attractions. This subdistrict allows a wide range of entertainment, tourist, recreational, retail, residential, and supporting uses.

- i. **Special Designations.** (See Section 3.14 [Transfer of Development](#))
    - (1) Town Center
  - ii. **Special Policies.**
    - (1) Development is preferred in and directed toward Town Centers.
    - (2) This subdistrict is appropriate for a variety of land uses with pedestrian and transit facilities.
- e. **Mixed-Use Waterfront Recreation (MU-WREC).** This subdistrict is intended to provide areas for passive and commercial recreation uses and related services to improve public access and enjoyment of the Lake Tahoe waterfront. Recreational and a mix of supportive retail and service uses are allowed along with environmental enhancement improvements.
- i. **Special Designations.** (See Section 3.14 [Transfer of Development](#))
    - (1) Town Center
  - ii. **Special Policies.**
    - (1) This subdistrict should be maintained as a recreation area with limited retail and service uses.
    - (2) Recreation and environmental enhancement projects should continue to be completed in coordination with the California Department of State Parks, the California Tahoe Conservancy and the North Tahoe Public Utility District.
    - (3) The County, the California Department of State Parks, and the North Tahoe Public Utility District shall explore better integration, utilization, and shared use of the Kings Beach State Recreation Area parking lot areas to better serve the community during the off-season and evening hours, to better serve the North Lake Tahoe Event Center, and to showcase it as an integral community facility.

*Placer County*

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**3.4. Permissible Uses.** The following primary uses may be permitted within all or a portion of the subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Numbers in parentheses (#) refer to specific limitations listed at the end of the table. Existing uses not listed shall be considered nonconforming uses. The establishment of new uses not listed shall be prohibited.

<b>TABLE 2.04.B-1: LAND USE REGULATIONS — NORTH TAHOE EAST MIXED-USE SUBDISTRICTS</b>					
Use	Town Center Subdistricts				
	MU-MTC	MU-LTC	MU-R	MU-TOR	MU-WREC
<b>Residential</b>					
Single Family Dwelling	A (1)(6)(16)	A (1)(6)(16)		A (1)(6)	A (1)(6)
Multiple Family Dwellings	A (1)(13) / MUP	A (1)(13) / MUP	A (1)(13) / MUP	A (13) / MUP	A (1)(13) / MUP
Multi-Person Dwellings	A (1)(13) / MUP	A (1)(13) / MUP	A (1)(13) / MUP	A (13) / MUP	A (1)(13) / MUP
Employee Housing	A (1)(13) / MUP	A (1)(13) / MUP	A (1)(13) / MUP	A (13) / MUP	A (1)(13) / MUP
<b>Tourist Accommodation</b>					
Bed and Breakfast Facilities	C	C	C	A	
Hotels, Motels and Other Transient Dwelling Units	A (17) / CUP	A (17) / CUP	A (17) / CUP	A (17) / CUP	
Timeshare (Hotel/Motel Design)	CUP	CUP	CUP	CUP	
Timeshare (Residential Design)	CUP	CUP	CUP		
<b>Commercial</b>					
Retail Sales	A	A	A(2)(4)	A	MUP
Building Materials and Hardware	A (11) / MUP	A (11) / MUP			
Eating and Drinking Places	A (14) / C	A (14) / C	C(4)	A	MUP
Food and Beverage Retail Sales	A	A	A(2)(4)	A(2)	MUP(2)
Furniture, Home Furnishings and Equipment	A				
General Merchandise Stores	A	A	A(4)	A (2) / MUP	A (2) / MUP
Mail Order and Vending	A(1)	A(1)			
Nursery	A (15) / C	C			
Outdoor Retail Sales	A (14) / C	A (14) / C	A (14) / C(4)	A (14) / C	
Service Stations	CUP (10)			CUP	
Amusements and Recreation Services	A	A	A(4)	MUP	
Privately Owned Assembly and Entertainment	A	A	CUP(4)	MUP	CUP
Outdoor Amusements	CUP	CUP	CUP(4)	CUP	
Animal Husbandry Services	CUP(1)	CUP(1)			
Broadcasting Studios	A	A		A	
Business Support Services	A	A		A	

<b>TABLE 2.04.B-1: LAND USE REGULATIONS — NORTH TAHOE EAST MIXED-USE SUBDISTRICTS</b>					
	<i>Town Center Subdistricts</i>				
<i>Use</i>	<i>MU-MTC</i>	<i>MU-LTC</i>	<i>MU-R</i>	<i>MU-TOR</i>	<i>MU-WREC</i>
Financial Services	A	A	A(4)	A	
Health Care Services	A	A		A	
Personal Services	A	A	A(4)	A	
Professional Offices (/Services)	A (18)	A (18)	A(2)(4)	A	
Repair Services	A (2)(12) / MUP (2)(5)(12)			MUP	
Schools - Business and Vocational	A(1)	A(1)		MUP	
Printing and Publishing	A	A			
Small Scale Manufacturing	MUP(1)				
Vehicle Storage and Parking	MUP	MUP	MUP	MUP	MUP
<b>Public Service</b>					
Religious Assembly	MUP(2)			MUP(2)	
Collection Stations	A	A			
Cultural Facilities	A	A	A(4)	MUP	MUP
Day Care Centers/Pre-Schools	A(1)	A(1)		A	
Government Offices	A	A	A(2)(4)	A(1)	
Hospitals	CUP	CUP			
Local Assembly and Entertainment	A	A	MUP(4)	A(2)	MUP
Local Post Offices	A	A	A(4)	A	
Local Public Health and Safety Facilities	MUP	MUP	MUP(4)	MUP	MUP
Membership Organizations	A(1)	A(1)	MUP(1)(4)	A(1)(2)	
Publicly Owned Assembly And Entertainment	A	A	MUP(4)	A(2)	MUP
Regional Public Health and Safety Facilities	CUP	CUP	CUP(4)	CUP	CUP
Schools – College	CUP	CUP			
Pipelines and Power Transmission	CUP(7)	CUP(7)	CUP(7)(4)	CUP(7)	CUP(7)
Transit Stations and Terminals	CUP(8)	CUP(8)	CUP(8)(4)	CUP(8)	CUP(8)
Transportation Routes	CUP	CUP	CUP(4)	CUP	CUP
Transmission and Receiving Facilities (9)	MUP	MUP	MUP	MUP	MUP
Threshold-Related Research Facilities	MUP	MUP	MUP	MUP	MUP
<b>Recreation</b>					
Day Use Areas	A	A	A(4)	A	A
Recreation Center	A	A	MUP(4)	A(2)	
Participant Sports (Facilities)	MUP	MUP	MUP(4)	MUP	MUP
Sport Assembly	CUP	CUP	CUP(4)	CUP	CUP



**TABLE 2.04.B-1: LAND USE REGULATIONS — NORTH TAHOE EAST MIXED-USE SUBDISTRICTS**

Use	Town Center Subdistricts				
	MU-MTC	MU-LTC	MU-R	MU-TOR	MU-WREC
Beach Recreation		A	A(4)		A
Boat Launching Facilities		A	A(4)		A
Developed Campgrounds					
Outdoor Recreation Concessions	MUP	MUP	MUP(4)	A	MUP
Marinas		CUP	CUP(3)(4)		CUP
Resource Management					
Reforestation	A	A	A	A	A
Sanitation Salvage Cut	A	A	A	A	A
Thinning			A	A	
Timber Stand Improvement			A		
Tree Farms			A	A	
Early Successional State Vegetation Management			A	A	A
Nonstructural Wildlife Habitat Management			A	A	A
Structural Wildlife Habitat Management			A	A	A
Fire Detection and Suppression	A	A	A	A	A
Fuels Treatment (Management)	A	A	A	A	A
Insect and Disease Suppression	A	A	A	A	A
Prescribed Fire Management	A	A			A
Sensitive Plant Management	A	A	A	A	A
Uncommon Plant Community Management	A	A	A	A	A
Erosion Control	A	A	A	A	A
Runoff Control	A	A	A	A	A
SEZ Restoration	A	A	A	A	A

Notes:

- (1) Not allowed on the ground floor along North Lake Boulevard frontage.
- (2) Limited to establishments with a gross floor area of 5,000 square feet or less.
- (3) Beachside only.
- (4) Not allowed west of Beach Street.
- (5) Not allowed along North Lake Boulevard frontage. ~~Must be completely enclosed inside a building of soundproof construction.~~
- (6) ~~Accessory dwelling units are not allowed on the street level along ground floor of North Lake Boulevard frontage. On a case-by-case basis, attached single-family residential uses may be considered when in conjunction with a mixed use project. Residential building features of new single family uses on the ground floor North Lake Boulevard frontage are limited to stoops, front doors, and recessed entries, landscaping and decorative elements subject to County approval. Except as specified and approved above, features such as patios, porches, decks, ground-floor balconies, fences, and driveways are prohibited.~~
- (7) A Minor Use Permit is required for aboveground pipeline and transmission lines.
- (8) A Minor Use Permit is not required for a bus shelter.

<b>TABLE 2.04.B-1: LAND USE REGULATIONS — NORTH TAHOE EAST MIXED-USE SUBDISTRICTS</b>					
Use	Town Center Subdistricts				
	MU-MTC	MU-LTC	MU-R	MU-TOR	MU-WREC
(9) Facilities which are not visually obtrusive may be eligible for an Administrative Approval per Placer County Code Section 17.56.060.F.					
(10) New Service Stations are not allowed between SR 28 and Lake Tahoe.					
(11) <u>Building Materials and Hardware: Allowed if the total commercial floor area of the use is 11,100 square feet or less. If the maximums differ from the TRPA Project Impact Assessment (PIA), the PIA shall take precedence.</u>					
(12) <u>Must be completely enclosed inside a building of soundproof construction.</u>					
(13) <u>Allowed if 100% of units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing.</u>					
(14) <u>Subcategories of Eating and Drinking Places shall be allowed per the maximum Commercial Floor Area (CFA), as listed below. If the maximums below differ from the TRPA Project Impact Assessment (PIA), the PIA shall take precedence.*</u>					
- <u>Drinking Place – 17,700 square feet</u>					
- <u>Fast Casual Restaurant – 630 square feet</u>					
- <u>Quality Restaurant – 2,400 square feet</u>					
- <u>High-Turnover (Sit-Down) Restaurant – 1,790 square feet</u>					
- <u>Fast Food Restaurant without Drive Thru Window – 580 square feet</u>					
- <u>Food Truck, Mobile Vendor – allowed, no maximum square footage</u>					
* <u>Definitions of the subcategories above are from the Institute of Transportation Engineers Manual (ITE).</u>					
(15) <u>Nursery uses: Allowed if the total commercial floor area of the use is 2,950 square feet or less. If the maximums differ from the TRPA Project Impact Assessment (PIA), the PIA shall take precedence.</u>					
(16) <u>New attached single family, over one unit, including townhomes and condominiums, shall only be allowed if single family encompasses 25% or less of the entire project or if at least 50% of the single family residential units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing.</u>					
(17) <u>Hotels, Motels And Other Transient Dwelling Units, shall be allowed provided the number of units proposed do not exceed 20 units and/or do not generate more than 1,300 daily vehicle miles traveled (VMT) within the Tahoe Basin and is located between State Route 267 and the California/Nevada Stateline within the Town Center boundaries.</u>					
(18) <u>New real estate and property management offices shall not be located on the ground floor frontage along Highway 28, but may be located on a second floor, side, or behind the building when located in a building fronting Highway 28.</u>					

4.5. **Development Standards.** Tables 2.04.B-2, 2.04.B-3, 2.04.B-4, and 2.04.B-5 prescribe the development standards for the North Tahoe East Mixed-Use Subdistricts. Individual numbers in parentheses refer to additional regulations that directly follow the tables. The numbers in each illustration below refer to corresponding regulations in the “#” column in the associated table.

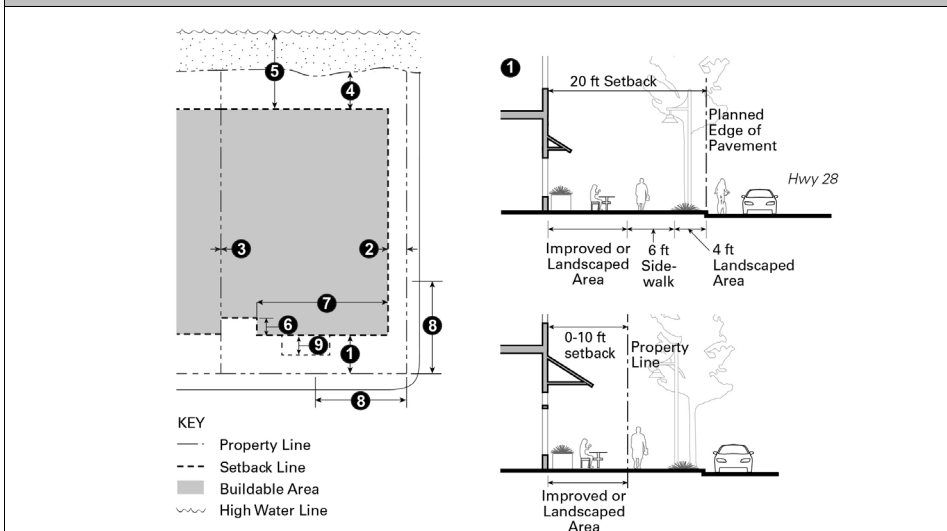
**TABLE 2.04.B-2: DENSITY, BUILDING HEIGHT, RECREATION AND NOISE STANDARDS — NORTH TAHOE EAST MIXED-USE SUBDISTRICTS**

	Town Center Subdistricts				
	MU-MTC	MU-LTC	MU-R	MU-TOR	MU-WREC
<b>Density within Town Centers is governed by Chapter 13, Area Plans, of the TRPA Code of Ordinances. Chapter 31, Density, of the TRPA Code of Ordinances does not apply within Town Centers.</b>					
<b>Residential</b>					
<i>Single Family Dwelling (unit/parcel)</i>	Permitted if existing, no new				
<i>Single Family Dwelling (unit/parcel)</i>	<u>1 unit/parcel</u>	<u>1 unit/parcel</u>		Permitted if existing, no new	Permitted if existing, no new
<i>Multiple Family Dwelling (units/acre)</i>	25	25	25	15	25
<i>Multi-Person Dwelling (people per acre)</i>	62	62	62	37	62
<i>Residential Care (people per acre)</i>	25	25	-	-	-
<i>Employee Housing (units/acre)</i>	25 <sup>1</sup>	25	25	15	25
<b>Tourist Accommodation</b>					
<i>Bed and Breakfast Facilities (units/acre)</i>	40	40	40	40	-
<i>Hotel, Motel and Other Transient Dwelling Units (units/acre)</i>	40	40	40	40	-
<i>Timeshare (units/acre)</i>	40	40	40	40	-
<b>Building Height</b>	See Section 2.09.A ( <a href="#">Town Center Overlay District</a> )			See Section 2.09 BA ( <a href="#">Town Center Overlay District</a> ).	See Section 2.09.A ( <a href="#">Town Center Overlay District</a> )
<i>Additional Developed Outdoor Recreation</i>	750 Summer Day Use PAOTs in the Kings Beach Town Center. Additional PAOTs may be granted by TRPA in Town Centers				
<b>Maximum Community Noise Equivalent Level (CNEL)</b>	60	60	55	60	55
<i>Highway 28 Corridor</i>	55	55	55	60; where applicable, a max 55 CNEL override is permissible	55

**TABLE 2.04.B-2: DENSITY, BUILDING HEIGHT, RECREATION AND NOISE STANDARDS — NORTH TAHOE EAST MIXED-USE SUBDISTRICTS**

	Town Center Subdistricts				
	MU-MTC	MU-LTC	MU-R	MU-TOR	MU-WREC
Hourly L <sub>eq</sub> , dB	For stationary or industrial noise sources or projects affected by stationary or industrial noise sources (as measured at the property line of a noise sensitive receiving use): Daytime (7a.m.-7p.m.): 55 Nighttime (7p.m.-7a.m.): 45				

**TABLE 2.04.B-3: BUILDING PLACEMENT STANDARDS AND GUIDELINES — NORTH TAHOE EAST MIXED-USE SUBDISTRICTS**



	Town Center Subdistricts					
	MU-MTC	MU-LTC	MU-R	MU-TOR	MU-WREC	#
Minimum Setbacks (measured from property line unless otherwise noted)						
Street Frontage, Hwy 28 (from edge of ultimate pavement)	0 ft min, 10' max (a)	0 ft min, 5 ft max (a)	20 ft measured from the planned edge of pavement, with min 6 ft sidewalk and min 4 ft landscaped parkway (a)	10 ft min(a)		1
Street Frontage, Other Streets (from edge of ultimate pavement)	0 ft min, 10 ft max for nonresidential uses (a)					2
Interior Side (from property line)	0 ft min, 10 ft landscaped setback required adjacent to residential use (b)					3
Rear (from property line)	20 ft (b) 0 ft					4

<i>Attached Garage</i>	2 ft from primary façade				n/a	⑥
Minimum Building Frontage at the Build-to Line (% of linear street frontage)	40% (eb)	40% (c)	40% (c)	50% (c)	n/a	⑦
Corner Build Area	30 ft (d)	30 ft (d)				⑧
Maximum Projection into Front Setback	Awnings and overhangs to provide a covered walkway, public plaza, or outdoor eating area may project up to 50% of the required setback but not into any public right-of-way.					⑨

- a. Street Frontage Improvements. New development, including substantial alterations of existing properties (total floor area of the proposed alteration, not including any internal alteration, is more than 50 percent of the floor area of the original building), and/or the project is located on a street identified in Table 3.06.A Future Streetscape and Roadway Design Characteristics shall provide frontage improvements in accordance with the following and Section 3.06 Streetscape and Roadway Design Standards ~~the following~~ or an approved area-wide improvement plan:
  - i. **Building Frontage.** The area between the building frontage and back of sidewalk or edge of pavement where there is no sidewalk, shall be improved so that it functions as part of the wider sidewalk, improved as outdoor eating or seating areas ~~(subject to Placer County Code Section 17.56.160, Outdoor Retail Sales),~~ or landscaped.
  - ii. **Street Trees.** If located in sidewalk tree wells, trees shall be planted at minimum 20 feet on center along the Highway 28 street frontage. Otherwise, street trees shall be planted at least 40 or 50 feet on center depending on species selected.
  - iii. ~~Curb.~~ Six inch vertical concrete curb and gutter at sidewalks or rolled curbs with gutter or valley gutter where sidewalks are not planned.
  - iv. ~~jii.~~ Pedestrian Street Lights. Twelve-foot-high pedestrian lights at 50 feet on center or low-level lights 25 feet on center.
  - iv. Additional Improvements in Town Centers. Minimum six-foot-wide sidewalk or pedestrian way with landscaping or street trees for all projects along Highway 28 and Highway 267.
  - v. \_\_\_\_\_
- b. ~~Required Interior Yards.~~ In order to provide light and air for residential units, the following minimum setbacks apply to any building wall facing an interior side or rear yard. When the site is

adjacent to a residential subdistrict, the project must comply with whichever standard results in the greater setback.

~~i. Standards for Interior Yards adjacent to Residential Subdistricts.~~

~~(1) Structures shall not interrupt a line of a 1:1 slope extending upward from 25 feet above existing grade of the setback line adjacent to the residential district.~~

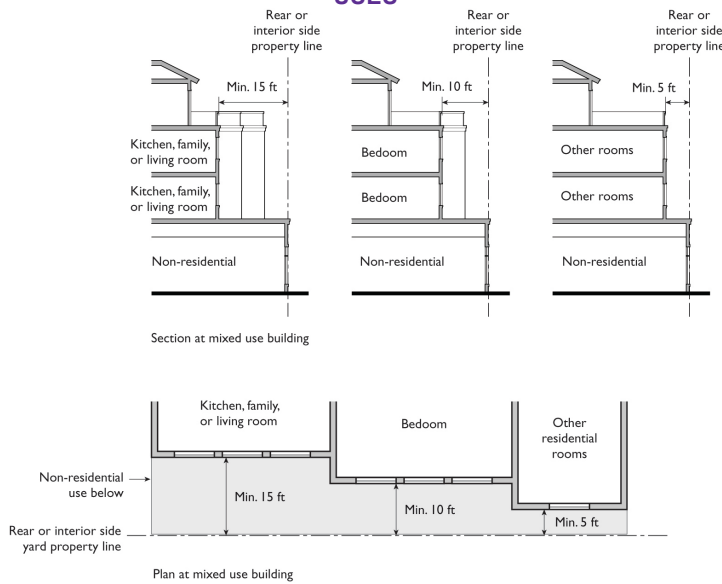
~~ii. Standards for all Interior Yards. The required setbacks apply to that portion of the building wall containing residential windows and extending three feet on either side of any window.~~

~~(1) For any wall containing living room, family room, or kitchen windows, a setback of at least 15 feet shall be provided.~~

~~(2) For any wall containing bedroom windows, a setback of at least 10 feet shall be provided.~~

~~(3) For all other walls containing windows, a setback of at least five feet shall be provided.~~

**FIGURE 2.04(B)(3): REQUIRED SIDE AND REAR YARDS FOR RESIDENTIAL USES**



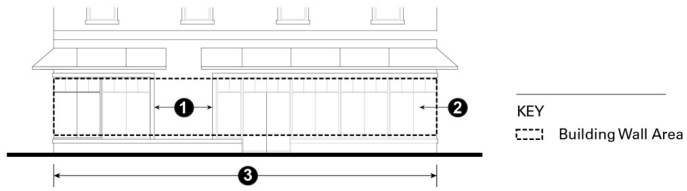
e.b. Build-to Line for Nonresidential Uses. Buildings with nonresidential uses on the ground floor shall be constructed at the required setback

for the identified percent of linear street frontage. This requirement may be modified or waived with project approval upon finding that:

- i. Entry courtyards, plazas, entries, or outdoor eating and display areas are located between the build-to line and building, provided that the buildings are built to the edge of the courtyard, plaza, or dining area;
- ii. The building incorporates an alternative entrance design that creates a welcoming entry feature facing the street; or
- iii. The building placement is necessary to allow significant views of the lake.

d.c. Corner Build Area. Where feasible and compatible with environmental constrains, buildings with nonresidential uses on the ground floor in the MU-MTC Subdistrict ~~should~~ shall be located in accordance with the required setbacks within 30 feet of any street corner. Public plazas may be at the street corner provided buildings are built to the edge of the public plaza.

**TABLE 2.04.B-4: BUILDING FORM GUIDELINES — NORTH TAHOE EAST MIXED-USE SUBDISTRICTS**

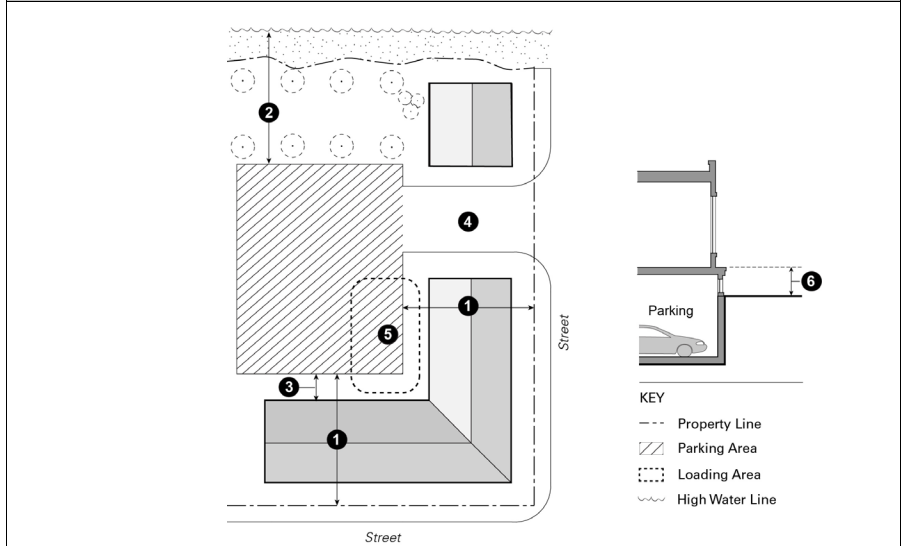


Town Center Subdistricts						
	MU-MTC	MU-LTC	MU-R	MU-TOR	MU-WREC	#
Maximum Length of Blank Wall	Except for side walls built on property lines, no wall should run in a continuous horizontal plane for more than 25 feet without windows or doors or architectural details of minimum 2 foot recess or projection					1
Required Transparency (% of building wall area)	50%(de)	50%(de)	40%(de)	75%(de)	40%(de)	2
Building Modulation	Any building over 75 feet wide should be broken down to read as a series of buildings no wider than 75 feet each. This shall be accomplished utilizing facades, modulations, and other architectural features. Front building facades shall be modulated with horizontal offsets, recessed entries, or protrusions, where applicable. The maximum width of building facades (measured horizontally along the building exterior) without modulation shall be 30 feet.					
Maximum Building Length	250 ft; 75 ft (1)	200 ft	200 ft	350-200 ft; 75 ft (1)	200 ft	3
<u>(1) Buildings shall be a maximum of 75 ft on all parcel frontages directly facing residential zone districts.</u>						

**TABLE 2.04.B-4: BUILDING FORM GUIDELINES — NORTH TAHOE EAST MIXED-USE SUBDISTRICTS**

- e.d. **Building Transparency: Required Openings -for Retail and Service Uses.** Exterior walls facing and within 20 feet of a front or street side property line should-shall include windows, doors, or other openings for the required percentage stated in Table 2.04.B-3.3 of the building wall area located between 2.5 and seven feet above ground level. Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, display are-as, sales areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.
  - i. **Exceptions for Parking Garages.** Multi-level garages are not required to meet the building transparency requirement of this subsection. Instead, they must either be located behind buildings or screened with a landscaped area at least 10 feet wide between the parking garage and public street.

**TABLE 2.04B-5: PARKING AND ACCESS STANDARDS AND GUIDELINES — NORTH TAHOE EAST MIXED-USE SUBDISTRICTS**



Town Center Subdistricts						
	MU-MTC	MU-LTC	MU-G	MU-TOR	MU-REC	#
Minimum Setback From Edge of Traveled Way	20 ft (f)					1



TABLE 2.04B-5: PARKING AND ACCESS STANDARDS AND GUIDELINES — NORTH TAHOE EAST MIXED-USE SUBDISTRICTS			
Minimum Setback From Lake Tahoe	40 ft, or per TRPA Code of Ordinances, whichever is greater		2
Setbacks from Buildings and Public Plazas	5 ft walkway and/or landscaping		3
Access Location	Side street or rear wherever possible. <del>When adjoining residential zone districts, access from or along residential zone districts shall be discouraged and projects shall demonstrate compliance with Section 3.07 D.</del>		4
Shared Access	See additional regulations (g)	n/a	(g)
Curb Cuts	Minimized and in areas least likely to impede pedestrian circulation		
Loading/Service Areas	Side or rear of lot is preferred. Loading and services areas should be screened from public ROW and from lake.		5
Parking Podium	Maximum height of a parking podium visible from the street should be no greater than 3 feet from finished grade.		6

f.e. Limitations on Location of Parking. Buildings ~~should~~ shall be placed as close to the street as possible, with parking behind a building or on the interior side or rear of the site. Parking may be located within the required setback, subject to the following requirements.

- i. **Underground and Partially Submerged Parking.** Parking completely or partially underground (with maximum three feet above ground), ~~may match the setbacks of the main structure.~~
- ii. **Surface Parking.** Aboveground surface parking ~~may~~ shall be located within 20 feet of a street, but no less than 20 feet from the edge of the traveled way with the approval of a project when the following findings are made:
  - (1) Buildings are built close to the public sidewalk to the maximum extent feasible;
  - (2) The parking area is screened along the public right-of-way with a wall, hedge, trellis, and/or landscaping; and,
  - (3) The site is small and constrained such that parking located more than 20 feet from the street frontage is not feasible.
  - ~~(4)~~ County Public Works determines traffic impacts from vehicle queuing and backing into the right-of-way are mitigated.

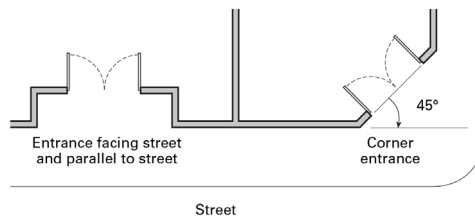
g.f. Shared Access. To encourage shared parking and shared access points on public streets, new parking facilities for Retail Trade or Service Uses ~~shall~~ should be designed to accommodate cross-access to / from adjacent properties to allow parking areas to become joint use

facilities even if initially serving only one development. When cross-access for vehicles is deemed impractical ~~throughby~~ the Design Review ~~process or othe entitlement process Committee~~, the requirement for cross-access may be waived with project approval if bicycle or pedestrian connections are provided between adjacent developments.

h.g. **Building Orientation and Entrances.**

- i. Buildings shall be oriented to face public streets.
- ii. Building frontages ~~should~~ shall be ~~generally~~ parallel to streets, and the primary building entrances ~~should~~ shall be located on a public street.
- iii. Building entrances ~~should~~ shall be emphasized with special architectural and landscape treatments.
- iv. Entrances located at corners shall generally be located at a 45-degree angle to the corner and ~~shall~~ should have a distinct architectural treatment to animate the intersection and facilitate pedestrian flow around the corner. Different treatments may include angled or rounded corners, arches, and other architectural elements. All building and dwelling units located in the interior of a site ~~shall~~ should have entrances from the sidewalk that are designed as an extension of the public sidewalk and connect to a public sidewalk.
- v. Entrances to residential units ~~shall~~ should be physically separated from the entrance to the permitted commercial uses and clearly marked with a physical feature incorporated into the building or an appropriately scaled element applied to the façade.

**FIGURE 2.04(B)(4.1): BUILDING ORIENTATION AND ENTRANCES**



h. **Building Design and Articulation.** Buildings shall provide adequate architectural articulation and detail to avoid a bulky and “box-like” appearance. Building design shall reflect “Old Tahoe” and “Historic Alpine” theme and architectural features, which promote the community’s rustic setting and beach character and include the following:

- i. **Exterior Building Materials and Colors.** Buildings shall be designed in accordance with Section 36.6.1 of the TRPA Code of Ordinances and the following supplemental standards.
  - (1) A unified palette of non-reflective, natural materials such as stone and wood shall be used on all sides of buildings.
  - (2) Natural colors of a mountain setting shall be used to help delineate windows and other architectural features to increase architectural interest.
- ii. **Building Details.** Buildings shall provide adequate architectural articulation and detail to avoid a bulky and “box-like” appearance and designs shall consider the effects of snow and ice on building access.
  - (1) Building façades shall include building projections or recesses, doorway and window details, shutters, awnings, window boxes, natural stone or wood materials, and other details that provide architectural articulation and design interest.
  - (2) Clip-gambrel roofs, shed roofs, upper-floor balconies, covered walkways, and other architectural elements ~~shall~~ should be used, as appropriate, to terminate rooflines and accentuate setbacks between stories.
  - (3) All applied surface ornamentation or decorative detailing shall be consistent with the architectural style of the building.
  - (4) Each side of the building that is visible from a public right-of-way, shoreline, or publicly accessible open space shall be designed with a complementary level of detailing. Particular attention shall be given to the detailing within the pedestrian’s range of touch and view, such as the use of special storefront detailing and façade ornamentation to reinforce the pedestrian character of the street.
  - (5) Building designs shall account for the frequent presence of snow and ice consistent with Section 3.09.D, Design for Snow. Appropriate design strategies may include:
    - (1) Location of entrances under the gable ends of pitched roofs;
    - (2) Limiting the location of entrances, stairs, or walkways under the drip line of roof eaves;
    - (3) Covering of stairs and walkways;
    - (4) Use of snow cleats on roofs to prevent rapid shedding of snow and ice;

- (5) Limiting the extension of open or uncovered balconies into the roof area;
- (6) Use of heating elements to reduce snow shedding off of roofs; or
- (7) Consideration of composition roofs over metal roofing materials.

j.i. Pedestrian Connections. A minimum five foot wide unobstructed pedestrian access ~~shall should~~ be provided from on-site vehicle and bicycle parking area to the main entrance of buildings, to adjacent public amenities such as the beach, shoreline, or viewpoints, and to public trails or transit stops located along the street frontage.

k.j. Residential Open Space. For residential and mixed-use projects with residential uses, 75 square feet of private or common open space area ~~shall should~~ be provided per dwelling unit. Private areas typically consist of balconies, decks, patios, fenced yards, and other similar areas adjacent to private units. Common areas typically consist of landscaped areas, walks, patios, barbeque areas, or other such improvements as are appropriate to enhance the outdoor environment of the development. Landscaped courtyard entries that are oriented towards a public street are considered common areas.

i. **Minimum Dimensions.**

- (1) Private Open Space: Private open space ~~shall should~~ have no horizontal dimension less than six feet.
- (2) Common Open Space: Common open space ~~shall should~~ have no horizontal dimension less than 20 feet.

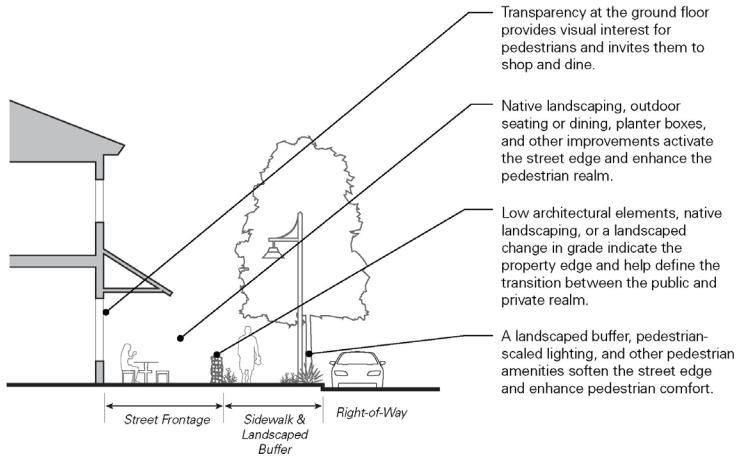
ii. **Usability.** A surface ~~shall should~~ be provided that allows convenient use for outdoor living and/or recreation. Such surface may be any practical combination of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust-free surfacing. Seating areas and plazas ~~shall should~~ be located in areas with good solar exposure.

iii. **Accessibility.**

- (1) Private Open Space: The space ~~shall should~~ be accessible to the living unit by a doorway to a habitable room or hallway.
- (2) Common Open Space: The space ~~shall should~~ be accessible to the living units on the lot. It ~~shall should~~ be served by any stairway or other accessway qualifying as an egress facility from a habitable room.

5-6. **Design Guidelines.**

- a. **Street Frontage Design.** Design front setbacks that maintain the mountain character of scenic Highway 28 and other neighborhood streets. Incorporate varied landscaping with a combination of trees, shrubs, and groundcover, as well as changes in elevation or landscaped edges. Avoid heavily manicured or uniform landscape palettes.



An assortment of native landscaping is appropriate for all front setbacks. Low walls or bollards should be used to indicate property lines.



Front setbacks should be designed to provide attractive landscaping and architectural features as well as active uses and ground floor transparency.

b. Building Form and Design

- i. **Building Articulation and Visual Interest at the Ground Level.** Vary building planes along the street frontage. Incorporate ground-level building details to create a pedestrian-oriented environment with a rural transitional character. Illustrations demonstrate preferred architectural detailing and articulation regardless of building height, size, and massing.
- ii. **Materials.** Employ a variety of building finish materials in the Old Tahoe or Historic Alpine style. Finishes should be wooden panels, masonry, logs, boards and batten, composite shingle siding, shiplap siding, heavy V-joint siding, and metal or composite roofs.
- iii. **Colors.** Design buildings exteriors in the subdued colors of historic Old Tahoe or Historic Alpine style.
- iv. **Roof Design.** ~~Design sloped roofs with a minimum slope of 3:12.~~ Roof forms may include gable, hip, and gambrel roofs, and lowered eave lines with dormer windows on upper levels are encouraged. Changes in roof heights are encouraged to prevent boxy buildings. Where flat roofs are used, provide architectural cornices to enhance the roofline. Authentic roof forms that cover the entire width and depth of buildings are preferred over of superficial roof forms, such as mansards, that are affixed to the building.

Pitched roofs help reduce snow load and reflect local architectural styles.

Colors blend in with the environment. Bright colors may be used for accent.

Buildings designed with a variety of materials lend visual interest to the built environment and are consistent with local style.



c. **Building Entrances**

- i. **Entrance Design.** Building entrances should be designed to reflect the Old Tahoe Style and should be highlighted with covered architectural elements, pedestrian-scaled signage, paving, and building transparency. Walkways or stairways leading to the building entrance should be clearly visible from the right-of-way and from adjacent development.

Landscaping and architectural elements such as porches, gables, and columns highlight building entrances.

Entrances parallel to the street help activate the pedestrian environment.



d. **Shorezone Design**

- i. **View Protection.** Orient pedestrian paths and vehicular circulation to maximize and protect shoreline views from the public rights-of-way. Identify areas that best allow lake views and design buildings and landscaping to maximize visual access. Where buildings, structures, or parking or loading areas can be seen within a scenic corridor, minimize the impact with vegetation, landforms, or colors and materials that blend with the surroundings.

Buildings adjacent to pedestrian paths should not obstruct the lake view. Height, material, colors, and siting should protect and complement lake views.

The placement of open space adjacent to a pedestrian path opens up the view of the lake.

Smaller trees and shrubs should be located near the lake end of access paths to protect views.



- ii. **Access.** Provide clearly demarcated public access to the shorezone from public rights-of way. Incorporate landscaped edges, furniture, changes in elevation, and paving, while ensuring that all landscape design is sensitive to the natural habitat. When located adjacent to a parking area, design the access path to be visually distinct from the parking area.

**6.7. Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances and [Placer County Code Chapter 12, Article 12.32 "Lake Tahoe Shorezone"](#). The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

<b>TABLE 2.04.B-6: SHOREZONE — NORTH TAHOE EAST MIXED-USE SUBDISTRICTS</b>		
<i>Tolerance Districts</i>	6	7
<b>Maximum Community Noise Equivalent Level (CNEL)</b>		
Shorezone	55	55
Lakezone	50	50
<b>Primary Uses</b>		
Water- Oriented Outdoor Recreation Concessions	S	S
Beach Recreation	A	A
Waterborne Borne Transit	A	A
Tour Boat Operations	S	S
Safety and Navigation Facilities	A	A
Marinas	S	S
Boat Launching Facilities	S	S
Salvage Operations	S	S
<b>Accessory Structures</b>		
Buoys	A	A
Piers	<a href="#">A (1)</a>	<a href="#">A (1)</a>
Fences	<a href="#">S (1)</a>	<a href="#">S (1)</a>
Boat Ramps	A	A
Breakwaters or Jetties	S	S
Shoreline Protective Structures	<a href="#">S (1)</a>	<a href="#">S (1)</a>
Water Intake Lines	A	A
Floating Platforms and Docs	A	A
<b>Notes:</b>		
<a href="#">(1)</a> Accessory Structure(s) shall also comply with the requirements of <a href="#">Placer County Code Chapter 12, Article 12.32 "Lake Tahoe Shorezone"</a>		



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C. **North Tahoe West Mixed-Use Subdistricts.**

1. **Purpose.** The purposes of the North Tahoe West Plan Area Mixed-Use Subdistricts are to:
  - a. Provide for the orderly, well-planned, and balanced growth of the Tahoe Vista and Carnelian Bay areas and support their role as important commercial, service, tourist, and community gathering places for local residents and visitors with easy access to recreational opportunities.
  - b. Promote Tahoe Vista and Carnelian Bay areas as pedestrian- and transit-oriented, mixed-use community centers.
  - c. Encourage a mix of uses that promotes convenience, economic vitality, and a pleasant quality of life and improve access to a greater range of facilities and services for surrounding residential neighborhoods.
  - d. Establish design standards that improve the pedestrian-orientation and visual quality of development and create a unified, distinctive, and attractive character.
2. **Planning Statements.** Planning statements for each Mixed-Use Subdistrict are as follows:
  - a. Mixed-Use Community Center (MU-CC). The Mixed-Use Community Center is made up of Mixed-Use Community Center East (MU-CCE) and Mixed-Use Community Center West (MU-CCW). Together, these subdistricts are the heart of the Tahoe Vista area. MU-CC is intended to maintain and enhance the pedestrian- and transit-oriented environment of retail, restaurants, services, and tourist accommodation with easy access to the lake and recreational activities.
    - i. **Special Designations.** (See Section 3.14 [Transfer of Development](#))
      - (1) TDR ([Transfer of Development Right](#)) Receiving Area for: Existing Development; Multi-Residential Units
      - (2) Preferred Affordable, Moderate, and Achievable Housing Area
    - ii. **Special Policies.**
      - (1) A mix of tourist and residential serving commercial is encouraged in the MU-CCW area.
      - (2) Public outdoor recreation and tourist uses are encouraged in the MU-CCE area and this area is targeted for increased public access to Lake Tahoe.
      - (3) All projects, as a condition of approval, shall implement frontage improvements consistent with Area Plan requirements.

*Implementing Regulations*

- (4) All projects shall be subject to the design guidelines consistent with Area Plan requirements.
- (5) For the Placer County project review process for design review and signage, retain the existence and participation of the ~~North Tahoe~~Tahoe Basin Design Review Committee. The County should consider the recommendations of the Committee prior to taking action on any project subject to Committee review.
- (6) Projects which provide substantial rehabilitation by remodeling, upgrading, or other aesthetic improvements shall be eligible for incentives.
- (7) The focus of redevelopment should be on the beach area.
- (8) TRPA and Placer County staff should provide quick and responsive project review through a coordinated review process.
- (9) Outdoor advertising shall be subject to Area Plan standards and guidelines.
- (10) Nonconforming signs shall be subject to an amortization plan and incentive program to provide for the eventual elimination or replacement of such signs.
- (11) All projects within the TRPA scenic corridor shall be responsible for removing, relocating, or screening overhead utilities as a condition of project approval. The decision making body may waive this requirement if the project is part of an underground program or the undergrounding has been determined by TRPA not to be necessary to meet TRPA scenic targets.
- (12) Projects with existing coverage in excess of 75 percent of their project area shall be required to provide an increase in landscaping equal to 5% of the project area. The landscaping requirement shall be met within the project area or, if not feasible, off site in a related area. This condition may be waived by the Design Review Committee if the project is part of an assessment district which is providing the required increase in landscaping or the landscaping requirement has been met by a previous approval.
- (13) The Design Review Committee shall consider the recommendations contained within the Scenic Quality Improvement Program (SQIP) when reviewing projects and where appropriate, incorporate

conditions of approval to implement the recommendations.

- (14) Projects located between the designated scenic corridors and Lake Tahoe shall not cause a reduction of the views of Lake Tahoe from the corridors. TRPA may consider as an alternative, off-site improvements if it is determined there is a net increase in the lake views within the scenic unit.
  - (15) Projects in Tolerance District One (1) shall not increase disturbance or land coverage and shall be limited to maintenance dredging.
  - (16) Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
- b. Mixed-Use Gateway (MU-G). The Mixed-Use Gateway is made up of Mixed-Use Gateway East (MU-GE) and Mixed-Use Gateway West (MU-GW). Together, these subdistricts intended to create an attractive mixed-use commercial corridor that provides a welcoming gateway to Tahoe Vista. The physical form varies to reflect the commercial mixed-use character of the gateway corridor and to transition from surrounding, lower-density districts to the community center.
- i. **Special Designations.** (See Section 3.14 Transfer of Development)
    - (1) TDR (Transfer of Development Right) Receiving Area for: Existing Development; Multi-Residential Units
    - (2) Preferred Affordable, Moderate, and Achievable Housing Area
  - ii. **Special Policies.**
    - (1) Tourist oriented uses are encouraged in the MU-GW area and priority should be given to locating tourist accommodation uses and beach access in this area.
    - (2) All projects, as a condition of approval, shall implement frontage improvements consistent with Area Plan requirements.
    - (3) All projects shall be subject to the design guidelines consistent with Area Plan requirements.
    - (4) For the Placer County project review process for design review and signage, retain the existence and participation of the North-Tahoe Basin Design Review Committee. The County should consider the recommendations of the Committee prior to taking action on any project subject to Committee review.

*Implementing Regulations*

- (5) Projects which provide substantial rehabilitation by remodeling, upgrading, or other aesthetic improvements shall be eligible for incentives.
- (6) The focus of redevelopment should be on the beach area.
- (7) TRPA and Placer County staff should provide quick and responsive project review through a coordinated review process.
- (8) Outdoor advertising shall be subject to Area Plan standards and guidelines.
- (9) Nonconforming signs shall be subject to an amortization plan and incentive program to provide for the eventual elimination or replacement of such signs.
- (10) All projects within the TRPA scenic corridor shall be responsible for removing, relocating, or screening overhead utilities as a condition of project approval. The decision making body may waive this requirement if the project is part of an underground program or the undergrounding has been determined by TRPA not to be necessary to meet TRPA scenic targets.
- (11) Projects with existing coverage in excess of 75 percent of their project area shall be required to provide an increase in landscaping equal to 5% of the project area. The landscaping requirement shall be met within the project area or, if not feasible, off site in a related area. This condition may be waived by the Design Review Committee if the project is part of an assessment district which is providing the required increase in landscaping or the landscaping requirement has been met by a previous approval.
- (12) The Design Review Committee shall consider the recommendations contained within the Scenic Quality Improvement Program (SQIP) when reviewing projects and where appropriate, incorporate conditions of approval to implement the recommendations.
- (13) Projects located between the designated scenic corridors and Lake Tahoe shall not cause a reduction of the views of Lake Tahoe from the corridors. TRPA may consider as an alternative, off-site improvements if it is determined there is a net increase in the lake views within the scenic unit.

- (14) Projects in Tolerance District One (1) shall not increase disturbance or land coverage and shall be limited to maintenance dredging.
  - (15) Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
- c. Mixed-Use Neighborhood Center (MU-NC). MU-NC is intended to provide a central gathering place where residents and visitors can enjoy a range of commercial, retail, service, tourist accommodation, and residential uses in a compact development pattern, creating an aesthetically-pleasing environment for pedestrians, cyclists, and automobile drivers.
- i. **Special Designations.** (See Section 3.14 Transfer of Development)
    - (1) TDR (Transfer of Development Right) Receiving Area for: Existing Development; Multi-Residential Units
    - (2) Preferred Affordable, Moderate, and Achievable-Income Housing Area
  - ii. **Special Policies.**
    - (1) All projects, as a condition of approval shall implement or commit to a five year schedule to implement sidewalk improvements. This condition may be waived if the project is in an assessment district already committed to such improvements.
    - (2) All projects shall be subject to the Area Plan design standards and guidelines. Standards may be adjusted to preserve natural features. Setback standards on State Route 28 may only be reduced upon making the required findings of the TRPA Code for scenic corridors.
    - (3) For the Placer County project review process for design review and signage, retain the existence and participation of the North-Tahoe Basin Design Review Committee. The County and TRPA should consider the recommendations of the Committee prior to taking action on any project subject to Committee review.
    - (4) Projects which provide substantial rehabilitation by remodeling, upgrading, or other aesthetic improvements shall be eligible for incentives.
    - (5) TRPA and Placer County staff should provide quick and responsive project review through a coordinated review process.
    - (6) Outdoor advertising shall be subject to Area Plan standards and guidelines.

*Implementing Regulations*

- (7) Nonconforming signs shall be subject to an amortization plan and incentive program to provide for the eventual elimination or replacement of such signs.
- (8) All projects within the TRPA scenic corridor shall be responsible for removing, relocating, or screening overhead utilities as a condition of project approval. TRPA may waive this requirement if the project is part of an underground program or the undergrounding has been determined by TRPA not to be necessary to meet TRPA scenic targets.
- (9) Projects with existing coverage in excess of 75% of their project area, shall be required to provide an increase in landscaping equal to 5% of the project area. The landscaping requirement shall be met within the project area or, if not feasible, off site in a related area. This condition may be waived by the Design Review Committee if the project is part of an assessment district which is providing the required increase in landscaping or the landscaping requirement has been met by a previous approval.
- (10) The Design Review Committee shall consider the recommendations contained within the Scenic Quality Improvement Program (SQIP) when reviewing projects and where appropriate, incorporate conditions of approval to implement the recommendations.
- (11) Projects located between the designated scenic corridors and Lake Tahoe shall not cause a reduction of the views of Lake Tahoe from the corridors. TRPA may consider off-site improvements as an alternative if it is determined there is a net increase in the lake views within the scenic unit.
- (12) Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.

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3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the subdistricts. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within these subdistricts. The establishment of new uses not listed shall be prohibited. Numbers in parentheses (#) refer to specific limitations listed at the end of the table.

<b>TABLE 2.04.C-1: LAND USE REGULATIONS — NORTH TAHOE WEST MIXED-USE SUBDISTRICTS</b>						
	<i>Village Center Subdistricts</i>					
<i>Use</i>	<i>MU-GW</i>	<i>MU-CCW</i>	<i>MU-CCE</i>	<i>MU-GE</i>	<i>MU-NC</i>	<i>Add'l Regs</i>
<b>Residential</b>						
Single Family Dwelling	<u>A (5)(2) / MUP(2)</u>	<u>A (5)(3) / MUP(3)</u>	<u>A (5)(3) / MUP(3)</u>	A(2)	A(1)	
Multiple Family Dwellings	<u>A (5)(2) / MUP(2)</u>	<u>A (5)(3) / MUP(3)</u>	<u>A (5)(3) / MUP(3)</u>	<u>A (5)(2) / MUP(2)</u>	<u>A (5)(1) / MUP(1)</u>	
Multi-Person Dwellings	<u>A (5)(2) / MUP</u>	<u>A (5)(3) / MUP</u>	<u>A (5)(3) / MUP(3)</u>	<u>A (5)(2) / MUP</u>	<u>A (5)(1) / MUP(1)</u>	
Employee Housing	<u>A (5)(2) / MUP</u>	<u>A (5)(3) / MUP</u>	<u>A (5)(3) / MUP</u>	<u>A (5)(2) / MUP</u>	<u>A (5)(1) / MUP</u>	
Residential Care		MUP		MUP		
<b>Tourist Accommodation</b>						
Bed and Breakfast Facilities	A	A	MUP	A	A	
Hotels, Motels and Other Transient Dwelling Units	MUP (20 units or more, CUP)	MUP (20 units or more, CUP)	CUP	CUP	MUP (20 units or more, CUP)	
Timeshare (Hotel/Motel Design)	CUP	CUP	CUP	CUP	CUP	
Timeshare (Residential Design)	CUP	CUP	CUP	CUP	CUP	
<b>Commercial</b>						
Auto, Mobile Home and Vehicle Dealers		CUP	CUP			
Building Materials and Hardware		MUP			MUP	
Eating and Drinking Places	A	A	A	CUP	A	
Food and Beverage Retail Sales	A	A	A		A	
Furniture, Home Furnishings and Equipment		MUP			A	
General Merchandise Stores	A	A	A		A	
Mail Order and Vending		A				
Nursery	MUP	A			A	
Outdoor Retail Sales		<u>A (8) / MUP</u>	<u>A (8) / MUP</u>			

<b>TABLE 2.04.C-1: LAND USE REGULATIONS — NORTH TAHOE WEST MIXED-USE SUBDISTRICTS</b>						
	<i>Village Center Subdistricts</i>					
<i>Use</i>	<i>MU-GW</i>	<i>MU-CCW</i>	<i>MU-CCE</i>	<i>MU-GE</i>	<i>MU-NC</i>	<i>Add'l Regs</i>
Service Stations		CUP			CUP	
Amusements and Recreation Services	CUP	CUP	CUP		CUP	
Privately Owned Assembly and Entertainment	CUP	CUP				
Outdoor Amusements	CUP	CUP			CUP	
Animal Husbandry (Services)		MUP				
Broadcasting Studios	MUP	A	MUP		A	
Business Support Services		MUP			MUP	
Contract Construction Services		MUP			MUP	
Financial Services		A			A	
Health Care Services		MUP			A	
Personal Services		A	MUP		A	
Professional Offices		A	MUP		A	
Repair Services		<u>A (6) (7) / MUP</u>			<u>A (6)(7) / MUP</u>	
Schools - Business and Vocational		CUP			CUP	
Secondary Storage	MUP	MUP	MUP	MUP	MUP	
Small Scale Manufacturing		MUP	MUP	MUP		
Vehicle Storage and Parking	MUP	MUP	MUP	MUP	MUP	
<b>Public Service</b>						
Religious Assembly		A			MUP	
Collection Stations		A	A			
Cultural Facilities	MUP	A	MUP	MUP	A	
Day Care Centers/Pre-Schools	A	A	A	A	A	
Government Offices		MUP			MUP	
Hospitals		CUP				
Local Assembly and Entertainment	MUP	A			MUP	
Local Post Offices	A	A			A	
Local Public Health and Safety Facilities	MUP	A	MUP	MUP	A	
Membership Organizations					MUP	
Publicly Owned Assembly and Entertainment	MUP	MUP				
Public Utility Centers					MUP	
Schools - Kindergarten through Secondary					MUP	

<b>TABLE 2.04.C-1: LAND USE REGULATIONS — NORTH TAHOE WEST MIXED-USE SUBDISTRICTS</b>						
	<i>Village Center Subdistricts</i>					
<i>Use</i>	<i>MU-GW</i>	<i>MU-CCW</i>	<i>MU-CCE</i>	<i>MU-GE</i>	<i>MU-NC</i>	<i>Add'l Regs</i>
Social Service Organizations		A			MUP	
Pipelines and Power Transmission	CUP	CUP	CUP	CUP	CUP	
Transit Stations and Terminals	CUP	CUP	CUP	CUP	CUP	
Transmission and Receiving Facilities (4)	MUP	MUP	MUP	MUP	MUP	
Transportation Routes	CUP	CUP	CUP	CUP	CUP	
Threshold-Related Research Facilities	MUP	MUP	MUP	MUP	MUP	
<b>Recreation</b>						
Day Use Areas	A	A	A	A	A	
Participant Sports (Facilities)	MUP	MUP			A	
Beach Recreation	A	A	A	MUP	A	
Boat Launching Facilities	CUP	CUP	A		A	
Cross Country Skiing Courses	A	A				
Developed Campgrounds	CUP					
Group Facilities	MUP					
Marinas		CUP	A		CUP	
Outdoor Recreation Concessions	A	A	A	MUP	A	
Recreation Center	MUP	MUP				
Recreational Vehicle Park	CUP					
Riding and Hiking Trails	A	MUP				
Rural Sports	CUP	CUP				
Snowmobile Courses	CUP	CUP				
Undeveloped Campgrounds						
Visitor Information Center	MUP	MUP	MUP		MUP	
<b>Resource Management</b>						
Reforestation	A	A	A	A	A	
Sanitation Salvage Cut	A	A	A	A	A	
Thinning	A	A	A	A	A	
Tree Farms	A	A	A	A	A	
Early Successional State Vegetation Management	A	A	A	A	A	
Nonstructural Fish Habitat Management	A	A	A	A	A	
Nonstructural Wildlife Habitat Management	A	A	A	A	A	

**TABLE 2.04.C-1: LAND USE REGULATIONS — NORTH TAHOE WEST MIXED-USE SUBDISTRICTS**

Use	Village Center Subdistricts					Add'l Regs
	MU-GW	MU-CCW	MU-CCE	MU-GE	MU-NC	
Structural Fish Habitat Management	A	A	A	A	A	
Structural Wildlife Habitat Management	A	A	A	A	A	
Fire Detection and Suppression	A	A	A	A	A	
Fuels Treatment (Management)	A	A	A	A	A	
Insect and Disease Suppression	A	A	A	A		
Sensitive Plant Management	A	A	A	A	A	
Uncommon Plant Community Mgmt.	A	A	A	A	A	
Erosion Control	A	A	A	A	A	
Runoff Control	A	A	A	A	A	
SEZ Restoration	A	A	A	A	A	

**Notes:**

- (1) Residential uses are discouraged on the ground floor [frontage](#) along Highway 28 and Carnelian Woods Ave.
- (2) Residential uses are discouraged on the ground floor [frontage](#) along Highway 28.
- (3) Residential uses are discouraged on the ground floor [frontage](#) along Highway 28 west of Pino Grande Ave.
- (4) Facilities that are not visually obtrusive may be eligible for an Administrative Approval per Placer County Code Section 17.56.060.F.
- (5) [Allowed if 100% of units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing.](#)
- (6) [Limited to establishments with a gross floor area of 5,000 square feet or less.](#)
- (7) [Must be completely enclosed inside a building of soundproof construction.](#)
- (8) [Mobile Vendor: Allowed, no maximum square footage.](#)

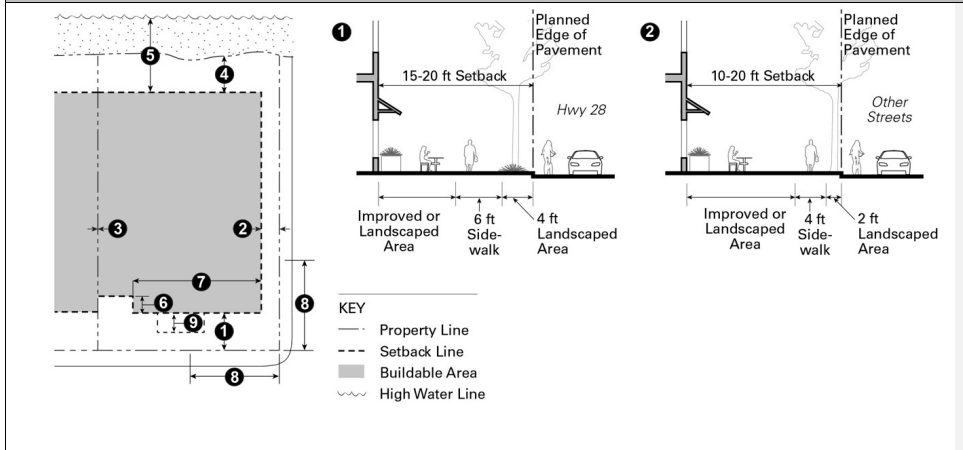
- 4. **Development Standards.** Tables 2.04.C-2, 2.04.C-3, and 2.04.C-4 prescribe the development standards for the North Tahoe West Mixed-Use subdistricts.

**TABLE 2.04.C-2: DENSITY, BUILDING HEIGHT, RECREATION AND NOISE STANDARDS — NORTH TAHOE WEST MIXED-USE SUBDISTRICTS**

	Village Center Subdistricts				
	MU-GW	MU-CCW	MU-CCE	MU-GE	MU-NC
<b>Maximum Density (Units/acre unless otherwise indicated)</b>					
Single Family Dwelling (du/parcel)	1	1	1	1	1
Multiple Family Dwelling	15	15	15	15	15
Multi-Person Dwelling (people per acre)	37	37	37	37	37
Residential Care (people per acre)		25		25	
Employee Housing (units per acre)	15As-per the	15As-per the	15As-per the	15As-per the	15

<b>TABLE 2.04.C-2: DENSITY, BUILDING HEIGHT, RECREATION AND NOISE STANDARDS — NORTH TAHOE WEST MIXED-USE SUBDISTRICTS</b>					
	Village Center Subdistricts				
	MU-GW	MU-CCW	MU-CCE	MU-GE	MU-NC
	limitations above	limitations above	limitations above	limitations above	
Tourist Accommodation					
<i>Bed and Breakfast Facilities</i>	10	10	10	10	10
<i>Hotel, Motel and Other Transient Dwelling Units with less than 10% of units with kitchens</i>	40	40	40	40	40
<i>Hotel, Motel and Other Transient Dwelling Units with 10% or more units with kitchens</i>	15	15	15	15	15
<i>Timeshare (units per acre)</i>	As set forth above	As set forth above	As set forth above	As set forth above	15
Recreation					
<i>Developed Campgrounds (sites per acre)</i>	8				
<i>Group Facilities (persons per acre)</i>	25				
<i>Recreational Vehicle Park (sites per acre)</i>	10				
Building Height	TRPA Code of Ordinances Chapter 37				
Additional Developed Outdoor Recreation	-	-	-	-	Summer Day Uses: 40 PAOT
Maximum Community Noise Equivalent Level (CNEL)	55	60	55	55	60
	Where applicable, a maximum 55 CNEL override is permissible for the Highway 28 Corridor				
Hourly $L_{eq}$ , dB	Daytime (7a.m.-7p.m.): 55; Nighttime (7p.m.-7a.m.): 45 Levels should be lowered by five dB for simple tone noises				
Maximum Level, dB	Daytime (7a.m.-7p.m.): 75; Nighttime (7p.m.-7a.m.): 65				
In the MU-NC Subdistrict, each of the noise levels specified above should be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.					

**TABLE 2.04.C-3: BUILDING PLACEMENT STANDARDS AND GUIDELINES — NORTH TAHOE WEST MIXED-USE SUBDISTRICTS**



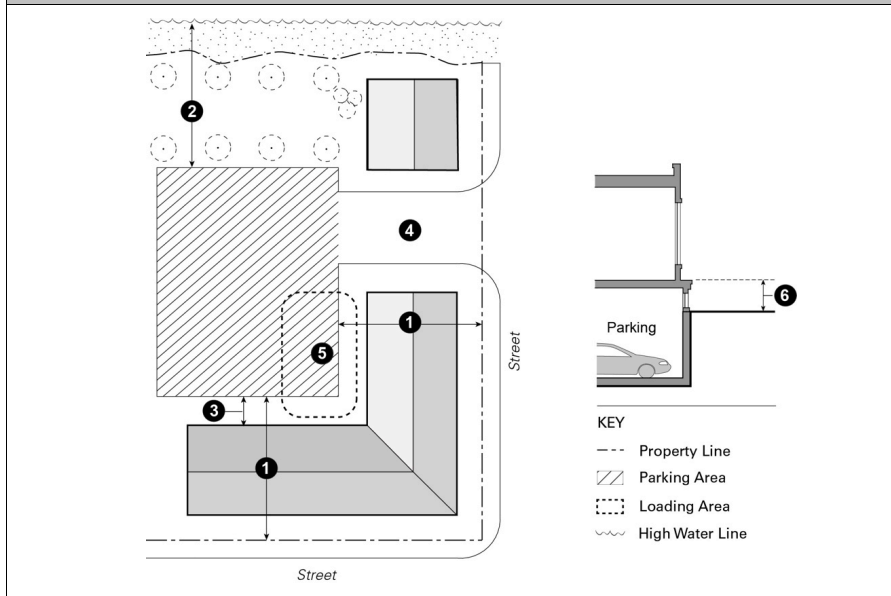
Village Center Subdistrict				
	MU-G	MU-CC	MU-NC	#
<b>Minimum Setbacks</b>				
Street Frontage, Hwy 28 (from edge of pavement)	15 ft min, 20 ft max. First 4 ft should be a landscaped parkway followed by a minimum 6 ft sidewalk. This guideline may be waived by the Design Review Committee were topographical features preclude sidewalk construction and alternative pedestrian access exists. <a href="#">Check Table 3.06.A for frontage improvements required</a> . (a)			1
Street Frontage, Other Streets (from edge of pavement)	10 ft min, 20 ft max. First 2 ft should be a landscaped snow easement followed by a 4 ft sidewalk (a)			2
Interior Side (from property line)	0 ft; 10 ft landscaped setback required adjacent to residential use			3
Rear (from property line)	20 ft		10 ft	4
Lake Tahoe	Per TRPA Code of Ordinances			5
Attached garage	2 ft from primary façade			6
Minimum Building Frontage at the Build-to Line (% of linear street frontage)	40% (b)	30% (b)	30% (b)	7
Corner Build Area	30 ft (c)	30 ft (c)	30 ft (c)	8
Maximum Projection into Front Setback	Awnings and overhangs to provide a covered walkway, public plaza, or outdoor eating area may project up to 50% of the required setback, but not into any public right-of-way.			9

- a. Street Frontage Improvements. New development, including substantial alterations of existing properties (total floor area of the proposed alteration, not including any internal alteration, is more than 50 percent of the floor area of the original building), and/or the project is located on a street identified in Table 3.06.A Future Streetscape and Roadway Design Characteristics shall provide street frontage ———improvements in accordance with the following and Section 3.06 Streetscape and Roadway Design Standards or an approved area wide improvement plan:
- i. **Building Frontage.** The area between the building frontage and back of sidewalk or edge of pavement where there is no sidewalk, shall be improved so that it functions as part of the wider sidewalk, improved as outdoor eating or seating areas (~~subject to Placer County Code, Section 17.56.160, Outdoor Retail Sales~~), or landscaped.
  - ii. **Street Trees.** If located in sidewalk tree wells, trees shall be planted at minimum 20 feet on center along the Highway 28 street frontage. Otherwise, street trees shall be planted at least 40 or 50 feet on center depending on species selected.
  - ~~iii. **Curb.** Six inch vertical concrete curb at sidewalks or rolled curbs with gutter or valley gutter where sidewalks are not planned.~~
  - ~~iv.~~ **iii. Pedestrian Street Lights.** Twelve foot high pedestrian lights at 50 feet on center or low-level lights 25 feet on center along Highway 28.
- b. Build-to Line for Nonresidential Uses. Buildings with non-residential uses on the ground floor shall be constructed at the required setback for the identified percent of linear street frontage. This requirement may be modified or waived with project approval upon finding that:
- i. Entry courtyards, plazas, entries, or outdoor eating and display areas are located between the build-to line and building, provided that the buildings are built to the edge of the courtyard, plaza, or dining area;
  - ii. The building incorporates an alternative entrance design that creates a welcoming entry feature facing the street; or
  - iii. The building placement is necessary to allow significant views of the lake.
- c. Corner Build Area. Where feasible and compatible with environmental constraints, buildings with nonresidential uses on the ground floor ~~shall~~should be located in accordance with the required setbacks within 30 feet of any street corner. Public plazas may be at the street corner provided buildings are built to the edge of the public plaza.
- d. Building Transparency: Required Openings for Retail and Service Uses. Exterior walls facing and within 20 feet of a front or street side

property line ~~shall~~ include windows, doors, or other openings for 50 percent of the building wall area located between 2.5 and seven feet above ground level. Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, display areas, sales areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.

- i. **Exceptions for Parking Garages.** Multi-level garages are not required to meet the building transparency requirement of this subsection. Instead, they must be either located behind buildings or screened with a landscaped area at least 10 feet wide between the parking garage and public street.

**TABLE 2.04.C-4: PARKING AND ACCESS STANDARDS AND GUIDELINES — NORTH TAHOE WEST MIXED-USE SUBDISTRICTS**



	Village Center Subdistrict			#
	MU-G	MU-CC	MU-NC	
Minimum Setback from Edge of Traveled Way	20 ft(e)			1
Minimum Setback from Lake Tahoe	40 ft or per TRPA Code of Ordinances, whichever is greater			2
Setback from Buildings and Public Plazas	5 ft walkway and/or landscaping			3
Access Location	Side street or rear wherever possible. <u>When adjoining residential zone districts, access from or along residential</u>			4



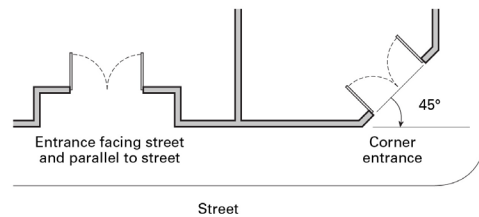
TABLE 2.04.C-4: PARKING AND ACCESS STANDARDS AND GUIDELINES — NORTH TAHOE WEST MIXED-USE SUBDISTRICTS		
	<a href="#">zone districts shall be discouraged and projects shall demonstrate compliance with Section 3.07 D.</a>	
Shared Access	See additional regulations (f)	
Curb Cuts	Minimized and in areas least likely to impede pedestrian circulation	
Loading/Service Areas	Side or rear of lot is preferred; Loading and service areas should be screened from the public right-of-way	5
Parking Podium	Maximum height of a parking podium located within the parking lot setback and visible from the street should be no greater than 3 feet from finished grade.	6

- e. **Limitations on Location of Parking.** Buildings ~~shall~~ should be placed as close to the street as possible, with parking behind a building, or on the interior side or rear of the site. Parking may be located within the required setback, subject to the following requirements.
  - i. **Underground and Partially Submerged Parking.** Parking completely or partially underground (with maximum three feet above ground); ~~may match the setbacks of the main structure.~~
  - ii. **Surface Parking.** Aboveground surface parking may be located within 20 feet of a street facing edge of traveled way with the approval of a project when the following findings are made:
    - (1) Buildings are built close to the public sidewalk to the maximum extent feasible;
    - (2) The parking area is screened along the public right-of-way with a wall, hedge, trellis, and/or landscaping;
    - (3) The site is small and constrained such that parking located more than 20 feet from the street frontage is not feasible; and
    - (4) County Public Works determines traffic impacts from vehicle queuing and backing into the right-of-way are mitigated.
- f. **Shared Access.** To encourage shared parking and shared access points on public streets, new parking facilities for Retail Trade or Service Uses ~~shall~~ should be designed to accommodate cross-access to / from adjacent properties to allow parking areas to become joint use facilities even if initially serving only one development. When cross-access for vehicles is deemed impractical ~~by through~~ the Design Review ~~Committee, process or other entitlement process~~ the requirement for cross-access may be waived with project approval if bicycle or pedestrian connections are provided between adjacent development.

g. **Building Orientation and Entrances.**

- i. Buildings ~~shall~~ be oriented to face public streets.
- ii. Building frontages shall be generally parallel to streets, and the primary building entrances should be located on a public street.
- iii. Building entrances ~~shall~~ be emphasized with special architectural and landscape treatments.
- iv. Entrances located at corners shall generally be located at a 45 degree angle to the corners and ~~shall~~ have a distinct architectural treatment to animate the intersection and facilitate pedestrian flow around the corner. Different treatments may include angled or rounded corners, arches, and other architectural elements. All building and dwelling units located in the interior of a site ~~shall~~ have entrances from the sidewalk that are designed as an extension of the public sidewalk and connect to a public sidewalk.
- v. Entrances to residential units ~~shall~~ be physically separated from the entrance to the permitted commercial uses and clearly marked with a physical feature incorporated into the building or an appropriately scaled element applied to the façade.

**FIGURE 2.04(C)(4.A): BUILDING ORIENTATION AND ENTRANCES**



h. **Building Design and Articulation.** Buildings shall provide adequate architectural articulation and detail to avoid a bulky and “box-like” appearance. Building design shall reflect “Old Tahoe” or “Historic Alpine” architectural features, which promote the rustic, alpine character of the area and include the following:

- i. **Exterior Building Materials and Colors.**
  - (1) A unified palette of non-reflective, natural materials such as stone and wood shall be used on all sides of buildings.
  - (2) Rustic exterior colors shall be used to blend the building into the forest canopy.

- ii. **Building Details.** Buildings shall provide adequate architectural articulation and detail to avoid a bulky and “box-like” appearance and designs shall consider the effects of snow and ice on building access.
  - (1) Building façades shall include building projections or recesses, doorway and window details, shutters, awnings, window boxes, natural stone or wood materials, and other details that provide architectural articulation and design interest.
  - (2) Clip-gambrel roofs, shed roofs, upper-floor balconies, covered walkways, and other architectural elements ~~shall~~ should be used, as appropriate, to terminate rooflines and accentuate setbacks between stories.
  - (3) All applied surface ornamentation or decorative detailing shall be consistent with the architectural style of the building.
  - (4) Each side of the building that is visible from a public right-of-way, shoreline, or publicly accessible open space shall be designed with a complementary level of detailing. Particular attention shall be given to the detailing within the pedestrian’s range of touch and view, such as the use of special store-front detailing and façade ornamentation to reinforce the pedestrian character of the street.
  - (5) Building designs shall account for the frequent presence of snow and ice consistent with Section 3.09.D, Design for Snow. Appropriate design strategies may include:
    - (a) Location of entrances under the gable ends of pitched roofs;
    - (b) Limiting the location of entrances, stairs, or walkways under the drip line of roof eaves;
    - (c) Covering of stairs and walkways;
    - (d) Use of snow cleats on roofs to prevent rapid shedding of snow and ice;
    - (e) Limiting the extension of open or uncovered balconies into the roof area;
    - (f) Use of heating elements to reduce snow shedding off of roofs; or
    - (g) Consideration of composition roofs over metal roofing materials.
- i. **Pedestrian Connections.** A minimum five-foot-wide unobstructed pedestrian access ~~shall~~ should be provided from on-site vehicle and

bicycle parking area to the main entrance of buildings, to adjacent public amenities such as the beach, shoreline, or viewpoints, and to public trails or transit stops located along the street frontage.

- j. **Residential Open Space.** For residential and mixed-use projects with residential uses, 75 square feet of private or common open space area ~~shall~~ be provided per dwelling unit. Private areas typically consist of balconies, decks, patios, fenced yards, and other similar areas adjacent to private units. Common areas typically consist of landscaped areas, walks, patios, barbeque areas, or other such improvements as are appropriate to enhance the outdoor environment of the development. Landscaped courtyard entries that are oriented towards a public street are considered common areas.

- i. **Minimum Dimensions.**

- (1) Private Open Space. Private open space ~~shall~~ have no horizontal dimension less than six feet.
- (2) Common Open Space. Common open space ~~shall~~ have no horizontal dimension of less than 20 feet.

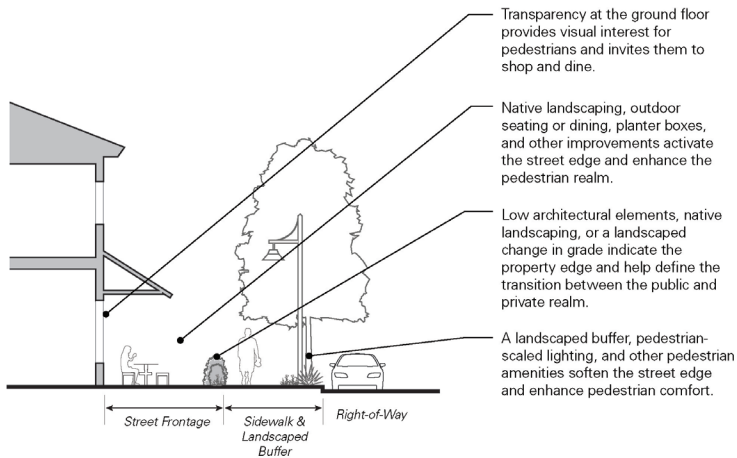
- ii. **Usability.** A surface ~~shall~~ be provided that allows convenient use for outdoor living and/or recreation. Such surface may be any practical combination of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust-free surfacing. Seating areas and plazas ~~shall~~ be located in areas with good solar exposure.

- iii. **Accessibility.**

- (1) Private Open Space: The space ~~shall~~ be accessible to only one living unit by a doorway to a habitable room or hallway.
- (2) Common Open Space: The space ~~shall~~ be accessible to the living units on the lot. It should be served by any stairway or other accessway qualifying as an egress facility from a habitable room.

5. **Design Guidelines.**

- a. **Street Frontage Design.** Design front setbacks that maintain the mountain character of scenic Highway 89 and other neighborhood streets. Incorporate varied landscaping with a combination of trees, shrubs, and groundcover, as well as changes in elevation or landscaped edges. Avoid heavily manicured or uniform landscape palettes.



An assortment of native landscaping is appropriate for all front setbacks. Low walls or bollards should be used to indicate property lines.



Front setbacks should be designed to provide attractive landscaping and architectural features as well as active uses and ground floor transparency.

b. **Building Form and Design.**

- i. **Building Articulation and Visual Interest at the Ground Level.** Vary building planes along the street frontage. Incorporate ground-level building details to create a pedestrian-oriented environment with a rural transitional character. Illustrations demonstrate preferred architectural detailing and articulation regardless of building height, size,



and massing.

- ii. **Materials.** Employ a variety of building finish materials in the Old Tahoe or Historic Alpine style. Finishes should be wooden panels, masonry, logs, boards and batten, composite shingle siding, shiplap siding, heavy v-joint siding, and metal or composite roofs.
- iii. **Colors.** Design buildings exteriors in the subdued colors of historic Old Tahoe or Historic Alpine style. These include earthy and natural colors that blend well with the alpine forest (reddish-brown, brown, tan, ochre, umber, sand, and dark green). Limit the use of bright-colored building materials and finishes, especially along scenic corridors.
- iv. **Roof Design.** ~~Design sloped roofs with a minimum slope of 3:12.~~ Roof forms may include gable, hip, and gambrel roofs, and lowered eave lines with dormer windows on upper levels are encouraged. Changes in roof heights are encouraged to prevent boxy buildings. Where flat roofs are used, provide architectural cornices to enhance the roofline. Authentic roof forms that cover the entire width and depth of buildings are preferred over superficial roof forms, such as mansards, that are affixed to the building.

Pitched roofs help reduce snow load and reflect local architectural styles.

Buildings designed with a variety of materials lend visual interest to the built environment and are consistent with local style.

Colors blend in with the environment. Bright colors may be used for accent.



c. **Building Entrances.**

- i. **Entrance Design.** Building entrances should be designed to reflect the Old Tahoe Style and should be highlighted with covered architectural elements, pedestrian-scaled signage, paving, and building transparency. Walkways or stairways leading to the building entrance should be clearly visible from the right-of-way and from adjacent development.

Landscaping and architectural elements such as porches, gables, and columns highlight building entrances.

Entrances parallel to the street help activate the pedestrian environment.



d. **Shorezone Design.**

- i. **View Protection.** Orient pedestrian paths and vehicular circulation to maximize and protect shoreline views from public rights-of-way. Identify areas that best allow lake views and design buildings and landscaping to maximize visual access. Where buildings, structures, or parking or loading areas can be seen within a scenic corridor, minimize the impact with vegetation, landforms, or colors and materials that blend with the surroundings.

Buildings adjacent to pedestrian paths should not obstruct the lake view. Height, material, colors, and siting should protect and complement lake views.

The placement of open space adjacent to a pedestrian path opens up the view of the lake.

Smaller trees and shrubs should be located near the lake end of access paths to protect views.



- ii. **Access.** Provide clearly demarcated public access to the shorezone from public rights-of way. Incorporate landscaped edges, furniture, changes in elevation, and paving, while ensuring that all landscape design is sensitive to the natural habitat. When located adjacent to a parking area, design the access path to be visually distinct from the parking area.

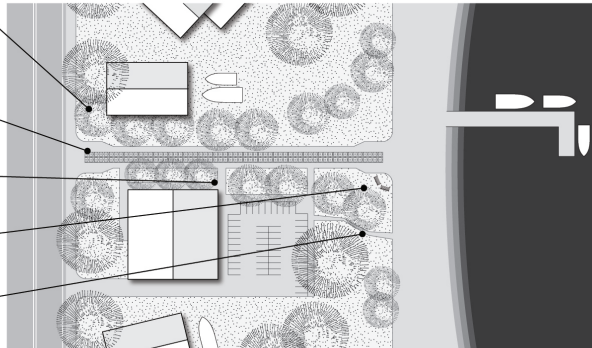
Design landscaping to preserve visibility of shoreline access. Locate smaller trees and shrubs near paths entrances and highlight paths with accent landscaping.

Enhance access paths with landscaped edges, paving, seating, and/or signage.

Maximize access by joining pedestrian connections with shoreline access paths.

Provide recreational facilities, dining or other amenities within the lake setback.

Provide informal paths where appropriate and ensure that they are sensitive to the natural shoreline habitat.





6. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances [and Placer County Code Chapter 12, Article 12.32 “Lake Tahoe Shorezone”](#). The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

TABLE 2.04.B-6: SHOREZONE — NORTH TAHOE EAST WEST MIXED-USE SUBDISTRICTS				
Tolerance Districts	1	6	7	
<b>Maximum Community Noise Equivalent Level (CNEL)</b>				
Shorezone	55	55	55	
Lakezone	50	50	50	
<b>Primary Uses</b>				
Water-Oriented Outdoor Recreation Concessions	S	SA	SA	
Beach Recreation	A	A	A	
Waterborne Transit		A	A	
Tour Boat Operations		S	S	
Safety and Navigation Facilities Construction Equipment Storage		AS	SA	
Marinas		S	S	
Boat Launching Facilities	S	S	S	
Salvage Operations		S	S	
<b>Accessory Structures</b>				
Buoys	A	A	A	
Piers	S(1)	A(1)	A(1)	
Fences	S(1)	S(1)	S(1)	
Boat Ramps	S	A	A	
Breakwaters or Jetties	S	S	S	
Shoreline Protective Structures	A(1)	S(1)	S(1)	
Water Intake Lines	A	A	A	
Floating Platforms and Docs	A	A	A	
<b>Notes:</b>				
(1) Accessory Structure(s) shall also comply with the requirements of Placer County Code Chapter 12, Article 12.32 “Lake Tahoe Shorezone”				

D. **West Shore Mixed-Use Subdistricts.**

1. **Purpose.** The purposes of the West Shore Mixed-Use Subdistricts are to:
  - a. Encourage a mix of uses that promotes convenience, economic sustainability, community gathering, and a pleasant quality of life.
  - b. Promote pedestrian- and transit-oriented, mixed-use community centers at appropriate locations.
  - c. Establish design standards that improve the visual quality of development and create a unified and attractive character.
  - d. Provide central community gathering places where residents and visitors can enjoy a range of small-scale commercial, retail, service, and tourist accommodation uses in a forested, alpine atmosphere and serene, walkable environment with a small town feel. The purpose of the district is to also encourage a mix of uses that promotes convenience, economic vitality, and a pleasant quality of life with improved access to recreational activities.
2. **Planning Statements.** Planning statements for each Mixed-Use Subdistrict are as follows:
  - a. **Tahoma Village Center Subdistrict.** This area should continue as a neighborhood tourist commercial area; however, there is a need for rehabilitation while maintaining the scale and character of the west shore.
    - i. **Special Designations** (See Section 3.14)
      - (1) TDR Receiving Area for Existing Development; Multi-Residential Units.
      - (2) Preferred Affordable, Moderate, and Achievable Housing Area.
    - ii. **Special Policies:**
      - (1) This is the closest commercial area to Sugar Pine State Park, Bliss State Park and Meeks Bay and, as such, further upgrades as a local commercial center should be encouraged to meet tourist and camper needs. The possible growth and expansion of these two recreational facilities should be coordinated.
      - (2) Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
  - b. **Homewood Village Center Subdistrict.** This area should continue to be a tourist commercial area. However, there is a need for rehabilitation while maintaining the scale and character of the west shore.
    - i. **Special Designations** (See Section 3.14)

- (1) TDR Receiving Area for Existing Development; Multi-Residential Units
  - (2) Preferred Affordable, Moderate, and Achievable Housing Area
- ii. **Special Policies:**
- (1) Planning for development of this area should include consideration of the adjoining ski areas, as well as marina master planning.
  - (2) The marina should be upgraded to accommodate boating needs.
  - (3) Tourism and recreation compatible with the historic nature development should be encouraged in this area.
  - (4) Outdoor seasonal events shall be regulated in a manner to reduce conflicts with neighboring residential uses and to minimize environmental impacts.
  - (5) Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
- c. Sunnyside Village Center Subdistrict. The current and future uses should be directed towards the needs of tourists. The area to the west of Highway 89 should be rehabilitated to improve the scenic quality of the area while maintaining the west shore scale and character.
- i. **Special Designations** (See Section 3.14)
- (1) TDR Receiving Area for Existing Development; Multi-Residential Units.
  - (2) Preferred Affordable, Moderate, and Achievable Housing Area.
- ii. **Special Policies:**
- (1) Upgrading of existing facilities should be consistent with the historical character of the area
  - (2) Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.

*Placer County*

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3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the subdistricts. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within these subdistricts. The establishment of new uses not listed shall be prohibited.

TABLE 2.04.D-1: LAND USE REGULATIONS — WEST SHORE MIXED-USE SUBDISTRICTS				
Use	Tahoma Village Center	Homewood Village Center	Sunnyside Village Center	Add'l Regs
<b>Residential</b>				
Single Family Dwelling	A	A	A	
Multiple Family Dwellings	A(2)/MUP	A(2)/MUP	A(2)/MUP	
Multi-Person Dwellings	A(2)/MUP	A(2)/MUP	A(2)/MUP	
Employee Housing	A(2)/MUP	A(2)/MUP	A(2)/MUP	
Residential Care	MUP			
Nursing and Personal Care	MUP			
<b>Tourist Accommodation</b>				
Bed and Breakfast Facilities	A	A	A	
Hotels, Motels and Other Transient Dwelling Units	CUP	CUP	CUP	
Timeshare (Hotel/Motel Design)	CUP	CUP	CUP	
Timeshare (Residential Design)	CUP	CUP		
<b>Commercial</b>				
Auto, Mobile Home and Vehicle Dealers	CUP	CUP	CUP	
Building Materials and Hardware	MUP	MUP	MUP	
Eating and Drinking Places	A	A	A	
Food and Beverage Retail Sales	A	A	A	
Furniture, Home Furnishings and Equipment	MUP	MUP	MUP	
General Merchandise Stores	A	A	A	
Mail Order and Vending	A	A	A	
Nursery	A	A	A	
Outdoor Retail Sales	A (3)	A (3) / MUP	A (3) / MUP	
Service Stations	A	A	A	
Amusements and Recreation Services	CUP	CUP	CUP	
Outdoor Amusements	CUP	CUP		
Animal Husbandry	MUP	MUP		
Auto Repair and Service	MUP	MUP		
Broadcasting Studios	A	A	A	
Business Support Services	A	A	A	
Contract Construction Services	MUP	MUP	MUP	

**TABLE 2.04.D-1: LAND USE REGULATIONS — WEST SHORE MIXED-USE SUBDISTRICTS**

<i>Use</i>	<i>Tahoma Village Center</i>	<i>Homewood Village Center</i>	<i>Sunnyside Village Center</i>	<i>Add'l Regs</i>
Financial Services	A	A	A	
Health Care Services	A	A	A	
Laundries and Dry Cleaning Plants	MUP			
Personal Services	A	A	A	
Professional Offices	A	A	A	
Repair Services	A	A	A	
Secondary Storage	MUP	MUP	MUP	
Small Scale Manufacturing	MUP	MUP		
Vehicle Storage And Parking	MUP	MUP	MUP	
Warehousing	MUP	MUP		
<b>Public Service</b>				
Pipelines and Power Transmission	CUP	CUP	CUP	
Public Utility Centers	MUP	MUP	MUP	
Transmission and Receiving Facilities (1)	MUP	MUP	MUP	
Transportation Routes	CUP	CUP	CUP	
Government Offices		MUP		
Transit Stations and Terminals	CUP	CUP	CUP	
Airfields, Landing Strips and Heliports (New Non-Emergency Sites Prohibited)		CUP		
Religious Assembly	A	A	MUP	
Cultural Facilities	A	A	A	
Day Care Centers/Pre-Schools	A	A	A	
Local Assembly and Entertainment	A	A	A	
Local Post Offices	A	A	A	
Local Public Health and Safety Facilities	A	A	A	
Membership Organizations	MUP	A	A	
Schools - Kindergarten through Secondary	MUP	A		
Social Service Organizations	MUP	A	A	
Regional Public Health and Safety Facilities			CUP	
Threshold-Related Research Facilities	MUP	MUP	MUP	
<b>Recreation</b>				
Day Use Areas	A	A	A	
Recreation Center	MUP	MUP		
Participant Sports (Facilities)	MUP	A	MUP	
Group Facilities	MUP		MUP	

**TABLE 2.04.D-1: LAND USE REGULATIONS — WEST SHORE MIXED-USE SUBDISTRICTS**

<i>Use</i>	<i>Tahoma Village Center</i>	<i>Homewood Village Center</i>	<i>Sunnyside Village Center</i>	<i>Add'l Regs</i>
Beach Recreation		A	A	
Boat Launching Facilities		CUP	CUP	
Cross Country Skiing Courses		MUP	MUP	
Developed Campgrounds			A	
Marinas		A	A	
Outdoor Recreation Concessions	MUP	A	A	
Recreational Vehicle Park			CUP	
Riding and Hiking Trails		MUP	MUP	
Rural Sports			CUP	
Skiing Facilities		CUP		
Snowmobile Courses		CUP		
Visitor Information Center	MUP	MUP	MUP	
<b>Resource Management</b>				
Reforestation	A	A	A	
Sanitation Salvage Cut	A	A	A	
Thinning	A	A	A	
Timber Stand Improvement	A	A	A	
Tree Farms	A	A	A	
Early Successional State Vegetation Management	A	A	A	
Nonstructural Fish Habitat Management	A	A	A	
Nonstructural Wildlife Habitat Management	A	A	A	
Structural Fish Habitat Management	A	A	A	
Structural Wildlife Habitat Management	A	A	A	
Fire Detection and Suppression	A	A	A	
Fuels Treatment (Management)	A	A	A	
Insect and Disease Suppression	A	A	A	
Sensitive Plant Management	A	A	A	
Uncommon Plant Community Management	A	A	A	
Erosion Control	A	A	A	
Runoff Control	A	A	A	
SEZ Restoration	A	A	A	
Reforestation	A	A	A	
Sanitation Salvage Cut	A	A	A	
Note:				

**TABLE 2.04.D-1: LAND USE REGULATIONS — WEST SHORE MIXED-USE SUBDISTRICTS**

Use	Tahoma Village Center	Homewood Village Center	Sunnyside Village Center	Add'l Regs
(1)	Facilities which are not visually obtrusive may be eligible for an Administrative Approval per Placer County Code Section 17.56.060.F.			
(2)	<a href="#">Allowed if 100% of units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing.</a>			
(3)	<a href="#">Mobile Vendor: Allowed, no maximum square footage.</a>			

4. **Development Standards.** Tables 2.04.D-2, 2.04.D-3, 2.04.D-4, and 2.04.D-5 prescribe the development standards for the West Shore Mixed-Use District subdistricts.

**TABLE 2.04.D-2: DENSITY, BUILDING HEIGHT AND NOISE STANDARDS — WEST SHORE MIXED-USE SUBDISTRICTS**

Subdistrict	Tahoma Village Center	Homewood Village Center	Sunnyside Village Center
<b>Maximum Density (Units/acre unless otherwise indicated)</b>			
<b>Residential</b>			
Single Family Dwelling (du/parcel)	1	1	1
Multiple Family Dwelling (units per acre)	8	8	8
Multi-Person Dwellings (people per acre)	25	25	25
Residential Care (people per acre)	25		
Employee Housing (units per acre)	As per the limitations above	8	15, multiple family only
<b>Tourist Accommodation</b>			
Bed and Breakfast Facilities (units per acre)	10	10	10
Hotel, Motel and Other Transient Dwelling Units with less than 10% of units with kitchens (units per acre)	20	20	20
Hotel, Motel and Other Transient Dwelling Units with 10% or more units with kitchens (units per acre)	15	15	15
Timeshare (units per acre)	As set forth above	As set forth above	As set forth above
<b>Recreation</b>			
Developed Campgrounds (sites per acre)			8
Recreation Vehicle Parks (sites per acre)			10
<b>Building Height</b>			
TRPA Code of Ordinances Chapter 37			
Maximum Community Noise Equivalent Level (CNEL)	55	60	60



**TABLE 2.04.D-3: BUILDING PLACEMENT STANDARDS AND GUIDELINES — WEST SHORE MIXED-USE SUBDISTRICTS**

The diagram illustrates building placement standards. It includes a plan view of a building on a lot with numbered callouts 1 through 9 indicating various setback and area requirements. A cross-section view shows a street with a 'Setback/Build-to Line', 'Property Line', and 'Center Line of Hwy 89'. A note specifies a setback of '20 ft or 45 ft from center of Hwy 89, the greater'. A key defines the symbols: Property Line (dashed line), Setback Line (dotted line), Buildable Area (shaded area), and High Water Line (wavy line).

Subdistrict	Tahoma Village Center	Homewood Village Center	Sunnyside Village Center	#
Minimum Setbacks (measured from property line unless otherwise noted)				
Street Frontage	20 ft from property line or 45 ft from the centerline of abutting a traveled way, whichever is greater. An additional setback may be required to allow existing or planned bicycle or pedestrian improvements per the Lake Tahoe Region Bike and Pedestrian Plan. <a href="#">Check Table 3.06.A for frontage improvements required.</a> (a)			2
Side	Total of 15 ft, 5 ft minimum on each side			3
Rear	10 ft			4
Lake Tahoe	Per TRPA Code of Ordinances			5
Attached Garage (measured from primary façade)	2 ft			6
Minimum Building Frontage at the Street Frontage Setback Line (% of linear street frontage)	40%, buildings shall be constructed at the required setback for 40 percent of linear street frontage. (c)			7
Corner Build Area	30 ft (b)			8
Maximum Projection into Front Setback	Awnings and overhangs to provide a covered walkway, public plaza, or outdoor eating area may project up to 50% of the required setback, but not into any public right-of-way.			9

- a. Street Frontage Improvements. New development, including substantial alterations of existing properties (total floor area of the proposed alteration, not including any internal alteration, is more than 50 percent of the floor area of the original building), and/or the project is located on a street identified in [Table 3.06.A Future Streetscape and Roadway Design Characteristics](#), shall provide street frontage improvements in accordance with the following [and Section](#)

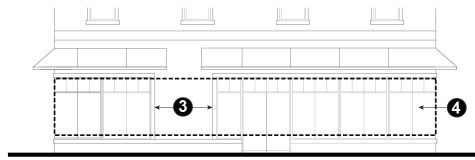
3.06 Streetscape and Roadway Design Standards or an improved area wide improvement plan:

- i. **Property Edge.** Street-facing property boundaries or the property edges abutting public trails or roads shall be clearly marked by a change in material (permeable hardscape or landscaping versus asphalt along vehicle travel lanes), change in grade or mounding between six and 18 inches in height, fences or walls less than three feet in height, or stones or posts located at a minimum two feet on center.
  - ii. **Building Frontage.** The area between any bicycle / pedestrian improvements or paths and the building frontage shall be improved with pedestrian connections, outdoor dining / seating areas (~~subject to Placer County Code, Section 17.56.160, — Outdoor Retail Sales~~), or landscaping.
  - iii. **Fences and Walls.** Fences along street-facing property edges should be wood or stone with articulation or surface features of a minimum six-inch depth at a minimum of every 10 feet.
  - iv. **Street Trees.** If located in sidewalk tree wells, trees shall be planted at a minimum 20 feet on center along the Highway 89 street frontage. Otherwise, street trees shall be planted at least 40 or 50 feet on center depending on the species selected.
  - v. **Bicycle and Pedestrian Improvements.** Bicycle or pedestrian improvements pursuant to the Lake Tahoe Region Bike and Pedestrian Plan and any existing pedestrian pathways or bikeways shall be continued from adjacent lots.
  - vi. **Access.** Driveways and pedestrian pathway entrances should be framed on either side by landscaped areas of minimum six-foot length by four-foot depth.
- b. Corner Build Area. Where feasible and compatible with environmental constraints, buildings with nonresidential uses on the ground floor ~~should~~ shall be located in accordance with the required setbacks within 30 feet of any street corner. Public plazas may be at the street corner provided buildings are built to the edge of the public plaza.
- c. Build-to Line for Nonresidential Uses. Buildings with nonresidential uses on the ground floor shall be constructed at the required setback for the identified percent of linear street frontage. This requirement may be modified or waived with project approval upon finding that:
- i. Entry courtyards, plazas, entries, or outdoor eating and display areas are located between the build-to line and building, provided that the buildings are built to the edge of the courtyard, plaza, or dining area;
  - ii. The building incorporates an alternative entrance design that creates a welcoming entry feature facing the street; or

*Implementing Regulations*

- iii. The building placement is necessary to allow significant views of the lake from scenic highway corridors and public recreation areas.

**TABLE 2.04.D-4: BUILDING FORM GUIDELINES — WEST SHORE MIXED-USE SUBDISTRICTS**

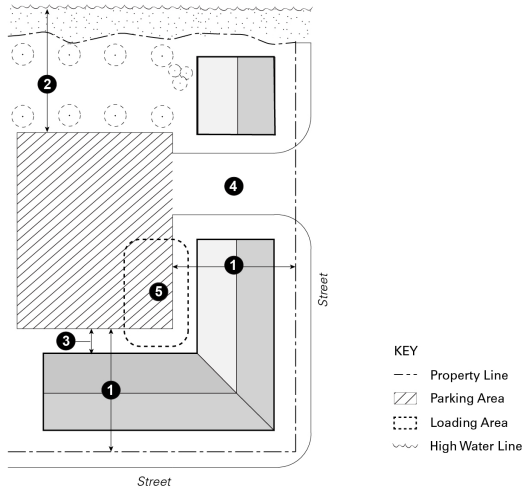


KEY  
 [Dashed Box] Building Wall Area

Subdistrict	Tahoma Village Center	Homewood Village Center	Sunnyside Village Center	#
Maximum Length of Blank Wall	No wall may run in a continuous horizontal plane for more than 40 feet without windows, doors, or architectural details of minimum six inch recess or projection			3
Required Transparency (% of building wall area)	40% (d)			4

- d. Building Transparency: Required Openings for Retail and Service Uses. Exterior walls facing and within 40 feet of a front or street side property line ~~should~~ shall include windows, doors, or other openings for at least 40 percent of the building wall area located between 2.5 and seven feet above ground level. Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, display areas, sales areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.

**TABLE 2.04.D-5: PARKING AND ACCESS STANDARDS — WEST SHORE MIXED-USE SUBDISTRICTS**



Subdistrict	Tahoma Village Center	Homewood Village Center	Sunnyside Village Center	#
Minimum Setback From Edge of Traveled Way	20 ft (e)			1
Minimum Setback from Lake Tahoe (measured from mean high water line)	40 ft or per TRPA Code of Ordinances, whichever is greater			2
Setback from Buildings	5 ft walkway and/or landscaping			3
Access Location	Side street or rear wherever possible. <u>When adjoining residential zone districts, access from or along residential zone districts shall be discouraged and projects shall demonstrate compliance with Section 3.07 D.</u>			4
Curb Cuts	Minimized and in areas least likely to impede pedestrian circulation			
Loading/Service Areas/Boat Storage or Parking Areas	Side or rear of lot is preferred; Loading and service areas should be screened from public ROW			5

- e. Limitations on Location of Parking. Buildings ~~should~~ shall be placed as close to the street as possible, with parking behind a building, or on the interior side or rear of the site. Above ground surface parking may be located within 20 feet of a street facing property line with project approval when the County makes the following findings:
- i. Buildings are built close to the public sidewalk to the maximum extent feasible;
  - ii. The parking area is screened along the public right-of-way with a wall, hedge, trellis, and/or landscaping; and

- iii. The site is small and constrained such parking located more than 20 feet from the street frontage is not feasible; and
- iv. County Public Works determines traffic impacts from vehicle queuing and backing into the right-of-way are mitigated.
- f. Building Orientation.
  - i. Buildings shall be oriented to face public streets.
- g. Building Entrances.
  - i. Primary building entrances ~~should~~ shall be located on a public street.
  - ii. Building entrances ~~should~~ shall be covered and highlighted from the building mass with a roofed projection that has a minimum depth of three feet and a minimum area of 10 square feet.
- h. Exterior Building Materials and Colors.
  - i. A unified palette of non-reflective, natural materials such as stone and wood shall be used on all sides of buildings.
  - ii. Natural colors of a mountain setting shall be used to help delineate windows and other architectural features to increase architectural interest.
- i. Building Details. Buildings shall provide adequate architectural articulation and detail to avoid a bulky and “box-like” appearance and designs shall consider the effects of snow and ice on building access.
  - i. Building façades shall include building projections or recesses, doorway and window details, shutters, awnings, window boxes, natural stone or wood materials, and other details that provide architectural articulation and design interest.
  - ii. Clip-gambrel roofs, shed roofs, upper-floor balconies, covered walkways, and other architectural elements should be used, as appropriate, to terminate rooflines and accentuate setbacks between stories.
  - iii. All applied surface ornamentation or decorative detailing shall be consistent with the architectural style of the building.
  - iv. Buildings shall include a complementary level of design detail on all façades.
  - v. Building designs shall account for the frequent presence of snow and ice consistent with Section 3.09.D, Design for Snow. Appropriate design strategies may include:
    - (1) Location of entrances under the gable ends of pitched roofs;
    - (2) Limiting the location of entrances, stairs, or walkways under the drip line of roof eaves;

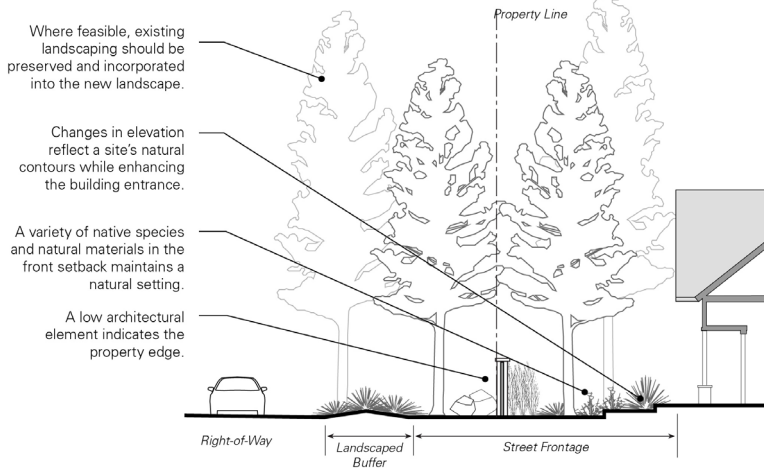
*Implementing Regulations*

- (3) Covering of stairs and walkways;
- (4) Use of snow cleats on roofs to prevent rapid shedding of snow and ice;
- (5) Limiting the extension of open or uncovered balconies into the roof area;
- (6) Use of heating elements to reduce snow shedding off of roofs and
- (7) Consideration of composition roofs over metal roofing materials.

- j. Pedestrian Connections. A minimum five-foot wide unobstructed pedestrian access ~~should~~ shall be provided from on-site vehicle and bicycle parking areas to the main entrance of buildings, to adjacent public amenities such as the beach, shoreline, or viewpoints, and to public trails or transit stops located along street frontage.

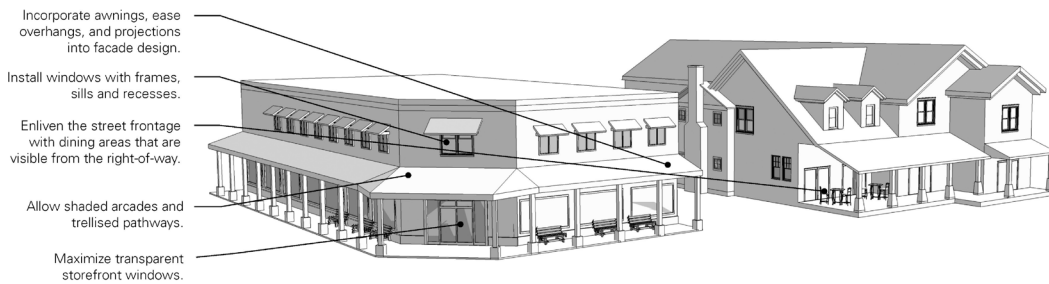
5. **Design Guidelines.**

- a. **Street Frontage Design.** Design front setbacks that maintain the mountain character of scenic Highway 89. Incorporate varied landscaping with a combination of trees, shrubs, and groundcover, as well as changes in —elevation or landscaped edges. Avoid heavily manicured or uniform landscape palettes.



- b. **Building Form and Design.**

- i. **Building Articulation and Visual Interest at the Ground Level.** Vary building planes along the street frontage. Incorporate ground-level building details to create a pedestrian-oriented environment with a rural transitional character. Illustrations demonstrate preferred architectural detailing and articulation regardless of the scale of the building.



- ii. **Materials.** Employ a variety of building finish materials in the Old Tahoe or Historic Alpine style. Finishes should be wooden



panels, masonry, logs, boards and batten, composite shingle siding, shiplap siding, heavy v-joint siding, and metal or composite roofs.

- iii. **Colors.** Design buildings exteriors in the subdued colors of historic Old Tahoe or Historic Alpine style. These include earthy and natural colors that blend well with the alpine forest (reddish-brown, brown, tan, ochre, umber, sand, and dark green). Limit the use of bright-colored building materials and finishes, especially along scenic corridors.
- iv. **Roof Design.** ~~Design sloped roofs with a minimum slope of 3:12.~~ Roof forms may include gable, hip, and gambrel roofs, and lowered eave lines with dormer windows on upper levels are encouraged. Changes in roof heights are encouraged to prevent boxy buildings. Where flat roofs are used, provide architectural cornices to enhance the roofline. Authentic roof forms that cover the entire width and depth of buildings are preferred over superficial roof forms, such as mansards, that are affixed to the building.

Varied roof forms and heights include projections and recesses. Pitched roof help reduce snow loads and reflect are local architectural styles.

Wood and stone building materials are consistent with the Old Tahoe style.

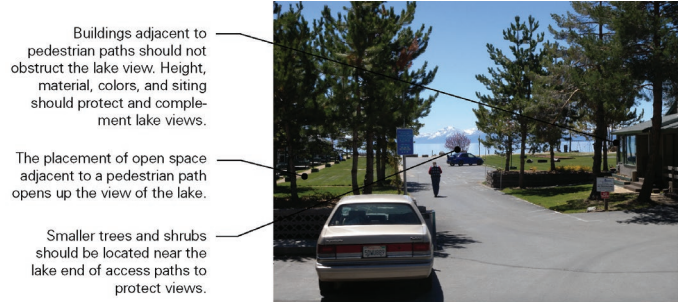
Colors blend in with the environment. Bright colors are used for accent only.

Heavier materials such as stone establish a solid base for the building.

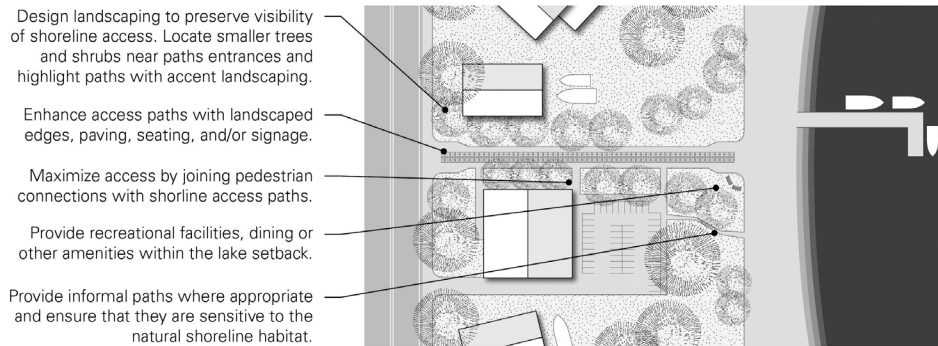


c. Shorezone Design.

- i. **View Protection.** Orient pedestrian paths and vehicular circulation to maximize and protect shoreline views from public rights-of-way. Identify areas that best allow lake views and design buildings and landscaping to maximize visual access. Where buildings, structures, or parking or loading areas can be seen within a scenic corridor, minimize the impact with vegetation, landforms, or colors and materials that blend with the surroundings.



- ii. **Access.** Provide clearly demarcated public access to the shorezone from public rights-of way. Incorporate landscaped edges, furniture, changes in elevation, and paving, while ensuring that all landscape design is sensitive to the natural habitat. When located adjacent to a parking area, design the access path to be visually distinct from the parking area.



- 6. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances [and Placer County Code Chapter 12, Article 12.32 "Lake Tahoe Shorezone"](#). The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

<b>TABLE 2.04.D-6: SHOREZONE — WEST SHORE MIXED-USE SUBDISTRICTS</b>	
<i>Tolerance District</i>	7
<b>Primary Uses</b>	
Water Oriented Recreation Concessions	A
Beach Recreation	A
Water Borne Transit	A
Boat Launching Facilities	S
Tour Boat Operations	A
Safety and Navigation Devices	A
Marinas	S
Sea Plane Operations	S (only in Homewood Village Center)
Salvage Operations	S
<b>Accessory Structures</b>	
Buoys	A
Piers	A <a href="#">(1)</a>
Fences	S <a href="#">(1)</a>
Boat Ramps	A
Breakwaters or Jetties	S
Floating Docks and Platforms	A
Shoreline Protective Structures	S <a href="#">(1)</a>
Water Intake Lines	A
<u>Notes:</u>	
<a href="#">(1)</a> Accessory Structure(s) shall also comply with the requirements of Placer County Code <a href="#">Chapter 12, Article 12.32 "Lake Tahoe Shorezone"</a>	

2.05 Community Service Districts

A. **Fairway Service Subdistrict.** The Fairway Service Subdistrict is located within the Greater Tahoe City Subarea. This area should continue to serve the recreation and public service needs of the northwest portion of the Tahoe Region and may also be appropriate for residential uses.

1. **Special Designations.** (See Section 3.14)
  - a. TDR Receiving Area for:
    - i. Existing development
    - ii. Multi-residential units
2. **Special Policies.**
  - a. Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.05.A-1: LAND USE REGULATIONS — FAIRWAY SERVICE SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	A	
Multiple Family Dwelling	<del>A (1)</del> /MUP	
Multi-Person Dwellings	<del>A (1)</del> /MUP	
Employee Housing	<del>A (1)</del> /MUP	
<b>Commercial</b>		
Nursery	MUP	
Business Support Services	A	
Professional Offices	A	
<b>Public Service</b>		
Cultural Facilities	A	
Government Offices	MUP	
Local Public Health and Safety Facilities	A	
Public Utility Centers	A	
Regional Public Health and Safety Facilities	MUP	
Threshold-Related Facilities	MUP	
Pipelines and Power Transmission	MUP	
Transit Stations and Terminals	A	

<b>TABLE 2.05.A-1: LAND USE REGULATIONS — FAIRWAY SERVICE SUBDISTRICT</b>		
Transportation Routes	A	
Transmission and Receiving Facilities	MUP	Placer County Code Section 17.56.060F
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Day Use Areas	A	
Cross County Skiing Courses	MUP	
Golf Courses	MUP	
Outdoor Recreation Concessions	MUP	
Riding and Hiking Trails	MUP	
Snowmobile Courses	A	
Visitor Information Centers	MUP	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	
<p><u>(1) Allowed if 100% of units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing.</u></p>		

4. **Development Standards.** Table 2.05.A-2 prescribes the development standards for the Fairway Industrial Subdistrict.

<b>TABLE 2.05.A-2: DEVELOPMENT STANDARDS — FAIRWAY SERVICE SUBDISTRICT</b>	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel Multiple Family Dwelling: 15 units per acre Multi-Person Dwelling: 37 people per acre Employee Housing: As per the limitations set forth in this table
<i>Commercial</i>	Corner Lots: 6,000 sq ft Interior Lots: 5,000 sq ft
Building Height	TRPA Code of Ordinances Chapter 37
Minimum Lot Size	10,000 sq ft
Minimum Lot Width	60 ft
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	10 ft <a href="#">(1)</a>
<i>Side</i>	5 ft
<i>Rear</i>	5 ft
Maximum Community Noise Equivalent Level	65 CNEL
<u>Note:</u>	
<a href="#">(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A..</a>	

- B. **Kings Beach Industrial Subdistrict.** The Kings Beach Industrial Subdistrict is located within the North Tahoe East Subarea. This area should be redeveloped to provide a location for the service / industrial needs of the area.
1. **Special Designation.** (See Section 3.14)
    - a. TDR Receiving Area for:
      - i. Existing Development
      - ii. Multi-Residential Units
    - b. Preferred Affordable, Moderate, and Achievable Housing Area
  2. **Special Policies.**
    - a. Speckled Avenue, currently a designated "Truck Route," should retain that classification for local commercial uses only. Highway 267 should continue to be the primary north-south connection to Highway 28.
    - b. Commercial properties in the Subdistrict should be visually upgraded. Many of the commercial properties in the Subdistrict are in need of scenic restoration. This should be accomplished through remodeling, renovation, screening, landscaping and, in some cases, through complete removal of the use or activity. Given the interrelationship of residential uses in this area, it is particularly important that commercial properties be retrofitted as much as possible to be aesthetically compatible with adjacent land uses and from roadways.  
  
This policy will be implemented through the Design Review process, the Conditional Use Permit process, and through the code enforcement process.
    - c. Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.05.B-1: LAND USE REGULATIONS — KINGS BEACH INDUSTRIAL SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single-Family Dwelling	<p><del>A(1) (2) (3) Must be accessory to a commercial use. Single family dwellings in conjunction with a valid commercial enterprise are considered an accessory use and shall follow the permit requirements of the primary use.</del></p> <p><del>Single family dwellings existing as of the date of Area Plan adoption are not assigned nonconforming status and may be reconstructed on the same parcel(s).</del></p>	
Multiple Family Dwelling-- <del>Multi-Person Dwelling and Employee Housing</del>	<del>A(1) (2) / MUP</del>	Affordable, Moderate, and/or Achievable Housing Only
<del>Multi-Person Dwelling</del>	<del>A(1) (2) / MUP</del>	
<del>Employee Housing</del>	<del>A(1) (2) / MUP</del>	
<b>Commercial</b>		
Auto, Mobile Home and Vehicle Dealers	A	
Building Materials and Hardware	A	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings and Equipment	A	
General Merchandise Stores	A	
Mail Order and Vending	A	
Nursery	A	
Outdoor Retail Sales	<del>A (4) / MUP</del>	
Service Stations	CUP	
Animal Husbandry Services	A	
Auto Repair and Service (except body work and spray painting)	A	
Auto Body Work and Spray Painting	MUP	
Broadcasting Studios	A	
Business Support Services	A	
Contract Constructions Services	MUP	
Financial Services	A	
Health Care Services	A	
Laundries and Dry Cleaning Plant	MUP	
Personal Services	A	
Professional Offices	A	
Repair Services	MUP	
Sales Lots	A	
Schools – Business and Vocational	A	
Secondary Storage	A	
Light Industrial Batch Plants	CUP	



<b>TABLE 2.05.B-1: LAND USE REGULATIONS — KINGS BEACH INDUSTRIAL SUBDISTRICT</b>		
Food and Kindred Products	A	
Fuel and Ice Dealers	MUP	
Industrial Services	MUP	
Printing and Publishing	A	
Recycling and Scrap	CUP	
Small Scale Manufacturing	A	
Storage Yards	A	
Vehicle and Freight Terminals	A	
Vehicle Storage and Parking	MUP	
Warehousing	A	
Wholesale and Distribution	A	
<b>Public Service</b>		
Religious Assembly	MUP	
Collections Stations	A	
Cultural Facilities	A	
Day Care Centers/Pre-Schools	MUP	
Government Offices	MUP	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	MUP	
Membership Organizations	A	
Power Generating	CUP	
Publicly Owned Assembly and Entertainment	A	
Public Utility Centers	MUP	
Regional Public Health and Safety Facilities	CUP	
Social Service Organizations	A	
Schools – Kindergarten through Secondary	A	
Pipelines and Power Transmission	A	
Transit Stations and Terminals	A	
Transportation Routes	CUP	
Transmission and Receiving Facilities	A	Placer County Code Section 17.56.060.F
Threshold-Related Research Facilities	MUP	
<b>Resource Management</b>		
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	
<p><u>(1) Allowed in mixed use development</u></p> <p><u>(2) Allowed if 100% of units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing. Single family dwellings in conjunction with a valid commercial enterprise are considered an accessory use and shall follow the permit requirements of the primary use.</u></p>		

**TABLE 2.05.B-1: LAND USE REGULATIONS — KINGS BEACH INDUSTRIAL SUBDISTRICT**

(3) Single family dwellings existing as of the date of Area Plan adoption are not assigned nonconforming status and may be reconstructed on the same parcel(s).

(4) Mobile Vendor: Allowed, no maximum square footage.

4. **Development Standards.** Table 2.05.B-2 prescribes the development standards for the Kings Beach Industrial Subdistrict.

TABLE 2.05.B-2: DEVELOPMENT STANDARDS — KINGS BEACH INDUSTRIAL SUBDISTRICT	
Maximum Density	<p><u>Single Family Dwellings: 1 du/parcel</u>                      Employee Housing: 15 units per acre                      Multiple Family Dwellings: 15 units per acre                      Multiple Person Dwellings: 37 persons per acre</p>
Building Height	TRPA Code of Ordinances Chapter 37
Minimum Lot Size	<u>2,904 sq ft</u>
<i>Commercial</i>	<p>Corner Lots: 6,000 sq ft                      Interior Lots: 5,000 sq ft</p>
<i>Residential</i>	40,000 sq ft
Minimum Lot Width	<u>60-25 ft</u>
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	10 ft <u>(1)</u>
<i>Side</i>	5 ft
<i>Rear</i>	<u>105 ft</u>
Maximum Community Noise Equivalent Level	65 CNEL
Hourly $L_{eq}$ , dB	<p>Daytime (7a.m.-7p.m.): 55                      Nighttime (7p.m.-7a.m.): 45                      Levels specified above should be lowered by five dB for simple tone noises</p>
Maximum Level, dB	<p>Daytime (7a.m.-7p.m.): 75                      Nighttime (7p.m.-7a.m.): 65                      Levels specified above should be lowered by five dB for simple tone noises</p>
<p><u>(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u></p>	

- C. **Lake Forest Commercial Subdistrict.** The Lake Forest Commercial Subdistrict is located within the Greater Tahoe City Subarea. The theme for the Lake Forest Commercial Subdistrict is generally of the "Local-serving Retail, Services, and Storage" nature.

1. **Special Designation.** (See Section 3.14)
  - a. TDR Receiving Area for:
    - i. Existing Development
    - ii. Multi-Residential Units
  - b. Preferred Affordable, Moderate, and Achievable Housing Area

2. **Special Policies.**

- a. Two special areas have been created to more closely define development themes and permitted uses. Special Area 1, on the western side of the Subdistrict, is oriented toward "light" commercial and office uses. Special Area 2, on the eastern side of the Subdistrict, is more oriented toward "heavy" commercial uses. These designations are based on existing development patterns as well as historic County zoning designations.
- b. Given the limited opportunities in the Lake Tahoe basin for siting the types of necessary services located in Special Area 2, this Area Plan does not encourage relocation of such uses. Rather, the goal for this area is to encourage remodeling and rehabilitation of facilities to make properties and uses more congruous. Uses, which by their nature tend to be obtrusive, should be screened and buffered to the extent practical, to minimize such obtrusiveness. Because of the unusual mix of uses in this area, special policies with respect to noise are important also. Commercial businesses should conduct their operation in such a way as to not create adverse noise impacts on neighboring properties, for example, through observance of appropriate working hours.
- c. Ensure that the design elements of new, remodeled and rehabilitated development are compatible with the scenic, recreation and community values of Lake Forest and the region, through use of the design and sign regulations for the area.
- d. The allocation policy shall assign priority to projects which emphasize remodeling and rehabilitation of substandard development.
- e. Strip commercial development in this area should be discouraged.
- f. The Lake Forest Commercial Subdistrict should continue to emphasize service oriented commercial uses which are compatible with the surrounding residential and recreational uses.
- g. Given existing conditions and the limited amount of new development contemplated, no significant improvements to Lake Forest Road, other than ordinary maintenance and repair, are anticipated.
- h. Safe and efficient use of Lake Forest Road should be accomplished through management strategies (rather than sizeable capital investments), such as enforcement of appropriate speed levels, and possibly a "stop" sign at an appropriate location.
- i. Consideration should be given to a community parking lot at a centralized location, to reduce the use of the public right-of-way for parking.
- j. Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.

3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

<b>TABLE 2.05.C-1: LAND USE REGULATIONS — LAKE FOREST COMMERCIAL SUBDISTRICT</b>			
<i>Use</i>	<i>Special Area #1</i>	<i>Special Area #2</i>	<i>Notes</i>
<b>Residential</b>			
Employee Housing	A(1)/MUP	A(1)/MUP	
Multiple Family Dwelling	A(1)/MUP	A(1)/MUP	
Multi-Person Dwellings	A(1)/MUP	A(1)/MUP	
Single-Family Dwelling	A(1)/MUP	A(1)/MUP	
<b>Tourist Accommodation</b>			
Bed and Breakfast Facilities	A		
Hotels, Motels and Other Transient Dwelling Units	CUP		
Tire Sharing (Hotel/Motel Design)	CUP		
<b>Commercial</b>			
Auto, Mobile Home and Vehicle Dealers	CUP	CUP	
Building Materials and Hardware	MUP	A	
Eating and Drinking Places	A	A	
Food and Beverage Retail Sales	A	A	
Furniture, Home Furnishings and Equipment	A	A	
General Merchandise Stores	A	A	
Mail Order and Vending	A	A	
Nursery	MUP	A	
Indoor Retail Sales	A	A	
Outdoor Retail Sales	A(2)/MUP	A(2)/MUP	
Service Stations	CUP	CUP	
Amusements and Recreation Services	A	A	
Privately Owned Assembly and Entertainment	CUP	CUP	
Outdoor Amusements	CUP	CUP	
Animal Husbandry Services		A	
Auto Repair and Service		A	
Broadcasting Studios	A	A	
Business Support Services	A	A	
Contract Construction Services	A	A	
Financial Services	A	A	
Health Care Services	MUP	A	
Laundries and Dry Cleaning Plant	A	A	
Personal Services	A	A	

<b>TABLE 2.05.C-1: LAND USE REGULATIONS — LAKE FOREST COMMERCIAL SUBDISTRICT</b>			
Professional Offices	A	A	
Repair Services	A	A	
Schools – Business and Vocational	A	A	
Secondary Storage		A	
Food and Kindred Products	A	A	
Fuel and Ice Dealers		CUP	
Industrial Services		A	
Printing and Publishing	A	A	
Recycling and Scrap		CUP	
Small Scale Manufacturing		MUP	
Storage Yards		CUP	
Vehicle and Freight Terminals		A	
Vehicle Storage and Parking		A	
Warehousing		A	
Wholesale and Distribution		A	
<b>Public Service</b>			
Cemeteries	MUP	MUP	
Religious Assembly	MUP	MUP	
Collection Stations		MUP	
Cultural Facilities	A	A	
Day Care Centers/Pre-Schools	A	A	
Government Offices	A	A	
Hospitals	CUP	CUP	
Local Assembly and Entertainment	A	A	
Local Post Office	A	A	
Local Public Health and Safety Facilities	A	A	
Membership Organizations	A	A	
Publicly Owned Assembly and Entertainment	CUP	CUP	
Public Utility Centers	MUP	A	
Regional Public Health and Safety Facilities	CUP	CUP	
Schools – Kindergarten through Secondary	MUP	MUP	
Social Service Organizations	A	MUP	
Pipelines and Power Transmission	CUP	CUP	
Transit Stations and Terminals	CUP	CUP	
Transportation Routes	CUP	CUP	
Transmission and Receiving Facilities	A	A	Placer County Code Section 17.56.060.F
Threshold-Related Research Facilities	MUP	MUP	

<b>TABLE 2.05.C-1: LAND USE REGULATIONS — LAKE FOREST COMMERCIAL SUBDISTRICT</b>			
<b>Recreation</b>			
Day Use Areas	A	A	
Cross Country Skiing Courses		MUP	
Participant Sports Facilities	A		
Outdoor Recreation Concessions	MUP	MUP	
Riding and Hiking Trails	MUP	MUP	
Rural Sports	CUP		
Snow Mobile Courses		A	
Visitor Information Center	MUP	MUP	
<b>Resource Management</b>			
Reforestation	A	A	
Sanitation Salvage Cut	A	A	
Thinning	A	A	
Early Successional Stage Vegetation Management	A	A	
Nonstructural Fish Habitat Management	A	A	
Nonstructural Wildlife Habitat Management	A	A	
Structural Fish Habitat Management	A	A	
Structural Wildlife Habitat Management	A	A	
Fire Detection and Suppression	A	A	
Fuels Treatment	A	A	
Insect and Disease Suppression	A	A	
Sensitive Plant Management	A	A	
Uncommon Plant Community Management	A	A	
Erosion Control	A	A	
SEZ Restoration	A	A	
Runoff Control	A	A	
<u>(1) <del>(4)</del> Allowed if 100% of units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing.</u>			
<u>(2) Mobile Vendor: Allowed, no maximum square footage.</u>			

4. **Development Standards.** Table 2.05.C-2 prescribes the Development Standards for the Lake Forest Commercial Subdistrict.

<b>TABLE 2.05.C-2: DEVELOPMENT STANDARDS — LAKE FOREST COMMERCIAL SUBDISTRICT</b>	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel Multiple Family Dwelling: 15 units per acre Multi-Person Dwellings: 37 persons per acre Employee Housing: <del>15 units per acre</del> <i>As per the density limitations above</i>
<i>Tourist Accommodation</i>	Bed and Breakfast Facilities: 10 units per acre Hotel, Motel and Other Transient Units: <i>With less than 10% of units with kitchens – 40 units per acre</i> <i>With 10% or more units with kitchens – 15 units per acre</i> Timeshare (Hotel/Motel Design): 40 units per acre
Building Height	TRPA Code of Ordinances Chapter 37
Minimum Lot Width	60 ft
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	10 ft <a href="#">(1)</a>
<i>Side</i>	5 ft
<i>Rear</i>	5 ft
Maximum Community Noise Equivalent Level	
<i>Special Area #1</i>	60 CNEL
<i>Special Area #2</i>	65 CNEL
<p><u>Note:</u>  <a href="#">(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</a></p>	



- D. **Tahoe City Industrial Subdistrict.** The Tahoe City Industrial Subdistrict is located within the Greater Tahoe City Subarea. This area should become the light industrial area for Tahoe City and the receiving area for the relocation of existing incompatible uses located in the Tahoe City area.
1. **Special Designations.** (See Section 3.14)
    - a. TDR Receiving Area for:
      - i. Existing Development
      - ii. Multi-Residential Units
    - b. Preferred Affordable, Moderate, and Achievable Housing Area
  2. **Special Policies.**
    - a. Uses on the main highways should be primarily tourist-service in nature. This area is a preferred area for the location of uses not found to be compatible elsewhere in the Tahoe City area.
    - b. Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.05.D-1: LAND USE REGULATIONS — TAHOE CITY INDUSTRIAL SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Employee Housing	<del>A(1)</del> /MUP	
Mobile Home Dwelling	<del>A(1)</del> /MUP	
Multiple Family Dwelling	<del>A(1)</del> /MUP	
Multi-Person Dwellings	<del>A(1)</del> /MUP	
<b>Commercial</b>		
Building Materials and Hardware	MUP	
Nursery	MUP	
Outdoor Retail Sales	<del>A(2)</del> / MUP	
Auto Repair and Service	MUP	
Fuel and Ice Dealers	MUP	
Industrial Services	MUP	
Recycling and Scrap	MUP	
Small Scale Manufacturing	MUP	
Storage Yards	A	
Vehicle and Freight Terminals	MUP	

<b>TABLE 2.05.D-1: LAND USE REGULATIONS — TAHOE CITY INDUSTRIAL SUBDISTRICT</b>		
Vehicle Storage and Parking	MUP	
Warehousing	MUP	
<b>Public Service</b>		
Collection Stations	MUP	
Government Offices	MUP	
Local Assembly and Entertainment	MUP	
Local Post Office	MUP	
Local Public Health and Safety Facilities	MUP	
Publicly Owned Assembly and Entertainment	MUP	
Public Utility Centers	A	
Regional Public Health and Safety Facilities	MUP	
Pipelines and Power Transmission	MUP	
Transit Stations and Terminals	MUP	
Transportation Routes	MUP	
Transmission and Receiving Facilities	MUP	Placer County Code Section 17.56.060.F
Threshold-Related Research Facilities	MUP	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	
<a href="#">Notes:</a>		

TABLE 2.05.D-1: LAND USE REGULATIONS — TAHOE CITY INDUSTRIAL SUBDISTRICT	
(1)	<u>Allowed if 100% of units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing.</u>
(2)	<u>Mobile Vendor: Allowed, no maximum square footage.</u>

4. **Development Standards.** Table 2.05.D-2 prescribes the development standards for the Tahoe City Industrial Subdistrict.

TABLE 2.05.D-2: DEVELOPMENT STANDARDS — TAHOE CITY INDUSTRIAL SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Multiple Family Dwellings: 15 units per acre Multi-Person Dwelling: 37 people per acre Mobile Home Dwelling: 8 units per acre Employee Housing: <u>15 units per acre</u> <del>As per the limitations above</del>
Building Height	TRPA Code of Ordinances Chapter 37
Minimum Lot Size	
<i>Commercial</i>	Corner Lots: 6,000 sq ft Interior Lots: 5,000 sq ft
Minimum Lot Width	60 ft
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	10 ft <u>(1)</u>
<i>Side</i>	5 ft
<i>Rear</i>	5 ft
Maximum Community Noise Equivalent Level	65 CNEL
<u>Note:</u>	
<u>(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A..</u>	

- E. **Tahoe Vista Industrial Subdistrict.** The Tahoe Vista Industrial Subdistrict is located within the North Tahoe West Subarea. This Subdistrict should continue to provide a location for the service/industrial needs of the area.
1. **Special Designation.** (See Section 3.14)
    - a. Preferred Industrial Area
  2. **Special Policies.**
    - a. Public services and industrial uses are encouraged by the permissible use list. Wholesale/storage, light industrial and other similar uses should be limited to the National Avenue area. Heavy equipment traffic should be mitigated as to be compatible with nearby properties, including residential uses.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.05.E-1: LAND USE REGULATIONS — TAHOE VISTA INDUSTRIAL SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Commercial</b>		
Auto, Mobile Home and Vehicle Dealers	A	
Building Materials and Hardware	A	
General Merchandise Stores Mail Order, and Vending	A	
Nursery	A	
Outdoor Retail Sales	A	
Eating and Drinking Places	MUP	
Food and Beverage Retail Sales	MUP	
Furniture, Home Furnishings and Equipment	A	
Service Stations	CUP	
Amusements and Recreation Services	CUP	
Privately Owned Assembly and Entertainment	CUP	
Animal Husbandry Services	A	
Auto Repair and Service	A	
Broadcasting Studios	A	
Business Support Services	A	
Contract Construction Services	A	
Financial Services	A	
Health Care Services	A	
Laundries and Dry Cleaning Plant	A	
Personal Services	A	

<b>TABLE 2.05.E-1: LAND USE REGULATIONS — TAHOE VISTA INDUSTRIAL SUBDISTRICT</b>		
Professional Offices	A	
Repair Services	A	
Sales Lots	A	
Schools – Business and Vocational	A	
Secondary Storage	A	
Batch Plants	CUP	
Food and Kindred Products	A	
Fuel and Ice Dealers	CUP	
Industrial Services	MUP	
Printing and Publishing	A	
Recycling and Scrap	A	
Small Scale Manufacturing	A	
Storage Yards	A	
Vehicle and Freight Terminals	A	
Vehicle Storage and Parking	A	
Warehousing	A	
Wholesale and Distribution	A	
<b>Public Service</b>		
Religious Assembly	MUP	
Collections Stations	A	
Cultural Facilities	A	
Day Care Centers/Pre-Schools	A	
Government Offices	A	
Local Assembly and Entertainment	MUP	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Publicly Owned Assembly and Entertainment	A	
Public Utility Centers	A	
Regional Public Health and Safety Facilities	CUP	
Schools – Kindergarten through Secondary	MUP	
Social Service Organizations	A	
Pipelines and Power Transmission	A	
Transit Stations and Terminals	A	
Transportation Routes	CUP	
Transmission and Receiving Facilities	A	Placer County Code Section 17.56.060.F
Threshold-Related Research Facilities	MUP	

<b>TABLE 2.05.E-1: LAND USE REGULATIONS — TAHOE VISTA INDUSTRIAL SUBDISTRICT</b>		
<b>Recreation</b>		
Cross Country Ski Courses	A	
Day Use Areas	A	
Outdoor Recreation Concessions	MUP	
Participants Sports Facilities	A	
Recreation Centers	A	
Riding and Hiking Trails	A	
Rural Sports	A	
Snowmobile Courses	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Thinning	A	
Tree Farms	A	
Early Successional State Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
SEZ Restoration	A	

4. **Development Standards.** Table 2.05.E-2 prescribes the development standards for the Tahoe Vista Industrial Subdistrict.

TABLE 2.05.E-2: DEVELOPMENT STANDARDS — TAHOE VISTA INDUSTRIAL SUBDISTRICT	
Minimum Lot Size	
<i>Commercial</i>	Corner Lots: 6,000 sq ft Interior Lots: 5,000 sq ft
Building Height	TRPA Code of Ordinances Chapter 37
Minimum Lot Width	60 ft
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	10 ft <u>(1)</u>
<i>Side</i>	5 ft
<i>Rear</i>	5 ft
Maximum Community Noise Equivalent Level	65 CNEL, where applicable, a maximum 55 CNEL override for the Highway 28 corridor is permissible.
<u>Note:</u>	
<u>(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u>	

5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances [and Placer County Code Article 12.32 "Lake Tahoe Shorezone"](#). The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same of adjoining littoral parcel.

TABLE 2.05.E-3: SHOREZONE — TAHOE VISTA INDUSTRIAL SUBDISTRICT			
Tolerance Districts	1	6	7
<b>Maximum Community Noise Equivalent Level (CNEL)</b>			
Shorezone	55	55	55
Lakezone	50	50	50
<b>Primary Uses</b>			
Water Oriented Outdoor Recreation Concessions	S	A	A
Beach Recreation	A	A	A
Salvage Operators		S	S
Tour Boat Operations		S	S
Safety and Navigation Facilities	A	A	A

<b>TABLE 2.05.E-3: SHOREZONE — TAHOE VISTA INDUSTRIAL SUBDISTRICT</b>			
<i>Tolerance Districts</i>	<i>1</i>	<i>6</i>	<i>7</i>
Marinas		S	S
Boat Launching Facilities		S	S
Construction Equipment Storage		S	S
Waterborne Transit		A	A
<b>Accessory Structures</b>			
Buoys	A	A	A
Piers	<u>S (1)</u>	<u>A (1)</u>	<u>A (1)</u>
Fences	<u>S (1)</u>	<u>S (1)</u>	<u>S (1)</u>
Boat Ramps		A	A
Breakwaters or Jetties	S	S	S
Floating Docks and Platforms	A	A	A
Shoreline Protective Structures	<u>A (1)</u>	<u>S (1)</u>	<u>S (1)</u>
Water Intake Lines	A	A	A
<u>Notes:</u>			
<u>(1) Accessory Structure(s) shall also comply with the requirements of Placer County Code Article 12.32 "Lake Tahoe Shorezone"</u>			



2.06 Conservation Districts

- A. **Blackwood Subdistrict.** The Blackwood Subdistrict is located within the West Shore Subarea. This area should be managed, as appropriate, to improve the quality of the watershed, including management of Blackwood Creek as a resident and migratory fishery.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. Management activities that restore disturbed areas and improve the vegetative cover should be emphasized.
    - b. Prioritize Blackwood Creek for continued restoration efforts.
    - c. Off-road vehicle use should be restricted to designated roads.
    - d. Opportunities should be provided for snowmobile use and staging area when such uses do not include the location of concession base facilities in this Subdistrict.
    - e. Snowmobile use should be prohibited in important wildlife habitat as identified in the Tahoe National Forest Land and Resource Management Plan, including any future amendments.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.06.A-1: LAND USE REGULATIONS — BLACKWOOD SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	MUP	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Pipelines and Power Transmission	CUP	
Public Utility Centers	MUP	
Transit Stations and Terminals	CUP	
Transmission and Receiving Facilities	CUP	Placer County Code Section 17.56.060.F
Transportation Routes	CUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Cross Country Skiing Courses	MUP	
Day Use Areas	MUP	
Developed Campgrounds	CUP	

<b>TABLE 2.06.A-1: LAND USE REGULATIONS — BLACKWOOD SUBDISTRICT</b>		
Riding and Hiking Trails	A	
Undeveloped Campgrounds	MUP	
Off-Road Vehicle Courses	CUP	
Snowmobile Courses	CUP	
Marinas	CUP	
Beach Recreation	A	
Boat Launching Facilities	CUP	
<b>Resource Management</b>		
Reforestation	A	
Regeneration Harvest	A	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	A	
Thinning	A	
Timber Stand Improvement	A	
Tree Farms	MUP	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Farm/Ranch Accessory Structures	MUP	
Grazing	MUP	
Range Pasture Management	A	
Range Improvement	MUP	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Prescribed Fire Management	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
SEZ Restoration	A	

4. **Development Standards.** Table 2.06.A-2 prescribes the development standards for the Blackwood Subdistrict.

TABLE 2.06.A-2: DEVELOPMENT STANDARDS — BLACKWOOD SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
<i>Recreation</i>	Developed Campgrounds: 8 sites per acre
Building Height	TRPA Code of Ordinances Chapter 37
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	50 ft <a href="#">(1)</a>
<i>Side</i>	30 ft
<i>Rear</i>	30 ft
Maximum Community Noise Equivalent Level	50 CNEL
<u>Note:</u>	
<a href="#">(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A..</a>	

5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances [and Placer County Code Article 12.32 "Lake Tahoe Shorezone"](#). The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

TABLE 2.06.A-3: SHOREZONE — BLACKWOOD SUBDISTRICT	
<i>Tolerance District</i>	6
<b>Primary Uses</b>	
Beach Recreation	A
Boat Launching Facilities	S
Marinas	S
Safety and Navigation Facilities	A
Salvage Operations	A
Tour Boat Operations	S
Water Borne Transit	S
Water Oriented Outdoor Recreation Concessions	A
<b>Accessory Structures</b>	
Boat Ramps	A
Breakwaters or Jetties	S
Buoys	A
Fences	S <a href="#">(1)</a>
Floating Docks and Platforms	A
Piers	S <a href="#">(1)</a>

TABLE 2.06.A-3: SHOREZONE — BLACKWOOD SUBDISTRICT	
Tolerance District	6
Shoreline Protective Structures	S (1)
Water Intake Lines	S
<u>Notes:</u>	
(1) Accessory Structure(s) shall also comply with the requirements of Placer County Code Article 12.32 "Lake Tahoe Shorezone"	

B. **Burton Creek Subdistrict.** The Burton Creek Subdistrict is located within the Greater Tahoe City Subarea. This planning area should continue to provide a full range of low to moderate resource use including opportunities for hiking, timber harvest, wildlife management, grazing of livestock, and recreation.

1. **Special Designations.** (See Section 3.14)
  - a. TDR Receiving Area for:
    - i. Multi-Residential Units (Limited to Employee -Housing)
2. **Special Policies.**
  - a. Provide opportunities for intensive resource management practices to include regeneration harvest and selective cutting.
  - b. The water diversion at Antone Meadows should be eliminated if possible, or at the very least, the diversion pipe should be concealed to eliminate visual impacts.
  - c. The road through the meadow should be relocated to higher ground and bridge spans should be installed where the road crosses stream channels.
  - d. Logging road spurs in this area should be scarified and re-vegetated.
  - e. Provide opportunities to expand public camping opportunities.
3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.06.B-1: LAND USE REGULATIONS — BURTON CREEK SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Employee Housing	MUPA	
Single-Family Dwelling	MUP	
Summer Homes	MUP	
<b>Commercial</b>		
Nursery	MUP	

<b>TABLE 2.06.B-1: LAND USE REGULATIONS — BURTON CREEK SUBDISTRICT</b>		
<b>Public Service</b>		
Cemeteries	MUP	
Local Public Health and Safety Facilities	MUP	
Pipelines and Power Transmission Lines	MUP	
Transit Stations and Terminals	MUP	
Transmission and Receiving Facilities	MUP	Placer County Code Section 17.56.060.F
Transportation Routes	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Cross Country Skiing Courses	MUP	
Day Use Areas	MUP	
Developed Campgrounds	CUP	
Group Facilities	MUP	
Outdoor Recreation Concessions	MUP	
Riding and Hiking Trails	A	
Rural Sports	CUP	
Off Road Vehicle Courses	CUP	
Undeveloped Campgrounds	MUP	
Snowmobile Courses	CUP	
<b>Resource Management</b>		
Reforestation	A	
Regeneration Harvest	A	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	A	
Thinning	A	
Timber Stand Improvement	A	
Tree Farms	MUP	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Farm/Ranch Accessory Structures	MUP	
Grazing	MUP	
Range Pasture Management	A	
Range Improvement	A	

TABLE 2.06.B-1: LAND USE REGULATIONS — BURTON CREEK SUBDISTRICT		
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Prescribed Fire Management	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.06.B-2 prescribes the development standards for the Burton Creek Subdistrict.

TABLE 2.06.B-2: DEVELOPMENT STANDARDS — BURTON CREEK SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel Summer Home: 1 du/parcel Employee Housing: 4 multi-residential housing units for employee housing associated with State Park lands
<i>Recreation</i>	Developed Campgrounds: 8 sites per acre Group Facilities: 25 persons per acre
Building Height	TRPA Code of Ordinances Chapter 37
Additional Developed Outdoor Recreation	Overnight Uses: 600 PAOT
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	50 ft <u>(1)</u>
<i>Side</i>	30 ft
<i>Rear</i>	30 ft
Maximum Community Noise Equivalent Level	50 CNEL
<u>Note:</u>	
<u>(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u>	

- C. **Lower Ward Valley Subdistrict.** The Lower Ward Valley Subdistrict is located within the West Shore Subarea. This Subdistrict is located in close proximity to urban areas and should provide opportunities for a variety of recreational activities and low to moderate resource management. Intensity of uses should be constrained by the environmental capability of the area.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. This area should provide additional recreation facilities for day use on State Park land and overnight camping at Kaspian Campground.
    - b. Viewing opportunities (vista point and trailhead) at Eagle Rock should be maintained.
    - c. The quality of background views as viewed from Shoreline Unit 13 should be maintained.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.06.C-1: LAND USE REGULATIONS — LOWER WARD VALLEY SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single Family Dwelling	MUP	
<b>Public Service</b>		
Transportation Routes	CUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	CUP	Placer County Code Section 17.56.060.F

<b>TABLE 2.06.C-1: LAND USE REGULATIONS — LOWER WARD VALLEY SUBDISTRICT</b>		
Local Public Health and Safety Facilities	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Cross Country Skiing Courses	MUP	
Day Use Areas	MUP	
Developed Campgrounds	CUP	
Outdoor Recreation Concessions	MUP	
Riding and Hiking Trails	A	
Rural Sports	CUP	
Undeveloped Campgrounds	MUP	
Visitor Information Center	MUP	
<b>Resource Management</b>		
Reforestation	A	
Regeneration Harvest	A	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	A	
Thinning	A	
Timber Stand Improvement	A	
Tree Farms	MUP	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Farm/Ranch Accessory Structures	MUP	
Grazing	MUP	
Range Pasture Management	A	
Range Improvement	MUP	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Prescribed Fire Management	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	



*Implementing Regulations*

<b>TABLE 2.06.C-1: LAND USE REGULATIONS — LOWER WARD VALLEY SUBDISTRICT</b>		
SEZ Restoration	A	

4. **Development Standards.** Table 2.06.C-2 prescribes the development standards for the Lower Ward Valley Subdistrict.

<b>TABLE 2.06.C-2: DEVELOPMENT STANDARDS — LOWER WARD VALLEY SUBDISTRICT</b>	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
<i>Recreation</i>	Developed Campgrounds: 8 sites per acre
Building Height	TRPA Code of Ordinances Chapter 37
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	50 ft <a href="#">(1)</a>
<i>Side</i>	30 ft
<i>Rear</i>	30 ft
Maximum Community Noise Equivalent Level	50 CNEL
<i>Highway 89 Corridor</i>	55 NEL
<p><u>Note:</u>  <a href="#">(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</a></p>	

- D. **Martis Peak Subdistrict.** The Martis Peak Subdistrict is located partially within the North Tahoe East Subarea and partially within the North Tahoe West Subarea. This area should be reserved for moderate to intensive resource management to include timber management programs that enhance the wildlife, recreational, and vegetation resources. Several miles of the main electrical transmission system serving the north and west shores of the California side of Lake Tahoe pass through this subdistrict. A back-up diesel electrical generator facility and electrical switching station are located in Special Area #1.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. Unimproved roads in the area should be closed and re-vegetated or be brought up to current water quality standards as adopted in the Lake Tahoe Water Quality Management Plan (208 Plan) to eliminate associated erosion problems.
    - b. Water diversions on Griff Creek should not be allowed to impact the stream fishery.
    - c. New or expanded public utility center facilities are limited to Special Area #1. The location of these facilities shall be limited to high capability land outside of the 100-year flood plain.
    - d. Any new electrical substation in Special Area #1 shall be contingent on the removal of the substation on Cutthroat Avenue in the Kings Beach Industrial Community Plan Area.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.06.D-1: LAND USE REGULATIONS — MARTIS PEAK SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Summer Homes	MUP	
<b>Public Service</b>		
Transmission and Receiving Facilities	CUP	Placer County Code Section 17.56.060.F
Transportation Routes	CUP	
Pipelines and Power Transmission	CUP	
Public Utility Centers	CUP	Limited to Special Area #1
Local Public Health and Safety Facilities	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Day Use Areas	MUP	
Developed Campgrounds	CUP	

<b>TABLE 2.06.D-1: LAND USE REGULATIONS — MARTIS PEAK SUBDISTRICT</b>		
Riding and Hiking Trails	A	
Rural Sports	CUP	
Off-Road Vehicle Course	CUP	
Outdoor Recreation Concessions	MUP	
Snowmobile Courses	CUP	
Group Facilities	MUP	
Undeveloped Campgrounds	MUP	
<b>Resource Management</b>		
Reforestation	A	
Regeneration Harvest	A	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	MUP	
Thinning	A	
Timber Stand Improvement	A	
Tree Farms	MUP	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Farm/Ranch Accessory Structures	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Prescribed Fire Management	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
SEZ Restoration	A	

4. **Development Standards.** Table 2.06.D-2 prescribes the development standards for the Martis Peak Subdistrict.

<b>TABLE 2.06.D-2: DEVELOPMENT STANDARDS — MARTIS PEAK SUBDISTRICT</b>	
Maximum Density	
<i>Residential</i>	Summer Homes: 1 du/parcel
<i>Recreation</i>	Developed Campgrounds: 8 sites per acre Group Facilities: 25 persons per acre
Building Height	TRPA Code of Ordinances Chapter 37
Additional Developed Outdoor Recreation	Overnight Uses: 124 PAOT
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	50 ft <a href="#">(1)</a>
<i>Side</i>	30 ft
<i>Rear</i>	30 ft
Maximum Community Noise Equivalent Level	50 CNEL
<i>Route 267 Corridor</i>	55 CNEL
<p><u>Note:</u>  <a href="#">(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A..</a></p>	

- E. **McKinney Lake Subdistrict.** The McKinney Lake Subdistrict is located within the West Shore Subarea. This area should be reserved for low to moderate level resource management on good capability lands while providing opportunities for off-road vehicle use along the Rubicon Trail.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. Vehicular travel should be redirected out of stream environment zones.
    - b. Disturbed stream environment zones should be restored.
    - c. The waters in this area should be managed for a quality fishery.
    - d. Efforts to stabilize and remedy water quality problems on the Rubicon Trail should continue.
    - e. Additional developed camping opportunities on good capability State Park lands should be provided.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.06.E-1: LAND USE REGULATIONS — MCKINNEY LAKE SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Summer Homes	MUP	
<b>Public Service</b>		
Pipelines and Power Transmission	CUP	
Power Generating	CUP	
Local Public Health and Safety Facilities	MUP	
Public Utility Centers	MUP	
Transit Stations and Terminals	CUP	
Transmission and Receiving Facilities	CUP	Placer County Code Section 17.56.060.F
Transportation Routes	CUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Cross Country Skiing Courses	MUP	
Day Use Areas	MUP	
Developed Campgrounds	CUP	
Riding and Hiking Trails	A	
Outdoor Recreation Concessions	MUP	

TABLE 2.06.E-1: LAND USE REGULATIONS — MCKINNEY LAKE SUBDISTRICT		
Rural Sports	CUP	
Group Facilities	MUP	
Undeveloped Campgrounds	MUP	
Off-Road Vehicle Course	CUP	
Snowmobile Courses	CUP	
Resource Management		
Reforestation	A	
Regeneration Harvest	A	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	A	
Thinning	A	
Timber Stand Improvement	A	
Tree Farms	MUP	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Farm/Ranch Accessory Structures	MUP	
Grazing	MUP	
Range Pasture Management	A	
Range Improvement	MUP	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Prescribed Fire Management	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
SEZ Restoration	A	

4. **Development Standards.** Table 2.06.E-2 prescribes the development standards for the McKinney Lake Subdistrict.

TABLE 2.06.E-2: DEVELOPMENT STANDARDS — MCKINNEY LAKE SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Summer Homes: 1 du/parcel

<b>TABLE 2.06.E-2: DEVELOPMENT STANDARDS — MCKINNEY LAKE SUBDISTRICT</b>	
<i>Recreation</i>	Developed Campgrounds: 8 sites per acre
Building Height	TRPA Code of Ordinances Chapter 37
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	50 ft <a href="#">(1)</a>
<i>Side</i>	30 ft
<i>Rear</i>	30 ft
Maximum Community Noise Equivalent Level	50 CNEL
<i>Highway 89 Corridor</i>	55 CNEL
<p><u>Note:</u>  <a href="#">(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</a></p>	



- F. **Watson Creek Subdistrict.** The Watson Creek Subdistrict is located within the North Tahoe West Subarea. This Subdistrict should be managed with an emphasis on providing improved opportunities for dispersed recreation and timber harvest.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. The development or relocation of recreational facilities should be limited to good capability lands within close proximity to urban services.
    - b. Some bank stabilization and fish passage barrier removal work should be performed on Watson Creek.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.06.F-1: LAND USE REGULATIONS — WATSON CREEK SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Summer Homes	MUP	
<b>Public Service</b>		
Transmission and Receiving Facilities	CUP	Placer County Code Section 17.56.060.F
Pipelines and Power Transmission	CUP	
Local Public Health and Safety Facilities	MUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Day Use Areas	MUP	
Developed Campgrounds	CUP	
Off-Road Vehicle Course	CUP	
Outdoor Recreation Concessions	MUP	
Riding and Hiking Trails	MUP	
Rural Sports	CUP	
Group Facilities	MUP	
Undeveloped Campgrounds	MUP	
Snowmobile Courses	CUP	
<b>Resource Management</b>		
Reforestation	A	
Regeneration Harvest	A	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	A	
Thinning	A	

<b>TABLE 2.06.F-1: LAND USE REGULATIONS — WATSON CREEK SUBDISTRICT</b>		
Timber Stand Improvement	A	
Tree Farms	MUP	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Farm/Ranch Accessory Structures	MUP	
Grazing	MUP	
Range Pasture Management	A	
Range Improvement	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Prescribed Fire Management	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
SEZ Restoration	A	

4. **Development Standards.** Table 2.06.F-2 prescribes the development standards for the Watson Creek Subdistrict.

<b>TABLE 2.06.F-2: DEVELOPMENT STANDARDS — WATSON CREEK SUBDISTRICT</b>	
Maximum Density	
<i>Residential</i>	Summer Homes: 1 du/parcel
<i>Recreation</i>	Developed Campgrounds: 8 sites per acre Group Facilities: 25 persons per acre
Building Height	TRPA Code of Ordinances Chapter 37
Additional Developed Outdoor Recreation	Overnight Uses: 400 PAOT
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	50 ft <a href="#">(1)</a>
<i>Side</i>	30 ft
<i>Rear</i>	30 ft
Maximum Community Noise Equivalent Level	50 CNEL
<p><u>Note:</u>  <a href="#">(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A..</a></p>	

2.07 **Recreation Districts**

- A. **64 Acre Tract Subdistrict.** The 64 Acre Tract Subdistrict is located within the Greater Tahoe City Subarea. This area should be redeveloped into a public recreation area consistent with the overall design plan for Tahoe City.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. Use all appropriate opportunities to increase opportunities for public access to the Truckee River and Lake Tahoe.
    - b. Increase the total mileage of bicycle trails available for public use in the Placer County General Plan area, complete linkages in the system, and complete alignments as established in the Tahoe City P.U.D. Master Plan.
    - c. Coordinate with the U.S. Forest Service for the management and continued improvement of the 64-acre Tract property pursuant to requirements set forth in the Regional Plan. Improvements should include recreation, transportation and public facilities that complement the transit center, trailheads and parking areas that currently exist.
    - d. Recreation plans shall consider the “Parks and Recreation Master Plan” of the Tahoe City Public Utility District along with the planning programs of the California State Parks Department, and U.S. Forest Service. Capital improvements in the Subdistrict should be responsive to the needs assessment that was included in the Tahoe City P.U.D. Master Plan.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.07.A-1: LAND USE REGULATIONS — 64 ACRE TRACT SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Employee Housing	MUPA	
<b>Public Service</b>		
Cultural Facilities	A	
Pipelines and Power Transmissions	CUP	
Public Assembly and Entertainment Facilities	CUP	
Local Public Health and Safety Facilities	MUP	
Transmission and Receiving Facilities	CUP	Placer County Code Section 17.56.060.F
Transportation Routes	CUP	

<b>TABLE 2.07.A-1: LAND USE REGULATIONS — 64 ACRE TRACT SUBDISTRICT</b>		
Government Offices	MUP	
Public Utility Center	MUP	
Transit Stations and Terminals	CUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Marinas	CUP	
Beach Recreation	A	
Boat Launching Facilities	CUP	
Cross Country Skiing Courses	A	
Day Use Areas	A	
Group Facilities	MUP	
Riding and Hiking Trails	A	
Outdoor Recreation Concessions	A	
Rural Sports	MUP	
Participant Sport Facilities	MUP	
Snowmobile Courses	CUP	
Visitor Information Centers	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Tree Farms	MUP	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
SEZ Restoration	A	

4. **Development Standards.** Table 2.07.A-2 prescribes the development standards for the 64 Acre Tract Subdistrict.

TABLE 2.07.A-2: DEVELOPMENT STANDARDS — 64 ACRE TRACT SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
<i>Recreation</i>	Group Facilities: 25 people per acre
Building Height	TRPA Code of Ordinances Chapter 37
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	50 ft <a href="#">(1)</a>
<i>Side</i>	30 ft
<i>Rear</i>	30 ft
Maximum Community Noise Equivalent Level	55 CNEL
<u>Note:</u>	
<a href="#">(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A..</a>	

5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances [and Placer County Code Article 12.32 "Lake Tahoe Shorezone"](#). The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

TABLE 2.07.A-3: SHOREZONE — 64 ACRE TRACT SUBDISTRICT	
<i>Tolerance District</i>	7
<b>Primary Uses</b>	
Beach Recreation	A
Boat Launching Facilities	A
Marinas	S
Safety and Navigational Facilities	A
Salvage Operations	A
Tour Boat Operations	A
Water Borne Transit	S
Water Oriented Outdoor Recreation Concessions	A
<b>Accessory Structures</b>	
Boat Ramps	A
Breakwaters or Jetties	S
Buoys	A

TABLE 2.07.A-3: SHOREZONE — 64 ACRE TRACT SUBDISTRICT	
Tolerance District	7
Fences	S <u>(1)</u>
Floating Docks and Platforms	A
Piers	S <u>(1)</u>
Shoreline Protective Structures	S <u>(1)</u>
Water Intake Lines	S
Notes:	
<u>(1)</u> Accessory Structure(s) shall also comply with the requirements of Placer County Code Article 12.32 "Lake Tahoe Shorezone".	

B. **Fish Hatchery Subdistrict.** The Fish Hatchery Subdistrict is located within the Greater Tahoe City Subarea. This area should continue to provide both dispersed and more intensive forms of recreation while preserving, to the extent possible, its natural character and value as a stream environment zone (SEZ). Intensive uses in sensitive areas should be relocated to other less-sensitive sites in the planning area, and inappropriate uses should be redirected outside the Subdistrict.

1. **Special Designations.** None.
2. **Special Policies.**
  - a. The campsites should be eliminated in this area over the long term and relocated in a Subdistrict with higher capability land.
  - b. The undeveloped portions of the SEZ should be managed for scenic restoration and low intensity uses.
  - c. Wherever possible, disturbed sites in the SEZ should be restored. TRPA incentives for transfers of development and coverage encourage restoration in this subdistrict. This subdistrict is a high priority area for land coverage reduction.
  - d. TRPA recognizes the existing research facility at its current level of use on the Historic Fish Hatchery Property as a Threshold-Related Research Facility in this Area Plan area. There shall be no expansion of the existing use unless, at the time of project approval it is determined that the project can be sufficiently mitigated, and there is implementation of the following environmental improvement projects:
    - i. Participate in planning, designing, and funding a fair share of the Burton Creek Linked Project-Stream Habitat Restoration (EIP project #01.02.02.0031); AND
    - ii. Plan and design, and/or fund a functional equivalent restoration project consistent with all Special Policies in the Fish Hatchery and Rocky Ridge Subdistricts; OR
    - iii. Such additional mitigation as TRPA may determine is necessary.

3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

<b>TABLE 2.07.B-1: LAND USE REGULATIONS — FISH HATCHERY SUBDISTRICT</b>		
<b>Allowable Land Uses</b>	<b>Land Use Permit</b>	<b>Add'l Regs.</b>
<b>Residential</b>		
Single-Family Dwelling	A	
<b>Public Service</b>		
Cultural Facilities	MUP	
Government Offices	MUP	
Local Public Health and Safety Facilities	A	
Pipelines and Power Transmission	CUP	
Public Utility Centers	CUP	
Regional Public Health and Safety Facilities	MUP	
Threshold-Related Research Facilities	MUP	
Transit Stations and Terminals	CUP	
Transmission and Receiving Facilities	CUP	Placer County Code Section 17.56.060.F
Transportation Routes	CUP	
<b>Recreation</b>		
Beach Recreation	A	
Boat Launching Facilities	CUP	
Day Use Areas	A	
Developed Campgrounds	CUP	
Participant Sports	MUP	
Riding and Hiking Trails	MUP	
<b>Resource Management</b>		
Reforestation	A	
Regeneration Harvest	MUP	
Sanitation Salvage Cut	A	
Selection Cut	MUP	
Special Cut	MUP	
Thinning	A	
Timber Stand Improvement	MUP	
Tree Farms	MUP	
Early Successional Stage Vegetation Management	A	



TABLE 2.07.B-1: LAND USE REGULATIONS — FISH HATCHERY SUBDISTRICT		
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	MUP	
Structural Wildlife Habitat Management	MUP	
Farm/Ranch Accessory Structures	MUP	
Fire Detection and Suppression	A	
Fuels Treatment	MUP	
Insect and Disease Suppression	A	
Prescribed Fire Management	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.07.B-2 prescribes the development standards for the Fish Hatchery Subdistrict.

TABLE 2.07.B-2: DEVELOPMENT STANDARDS — FISH HATCHERY SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
<i>Recreation</i>	Developed Campgrounds: 8 sites per acre
Building Height	TRPA Code of Ordinances Chapter 37
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	50 ft <a href="#">(1)</a>
<i>Side</i>	30 ft
<i>Rear</i>	30 ft
Maximum Community Noise Equivalent Level	55 CNEL
<u>Note:</u>	
<a href="#">(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</a>	

5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances [and Placer County Code Article](#)

[12.32 "Lake Tahoe Shorezone"](#). The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

<b>TABLE 2.07.B-3: SHOREZONE — FISH HATCHERY SUBDISTRICT</b>	
<i>Tolerance District</i>	1
<b>Primary Uses</b>	
Beach Recreation	A
Safety and Navigation Facilities	A
Boat Launching Facilities	S
Water Oriented Outdoor Recreation Concessions	S
<b>Accessory Structures</b>	
Buoys	A
Piers	A <a href="#">(1)</a>
Fences	S <a href="#">(1)</a>
Boat Ramps	A
Floating Docks and Platforms	A
Shoreline Protective Structures	S <a href="#">(1)</a>
Water Intake Lines	A
<u>Notes:</u>	
<a href="#">(1)</a> Accessory Structure(s) shall also comply with the requirements of Placer County Code Article 12.32 "Lake Tahoe Shorezone"	

- C. **Homewood / Tahoe Ski Bowl Master Plan Subdistrict.** The Homewood / Tahoe Ski Bowl Subdistrict is located within the West Shore Subarea. Development within the Homewood / Tahoe Ski Bowl Subdistrict is subject to the adopted Homewood Master Plan (December 14, 2011).

- D. **Lower Truckee Subdistrict.** The Lower Truckee Subdistrict is located within the Greater Tahoe City Subarea. This area should be managed for recreational uses that are compatible with the special scenic and resource values of the Subdistrict. Existing developed facilities that contribute to scenic degradation should be relocated to other suitable areas outside the Subdistrict.
1. **Special Designations.** None.
  2. **Special Policies.**
    - a. Encourage existing commercial uses in this area to relocate to more appropriate areas. Incentives through TDRs to any receivable subdistrict should be provided to encourage commercial uses to relocate. Commercial uses that are allowed to remain for safety reasons should be required to show that there is no safe feasible alternative site and should be required to do visual buffering or landscaping as conditions for any permits for additions, modifications, or alterations.
    - b. Provide suitable parking facilities for recreational users of the river.
    - c. Optimize recreation and travel use of the river corridor to that which maintains its attractiveness and environmental stability.
    - d. Provide opportunities for low to moderate resource management in the plateau area that is located above the Truckee River canyon area and is not visible from Highway 89.
    - e. Public recreation opportunities on Lake Tahoe and the Truckee River should be encouraged. Prior to any expansion, the total number of rafts operating at one time on the Truckee River should be established by a comprehensive environmental analysis. This analysis should include, but not be limited to, determination of overall recreation needs, attractiveness of the facilities, environmental constraints and impacts, parking and traffic constraints, and various water flow limitations. Parking for commercial rafting should be provided by the businesses and in locations that do not further congest the "wye" area.
    - f. Consistent with the Truckee River Corridor Special Planning Area provisions (Section 2.09.B.3), the County shall consider a plan that recognizes existing industrial and commercial uses. The County shall consider rezoning of such industrial and commercial sites, and establishing development standards that focus on environmental redevelopment and / or restoration of those sites.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

<b>TABLE 2.07.D-1: LAND USE REGULATIONS — LOWER TRUCKEE SUBDISTRICT</b>		
<b>Allowable Land Uses</b>	<b>Land Use Permit</b>	<b>Add'l Regs.</b>
<b>Residential</b>		
Single-Family Dwelling	A	
Summer Homes	MUP	
<b>Commercial</b>		
Fuel and Ice Dealers	CUP	
<b>Public Service</b>		
Pipelines and Power Transmission	CUP	
Regional Local Public Health and Safety Facilities	MUP	
Public Utility Centers	MUP	
Transportation Routes	CUP	
Transit Stations and Terminals	CUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Day Use Areas	A	
Riding and Hiking Trails	A	
Undeveloped Campgrounds	A	
Outdoor Recreation Concessions	MUP	
Rural Sports	CUP	
Visitor Centers	MUP	
Snowmobile Courses	CUP	
<b>Resource Management</b>		
Reforestation	A	
Regeneration Harvest	MUP	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	A	
Thinning	A	
Tree Farms	MUP	
Timber Stand Improvement	MUP	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Farm/Ranch Accessory Structures	MUP	
Grazing	MUP	
Range Pasture Management	MUP	

TABLE 2.07.D-1: LAND USE REGULATIONS — LOWER TRUCKEE SUBDISTRICT		
Range Improvement	MUP	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Prescribed Fire Management	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.07.D-2 prescribes the development standards for the Lower Truckee Subdistrict.

TABLE 2.07.D-2: DEVELOPMENT STANDARDS — LOWER TRUCKEE SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel Summer House: 1 du/parcel or lease site
Building Height	TRPA Code of Ordinances Chapter 37
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	50 ft <a href="#">(1)</a>
<i>Side</i>	30 ft
<i>Rear</i>	30 ft
Maximum Community Noise Equivalent Level	50 CNEL
<i>Highway 89 Corridor</i>	55 CNEL
<p><u>Note:</u>  <a href="#">(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</a></p>	

- E. **North Star Subdistrict.** The North Star Subdistrict is located within the North Tahoe West Subarea. This area is best suited for low intensive resource management, although some opportunity for ski trail expansion should be provided.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. Coordinate with the USFS and operators of the North Star ski facility to assess the feasibility of, and demand for, expanding the North Star operations into this planning area.
    - b. Ski expansion within the Basin should be limited to lifts and runs. Access should be from base facilities outside the Basin.
    - c. Other accessory uses to ski areas, such as warming huts and eating and drinking establishments, should be serviced from outside the Basin. Also, such facilities, if constructed, should be screened from views originating from within the Basin.
    - d. Base facilities for cross country ski and snowmobile courses should be located outside the Basin.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.07.E-1: LAND USE REGULATIONS — NORTH STAR SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Public Service</b>		
Transmission and Receiving Facilities	CUP	Placer County Code Section 17.56.060.F
Pipelines and Power Transmission Lines	CUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Cross Country Skiing Courses	MUP	
Riding and Hiking Trails	A	
Downhill Skiing Facilities	CUP	
Snowmobile Courses	CUP	
<b>Resource Management</b>		
Reforestation	A	
Regeneration Harvest	A	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	A	
Thinning	A	

TABLE 2.07.E-1: LAND USE REGULATIONS — NORTH STAR SUBDISTRICT		
Timber Stand Improvement	A	
Tree Farms	MUP	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Farm/Ranch Accessory Structures	MUP	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Prescribed Fire Management	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
SEZ Restoration	A	

4. **Development Standards.** Table 2.07.E-2 prescribes the development standards for the North Star Subdistrict.

TABLE 2.07.E-2: DEVELOPMENT STANDARDS — NORTH STAR SUBDISTRICT	
Maximum Density	N/A
Building Height	TRPA Code of Ordinances Chapter 37
Additional Recreation Development	Winter Day Use: 1,000 PAOT
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	50 ft <a href="#">(1)</a>
<i>Side</i>	30 ft
<i>Rear</i>	30 ft
Maximum Community Noise Equivalent Level	55 CNEL
<p><u>Note:</u>  <a href="#">(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</a></p>	

- F. **North Tahoe High School Subdistrict.** The North Tahoe High School Subdistrict is located within the Greater Tahoe City Subarea. This area should continue to provide developed recreational facilities for the local residents.
1. **Special Designations.** (See Section 3.14)
    - a. TDR Receiving Area for:
      - i. Existing Developments
  2. **Special Policies.**
    - a. Continue to provide winter recreational opportunities for cross country skiers.
    - b. A secondary access to the high school should be considered.
    - c. Off-road vehicle use should be discouraged. New off-road routes allowing motor vehicle routes are prohibited except for emergency services.
    - d. Consider this subdistrict as a preferred site for relocating recreation now located in stream environment zones or other unsuitable areas.
    - e. This subdistrict should accommodate the connection of the North Tahoe PUD Bike Trail.
    - f. Special Area #1 has been created as a receiving area for public service facilities. The area may only be developed in such a way as to be visibly screened from adjacent neighborhoods and State Route 28 and not exceed established CNEL.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.07.F-1: LAND USE REGULATIONS — NORTH TAHOE HIGH SCHOOL SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single-Family Dwelling	MUP	
<b>Public Service</b>		
Religious Assembly	MUP	
Cultural Facilities	MUP	
Pipelines and Power Transmission	CUP	
Public Utility Centers	MUP	
Transmission and Receiving Facilities	CUP	Placer County Code Section 17.56.060.F
Transportation Routes	CUP	
Cemeteries	MUP	



<b>TABLE 2.07.F-1: LAND USE REGULATIONS — NORTH TAHOE HIGH SCHOOL SUBDISTRICT</b>		
Membership Organizations	MUP	
Schools – Kindergarten through Secondary	MUP	
Transit Stations and Terminals	CUP	
Publicly Owned Assembly and Entertainment	CUP	
Threshold-Related Research Facilities	MUP	
Regional Public Health and Safety	MUP	Limited to Special Area #1
Government Offices	MUP	Limited to Special Area #1
<b>Recreation</b>		
Cross Country Skiing Courses	MUP	
Day Use Areas	A	
Riding and Hiking Trails	MUP	
Undeveloped Campgrounds	A	
Participant Sports	MUP	
Developed Campgrounds	A	
Outdoor Recreation Concessions	MUP	
Rural Sports	CUP	
Group Facilities	MUP	
Snowmobile Courses	CUP	
Recreation Centers	CUP	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Management Selection Cut	MUP	
Special Cut	MUP	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	MUP	
Structural Wildlife Habitat Management	MUP	
Fire Detection and Suppression	A	
Fuels Treatment	MUP	
Insect and Disease Suppression	A	
Uncommon Plant Community Management	A	
Erosion Control	A	

TABLE 2.07.F-1: LAND USE REGULATIONS — NORTH TAHOE HIGH SCHOOL SUBDISTRICT		
Runoff Control	A	
SEZ Restoration	A	

4. **Development Standards.** Table 2.07.F-2 prescribes the development standards for the North Tahoe High School Subdistrict.

TABLE 2.07.F-2: DEVELOPMENT STANDARDS — NORTH TAHOE HIGH SCHOOL SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
<i>Recreation</i>	Developed Campgrounds: 8 sites per acre Group Facilities: 25 persons per acre
Building Height	TRPA Code of Ordinances Chapter 37
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	50 ft <a href="#">(1)</a>
<i>Side</i>	30 ft
<i>Rear</i>	30 ft
Maximum Community Noise Equivalent Level	55 CNEL
<p><u>Note:</u></p> <p><a href="#">(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</a></p>	

- G. **North Tahoe Recreation Area Subdistrict.** The North Tahoe Recreation Area Subdistrict is located within the North Tahoe West Subarea. This Subdistrict should continue to provide recreation opportunities consistent with the needs of the area.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. New or additional recreational development should be consistent with a long-term management plan for the entire Subdistrict.
    - b. Placer County should consider establishing a new access route to the park to enhance safety and minimize motor vehicle impacts in residential areas.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.07.G-1: LAND USE REGULATIONS — NORTH TAHOE RECREATION AREA SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Public Service</b>		
Religious Assembly	MUP	
Cultural Facilities	MUP	
Pipelines and Power Transmission Lines	CUP	
Publicly Owned Assembly and Entertainment Facilities	CUP	
Local Public Safety Facilities	MUP	
Public Utility Centers	MUP	
Transmission and Receiving Facilities	CUP	Placer County Code Section 17.56.060.F
Transportation Routes	CUP	
Government Offices	MUP	
Membership Organizations	MUP	
Schools – Pre- through Secondary	MUP	
Transit Stations and Terminals	CUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Cross Country Skiing Courses	CUP	
Day Use Areas	A	
Recreation Center	CUP	
Riding and Hiking Trails	A	
Undeveloped Campgrounds	A	

<b>TABLE 2.07.G-1: LAND USE REGULATIONS — NORTH TAHOE RECREATION AREA SUBDISTRICT</b>		
Participant Sports	A	
Developed Campgrounds	A	
Off-Road Vehicle Course	CUP	
Outdoor Recreation Concessions	A	
Rural Sports	A	
Group Facilities	MUP	
Snowmobile Courses	CUP	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	A	
Thinning	A	
Timber Stand Improvement	A	
Tree Farms	MUP	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect And Disease Suppression	A	
Prescribed Fire Management	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
SEZ Restoration	A	

4. **Development Standards.** Table 2.07.G-2 prescribes the development standards for the North Tahoe Recreation Area Subdistrict.

<b>TABLE 2.07.G-2: DEVELOPMENT STANDARDS — NORTH TAHOE RECREATION AREA SUBDISTRICT</b>	
Maximum Density	
<i>Recreation</i>	Developed Campgrounds: 8 sites per acre Group Facilities: 25 persons per acre
Building Height	TRPA Code of Ordinances Chapter 37
Additional Developed Outdoor Recreation	Overnight Uses: 200 persons at one time
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	50 ft <u>(1)</u>
<i>Side</i>	30 ft
<i>Rear</i>	30 ft
Maximum Community Noise Equivalent Level	55 CNEL
<u>Note:</u>	
<u>(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</u>	

- H. **Snow Creek Subdistrict.** The Snow Creek Subdistrict is located within the North Tahoe West Subarea. The planning of this Subdistrict should focus on providing outdoor recreation opportunities.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. Owners of legal lots and parcels of record are encouraged to utilize TRPA development transfer incentives to transfer their development rights out of this subdistrict.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.07.H-1: LAND USE REGULATIONS — SNOW CREEK SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Single-Family Dwelling	CUP	
<b>Public Service</b>		
Pipelines and Power Transmissions	CUP	
Transmission and Receiving Facilities	CUP	Placer County Code Section 17.56.060.F
Local Public Health and Safety Facilities	MUP	
Public Utility Centers	MUP	
Transportation Routes	CUP	
Government Offices	MUP	
Transit Stations and Terminals	CUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Cross Country Skiing Courses	MUP	
Day Use Areas	A	
Riding and Hiking Trails	A	
Undeveloped Campgrounds	MUP	
Participant Sports	A	
Developed Campgrounds	CUP	
Outdoor Recreation Concessions	A	
Recreational Vehicle Park	CUP	
Rural Sports	CUP	
Group Facilities	MUP	
Snowmobile Courses	CUP	

<b>TABLE 2.07.H-1: LAND USE REGULATIONS — SNOW CREEK SUBDISTRICT</b>		
Beach Recreation	A	
<b>Resource Management</b>		
Reforestation	A	
Regeneration Harvest	MUP	
Sanitation Salvage Cut	A	
Selection Cut	MUP	
Special Cut	MUP	
Thinning	A	
Timber Stand Improvement	MUP	
Tree Farms	MUP	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	MUP	
Structural Wildlife Habitat Management	MUP	
Farm/Ranch Accessory Structures	MUP	
Grazing	MUP	
Range Pasture Management	MUP	
Range Improvement	MUP	
Fire Detection and Suppression	A	
Fuels Treatment	MUP	
Insect and Disease Suppression	A	
Prescribed Fire Management	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
SEZ Restoration	A	

4. **Development Standards.** Table 2.07.H-2 prescribes the development standards for the Snow Creek Subdistrict.

TABLE 2.07.H-2: DEVELOPMENT STANDARDS — SNOW CREEK SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
<i>Recreation</i>	Developed Campgrounds: 8 sites per acre Group Facilities: 25 persons per acre
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	50 ft <a href="#">(1)</a>
<i>Side</i>	30 ft
<i>Rear</i>	30 ft
Maximum Community Noise Equivalent Level	50 CNEL 55 CNEL for the Highway 28 Corridor
<u>Note:</u> <a href="#">(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A.</a>	

5. **Shorezone.** Within the specified shorezone tolerance district, the following primary uses may be permitted by TRPA in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with the TRPA Code of Ordinances [and Placer County Code Article 12.32 "Lake Tahoe Shorezone"](#). The following structures may be permitted by TRPA in the shorezone as an Allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

TABLE 2.07.H-3: SHOREZONE — SNOW CREEK SUBDISTRICT	
<i>Tolerance District</i>	6
<b>Primary Uses</b>	
Beach Recreation	A
Water Oriented Outdoor Recreation Concessions	S
Safety and Navigation Facilities	A
<b>Accessory Structures</b>	
Buoys	A
Piers (Multiple Use Only)	A <a href="#">(1)</a>
Fences	S <a href="#">(1)</a>
Floating Docks and Platforms	A
Shoreline Protective Structures	S <a href="#">(1)</a>
Water Intake Lines	A



TABLE 2.07.H-3: SHOREZONE — SNOW CREEK SUBDISTRICT	
Tolerance District	6
Notes:	
(1) Accessory Structure(s) shall also comply with the requirements of Placer County Code Article 12.32 "Lake Tahoe Shorezone"	

- I. **Tahoe City Golf Course Subdistrict.** The Tahoe City Golf Course Subdistrict is located within the Greater Tahoe City Subarea. This Subdistrict should continue to serve as a recreation/public service area, maintaining the existing character.
1. **Special Designation.** None.
  2. **Special Policies.** The following special policies apply to the Tahoe City Golf Course Subdistrict.
    - a. The Tahoe City Golf Course Subdistrict should continue as a recreational and restoration and public service area.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be considered nonconforming uses.

TABLE 2.07.I-1: LAND USE REGULATIONS — TAHOE CITY GOLF COURSE SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Commercial</b>		
Amusements and Recreation Services	CUP	
<b>Public Service</b>		
Local Public Health and Safety Facilities	CUP	
Public Utility Centers	CUP	
Pipelines and Power Transmission Facilities	CUP	
Transit Stations and Terminals	CUP	
Transportation Routes	CUP	
Transmission and Receiving Facilities	CUP	Placer County Code, Section 17.56.060.F
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Day Use Areas	A	
Golf Courses	A	
Participant Sport Facilities	MUP	
Cross Country Skiing Courses	A	

TABLE 2.07.I-1: LAND USE REGULATIONS — TAHOE CITY GOLF COURSE SUBDISTRICT		
Outdoor Recreation Concessions	A	
Riding and Hiking Trails	A	
Snow Mobile Courses	CUP	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Selection Cut	MUP	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

4. **Development Standards.** Table 2.07I-2 prescribes the development standards for the Tahoe City Golf Course Subdistrict.

TABLE 2.07.I-2: DEVELOPMENT STANDARDS—TAHOE CITY GOLF COURSE SUBDISTRICT	
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	50 ft <u>(1)</u>
<i>Side</i>	30 ft
<i>Rear</i>	30 ft
Maximum Community Noise Equivalent Level	55 CNEL
<p><u>Note:</u></p> <p><u>(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A..</u></p>	

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- J. **Upper Ward Valley Subdistrict.** The Upper Ward Valley Subdistrict is located partially within the Greater Tahoe City Subarea and partially within the West Shore Subarea. This subdistrict should be managed for a variety of dispersed and developed recreational opportunities consistent with the need to protect natural environmental qualities and to limit increased vehicle miles of travel. The boundaries of this Subdistrict do not coincide with the scale of any future ski area development. Instead, the Subdistrict boundary serves as a planning guide for expansion of a ski area site within the larger Area Plan.
1. **Special Designation.** None.
  2. **Special Policies.**
    - a. Expansion of downhill ski opportunities may include such facilities as warming huts, first aid, food service, and minor lift maintenance facilities, but should prohibit such base facilities as lodges, and parking lots. In-basin access to skiers via Ward Valley Road shall be limited according to the Ski Area Master Plan, which may recommend access to the ski area for local residents of the Alpine Peaks Subdistrict and to individuals arriving via approved mass transportation.
    - b. Paige Meadows camping opportunities and winter trailhead should be expanded.
    - c. Paige Meadows should remain closed to snowmobile use.
    - d. A high priority should be given to the maintenance of Ward Creek as a fishery.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

<b>Allowable Land Uses</b>	<b>Land Use Permit</b>	<b>Add'l Regs.</b>
<b>Residential</b>		
Single-Family Dwelling	A	
<b>Public Service</b>		
Local Public Health and Safety Facilities	MUP	
Public Utility Centers	MUP	
Transportation Routes	CUP	
Transit Stations and Terminals	CUP	
Pipelines and Power Transmissions	CUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Cross Country Skiing Courses	MUP	
Day Use Areas	A	

<b>TABLE 2.07.J-1: LAND USE REGULATIONS — UPPER WARD VALLEY SUBDISTRICT</b>		
Riding and Hiking Trails	A	
Undeveloped Campgrounds	A	
Developed Campgrounds	CUP	
Outdoor Recreation Concessions	MUP	
Downhill Skiing Facilities	CUP	
Snowmobile Courses	CUP	
<b>Resource Management</b>		
Reforestation	A	
Regeneration Harvest	A	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	A	
Thinning	A	
Timber Stand Improvement	A	
Tree Farms	MUP	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Farm/Ranch Accessory Structures	MUP	
Grazing	MUP	
Range Pasture Management	MUP	
Range Improvement	MUP	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Prescribed Fire Management	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
SEZ Restoration	A	

4. **Development Standards.** Table 2.07.J-2 prescribes the development standards for the Upper Ward Valley Subdistrict.

<b>TABLE 2.07.J-2: DEVELOPMENT STANDARDS — UPPER WARD VALLEY SUBDISTRICT</b>	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel
<i>Recreation</i>	Developed Campgrounds: 8 sites per acre
Additional Developed Outdoor Recreation	Winter Day Use: 4,000 PAOT Overnight Uses: 280 PAOT
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	50 ft <a href="#">(1)</a>
<i>Side</i>	30 ft
<i>Rear</i>	30 ft
Maximum Community Noise Equivalent Level	50 CNEL
<p><u>Note:</u>  <a href="#">(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A..</a></p>	

2.08 **Tourist Planned Development**

- A. **Granlibakken Subdistrict.** The Granlibakken Subdistrict is located partially within the Greater Tahoe City Subarea and partially within the West Shore Subarea. This area should continue as a multi-use tourist-oriented planned unit development.
1. **Special Designations.** (See Section 3.14)
    - a. TDR Receiving Area for:
      - i. Existing Development
      - ii. Multi-Residential Units
    - b. Preferred Affordable, Moderate, and Achievable Housing Area
  2. **Special Policies.**
    - a. Development of this area per the CTRPA approved litigation settlement shall be allowed.
    - b. Consolidation of undeveloped lots should be encouraged.
    - c. Provide opportunities for development of a variety of multi-residential housing types with emphasis on affordable, moderate, and achievable housing.
  3. **Permissible Uses.** The following primary uses may be permitted within all or a portion of the Subdistrict. The list indicates if the use is Allowed (A), subject to an Administrative Review Permit (C), or must be considered under the provisions for a Conditional Use Permit (CUP) or Minor Use Permit (MUP). Existing uses not listed shall be considered nonconforming uses within this Subdistrict. The establishment of new uses not listed shall be prohibited.

TABLE 2.08.A-1: LAND USE REGULATIONS — GRANLIBAKKEN SUBDISTRICT		
Allowable Land Uses	Land Use Permit	Add'l Regs.
<b>Residential</b>		
Employee Housing	A(1)/MUP	
Multiple Family Dwelling	A(1)/A	
Multi-Person Dwelling	A(1)/A	
Single-Family Dwelling	A(1)/MUP	
<b>Tourist Accommodation</b>		
Hotel, Motel and Other Transient Dwelling Units	A	
Timeshare (Hotel/Motel Design)	CUP	
Timeshare (Residential Design)	CUP	
<b>Commercial</b>		
Eating and Drinking Places	CUP	
Amusements and Recreation Services	CUP	
Privately Owned Assembly and Entertainment	CUP	
Secondary Storage	CUP	

<b>TABLE 2.08.A-1: LAND USE REGULATIONS — GRANLIBAKKEN SUBDISTRICT</b>		
<b>Public Service</b>		
Religious Assembly	MUP	
Cultural Facilities	MUP	
Day Care Centers	MUP	
Local Assembly and Entertainment	MUP	
Local Post Office	A	
Local Public Health and Safety Facilities	MUP	
Pipelines and Power Transmission	CUP	
Transmission and Receiving Facilities	CUP	Placer County Code Section 17.56.060.F
Transit Stations and Terminals	CUP	
Transportation Routes	CUP	
Threshold-Related Research Facilities	MUP	
<b>Recreation</b>		
Day Use Areas	A	
Participant Sports Facilities	A	
Sport Assembly	MUP	
Cross Country Skiing Courses	MUP	
Group Facilities	MUP	
Outdoor Recreation Concessions	A	
Riding and Hiking Trails	MUP	
Rural Sports	MUP	
Snowmobile Courses	CUP	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	



TABLE 2.08.A-1: LAND USE REGULATIONS — GRANLIBAKKEN SUBDISTRICT		
Runoff Control	A	
SEZ Restoration	A	
<a href="#">(1) Allowed if 100% of units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing.</a>		

4. **Development Standards.** Table 2.08.A-2 prescribes the development standards for the Granlibakken Subdistrict.

TABLE 2.08.A-2: DEVELOPMENT STANDARDS — GRANLIBAKKEN SUBDISTRICT	
Maximum Density	
<i>Residential</i>	Single Family Dwelling: 1 du/parcel Multiple Family Dwelling: 15 units per acre Multi-Person Dwelling: 37 persons per acre Employee Housing: <a href="#">15 units per acre</a> <del>As per the limitations above</del>
<i>Tourist Accommodation</i>	Hotel, Motel and Other Transient Units: <i>With less than 10% of units with kitchens – 40 units per acre</i> <i>With 10% or more units with kitchens – 15 units per acre</i> Timeshare: As per the limitations set forth in this table
<i>Recreation</i>	Group Facilities: 25 people per acre
Building Height	TRPA Code of Ordinances Chapter 37
Minimum Setbacks (measured from property line unless otherwise noted)	See also 17.54.130, 17.54.140, and 17.54.150
<i>Front</i>	50 ft <a href="#">(1)</a>
<i>Side</i>	30 ft
<i>Rear</i>	30 ft
Maximum Community Noise Equivalent Level	55 CNEL
<b>Notes:</b> <a href="#">(1) When a road and/or road segment is identified in Table 3.06.A, "Future Streetscape and Roadway Design Characteristics" the Front Setback shall be considered from the ultimate road right-of-way width listed in Table 3.06.A..</a>	

## 2.09 Overlay Districts

- A. **Town Center Overlay District.** The purpose of Town Center Overlay District is to promote environmental redevelopment and provide capacity for transfers of development in accordance with the Regional Plan.

Except as provided in the supplemental limitations in this Section 2.09, all property within the Tahoe City, Kings Beach, and North Stateline Town Center Overlay Districts shall be eligible for all programs in the Regional Plan and Code for Town Centers, including but not limited to: eligibility as receiving areas for transfers of development rights and existing development in accordance with Chapter 51, Banking, Conversion, and Transfers of Development, of the TRPA Code of Ordinances; land coverage provisions for Centers in accordance with Chapter 30, Land Coverage, of the TRPA Code of Ordinances; and development standards for Town Centers in accordance with Chapter 13, Area Plans, of the TRPA Code of Ordinances.

### 1. Core Areas.

- a. **Building Height.** Maximum building height within Town Center Core areas is ~~four stories and~~ 56 feet, subject to the findings listed below.
- i. ~~Three or four story~~ Buildings in Town Centers shall meet the findings listed in Section 37.7.16 of the TRPA Code of Ordinances.

### 2. Transition Areas.

- a. **Building Height.** Maximum building height within Town Center Transition areas is ~~three stories and~~ 46 feet, subject to the findings listed below.
- i. ~~Three or four story~~ Buildings in Town Centers shall meet the findings listed in Section 37.7.16 of the TRPA Code of Ordinances.
- b. **Sidewalks.** Prior to or concurrent with development of projects utilizing Town Center standards, planned sidewalks or multi-use trails shall be installed along the project's Highway 89, Highway 28 and Highway 267 street frontages, as applicable, and extending off-site to the existing Town Center sidewalk/trail network. Any projects proposed without sidewalk or multi-use trail connections to Town Center Core areas shall be ineligible for Town Center Overlay District standards.

3. **Non-Contiguous Project Area.** Projects within the Town Center Overlay District may utilize a non-contiguous project area with TRPA approval. To utilize a non-contiguous project area, all project components shall be located on developed mixed-use land within the Town Center Overlay District and all applicable development standards shall apply. Projects using a non-contiguous project area shall not increase ~~the density of~~ land coverage in any portions of the project area that are between SR28 or SR 89 and Lake Tahoe, beyond the limits that would apply to those portions of the project area

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without the use of a non-contiguous project area. All non-contiguous project areas shall comply with the setbacks within Town Centers.

**B. Special Planning Area Overlay Districts**

1. **Tahoe City Western Entry Special Planning Area (TCWE-SPA).** The purpose of the Tahoe City Western Entry Special Planning Area Overlay District is to promote SEZ restoration along the Truckee River in conjunction with any development utilizing Town Center redevelopment incentives. Property owners shall address the requirements listed below to be eligible for Town Center Overlay District standards.

a. **Restoration.** Projects with Truckee River frontage shall remove coverage and restore SEZs along the river frontage extending no less than 30 feet from the high water mark. Existing buildings in this area shall be removed or mitigated with additional restoration in other areas. Verified coverage may be relocated to other areas.

b. **Public Access.** Projects with Truckee River frontage shall provide public access and amenities along the river frontage, concurrent with development, extending no less than 30 feet from the high water mark. Riverfront amenities shall include, but not be limited to, a multi-use public trail extension or relocation connecting with the existing Truckee River Multi-Use Trail. Public trail facilities shall qualify as air quality mitigation in accordance with Section 65.2.4.C, Required Offsets, of the TRPA Code of Ordinances.

~~b.c. **Building Height.** Special Planning Areas on the mountain side shall meet the height standards described in Section 2.09A.1. Special Planning Areas on the lake side shall meet the height standards described in Section 2.09A.2. Special Planning Areas on the mountainside shall meet the height standards described in Section 2.09A.2.~~

2. **Tahoe City River District Special Planning Area (TCGC-SPA).** The purpose of the Tahoe City River District Special Planning Area Overlay District is to implement project design requirements that support the conversion of the old SR 89/Fanny Bridge roadway segment from a State Highway to a recreation-oriented County roadway. The design of all projects shall demonstrate compatibility with the long term operational plans for the roadway segment and shall support the evolution of the area into an active, popular location with safety enhancements that encourage primary access by bicycling, walking and transit.

~~a. **Building Height.** Special Planning Areas shall meet the height standards described in Section 2.09A.2.~~

~~2.3. **Tahoe City Golf Course Special Planning Area (TCGC-SPA).** The purpose of the Tahoe City Golf Course Special Planning Area Overlay District is to promote redevelopment in the Tahoe City Town Center, shared use projects, and accelerated SEZ restoration. Property owners shall address the~~

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requirements listed below to be part of a Town Center project site or be eligible for Town Center Overlay District standards.

- a. Restoration. All or part of the special planning area may be included in a Town Center Project Area only if an equal or greater area of disturbed SEZ land is restored prior to or concurrent with development. Fifty percent of the qualifying restoration areas must be within 0.5 mile of the project. The other 50 percent may be located elsewhere in the same hydrologically related area (HRA), as defined by TRPA.
- b. Sidewalks. Continuous public sidewalks or paved multi-use trails between redevelopment sites and existing sidewalks in the Town Center shall be provided.
- c. Building Height, Special Planning Areas outside of the Core Area shall meet the height standards described in Section 2.09A.2. Special Planning Areas in the Core Area shall meet the height standards described in Section 2.09A.1.

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- 4. Truckee River Corridor Special Planning Area (TRC-SPA). The purpose of the Truckee River Corridor Special Planning Area Overlay District is to improve the planning framework for two pockets of industrial and commercial use sites along Highway 89 between Tahoe City and Alpine Meadows. Following adoption of the Area Plan, the County shall develop an updated plan for these sites that recognizes existing industrial and commercial uses and establishes zoning designations and development standards that focus on environmental redevelopment, restoration, and consistency with the Regional Plan Goals and Policies. The plan shall be processed as an Area Plan amendment.

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- a. Building Height, Special Planning Areas shall meet the height standards described in Section 2.09A.2.

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- 3-5. Kings Beach Entry Special Planning Area (KBE-SPA). The purpose of the Kings Beach Entry Special Planning Area Overlay District is to promote integrated development addressing land use, design, circulation, recreation, public services, and natural resources. Coordinated preparation of a Special Plan Area is encouraged and if developed shall be processed as an Area Plan Amendment. At a minimum, property owners shall address the requirements listed below to be eligible for Town Center Overlay District standards.

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- a. Sidewalks. Concurrent with or prior to development, continuous sidewalks or paved multi-use trails will be provided between redevelopment sites and existing sidewalks in Kings Beach.
- b. Restoration. Projects shall relocate all development on the site from the 100 year floodplain that includes Griff Creek and shall restore the stream environment. To the extent feasible, projects shall extend coverage removal and restoration activities to other SEZ lands.

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c. Scenic Enhancements. Projects on developed sites shall enhance scenic conditions with relocated or remodeled buildings, landscaping, streetscape improvements, and other site improvements.

d. Building Height, Special Planning Areas shall meet the height standards described in Section 2.09A.2.

4-6. **North Stateline Special Planning Area (NS-SPA).** The purpose of the North Stateline Special Planning Area Overlay District is to maintain the validity of existing plans and development approvals, while encouraging the development of an integrated Town Center plan in coordination with property owners. Coordinated preparation of a Special Plan ~~is encouraged~~ shall and if be developed and shall be processed as an Area Plan amendment. At a minimum, property owners shall address the requirements listed below to be eligible for Town Center Overlay District standards. Prior to approval of a Special Plan, provisions in the Regional Plan and this Area Plan that apply to Town Centers shall not be used.

a. Town Center Plan. A Special Plan shall be prepared and processed as an Area Plan amendment meeting the requirements for Town Centers in Chapter 13, Area Plans, of the TRPA Code of Ordinances.

b. Building Height, Special Planning Areas shall meet the height standards described in Section 2.09A.2.

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## 2.10 Gateway Areas

Gateway areas shown on the official zoning map shall be consistent with the Design Guidelines for Gateways (see Subsection 3.09.FG).

## Chapter 3 Area-Wide Standards and Guidelines

The standards and guidelines outlined in this Chapter apply to the entire Plan area. The district standards in Chapter 2 supplement these standards for each subdistrict or overlay district.

### 3.01 Permissible Uses

Permissible Uses are defined in Chapter 21 of the TRPA Code of Ordinances. Permissible uses for each zoning subdistrict are outlined in Chapter 2 of these Area Plan Regulations. Additional provisions for accessory dwelling units and moveable tiny houses are outlined below.

- A. **Additional Accessory Dwelling Units Allowed.** ~~In addition to Accessory dwelling units (ADU) and junior accessory dwelling units (JADU), or what are referred to as secondary residences by TRPA, are permitted as an accessory use by Section 21.3.2.A.1 of the TRPA Code of Ordinances, ADUs and JADUs are also permitted on parcels less than one acre as accessory to a single family dwelling or multi-family dwelling primary use it serves under Section 21.3.2.A.2 of the TRPA Code of Ordinances, as this document, Placer County's Housing Element, and Placer County's Zoning Ordinance Section 17.56.200 serve as a TRPA Certified Local Government Housing Program if the parcel is restricted to prohibit the secondary residence to be converted to a tourist use or utilized as a vacation rental.~~ ADUs and JADUs shall not be considered in calculating single-family or multi-family density, however, shall be considered a Residential Unit subject to the residential allocation and transfer provisions of the TRPA Code of Ordinances. Consistent with the TRPA four-year Area Plan recertification process, the secondary residential unit program shall be evaluated for efficacy and necessary adjustments.

**Note:** Pursuant to State of California regulations that prevent local jurisdictions from imposing further restrictions on ADUs and JADUs, applicants for all ADU/JADU permits must obtain authorization from both Placer County (in accordance with Placer County Code Section 17.56.200 (including setbacks) and California Government Code Sections 65852.2 and 65852.22) and TRPA (in accordance with the Regional Plan, including requirements that the ADU be deed-restricted to affordable, moderate, or achievable housing). Delegated ADU permitting authority may be reassumed by Placer County when/if the State of California and/or TRPA regulations are changed.

- B. **Moveable Tiny House.** Moveable tiny houses are allowed in the Tahoe Basin as accessory dwelling units, single-family dwellings, and employee housing in any zones where those uses are allowed and per each zone district's development standards. Moveable tiny house communities are allowed as employee housing and multiple family dwellings in any zones where those uses are allowed and per each zone district's development standards. Moveable tiny houses and moveable tiny house communities shall comply with the definitions and development standards in Placer County Code, Chapter 17, Sections 17.04.030, 17.54.115, 17.56.090, and 17.56.400 excluding sections C.12, C.13 and C.14, as well as Section 50.3 of the TRPA Code of Ordinances regulating residential units of use. Additionally, moveable tiny houses and moveable tiny house communities shall meet the following criteria:

1. Defensible Space. A movable tiny house or moveable tiny house community shall comply with any applicable requirements for defensible space as prescribed by local, county or state codes.
2. Movable tiny houses shall be constructed with ignition-resistant materials and glazed openings in compliance with Section R337 of the California Residential Code.

**3.023.05 Temporary Uses, Structures, and Activities.**

Temporary uses, structures, and activities are outlined in Chapter 22 of the TRPA Code of Ordinances (also see Placer County Zoning Ordinance Section 17.56).

**3.033.06 Land Coverage**

Land coverage limitations are outlined in Chapter 30 of the TRPA Code of Ordinances.

**3.043.07 Density**

Density within the Town Center Overlay District is outlined in Chapter 13, Area Plans, of the TRPA Code of Ordinances. Additional density standards for each zoning subdistrict are outlined in Chapter 2 of these Area Plan Regulations. For mixed use development, residential, including TAU, densities shall be calculated per the total property acreage when combined with commercial uses.

Density outside Town Centers is outlined in Chapter 31, Density, of the TRPA Code of Ordinances. Additional density standards for each zoning subdistrict are outlined in Chapter 2 of these Area Plan Regulations.

**3.053.08 Basic Services**

Requirements for basic services are outlined in Chapter 32 of the TRPA Code of Ordinances.

**3.063.09 Streetscape and Roadway Design Standards**

The Tahoe Basin roadway network primarily consists of State Highways and County roadways. Other roadways in the basin are operated by the U.S. Forest Service, California State Parks, and California Tahoe Conservancy. There are also private roadways which are owned and maintained by private parties.

State Highways within the Plan Area include State Route 28, State Route 267, and State Route 89. State Routes 267 and 89 are the major highways providing access in and out of North Lake Tahoe and State Routes 28 and 89 provide circulation around the western and northern portions of Lake Tahoe within Placer County. Caltrans facilities are designed, operated and maintained by Caltrans in accordance with their current transportation corridor concept reports. However, Caltrans encourages complete street design and is a partner with Placer County where sidewalks are required along a highway.

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The majority of roadways in the Plan area are collector and local roadways. Collector roadways collect traffic from local streets towards highways, while local roadways provide direct access to adjacent land uses and collector roadways.

Placer County Department of Public Works ~~and Facilities~~ maintains a Countywide Highway Deficiency Manual to plan for ultimate right-of-way and pavement widths, as well as sidewalk and bicycle lane improvements, for specific County maintained roadways. Table 3.06.A of this section provides planned design characteristics for specific streetscape and roadways to guide future development improvements. Typical street cross sections are provided in this section for public and private development projects in the Plan Area. In addition, the figures below should be referred to for specific pedestrian streetscape improvements planned within the Kings Beach and Tahoe City Town Centers.



**TABLE 3.06.A: FUTURE STREETScape AND ROADWAY DESIGN CHARACTERISTICS <sup>1</sup>**

Road Name	Segment	ROW Width	Paved Width	CGS <sup>2</sup>	Traffic Index (TI)
Bear Street	Highway 28 - Rainbow Avenue	50	32	YES	6.5
Bear Street	Rainbow Avenue - Speckled Avenue	50	22	YES(W)	6.5
Beaver Street	Highway 28 - Town Center Limit	50	22	YES (W)	6.5
Beaver Street	Town Center Limit - End	40	22	NO	6.5
Brockway Vista Avenue	Secline Street - <del>Deer Street</del> End	40	32	YES(S)	6
Brockway Vista Avenue	<del>Raccoon</del> Coon Street - Chipmunk Street	40	22	NOYES (S-SUP)	6
Brook Avenue	Bear Street - <del>Coon</del> Raccoon Street	40	22	YES	7
Brook Avenue	<del>Raccoon</del> Coon Street - Fox Street	40	22	YES(S)	7
Brook Avenue	Fox Street - End	40	22	NO	7
<del>Carnelian Bay Avenue</del>	<del>Highway 28 - Highway 267</del>	60	32	NO	7
<del>Cedarwood Drive</del>	<del>Village Road - End</del>	60	32	NO	6
<del>Chamonix Road</del>	<del>Courchevel Road - End</del>	60	32	NO	6
Chipmunk Street	Brockway Vista Avenue - Highway 28	50	32	YES(W-SUP)NO	7.5
Chipmunk Street	Highway 28 - Minnow Avenue	50	32	YES	7.5
Chipmunk Street	Minnow Avenue - Salmon Avenue	50	22	YES(W)	7.5
Chipmunk Street	<del>Steelhead - Dolly Varden Avenue</del> - Speckled Avenue	50	22	YES(E)	7.5
<del>Raccoon</del> Coon Street	Brockway Vista - <del>Trout</del> Brook Avenue	50	32	YES	6.5
<del>Coon</del> Raccoon Street	<del>Trout</del> Brook Avenue - <del>Speckled</del> Trout Avenue	50	22	YES(W)	6.5
<del>Raccoon Street</del>	<del>Trout Avenue - Loch Levon Avenue</del>	50	22	YES(W)	6.5
<del>Raccoon Street</del>	<del>Loch Levon Avenue - Speckled Avenue</del>	50	22	YES	6.5
Courchevel Road	Ward Creek Boulevard - End	60	32	NO	6
Cutthroat Avenue	Wolf Street - Fox Street	40	22	YES(N)	6.5
Cutthroat Avenue	Fox Street - Beaver Street	40	22	NO	6.5
Deer Street	Highway 28 - Rainbow Avenue	50	32	YES(E)	6
Deer Street	Rainbow Avenue - Steelhead Avenue	50	22	YES(W)	6
Deer Street	Steelhead Avenue - Speckled Avenue	50	22	NO	6
Dolly Varden Avenue	Highway 267 - Fox Street	40	22	YES(S)	6
Dolly Varden Avenue	Fox Street - Chipmunk Street	40	22	NO	6
Fabian Way	Highway 28 - <del>Old Mill</del> Village Road	60	32	NO	6.5
Fairway Drive	Highway 89 - Grove Street	60	32	YES(E)	6.5
Fox Street	Highway 28 - Brook Avenue	50	32	YES	6.5
Fox Street	Brook Avenue - Trout Avenue	50	22	YES(W)	6.5
Fox Street	Trout Avenue - Steelhead Avenue	50	22	YES(E)	6.5
Fox Street	Steelhead Avenue - Speckled Avenue	50	22	NO	6.5
Golden Avenue	Secline Street - Fox Street	40	22	YES(S)	6
Golden Avenue	Fox Street - End	40	22	NO	6

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**TABLE 3.06.A: FUTURE STREETScape AND ROADWAY DESIGN CHARACTERISTICS <sup>1</sup>**

Road Name	Segment	ROW Width	Paved Width	CGS <sup>2</sup>	Traffic Index (TI)
Grand Avenue	Highway 89 – Alpine Avenue	60	32	NO	←6
Granlibakken Road	Highway 89 - Town Center Limit	60	32	YES	6.5
Granlibakken Road	Town Center Limit - End	60	32	NO	6.5
Grove Street	Highway 28 - Fairway Drive	6050	32	YES(S)	6.5
Gstaad Road	Courchevel Road – End	60	32	NO	←6
Heather Lane	Polaris Road – Cedarwood Drive	60	32	NO	6
Highlands Drive	Country Club Drive – End	60	32	NO	6
Innsbruck Road	Courchevel Road – End	60	32	NO	6
Kitzbuehl Road	Courchevel Road - End	60	32	NO	6
Lake Forest Road	Highway 28 - Highway 28	60	32	NO	6.5
Loch Levon Avenue	Deer Street - Fox Street	40	22	YES(S)	6
Loch Levon Avenue	Fox Street - End	40	22	NO	6
McKinney Drive	Highway 89 - Highway 89	6050	32	NO	5.5
McKinney Rubicon	Highway 89 - End	6050	32	NO	6.5
Merdan Road	Gstaad Road - End	60	32	NO	6
Minnow Avenue	Fox Street - Chipmunk Street	40	22	YES(S)	6
N. National Avenue	Highway 267 - End	60	32	NO	7
National Avenue	Highway 28 - End	60	32	YES(W)NO	7
Old County Road	Highway 28 - Forest Road	6050	32	NO	6
Old Mill Road	Highway 28 - Polaris Road	5060	32	NO	6.5
Pineland Drive	Highway 89 - Twin Peaks Road	60	32	NO	6
Polaris Road	End - End	60	32	NO	6
Rainbow Avenue	Secline Street – Bear Street	40	32	YES(S)	←6.5
Rainbow Avenue	Bear Secline Street - Fox Street	40	22	YES(S)	6.5
Rainbow Avenue	Fox Street - End	40	22	NO	6
Regency Way	N. National Avenue - End	60	32	NO	6
Salmon Avenue	Coon Street - Fox Street	40	32	YES	6.5
Salmon Avenue	Fox Street - Chipmunk Street	40	22	YES(S)	6
Secline Street	Brockway Vista Avenue - Highway 28	50	32	YES(W)	6.5
Secline Street	Highway 28 - Rainbow Avenue	50	32	YES(W)	6.5
Secline Street	Rainbow Avenue - Steelhead Avenue	50	22	YES(W)	6.5
Speckled Avenue	Highway 267 - Fox Street	5052	40	YES(S)	7
Speckled Avenue	Fox Street - Chipmunk Street	4060	22	NO	6.5
Steelhead Avenue	Secline Street - Deer Street	40	32	YES(N)	6.5
Steelhead Avenue	Deer Street - Fox Street	40	22	YES(N)	6
Steelhead Avenue	Fox Street - End	40	22	NO	6
Tahoe Street	Grove Street - Jackpine Street	40	32	YES(S)	6
Trout Avenue	Deer Street - Bear Street	40	3222	YES(N)	6.5
Trout Avenue	Bear Street - Fox Street	40	22	YES(S)	6
Trout Avenue	Fox Street - End	40	22	NO	6

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**TABLE 3.06.A: FUTURE STREETScape AND ROADWAY DESIGN CHARACTERISTICS <sup>1</sup>**

Road Name	Segment	ROW Width	Paved Width	CGS <sup>2</sup>	Traffic Index (TI)
Twin Peaks Road	Pineland Drive - Ward Creek Boulevard	60	32	NO	6
Ward Creek Boulevard	Twin Peaks Road - Courchevel Road	60	32	NO	6
Wolf Street	Dolly Varden Avenue - Speckled Avenue	50	22	YES€	6.5
Zermatt Road	End-End	60	32	NO	6

Notes:

(1) ~~The current copy of the Highway Deficiency Manual, which is subject to periodic updates, should be reviewed for changes to the above listed roadways and supersedes this table if changes have taken effect. Table 3.06.A shall take precedence should there be any discrepancies between the Table 3.06.A and the "Tahoe City Town Center Pedestrian and Shared Use Path Improvements" Figure and/or the "Kings Beach Town Center Pedestrian and Shared Use Path Improvements" Figure.~~

(2) CGS refers to curb, gutter, and sidewalk. "Yes" in the table means curb, gutter, and sidewalk is required on both sides of the road. If sidewalk is only planned on one side of the road, it is indicated in parenthesis, i.e., (N) means curb, gutter, and sidewalk is required along the north side of the road only. SUP refers to shared-use path.

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The standards presented in this section supplement the standards presented in previous sections of the Area Plan. If there is a conflict with the earlier sections, the standards of this section shall apply.

Projects subject to the requirements of ~~this section~~ [Section 3.06, "Streetscape and Roadway Design Standards"](#), shall be conditioned to meet the following standards where applicable.

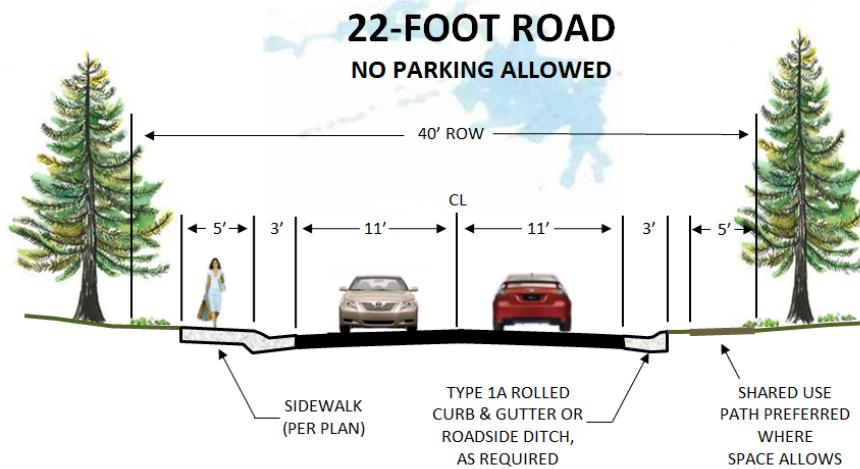
A. ~~All projects are subject to the requirements of this section and~~ fronting public right-of-ways within the Plan area shall be required to construct frontage improvements as follows:

- (1) Required ultimate pavement half-section as shown in Table 3.06.A and / or in accordance with the County's Land Development Manual standards and Highway Deficiency Manual, or as otherwise determined by Placer County.
- (2) Five foot wide or six foot wide concrete sidewalks, as determined by land use. Non-residential uses such as commercial, industrial, recreational, multi-family residential, and uses other than single family residential shall provide ~~six foot wide~~ sidewalks and single-family residential ~~subdivision~~ projects shall provide ~~five foot wide~~ sidewalks, or as otherwise determined by Placer County. Where space allows, detached sidewalks or multi-use paths shall be provided in-lieu of sidewalks attached to the back of curb in order to separate users from the ~~—~~ vehicular travel way.
- (3) Landscaping that also provides stormwater best management practices (such as bioswales) in setback areas.
- (4) Rolled concrete curb and gutter, or as required by Placer County based on project location. Vertical curb may be specified for straight segments along industrial area roadways. Not all roads will have curb and gutter but may have a different type of road side drainage conveyance such as a stabilized roadside ditch or other County approved drainage feature, as determined by Placer County.
- (5) To the extent possible, both sidewalk and water quality features (such as a rock-lined ditch where existing or planned as part of a County water quality improvement project) shall be provided along the project frontage where sufficient right-of-way is available.

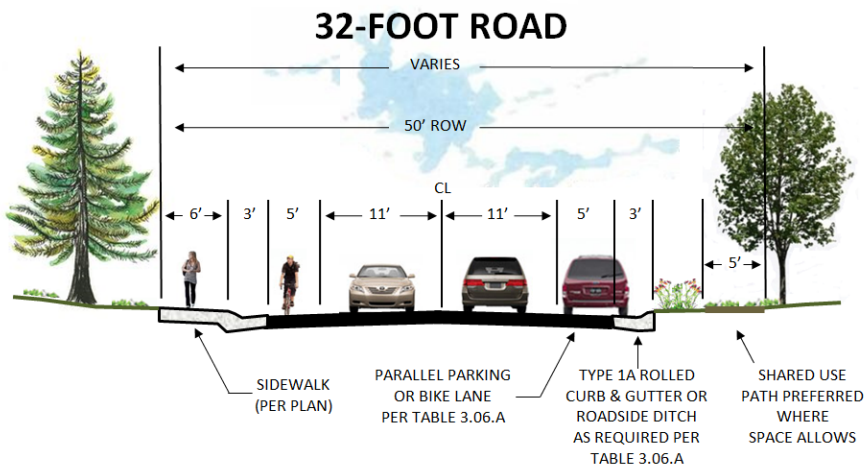
~~(6) The option of deferring frontage improvements by written agreement, reducing the width of the improvements required, reducing the design or structural standards of the required improvements, or requiring full improvements to be constructed with a reimbursement agreement for those costs in excess of the normal requirements may be considered. The consideration of options shall involve the Director of Public Works and reimbursement agreements, if applicable, are subject to Board of Supervisors approval.~~

B. The following figures and text display the design standards which are to be applied, within the Placer County Tahoe Basin Area Plan, ~~as directed by Staff~~. Specific standards may be established by the Placer County Community Development Resource Agency - Engineering and Surveying Division, Department of Public Works ~~and Facilities~~, or approved areawide ~~—~~ improvement plans.

- (1) **22-Foot Paved Roads Typical Cross Section (No parking):** Two 11' wide travel lanes, concrete rolled curb and gutter, 5' or 6' wide sidewalks on one or both sides, lighting and landscaping.



- (2) **32-Foot Paved Roads Typical Cross Section:** Two 11' wide travel lanes, two 5' wide paved bike lanes (or shoulders for parallel parking where connection to bicycle facilities is greater than a half a mile), concrete rolled curb and gutter, 5' or 6' wide sidewalks on one or both sides, lighting and landscaping. If the roadway connects to bicycle facilities and has appropriate car volume and speed, bike sharrow pavement markings should shall be considered. |

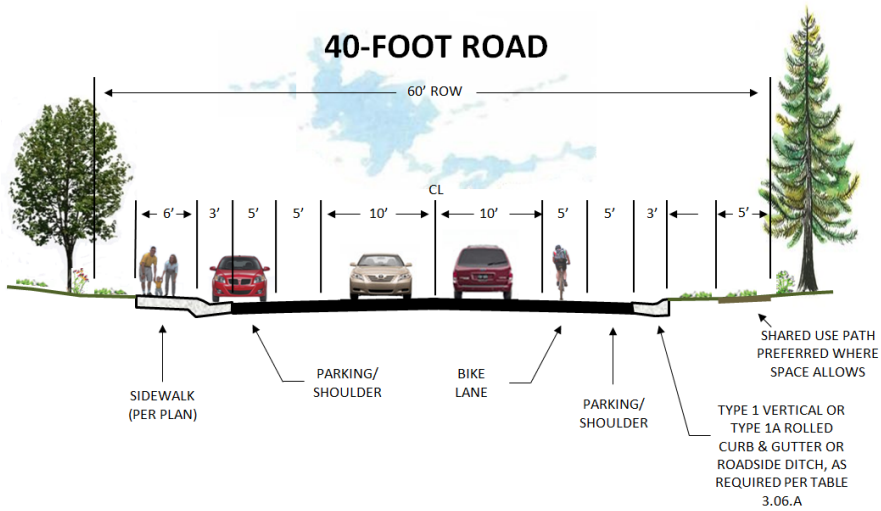


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- (3) **40-Foot Paved Roads Typical Cross Section:** Two 10' wide travel lanes, two 5' wide paved bike lanes, two 5' wide paved shoulders for parallel parking, concrete rolled curb and gutter, and 5' or 6' wide sidewalks on one or both sides.<sup>1</sup>



<sup>2</sup> Future conditions could include cycle track or Class IV bicycle facility with pavement striping and roadway alterations.

### 3.07 Parking and Access

This section supersedes Chapter 34, Driveway and Parking Standards, of the TRPA Code of Ordinances.



~~When specified in this section, off-street parking is required for all projects.~~ Each site is expected to accommodate its customer and employee parking needs on site ~~unless otherwise specified.~~ County parking management programs and policies as well as state law may grant~~in some cases, exceptions may be made and parking credit given for projects that participate in and contribute towards community parking facilities.~~ Parking should be safe and accessible, with a simple layout that is readily understood by the driver. On-site parking should be designed and located so that it does not dominate the development. Parking in excess of that required to adequately serve a project is discouraged in order to avoid unnecessary auto use, extraneous impervious cover, and visual impact.

A. **Parking.** To ensure adequate parking facilities for uses in the region, Placer County and TRPA shall use the following standards and procedures to determine parking requirements:

1. **Parking Facility Defined.** A parking facility is a clearly identifiable location for vehicular parking. A parking facility may be a parking area, parking lot, or parking structure.
- ~~2.1.~~ **Compliance Program.** The provisions set forth in subsections 3 through 10, inclusive, shall apply to projects which involve new or expansion of existing development that creates a demand for parking, including recreation and public service projects. Projects not involving new or expansion of existing development may have the provisions in 3, 4, 5, 6, and 7 required as conditions of ~~approval, if Placer County and TRPA find that the resultant situation would otherwise cause or continue to cause significant adverse impacts on traffic, transportation, air quality, or water quality.~~
- ~~3.2.~~ **Parking Demand.** Placer County shall adopt and maintain a parking demand table (Table 3.07.A-1: Parking Spaces Required) for the purpose of estimating the ~~minimum and maximum~~ parking demand of uses in the Area Plan. For uses in Town Centers, see Section 3.07.A.5.f Town Center Parking. In lieu of the parking demand table, an applicant may submit for TRPA and County approval a technically adequate parking analysis, per Section 3.07.A.4, unless otherwise dictated by a County parking management program. When parking demand for a use is calculated to a fraction, the fraction shall be rounded up to the nearest whole number if 0.5 or greater, and rounded down if 0.49 or less.

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<b>TABLE 3.07.A-1: PARKING SPACES REQUIRED</b>	
<i>Use</i>	<i>Required Number of Parking Spaces (1)</i>
<b>Light Industrial/Wholesale/Storage</b>	
Batch Plant	Determined by Use Permit
Food and Kindred Products	1.1 per 1,000 sq.ft.
Fuel and Ice Dealers	3.33 per 1,000 sq.ft. retail/office area
Industrial Services	1.1 per 1,000 sq.ft.
Printing and Publishing	1.1 per 1,000 sq.ft.
Recycling and Scrap	Determined by Use Permit
Small-Scale Manufacturing	1.1 per 1,000 sq.ft.
Storage Yards	1 per peak employee
Vehicle and Freight Terminals	1 per peak employee
Vehicle Storage and Parking	2 per 1,000 sq.ft. non-storage area and 1 per 1,000 sq.ft. of storage area
Warehousing	.8 per 1,000 sq.ft.
Wholesale Distribution	.8 per 1,000 sq.ft.
<b>Recreation, Education, and Public Assembly Uses</b>	
Beach Recreation	Determined by Use Permit
Boat Launch Facilities	1 per peak employee and .75 car/trailer spot per anticipated daily launch user
Cross Country Skiing Courses	1 per every 3 day users
Day Use Areas	1 per every 3 day users
Developed Campgrounds	1 per peak employee and 1.1 per campsite
Downhill Ski Facilities	1 space per every 3 day users and .5 per peak employee
Golf Course	9.8 per hole
Group Facilities	Determined by Use Permit
Marinas	1 per peak employee and .33 per mooring or slip
Off-Road Vehicle Course	Determined by Use Permit
Outdoor Recreation Concession	Determined by Use Permit
Participant Sports (facilities)	1 per peak employee and 2 per 1,000 sq.ft.
Recreation Center	3.2 per 1,000 sq.ft.
Recreational Vehicle Park	1 per peak employee and 1.1 per campsite
Riding and Hiking Trails	Determined by Use Permit
Rural Sports	1 space per every 3 day users
Snowmobile Courses	1 space per every 3 day users and .5 per peak employee
Sport Assembly	.33 per seat
Undeveloped Campgrounds	None
Visitor Information Center	6 per 1,000 sq.ft.

<b>TABLE 3.07.A-1: PARKING SPACES REQUIRED</b>	
<i>Use</i>	<i>Required Number of Parking Spaces (1)</i>
<b>Residential Uses</b>	
Employee Housing	.6 per bed and 1 per live-in employee
Mobile Home Dwelling	2.17 per unit
Multi-Family Dwelling	1 <del>per bedroom</del> for first two bedrooms and .5 per additional bedroom
Multi-Person Dwelling	.6 per resident and 1 per peak employee
Nursing and Personal Care	.45 per resident and 1 per peak employee
Residential Care	1 per 3 beds and 1 per peak employee
Single-Family Dwelling	<u>1 for first two bedrooms; three or more bedrooms 2 per unit 2 per unit</u>
Accessory Dwelling Unit (ADU)	<p>No additional parking is required if the proposed ADU is:</p> <ul style="list-style-type: none"> <li>(1) Within one-half mile of a public transit stop;</li> <li>(2) Within an architecturally and historically significant historic district;</li> <li>(3) Within the existing single-family dwelling or an existing residential accessory structure;</li> <li>(4) In an area where on-street parking permits are required but not offered to the occupant of the ADU;</li> <li>(5) Within one block of a car share vehicle pick-up location;</li> <li>(6) A junior accessory dwelling unit; or</li> <li>(7) Converted from a garage, carport, or other covered parking space, or if a garage, carport, or other covered parking space is demolished in conjunction with the accessory or junior accessory dwelling unit construction.</li> </ul> <p>In all other scenarios, parking requirements for ADUs shall not exceed one parking space per ADU. These spaces may be provided as tandem parking on a driveway.</p> <p>Offstreet parking shall be permitted in setback areas in locations determined by the local agency or through tandem parking, unless specific findings are made that parking in setback areas or tandem parking is not feasible based upon specific site or regional topographical or fire and life safety conditions.</p> <p>When a garage, carport, or covered parking structure is demolished in conjunction with the construction of a secondary residence or converted to an secondary residence, the local agency shall not require that those offstreet parking spaces be replaced.</p>
Summer Home	2 per unit
<b>Retail and Entertainment</b>	
Amusement and Recreation Services	Determined by Use Permit
Auto, Mobile Home, and Vehicle Dealers	1 per peak employee and 2 per 1,000 sq.ft. of sales area
Building Materials and Hardware	3 per 1,000 sq.ft., including outdoor sales area
Eating and Drinking Places	10 per 1,000 sq.ft. or .25 per customer or seat (whichever is higher)
Food and Beverage Retail Sales	5 per 1,000 sq.ft.

<b>TABLE 3.07.A-1: PARKING SPACES REQUIRED</b>	
<i>Use</i>	<i>Required Number of Parking Spaces (1)</i>
Furniture, Home Furnishings and Equipment	2 per 1,000 sq.ft. of non-storage area and 1 per 1,000 sq.ft. of storage area
General Merchandise Stores	3.33 per 1,000 sq.ft.
Mail Order and Vending	2 per 1,000 sq.ft. of non-storage area and 1 per 1,000 sq.ft. of storage area
Nursery	1 per 1,000 sq.ft. of non-storage area and 1 per 1,000 sq.ft. of storage area
Outdoor Amusements	1 per every 3 day users
Outdoor Retail Sales	1 per peak employee and 2 per 1,000 sq.ft. of storage area
Privately Owned Assembly and Entertainment	6.66 per 1,000 sq.ft. or 1 space per 3 seats, whichever is greater
Service Stations	3.33 per 1,000 sq.ft. retail/office area and 4 per service bay
<b>Public Services</b>	
Airfields, Landing Strips, and Heliports	Determined by Use Permit
Cemeteries	1 per peak employee
Collection Stations	2 per 1,000 sq.ft. of non-storage area and 1 per 1,000 sq.ft. of storage area
Cultural Facilities	4.2 per 1,000 sq.ft.
Day Care Centers/Pre-Schools	1 per peak employee and .3 per child capacity
Government Offices	4 per 1,000 sq.ft.
Hospitals	7.35 per bed
Local Assembly and Entertainment	6.66 per 1,000 sq.ft. or 1 space per 3 seats, (whichever is higher)
Local Post Offices	6 per 1,000 sq.ft.
Local Public Health and Safety Facilities	1 per peak employee and 1 per 1,000 sq.ft.
Membership Organizations	3.33 per 1,000 sq.ft.
Power Generating	Determined by Use Permit
Public Utility Centers	1 per peak employee
Publicly Owned Assembly and Entertainment	6.66 per 1,000 sq.ft. or 1 space per 3 seats, whichever is greater
Regional Public Health and Safety Facilities	1 per peak employee and 1 per 1,000 sq.ft.
Religious Assembly	.25 per permitted capacity
Schools – College	.4 total student population (students, faculty, staff)
Schools – Kindergarten thru Secondary	.25 per students (K – Grade 8) and .3 per student (Grade 9 – 12)
Social Service Organizations	3 per 1,000 sq.ft.
Threshold-Related Research Facilities	3.33 per 1,000 sq.ft.

<b>TABLE 3.07.A-1: PARKING SPACES REQUIRED</b>	
<i>Use</i>	<i>Required Number of Parking Spaces (1)</i>
<b>Service Uses</b>	
Animal Husbandry	4 per 1,000 sq.ft. of outdoor kennel
Auto Repair and Service	3.33 per 1,000 sq.ft. of retail/office area and 4 per service bay
Broadcasting Studios	3.33 per 1,000 sq.ft.
Business Support Services	3.33 per 1,000 sq.ft.
Contract Construction Services	3.33 per 1,000 sq.ft.
Financial Services	4 per 1,000 sq.ft.
Health Care Services	5 per 1,000 sq.ft.
Laundries and Dry Cleaning Services	2 per 1,000 sq.ft. of non-storage area and 1 per 1,000 sq.ft. of storage area
Personal Services	4 per 1,000 sq.ft.
Professional Offices	3.5 per 1,000 sq.ft.
Repair Services	2 per 1,000 sq.ft. of non-storage area and 1 per 1,000 sq.ft. of storage area
Sales Lots	1 per peak employee and 2 per 1,000 sq.ft. of sales area
Schools – Business and Vocational	13.33 per 1,000 sq.ft. and 1 per peak employee
Secondary Storage	1 per 1,000 sq.ft. storage area
<b>Tourist Accommodation</b>	
Bed and Breakfast Facility	1 per bedroom and 1 per peak employee
Hotel, Motel and Other Transient Dwelling Units	1 per hotel or motel unit/room, .25 spaces per additional bedroom above the initial unit/room; 4 per 1,000 sq.ft. of meeting/conference area; and 1 per 1,000 sq.ft. of commercial/retail area over 1,000 sq.ft.
Timeshare (hotel/motel design)	1.25 per unit for first bedroom and .25 per add'l bedroom in unit
Timeshare (residential design)	1.25 per unit for first bedroom and .25 per add'l bedroom in unit
<b>Linear Public Facilities</b>	
Pipelines and Power Transmission	None
Transit Stations and Terminals	Determined by Use Permit
Transmission and Receiving Facilities	None
Transportation Routes	None
<b>Notes:</b>	
<u>(1) No minimum automobile parking will be required for a residential, commercial, or other development project (excluding any portion designated for use as a tourist accommodation unit) if the project is located within one-half mile of public transit unless the County makes written findings that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, as specified in Government Code Section 65863.2</u>	

- 4.3. Parking Analysis.** A parking analysis shall include:
- a. A parking demand estimate;

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- b. Proposed alternatives to the parking standards;
- c. A scaled site plan showing proposed parking spaces with the required stall dimensions and parking lot drive aisle widths;
- d. Methods of ensuring compliance with the alternative standards; and
- e. Any additional information that may be required.

**5.4. General Standards.** Adequate on-site parking to meet the parking demand of a use shall be provided within the project area.

a. Single-Family Houses, Including Accessory Dwelling Units. Parking spaces within a driveway, a garage, or carport shall be considered in determining the adequacy of parking facilities for single-family houses, including accessory dwelling units. Stacked parking may occur.

i. A minimum driveway length of 20 feet shall be provided from the face of the garage to back of sidewalk, or back of curb where there is no sidewalk or edge of travel way where there is no sidewalk or curb.

b. Other Residential Uses. ~~For residential uses other than a single-family residences. Only designated~~ parking spaces ~~designated to the project and one parking space per unit within a garage~~ shall be considered in determining the ~~adequacy of parking facilities for residential uses other than a single-family residence.~~ Stacked parking may occur for no more than two ~~vehicles.~~

A minimum driveway length of 20 feet shall be provided from the face of the garage to back of sidewalk, or back of curb where there is no sidewalk or edge of travel way where there is no sidewalk or curb, ~~to be considered as a parking space.~~

c. Multiple Uses. If two or more uses share a project area, the parking demand of each use shall be calculated separately. The parking demand of the project area shall be the total of the parking demand of the uses, unless exempted otherwise pursuant to the provisions of this section.

d. Fleet Vehicles. Tourist accommodation, commercial, public service, and recreation uses shall provide one parking space for each business or fleet vehicle.

e. Shared Parking. Shared parking is the use of a parking facility, or portion of a parking facility, by two or more uses. Placer County and TRPA may approve shared parking facilities, provided the applicants execute and record reciprocal agreements for shared parking and they make the following findings:

- i. The uses have different peak period; and
- ii. The parking facility will meet the peak shared demand.

f. Town Center Parking. For additions up to 1,000 square feet (including outdoor dining and outdoor retail sales) no parking minimums shall

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apply. For new construction and lodging, ~~Unless a fee in lieu of constructing all required parking spaces or another parking management program is in effect, parking requirements may be reduced up to the Placer County Design Review Committee may approve a 20 percent reduction if a shared parking program can be demonstrated in the amount of required parking for mixed-use projects and, retail, transient lodging, and restaurant projects/uses within a Town Center.~~

- g. Parking Reduction for Transit. Outside Town Centers, parking requirements for uses other than single-family dwellings may be reduced up to 20 percent if a traffic analysis indicates transit service exists within 300 feet of the property and such a substitute measure would be a viable substitute for parking.
- h. Service Parking. All uses shall address how service deliveries will be accommodated. Such parking shall not conflict with snow removal operations, shall not conflict with traffic flows, and ~~should shall~~ have unrestricted access.
- i. Parking Maximum. Ten percent over parking minimum is the maximum number of parking allowed on a site. The maximum value assures that excessive parking leading to excess auto use is not provided.
- j. Parking for Outdoor Dining. For restaurants, areas used for snow storage in winter may be striped and counted towards parking required for summertime unenclosed patio dining areas (outdoor seating).
- k. Bicycle Parking. In order to encourage non-auto travel, short-term bicycle parking spaces shall be provided for all Commercial, Tourist Accommodation, Industrial, Multi-family Residential, Recreation, and Public Service land uses.
  - i. **Parking Spaces Required.** The number of short-term bicycle parking spaces ~~should shall~~ be at least 10 percent of the number of ~~required~~ automobile parking spaces, listed by use in Table 3.07.A-1, with a minimum of two spaces per property.
  - ii. **Location.** Bicycle parking ~~should shall~~ be visible from the street or from the main building entrance, or a sign must be posted at the main driveway or entrance indicating the location of bicycle parking. Bicycle parking shall be located outside of the public right-of-way, except as allowed with an encroachment permit and provided an unobstructed sidewalk clearance of six feet is maintained for pedestrians at all times.
  - iii. **Anchoring and Security.** For each bicycle parking space required, a stationary, securely anchored object shall be provided to which a bicycle frame and one wheel can be secured with a lock. Any required short-term bicycle parking provided shall be provided free of charge.



- iv. **Bicycle Parking Stations.** Property owners may cooperate to install a bicycle parking station, defined as a structure designed for use as a bicycle parking facility. Such a facility, when within 1,320 feet of the uses served, may furnish required long-term bicycle parking in lieu of site-by-site compliance.

**6.5. Off-site Parking.** Off-site parking shall not be considered in determining the adequacy of parking facilities except as follows:

- a. **Temporary Uses.** Off-site parking requirements will be determined through the application approval process by the Design Review Committee. If required, parking may be permitted for a temporary use on the basis of an approved parking analysis approved by the Design Review Committee and TRPA.
- b. **Deed Restrictions.** Based upon an approval of a parking analysis, Placer County and TRPA may approve off-site parking provided an appropriate deed restriction is recorded, which documents the relationship of the two parcels and identified the term of the agreement to allow for the off-site parking.
- c. **Assessment Districts.** Placer County and TRPA may approve off-site parking, which is provided pursuant to an assessment district for which a parking analysis is prepared.
- d. **Locations.** Locations for off-site parking facilities may be approved by Placer County or TRPA if the agencies find that the off-site parking will not violate other applicable standards. Parking credited for meeting parking standards shall be located within 400 feet of the facility it serves or shall be directly served by a shuttle during the hours of operation.

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**7.6. On-Street Parking.** Except when included in an assessment district, on-street parking shall not be considered in determining the adequacy of parking facilities. On-street parking along State or federal highways shall be reduced or eliminated to the extent feasible. Where on-street parking cannot be removed, TRPA may request state and local agencies to implement on-street parking restrictions in designated areas for specific times. Parking overflow to residential zone districts shall be avoided through design features such as landscaping and implementation of surface lot parking permits, no street parking signage, neighborhood parking permits, and other available parking management programs.

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**8.7. Assessment District Standards.** Exceptions to the parking standards in this section may be approved pursuant to an assessment district's approved parking plan. It is assumed that any parking provisions pursuant to an approved parking analysis, in an assessment district, are superior to the application of the parking demand table.

**9.8. Parking Facility Design Standards.** Parking facilities shall be designed to provide the required parking spaces within a minimum amount of area. Parking facilities shall minimize coverage and minimize impacts on water quality and meet the following standards:

a. All off-street parking shall be located on the same property as the major land use it is intended to serve, unless located within a community parking district or a shared parking arrangement has been established, which is preferred.

~~b.a.~~ Outside of Town Centers, All maneuvering shall be accomplished on-site to provide ability to enter any public or private road in a forward direction. With the exception of single-family residences, backing out onto a street is not allowed for new development.

~~c.b.~~ Parking and loading areas are to be paved, graded, and drained according to the Placer County Land Development Manual and the current County General Specifications.

~~d.c.~~ Striping of parking spaces, identification of compact spaces, handicapped parking, and loading areas is required.

~~e.d.~~ The size of a standard parking space is nine feet in width and 20 feet in length. Length can be reduced by up to two feet where the space abuts a curb.

~~f.e.~~ Up to 20 percent of the parking requirement may be developed as compact car spaces, eight feet by 16 feet in size.

~~g.f.~~ Parking layout design ~~should-shall~~ provide 24-foot minimum aisle widths (for 90-degree parking layouts) and turning radii that complies with County standards.

~~h.g.~~ Parallel or angled parking design on State highways and County roads at or near pedestrian crosswalks and driveway encroachments ~~should shall~~ be analyzed to provide appropriate sight distance to facilitate safe multi-modal use of the roadway.

~~i.h.~~ A minimum setback of 30 feet shall be provided between the edge of travel lane of the adjacent street and the first parking space or cross aisle in the parking lot where the total two-way traffic volume on the adjacent street exceeds 5,000 vehicles per day except as defined within Town Centers below. This limits the 30 foot setback requirement to those locations where there is a reasonable possibility of an inbound traffic queue formed by a parking maneuver in the first space that could noticeably impede traffic or cycling on the adjacent roadway. At all other commercial or public lots, the minimum driveway length shall be 20 feet from the edge of travel lane to the first parking space.

Within Town Centers, a minimum setback of 20 feet shall be provided between the edge of travel lane of the adjacent highway or street except a minimum setback of 10 feet shall apply for the "exit only" condition on a State highway or County road. If parcel configuration allows, access and parking circulation ~~should-shall~~ be designed for ingress from a County road and egress onto the State highway.

~~10.9.~~ **Exceptions.** The following are specific exceptions to the above standards:

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- a. Placer County and TRPA may permit deviations to the parking standards on the basis of an approved parking analysis prepared pursuant to Section A.4 above.
- ~~b.a.~~ For single-family residences, Placer County and TRPA may count each space within a garage or carport as a parking space if a reduced setback is allowed.
- ~~e.b.~~ Placer County and TRPA may permit deviation from the parking standard if they find that:
  - i. There is an existing residential use, other than single-family houses, or an existing tourist accommodation, commercial, public service, or recreation use;
  - ii. There are existing parking facilities;
  - iii. The proposed use does not increase, or reduces, parking demand; and
  - iv. It is not feasible to increase the parking capacity in the project area to the level otherwise required.
- ~~d.c.~~ For projects proposed on parcels within Town Centers and Village Centers and fronting the State highway, parking requirements that apply within Section 3.08 Parking and Access can be voluntarily waived ~~for a period of ten years from the date of approval of the Area Plan. Waivers may be granted beyond ten years from the date of approval of the Area Plan~~ on a case by case basis, as approved by the County Department of Public Works and Community Development Resource Agency and Facilities. Waivers may ~~not~~ be granted for residential or tourist accommodation uses subject to further collaboration with the County Department of Public Works and the Community Development Resource Agency to ensure a reasonable parking plan is in place, if waivers / exemptions are sought; and the County reserves the right to also consider excluding sit down restaurants from the waiver on a case by case basis. ~~A w~~Waivers may only apply to projects that include all of the following:
  - i. ~~The entire project site is 25,000 square feet or less.~~ Separate projects by applicant, but with adjoining parcels, will be treated as one and the same project for the purposes of the waiver.
  - ii. ~~The project does not include residential or tourist accommodation units. The County reserves the right to also consider excluding sit down restaurants from the waiver on a case by case basis.~~
  - ~~iii.i.~~ Properties with onsite parking will agree to participate in parking management programs and to parking by non-business patrons during peak periods in the Town Centers and Village Centers as outlined in a separate agreement with the County.

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~~i.(1)~~ The project either: (1) annexes into an existing or forms a new Zone of Benefit under the County's Community Service Area (CSA) Zone of Benefit to contribute to transit service enhancements through the payment of ~~An~~ annual transit in-lieu fee which will be assessed with associated property tax statements and payment will be due subject to property tax bill requirements; or (2) pay and support other funding mechanism(s) as approved by the Department of Public Works Director and/or Community Development Resource Agency Director for transit service enhancements or other alternative transportation projects and shall support multi-modal transportation and/or strategies noted in the RTTP. If applicable, the amount of the transit in-lieu fee will be assessed, to be determined by the County Public Works and Facilities Department, and will be consistent with the goals and objectives within the Placer County TART Systems Plan.

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~~After the 10 year waiver period (or as extended), If a parking in-lieu fee program is established, it may be considered which will take the place of the transit in-lieu assessment. At such time, properties being assessed a transit in-lieu fee will be given the option to continue with the transit assessment or pay a parking in-lieu one-time fee, based on an approved parking in-lieu program. Alternative funding mechanisms will be considered and shall be equal to or greater than that which otherwise would be required to be paid through a Zone of Benefit assessment.~~

~~d. No minimum automobile parking will be required for a residential, commercial, or other development project (excluding any portion designated for use as a tourist accommodation unit) if the project is located within one-half mile of public transit unless the County makes written findings that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, as specified in Government Code Section 65863.2~~

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~~11.10. Parking for Disabled Persons.~~ The County requires that access be provided in accordance with the Uniform Building Code and State Title 24 Regulations for person with disabilities. No recommendation contained in this section will replace or supersede any federal, State, or local requirements for the provision of accessible parking for the disabled.

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~~a. Standards. The following standards apply to parking intended for disabled persons:~~

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~~i. Handicapped spaces must be safe and usable and the maximum slope of such spaces may need to be less than that permitted by code.~~

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- ii. ~~Parking spaces shall be 14 feet wide and 20 feet in length, and clearly marked, both on the pavement and with a sign displaying the International Symbol of Accessibility.~~
- iii. ~~The number of parking spaces provided shall be as per Placer County requirements.~~

b. Guidelines:

- i. ~~Parking spaces should be located as near as possible to the building entrance, preferably no more than 100 feet away.~~
- ii. ~~The parking spaces should be located so that wheelchair users do not have to move out from behind parked cars.~~
- iii. ~~Curbs should be flush between the parking spaces for the disabled and the building entrance.~~
- iv. ~~Parking lots with 10 or more spaces should provide parking for the disabled. One space should be provided for the first 20 spaces or fraction thereof. One additional space should be provided for each additional 20 spaces or fraction thereof.~~
- v. ~~Access to and from the vehicle should be on level ground. Location of disabled parking should be as near to the main pedestrian corridor or building entrance as possible.~~

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B. **Parking Facility Design Guidelines.**

1. **Parking Facility Design.** ~~Integrate pedestrian access within parking lot design. Design parking areas to have clearly defined boundaries and striping that indicates the locations of all spaces.~~
  - a. Parking areas should be easily accessed from the street. Location of the parking to the rear or side of the building is preferred, with the front setback used to create a landscape buffer between the building and the street. Combined parking areas for adjoining businesses are encouraged.
  - b. Pedestrian access from the parking areas to the buildings should be integrated into the parking lot design.
  - c. New on-street parking along public roads should be considered in commercial districts only when approved by CALTRANS and / or the Department of Public Works, ~~and limited to parallel parking only.~~ Parallel parking spaces shall measure nine feet wide by 22 feet in length.

- d. The following parking layout guidelines are recommended.

<b>TABLE 3.07.B.1: PARKING LAYOUT GUIDELINES</b>			
<i>Angle</i>	<i>Space Width (Projected)</i>	<i>Aisle Width (one-way)</i>	<i>Aisle Width (two-way)</i>
90	9 feet	24 feet	24 feet
60	11 feet	16 feet	22 feet
45	13 feet	14 feet	21 feet

- e. Stacked parking areas are recommended only when vehicles are directed or parked by parking attendants. Dimensions for stacked parking spaces should be eight feet by 16 feet. An aisle at least 20 feet wide should be maintained along the length of one side of the stacked parking area unless otherwise approved by the serving fire district.
- f. All parking areas should have clearly defined boundaries and should be striped to indicate location of spaces within the parking lot. The parking lot should be maintained to ensure that striping remains clearly visible.
- g. Bollards or curbs should be installed where necessary to avoid damage to landscaping or water quality features.
- h. When parking is sited on sloping terrain, terrace the parking lots to follow the terrain rather than allowing a lot surface to extend above the natural grade.

**C.B. Parking Lot Landscaping.**

Landscaping within parking areas minimizes the expansive appearance of parking lots. Landscaping of a parking lot serves a number of important functions. Perimeter landscaping increases the attractiveness of the site and the street by screening the cars. Perimeter plantings also act as a visual and noise buffer for adjacent properties. On-site parking areas should be constructed and landscaped consistent with Regional Plan and Area Plan requirements. (Also see the [2913](#) Placer County Landscape Guidelines.)



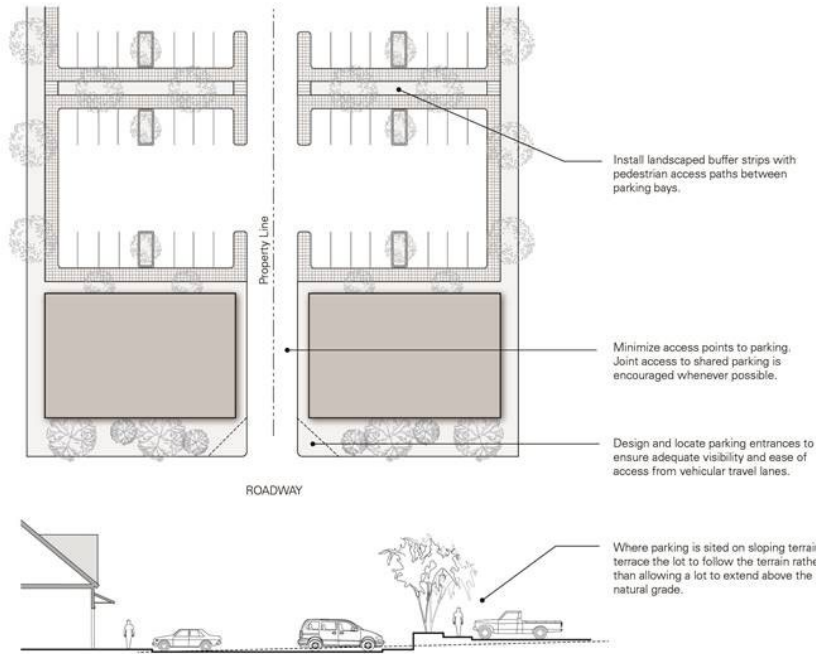
**1. Standards.**

- a. On-site parking areas shall be provided with landscaped perimeters. On-site parking areas greater than 0.25 acre in size shall be provided with landscaped islands.
- b. Landscaping shall be so designed as to not conflict with snow removal or storage.

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*Implementing Regulations*



2. **Guidelines.**

a. All portions of a parking lot that are not used for parking or maneuvering should be landscaped.

b.c. A landscaped separation should be provided between the parking areas and the building.

d. Perimeter landscape screening along the front of a lot, including mounding 34 inches in height is suggested. At that height, it will screen parked cars, but still permit visibility for safe site distance.

e. Screening along the sides and rear of the lot should be a minimum 6 feet in height and 10 feet wide. Landscaping is preferred over fencing for screening purposes.

f. Where appropriate, consider installing a joint landscaped perimeter parking screen with adjoining properties. A joint project offers the opportunity to share the cost of the improvements while creating a more substantial screen should be required around the entire perimeter of the parking area, with 10-foot minimum width landscape strips along non-frontage sides and 20-foot minimum width landscape strips along frontage roads. Trees should be planted at intervals of no greater than 40 feet on center around the perimeter of the parking area. Hedges are appropriate in urban areas. Step down landscaping near entrances in order to maintain safe sight distances.

Landscaping of parking areas in rural and rural transition areas should primarily consist of native vegetation in its natural forms (i.e., not formal hedges or hedge rows). Use low walls or changes in grade to assist in screening. Step down landscaping near entrances in order to maintain safe sight distances.

f. Landscaped Islands. Provide landscaped islands within parking areas as a means to break up the visual dominance of parked vehicles. Landscaped islands allow for the retention of significant existing vegetation while providing opportunities to add additional landscaping. Existing vegetation, especially large trees, will benefit from previous planting beds above root systems. Vegetation in landscaped islands must be adequately protected from vehicle damage by such methods as curbing, tree wells, changes in grade, boulders and other parking barriers.

Landscaped islands should also be provided within the interior of parking areas to break up expanses of pavement and screen parked vehicles. Parking areas should be divided into bays not exceeding 75 feet in length with landscaped buffer strips between bays. Tree planting on the interior of the parking area should be provided at an average ratio of at least one tree per four spaces. Islands should be a minimum five feet in width measured inside of curbs. An eight-foot-wide planter area is more ideal to ensure the long-term survival of the tree.

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Use the existing vegetation pattern as a design determinant in laying out the parking area. In rural transition and rural areas, the design goal should be to fit the parking layout into the landscape rather than create a very formal and repetitive layout using one island every eight spaces.

- g. A landscaped buffer area with a minimum depth of 10 feet for lots within Town Centers and 15 feet for lots outside of Town Centers (as measured from back of curb) should be provided between any surface parking area and any property line adjacent to a public street. In order to allow drivers safe visibility at intersections of driveways and streets, no obstruction in excess of two feet high be placed within a triangular area formed by the street and driveway at property line and a line connecting them at points 25 feet from their intersection. Trees pruned high enough to permit driver visibility may be permitted.

h.g. Parking areas should not visually dominate a project. Plant materials, earth berms, and low walls and fences should be used to reduce the visual prominence of parking areas while still providing adequate visibility for customers and security.

D.C. **Access.** The places where a driver enters or leaves a site affect both the project and the community as a whole. Care must be taken in locating access to a site in order to avoid creating traffic obstructions or hazards where drivers are entering or leaving a site. In addition, poor placement or an insufficient number of access points to a site can lead to their blockage and impede smooth traffic flow through a site.

- 1. **Applicability.** The provisions of this subsection apply to projects that create a need for a driveway. Projects that do not create a need for a driveway, but are to be served by an existing driveway, may have the provisions required as conditions of approval if the review authority finds that the resultant situation would otherwise cause or continue to cause significant adverse impacts on traffic, transportation, air quality, or water quality.

2.1. **Standards Applicable to Driveways.** To ensure organized and well-designed ingress and egress of vehicles from driveways, Placer County and TRPA shall review the design of driveways according to the following standards and procedures:

- a. **Driveway Defined.** A driveway is a clearly identifiable path of vehicular access from the parking facility of a parcel to the public right-of-way or other access road. A driveway may be either one-way or two-way.
- b. **Compliance Program.** The provisions set forth in subsections “d” through “g,” inclusive, shall apply to projects that create a need for a driveway. Projects that do not create a need for a driveway, but are to be served by an existing driveway, may have the provisions required as conditions of approval if Placer County and TRPA find that the resultant situation would otherwise cause or continue to cause significant adverse impacts on traffic, transportation, air quality, or water quality.

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- c. General Standards. Driveways shall comply with the following standards:
  - i. **New Driveways.** New driveways shall be designed and located so as to cause the least adverse impacts on traffic, transportation, air quality, water quality, and safety.
  - ii. **Shared Driveways.** In the application of subsections “d” through “f,” inclusive, Placer County and TRPA shall encourage shared driveways if they find that the effect is equal or superior to the effect of separate driveways. Shared driveways a minimum width of 20 feet between two properties shall be provided where feasible.
  - iii. **Caltrans Standards.** On State and federal highways, the ingress/egress standards of the California shall apply, as appropriate, in addition to the standards in subsections “d” through “f,” inclusive. Where the State standards conflict with Subsections “d” through “f,” inclusive, the State standards shall control.
  - iv. **Slope of Driveways.** Driveways may exceed 10-percent slope for single-family houses, including secondary residences, and five-percent slope for all other uses, if Placer County and TRPA find that a steeper driveway would minimize the amount of grading and site disturbance that would result from construction of a driveway of lesser slope. In no case shall a driveway exceed 15 percent for a residential use, or eight percent for all other uses.
  - v. **Best Management Practices.** Driveways shall be managed in accordance with Chapter 60 of the TRPA Code of Ordinances.
- d. Numbers of Driveways. Additional or transferred development which does not require a traffic analysis pursuant to Section 65.2 of the TRPA Code of Ordinances, shall be served by a single driveway with no more than two points of ingress/egress from the public right-of-way or other access road. Additional or transferred development which requires a traffic analysis pursuant to Section 65.2, shall conform to the ingress / egress provisions necessary to mitigate all traffic and air quality impacts under Section 65.2.
  - i. One driveway connection is allowed for single-family uses, including accessory dwelling units. No circular or secondary driveway connections are allowed.
- e. Width of Driveways. Driveway widths shall conform to the following standards:
  - i. **Single-Family Houses, Including Accessory Dwelling Units:** Driveways serving single-family houses, including ADUs, shall have a minimum width of 10 feet and a maximum of 20 feet. Where the single-family house includes a garage, the driveway shall be at least as wide as the garage door

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opening for a distance of 20 feet from the front of the garage to the back of sidewalk, or back of curb where there is no sidewalk or edge of travel way where there is no sidewalk or curb.

**iii.i. Other Residential Uses:** Two-way driveways serving residential uses other than single-family houses shall have a minimum width of 20 feet and a maximum width of 24 feet. One-way driveways serving residential uses other than single-family residences shall have a minimum width of 10 feet and maximum width of twelve feet.

**iii.ii. Nonresidential Uses:** Two-way driveways serving tourist accommodation, commercial, public service, and recreation uses shall have a minimum width of 20 feet and a maximum width of 30 feet. One-way driveways serving such uses shall have a minimum width of 12 feet and a maximum width of 15 feet. For two-way driveways with median dividers serving such development, each direction shall have a minimum width of ten feet and a maximum width of 17 feet.

f. **Service Drives.** Uses other than single-family houses, including ADUs, which do not require the preparation of a traffic analysis pursuant to Section 65.2.4 of the TRPA Code of Ordinances, may be permitted an additional service driveway for maintenance and garbage removal. The service driveway shall be at least 10 feet wide, and no more than 12 feet wide. All maneuvering shall be accomplished on site to provide ability to enter any public or private road in a forward direction. With the exception of single-family residences, backing out onto a street is not allowed.

Uses which require the preparation of a traffic analysis pursuant to Section 65.2.4 of the TRPA Code of Ordinances may be permitted an additional service driveway or driveways for maintenance and garbage removal, provided the traffic and air quality impacts of such driveways are mitigated under Section 65.2.4.

g. **Loading Areas.** Locate loading facilities to the rear of a structure. When such placement is not possible, locate loading facilities away from the driveway and screen from the street by landscaping.

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Ensure that loading areas do not interfere with other site circulation, and permit free use of aisles, driveways, and sidewalks during freight operations.

### 3.08 Natural Hazards.

Natural Hazards are regulated by Chapter 35, Natural Hazard Standards, of the TRPA Code of Ordinances.

### 3.09 Design Standards and Guidelines

This Section supersedes Chapter 36, Design Standards, of the TRPA Code of Ordinances for Mixed Use Subdistricts. Additional design standards and guidelines for each Mixed Use Subdistrict are outlined in Section 2.04, Mixed Use Districts, of this document.

For all other subdistricts, this Section supplements Chapter 36, Design Standards, of the TRPA Code of Ordinances.

#### A. Building Design.

~~1.2.~~ Building design shall be in accordance with Section 36.6.1 of the TRPA Code of Ordinances.

~~2.3.~~ To ensure compatibility with adjacent uses and viewshed protection, buildings must not project above the forest canopy, ridgelines, or otherwise detract from the viewshed and the review authority must make findings 1, 3, 5, and 9 of Section 37.7 of the TRPA Code of Ordinances in approving any project. ~~consisting of three or more stories.~~

~~3.4.~~ Additional building design standards for Mixed Use Subdistricts are outlined in Chapter 2.

~~B.D.~~ **Site Design.** Site design involves the arrangement of indoor and outdoor spaces to accommodate the activities required for a proposed use. Customer service, vehicle movement patterns, loading needs, and expansion potential should all be considered in laying out the site design. Because a site functions as an integral part of the community, the site design should also relate the spaces and activities to each other, to the site, and to the structures and activities on adjacent sites. The design should take into account such factors as safety, privacy, community identity, and character preservation of the natural environment and pedestrian open space.

#### 1. Standards

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- a. Site design shall be in accordance with Sections 36.5.1, 36.5.2 and 36.5.5 of the TRPA Code of Ordinances.
  - b. Buildings should be sited in a manner consistent with adjacent properties, with consideration given to sun and shade, changing climatic conditions, noise, safety, and privacy.
  - c. Each step of a phased project shall provide a design that is as complete as possible in the functional, visual, drainage and traffic aspects.
  - d. Site planning shall include a drainage, infiltration, and grading plan that meets water quality standards.
  - ~~d.e.~~ Exceptions to TRPA Code of Ordinance 33.3.6 related to groundwater interception may be considered for projects in Town Centers, if the project is designed to prevent adverse offsite groundwater impacts. Design measures shall be included in the project to prevent ground water from leaving the project area as surface flow and to ensure that any groundwater that is interfered with is rerouted into the groundwater flow to avoid adverse impacts to hydrologic conditions, SEZ vegetation, and mature trees.
  - ~~e.f.~~ Site planning shall meet the requirements set forth in the Regional Transportation Plan.
  - ~~f.g.~~ In the Mixed-Use areas special emphasis shall be placed on the provision for pedestrian open space and landscaping.
  - ~~g.h.~~ Setback standards shall follow requirements set forth below.
    - i. Structures: Setback requirements for each zoning subdistrict are outlined in Chapter 2 of these Area Plan Regulations.
    - ii. Scenic Corridors: In addition to the Chapter 2 setback standards, on parcels abutting roadways rated in TRPA's Scenic Resources Inventory, buildings and structures shall be setback 20 feet from the highway right-of-way line in accordance Section 36.5.4 of the TRPA Code of Ordinances, except within the Mixed Use Subdistricts.
    - iii. Buildings, structures, and other land coverage/disturbance shall be setback from SEZs in accordance with Section 53.9.3 (SEZ Setbacks) of the TRPA Code of Ordinances.
    - ~~iii-iv.~~ For snow storage easements see also Section 3.09.E.4 Snow Storage Easements.
2. **Guidelines.**
- a. Site Plans. Design site plans that preserve and enhance natural site features and views, while promoting safety and privacy. Where possible, locate buildings on the portion of the site where existing vegetation or landforms present the greatest natural screening opportunities.

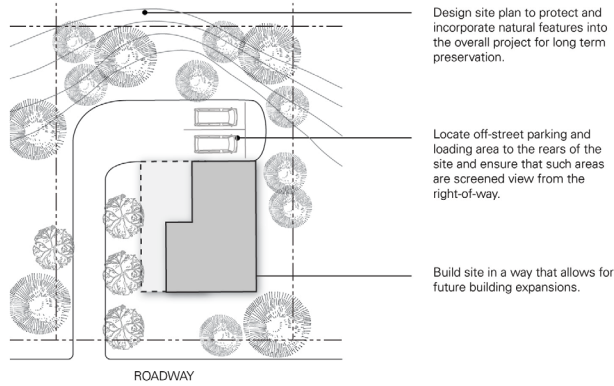
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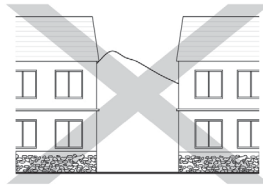
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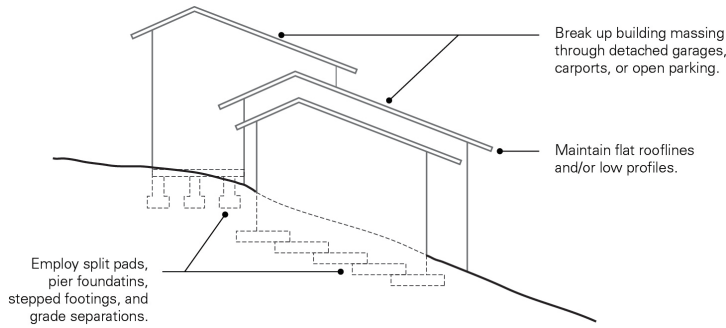
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Orient buildings so that they do not obstruct the lake or ridgeline views from common scenic viewpoints.

- b. **Building on Sloped Sites.** Design buildings on sloped sites to conform to the natural topography of the site. In areas where slopes exceed five percent, stepped foundations are recommended.



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- c. **Connectivity.** Where sites abut public open spaces, including sidewalks, multi-use paths, greenbelts, waterfront recreation areas, or conservation areas, provide clear and direct access to the public use or path. Ensure that site plans are integrated with planned bicycle and pedestrian improvements and provide safe and comfortable pedestrian connections to places of employment, schools, and other destinations.



Incorporate wayfinding, interpretive signage, and pedestrian facilities where appropriate, including at trailheads and at gateways.



Design paths and common open spaces with textured paving and accent landscaping.

**C.E. Landscaping.** Landscaping is a major factor in the image of an area. However, the landscaping of a project should attempt to do more than make a place look attractive. Plants can perform a number of functions to enhance the land use and increase user comfort. Plants can be used to create spaces, separate uses, give privacy, screen heat and glare, deflect wind, muffle noise, articulate circulation, emphasize entrances and exits, inhibit soil erosion, purify air, and soften the lines of architecture and paving. Careful thought should be given to the needs of site when designing the landscaping.

1. **Standards.**

- a. All site development shall include landscaping. The use of planter boxes or trellises is encouraged where larger landscaping areas are not available.
- b. Existing trees and natural features ~~should~~ shall be preserved and incorporated into the landscape plan. Trees to be saved shall be protected during construction.
- c. Site development shall include incorporation of bicycle parking and facilities.
- d. Landscaping shall be designed to preserve adequate sight distance for motorists and pedestrians.
- e. Incorporation of water conservation measures in landscaping specifications is encouraged. Such measures include the use of drought tolerant plants, drip irrigation, mulch layer (three inches

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thick) over landscape beds to slow evaporation, and soil amendment with compost and clay to increase water retention.

- f. Areas designated open space, as per County standards, shall either remain in natural vegetation if possible or be landscaped.
- g. For all projects other than single-family residential development and erosion control projects, the following plant sizes and spacing shall be required for woody material at the time of planting:
  - i. Trees ~~should~~ shall be minimum of six feet high and 1.5 inches in diameter at breast height (DBH);
  - ii. Upright shrubs shall be a minimum three gallon pot size with a minimum 18 inches in height and spread; spreading shrubs shall be a minimum three gallon pot size with a 24-inch spread; and
  - iii. Ground cover shall be a minimum four-inch pot size with a maximum 24-inch on-center spacing.
- h. Plant species on the TRPA Recommended Native and Adapted Plant List shall be used for lawns and landscaping. Plant species not found on the TRPA recommended list may be used as accent plantings. Accent planting areas are restricted to borders, entryways, flower beds, and other similar locations.
- i. Landscaping shall be consistent with regional Fire Defensible Space Requirements.

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2. Guidelines.

- i. All landscape plans should use the plant materials in a logical manner to solve environmental problems and provide user comfort.
- ii. Landscape materials should be selected whose ultimate size and shape are appropriate for their location and functions.
- iii. Plant materials should be compatible in size, shape, and color with native or neighborhood vegetation.
- iv. Live plant material should be used in all landscaped areas. Gravel, colored rock, and similar materials are generally not acceptable as ground cover.
- v. Planting beds ~~shall~~ should have a minimum area of 25 square feet. These ~~standards~~ guidelines may be altered at the discretion of the Design Review Committee and TRPA.



Provide a minimum planted area of 25 square feet.

Enclose planter beds with wood, concrete, or masonry curbing that is a minimum of 6 inches in width and 6 inches in height above the paving surface.

- vi. Each planting bed should usually be enclosed by wood, concrete, or masonry curbing a minimum six inches in width and six inches in height above the paving surface or other materials such as mountable dikes, which will adequately facilities snow removal.
- vii. A landscape maintenance agreement between the owner and the County may be required to ensure that landscaping will not deteriorate soon after installation because of neglect.
- viii. In addition to choosing plant materials that are compatible with the surrounding natural vegetation, the selection of plant materials should be based on their relative hardiness, drought tolerance, year-round interest (foliage, color, flowers, fruit, branching pattern, etc.) and function (e.g., screen, accent shade). For example, deciduous vegetation would be inappropriate in areas where substantial year round screening is necessary. Plant materials that are well adapted to local conditions, (i.e., requiring minimal irrigation and fertilizers), are preferable.
- ix. Avoid plants with thorns, sharp leaves, or poisonous parts near walkways or high use areas, and plants that drop fruit or

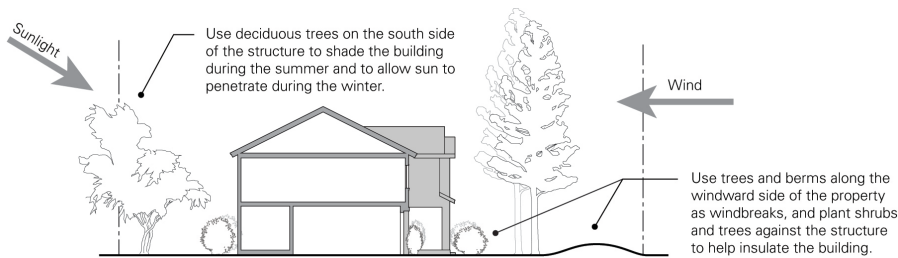
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branches in locations where they could cause maintenance problems or safety hazards.

- x. Preserve and incorporate into the landscape plan all existing trees and natural features, where possible. Introduce plant materials that are compatible in size, shape, and color with native or neighborhood vegetation.
- xi. Design planter beds and trellises to be compatible with the primary building's character.
- xii. Use landscape materials and landforms to enhance energy conservation.



**D.F. Lighting.** Outside lighting increases the operational efficiency of a site, provides a measure of site security, and can enhance the aesthetics of the site and the architectural qualities of its structure. In determining the lighting for a project, the source, intensity, and type of illumination should be appropriate for the lighting needs.

1. **General Lighting Standards.**

- a. Exterior lights shall not blink, flash, or change intensity except for temporary public safety signs. String lights, building or roofline tube lighting, reflective, or luminescent wall surfaces are prohibited.
- b. Exterior lighting shall not be attached to trees except for the winter holiday season.
- c. Parking lot, walkway, and building lights shall be directed downward.

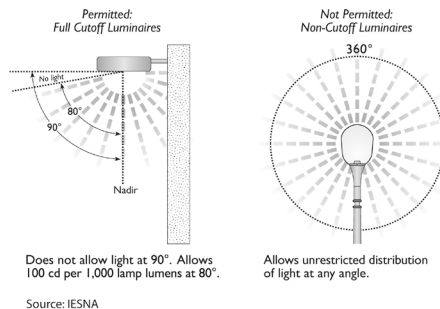


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- d. Fixture mounting height shall be appropriate to the purpose. The height shall not exceed the limitations set forth in Chapter 37 of the TRPA Code of Ordinances.
  - e. Outdoor lighting shall be used for purposes of illumination only, and shall not be designed for, or used as, an advertising display. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures projected above the horizontal is prohibited.
  - f. The commercial operation of searchlights for advertising or any other purpose is prohibited.
  - g. *Seasonal and Special Event Lighting.* Seasonal lighting displays and lighting for special events may be permitted on a temporary basis pursuant to Chapter 22 of the TRPA Code of Ordinances.
2. **Prohibited Lighting.** The following types of exterior lighting are prohibited:
- a. Drop-down lenses.
  - b.h. Mercury vapor lights.
  - e.i. Searchlights, laser lights, or any other lighting that flashes, blinks, alternates, moves, or changes intensity.
  - d.j. String lights, neon light, building or roof outline tube lighting, reflective or luminescent wall surfaces, except with approved seasonal or special event lighting.
  - e.k. Lighting attached to trees except for the winter holiday season.
  - f.l. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures projected above the horizontal.
3. **Fixture Types.** All lighting fixtures shall be fully shielded and directed downward so as not to produce obtrusive glare onto the public right-of-way or adjoining properties. All luminaires shall meet the most recently adopted criteria of the Illuminating Engineering Society of North America (IESNA) for "Full Cut Off" luminaires.



4. **Glare.** No use shall be operated such that significant, direct glare, incidental to the operation of the use is visible beyond the boundaries of the lot where

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the use is located. Light or glare from mechanical or chemical processes, high-temperatures processes, such as combustion or welding, or from reflective materials on buildings or used or stored on a site, shall be shielded or modified to prevent emission of adverse light or glare onto other properties.

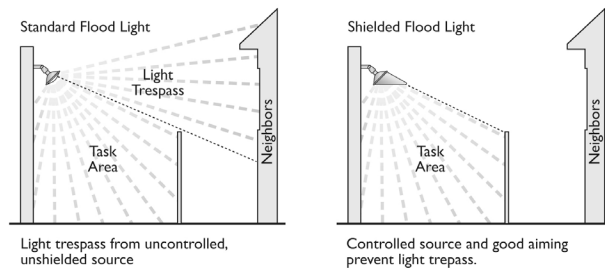
5. **Light Trespass.** Lights shall be placed to deflect light away from adjacent lots and public streets, and to prevent adverse interference with the normal operation or enjoyment of surrounding properties.

**a.m.** Direct or sky-reflected glare from floodlights shall not be directed into any other lot or street.

**b.n.** No light, or combination of lights, or activity shall cast light exceeding one foot-candle onto a public street, with the illumination level measured at the centerline of the street.

**e.o.** No light, combination of lights, or activity shall cast light exceeding 0.5 foot-candle onto a residentially zoned lot, or any lot containing residential uses.

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6. **Lighting Design.** Design exterior lighting as part of the architectural and site design of a project. Choose styles that are compatible with the building's architecture and landscaping. Highlight special recognizable architectural features or to use the play of light and shadow to articulate the façade, and avoid harsh overall lighting. Ensure that area lighting is shielded so that direct rays do not pass property lines.

**E.g. Design for Snow.**

1. **Roofs.** Roofs ~~should~~ shall be designed to cope with erratic loading resulting from varying snow accumulations and meet California Building Code (CBC) provisions for snow shed from roofs.
  - a. Flat roofs shall be able to drain the melting snow with drains that will not become blocked with ice.
  - b. Steeply pitched roofs shall be of a pitch and material that will shed snow.
2. **Building Entrances.** Building entrances shall be designed so that snow does not shed freely into entrances.

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3. **Parking and Driveway Areas.** Parking and driveway areas shall be sloped a minimum two percent to prevent ponding and icing.
4. **Snow Storage Easements.** Properties adjacent to a County ~~or State~~-maintained roadway shall dedicate snow storage easements to Placer County.
5. **Snow Storage.** ~~Mixed-Use projects, M~~multi-family residential projects, ~~new~~ single-family residential projects along State Highways, and all nonresidential projects shall provide, onsite within the project area, snow storage areas of a size adequate to store snow removed from parking, driveway and pedestrian access areas or have arrangements by means of recorded easements or equivalent arrangements to remove and store accumulated snow offsite.
  - a. **Application Content Requirements.** Snow storage areas shall be identified on the required site plan.
  - b. **Minimum Storage Area.** Required for each unenclosed parking area, including circulation.
    - i. **Residential Districts.** An area equal to a minimum of 75 percent of all uncovered required parking and driveway areas shall be provided onsite for the storage of snow.
    - ii. **Mixed Use and Tourist Planned Development Districts.** An area equal to a minimum of 60 percent of all uncovered required parking and driveway areas shall be provided for the storage of snow.
    - iii. **Community Service Districts.** An area equal to a minimum of 40 percent of all uncovered required parking and driveway areas shall be provided for the storage of snow.
    - iv. **Conservation and Recreation Districts.** As determined by Placer County based on the parking area use and location.
  - c. **Reduction of Required Snow Storage Area.** Placer County may reduce or waive the required snow storage area(s) if the following conditions are met:
    - i. A maintenance district or other arrangement is formed for snow removal and the affected property participates in such arrangement;
    - ii. The property owner commits to permanently haul on-site snow from the property to an approved off-site snow storage area. The commitment to haul on-site snow shall be in the form of a recorded document mutually agreed to between the property owner and the County; and
    - iii. A snow storage management plan is submitted and approved by the County that includes the following:
      - (1) The site shall designate temporary or interim snow storage areas that do not interfere with more than one-third of the project required minimum parking.

- (2) Interim snow storage shall be removed within 10 calendar days following a storm cycle.
- (3) Interim snow storage shall not be in a location that will damage trees, landscape, or other facilities.
- (4) Interim snow storage shall not block any required access, sidewalk, trail, or public path.
- (5) Snow shall be hauled to an approved and permitted location.
- (6) Snow hauling shall generally be completed during non-business hours.
- (7) The snow management plan shall designate the removal methods.
- (8) Drainage facilities shall not be blocked.
- (9) Snow storage shall be located so that snow moving equipment is not required to enter the public streets to move snow to the storage area unless an encroachment permit is obtained.
- (10) Snow storage shall be located in areas that are substantially free and clear of obstructions (e.g. propane tanks, trees, large boulders, trash enclosures, utility pedestals).

- d. Location. Snow storage areas ~~should~~ shall be located in accordance with the following:
- i. Near the sides or rear of parking areas and driveways, away from the primary street frontage;
  - ii. To maximize solar exposure to the greatest extent feasible;
  - iii. To allow snow moving equipment to move snow to the storage area without entering a public street;
  - iv. Shall preserve sight lines for vehicles entering or exiting driveways;
  - v. In areas that are readily accessible and substantially free and clear of obstructions (e.g. propane tanks, trees, large boulders, trash enclosures, utility pedestals);
  - vi. Shall not block any required access, sidewalk, trail, or public path;
  - vii. May be located within parking areas but such areas may not be counted towards meeting parking requirements for the use;
  - viii. May be located within required landscaping areas but the areas shall be planted with landscaping tolerant of snow storage or be native vegetation; and

- ix. Snow shall not be plowed into or stored in an SEZ.
  - e. **Minimum Dimensions.** The minimum dimension of a snow storage area should be 10 feet in any direction.
  - f. **Drainage.** Drainage from snow storage areas ~~should~~ shall be directed towards on-site drainage retention/treatment facilities. Snow storage areas for nonresidential projects are required to install oil/water separators.
6. **Design for Snow Guidelines.** The following guidelines apply to projects to ensure appropriate accommodations for snow.
- a. **Parking and Driveways.** Design parking areas and driveways for snow removal operations. Ensure that parking areas and driveways catch afternoon sun in order to speed snow melting and prevent ice build-up. Limit driveway grade to a maximum of five percent to allow easy use during icy or snowy conditions.
  - b. **Roof Design.** Design roofs that will cope with erratic loading of varying snow accumulations. Ensure that the drains of flat roofs do not become blocked with ice and that pitched roofs incorporate design measures that promote safe snow shed. Ensure that eave lines are high enough that snow will not accumulate at the eave edge.

**F.H. Utility and Service Areas**

All projects proposing a new structure or reconstruction or expansion of an existing structure shall locate and screen utility and service areas in accordance with this subsection.

1. **Standards.**

- a. Mechanical and electrical equipment shall be screened from view. These features ~~should~~ shall be located at the rear or side of the building, or integrated into the architectural design by using similar materials and colors wherever possible. The location of these elements, including pad-mounted transformers ~~should~~ shall not be highly visible from scenic corridors or recreation areas, and ~~should~~ shall be coordinated with the utility company early in the site design process.
  - i. Equipment to be screened includes, but is not limited to, all roof-mounted equipment, satellite dishes, air conditioners, heaters, utility meters, cable equipment, utility boxes, backflow preventions, irrigation control valves, electrical transformers, pull boxes, and all ducting for air conditioning, heating, and blower systems.
- b. All utilities extending from street to building should ~~shall~~ be placed underground. Overhead utilities should ~~shall~~ be avoided whenever possible.
- c. Outdoor storage and work areas ~~should~~ shall be adequately screened by a solid fence, wall, or hedge, six feet in height so as not to be visible from any public street, the shoreline, or publicly accessible open space

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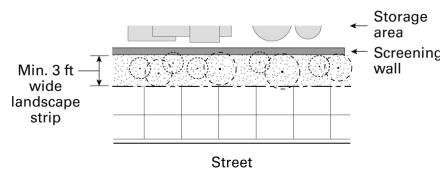
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area. The area being screened ~~should~~ shall not be visible through the screen. Chainlink fencing is not recommended unless combined with landscaping and wood slats. Equipment and materials ~~should~~ shall not be stacked higher than the top of the fence.

- i. All screening walls and fences visible from any public street, the shoreline, or publicly accessible open space area shall be architecturally compatible with the main structure on the site and shall not have chain-link fencing, barbed wire, or razor wire.
- ii. Screening walls and fences shall not exceed maximum fence heights.
- iii. A minimum three-foot-wide landscape strip shall ~~be~~ be provided in front of the screen if it is within 20 feet of the street. Landscaping must maintain a visual clearance/sight distance triangle.



2. **Guidelines.**

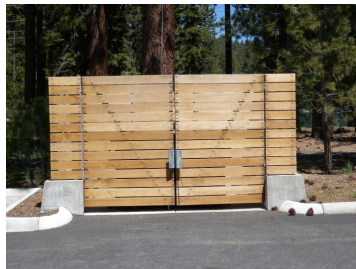
- a. Exterior equipment and service areas should have a good functional placement, and should avoid conflict with other uses on the site or on adjoining sites.
- b. Service areas near the building should be screened with a wall of the same construction and materials as the building wall.
- c. Site design should consider the placement and screening of service areas and auxiliary structures. This includes service yards, maintenance areas, outdoor storage, fuel tanks, trash and refuse collection or disposal, and other utility meters and hardware. Utility meters and service functions should not be visible on the primary facades of buildings or in front yard areas.
- d. Auxiliary structures should be architecturally compatible with the rest of the site development. A good building may be ruined by poorly located mechanical equipment or storage areas.
- e. Commercial uses involved in the storage, maintenance or repair of boats should provide adequate onsite parking for boats and trailers. Parking boats and trailers in front-yard setbacks adjacent to the edge of the roadway without adequate screening are strongly discouraged, and is prohibited in commercial uses.
- f. Trash disposal areas should be adequately enclosed by a fence or wall. The area should be landscaped and equipped with doors and hardware of durable materials. The pad in front of the trash enclosure

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should be reinforced to carry the weight of garbage trucks as they lift the full containers.

- i. **Location.** The solid waste and recycling storage area should not be visible from a right-of-way and should not be located within any required front yard or street side yard.
- ii. **Screening.** Solid waste and recycling storage areas located outside or on the exterior of any building ~~shall-should~~ be screened with at least a six foot high solid enclosure.
- iii. **Landscaping.** Where feasible, the perimeter of the recycling and trash enclosure ~~shall-should~~ be planted on three sides with drought resistant landscaping, including a combination of shrubs and / or climbing evergreen vines.



Design trash disposal areas with natural and durable materials.

- g. Service areas should be located at the rear of the site wherever possible, and ~~shall-should~~ be screened by the main structures. Service areas near the building ~~shall-should~~ be screened with a wall of the same construction and materials as the building wall. Consider snow accumulation in planning access to service areas and trash receptacles.
  - i. **Urban.** Urban areas have the widest range of appropriate solutions. Use walls or fences of similar colors and material as the main building or structure. Avoid long, straight runs of walls or fences with no articulation. Buffer walls and fences with landscape plantings. If chainlink fence must be used, use only that which is coated in a dark color.
  - ~~ii.iv.~~ **Rural Transition.** Screening service areas in rural transition areas may be accomplished by using structural or vegetative screens, or a combination of both. The range of appropriate materials is narrower than in urban areas.
  - ~~iii.v.~~ **Rural.** Use landform and vegetation to screen service areas whenever possible. Use structural solutions only when no other solutions exist. Structural solutions are appropriate when buffering the service area from neighboring residents or recreational uses. Walls and fences of natural materials are appropriate in rural areas.

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**G.I. Gateway Design Guidelines.**

1. Gateways should mark a sense of arrival; help orient visitors, and reinforce the community character through architecture and design, streetscape, landscaping, and signage.
- 2.1. The intent of the Gateway areas is to create the primary entryway into commercial areas. The designation recognizes the significance of the automobile while simultaneously minimizing its dominance in commercially developed areas and avoiding unsightly highway strip commercial development. The designation calls for an attractive transition between the higher density zones within the mixed-use districts and the adjacent residential zones.
- 3.2. It is the purpose of the Gateway areas is to provide public, retail, and commercial uses appropriate along major vehicular corridors while encouraging appropriate and unified development among the properties.

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**4.3.** The establishment of unique outdoor spaces of any size with fountains and public art is recommended. Where appropriate, include educational signage and interpretive facilities. New development should also support a pedestrian and transit-friendly environment.



Establish gateways through distinctive building massing and design that emphasizes building corners and vertical elements that frame a physical gateway.

Incorporate streetscape measures that highlight connectivity to trails, pedestrian routes, and recreation amenities.



Include specialty lighting, landscaping and paving, plazas open that are to the sky, and/or public art.



Provide distinctive signage that aids in wayfinding and contributes to a sense of arrival.

**H.J.** **Scenic Quality Improvement Program.** Additional design guidelines applicable to specific areas shall be set forth in a TRPA document called the Scenic Quality Improvement Program. Provisions of that program shall be required by the decision making body, as appropriate, as conditions of project approval.

**H.K.** **Soil and Vegetation Protection During Construction.** Soil and Vegetation shall be protected in accordance with Section 36.12 of the TRPA Code of Ordinances.

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### 3.10 Height

The maximum height of buildings and other structures is outlined in Chapter 37, Height, of the TRPA Code of Ordinances. Additional height standards for each zoning subdistrict are outlined in Chapter 2 of these Area Plan Regulations.

Chapter 13, Area Plans, of the TRPA Code of Ordinances permits building heights greater than is otherwise allowed by Chapter 37 within the Town Center Overlay Districts. Additional height allowances and requirements for the Town Centers are outlined in Subsection 2.09.A, Town Center Overlay District, of this document.

### 3.11 Signs

All signs in the Area Plan shall conform with This Section supersedes Chapter 38, Signs, of the TRPA Code of Ordinances.

~~A sign's basic function is to communicate a message to the viewer. A sign should be unobtrusive, convey its message clearly, be vandal proof and weather resistant, and, if lighted, not be unnecessarily bright. The intent of this regulation is to achieve a good relationship between the sign, the building, and the neighborhood. The Sign regulations permit each business a certain amount of signage based upon the zoning, lot size, lot frontage depth, total building size, and building frontage length.~~

~~A. **Purpose.** The purpose of this Section is to establish regulations for the design, construction, location, and maintenance of signs that balance the need of residents, businesses, visitors, and institutions for adequate identification, communication, and advertising with the objectives of protecting public health, safety, and general welfare and promoting a well-maintained and visually attractive community, consistent with State and federal law.~~

~~B. **Applicability.** The provisions set forth in this Section shall apply in all areas of the Area Plan, unless expressly stated otherwise. No sign shall be erected or maintained anywhere in the Area Plan area except in conformity with this Section.~~

~~C. **Sign Standards.**~~

~~1. The following regulations shall apply to all properties within the Area Plan area subject to these standards. All signs shall comply with the applicable standards set forth in these regulations.~~

~~— A Sign permit is required for all signage under the jurisdiction of the Placer County Planning Services Division and TRPA Code. A Design Site Agreement approved by Placer County which includes a sign submittal may serve as a Sign Permit.~~

~~a. —~~

~~b. A sign initially approved and for which a permit is allowed shall not thereafter be modified, altered or replaced, nor shall any design element of any building or lot upon which such sign is maintained be modified, altered or replaced if any such design element constituted a basis for approval of such sign, without an amended or new permit therefor first being obtained.~~

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~~2. Definitions.~~

- ~~a. Sign. Anything whatsoever placed, erected, constructed, posted, printed, or otherwise affixed or makes visible for outdoor advertising purposes in any manner whatsoever, on the ground or on any tree, wall, post, fence, building, or structure.~~
- ~~b. Freestanding Sign. A sign not attached to a building.~~
- ~~c. Building Sign. A sign which is attached flat against a building and does not project outward or extend above the principal roof line.~~
- ~~d. Projecting Sign. A sign attached to a building that projects outward and does not extend above the principal roof line.~~
- ~~e. Sign Permit. A permit issued through the Planning Services Division authorizing the use of a freestanding, building, projecting, or window sign.~~
- ~~f. Existing Sign. A sign that is legally existing or approved on the effective date of this Area Plan.~~
- ~~g. Non-Conforming Sign. A sign that is existing as of the effective date of this Area Plan which does not comply with the applicable standards set forth within.~~
- ~~h. Conforming Sign. A sign that is existing as of the effective date of this Area Plan which complies with the standards set forth within.~~

~~3. Freestanding Signs. Each building or cluster of buildings (e.g., shopping centers) in a commercial district shall be permitted one freestanding sign.~~

- ~~a. The total area of an outdoor freestanding sign shall not exceed one square foot of sign area for each two feet of street frontage occupied by the business or enterprise. The maximum permissible aggregate sign area is 50 square feet for all freestanding, directional, projecting, and building signs, with the exception of multiple tenants projects and multiple frontage buildings as described in Subsection 3.11.C.4.b, below. Freestanding signs are permitted a maximum height of 14 feet, or no higher than the principal roofline of the structure on the property, whichever is less. Freestanding signs must be incorporated into a landscaped design theme or planter area unless there is insufficient space.~~
- ~~b. Setbacks. The setback for a freestanding sign in mixed-use and tourist districts shall be a minimum of 10 feet from all property lines. The Design Review Committee or TRPA may decrease the setback to a minimum of five feet if it is determined that the public will be better served with a sign located closer than 10 feet to the property line, due to site specific conditions such as steep terrain, heavy vegetation, or existing structures on the site or adjoining properties. Signs legally existing as of the date of adoption of this Area Plan, non-conforming~~

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~~only in terms of setback requirements, need not be relocated or removed.~~

~~4. **Building Signs.**~~

- ~~a. One building sign may be maintained upon each building frontage of a main building. Each such building sign may be allowed an area of one square foot of sign area for each linear foot of the width of such a building frontage or the following table. The maximum aggregate sign area for all signs, freestanding building signs, and projecting, shall not exceed 50 square feet, with the exception of multiple tenant projects and multiple frontage buildings as described in Section 3.11.C.4.b.~~

<i>Floor Area (sq.ft.)</i>	<i>Sign Area (sq.ft)</i>
0 – 1,000	40
1,001 – 2,000	20
2,001 – 5,000	30
5,001 – 10,000	40
10,000 or more	50

- ~~b. **Multiple Tenant Buildings.** Each primary use may be allowed one square foot of sign area for each one linear foot of building frontage up to a maximum of 30 square feet of sign area for building frontage. A maximum of four building signs may be permitted per primary use. In instances where the primary use has not building frontage, but does not have a frontage without a public entrance on a street, building signage may be erected upon that alternative frontage. The sign area shall be calculated based upon that alternative frontage.~~
- ~~c. **Projecting Signs.** Projecting signs may be permitted according to the same specifications as building signs listed in Section 3.11.C.4.b above. Projecting signs may project up to 42 inches from the face of the building, must have at least eight feet of ground clearance, and cannot be higher than the building to which they are attached. Projecting signs may not extend beyond the applicant's property.~~

~~5. **Sign Area.**~~

- ~~a. The area of a sign shall include the entire area within any type of perimeter or border which may enclose the outer limits of any writing, representation, emblem, figure, or character. The structure surrounding the sign should ~~shall~~ be kept to a minimum size.~~
- ~~b. The area of the second side of a two-sided sign, if identical to side one, shall not count as additional signage.~~

~~6. **Sign Permit.** A Sign Permit is required for all signage under the jurisdiction of the Placer County Planning Services Division and TRPA.~~

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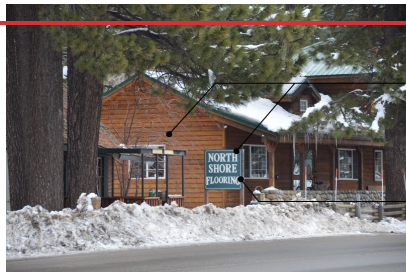
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- a. ~~Signage Plans. Buildings, or clusters of buildings, shall provide a signage plan for the entire structure. This plan shall be prepared by the owner of the building(s) or their agent. The signage plan must be designed so that it establishes a common theme or design, uses similar construction methods, has identical or compatible colors, lettering, lettering style, symbols, scale and size of signs and/or common background. Total signage area within the plan is subject to the maximum size.~~



Colors of text and/or graphics should have sufficient contrast with the sign background in order to be legible both during the day and night.

The number of lettering styles and amount of copy should be kept to a minimum.

- 7. ~~**Sign Illumination.** No spotlight, floodlight, or lighted sign shall be installed in any way which will permit the rays of such sign light to penetrate beyond the property on which such light or lighted sign is located. The light source shall not be visible to pedestrians or vehicles. Illuminations of all signs shall be by diffused light which is constant in intensity and color at all times.~~
- 8. ~~**Permitted Materials.** Signs may be constructed of wood, metal, glass, stone, concrete, or brick and, in some circumstances, cloth. Plastic back-lit signs are not allowed, with the exception of plastic back-lit individual letters, when mounted on one of the aforementioned permitted materials, where such letters do not exceed 18 inches in height.~~
- 9. ~~**Directional Signs.** An entrance/exit or other directional sign is allowed at each approved driveway opening provided that each sign is not larger than two square feet and no taller than three feet, and must be compatible with the other signs on the property. This signage need not be deducted from the sign area otherwise permitted.~~
- 10. ~~**Window Signs.** Window signs may be placed in or upon any window, subject to the following provisions:
  - a. ~~No more than 20 percent of the total transparent area of the window shall be obscured.~~
  - b. ~~The window sign shall be counted in the signage area.~~~~
- 11. ~~**Sign Copy.** Changeable copy signs may only be used in conjunction with theaters or master address identification signs in conjunction with a Signage Plan, schools, community assembly, and service station uses.~~
- 12. ~~**Temporary Signs.** Signs promoting events sponsored by civic, charitable, educational, community recreational, or other non-profit organizations may be erected up to two weeks in advance of the event being promoted. These signs shall be removed within two days following the conclusion of the event.~~

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~~No such signs shall be permitted on public property or within public rights-of-way unless authorized by the responsible landowner.~~

- ~~13. **Abandoned Signs.** Signs advertising businesses that have vacated a location for a period of longer than one year shall be the responsibility of the property owners for removal, which shall be accomplished within 60 days thereafter.~~
- ~~14. **Neighborhood Identification Signs.** Not more than two permanent signs containing copy of not more than 50 square feet in aggregate sign area and not more than six feet in height shall be allowed to identify a neighborhood or other residential area comprising not less than three acres in size.~~
- ~~15. **Institutional Signs.** Two signs not exceeding 24 square feet in aggregate sign area shall be allowed for a religious assembly facility, school, community center or other public or institutional use. One of such signs may be maintained integral with a building and the other sign may be affixed to the ground provided that the top of the sign does not exceed a height of six feet from the finished grade of the lot and is set back at least five feet from any property line.~~
- ~~16. **Real Estate Signs.** One temporary sign not over eight square feet in area shall be allowed for any lot or two or more contiguous lots in single ownership (whether or not such lot or lots have been or are to be subdivided) containing appurtenant sign copy advertising the sale, rental, or lease of the property (the lot or lots and/or the improvements, if any, thereon) upon which such sign is located. Such signs shall be exempt from Sign Permit requirements.~~
- ~~17. **Increases in Maximum Allowed Sign Area.** Sign area for building and freestanding signs which are visible from highways with a posted speed limit of 45 miles per hour or greater may be increased up to 20 percent over the maximum allowable area for each sign as calculated based on the applicable provisions of these standards.~~
- ~~18. **Off-Premise Signs.** No sign shall be erected or maintained on a parcel or project area other than the parcel or project area on which the use or activity advertised by the sign is located, with the exception of: (1) signs advertising public facilities, such as governmental offices or public recreational facilities, and (2) use of "international symbols" which relay information in graphic form and which contain no copy advertising business names. Sign area shall be consistent with the maximum amounts allowed for freestanding signs.~~
- ~~19. **Gasoline Price Signs:** Signs for gasoline or other motor fuel price signs shall conform to the following standards:
  - ~~a. **Motor Vehicles:** A use which includes selling motor vehicle fuel to the public may be allowed one (1) gasoline price sign on each street frontage providing direct vehicular entrance to the use. Such signs may be incorporated into free-standing signs, however, the gasoline price sign shall not exceed ten (10) feet in height and fifteen (15) square feet in area for each side. Gasoline price signs shall have no more than two (2) sides. Portable gasoline price signs are prohibited. Sign area utilized for gasoline prices that is kept at the minimum area required by law shall not be included in the total permitted sign area.~~~~

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~~Any price signing in excess of the minimum required by law shall be included in the total permitted area.~~

- ~~b. **Marina Gasoline Price Signs:** A marina which sells motor fuel to the public may be allowed one (1) gasoline price sign. Such sign may be incorporated into a free-standing sign, however, the gasoline price sign shall not exceed eight (8) feet in height and nine (9) square feet in area for each side. Gasoline price signs shall have no more than two (2) sides. Portable gasoline price signs are not allowed. Sign area utilized / or gasoline prices that is kept at the minimum area required by law shall not be included in the total permitted sign area. Any price signing in excess of the minimum required by law shall be included in the total permitted area.~~

- 20. **State of Repair.** All signs and components thereof, including supports, braces, and anchors, shall be kept in a state of good repair.

- 21. **Prohibited Signs.** The following types of signs, materials, designs, messages, and locations are prohibited:

- a. ~~**Signs Creating Traffic Hazards.** No signs shall be erected at or near any public street or the intersection of any streets in such a manner as to create a traffic hazard by obstructing vision or any location where it would interfere with, obstruct the view of, or be confused with any authorized traffic sign.~~
- b. ~~**Hazardous Signs.** No sign shall be erected or maintained which, due to structural weakness, design defect, or other reasons, constitutes a threat to the health, safety, and welfare of any person or property.~~
- c. ~~**Signs Resembling Traffic Signals or Signs.** No sign shall be constructed, erected, or maintained which purports to be or resembles an official County, State or federal traffic sign or signal except those signs officially authorized and installed by Placer County, or the California Department of Transportation. This Section shall not apply to signage in parking lots.~~
- d. ~~**A frame Signs.** Any portable sign or structure composed of 2 sign surfaces mounted or attached back to back in such a manner as to form a basically triangular vertical cross-section through the faces.~~
- e. ~~**Flashing Signs.** Any sign which contains an intermittent or flashing light source, or which includes the illusion of intermittent or flashing light by means of animation, or an externally mounted intermittent light source. Automatic changing signs, such as public service time, temperature and date signs, are not classified as flashing signs.~~
- f. ~~**Electronic Message Signs.** A permanent freestanding roof, wall, or other sign which changes copy electronically using switch and electric lamps.~~
- g. ~~**Off premise Signs and Billboards.** Outdoor advertising signs which advertise goods, products, or services not sold on the premises on which said sign is located.~~

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- h. ~~Roof Signs. Any sign erected partly or wholly on or over the roof of a building, including ground signs that rest on or overlap a roof.~~
- i. ~~Animated Signs. A rotating or revolving sign, all or a portion of which moves in some manner.~~
- j. ~~Wind Signs. Any propeller, whirling, or similar device which is designed to flutter, rotate, or display other movement under the influence of the wind. This shall include flags, banners, and pennants.~~
- k. ~~Illuminated Signs. Standard "cabinet" illuminated signs.~~
- l. ~~Mobile or Portable Signs. A sign not permanently attached to the ground or building.~~
- m. ~~Video Signs. Animated visual messages which are projected on a screen.~~
- n. ~~Tree Sign. Any type of sign whatsoever attached to a tree.~~
- 22. ~~Amortization of Non-Conforming Signs. This Section sets forth requirements for the amortization schedule for the removal or alteration of signs that do not conform to the provisions of these regulations.~~
  - a. ~~Conformance or Removal of Non-Conforming Signs. Non-conforming signs shall be conformed as required under Section 38.12 of the TRPA Code of Ordinances.~~
- 23. ~~Exceptions to Standards. Exceptions may be granted to the standards set forth in this Section for signs legally existing prior to the adoption of this Area Plan, provided the following findings can be made:~~
  - a. ~~Because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of the sign regulations deprive such property of privileges enjoyed by other property in the vicinity and other identical zoning classifications.~~
  - b. ~~The exception is in harmony with the purpose and intent of the sign regulations.~~
  - c. ~~There are exceptional or extraordinary circumstances or conditions applicable to the property involved, or to the intended use of the property that are not contemplated or provided for by these regulations.~~
  - d. ~~The approval of the exception will not be materially detrimental to the public health, safety, and welfare.~~
  - e. ~~Alternative signage concepts that comply with the provisions to which the exceptions requested have been evaluated, and undue hardship would result if the strict adherence to the provision is required.~~
  - f. ~~A scenic quality analysis demonstrates that the exception, if approved, will be consistent with the threshold attainment findings listed in the Scenic Quality Management Program (SQIP).~~

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~~g. The exception which is approved shall not increase the number, area, and height of the existing sign or signs for which the exception is requested.~~

~~h. The exception is the minimum departure from the standards.~~

~~24. **Permit Issuing Authority.** Upon making the requisite findings by TRPA under the provisions of Section 38.2.3 of the TRPA Code of Ordinances, Placer County shall assume lead responsibility for permit issuance and enforcement of these sign regulations as set forth in the County's Enforcement Ordinance. TRPA shall retain responsibility for the amortization requirements required under Chapter 38.12 of the Code and for the review and enforcement of state and federal signage exempt from Placer County review authority.~~

~~D. **Sign Design Guidelines.** Signs shall should be designed in accordance with the following guidelines:~~

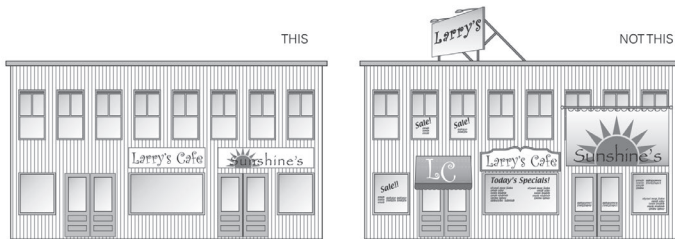
~~1. Signs should be designed and located to be compatible with their surroundings in terms of size, shape, color, texture, and lighting.~~

~~2. Signs should be simple in design and easy to read, with the number of lettering styles and amount of copy kept to a minimum preferably giving only the name of the business.~~

~~3. Reflective, fluorescent, and primary colors should be avoided. Reader boards are prohibited, with the exception of theaters, master identification signs in conjunction with a signage plan, schools, religious assembly facilities, community centers, or community recreation centers.~~

~~4. Architectural details of a building often suggest a location, size, or shape for a sign. Signage should complement the architectural details of the building. Signs that violate the architectural integrity of the building to which it is attached will not be allowed. Signs should also help to establish a visual continuity with adjacent storefronts and store signs relating directly to the store entrance.~~

~~5. Signs should be oriented toward pedestrians or vehicles in close proximity.~~



Signs should not distract from the structure's appearance. Avoid signs that cover windows or that spill over "natural" boundaries, obscure architectural features, or obstruct views from inside or outside of the building.

**3.123.10 Subdivision**

Subdivision limitations are outlined in Chapter 39, Subdivision, of the TRPA Code of Ordinances.

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**3.133.12 Allocation of Development**

The allowed allocation of development is outlined in Chapter 50, Allocation of Development, of the TRPA Code of Ordinances. Additional provisions for allocations are outlined in Subsections A, B and C below.

A. **Allocations.** For allocations that have been released to the County by TRPA, the County is responsible for assigning allocations to projects and maintaining records of allocations, which shall be transmitted to TRPA annually or as specified in an MOU. Requests for allocations shall be made on applications provided by the County. Applications shall be processed in accordance with county procedures and criteria.

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B. **TRPA Certified Placer County Moderate-Income Housing Program.** This program is intended to serve as a TRPA-Certified Local Government Moderate Income Housing Program as described in subsection 52.3.6 of the TRPA Code of Ordinances. Owners of parcels located within Placer County may apply to TRPA to receive a residential allocation from the Residential Allocation Incentive Pool, subject to the limitations in TRPA Code Section 50.5.1.D.

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To qualify to receive a residential allocation through the Residential Incentive Program, property owners must, through deed-restriction limit the project area to the approved use and restrict the occupants' household income to moderate-income housing limits. Moderate-income units using residential allocations received through this program shall be restricted for long-term occupancy for at least ten months in each calendar year.

C. **Additional Outdoor Recreation Facilities.** In addition to requirements of the TRPA Code of Ordinances, Section 50.9, Regulation of Additional Recreation Facilities, additional outdoor recreation facilities outside Town Center Overlay Districts shall be regulated by and shall not exceed the maximum number of People at One Time (PAOT) identified by this document for each sub-district. If PAOT allowances are not specified in the applicable subdistrict, then additional PAOT allocations are not allowed. There are no supplemental limitations for PAOT allocations within Town Center Overlay Districts.

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**3.143.11 Banking, Conversion, and Transfer of Development**

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Programs for Banking, Conversion, and Transfers of Development are outlined in Chapter 51, Banking, Conversion, and Transfer of Development, of the TRPA Code of Ordinances. Additional provisions related to Transfers of Development are outlined in Subsections A and B below. Any development rights allocated by Placer County shall not be converted to another development right prior to approval by the Placer County Board of Supervisors.

A. **Development Transfer Receiving Areas.** The following subdistricts are eligible to receive transfers of development:

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1. **Transfer of Potential Residential Units of Use (Formerly 'Development Rights') to Town Centers.** Properties within the Town Center Overlay District are eligible to receive Transfers of Potential Residential Units of Use to Centers, with bonus units, in accordance with Section 51.5.1.C.3 of the TRPA Code of Ordinances.

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2. **Transfers of Existing Development to Town Centers.** Properties within the Town Center Overlay District are eligible to receive Transfers of Existing Development to Centers, with bonus units, in accordance with Section 51.5.3.C of the TRPA Code of Ordinances.
3. **Transfers of One or More Potential Residential Units of Use.** Parcels eligible to receive one or more Potential Residential Units of Use in accordance with Subsection 51.5.1.C.1 of the TRPA Code of Ordinances are limited to property within the Town Center Overlay District or within a subdistrict designated as a receiving area for transfers of multi-residential units.
4. **Transfers of One Potential Residential Unit of Use.** Additional parcels eligible to receive one Potential Residential Unit of Use are identified in Subsection 51.5.1.C.2 of the TRPA Code of Ordinances.
5. **Transfers of Existing Development.** Parcels eligible to receive transfers of existing development in accordance with Section 51.5.3 of the TRPA Code of Ordinances are limited to property within the Town Center Overlay District or within a subdistrict designated as a receiving area for transfers of existing development.

B. **Special Designations.** In addition to the receiving area allowances listed above in Subsection A, Subdistricts may have one or more Special Designations that allow for reception of transfers of development. Special Designations include the following:

1. **TDR (Transfer of Development Right) Receiving Area.** The following designations determine which Subdistricts, or portions thereof, are receiving areas for transfer of the development specified in Chapter 51 of the TRPA Code of Ordinances: Banking, Conversion, and *Transfer of Development Rights*:
  - a. **Existing Development.** The existing development designation determines which areas are eligible for the transfer of existing uses that are permissible uses in the Subdistrict.
  - b. **Multi-Residential Units.** The multi-residential unit designation determines which areas are eligible for the transfer of a potential residential units of use.
2. **Preferred Affordable, Moderate, and Achievable Housing Area.** Subdistricts with the preferred affordable, moderate, and achievable housing area designation are preferred locations for affordable, moderate, and achievable housing and are eligible for subdivision of post-1987 residential projects pursuant to sub-paragraph 39.2.5.C, D, and F of the TRPA Code of Ordinances.
3. **Preferred Industrial Area.** Subdistricts with the preferred industrial area designation are eligible for the commercial allocation and transfer incentives pursuant to Chapters 50 and 51.
4. **Town Center.** Subdistricts within the Town Center Overlay District qualify as TDR Receiving Areas and Preferred Affordable, ~~Moderate~~ **Moderate**, and Achievable Housing Areas.

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**3.153.12 Bonus Unit Incentives**

Bonus Unit incentives are outlined in Chapter 52, Bonus Unit Incentive Program, of the TRPA Code of Ordinances.

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**3.163.13 Individual Parcel Evaluation System**

The Individual Parcel Evaluation System (IPES) is outlined in Chapter 53, Individual Parcel Evaluation System, of the TRPA Code of Ordinances.

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**3.173.14 Water Quality**

Water quality regulations are outlined in Chapter 60, Water Quality, of the TRPA Code of Ordinances.

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**3.183.15 Vegetation and Forest Health**

Vegetation and forest health regulations are outlined in Chapter 61, Vegetation and Forest Health, of the TRPA Code of Ordinances.

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**3.193.16 Wildlife Resources**

Wildlife resources regulations are outlined in Chapter 62, Wildlife Resources, of the TRPA Code of Ordinances.

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**3.203.17 Fish Resources**

Fish resources regulations are outlined in Chapter 63, Fish Resources, of the TRPA Code of Ordinances.

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**3.213.18 Livestock Grazing**

Livestock grazing regulations are outlined in Chapter 64, Livestock Grazing, of the TRPA Code of Ordinances.

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**3.223.19 Air Quality/Transportation**

Air quality and transportation regulations are outlined in Chapter 65, Air Quality/Transportation, of the TRPA Code of Ordinances.

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**3.233.20 Scenic Quality**

Scenic quality regulations are outlined in Chapter 66, Scenic Quality, of the TRPA Code of Ordinances. Additional scenic quality standards for certain zoning subdistrict are outlined in Chapter 2 of these Area Plan Regulations.

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**3.243.21 Historic Resource Protection**

Historic resource protections are outlined in Chapter 67, Historic Resource Protection, of the TRPA Code of Ordinances.

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**3.253.22 Noise**

Noise limitations are outlined in Chapter 68 of the TRPA Code of Ordinances. Additional noise standards for certain zoning subdistricts are outlined in Chapter 2 of these Area Plan Regulations.

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**3.263.23 Shorezone**

The Shorezone of Lake Tahoe is regulated by Chapters 80 through 86 of the TRPA Code of Ordinances. [See also Placer County Code Article 12.32 "Lake Tahoe Shorezone"](#). Additional Shorezone standards for certain zoning subdistricts are outlined in Chapter 2 of these Area Plan Regulations.

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Attachment D

Findings



## REQUIRED FINDINGS FOR AN AMENDMENT TO PLACER COUNTY'S TAHOE BASIN AREA PLAN

This document contains required findings per Chapters 3, 4, and 13 of the TRPA Code of Ordinances (Code) for the amendments to Placer County's Tahoe Basin Area Plan (Area Plan):

Chapter 3 Findings: The following finding must be made prior to amending the Area Plan:

1. Finding: The proposed Area Plan amendments could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure.

Rationale: Based on the completed Initial Environmental Checklist (IEC), no significant environmental impacts have been identified as a result of the proposed amendments. The IEC was prepared to evaluate the potential environmental impacts of the proposed amendments and tiers from programmatic analyses contained in the following environmental review documents:

- Placer County Tahoe Basin Area Plan and Tahoe City Lodge Project Environmental Impact Statement/Environmental Impact Report (Area Plan EIS/EIR) (California State Clearinghouse (SCH) Number 20140720039)
- Tahoe Regional Plan Update Environmental Impact Statement (RPU EIS) (California SCH Number 2007092027; Nevada SCH Number E2008-124)

These program-level environmental documents include regional cumulative scale analyses and a framework of mitigation measures that provide a foundation for subsequent, site-specific environmental review documents as individual planning, redevelopment and other projects are proposed. The IEC is tiered from the Area Plan EIS/EIR and RPU EIS in accordance with Section 6.12 of the TRPA Rules of Procedure. The Area Plan EIS/EIR and RPU EIS are programmatic environmental documents prepared pursuant to Article VI of the TRPA Rules of Procedure (Environmental Impact Statements) and Chapter 3 (Environmental Documentation) of the TRPA Code.

The RPU EIS evaluates a comprehensive plan that establishes growth limits, provides policy direction, and enacts development and environmental standards. The Area Plan EIS/EIR evaluates a comprehensive land use plan that implements the Regional Plan and includes greater specificity within the Placer County portion of the Tahoe Region. The Area Plan EIS/EIR analyzes full implementation of uses and physical development proposed under the Area Plan, and it identifies measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth. The Area Plan is an

element of the growth that was anticipated in the 2012 Tahoe Regional Plan Update RPU and evaluated in the 2012 RPU EIS. By tiering from the Area Plan EIS/EIR and RPU EIS, the IEC relies on these documents for the following:

- background and setting information for environmental topic areas,
- regional growth-related issues,
- issues that were evaluated in sufficient detail in the Area Plan EIS/EIR or RPU EIS for which there is no significant new information or change in circumstances that would require further analysis, and
- assessment of cumulative impacts.

Nothing in the IEC in any way alters the obligations of Placer County or TRPA to implement the mitigation measures adopted as part of the Area Plan or RPU, as documented in the Area Plan EIS/EIR or RPU EIS. Consequently, Placer County would adhere to all applicable adopted mitigation measures required by the Area Plan and Regional Plan as a part of the proposed Area Plan amendments.

Adoption of the proposed amendments would amend policies in the TBAP Policy document and the Area Plan Implementing Regulations. The proposed Area Plan amendments focus on process, policy, and code improvements to support appropriate lodging, mixed-use developments, and a variety of housing types, including workforce housing. The amendments also focus on diversifying land uses, with the intent of streamlining planning processes and increasing the diversity of business and housing types. Therefore, the proposed amendments are designed to implement recommendations outlined in the Economic Sustainability Needs Assessment, particularly those focused on process, policy, and code improvements that will facilitate and streamline revitalization projects in the Town Centers and workforce housing throughout North Tahoe. Taken together, these changes seek to accelerate implementation of the goals and policies of the Regional Plan. The proposed Area Plan Policy document changes are summarized in Table 1 of the IEC and the proposed Area Plan Implementing Regulations are summarized in Table 2 of the IEC. The effects of these amendments were evaluated in detail in the IEC and found to be less than significant.

All aspects of the Regional Plan, Area Plan, and TRPA Code not specifically affected by the proposed amendments would continue to apply throughout the plan area. As such, future projects proposed within the plan area would be required to comply with all applicable provisions of the TRPA Code, including requirements for site development, growth management, and resource management and protection, as well as

applicable TRPA standard conditions of approval. Proposed projects within the plan area would be reviewed through applicable TRPA and CEQA environmental review requirements and, if necessary, project revisions or mitigation measures necessary to avoid significant environmental impacts would continue to be required as a condition of approval.

Chapter 4 Findings: The following findings must be made prior to amending the Area Plan:

1. Finding: The proposed Area Plan amendments are consistent with, and will not adversely affect implementation of the Regional Plan, including all applicable goals and policies, community plans/plan area statements, the TRPA Code, and other TRPA plans and programs.

Rationale: The Area Plan consists of a Policy document and Implementation Regulations (ordinances) that conform to the Regional Plan. The adopted land use and zoning maps are consistent with Regional Plan Map 1, Conceptual Regional Land Use Map. No modifications to the Area Plan boundaries are proposed.

The proposed amendments to the Area Plan were prepared in conformance with the substantive and procedural requirements of the Regional Plan goals and policies, as implemented through TRPA Code, Chapter 13, "Area Plans." The Area Plan is consistent with the Tahoe Regional Plan and TRPA Code, as shown in the Area Plan Finding of Conformity Checklist and as demonstrated in the IEC. The proposed amendments focus on process, policy, and code improvements to support appropriate lodging, mixed-use developments, and a variety of housing types, including workforce housing. The amendments also focus on diversifying land uses, with the intent of streamlining planning processes and increasing the diversity of business and housing types.

Pursuant to TRPA Code Section 4.4.2, TRPA considers, as background for making the Section 4.4.1.A through C findings, the proposed project's effects on compliance measures (those implementation actions necessary to achieve and maintain thresholds), supplemental compliance measures (actions TRPA could implement if the compliance measures prove inadequate to achieve and maintain thresholds), the threshold indicators (adopted measurable physical phenomena that relate to the status of threshold attainment or maintenance), additional factors (indirect measures of threshold status, such as funding levels for Environmental Improvement Program [EIP] projects), and interim and target dates for threshold achievement. TRPA identifies and reports on threshold compliance measures, indicators, factors, and targets in the threshold evaluation reports prepared pursuant to TRPA Code, Chapter 16, "Regional Plan and Environmental Threshold Review."

TRPA relies upon a project's accompanying environmental documentation, staff's professional analyses, and prior plan level documentation, including findings and environmental documentation, to reach the fundamental conclusions regarding a project's consistency with the Regional Plan and thresholds. A project that is consistent with all aspects of the Regional Plan and that does not adversely affect any threshold is, by definition, consistent with compliance measures, indicators, and targets.

To increase its analytical transparency, TRPA has prepared worksheets related specifically to the TRPA Code Section 4.4.2 considerations, which set forth the 222 compliance and supplemental compliance measures. Effects of the proposed project (here the amendments to support appropriate lodging, mixed-use developments, and a variety of housing types, including workforce housing, and that are intended to streamline planning processes and increase the diversity of business and housing types) on these items, if any, are identified and to the extent possible described.

TRPA cannot identify target dates, status, and trends for some threshold indicators because of a lack of available information. TRPA may still determine whether the project will affect the TRPA Code Section 4.4.2 considerations (and ultimately consistency with the Regional Plan and impact on thresholds) based on the project's specific environmental impacts related to those threshold indicators.

Based on the IEC prepared for the proposed amendments, Area Plan EIS, Area Plan findings made by the TRPA Governing Board, TRPA Code Section 4.4.2 staff analyses, and using applicable measurement standards consistent with the available information, the proposed amendments will not adversely affect applicable compliance and supplemental compliance measures, indicators, additional factors, and attainment of targets by the dates identified in the 2019 Threshold Evaluation. The Area Plan incorporates and/or implements relevant compliance measures, and with implementation of the measures with respect to development within the Area Plan, the effects are not adverse, and with respect to some measures, are positive.

TRPA anticipates that implementation of the proposed amendments could accelerate threshold gains to the extent that it leads to environmental redevelopment in an aging town center.

Section 4.4.2.B also requires TRPA to disclose the impact of the proposed project on its cumulative accounting of units of use (e.g., residential allocations, commercial floor area, tourist accommodation units). The proposed Area Plan amendments do not affect the cumulative accounting of units of use as no additional residential, commercial, tourist, or recreation allocations are proposed or allocated as part of the Area Plan amendments. The proposed amendments promote diversifying land uses, with the intent of streamlining planning processes and increasing the diversity of business and housing types. The proposed process, policy, and code improvements will facilitate and streamline revitalization projects in the Town Centers and

workforce housing throughout North Tahoe but would not increase the number of allowable units of use in the plan area.

Similarly, TRPA Code Section 4.4.2.C requires TRPA to confirm whether the proposed project is within the remaining capacity for development (e.g., water supply, sewage, electrical service) identified in the environmental documentation for the Regional Plan. The amendments do not affect the amount of the remaining capacities available, identified and discussed in the RPU EIS. The Area Plan does not allocate capacity or authorize any particular development.

TRPA therefore finds that the amendments are consistent with and will not adversely affect implementation of the Regional Plan, including all applicable goals and policies, community plans, plan area statements, the TRPA Code, and other TRPA plans and programs.

2. Finding: The proposed Area Plan amendment will not cause the environmental threshold carrying capacities to be exceeded.

Rationale: As demonstrated in the completed IEC, no significant environmental effects were identified as a result of the proposed amendments, and the IEC did not find any thresholds that would be adversely affected or exceeded. As found above, the Area Plan, as amended, is consistent with the Regional Plan.

TRPA reviewed the proposed amendments in conformance with the adopted Threshold Standards and 222 compliance measures and supplemental compliance measures. The amendments will not adversely affect applicable compliance measures, indicators, additional factors, and supplemental compliance measures and target dates as identified in the 2019 Threshold Evaluation indicator summaries. Pursuant to Chapter 13 of the TRPA Code, TRPA will monitor all development projects within the Area Plan through quarterly and annual reports. These reports will be used to evaluate the status and trend of the thresholds every 4 years.

The proposed Area Plan amendments do not affect the cumulative accounting of units of use as no additional residential, commercial, tourist, or recreation allocations are proposed or allocated as part of the Area Plan amendments. The proposed amendments promote diversifying land uses, with the intent of streamlining planning processes and increasing the diversity of business and housing types. The proposed process, policy, and code improvements will facilitate and streamline revitalization projects in the Town Centers and workforce housing throughout North Tahoe but would not increase the number of allowable units of use in the plan area.

The amendments do not affect the amount of the remaining capacity available, as the remaining capacity for water supply, sewage collection and treatment, recreation and vehicle miles travelled have been identified and evaluated in the Area Plan EIS/EIR. No changes to the overall capacity are proposed in the proposed amendments. TRPA therefore finds that the amendments will not cause the thresholds to be exceeded.

3. Finding: Wherever federal, state, or local air and water quality standards apply for the Region, the strictest standards shall be attained, maintained, or exceeded pursuant to Article V(d) of the Tahoe Regional Planning Compact.

Rationale: Based on the following: (1) Area Plan Amendments IEC, (2) Area Plan EIS/EIR, and (3) the 2019 Threshold Evaluation Report, adopted by the Governing Board, no applicable federal, state, or local air and water quality standard will be exceeded by adoption of the amendment. The proposed amendments do not affect or change the federal, state, or local air and water quality standards that apply to the Region. Projects developed under the Area Plan will meet the strictest applicable air quality standards and implement water quality improvements consistent with TRPA Best Management Practices (BMPs) requirements, the Lake Tahoe Total Maximum Daily Load (TMDL), Middle Truckee River Watershed TMDL, and the County's Pollutant Load Reduction Plan (PLRP). Federal, state, and local air and water quality standards remain applicable for all parcels in the Area Plan, thus ensuring environmental standards will be achieved or maintained pursuant to the Bi-State Compact.

The proposed amendments to Policy TC-P-10 in the Area Plan and Section 3.09 of the Implementing Regulations would allow groundwater interceptions for mixed-use projects proposing below-grade parking. When such exceptions are granted, the applicant would be required to demonstrate that the project's impacts have been mitigated to be equal to or better than the original impacts from the proposed project. This policy would strengthen the intent of the Area Plan to condense development in Town Centers and limit impermeable surfaces at street level. The revised policy was guided by Section 33.3.6 of the TRPA Code of Ordinances for mixed use projects in Town Centers.

The amendments to policies and implementing regulations would support implementation of the goals and policies in the existing Area Plan by continuing to promote compact redevelopment of Town Centers and minimizing the environmental impacts from development on water quality and habitat. The amendments that would allow groundwater interception for mixed-use projects would require design approaches to ensure the project does not interfere with groundwater flow or quality. Because these policies would further support implementation of the land use patterns identified in the Area Plan while maintaining regional water quality, the amendments would not result in any new or more severe impacts to water quality.

4. Finding: The Regional Plan and all of its elements, as amended, achieves and maintains the thresholds.

Rationale: **I. Introduction**

In 1980, Congress amended the Compact to accelerate the pace of environmental progress in the Tahoe region by tasking TRPA with adopting a regional plan and implementing regulations that protect the unique national treasure that is Lake Tahoe. First, Article V(b) required that TRPA, in collaboration with Tahoe's other regulatory agencies, adopt "environmental threshold carrying capacities"

(“thresholds” or “standards”) establishing goals for a wide array of environmental criteria, including water quality, air quality, and wildlife. Second, Article V(c) directed TRPA to adopt a “regional plan” that “achieves and maintains” the thresholds, and to “continuously review and maintain” implementation of the plan.

The 1980 Compact inaugurated an era of establishing and enforcing rigorous controls on new development. In 1982, TRPA adopted the necessary thresholds for the Tahoe Region. These thresholds are a mix of both long- and short-term goals for the Tahoe Region. The Region was “in attainment” of a number of these thresholds shortly after the adoption of the Regional Plan and remains in attainment today. Other thresholds address more intractable problems; for example, TRPA established numeric water quality standards that, even under best-case conditions, could not be attained for decades. *See, e.g., League to Save Lake Tahoe v. Tahoe Reg’l Planning Agency*, 739 F. Supp. 2d 1260, 1265 (E.D. Cal. 2010).

The second phase in this process was establishing a regional plan that, when implemented through rules and regulations, would ultimately “achieve and maintain” the thresholds over time. In 1987, following years of negotiation and litigation, TRPA adopted its Regional Plan. The 1987 Regional Plan employed a three-pronged approach to achieve and maintain the adopted environmental thresholds. First, the plan established a ceiling on development in Tahoe and restricted the placement, timing, and extent of new development. Second, the plan sought to prevent new harm to the environment as well as repair the environmental damage caused by existing development, particularly for projects that pre-dated TRPA’s existence (i.e., correcting the “sins of the past”); to this end, the plan created incentives to redevelop urbanized sites under more protective regulations and to transfer development out of sensitive areas that would then be restored. Third, TRPA adopted a capital investment program that was largely, but not exclusively, publicly funded to achieve and maintain thresholds by improving infrastructure and repairing environmental damage. In 1997, TRPA replaced this program with its EIP. In subsequent years, TRPA generated investments of well over \$1 billion in public and private money to restore ecosystems and improve infrastructure under the EIP. Recent litigation confirmed that the Regional Plan as established in 1987 and subsequently amended over time will achieve and maintain the adopted environmental thresholds. *Sierra Club v. Tahoe Reg’l Planning Agency*, 916 F.Supp.2d 1098 (E.D. Cal. 2013) [Homewood litigation].

### **Regional Plan Update Process**

Even though implementation of the 1987 Regional Plan would achieve and maintain the thresholds, in 2004 TRPA began public outreach and analysis of the latest science and monitoring results to identify priority areas in which the Regional Plan could be comprehensively strengthened to accelerate the rate of threshold attainment. TRPA’s policymakers realized that the challenges facing the region differed from those confronting the agency when it adopted its original Regional Plan in 1987. Uncontrolled new growth that had been the primary threat decades earlier had been brought into check by the strict growth limitations in the 1987 Regional Plan. Today’s problems differed, resulting from the continuing deterioration and lack of upgrades

to existing “legacy” development. In essence, to make the greatest environmental difference, the Tahoe region needed to fix what was already in place. In addition, TRPA realized some existing land-use controls could be improved to remove barriers to redevelopment that would address ongoing environmental degradation caused by sub-standard development constructed before TRPA had an adopted Regional Plan or even came into existence. Land use regulations and public and private investment remain essential to attaining the thresholds for Lake Tahoe.

Furthermore, TRPA recognized that the social and economic fabric of the Tahoe Region could not support the level of environmental investment needed. The economic foundation of gaming had fallen away, and the level of environmental investment needed could not be supported solely by an enclave of second homes for the wealthy. Businesses and the tourism sector were faltering. Affordable housing and year-round jobs were scarce. Local schools were closing, and unemployment was unusually high. In light of these realities, TRPA sponsored an ongoing outreach program to obtain input on how to advance TRPA’s environmental goals. Between 2004 and 2010, TRPA conducted over 100 public meetings, workshops, and additional outreach. More than 5,000 people provided input regarding their “vision” for TRPA’s updated Regional Plan. Based on this input, TRPA identified a number of priorities to be addressed by the updated Regional Plan, including:

1. Accelerating water quality restoration and other ecological benefits by supporting environmental redevelopment opportunities and EIP investments.
2. Changing land-use patterns by focusing development in compact, walkable communities with increased alternative transportation options.
3. Transitioning to more permitting by local governments to create “one-stop” and “one permit” for small to medium sized projects, where local government wanted to assume these duties.

On December 12, 2012, TRPA’s 9-year effort culminated with the approval of the RPU.

### **Regional Plan Update Amendments**

The RPU uses multiple strategies targeting environmental improvements to accelerate achieving and maintaining threshold standards in the Region. First, the RPU maintained both regulatory and implementation programs that have proven effective in protecting Lake Tahoe’s environment. TRPA’s regional growth control regulatory system, strict environmental development standards, and inter-agency partnerships for capital investment and implementation (e.g., EIP) remain in place.

Second, the RPU promotes sensitive land restoration, redevelopment, and increases the availability of multi-modal transportation facilities. The implementation of the RPU will facilitate transferring existing development from outlying, environmentally sensitive areas into existing urbanized community centers. The RPU provides incentives so that private capital can be deployed to speed this transformation.



Third, the RPU authorizes the area plan process for communities and land management agencies in the Tahoe Region to eliminate duplicative and unpredictable land use regulations that deterred improvement projects. Area plans, created pursuant to Chapter 13 of the TRPA Code, also allow TRPA and local, state, federal, and tribal governments to expand the types of projects for which local, state, federal, and tribal governments apply TRPA rules to proposed projects within the Tahoe Region. After approval of an area plan by TRPA, this process allows a single government entity to review, permit, and inspect projects in their jurisdiction. All project approvals delegated to other government entities may be appealed to TRPA for final decision. In addition, the performance of any government receiving delegated authority will be monitored quarterly and audited annually to ensure proper application of TRPA rules and regulations.

As noted above, a variety of strategies in the Regional Plan will work together to accelerate needed environmental gains in the categories where threshold benefits are most needed – water quality, restoration of sensitive lands, scenic quality advances in developed scenic units, and efforts to continue maintenance and attainment of air quality standards. Area plans that include “Centers” play a key role in the Regional Plan’s overall strategy by activating environmental redevelopment incentives (e.g., increases in density and height) that also provide the receiving capacity for transfers of units from sensitive lands.

The next section of this finding establishes how the Amended Placer County Tahoe Basin Area Plan fulfills the role anticipated by the RPU and the expected threshold gain resulting from its implementation.

## **II. Area Plan Amendment and Threshold Gain**

The proposed Area Plan amendments would maintain programs in the existing Area Plan that could accelerate threshold gain, including water quality restoration, scenic quality improvement, and other ecological benefits. To the extent that the amendments lead to environmental redevelopment in aging town centers, it would accelerate threshold gain. An increase in redevelopment will likewise increase the rate of threshold gain by accelerating the application of controls designed to enhance water quality, air quality, soil conservation, and scenic quality improvements.

As described in more specific detail below, the amendments will have a potentially beneficial effect on multiple threshold areas.

### **A. Water Quality**

The 2019 Threshold Evaluation found that the trend in reduced lake clarity has been slowed. The continued improvement is a strong indication that the actions of partners in the region are contributing to improved clarity and helping TRPA attain one of its signature goals.

The proposed revisions to Policy TC-P-10 in the Area Plan and Section 3.09 of the Implementing Regulations will allow groundwater interceptions for mixed-use projects proposing below-grade parking. When such exceptions are granted, the

applicant would be required to demonstrate that the project's impacts have been mitigated to be equal to or better than the original impacts from the proposed project. This policy would strengthen the Area Plan's intent to condense development in Town Centers and limit impermeable surfaces at street level. The revised policy was guided by Section 33.3.6 of the TRPA Code of Ordinances for mixed-use projects in Town Centers.

The amendments to policies and implementing regulations would support implementation of the goals and policies in the existing Area Plan by continuing to promote compact redevelopment of Town Centers and minimizing the environmental impacts from development on water quality and habitat. The amendments that would allow groundwater interception for mixed-use projects would require design approaches to ensure the project does not interfere with groundwater flow or quality. Because these revised policies would further support implementation of the land use patterns identified in the Area Plan while maintaining regional water quality.

Potential environmental redevelopment within the amended Area Plan will result in accelerated water quality benefits. Each redevelopment project is required to comply with strict development standards, including water quality BMPs and coverage mitigation requirements, and will provide additional opportunities for implementing area wide water quality systems.

#### B. Air Quality

The 2019 Threshold Evaluation found that the majority of air quality standards are in attainment and observed changes suggest that conditions are improving or stable. Actions implemented to improve air quality in the Tahoe Region occur at the national, state, and regional scale. The US Environmental Protection Agency has established vehicle tail-pipe emission standards and industrial air pollution standards. These actions have resulted in substantial reductions in the emissions of harmful pollutants at state-wide and national scales and likely have contributed to improvement in air quality at Lake Tahoe. At a regional scale, TRPA has established ordinances and policies to encourage alternative modes of transportation and to reduce vehicle idling by prohibiting the creation of new drive-through window establishments and limiting idling during project construction.

Facilitating projects within the approved area plans is an integral component in implementing regional air quality strategies and improvements at a community level. (TRPA Goals and Policies: Chapter 2, "Land Use"). The Area Plan was adopted to implement and achieve the environmental improvement and redevelopment goals of the Regional Plan, and the proposed amendments would further that goal. A primary function of the Amended Area Plan is to consolidate applicable local and regional plans to facilitate implementation of the Regional Plan. Because implementation of the Area Plan would lead to implementation of the Regional Plan, it would directly contribute to achieving and maintaining the air quality threshold.

TRPA's 2020 RTP includes an analysis of its conformity with the California State Implementation Plan to ensure that the RTP remains consistent with state and local

air quality planning work to achieve and/or maintain the national ambient air quality standards (NAAQS). The proposed amendments do not propose substantial changes to land use assumptions and would not change the conformity determination by state regulators.

The proposed Area Plan amendments would not change the development potential within the plan area, so the location, amount, and type of construction activities within the plan area would not change substantially. Operational emissions would also not change substantially because the Area Plan Amendments would not change air quality regulatory requirements, increase vehicle use, or alter the amount or type of development possible within the plan area. The proposed amendments could affect the land use pattern by encouraging redevelopment of Town Centers; promoting mixed-use projects; encouraging shared parking; encouraging affordable, moderate, or achievable housing; allowing food trucks and mobile vendors; and supporting the Resort Triangle Transportation Plan. Taken together, these changes would encourage more concentrated development within Town Centers with less development outside of the Town Centers. This land use pattern would create residences near commercial uses and potentially generate the shorter trip lengths and reduce vehicle miles traveled (VMT) needed to meet the Air Quality Thresholds.

#### C. Soil Conservation

The 2019 Threshold Evaluation found negligible change in the total impervious cover in the Region over the last 5 years and the majority of soil conservation standards in attainment. While the permitting process of partners has been effective in focusing development on less sensitive lands and encouraging removal of impervious cover from sensitive areas, there is still much work to be done. Plans for large scale stream environment zone (SEZ) restoration, recent improvements in the development rights program, and implementation of the area plans will continue to help achieve SEZ restoration goals.

As summarized in Table 3-1 of the IEC, the plan area exceeds the amount of coverage allowed in land capability districts 1b and 2. This indicates that future redevelopment would be required to implement excess land coverage mitigation strategies and relocation of development from sensitive land consistent with the Regional Plan. Furthermore, redevelopment permitting would require these properties to incorporate modern site design standards, including landscaping, BMPs, and setbacks. These standards would likely result in the removal of existing land coverage for properties that are overcovered. Any projects on over-covered parcels implemented within the amended Area Plan would include excess land coverage mitigation. The coverage limits and policies in the proposed Area Plan would not be changed by the proposed amendments and the proposed developed allocation system would clarify allowable coverage for future projects. This would support attainment of TRPA Threshold Standards related to land coverage consistent with the limits allowed by the land capability and Individual Parcel Evaluation System systems. Therefore, the amendments will help to accelerate threshold gain through soil conservation.

#### D. Scenic Quality

The 2019 Threshold Evaluation found that scenic gains were achieved in developed areas along roadways and scenic resources along the lake's shoreline, the areas most in need of additional scenic improvement. Overall, 93 percent of the evaluated scenic resource units met the threshold standard and no decline in scenic quality was documented in any indicator category.

TRPA-designated scenic travel units within the Area Plan include those along State Route (SR) 89, SR 28, and Lake Tahoe. The proposed amendments to Area Plan policies and Implementing Regulations include clarification of existing scenic requirements, support for public art, and slightly more compact development within Town Centers, due to incentives for affordable housing, changes to setbacks, and allowances for tiny homes. Most of the existing design standards would continue to apply, which have been demonstrated to result in improved scenic quality and community character as older, non-conforming development is replaced with new buildings consistent with current standards (TRPA 2023). Therefore, it is reasonable to expect that redevelopment under the Area Plan, as amended, would continue to result in incremental improvements in scenic quality and a built environment that is consistent with the community character. Any subsequent projects carried out under the amended Area Plan would be required to make project-specific findings, as well as the Chapter 4 threshold findings and Chapter 37 height findings in the TRPA Code.

Consistent with the Regional Plan, the Area Plan allows for changes in the built environment through use of remaining allocations, use of newly authorized allocations, and implementation of design standards and guidelines and Code provisions that ultimately affect the form of new development and redevelopment. The Area Plan implements, and is consistent with, the provisions of the Regional Plan (such as increased density and height in community centers) intended to incentivize redevelopment, while protecting scenic resources. The Area Plan Area-wide Standards and Guidelines (Implementing Regulations, Chapter 3) are designed to guide development that would reflect the character of the area, protect viewsheds, and substantially improve the appearance of redevelopment projects.

#### E. Vegetation

The 2019 Threshold Evaluation found that vegetation in the Region continues to recover from the impacts of legacy land use. The majority of vegetation standards that are currently not in attainment relate to common vegetation in the Region. This finding is consistent with those of past threshold evaluations. As the landscape naturally recovers from the impacts of historic logging, grazing, and ground-disturbance activities over the course of this century, many of the standards are expected to be attained.

The plan area includes extensive undeveloped areas primarily characterized by the dominant vegetation habitat types of Sierran Mixed conifer, Jeffery pine (*Pinus jeffreyi*), white fir (*Abies concolor*), and perennial grasslands. The urban zones are along the shoreline and lower canyons surrounded by mixed conifer forests. The

proposed Area Plan amendments would not change land use classifications or allow new uses that would be more likely to require vegetation removal. These amendments would facilitate more concentrated redevelopment in existing Town Centers, which could reduce the potential for development on vacant lands containing native vegetation because a higher proportion of future growth would likely occur in already developed Core Areas. The proposed amendments would not alter or revise the regulations pertaining to native vegetation protection during construction. Consistent with existing conditions, individual projects implemented under the Area Plan are required to comply with Section 33.6, "Vegetation Protection During Construction," of the TRPA Code. Protective requirements include installation of temporary construction fencing, standards for tree removal and tree protection, standards for soil and vegetation protection, and revegetation of disturbed areas.

The proposed amendments would not result in direct tree or vegetation removal. Future projects are subject to project-level environmental review and the removal of native, live, dead, or dying trees must be implemented consistent with Chapter 61, "Vegetation and Forest Health," of the TRPA Code.

#### F. Recreation

The 2019 Threshold Evaluation found that land acquisition programs and the Lake Tahoe EIP have contributed to improved access and visitor and resident satisfaction with the quality and spectrum of recreation opportunities. Partner agencies have improved existing recreation facilities and created new ones, including providing additional access to Lake Tahoe, hiking trailheads, and bicycle trails. Today's emerging concerns are transportation access to recreation sites and maintaining quality recreation experiences as demand grows, concerns that may require the Region to revisit policies and goals for the recreation threshold standards.

The plan area contains numerous recreational opportunities within its boundaries. Tahoe City Public Utility District (TCPUD) and North Tahoe Public Utility District (NTPUD) manage recreation facilities throughout the plan area, including beaches, day-use areas, lakeside parks, hiking and biking trails, and boat launch facilities. Some of the other agencies and organizations that contribute to the development and management of recreational facilities within the plan area include the US Forest Service, California Tahoe Conservancy, California Department of Parks and Recreation, Tahoe Rim Trail Association, Tahoe Fund, and the County.

The proposed amendments do not alter regulations related to recreation or approve changes to existing recreation facilities that would affect access or visitor and resident satisfaction with the quality and spectrum of recreation opportunities.

Although the proposed Area Plan amendments could modestly increase the pace of construction within the plan area, they would not increase the potential for growth in the plan area beyond that which could already occur under the existing Area Plan. As such, because potential future growth in the plan area is limited, the demand for recreation facilities would not substantially increase. The existing Area Plan already includes appropriate strategies to provide additional recreation capacity consistent

with demand. The proposed Area Plan amendments do not approve any projects that would affect recreation demand or capacity and all future projects would be assessed for their impact on access to or the quality of existing recreation opportunities.

The approval of any project proposing the creation of additional recreational capacity would be subject to subsequent project-level environmental review and permitting and, if applicable, would be subject to the Persons At One Time (PAOT) system of recreation allocations administered by TRPA as described in Section 50.9, "Regulation of Additional Recreation Facilities," of the TRPA Code. No additional PAOTs are proposed by the amendment.

In addition, the existing Area Plan is consistent with applicable plans that guide existing and proposed recreation uses, which would be unchanged.

#### G. Fisheries

While the 2019 Threshold Evaluation found standards for fisheries to generally be in attainment, the standards focus on physical habitat requirements that may not reflect the status of native fish populations. Recent population surveys in Lake Tahoe suggest significant declines in native fish species in parts of the nearshore. Declines are likely the result of impacts from the presence of aquatic invasive species in the lake. While efforts to prevent new invasive species from entering the lake have been successful, mitigating the impact of previously introduced existing invasive species remains a high priority challenge. Invasive species control projects are guided by a science-based implementation plan. Ensuring native fish can persist in the region and the restoration of the historic trophic structure to the lake will likely require partners to explore novel methods to control invasive species and abate the pressure they are placing on native species. Climate change driven shifts in the timing and form of precipitation in the Region pose a longer-term threat to native fish that may need to be monitored.

BMPs required for project development would improve water quality and thus could contribute to improved riparian and lake conditions in receiving water bodies. The Area Plan amendments will not alter the resource management and protection regulations, Chapters 60 through 68 of the TRPA Code. Chapter 63, "Fish Resources," includes the provisions to ensure the protection of fish habitat and provide for the enhancement of degraded habitat. Development within the Area Plan could benefit the fisheries threshold through goals and policies aimed at the restoration of SEZs and implementation of BMPs.

#### H. Wildlife

The 2019 Threshold Evaluation found that 12 of the 16 wildlife standards are in attainment. Over 50 percent of the land area in the Tahoe region is designated for protection of listed special-status species. Populations of special interest species are either stable or increasing.

Future redevelopment projects in the Area Plan would be subject to project-level environmental review and permitting at which time the proposals would be required

to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of animal species in accordance with Section 62.4 of the TRPA Code. Therefore, implementation of the proposed amendments would not result in the reduction in the number of any unique, rare, or endangered species of animals, including waterfowl.

#### I. Noise

The 2019 Threshold Evaluation found that ambient noise levels in seven of nine land-use categories are in attainment with standards, but because of the proximity of existing development to roadways just two of seven transportation corridors are in attainment with ambient targets. Due to insufficient data, status determinations were not possible for nearly half of the single event noise standards. Limited noise monitoring resources were prioritized towards collecting more robust information to analyze ambient noise standards, which are more conducive to influence by management actions than are single event sources. TRPA continues to update and evaluate its noise monitoring program to ensure standards are protective and realistically achievable.

As discussed in the IEC, the Area Plan amendments would not alter noise policies and the adopted TRPA CNEL threshold standards, and Regional Plan noise policies would continue to be applied. Future projects within the plan area would be evaluated at a project level and Placer County or TRPA would enforce CNEL standards on a project-by-project basis pursuant to the noise limitations in TRPA Code Chapter 68, "Noise Limitations." Through the project-level analysis, TRPA or Placer County would only approve projects that can demonstrate compliance with TRPA's threshold standards (i.e., CNEL standards). The existing Area Plan CNEL standards are consistent with the TRPA's threshold standards; thus, future projects under the amendments would only be approved by TRPA or Placer County if they can demonstrate compliance with these CNEL standards.

#### III. Conclusion

Based on the foregoing: completion of the IEC, previously certified Area Plan EIR/EIS, and the findings made on January 25, 2017, TRPA finds the Area Plan, as amended by the project achieves and maintains the thresholds. As described above in more detail, the Area Plan as amended actively promotes threshold achievement and maintenance by (1) potentially incentivizing environmentally beneficial redevelopment, (2) requiring the installation of BMP improvements for all projects in the Area Plan, (3) requiring conformance with the Area-wide Standards and Guidelines that will result in improvements to scenic quality and water quality, (4) facilitating redevelopment in proximity to alternative modes of transportation to reduce VMT; and (5) incorporating projects identified in the County's PLRP to guarantee the assigned reductions necessary to meet water quality objectives. In addition, as found in Chapter 4 Findings 1 through 3 and the Chapter 13 Findings, no element of the proposed amendments interferes with the efficacy of any of the other elements of the Area Plan. Thus, the Regional Plan, as amended by the Amended

Area Plan, will continue to achieve and maintain the thresholds.

Chapter 13 Finding: The following findings must be made prior to amending the Area Plan:

1. Finding: The proposed Area Plan amendment is consistent with and furthers the goals and policies of the Regional Plan.

Rationale: Regional Plan Land Use Policy 4.6 encourages the development of area plans that supersede existing plan area statements and community plans or other TRPA regulations to be responsive to the unique needs and opportunities of communities. The proposed Area Plan amendments were found to be consistent with the goals and policies of the Regional Plan and would accelerate implementation of Regional Plan goals and policies, as described in the Area Plan Finding of Conformity Checklist (Attachment F to the staff summary), and as described in Chapter 4, Finding #1, above.

The finding of no significant effect based on the IEC can be found on the subsequent page.



**FINDING OF NO SIGNIFICANT EFFECT**

**Project Description:** Proposed amendments to the Placer County Tahoe Basin Area Plan.

**Staff Analysis:** In accordance with Article IV of the Tahoe Regional Planning Compact, as amended, and Section 6.6 of the TRPA Rules of Procedure, TRPA staff reviewed the information submitted with the subject project.

**Determination:** Based on the Initial Environmental Checklist, Agency staff found that the subject project will not have a significant effect on the environment.

\_\_\_\_\_  
TRPA Executive Director/Designee

\_\_\_\_\_  
Date

Attachment E

IEC



INITIAL ENVIRONMENTAL CHECKLIST

# Placer County Tahoe Basin Area Plan Amendments



OCTOBER 2023

PREPARED FOR:

Placer County  
Community Development  
Resource Agency  
775 North Lake Boulevard  
Tahoe City, CA 96145



Tahoe Regional Planning Agency  
PO Box 5310  
Stateline, NV 89449





Initial Environmental Checklist  
for the  
**Placer County Tahoe Basin Area Plan Amendments**

Prepared for:  
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October 2023



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## LIST OF ABBREVIATIONS

AADT	annual average daily traffic
ADT	average daily traffic
APC	Advisory Planning Commission
Area Plan	Placer County Tahoe Basin Area Plan
BMP	best management practice
CEQA	California Environmental Quality Act
CFA	commercial floor area
CFR	Code of Federal Regulation
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CP	Community Plans
Dbh	diameter at breast height
EIP	Environmental Improvement Program
EIS	environmental impact statement
EPA	U.S. Environmental Protection Agency
GHG	greenhouse gas
IEC	Initial Environmental Checklist
IPES	Individual Parcel Evaluation System
LCD	land capability districts
Lmax	Maximum Sound Level
LOS	level of service
LRWQCB	Lahontan Regional Water Quality Control Board
LTGRP	Lake Tahoe Geographic Response Plan
MOA	Memoranda of Agreement
MOU	Memorandum of Understanding
MRF	Materials Recovery Facility
MTCO <sub>2e</sub>	metric tons of carbon dioxide equivalent
NDEP	Nevada Department of Environmental Protection
NDOT	Nevada Department of Transportation
NEPA	National Environmental Protection Act
NLTFPD	North Lake Tahoe Fire Protection District
NOX	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRS	Nevada Revised Statutes
NTPFD	North Tahoe Fire Protection District
NTPUD	North Tahoe Public Utility District

OES	Placer County Office of Emergency Preparedness
PAOT	persons-at-one-time
PAS	Plan Area Statements
PIA	Project Impact Assessment Guidelines
PM10	respirable particulate matter with aerodynamic diameter of 10 micrometers or less
PM2.5	fine particulate matter with aerodynamic diameter of 2.5 micrometers or less
RBV	Residential Bonus Units
Region	Tahoe Region
Regional Plan	TRPA Regional Plan
RPU	Regional Plan Update
RTTP	Resort Triangle Transportation Plan
RUU	residential unit of use
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCS	Sustainable Communities Strategy
SEZ	Stream Environment Zone
SHPO	state historic preservation officer
SQIP	Scenic Quality Improvement Program
SR	State Route
State Parks	California State Parks
SWPPP	storm water pollution prevention plan
SWRCB	California State Water Resources Control Board
TAC	toxic air contaminant
TART	Tahoe Area Regional Transit
TAU	tourist accommodation units
TBAP	Tahoe Basin Area Plan
TCPUD	Tahoe City Public Utilities District
TDR	Transfer of Development Rights
TMDL	total maximum daily load
TMPO	Tahoe Metropolitan Planning Organization
TRPA Code	Code of Ordinances
TRPA	Tahoe Regional Planning Agency
TTD	Tahoe Transportation District
T-TSA	Tahoe-Truckee Sanitation Agency
TTSD	Tahoe Truckee Sierra Disposal
TTUSD	Tahoe Truckee Unified School District
USC	U.S. Code
USFS	U.S. Forest Service
VMT	vehicle miles traveled

# 1 INTRODUCTION

## 1.1 INTRODUCTION AND REGULATORY GUIDANCE

This Initial Environmental Checklist (IEC) has been prepared pursuant to the requirements of Article VI of the Tahoe Regional Planning Agency (TRPA) Rules of Procedure and Chapter 3 of the TRPA Code of Ordinances (TRPA Code) to evaluate potential environmental effects resulting from implementation of the Placer County Tahoe Basin Area Plan (Area Plan) Amendments. TRPA is the lead agency pursuant to the Tahoe Regional Planning Compact (Public Law 96-551), 1980 revision, TRPA Code, and TRPA Rules of Procedure. Chapter 2, "Project Description" presents project details.

TRPA has responsibility for implementation of the Lake Tahoe Regional Plan (Regional Plan), approval of area plans, and annual/quadrennial reviews of area plans to ensure that development within the geographic boundaries of an area plan meets adopted TRPA standards. Chapter 13 of the TRPA Code allows local governments to adopt a conforming area plan containing policies and development ordinances that are consistent with and that further the goals and policies of the Regional Plan. Chapter 13 also establishes the content requirements for area plans and defines development activities that will not have a substantial effect on the physical environment of the Tahoe Region (Region), and therefore allows TRPA to delegate limited permitting authority to local governments. The Area Plan amendments evaluated herein were prepared by Placer County pursuant to Chapter 13 of the TRPA Code.

## 1.2 PURPOSE OF THIS DOCUMENT

This IEC evaluates the potential environmental effects associated with adoption and implementation of the proposed Area Plan amendments. Though more focused and site-specific than the Regional Plan, the Area Plan and the proposed amendments apply to a broad geography and are intended to guide planning decisions over a planning timeframe of 20 or more years. The policy-oriented nature of the Area Plan and the proposed amendments is such that this impact analysis is prepared at a programmatic level—that is, a more general analysis with a level of detail and degree of specificity commensurate with that of the plan itself. Future projects that would be implemented under the amended Area Plan, for which project details are developed to a sufficient degree that environmental effects can be identified and assessed with greater certainty, would be evaluated by TRPA and Placer County at a project-level.

Chapter 3 of this document contains the IEC analysis and discussion of potential environmental impacts of the Area Plan amendments. Based on the issues evaluated in that chapter, it was determined that the project would have either no impact or a less-than-significant impact related to all resource areas identified. Therefore, an IEC is the appropriate document for compliance with the requirements of TRPA.

### 1.2.1 Tiering Process

The concept of tiering refers to the environmental review of large-scale projects in a program Environmental Impact Statement (EIS) and carrying out subsequent environmental review for smaller projects by referencing and summarizing applicable program-level impacts that were identified in a program EIS and concentrating on the issues specific to the project at hand. TRPA thus limits the analysis for a later project that is consistent with a certified program EIS. Subsequent review is required only for effects that were not examined as significant in the EIS, or for effects which are susceptible to substantial reduction or avoidance by revisions in the project through conditions of approval or mitigation.

This IEC is tiered from the 2016 Placer County and TRPA Tahoe Basin Area Plan and Tahoe City Lodge Project (TBAP) EIR/EIS and the TRPA 2012 Regional Plan Update (RPU) EIS and in accordance with Section 6.12 of the TRPA Rules of Procedure. The 2016 Area Plan EIR/EIS and the 2012 RPU EIS constitute a program EISs prepared pursuant to Article VI of TRPA Rules of Procedure (Environmental Impact Statements) and Chapter 3, Environmental Documentation, of the TRPA Code.

The Regional Plan is a comprehensive land use plan that guides physical development within the Tahoe Region. The 2012 RPU EIS analyzed full implementation of uses and physical development proposed in the Regional Plan and identified measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth. The Tahoe Basin Area Plan and the development it would accommodate is an element of the growth that was anticipated in the 2012 RPU and evaluated in the 2012 RPU EIS. The 2016 TBAP EIR/EIS evaluated full buildout of the plan area and implementation of TBAP policies and regulations that apply within the plan area. It also included mitigation measures to avoid or reduce significant environmental effects. Those mitigation measures were incorporated into the adopted TBAP.

In tiering from the 2016 Area Plan EIR/EIS and 2012 RPU EIS, this IEC relies on those document for the following:

- ▶ Background and setting information for environmental topic areas.
- ▶ Regional growth-related issues.
- ▶ Issues that were evaluated in sufficient detail in the 2016 Area Plan EIR/EIS and/or 2012 RPU EIS for which there is no significant new information or change in circumstances that would require further analysis.
- ▶ Assessment of cumulative impacts.

TRPA's determination, based on the analysis contained in this IEC, finds that the proposed Area Plan amendments would not have significant effects on the environment. Therefore, a Finding of No Significant Effect will be prepared by TRPA.

This IEC concludes that many potentially significant impacts are addressed by mitigation measures that have been adopted as part of the approval of the RPU and TBAP. Therefore, the RPU EIS and TBAP EIR/EIS mitigation measures that are related to, and may reduce the impacts of, the proposed Area Plan amendments are identified in this IEC. Nothing in this IEC alters the obligations of Placer County or TRPA to continue to implement the mitigation measures adopted in the RPU EIS and TBAP EIR/EIS. Consequently, Placer County would adhere to all applicable adopted mitigation measures required by the RPU EIS and TBAP EIR/EIS as a part of the amended Area Plan amendments.

## 1.3 DOCUMENT ORGANIZATION

This IEC is organized as follows:

- ▶ Chapter 1: Introduction. This chapter introduces the environmental review process. It describes the purpose and organization of this document.
- ▶ Chapter 2: Project Description. This chapter describes the objectives of the proposed Area Plan amendments and provides a detailed description of the proposed amendments.
- ▶ Chapter 3: Initial Environmental Checklist. This chapter presents an analysis of a range of environmental issues identified in the TRPA IEC and determines if the proposed Area Plan amendments would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact. If any impacts were determined to be potentially significant, an EIS would be required. For the proposed Area Plan Amendments, however, none of the impacts were determined to be significant.
- ▶ Chapter 4: References. This chapter lists the references used in preparation of this IEC.
- ▶ Chapter 5: List of Preparers. This chapter identifies report preparers.

## 2 PROJECT DESCRIPTION

### 2.1 PROJECT LOCATION

The TBAP addresses that portion of Placer County that is also within the jurisdiction of the Tahoe Regional Planning Agency (TRPA), encompassing an area of 46,162 acres (72.1 square miles) that includes the communities of Kings Beach/Stateline, Tahoe City, Carnelian Bay, Dollar Point, Sunnyside, Homewood, Tahoe Vista, and Tahoma. The plan area is bounded by El Dorado County to the south, the state of Nevada to the east, Martis and Olympic Valleys to the north, and the Sierra Nevada to the west.

### 2.2 PROJECT BACKGROUND AND NEED

The Placer County Board of Supervisors and TRPA Governing Board adopted the Area Plan on December 6, 2016 and January 25, 2017, respectively. The Area Plan replaced all previous community plans, general plans, land use regulations, development standards and guidelines, and plan area statements within the Tahoe Basin portion of Placer County. The Area Plan includes a policy document and implementing regulations which serve as the zoning code for the Tahoe Basin portion of Placer County. Area plans are a central part of the Lake Tahoe Regional Plan and an important strategy to accelerate attainment of TRPA environmental thresholds. The Area Plan sets forth the regulations that implement the Lake Tahoe Regional Plan in the Placer County portion of the Lake Tahoe region. The proposed project, the subject of this IEC, consists of targeted amendments to the adopted Area Plan.

Despite significant public infrastructure investment and community and governing body approval of robust plans and visions for the future, the North Tahoe Town Centers of Tahoe City and Kings Beach have yet to see major private investment that would result in implementation of the types of projects envisioned by the TBAP. A few sizable redevelopment projects in Town Centers have been proposed in the past year which are in the planning stages, but even these projects are struggling to meet some existing Area Plan development standards.

Because of the limited availability of quality lodging in the Town Centers, lodging has shifted to the neighborhoods in the form of short-term rentals. This, in combination with second homes, has drastically reduced the availability of housing, particularly workforce housing. The North Tahoe region has seen very few new multifamily workforce or "missing middle" housing projects, defined as house-scale buildings with multiple units in walkable environments, often targeted at those who earn above the typical 60 percent of median income limits deemed as "affordable" but who cannot afford to purchase homes in the region. Eastern Placer County currently has approximately 19,000 residential units, 12 percent of which are owner-occupied fulltime, 15 percent are used as long-term rentals, and the remaining 73 percent sit mostly vacant as private vacation homes or second homes, some of which are used as short-term rentals (Mountain Housing Council 2021). The North Tahoe-Truckee Regional Housing Implementation Plan estimated that about a third of North Tahoe and Truckee's housing is used for workforce housing, which combines housing used as long-term rentals and housing owned and occupied by local workers. Meanwhile, the American Community Survey (ACS 2020) 5-year estimates predict that only 8 percent of the housing units within the Tahoe Truckee Unified School District geographical boundary (which covers North Tahoe and Truckee) are renter occupied (Mountain Housing Council 2021). The lack of housing options has led to a decrease in population. In the Placer County portion of the Tahoe Basin, the population decreased by 2,000 residents between 2000 and 2020. This lack of year-round economic stability and local workforce has made it challenging for businesses to thrive. The lack of redevelopment means that the area plan has not achieved its expected environmental improvements.

Numerous community groups have provided years of feedback to County staff about the need for quality hotels in Town Centers, ways to make the approval process for small business start-ups more streamlined, and the overwhelming demand for workforce housing. These groups have included the North Lake Tahoe Resort Association, the North Tahoe Business Association, the Tahoe City Downtown Association, and the Mountain Housing Council. The overall theme has centered around shifting lodging from short-term rentals in residential neighborhoods to quality hotels and workforce housing in Town Centers, creating vibrant Town Centers with a unique sense of place.

In addition to the above, new legislative and development conditions have created the need for plan updates. First, the State of California has passed housing legislation that limits the ability of local governments to obstruct housing development. New state housing laws reform and streamline permitting processes, moving toward a ministerial approval model for housing that complies with local zoning and planning rules to reduce barriers to housing production. The new California laws require that local governments update their housing plans to focus on growth. Second, since the area plan’s adoption, multiple efforts have been underway to address the slower-than-anticipated pace of redevelopment and revitalization of the Town Centers and Village Centers due to barriers to development, including for example high construction material and labor costs, high cost of meeting regulatory requirements, and lack of available parcels. Similarly, through the September 2021 Baseline Report for the Tahoe Basin, the March 2022 Community Report for the Tahoe Region, and the June 2022 Envision Tahoe Prosperity Playbook, the Tahoe Prosperity Center has illustrated the population, economic, and housing challenges facing the region. New tools are necessary to encourage redevelopment.

## 2.3 PROJECT OBJECTIVES

The proposed Tahoe Basin Area Plan amendments promote economic development and housing and aim to:

- encourage environmentally beneficial redevelopment in the area, particularly lodging, in Town Centers;
- make the development process more predictable, reducing barriers for new businesses to locate in the Town Centers; and
- provide additional opportunities for workforce housing development, including a greater variety of housing types.

## 2.4 PROPOSED AREA PLAN CHANGES

The proposed Area Plan amendments focus on process, policy, and code improvements to support appropriate lodging, mixed-use developments, and a variety of housing types, including workforce housing. The amendments also focus on diversifying land uses, with the intent of streamlining planning processes and increasing the diversity of business and housing types. Therefore, the proposed amendments are designed to implement recommendations outlined in the Economic Sustainability Needs Assessment, particularly those focused on process, policy, and code improvements that will facilitate and streamline revitalization projects in the Town Centers and workforce housing throughout North Tahoe.

### 2.4.1 Area Plan Policy Document Proposed Amendments

A strikethrough/underline version of the TBAP Policy document that shows proposed policy changes is available on the Placer County website here: [www.placer.ca.gov/3342/Tahoe-Basin-Area-Plan](http://www.placer.ca.gov/3342/Tahoe-Basin-Area-Plan)

**Table 2-1. Summary of Proposed Policy Document Changes**

Area Plan Element	Proposed Change	Summary of Change
Scenic Resources	Changed policy language in policies SR-P-3, SR-P-4, and added policy SR-P-10.	The policy amendments are intended to support the evaluation or reevaluation of scenic requirements to facilitate private reinvestment in Town Centers targeted for redevelopment and/or new development under the Area Plan. The intent is to generate development that improves environmental conditions, creates a more efficient, sustainable, and less auto-dependent land use pattern, and provides for economic opportunities.
Vegetation	Changed policy language in policy VEG-P-6 and added policy VEG-P-7	A new policy was added to support implementation of new or expanded hardening, green waste, and defensible space incentive and/or rebate programs.
Socio-Economic	Removed policy SE-P-5 and added policies SE-P-6 and SE-P-7	Former Policy SE-P-5 was removed from the Area Plan, which related to addressing the job-housing imbalance and providing housing at various affordable levels. Policies were added to support high-speed broadband infrastructure capacity and to support childcare facilities to meet the needs of the local workforce.

Area Plan Element	Proposed Change	Summary of Change
Land Use	Added policies LU-P-19, LU-P-20, LU-P-21, LU-P-22, and LU-P-23.	New policies were added to help achieve the objectives of the Placer County North Lake Tahoe Economic Development Incentive Program, which prioritizes development rights to the most community-benefitting projects that align with the Area Plan and Regional Plan. Policies were added to support the allocation and conversion of TRPA development rights, and to address land uses in the Town Centers. Policies were also included to support funding sources for a frontage improvement implementation plan to achieve area plan infrastructure such as sidewalks, curbs, and gutters, as well as implementing parking management plans and developing a reservation and conversion manual for development rights.
Mixed Use	Added policies MU-P-7, MU-P-8, and MU-P-9.	Policies were added to ensure the availability and development of mixed use, business park, and light industrial space, and to encourage potential residential components in such development.
Town Centers	Changed policy language in policy TC-P-5, and added policies TC-P-10, TC-P-11, TC-P-12, TC-P-13, TC-P-14, TC-P-15, TC-P-16, TC-P-17, TC-P-18, and TC-P-19.	New policies were added that would allow groundwater interception for mixed-use projects in Town Centers, supporting streamlined permit processes for mixed use projects, encouraging active ground floor uses, facilitating mobile vendors and food trucks in Town Centers, supporting the retention and expansion of businesses from the North Tahoe-Truckee region, supporting relocations of industrial and public utility land uses in the Town Centers to free up Town Center sites, as well as supporting parking maximums and other parking solutions.
Community Design	Added policies CD-P-14, CD-P-15, CD-P-16, and CD-P-17.	Policies to support and promote local artists and public art in North Tahoe were included.
Redevelopment	Added policies DP-P-5, DP-P-6, DP-P-7, DP-P-8, DP-P-9, DP-P-10, and DP-P-11.	New policies support and encourage adaptive reuse of vacant or underutilized retail and office space, support redevelopment of aging lodging products and encourage revitalization and creation of new high-quality lodging, allow multipurpose and flexible gathering spaces in private and public parking areas where events could be held during off-peak hours, expedite building permit processes, and support the development of new business innovation space and flexible light industrial spaces to diversify the local economy.
Housing	Added policies HS-P-8, HS-P-9, HS-P-10, HS-P-11, HS-P-12,	Additional policies were included to support streamlining affordable, moderate, and achievable housing, require that 50 percent of units converted from multifamily to condominiums be deed restricted to affordable, moderate or achievable housing, address the job-housing imbalance in the region, monitor and track housing data in the region, and support adaptive management of the short-term rental inventory to balance housing availability with short-term rentals as new lodging products are added to the region.

## 2.4.2 Area Plan Implementing Regulations Proposed Amendments

A strikethrough/underline version of the TBAP Implementing Regulations that shows proposed policy changes is available on the Placer County website here: [www.placer.ca.gov/3342/Tahoe-Basin-Area-Plan](http://www.placer.ca.gov/3342/Tahoe-Basin-Area-Plan)

**Table 2-2. Summary of Proposed Implementing Regulations Changes**

Proposed Change	Summary of Change
Global changes to the Implementing Regulations to adopt and incorporate the TRPA Shorezone Ordinances.	The proposed amendments to the area plan are intended to reflect the changes made to Placer County Code Chapter 12, Article 12.32, "Lake Tahoe Shorezone" adopted by the Board of Supervisors in February of 2021. In August 2019, TRPA amended its Code of Ordinances, including shorezone regulations contained in Chapters 80 through 85.
Additions have been made to Chapter 1.04 Administration, Design Review Required for Commercial, Tourist Accommodation, and Multi-Family	Tourist Accommodation development has been added and would therefore be subject to Design Review. Multi-Family Residential Development with 15 units or fewer and not in a designated scenic area is exempt from the Design Review requirements under this part. Additionally, the process for

Proposed Change	Summary of Change
<p>Dwelling Residential Development, and All Development in Designated Scenic Areas. Tourist Accommodation was added to the review requirement and an exemption was added.</p>	<p>Design Review has been modified to provide for lesser environmental review if project is exempt per applicable CEQA Guidelines exemptions or other California streamlining exemptions.</p>
<p>Residential Subdistrict Development Standards revised to reduce or remove setbacks, articulation, massing requirements, minimum lot widths, and minimum lot area.</p>	<p>Setbacks and articulation and massing requirements limiting building capacity would be removed and/or reduced. The proposed amendments would also include reduced minimum lot widths for some zone districts. The minimum lot area per dwelling unit in all residential zone districts would also be removed to accommodate smaller dwelling units.</p> <p>In seven of the 21 residential zone districts listed as Preferred Affordable, Moderate and Achievable Areas, the minimum lot size was reduced to 2,904 square feet to accommodate existing densities of 15 dwelling units per acre, and minimum lot widths were reduced to 25 feet to accommodate smaller lots that can promote smaller and more affordable houses, and which match existing lot sizes. Street side setbacks for corner lots are introduced. Side setbacks were also reduced to 5 feet minimum, except when adjoining another unit on adjacent property, which would require 0 feet on one side and 10 feet on the other to accommodate duplex-style developments.</p>
<p>Residential Subdistrict Land Use Regulations revised to change multiple family and multi-person dwellings and employees housing to an Allowed Use.</p>	<p>In the 21 residential zone districts listed as Preferred Affordable, Moderate, and Achievable Areas, where not otherwise allowed by right, the proposed amendments would allow multifamily and employee housing by right with no use permit if 100 percent of units are deed restricted to affordable, moderate, or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income, or affordable housing. This is intended to encourage development of multifamily housing by reducing costs and time delays associated with use permits and provide clear standards and requirements that must be met.</p>
<p>Mixed-Use Districts Tables 2.04.A-1 for Greater Tahoe City Mixed Use and 2.04.B-1 and North Tahoe East Residential Uses</p>	<p>Multifamily, multi-person, and employee housing would be allowed by right if 100% of the units are deed restricted to affordable, moderate, or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing. New attached single-family residential units of more than one unit, would only be allowed if single family encompasses 25% or less of the entire project or if at least 50% of the units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing.</p>
<p>Mixed-Use Districts Tables 2.04.A-3 for Greater Tahoe City Mixed Use and 2.04.B-3 and North Tahoe East</p>	<p>Side and rear setbacks were reduced to 0 ft to encourage mixed use development in the Town Centers.</p>
<p>Table 2.04.A-4, Building Form Guidelines for the Greater Tahoe City Mixed-Use Subdistricts has been revised.</p>	<p>Revisions refine maximum building lengths for proposed structures in the mixed-use Town Center zone districts in Tahoe City where there were no existing maximums. These changes are proposed to assist in guiding building design and massing. See Table 2-3, below.</p>
<p>Table 2.04.B-4, Building Form Guidelines for the North Tahoe East Mixed-Use Subdistricts has been revised.</p>	<p>Revisions refine maximum building lengths for proposed structures in the mixed-use Town Center zone districts in Kings Beach. These changes are proposed to assist in guiding building design and massing. See Table 2-3, below.</p>
<p>Section 2.09, Overlay Districts, has been revised to clarify building height standards.</p>	<p>The proposed changes below incorporate clarifications on maximum height allowances in Town Centers and transition areas. All projects would still be required to comply with TRPA scenic requirements.</p>
<p>Land Use Regulations for Mixed-Use Subdistricts have been revised.</p>	<p>Amendments would allow food trucks and mobile vendors in Town Centers as an allowed use in compliance with Senate Bill (SB) 946. SB 946 established requirements for local regulation of sidewalk vending, legalizing sidewalk vending across the state.</p> <p>The proposed amendments would also offer an avenue to some types of land uses that currently require use permits to be pursued as an allowed use if below a defined maximum square footage. The following land uses would be eligible:</p> <ul style="list-style-type: none"> <li>▶ Hotels, Motels, and other Transient Dwelling Units</li> <li>▶ Eating and drinking facilities</li> <li>▶ Building materials and hardware stores</li> </ul>



Proposed Change	Summary of Change
	<ul style="list-style-type: none"> <li>▶ Repair services</li> </ul> <p>Additionally, the proposed amendments separate eating and drinking facilities into subcategories based on the Institute of Transportation Engineers Manual (Drinking Place, Fast Casual Restaurant, Quality Restaurant, High-Turnover Sit-Down Restaurant, and Fast-Food Restaurant without Drive Thru Window) to allow a specified maximum commercial floor area for each type of facility listed in the use table.</p> <p>The goal of these changes is to incentivize and streamline new lodging products, restaurants, retail, and local-serving land that would strengthen the year-round economic vitality of Town Centers and make the Implementing Regulations compatible with state law.</p>
Section 3.01, "Permissible Uses," has been amended to incorporate Moveable Tiny Houses.	The proposed amendments refer to the countywide housing code amendments that were adopted by the Board of Supervisors on June 14, 2022, to allow for tiny houses as primary or accessory dwelling units as well as employee housing and tiny house communities. Moveable tiny houses and moveable tiny house communities would comply with definitions and development standards in Placer County's Zoning Ordinance.
Section 3.06 "Streetscape and Roadway Design Standards" and Table 3.06.A "Future Streetscape and Roadway Design Characteristics" have been revised.	The proposed amendments are designed to provide consistency throughout the Area Plan in identifying the requirements of street frontage improvements and to provide reference to other applicable standards contained in the area plan. The proposed amendments would require street frontage improvements of all development. Minor changes were made to the text to eliminate redundancy and provide clarity and consistency.
Section 3.07, "Parking and Access," has been revised to permanently adopt the parking pilot program for North Lake Tahoe Town Centers.	<p>These changes support exemptions to parking and spur redevelopment in the Town Centers and support strategies identified in the Resort Triangle Transportation Plan (RTTP), which was approved by the TRPA Board of Supervisors in October 2020 and outlines strategies to increase mobility and reduce VMT in the Tahoe region. Changes include:</p> <ul style="list-style-type: none"> <li>▶ Expanding eligible applicants to include all development/redevelopment proposed in Town Centers.</li> <li>▶ Allowing further collaboration with tourist accommodation and residential uses to be considered.</li> <li>▶ Removing the existing limitation in the area plan that project sites eligible for the exemption shall be 25,000 square feet or less.</li> <li>▶ Expanding financial mitigations beyond establishment of a transit County Service Area Zone of Benefit to include financial support for transit service enhancements or other alternative transportation projects that support multi-modal transportation and/or strategies noted in the RTTP.</li> <li>▶ Revised single-family and multi-family dwelling parking requirements.</li> </ul>
Section 3.09, "Design Standards and Guidelines," has been revised to include exceptions for groundwater interception.	<p>The proposed amendment exempts groundwater interception to projects proposing below-grade parking. When such exceptions are granted, the applicant must demonstrate that the project impacts have been mitigated to be equal to or better than the original impacts. This amendment is intended to facilitate the redevelopment desired in Town Centers and allow for below-grade parking, which reduces coverage.</p> <p>The proposed amendments would restrict new attached single family in Town Centers of over one unit, including townhomes and condominiums, if single family encompasses 25 percent or less of the entire project or if at least 50 percent of the single-family residential units are deed restricted to affordable, moderate, or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income, or affordable housing. The intent is to facilitate mixed use development and allow some single family to offset costs of workforce housing or commercial uses while still achieving the goals of the area plan and community.</p>
Section 3.11, "Signs," has been removed.	Updates refer to the TRPA Code of Ordinance Chapter 38 "Signs." This amendment is intended to streamline signage requirements and will make the Basin Area Plan consistent with the TRPA Code of Ordinances, thereby eliminating the need for future amendments to the area plan should TRPA modify Chapter 38 of the Code of Ordinance.

**Table 2-3. Updates to Building Length and Height in Town Centers**

Proposed Change	Summary of Change
Building Length – Kings Beach Town Center	Building length is reduced in MU-TOR from 350 ft to 200 ft. To ensure compatibility with residential zone districts, any buildings directly facing residential zone districts are proposed to be a maximum of 75 ft long.
Building Length – Tahoe City Town Center	Building length transitions have been incorporated where there were none before to ensure consistency between Kings Beach and Tahoe City mixed use zone districts. To ensure compatibility with residential zone districts, any buildings directly facing residential zone districts are proposed to be a maximum of 75 ft long.
Building Height – Town Centers	The maximum building height is currently measured in stories, which would change to feet (e.g., 56 feet instead of four stories). Maximum building heights have been incorporated for the special planning area overlay districts where there were none before.

## 2.5 GROWTH POTENTIAL

Pursuant to the TRPA growth management system (TRPA Code Chapters 50 – 53), development rights in the form of residential allocations or residential bonus units (RBUs), commercial floor area (CFA) and tourist accommodation units (TAUs) are required for any new residential, commercial, or tourist accommodation development. Thus, the number of available development rights limits the development potential within the plan area. The Area Plan Amendments would maintain the existing number of development rights and would make the development rights that were previously assigned to the Area Plan.

Residential allocations are distributed to Placer County by TRPA based on a two-year cycle. The number of allocations Placer County receives varies based on the performance review system described in TRPA Code Section 50.5.2.E. The Area Plan would make no changes to the number or distribution of residential allocations. Because the Area Plan Amendments would not alter the number of development rights or the process for distributing residential allocations, the amendments would not alter the existing growth potential within the plan area.

### 3 INITIAL ENVIRONMENTAL CHECKLIST

This chapter evaluates the effects of adopting and implementing the proposed Area Plan amendments on each topic addressed in the TRPA Initial Environmental Checklist (IEC). For each topic area, a brief environmental setting is provided to describe existing conditions and background information pertinent to the analysis. Following the description of the environmental setting is a discussion of each question in the IEC, which includes responses to each question included in the IEC. In addition, the discussion provides a determination as to the significance of the impact, consistent with significance determination approach used in the Area Plan EIR/EIS. This IEC uses the following terminology to describe the significance of each environmental impact:

**Beneficial:** An impact that would result in improved environmental conditions.

**Less-than-Significant:** An impact that would not result in a substantial and adverse change in the physical environment. This impact level does not require mitigation.

**Significant Impact:** An impact that would result in a substantial adverse change in any of the physical conditions within the Region. Potentially feasible mitigation measures or alternatives to the component(s) of the Area Plan resulting in the impact must be considered in an attempt to substantially reduce significant impacts.

**Potentially Significant Impact:** An impact that would be considered a significant impact as described above if it were to occur; however, the occurrence of the impact cannot be immediately determined or there is some uncertainty about its occurrence.

As described in Section 1.2.1, this IEC is tiered from the 2016 Placer County Tahoe Basin Area Plan and Tahoe City Lodge Project EIR/EIS (Area Plan EIR/EIS or 2017 Area Plan EIR/EIS) in accordance with Section 6.12 of the TRPA Rules of Procedure. Because of the broad geography and long timeframe to which the proposed Area Plan amendments apply, environmental analysis is prepared at a program level: that is, it contains a general analysis of each resource area with a level of detail and degree of specificity commensurate with that of the proposed Area Plan itself. The analysis in this IEC is not intended to take the place of future project-level environmental analysis. For future projects that are not otherwise exempt or qualified exempt, TRPA or Placer County would review those site-specific projects to determine the appropriate level of environmental review: initial environmental checklist (IEC), environmental assessment, and/or environmental impact statement (EIS), as appropriate, consistent with TRPA Code Chapter 3. For future projects that have the potential to result in significant effects on the environment, TRPA or Placer County would develop feasible mitigation measures that must be implemented to minimize any such effects.

### 3.1 LAND

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
I. Land.				
Will the proposal result in:				
a) Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Unstable soil conditions during or after completion of the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) The continuation of or increase in wind or water erosion of soils, either on or off the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.1.1 Environmental Setting

The plan area includes all portions of Placer County within the Lake Tahoe Basin. The Tahoe Basin was initially formed by glacial activity 2.5 million years ago and has since been shaped throughout the Pleistocene and Holocene, and Quaternary epochs by alluvial and glacial outwash. Because of its location within the Sierra Nevada mountains, the area is marked by mountainous, rugged terrain. The area addressed by the Area Plan is bounded by El Dorado County to the south, the state of Nevada to the east, Martis and Squaw Valleys to the north, and the Sierra Nevada to the west. Bedrock geology is characterized by granitic, metamorphic, and volcanic rocks.

Soils within the project area are derived from glacial till and alluvial deposits. Approximately 55 percent of the plan area are classified as sensitive lands (land capability districts [LCD] 1 – 3). The vast majority of the lands in the plan area with a high erosion hazard rating are associated with steep and rocky slopes outside of the developed communities, while the areas with lower erosion hazard ratings are located throughout the developed portions of Kings Beach and Tahoe City, closer to the shoreline, and up canyons where more development has occurred (Placer County and TRPA 2016: 14-15, 14-17). Table 3-1 shows the total portion of the plan area within each LCD district, as well as the allowable and existing coverage. As shown in Table 3-1, when the plan area is considered in its entirety, LCDs 1b and 2 currently exceed the base allowable coverage, while all other LCDs have less than the base allowable land coverage.

**Table 3-1. Land Capability and Existing Coverage within the Plan Area<sup>1</sup>**

Land Capability District	Total Area (acres)	Base Allowable Coverage	Allowable Coverage (acres)	Existing Coverage (acres)	Acres Over (or Under) Threshold
1a	10,908	1%	109	172	(85)
1b	1,248	1%	12.5	125	112.5
1c	11,823	1%	118	160	(42)
2	1,375	1%	13.75	33	19.25
3	3,571	5%	178.5	158	(20.5)
4	3,204	20%	640.8	107	(533.8)
5	8,774	25%	2,193.5	973	(1,220.5)
6	5,091	30%	1,527	289	(1,238)
7	0	30%	0	0	0
Other	219	NA	0	4	4
Total	46,213		4,793.7	2017	(2,776.7)

<sup>1</sup> Total and exact acreage provided for comparison purposes may vary due to mapping discrepancies.

Source: TRPA Bailey Land Capability Classification, Aerial LiDAR data collected in summer 2010.

### 3.1.2 Discussion

**a) Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?**

Less than significant. The Area Plan amendments would not alter or revise existing regulations pertaining to land capability and the Individual Parcel Evaluation System (IPES) (see Chapter 30 of the TRPA Code). Outside of Town Centers, there would be no change in the location or amount of coverage that could be permitted. As described in the 2016 EIR/EIS, the changes in land coverage in Town Centers would be balanced by transfers of sensitive land cover outside of the Town Centers and result in an overall reduction in coverage (Placer County and TRPA 2016: 14-23). The Tahoe Basin Area Plan amendments propose developing a new allocation tracking system for the plan area that would streamline and clarify existing and future development projects coverage to stay within the development and coverage bounds set by TRPA.

Within Town Centers, the amended area plan would continue to implement the land coverage limitations authorized by the Regional Plan in TRPA Code Section 30.4.2.B.1. The addendum does not propose direct changes of the land coverage limits analyzed and approved in the 2016 EIR/EIS (Placer County and TRPA 2016: 14-23 through 14-26). The proposed changes to the Tahoe Basin Area Plan do not conflict with or invalidate the EIR/EIS analysis.

As described above, the coverage limits and policies in the proposed Area Plan would not be changed by the proposed amendments and the proposed developed allocation system would clarify allowable coverage for future projects. This would support attainment of TRPA Threshold Standards related to land coverage consistent with the limits allowed by the land capability and IPES systems. Therefore, this impact would be less than significant.

**b) A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?**

Less than significant. Future projects implemented under the amended Area Plan could include grading, excavations, cut and fill, and trenching, all of which would alter existing topography and ground surface. However, projects would be evaluated on a project-specific basis consistent with the California Environmental Quality Act (CEQA) and TRPA environmental review requirements (TRPA Code Chapter 3) and would be required to adhere to numerous regional and local requirements and regulations relating to grading, soil stability, and erosion. These include adherence to

Chapter 33 of the TRPA Code, which identifies various standards and regulations related to grading to protect against significant adverse effects from development. These effects were previously analyzed in the 2016 EIR/EIS (Placer County and TRPA 2016: 14-28 through 14-36). The analysis found that because future projects would adhere to existing regulations, including Chapter 33 of the TRPA Code, the effect would be less than significant. Implementation of the proposed Area Plan would not include any provisions or changes that would alter such requirements or regulations for individual future projects. Therefore, impacts to topography or ground surface relief features within the plan area would be the same as previously analyzed in the 2016 EIR/EIS and would be less than significant.

**c) Unstable soil conditions during or after completion of the proposal?**

Less than significant. As stated above under 3.1.2(b), future projects within the plan area could include grading, excavations, cut and fill, and trenching, all of which would involve disturbance of surface soils. However, all projects would be evaluated on a project-specific basis and would be required to adhere to numerous regional and local requirements and regulations relating to grading, soil stability, and erosion. These include adherence to Chapter 33 of the TRPA Code, which identifies various standards and regulations related to grading to protect against significant adverse effects from development (Placer County and TRPA 2016: 14-28 through 14-36). The analysis found that because future projects would adhere to existing regulations, including Chapter 33 of the TRPA Code, the effect would be less than significant. Implementation of the Area Plan would not include any provisions or changes that would alter such requirements or regulations for individual projects, and therefore impacts related to soil stability within the plan area remain the same as those evaluated under the 2016 EIR/EIS and would be less than significant.

**d) Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?**

Less than significant. Future projects implemented under the proposed Area Plan could involve excavating to a depth deeper than 5 feet below ground surface. The proposed amendment to Section 3.09 "Design Standards and Guidelines," would revise regulations to allow for groundwater interception for specific project types that propose below-grade parking. Such a project would be evaluated on a project-specific basis and would be required to adhere to numerous regional and local requirements and regulations relating to grading. These include adherence to Chapter 33 of the TRPA Code, which identifies various standards and regulations related to grading to protect against significant adverse effects from development. Additionally, the applicant would be required to demonstrate that the project impacts have been mitigated to equal to or better than the original impacts that would occur without groundwater interception. Such mitigation would be reviewed by Placer County or TRPA to verify that the below-ground structures would not reduce the quantity or quality of groundwater or adversely affect adjacent groundwater hydrology. Mitigation could be achieved by rerouting groundwater flows around the below-ground structure, such as by the installation of buried pervious pipes around the structure. Project designs would consider the existing groundwater levels, soil permeability, and groundwater flow directions to ensure groundwater interception does not adversely affect groundwater quantity, quality, or hydrology. Groundwater interception would be limited to mixed use projects that would revitalize Town Centers. These projects would still comply with all mitigation measure identified and analyzed in the 2016 EIR/EIS and ensure that the projects would mitigate beyond or equal to the impacts described in the EIR/EIS (Placer County and TRPA 2016: 14-28 through 14-36). This analysis found that future mixed-use projects would adhere to existing regulations, including Chapter 33 of the TRPA Code, and mitigate beyond these measures if groundwater interception was planned. The requirement of additional mitigation measures would therefore create similar impacts to those evaluated in the 2016 EIR/EIS and would be less than significant.

**e) The continuation of or increase in wind or water erosion of soils, either on or off the site?**

Less than significant. As stated above under 3.1.2(b), future projects implemented under the proposed Area Plan could involve grading, excavations, cut and fill, and trenching, all of which would involve disturbance of surface soils. However, all projects would be evaluated on a project-specific basis and would be required to adhere to numerous regional and local requirements and regulations relating to grading, soil stability, and erosion. These include adherence to Chapter 33 of the TRPA Code, which identifies various standards and regulations related to grading to protect against significant adverse effects from development. Implementation of the amended Area Plan would not

include any provisions or changes that would alter such requirements or regulations for individual projects. For the same reasons described above, these effects would be less than significant.

**f) Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?**

Less than significant. The proposed Area Plan amendments would not alter existing regulations related to modifications of a river, stream or the bed of Lake Tahoe. The Area Plan identifies proposed environmental improvement projects and the proposed amendments do not identify additional environmental improvement projects nor do they modify the review or approval process. Each future project would be subject to a project-level planning, design, environmental review, and permitting process. This process would include compliance with the resource management and protection provision of TRPA Code Chapters 60 through 68, environmental review of the project consistent with Chapter 3 of the TRPA Code, and, if applicable, adherence to permit requirement including TRPA standard permit conditions and requirements of Sections 401 and 404 of the Clean Water Act. Additionally, since the EIR/EIS was approved, Placer County Code Chapter 12, Article 12.32, "Lake Tahoe Shorezone," and TRPA Code of Ordinances shorezone regulations in Chapter 80 through 85 were amended and must also be adhered to. The Area Plan amendments would not alter any of the procedural or substantive project planning, design, environmental review, or permitting process. Nor would the Area Plan amendments approve projects or require them to be implemented. Therefore, the impact would be less than significant.

**g) Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?**

Less than significant. This impact was previously analyzed in the 2016 EIR/EIS. The analysis identified that development could expose people and property to hazards resulting from seismic activity (landslides, backshore erosion, avalanches, mud slides, ground failure, liquefaction, lateral spreading, or collapse), and non-seismic geologic hazards (lateral spreading, subsidence, or collapse) (Placer County and TRPA 2016: 14-34). However, projects under the Regional Plan are subject to site-specific environmental review, and, if appropriate, geotechnical analysis (TRPA Code Section 33.4). Through this review, projects may be required to employ design standards that consider seismically active areas and determine the design, grading, and construction practices required to avoid or reduce geologic hazards. Moreover, all projects must comply with current building codes and geotechnical standards for local jurisdictions. The 2016 EIR/EIS analyzed the change in land use in town centers in the Area Plan and determined that with mitigation measures development projects would create less than significant levels of exposure to seismic, geological, erosion, or other hazardous events (Placer County and TRPA 2016: 14-28 through 14-36).

### 3.2 AIR QUALITY

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
II. Air Quality.				
Will the Proposal result in:				
a) Substantial air pollutant emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Deterioration of ambient (existing) air quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) The creation of objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Increased use of diesel fuel?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.2.1 Environmental Setting

Region-wide air quality trends are tracked as part of the threshold monitoring program. The primary sources of air pollution in the planning area are vehicle emissions, vehicle entrainment of road dust, wildfire, and residential wood smoke. TRPA threshold standards address carbon monoxide (CO), ozone, regional and sub-regional visibility, particulate matter, nitrate deposition, and odor. Numerical standards have been established for each of these parameters, and management standards have been developed that are intended to assist in attaining the threshold standards. The applicable management standards include reducing particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), maintaining levels of nitrogen oxides (NO<sub>x</sub>), and reducing vehicle miles of travel (VMT). Attainment status and trends of each air quality indicator reporting categories from the 2019 Threshold Evaluation are summarized in Table 3-2.

**Table 3-2. Status and Trends of TRPA Air Quality Threshold Standards**

Threshold Indicator Reporting Category	Threshold Standards	2019 Attainment Status	Trend
Carbon Monoxide	Highest 8-hour Average Concentration of Carbon Monoxide	Considerably better than target	Moderate improvement
	Average Daily Winter Traffic Volume, Presidents Weekend	Considerably better than target	Little or no change
Ozone	Highest 1-hour Average Concentration of Ozone	At or somewhat better than target	Moderate improvement
	Oxides of Nitrogen Emissions	Considerably better than target	Moderate improvement
Visibility	Regional Visibility		
	Regional Visibility 50th Percentile ("Average Visibility Days")	Considerably better than target	Moderate improvement
	Regional Visibility 90th Percentile ("Worst Visibility Days")	At or somewhat better than target	Little or no change
	Subregional Visibility		
	Subregional Visibility 50th Percentile ("Average Visibility Days")	Considerably better than target	Insufficient data to determine trend
	Subregional Visibility 90th Percentile ("Worst Visibility Days")	Considerably better than target	Insufficient data to determine trend
Particulate Matter	Highest 24-hour PM <sub>10</sub> Concentration	At or somewhat better than target	Moderate decline
	Annual Average PM <sub>10</sub> Concentration	Considerably better than target	Moderate improvement



Threshold Indicator Reporting Category	Threshold Standards	2019 Attainment Status	Trend
	24-hour PM <sub>2.5</sub> Concentration	Considerably better than target	Moderate decline
	Annual Average PM <sub>2.5</sub> Concentration	Considerably better than target	Moderate improvement
Nitrate Deposition	Reduce generation and transport of nitrate to achieve water quality standards	Implemented <sup>1</sup>	Unknown
	Vehicle Miles Traveled (VMT)	Insufficient data to determine status or no target established	Insufficient data to determine trend

Notes:

<sup>1</sup> "Implemented" refers to implementation of a management standard rather than monitoring the achievement of a numerical standard.

Source: TRPA 2023.

## 3.2.2 Discussion

### a) Substantial air pollutant emissions?

Less than significant. Impacts related to air pollution emissions within the plan area are the same as those analyzed in both the 2012 RPU EIS and the 2016 TBAP EIR/EIS, and therefore the analysis is tiered from and consistent with the 2012 RPU EIS and the 2016 TBAP EIR/EIS. The proposed Area Plan amendments would not modify laws or regulations pertaining to air quality. Projects that could be implemented under the Area Plan amendments would be subject to subsequent environmental review and permitting and would be required to comply with Chapter 65 of the TRPA Code. Chapter 65 includes provisions that apply to direct sources of air pollution in the Tahoe Region, including certain motor vehicles registered in the region, combustion heaters installed in the region, open burning, stationary sources of air pollution, and idling combustion engines.

The Lake Tahoe Air Basin is in attainment for all national ambient air quality standards. Implementation of the Area Plan amendments would involve development of projects that have the potential to produce air pollutant emissions that could contribute to nonattainment during project construction and operation, as discussed below.

#### Construction Emissions

Development or redevelopment projects that could occur with implementation of the proposed Area Plan amendments would produce construction-related air emissions. Construction emissions are those that are short-term or temporary in nature. Gas and diesel equipment used for construction are the major construction-related sources of emissions of reactive organic gases, CO, and NO<sub>x</sub>. Grading, site preparation, and off-road transport are the primary construction-related sources of fugitive dust emissions (particulate matter [PM] 10 and 2.5). While the specific projects that would be implemented under the amended Area Plan are not known, many such projects would involve the use of heavy, gas- and diesel-powered construction equipment, grading, and on-site materials transport. These projects may also involve other activities that produce air emissions such as commuting to the site by construction workers, paving asphalt surfaces, and making excavations for building foundations. Because specific projects and project implementation details are not currently known, this IEC does not include modeling of potential construction emissions. Nevertheless, development and redevelopment under the proposed Area Plan amendments would be anticipated to result in construction-related emissions.

The 2012 RPU EIS and 2016 TBAP EIR/EIS considered construction-related emissions that could occur from implementation of individual projects and crafted mitigation measures in response. Also, the TRPA Code contains standard conditions of approval for both grading and residential projects. In Section 65.1.8.A. (Air Quality/Transportation, Idling Restrictions), for example, idling times are restricted for heavy duty construction equipment to no more than 15 minutes within the plan area. In addition, the TRPA Standard Conditions of Approval for Grading Projects and Standard Conditions of Approval for Residential Projects include requirements for the use of existing power sources (e.g. power grid) or clean-fuel generators rather than temporary diesel power generators wherever feasible, locating of construction staging areas as far as feasible from sensitive air pollution receptors (e.g.

schools or hospitals), and closure of engine doors during operation except for engine maintenance. Projects implemented under the Area Plan amendments would be subject to these and all other air quality standards in the TRPA Code. As a result, subsequent projects would not generate substantial air pollutant emissions such that they could violate or contribute substantially to an existing, or projected air quality violation, and/or expose sensitive receptors to substantial pollutant concentrations.

### **Operational Emissions**

The long-term operation of development or redevelopment that could occur with implementation of the proposed Area Plan amendments would produce operational air emissions. Operational emissions could result from mobile, area, and natural gas sources. Mobile-source emissions are associated with motor vehicle use and are affected by the amount of VMT within a given area. Area-source emissions would include emissions from consumer products, landscaping and maintenance, wood-burning appliances, and snow removal equipment. Natural gas-related emissions would be associated with space and water heating. The proposed Area Plan amendments would result in operational emissions that are consistent with the operational emissions evaluated in the 2012 RPU EIS and 2016 TBAP EIR/EIS for the following reasons: 1) although the Area Plan amendments may modestly increase the pace of construction within the plan area, they would not increase the development potential within the area, which is limited by the availability of development rights (i.e. residential units, Tourist Accommodation Units, and Commercial Floor Area); 2) the Area Plan amendments would not increase VMT beyond the level analyzed in the 2016 TBAP EIR/EIS; and 3) the proposed Area Plan amendments do not include land use, design standard, or other changes that would result in uses or design practices that are more emissions intensive than those evaluated in the 2012 RPU EIS and 2016 TBAP EIR/EIS.

The 2016 TBAP EIR/EIS evaluated operational emissions of build-out of the plan area under Impact 11-3. The analysis found that emissions of ozone precursors and CO in the Tahoe Region would be expected to decrease substantially by 2035 compared to existing conditions. This can be explained by the fact that vehicle emissions standards are expected to continue to improve in the near future (ARB 2022), and limited new development would occur. Any additional population growth and associated increase in operational ozone precursor emissions would be more than offset by more stringent vehicle emissions standards. Although the analysis found that implementation of the Area Plan would result in a net increase in emissions of PM<sub>10</sub> and PM<sub>2.5</sub>, this increase would not exceed applicable PCAPCD significance criteria.

For the reasons described above, future projects implemented under the proposed Area Plan amendments would not result in substantial air pollutant emissions during project construction and operation.

### **b) Deterioration of ambient (existing) air quality?**

Less than significant. See analyses for question a, above, which concludes that the proposed Area Plan amendments would not result in substantial air pollution emissions. Because the proposed Area Plan amendments would not result in substantial pollution emissions, it would not result in the deterioration of ambient air quality.

### **c) The creation of objectionable odors?**

Less than significant. The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause physical harm, they can be unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. The proposed Area Plan amendments would not result in major sources of odor as the plan does not include or contemplate construction of any of the common types of facilities that are known to produce odors (e.g., landfills, wastewater treatment facilities). In addition, no known substantial sources of objectionable odors are located in the plan area. Diesel exhaust from the use of on-site construction equipment would be intermittent, temporary, and would dissipate rapidly from the source with an increase in distance. Finally, the proposed Area Plan amendments do not propose the siting of new sensitive receptors (e.g., schools, hospitals). Thus, neither project construction nor operation of the proposed Area Plan amendments would create objectionable odors affecting a substantial number of people, nor would the proposed Area Plan amendments result in the siting of sensitive receptors in proximity to an odor source. This impact would be less than significant.

**d) Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?**

Less than significant. Impacts related to greenhouse gas (GHG) emissions within the plan area are the same as those analyzed in the 2012 EPU EIS and 2016 TBAP EIR/EIS, and therefore the analysis is tiered from and consistent with the 2012 EPU EIS and 2016 TBAP EIR/EIS. The proposed Area Plan amendments would not modify existing laws or regulations that address GHG emissions. Future projects that could be implemented under the amended Area Plan would be subject to subsequent environmental review and permitting and would be required to comply with Chapter 65 of the TRPA Code. Chapter 65 includes provisions that apply to direct sources of air pollution in the Tahoe Region. Adherence to these air quality provisions would also reduce GHG emissions.

Implementation of the Area Plan amendments would result in some level of development and population growth anticipated during the plan horizon and would contribute some level of GHG to the regional output. As described above for air pollutant emissions, GHG emissions can occur from construction-related activity and from operations of structures within the plan area. The 2016 TBAP EIR/EIS evaluated these effects under Impact 12-1. It determined that the combination of increased building area and decreased vehicle activity under the Area Plan would result in a net decrease in long-term operational GHG emissions from 2015 baseline conditions by the year 2035. However, the analysis concluded that the overall reduction in GHG emissions would not be sufficient to meet California's GHG reduction goals and could be substantial when taken together over the buildout period of the Area Plan. Because the plan area includes a small proportion of the total development potential within the Tahoe Region, and because many of the sustainability- and conservation-oriented land use and transportation policies and strategies of the TRPA Regional Plan, County Master Plan, and current Area Plan effectively reduce VMT, increase transit and non-motor vehicle travel, and allow or encourage mixed-use redevelopment that improve energy efficiency, the combined influence of development and population growth allowed by the Area Plan amendments would, by themselves, result in a less-than-significant increase in overall GHG emissions, below the 25,000 MTO CO<sub>2</sub>e/year TRPA significance threshold. However, when emissions generated by the Area Plan amendments are considered in combination with region wide GHG emission resulting from TRPA Regional Plan implementation, the emissions would be a significant contribution to global climate change as identified in the TBAP EIR/EIS and described below.

TRPA adopted several provisions intended to reduce GHG emissions in November 2013. The GHG reduction provisions include additional best construction practices policies, a requirement to include a Greenhouse Gas (GHG) reduction strategy in Area Plans, a woodstove rebate program, and revisions to TRPA Code sections to remove unintended barriers to sustainable design. In Section 65.1.8.A. (Air Quality/Transportation, Idling Restrictions) of the TRPA Code of Ordinances, idling times are limited for heavy construction equipment to no more than 15 minutes. In addition, the TRPA Standard Conditions of Approval for Grading Projects and Standard Conditions of Approval for Residential Projects include construction provisions that call for the use of existing power sources (e.g., power grid) or clean-fuel generators rather than temporary diesel power generators wherever feasible. Chapter 13 (Area Plans) of the TRPA Code requires a strategy in Area Plans to lower emissions of greenhouse gases from the operation or construction of buildings. The strategy must include elements in addition to those included to satisfy other state or TRPA requirements. The current Area Plan addresses this provision by requiring that all publicly funded buildings in the plan area be designed and constructed to an industry recognized standard for sustainability and greenhouse gas reduction. The proposed Area Plan amendments would not change any of these standards.

In addition, TRPA funds existing wood stove incentive programs in the Lake Tahoe Region as a GHG mitigation strategy. Numerous non-conforming woodstoves have been replaced with natural gas heaters, EPA compliant woodstoves, or other approved devices meeting EPA Phase II certification through these Woodstove Retrofit Programs in the Lake Tahoe Region. The continuing replacement of nonconforming woodstoves would result in direct GHG emission reductions. Lastly, several TRPA Code modifications have been added to remove barriers for incorporating alternative energy or emission reducing vegetated roofs into structures (see TRPA Code Section 36.6.1) and for allowing additional height for wind turbines and renewable power facilities (see TRPA Code Section 37.6.2).

Continued compliance with TRPA Code and Placer County regulations, as well as implementation of pedestrian and alternative transportation improvements, mixed-use design, infill, and energy efficient design and landscaping, and woodstove retrofit programs will continue to support ongoing reductions to regionwide GHG emissions. Furthermore, a

region-wide program of GHG reduction strategies, including those described above and strategies contained in the Lake Tahoe Sustainability Action Plan, is now in place. The current Area Plan is consistent with these programs. Provisions in the current Area Plan promote sustainable design, green building incentives, and energy efficiency improvements to support these strategies and remove unintended barriers to GHG-reducing projects in Chapter 36 of the TRPA Code. The proposed Area Plan amendments would not change any of these standards. Because the current Area Plan is consistent with the regional GHG reduction strategies included in the Regional Plan, and because the proposed Area Plan amendments would not alter these provisions, no further analysis is required for the Area Plan amendments.

**e) Increased use of diesel fuel?**

Less than significant. This potential effect is the same as those analyzed in both the 2012 RPU EIS and 2016 TBAP EIR/EIS, and therefore this analysis is tiered from and consistent with the 2012 RPU EIS and 2016 TBAP EIR/EIS. As with existing conditions, construction and operation of future projects under the proposed Area Plan amendments would require the use of diesel fuel associated with construction equipment and ongoing vehicle use. One of the primary concerns related to diesel fuel consumption is the resultant exposure of sensitive receptors to emissions of toxic air contaminants (TACs) contained in emissions from diesel equipment. Future projects in the plan area could result in short-term diesel exhaust emissions, including diesel particulate matter (PM), from the use of heavy-duty diesel equipment required for construction activities.

Diesel PM is a TAC and the potential cancer risk from the inhalation of diesel PM is a more serious risk than the potential non-cancer health impacts (TRPA 2012a, page 3.4-39). Consistent with the findings in the 2012 RPU EIS and 2016 TBAP EIR/EIS, the proximity of heavy-duty diesel-fueled construction equipment to existing sensitive receptors within or adjacent to the plan area during construction activities may result in exposure of sensitive receptors to TACs. However, the proposed Area Plan amendments do not include changes in land use or design standards that would increase exposure when compared to what could occur without adoption of the proposed Area Plan amendments.

TRPA has adopted additional best construction practices measures regarding the reduction of diesel fuel emissions. In Section 65.1.8.A of the TRPA Code, construction vehicle idling time is limited to 15 minutes in the plan area. In addition, the TRPA Standard Conditions of Approval for Grading Projects and Standard Conditions of Approval for Residential Projects include additional conditions that require the use of existing power sources (e.g., power poles) or clean-fuel generators rather than temporary diesel power generators wherever feasible, location of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), and closure of engine doors during operation except for engine maintenance. Furthermore, the existing Area Plan includes policies that promote the establishment of idle-free zones. The proposed Area Plan amendments would not alter these standards.

Projects implemented under the Area Plan amendments would be subject to all air quality standards in the TRPA Code, including measures that were adopted to mitigate diesel PM emissions associated with buildout of the Regional Plan. Therefore, because the existing Area Plan includes measures that reduce construction-related TAC emission to the extent feasible, and the proposed Area Plan amendments would not alter these provisions, future projects in the plan area involving the use of heavy-duty diesel-fueled equipment would not result in the exposure of sensitive receptors to TACs.

### 3.3 WATER QUALITY

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
III. Water Quality.				
Will the proposal result in:				
a) Changes in currents, or the course or direction of water movements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Alterations to the course or flow of 100-year flood waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Change in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen, or turbidity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Alteration of the direction or rate of flow of groundwater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Substantial reduction in the amount of water otherwise available for public water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k) Is the project located within 600 feet of a drinking water source?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### 3.3.1 Environmental Setting

The plan area lies within two major drainage areas, the Lake Tahoe Basin, and the Truckee River Watershed. Other larger bodies of water in the plan area include the Lower Truckee River, Blackwood Creek, and Griff Creek. Lake Tahoe is located on the east side of the plan area and receives run-off from most of the water bodies and overland flow in the plan area, excluding the smaller creeks that flow into the Lower Truckee River, west of Tahoe City. The Lower Truckee River is also the one outflow of Lake Tahoe. Most of the water bodies in the plan area flow from the upper mountainous regions into Lake Tahoe.

Due to an increase in phosphorous, nitrogen, and fine sediment entering runoff into Lake Tahoe, lake clarity has severely declined in the past 40 years. The historic development of extensive hard land coverage within the plan area, and throughout Tahoe, has reduced the land's natural capacity to infiltrate and filtrate runoff before discharging into the lake. Historic degradation and development of Stream Environment Zones (SEZs) has also accelerated decline in lake clarity, as

these areas serve important functions in terms of water filtration, nutrient cycling, and sediment retention. As of the 2019 Threshold Evaluation, the Threshold standards related to secchi depth in Pelagic Lake Tahoe were somewhat worse than the target with little or no change (TRPA 2019a). Increased particulate matter, which can be caused by prolonged smoke, algae growth, and run off from overland areas are all events that can cause Lake Tahoe's clarity to decrease.

TRPA, Placer County, and other partners participate in numerous programs to improve and protect water quality in the plan area. A primary program is the Lake Tahoe Environmental Improvement Program (EIP), an inter-agency partnership created to protect and restore the natural and recreational resources of the Lake Tahoe Region. A total of 49 EIP water quality and watershed projects have been completed in the plan area to improve water quality, restore watersheds, and contribute to restoring clarity in Lake Tahoe (TRPA 2023).

Another primary water quality improvement program is the Lake Tahoe total maximum daily load (TMDL), which is a comprehensive strategy to achieve Lake Tahoe clarity standards. In the plan area, the TMDL is administered by the Lahontan Regional Water Quality Control Board (LRWQCB), which works in close coordination with the Nevada Department of Environmental Protection (NDEP) on the Nevada side of the Tahoe Region. LRWQCB's stated plan for implementing the Lake Tahoe TMDL for Placer County is by gaining discharge permits through the National Pollutant Discharge Elimination System (NPDES), run by the federal Environmental Protection Agency (EPA). Implementing the TMDL occurs through the development of a stormwater load reduction plan, which identifies annual load reduction targets. Placer County's participation in the TMDL and stormwater load reduction programs is ongoing.

The Middle Truckee River also has a TMDL program. The TMDL focuses on sediment-related water quality objectives for the reach of the Truckee River from the outflow at Lake Tahoe to the California/Nevada state line, which is in the plan area. This reach drains roughly 428 square miles. The primary goal of the TMDL is to lower sediment inputs to protect instream aquatic life which has decreased in diversity and structure as it trended towards more sediment tolerant species. The TMDL emphasizes the continuation and improvement of existing erosion control and monitoring programs, NPDES stormwater permits and sediment controls for construction projects, highway operations and long-term operations such as ski resorts and industrial areas.

Another related water quality improvement strategy involves the retrofit of existing development with water quality best management practices (BMPs), which are described in TRPA Code Section 60.4 and the TRPA Best Management Practices Handbook (TRPA 2012c). As described in TRPA Code Section 60.4 all existing development is required to implement BMP retrofits, and all projects are required to comply with BMP requirements as a condition of approval.

### 3.3.2 Discussion

#### a) Changes in currents, or the course or direction of water movements?

Less than significant. Per Section 33.3.6 of the Tahoe Regional Planning Agency Code of Ordinances for mixed-use projects in Town Centers, the proposed amendments include a policy that would exempt groundwater interception for projects proposing below-grade parking. When such exceptions are granted, the applicant must demonstrate that the impacts to groundwater are no worse than under the original conditions. This amendment is intended to facilitate the redevelopment desired in Town Centers and allow for below-grade parking, which reduces coverage. The amendments to the Area Plan do not approve any projects. Projects would be evaluated individually by a qualified professional and need to prove that they will not degrade water quality or significantly alter the course or direction of water movement to cause degradation related to hydrology or the alternation of watercourses in the plan area.

The 2016 TBAP EIR/EIS identifies proposed and implemented projects that are intended to benefit watersheds, water quality, and habitat in the plan area (Placer County and TRPA 2016: 15-19). These projects could modify the currents, course, or direction of water movements and/or affect other hydrologic processes in Ward Creek, Blackwood Creek, Snow Creek, Griff Creek, and the Truckee River. However, the proposed Area Plan amendments do not alter or approve any of these projects and each project would be subject to a project-level planning, design, environmental review, and permitting process. This process would include compliance with the resource management and protection provisions of TRPA Code Chapters 60 through 68, environmental review of the project consistent with Chapter 3 of the TRPA Code

and NEPA, if applicable, and adherence to permit requirement including TRPA standard permit conditions and requirements of Sections 401 and 404 of the Clean Water Act. The impact would be less than significant.

**b) Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20-year, 1-hour storm runoff (approximately 1 inch per hour) cannot be contained on the site?**

Less than significant. Impacts related to changes in drainage patterns, absorption rates, and surface water runoff within the plan area are the same as those analyzed in the 2012 RPU EIS and the 2016 TBAP EIR/EIS. Therefore, the analysis is tiered from and consistent with the 2012 RPU EIS and 2016 YBAP EIR/EIS. The 2012 RPU EIS evaluated provisions that would increase the maximum allowable coverage in Town Centers for both developed and undeveloped parcels from 50 to 70 percent for high capability lands (LCDs 4-7). It determined that implementation of these Regional Plan policies, including mitigation measures that were incorporated into the Regional Plan, would result in a less than significant impact related to stormwater runoff (TRPA 2012a: 3.8-32 through 3.8-53). The 2016 TBAP EIR/EIS evaluated the impacts of potential increase in stormwater run-off and impacts to existing drainage systems and found that while development in the area will increase impervious coverage, mitigation measures and existing BMP standards would remain in place and create a less-than-significant impact to water quality due to storm water management. The proposed Area Plan amendments would continue to implement these Regional Plan and Area Plan standards, resulting in a potential increase in coverage within Town Centers. However, as discussed Section 3.1.2(a), this increase in coverage would require restoration and transfers of existing coverage from elsewhere, resulting in a net reduction in land coverage, including a reduction in land coverage in sensitive lands. Additionally, policies are being added to decrease overall coverage from mixed use buildings due to allowances for underground parking and higher build capacity options. This would result in a net improvement in absorption rates, where feasible, throughout the plan area.

All new coverage within the plan area would be required to implement stormwater BMPs as required by TRPA Code Section 60.4. The 2012 RPU EIS evaluated the performance of BMPs in Town Centers under the coverage provisions included in the proposed Area Plan and found that high capability land with up to 70 percent coverage could accommodate the design and construction of BMPs of sufficient size to mitigate the impacts of the impervious coverage (TRPA 2012a: 3.8-25). The results of Pollutant Load Reduction Modelling completed as part of the 2012 RPU EIS also confirmed that implementation of these BMPs would successfully reduce and/or treat surface runoff within Town Centers (TRPA 2012b: 3-32). Additionally, individual future projects within the plan area would undergo project-level environmental review and would be required to demonstrate compliance with BMP provisions, including the stormwater pollution prevention plans for each stage of construction, as applicable, and meet all other applicable water quality regulations and standards (Placer County and TRPA 2016: 15-21). For these reasons, this impact would be less than significant.

**c) Alterations to the course or flow of 100-year flood waters?**

Less than significant. The proposed Area Plan amendments would not alter regulations related to floodplains or flooding. All development in the plan area that is subject to floods would continue to be required to meet the design and development standards established in the Placer County Code, Placer County General Plan, and Placer County River Basin Stormwater Management Plan. Additionally, TRPA Code Section 35.4., Floodplains, prohibits additional development, grading, and filling of lands within the 100-year floodplain, except under specific circumstances. The Area Plan amendments would not alter land use such that permissible uses within plan neighborhoods would result in a change to the course or flow of 100-year flood waters from what would be allowed under the existing Area Plan. See also the discussion in section 3.3.2(a).

**d) Change in the amount of surface water in any water body?**

Less than significant. The proposed Area Plan amendments would not alter land use such that permissible uses within the plan area would change the amount of surface water in any water body from what would be allowed under the existing PASs and Community Plans. Any development that has the potential to increase impervious area could increase surface water runoff, which would result in changes to the amount of surface water in water bodies. Refer to Section 3.3.2(b), which addresses this issue. The proposed Area Plan identifies proposed watershed and water quality

projects that could affect the amount of surface water in water bodies. Refer to Section 3.3.2(a), which addresses this topic. See also Section 3.16.2(c), which addresses municipal water supplies.

**e) Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen, or turbidity?**

Less than significant. The proposed Area Plan amendments would not alter or revise the regulations pertaining to discharge into surface waters and surface water quality. Nor would they result in land use changes that could increase the risk of discharge into surface waters. As with existing conditions, all development, redevelopment, and infrastructure improvements within the plan area would be required to meet the discharge standards of the Lahontan Regional Water Quality Control Board, and where applicable comply with a Stormwater Discharge Permit. All projects that would create more than one acre of disturbance are required to prepare a storm water pollution prevention plan (SWPPP). Future projects implemented in the plan area would also be required to comply with the TRPA Code provisions in Section 60.1., Water Quality Control. This section identifies standards for discharge and surface water runoff from parcels and regulates domestic, municipal, and industrial wastewater. These requirements would continue to prevent projects from causing degradation to surface water in excess of the limits identified in the TRPA Code. Future projects would also continue to be required to adhere to TRPA Code Section 60.2., Water Quality Mitigation, which requires that all new development—that is, any development that generates new impervious coverage—completely offset any potential water quality impacts. The proposed Area Plan amendments would modify setback, articulation, and massing requirements that limit building capacities (Placer County 2017). Side setbacks are being modified to accommodate duplex style homes. The amendments would also reduce lot widths to accommodate smaller dwelling units in residential districts. These changes could allow certain buildings to be placed closer to the roadway. However, there is no evidence to suggest that this change would result in changes that could affect discharge into surface water, such as changed parking or circulation movements that would increase parking or travel on unpaved areas. Section 3.09 of the proposed amendments would exempt groundwater interception to projects proposing below-grade parking. When such exceptions are granted, the applicant must demonstrate that the project impacts have been mitigated to be equal to or better than the original impacts (See Section 3.2.1(d)). This amendment is intended to facilitate the redevelopment desired in Town Centers and allow for below-grade parking, which would potentially reduce coverage. Additionally, all projects implemented under the Area Plan would be evaluated on a project-specific basis and would therefore be required to undergo project-specific environmental review and establish that they would not result in a degradation of water quality. For these reasons, the impact would be less than significant.

**f) Alteration of the direction or rate of flow of groundwater?**

Less than significant. The proposed Area Plan amendments would include possible exemptions that would allow certain mixed-use projects to intercept groundwater for below-grade parking, which is further evaluated in Section 3.3.2(d). Due to the requirements that projects that include groundwater interception mitigate all impacts to groundwater, the amendments would not increase the potential for future projects to alter the rate or flow of ground water. Future projects implemented in the plan area could involve excavating to a depth deeper than 5 feet below ground surface, or to depths that would intercept groundwater. However, all projects would continue to be evaluated on a project-specific basis and would be required to adhere to numerous regional and local requirements and regulations relating to grading. These include adherence to Chapter 33 of the TRPA Code, which identifies various standards and regulations related to grading to protect against significant adverse effects from development. Chapter 33 also specifically prohibits excavations greater than 5 feet below ground surface, or shallower in areas of known high groundwater, because of the potential for groundwater interception or interference, except in limited cases, which align with the amendments proposed for the Placer County Tahoe Basin Area Plan. Thus, the impact would be less than significant.

**g) Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?**

Less than significant. As stated above under 3.3.2(a) and 3.3.2(f), the proposed Area Plan would not alter regulations relating to groundwater that are not allowable under the TRPA Code of Ordinances; and all future projects would be evaluated on a project-specific basis and would be required to adhere to numerous regional and local requirements



and regulations relating to grading and groundwater interception. Because of these regulations and required mitigation measures, the amendment change would not substantially affect groundwater.

**h) Substantial reduction in the amount of water otherwise available for public water supplies?**

Less than significant. The proposed Area Plan amendments would not alter land use such that permissible uses within the plan area would result in a change in water use from what would be allowed under the existing Area Plan. Nor would it alter regulations related to public water supplies. See also Section 3.16.2(c), which addresses municipal water supplies.

**i) Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?**

Less than significant. Within the plan area, there are locations exposed to 100-year flood risk, as well as areas with a known risk of seiche exposure (Placer County and TRPA 2016: 15-14 through 15-15). However, the proposed Area Plan amendments would not increase the overall growth potential within the plan area beyond that which could occur under the existing Area Plan. The proposed Area Plan amendments could accelerate redevelopment projects in established Core Areas, which could direct a greater proportion of future growth into existing Town Centers. These Town Centers are above elevation 6,260, which is generally susceptible to seiche. Refer to Section 3.3.2(c), which addresses the potential for future development within floodplains.

**j) The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?**

Less than significant. The proposed Area Plan amendments would not alter regulations related to the discharge of contaminants to groundwater. Nor would it include land use changes that would allow for new uses that would increase the risk of groundwater quality degradation, such as new uses that require substantial fertilizer. As with existing conditions, all development, redevelopment, and infrastructure improvements within the plan area would be required to meet the discharge standards of the NPDES, and where applicable comply with a stormwater discharge permit. All projects that would create more than one acre of disturbance are required to prepare a SWPPP, which would include applicable provisions to protect groundwater quality. Future projects implemented in the plan area would also be required to comply with the TRPA Code provisions in Section 60.1., Water Quality Control. This section identifies standards to prevent groundwater quality degradation, including limits on fertilizer use and discharges to groundwater. These requirements would continue to prevent projects from causing degradation to groundwater quality.

**k) Is the project located within 600 feet of a drinking water source?**

Less than significant. Drinking water sources are located within the plan area. However, the proposed Area Plan amendments would not alter regulations related to development near a drinking water source. Nor would it include land use changes that would allow for new uses that would increase the risk of drinking water contamination. All future projects under the amended Area Plan would be evaluated under applicable TRPA and CEQA environmental review requirements, which include the consideration of development within 600 feet of a drinking water source. In addition, future projects would continue to comply with drinking water protection regulations including Section 60.3, Source Water Protection, in the TRPA Code of Ordinances. For these reasons, the proposed Area Plan amendments would have a less-than-significant effect on drinking water sources.

### 3.4 VEGETATION

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
IV. Vegetation.				
Will the proposal result in:				
a) Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora, and aquatic plants)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Reduction of the numbers of any unique, rare, or endangered species of plants?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) A change in the natural functioning of an old growth ecosystem?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.4.1 Environmental Setting

The plan area is characterized by mountainous, rugged terrain, with a steep elevation gradient containing three vegetation zones: montane, upper montane, and subalpine. The dominant vegetation habitat types in the plan area include Sierran Mixed conifer, Jeffery pine (*Pinus jeffreyi*), white fir (*Abies concolor*), and perennial grasslands. The urban zones are along the shorelines and lower canyons surrounded by mixed conifer forests. The higher elevations zone has red fir, mountain chapparral, and subalpine conifer habitats. In addition, sensitive habitats in the plan area include a variety of wetland/riparian communities such as wet meadows, riparian zones along streams, seasonal wetlands, and drainages. Many of the Town Centers are in or adjacent to Stream Environment Zones (SEZs) in the plan area. Other sensitive habitats include TRPA-designated prime fish habitat and late seral/old growth forest. Data review identified 42 special status plant species that could occur in or near the plan area (Placer County and TRPA 2016: E-1 through E-8). These species are protected at different levels under federal and state regulations.

### 3.4.2 Discussion

**a) Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?**

Less than significant. Implementation of the proposed Area Plan amendments would not alter regulations pertaining to the preservation of native vegetation. As with existing conditions, vegetation surrounding the construction site of any project permitted in the plan area would be required to comply with TRPA Code Section 33.6, Vegetation Protection During Construction, and TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q). Protective requirements include installation of temporary construction fencing, standards for tree removal and tree protection, standards for soil and vegetation protection, and revegetation of disturbed areas.

Furthermore, the proposed Area Plan amendments would not change land use classifications or allow new uses that would be more likely to require vegetation removal. The proposed Area Plan amendments would facilitate more concentrated redevelopment in existing Town Centers, which could reduce the potential for development on vacant lands containing native vegetation because a higher proportion of future growth would likely occur in already developed Core Areas.

**b) Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?**

Less than significant. The proposed Area Plan amendments would not alter the regulations relating to vegetation removal or groundwater management. Water supply within the plan area is provided by Tahoe City Public Utilities District (TCPUD) and North Tahoe Public Utility District (NTPUD) from Lake Tahoe and tributary surface waters. Consistent with existing conditions, future projects within the plan area would be required to meet TRPA requirements for water supply. TRPA regulations prohibit the approval of any development requiring water unless there is adequate water supply within an existing water right (TRPA Code Section 32.4.1). Additionally, TRPA Code Section 33.3.6, Excavation Limitations, prohibits excavation that intercepts or interferes with groundwater except under specific circumstances and with prior approval by TRPA. The policies propose an exception to this requirement for mixed use building projects that would minimize coverage impacts. To qualify for this exception, the applicant must demonstrate that the proposed project impacts have been mitigated to equal to or better than the original impacts. For these reasons, future projects approved under the proposed Area Plan would not directly or indirectly lower the groundwater table.

In addition, vegetation removal associated with projects that could occur under the Area Plan would be required to comply with existing TRPA, federal, and state regulations, permitting requirements, and environmental review procedures that protect habitat that supports riparian vegetation and critical wildlife. Specifically, riparian vegetation and wildlife habitat are protected by TRPA Code Sections 61.1.6, Management Standards for Tree Removal, 61.3.3, Protection of Stream Environment Zones, and 63.3, Fish Habitat Protection, and Chapter 62, Wildlife Resources. For these reasons, development associated with the Plan is not expected to result in the removal of riparian or other vegetation associated with critical wildlife habitat.

**c) Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?**

Less than significant. The proposed Area Plan would not alter regulations relating to new vegetation, nor would it allow new land uses that are more likely to require fertilizer or water than existing uses allowed in the plan area. As with existing conditions, implementation of future development or redevelopment projects in the plan area would be required to comply with TRPA Code provisions (e.g., Section 61.4, Revegetation) and Goals and Policies that prohibit the release of non-native species in the Region. Generally, native species require less fertilizer and water than non-native species. Provisions for fertilizer management and preparation of fertilizer management plans that address the type, quantity, and frequency of use of fertilizers are included in Section 60.1.8 of the TRPA Code. Moreover, future projects associated with implementation of the amended Area Plan would be subject to project-level environmental review and permitting, and at that time they would be required to demonstrate that any proposed new vegetation would not require excessive fertilizer, or water, or provide a barrier to the normal replenishment of existing species.

**D) Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)?**

Less than significant. This impact is addressed in 3.4.2(a), (b), and (c), above, and in 3.4.2(e), (f), (g), and (h), below.

**e) Reduction of the numbers of any unique, rare or endangered species of plants?**

Less than significant. The proposed Area Plan amendments would not alter or revise the regulations pertaining to unique, rare, or endangered species of plants. Nor would they alter land use regulations to allow new uses or structures that are more likely to affect unique, rare, or endangered species of plants. The natural resource protection provisions of TRPA Code Chapters 61, Vegetation and Forest Health, and 62, Wildlife Resources, would still apply to future projects within the plan area. As with existing conditions, construction activities associated with implementation of future projects in the plan area could affect special-status plant species and the presence of suitable habitat, depending on the type, timing, and specific nature of any proposed actions. However, projects implemented under the Area Plan would be subject to applicable TRPA and CEQA project-level environmental review and permitting. During such reviews, potential effects on plant species would be determined based on the species' distribution and known occurrences relative to the project area, the presence of suitable habitat for the species in or near the project area, and preconstruction surveys (Placer County and TRPA 2016: 7-15). TRPA's existing policies and code provisions address potential impacts to special-status species through site-specific environmental review, require development and implementation of project-specific measures to minimize or avoid impacts through the design process, and require compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (see TRPA Code Sections 61.3.6, Sensitive and Uncommon Plant Protection and Fire Hazard Reduction and 62.4, Special Interest, Threatened, Endangered, and Rare Species). Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval.

**f) Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?**

Less than significant. The proposed Area Plan amendments would not alter the regulations pertaining to removal of stream bank or backshore vegetation. Refer to Section 3.4.2(b), above, for more detail on impacts to stream bank and backshore vegetation in SEZs.

**g) Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?**

Less than significant. The proposed Area Plan amendments would make no changes to regulations regarding the removal of native trees 30 inches or greater diameter at breast height (dbh). Nor would the proposed Area Plan amendments include land use or regulatory changes that would be more likely to result in the cutting of trees greater than 30 inches dbh. Nearly 78 percent of the plan area is preserved as conservation/backcountry land classifications. Recreation areas accounts for approximately 9 percent of the plan area. Forested areas within the plan area are defined as a "westside forest type" (TRPA Code Chapter 90, Definitions). TRPA Code Section 61.1.4, Old Growth Enhancement and Protection, includes TRPA's old growth enhancement and protection provisions, which prohibits cutting any live dead, or dying tree larger than 30 inches dbh in westside forest types on conservation and recreation lands or within SEZ areas, except under certain defined conditions.

Future projects implemented in the plan area would be subject to applicable subsequent project-level environmental review and permitting by TRPA and Placer County. As with existing conditions, permit applicants would be required to demonstrate that tree removal would be conducted in accordance with Chapter 61, Vegetation and Forest Health, of the TRPA Code, including those provisions related to the removal of trees 30 inches dbh or greater set forth to protect the natural function of old growth ecosystems on recreation and SEZ lands.

**h) A change in the natural functioning of an old growth ecosystem?**

No impact. The proposed Area Plan amendments would not alter the regulations pertaining to old growth ecosystem management within the plan area, nor would it include land use changes within these areas. Refer to Section 3.4.2(g), above and the 2016 EIR/EIS for more detail on impacts to old growth ecosystems and old growth tree removal (Placer County and TRPA 2016: 7-12, 7-17, 19-8).

### 3.5 WILDLIFE

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
V. Wildlife.				
Will the proposal result in:				
a) Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Reduction of the number of any unique, rare, or endangered species of animals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Deterioration of existing fish or wildlife habitat quantity or quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.5.1 Environmental Setting

Terrestrial habitat types in the plan area are described in the 2016 Area Plan EIR/EIS in Section 7.1, Biological Resources. Elevation in the plan area range from 6,100 feet along the Truckee River to 8,740 feet at Ward and Ellis Peaks, with montane, upper montane, and subalpine habitats in the elevation gradient. Aquatic habitats in the plan area range from small glacial tarns and snowmelt ponds to very large lakes, such as Lake Tahoe. Streams range from small ephemeral drainages to large perennial rivers, such as the Truckee River. Riparian and wetland vegetation associated with these aquatic features provides important aquatic habitat functions. Major aquatic habitats in the plan area include Griff Creek, Lower Truckee River, Ward Creek, Blackwood Creek, Meeks Creek, and Lake Tahoe. Invasive species and special interest wildlife and plant species occur in the plan area. Data review identified 35 special status animal species that could occur in the plan area. These species are defined under state and federal protections (Placer County and TRPA 2016: E-9 through E-16)

#### 3.5.2 Discussion

- a) **Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?**

Less than significant. The proposed Area Plan amendments would not alter the regulations pertaining to the protection of animal species. Nor would they alter land use regulations to allow new uses or structures that are more likely to affect the diversity or distribution of any species of animal than could currently occur within the plan area. The 2016 Area Plan EIR/EIS evaluated the potential for disturbance or loss of sensitive habitat that would affect the diversity or distribution of animal species and determined that the area plan would create a less than significant impact (Placer County and TRPA 2016: 7-12). The resource management provisions contained in Chapters 60 through 68 of the TRPA Code would continue to apply to future projects within the plan area. Future projects within the plan area would be subject to subsequent project-level environmental review and permitting. As with existing conditions, permit applicants would be required to demonstrate that any proposed project would be consistent with TRPA Code provisions related to resource management, including the provisions of Chapters 62 and 63 that address protection of wildlife and fish resources,

respectively. For these reasons, adoption of the proposed Area Plan would not result in substantial adverse changes in the diversity or distribution of species, or numbers of any species or animals.

**b) Reduction of the number of any unique, rare or endangered species of animals?**

Less than significant. The proposed Area Plan amendments would not alter or revise the regulations pertaining to special-status or listed species of animals. Nor would they alter land use regulations to allow new uses or structures that are more likely to affect the diversity or distribution of any species of animal than could currently occur within the plan area. The 2016 TBAP EIR/EIS evaluated the potential for disturbance or loss of sensitive habitat that would affect the diversity or distribution of animal species and determined that the area plan would create a less than significant impact (Placer County and TRPA 2016: 7-15). As with existing conditions, future development or redevelopment projects in the plan area could affect unique, rare, or endangered species depending on the type, timing, and specific nature of future proposed projects. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of animal species. The protections for rare and special-status species contained in Sections 61.3.6 and 62.4 of the TRPA Code would continue to be applicable to all future projects within the plan area. At a project-level, potential effects on animal species would be determined based on the species' distribution and known occurrences relative to the project area, the presence of suitable habitat for the species in or near the project area, and preconstruction surveys. Existing policies and TRPA Code provisions address potential impacts to special-status species through site-specific environmental review, development, and implementation of project-specific measures to minimize or avoid impacts through the design process, and compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (TRPA Code Sections 61.3.6 and 62.4). Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the proposed Area Plan amendments would not result in a reduction in the number of any unique, rare, or endangered species of animals.

**c) Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?**

Less than significant. The proposed Area Plan amendments would not alter or revise the regulations pertaining to the introduction of new species migration or movement of animals. Nor would they alter land use regulations to allow new uses or structures that are more likely to result in the introduction of new species or barriers to wildlife movement than could currently occur within the plan area. As with existing conditions, future development or redevelopment projects in the plan area could result in a barrier to the migration or movement of animals depending on the type, timing, and specific nature of proposed actions. Future projects located within the existing Town Center areas would have minimal impact to wildlife corridors because of existing development patterns, which limit the value of these areas as wildlife corridors. Because the proposed Area Plan amendments would include provisions to concentrate development in Core Areas, they would reduce the risk of creating additional isolated barriers to wildlife movement. Future projects proposed in the Recreation and Conservation land use districts would have low potential for impact to wildlife corridors because of the recreational or resource management nature of allowable uses in these areas (e.g., linear trails or trailheads on the edge of recreational areas). However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations including TRPA Code Chapters 62 and 63 (Wildlife Resources and Fish Resources, respectively). For these reasons, the proposed Area Plan amendments would not result in the introduction of new species of animals or result in a barrier to the movement of animal species.

**d) Deterioration of existing fish or wildlife habitat quantity or quality?**

Less than significant. The proposed Area Plan amendments would not alter or revise the regulations pertaining to existing fish or wildlife habitat quantity or quality. Nor would they alter land use regulations to allow new uses or structures that are more likely to result in the deterioration of existing habitat quantity or quality than could currently occur within the plan area. As with existing conditions, future development or redevelopment projects in the plan area

could affect fish and wildlife depending on the type, timing, and specific nature of future projects. However, future projects would be subject to applicable project-level environmental review, permitting, and would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of fish and wildlife including those contained in Chapters 62, Wildlife Resources, and 63, Fish Resources, of the TRPA Code. Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the proposed Area Plan amendments would not result in the deterioration of existing fish or wildlife habitat quantity. Moreover, the TBAP specifically identifies priority areas for SEZ restoration that would directly benefit habitat quantity and quality, which the amendments would not alter (Placer County 2016: 164-169).



### 3.6 NOISE

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
VI. Noise.				
Will the proposal result in:				
a) Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Area Plan, Plan Area Statement, Community Plan or Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of people to severe noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Exposure of existing structures to levels of ground vibration that could result in structural damage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.6.1 Environmental Setting

The TBAP applies Community Noise Equivalent Level (CNEL) standards within each zoning district. Additionally, the existing Area Plan includes policies that direct the County and TRPA to continue to enforce noise standards that align with TRPA’s thresholds. Article 9.36 of the Placer County Code codifies the maximum CNEL standards and is consistent with the TRPA Code of Ordinances for the Tahoe Planning Area.

Section 2.10 of the existing Area Plan is designed to improve and protect the scenic quality and tranquility of the planning area by, in part, ensuring that noise levels remain within the established thresholds. Policy N-P-1, Noise, emphasizes working collaboratively with TRPA, the California Department of Transportation, Tahoe Area Regional Transit (TART), the U.S. Forest Service (USFS), and other partner agencies to minimize transportation-related noise impacts on residential and sensitive uses. Additionally, the policy would continue to limit hours for construction and demolition work to reduce construction-related noises.

#### 3.6.2 Discussion

- a) **Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Area Plan, Plan Area Statement, Community Plan or Master Plan?**

Less than significant. This potential effect is the same as those analyzed in the 2016 TBAP EIR/EIS, and therefore this analysis tiers from and is consistent with the 2016 EIR/EIS. The existing Area Plan carried forward and applies the CNEL standards set forth in the previous PASs and CPs. Additionally, Article 9.36 of the Placer County Development Code includes noise standards consistent with the TRPA Code of Ordinances. These standards are consistent with TRPA’s noise threshold, which is established based on the characteristics of the area. The proposed Area Plan amendments would not change these standards.

The growth projections associated with the proposed Area Plan amendments are consistent with the analysis included in the 2016 TBAP EIR/EIS, which evaluated complete buildout of the plan area. Therefore, noise associated with construction and operation of new development, including associated transportation noise, is the same as that which was analyzed in the 2016 TBAP EIR/EIS.

Implementation of the proposed Area Plan amendments would not result in the development of new major stationary noise sources. Future projects in the plan area would result in increases in vehicle travel and traffic volumes on roadways compared to existing conditions. As detailed in the 2016 TBAP EIR/EIS, it is unknown at this time whether all individual proposed projects would be able to incorporate design and operational measures that would prevent an increase in traffic noise levels that exceed applicable CNEL standards. To mitigate this potential impact, TRPA Code Section 68.8.3 requires that all substantial transportation projects in transportation corridors that could exceed adopted CNEL standards incorporate mitigating design features to achieve adopted standards. This requirement would reduce any noise impacts to a less than significant level and would continue to apply with adoption of the proposed Area Plan amendments.

Further, future projects within the plan area would be evaluated at a project level and Placer County and/or TRPA would enforce CNEL standards on a project-by-project basis pursuant to the noise limitations in TRPA Code Chapter 68, Noise Limitations. Through the project level review, TRPA and/or Placer County would only approve projects that can demonstrate compliance with TRPA's threshold standards (i.e., CNEL standards). The current Area Plan CNEL standards are consistent with the TRPA's threshold standards; and thus, future projects within the plan area would only be approved by TRPA or Placer County if they can demonstrate compliance with these CNEL standards. The proposed Area Plan amendments would not change these standards. Therefore, this impact would be less than significant.

#### **b) Exposure of people to severe noise levels?**

Less than significant. This potential effect is the same as those analyzed in both the 2012 RPU EIS and 2016 TBAP EIR/EIS, and therefore this analysis tiers from and is consistent with the 2012 RPU EIS and 2016 TBAP EIR/EIS.

Construction activities associated with new development and redevelopment within the plan area could include site preparation (e.g., demolition, clearing, excavation, grading), foundation work, paving, building construction, utility installation, finishing, and cleanup. These activities typically involve the use of noise generating equipment such as cranes, excavators, dozers, graders, dump trucks, generators, backhoes, compactors, and loaders. Noise levels associated with these types of equipment are typically between 70 and 85 dBA  $L_{max}$  at 50 feet. In unique circumstances, specialized construction equipment (such as pile drivers) or techniques (such as blasting) that are inherently louder than typical construction equipment (typically between 94 and 101 dBA  $L_{max}$  at 50 feet) may be required. This construction activity could result in a significant impact if no noise reduction measures were incorporated.

TRPA has adopted best construction practices policies regarding noise generation designed to reduce construction related noise levels down to a less than significant level. In November 2013, TRPA formalized the best construction policies by including additional noise requirements in the TRPA Standard Conditions of Approval for Grading Projects and Standard Conditions of Approval for Residential Projects. These conditions require projects to utilize existing power sources instead of generators and where feasible keep engine doors closed during periods of operation, locate stationary equipment (e.g., generators or pumps) and staging areas as far as feasible from noise-sensitive receptors (e.g., residential areas), install temporary sound barriers around construction areas or stationary noise sources (e.g., pumps or generators) near noise sensitive receptors (e.g., residential areas), use sonic pile driving instead of impact pile driving where feasible, and pre-drill holes to minimize impacts of pile driving. The 2012 RPU EIS and 2016 TBAP EIR/EIS emphasized that with continued implementation of the TRPA Best Construction Practices Policy, this impact would remain less than significant. In addition, the existing Area Plan seeks to improve and protect the scenic quality and tranquility of the planning area by, in part, continuing to limit hours for construction and demolition work to reduce construction-related noises.

TRPA and/or Placer County would continue to evaluate individual future projects within the plan area at a project level. Through the project level analysis, TRPA and/or Placer County would evaluate project-specific noise impacts and would require compliance with all applicable noise reducing measures identified in the standard condition of approval. Thus,

because the existing Area Plan is consistent with these criteria, and the proposed Area Plan amendments would not change existing noise provisions, future projects in the plan area would not expose noise-sensitive receptors to excessive noise levels.

**c) Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?**

No impact. Single-event noise standards are set forth in Section 68.3.1 of the TRPA Code of Ordinances for aircraft, watercraft, motor vehicles, motorcycles, off-road vehicles, and over-snow vehicles. The proposed Area Plan amendments would not alter standards related to single-event noise, nor would it allow uses that are more likely to result in single-event noise exceedances than are already possible under the existing Area Plan. Future projects could involve uses that include these types of motorized vehicles. The potential for a vehicle to exceed single-event noise standards depends on the condition and operation of the specific vehicle, which would not be affected by the proposed Area Plan amendments. As is the case under existing conditions, new uses involving over-snow vehicles (e.g., snowmobile courses and cross-country ski facilities) would be required to meet the TRPA Code provisions pertaining to single-event noise.

**d) The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?**

Less than significant. As detailed in 3.6.2(a) above, under the proposed Area Plan amendments, TRPA and/or Placer County would continue to evaluate individual projects within the plan area at a project level and would enforce CNEL standards on a project-by-project basis pursuant to the noise limitations in TRPA Code Chapter 68, Noise Limitations. Therefore, through the project level analysis, TRPA and/or Placer County would continue to evaluate the compatibility of new proposed projects and only approve projects that can demonstrate compliance with TRPA's threshold standards (i.e., CNEL standards). The existing Area Plan CNEL standards are consistent with the TRPA's threshold standards, and the proposed Area Plan amendments would not change these standards. Thus, any project under the proposed Area Plan amendments would only be approved by TRPA and/or Placer County if they can demonstrate compliance with these CNEL standards. Therefore, this impact would be less than significant.

**e) The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?**

Less than significant. As detailed in 3.6.2(a) above, TRPA and/or Placer County would continue to evaluate individual future projects within the plan area at a project level and would enforce CNEL standards on a project-by-project basis pursuant to the noise limitations in TRPA Code Chapter 68, Noise Limitations. Therefore, through the project level analysis, TRPA and/or Placer County would evaluate the compatibility of proposed projects and would only approve projects that can demonstrate compliance with TRPA's threshold standards (i.e., CNEL standards). The existing Area Plan CNEL standards are consistent with the TRPA's threshold standards, and the proposed Area Plan amendments would not change these standards. Thus, any project under the proposed Area Plan amendments would only be approved by TRPA and/or Placer County if they can demonstrate compliance with these CNEL standards. Therefore, this impact would be less than significant.

**f) Exposure of existing structures to levels of ground vibration that could result in structural damage?**

Less than significant. The proposed Area Plan amendments do not contemplate any new major stationary sources of ground vibration; therefore, operation of projects that would result in ground vibration is not evaluated. Future construction activities that could occur in the plan area could generate varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. Blasting activities also

generate high levels of ground vibration. Ground vibration generated during construction of projects could result in damage to nearby buildings and structures and/or result in a negative human response to vibration-sensitive land uses.

To reduce this potential effect, TRPA has adopted best construction practices policies regarding construction-generated noise and ground vibration designed to reduce construction related vibration levels down to a less than significant level (see Section 3.6.2(b), above). In addition, the current Area Plan seeks to improve and protect the scenic quality and tranquility of the planning area by, in part, continuing to limit hours for construction and demolition work to reduce construction-related noise and vibration.

As detailed in section 3.6.2(b) above, TRPA and/or Placer County would continue to evaluate individual future projects at a project level. Through the project level analysis, TRPA and/or Placer County would assess the potential for a future project to cause ground vibration that would result in structural damage, and where necessary require mitigation measures to prevent this impact. In addition, TRPA and/or Placer County would only approve projects with construction activity that complies with all applicable measures identified by the Best Construction Practices Policy. Thus, because the current Area Plan is consistent with ground vibration mitigation measures identified in both the 2012 RPU EIS and 2016 TBAP EIR/EIS, and because future projects would be evaluated and ground vibration mitigated, future projects under the proposed Area Plan amendments would not expose receptors to vibration levels that could result in structural damage.

### 3.7 LIGHT AND GLARE

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
VII. Light and Glare.				
Will the proposal:				
a) Include new or modified sources of exterior lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create new illumination which is more substantial than other lighting, if any, within the surrounding area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Cause light from exterior sources to be cast off-site or onto public lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create new sources of glare through the siting of the improvements or through the use of reflective materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.7.1 Environmental Setting

The plan area has dark skies with little light pollution from urban areas, such as Sacramento, which is shielded by the surrounding mountains. Views from lakeside beaches and from watercraft on the Lake are expansive and free of substantial nighttime light interference. Lighting associated with urban development and human presence can result in light pollution and spillover, which can adversely affect the dark night skies that contribute to the natural scenic character of the plan area.

The primary sources of night lighting in the plan area are from commercial centers, residential neighborhoods, and small commercial nodes that serve the residential neighborhoods. These areas are mainly located in and around Tahoe City, Kings Beach, and Stateline. Also, rural transition areas, which are a combination of human-made development and natural landscape features, create some night lighting that affects the plan area. Otherwise, there is little light pollution generated in the plan area, apart from the lighting required for public safety and from private residences.

#### 3.7.2 Discussion

##### a) Include new or modified sources of exterior lighting?

Less than significant. Although they could modestly increase the pace of construction, the proposed Area Plan amendments would not increase the potential for growth in the plan area beyond that which could occur under the existing Area Plan. As with existing conditions, future projects could result in new sources of light from exterior lighting.

The TRPA design standards for exterior lighting (TRPA Code Chapter 36, Design Standards) are designed to reduce light pollution and reduce the display of light on adjoining parcels and adjacent residential uses (TRPA 2012a). The TBAP implements design standards and guidelines for the plan area which meet, and in some cases surpass, the requirements of the TRPA design standards. The lighting standards are included in Chapter 3, Area-Wide Standards and Guidelines, of the TBAP Implementing Regulations, which include but are not limited to the following requirements:

- ▶ Exterior lights shall not blink, flash, or change intensity except for temporary public safety signs. String lights, building or roofline tube lighting, reflective, or luminescent wall surfaces are prohibited.
- ▶ Exterior lighting shall not be attached to trees except for the winter holiday season.
- ▶ Parking lot, walkway, and building lights shall be directed downward.

- ▶ Fixture mounting height shall be appropriate to the purpose. The height shall not exceed the limitations set forth in Chapter 37 of the TRPA Code of Ordinances.
- ▶ Outdoor lighting shall be used for purposes of illumination only, and shall not be designed for, or used as, an advertising display. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures projected above the horizontal is prohibited.
- ▶ The commercial operation of searchlights for advertising or any other purpose is prohibited.
- ▶ Seasonal lighting displays and lighting for special events may be permitted on a temporary basis pursuant to Chapter 22 of the TRPA Code of Ordinances.

The TBAP Design Standards and Guidelines also require that exterior light sources be shielded and downward facing, and prohibit the use of flood lighting, reflective materials, and lighting strips (including neon/fluorescent tubing) to minimize reflectivity and glare. As the applicable lighting standards would not change with adoption of the proposed Area Plan amendments, glare and reflectivity from future projects proposed in the plan area would not change compared to projects developed under the existing Area Plan, and would not adversely affect day or nighttime views in the area.

The TBAP Design Standards and Guidelines incorporate protections for natural features with the goal to encourage projects to create a context-sensitive design of the built environment that reflects differences in the character of unique communities consistent with recommendations in the Scenic Quality Improvement Program (SQIP) (TRPA 1989). These standards would not be changed by the proposed amendments. They reduce the potential for future projects to result in substantial light or glare, new sources of light or glare that are more substantial than other light or glare in the area, or exterior light that is cast off-site.

Future projects within the plan area would be evaluated on a project-specific basis consistent with TRPA environmental review requirements (TRPA Code Chapter 3) and CEQA, where applicable. This analysis would consider the project-specific effects on light and glare at the time that project characteristics are known. This analysis would review the proposed project for consistency with applicable standards and would consider unique project aspects, such as the location, height, and design of a proposed structure to determine if it would result in significant impacts related to light and glare. If necessary, the environmental review would require mitigation measures, such as revised lighting designs, to reduce significant impacts related to light and glare.

Because all existing lighting design standards and guidelines would remain in effect and all future projects would be evaluated considering the project-specific characteristics related to light and glare, the proposed Area Plan amendments would have a less than significant effect on light and glare conditions.

**b) Create new illumination which is more substantial than other lighting, if any, within the surrounding area?**

Less than significant. See discussion in Section 3.7.2(a), above.

**c) Cause light from exterior sources to be cast off-site or onto public lands?**

Less than significant. See discussion in Section 3.7.2(a), above.

**d) Create new sources of glare through the siting of the improvements or through the use of reflective materials?**

Less than significant. See discussion in Section 3.7.2(a), above.

### 3.8 LAND USE

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
VIII. Land Use.				
Will the proposal:				
a) Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Expand or intensify an existing non-conforming use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.8.1 Environmental Setting

The 2016 TBAP EIR/EIS and summarizes existing land use classifications and development within the Lake Tahoe Basin is controlled by land use mapping and zoning and by TRPA regulated commodities (Placer County and TRPA 2016: 5-8). Chapter 50 of the TRPA Code sets forth the requirements for regulating the rate and timing of growth in the Lake Tahoe Basin in a manner intended to award and distribute allocations for growth and development in an orderly fashion to meet and maintain environmental thresholds (TRPA 2012b: 50-1). The 2016 TBAP EIR/EIS summarizes the existing commodities within Placer County as of December 2012 (Placer County and TRPA 2016: 5-11). Chapter 21 of the TRPA Code defines permissible uses. To permit a special use, the findings in TRPA Code Section 21.2.2 must be made.

#### 3.8.2 Discussion

**a) Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?**

Less than significant. The TBAP amendments would not approve or result in new land uses that are not already permissible uses. The proposed amendments include new policies to help achieve the objectives of the Placer County North Lake Tahoe Economic Development Incentive Program, which prioritizes development rights to the most community-benefitting projects that align with the Area Plan and Regional Plan. Policies are proposed to support the allocation and conversion of TRPA development rights, and to encourage redevelopment in the Town Centers. The amendments would also include targeted revisions to permit requirements for specific permissible uses. These proposed changes are in line with Placer County’s intended direction with their development goals and are guided by the TRPA Threshold Standards and Regional Plan and align with the Goal DP-3, LU-4.9.3, and LU-4.9.4 (TRPA 2021: 7-6, 2-18). For these reasons, the proposed amendments would result in a less than significant impact.

**b) Expand or intensify an existing non-conforming use?**

No impact. The proposed Area Plan would make limited changes to permissible uses that are guided by Placer County, TRPA, and California State policies about affordable housing and which promote redevelopment of Town Centers. The proposed amendments would support affordable housing projects and streamline the permitting and approval process. The amendments would not add a new use to the plan area or expand or intensify any non-conforming uses. The proposed housing policies comply with the overall goals set by TRPA, the State of California, and Placer County to increase affordable housing options in the area to support the local workforce. Future projects would still be reviewed at a project scale and would comply with Placer County’s Zoning Ordinance and TRPA’s Development Code. Because the proposed amendments would not introduce new non-conforming uses or affect existing non-conforming uses, it would they would have no impact on non-conforming uses.

### 3.9 NATURAL RESOURCES

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
IX. Natural Resources.				
Will the proposal result in:				
a) A substantial increase in the rate of use of any natural resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantial depletion of any non-renewable natural resource?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.9.1 Environmental Setting

Natural resources such as lumber, water, and minerals/metals are used in the construction of structures and infrastructure. Non-renewable resources, such as gasoline, diesel fuel, and other petroleum products are used during construction activities to fuel equipment and vehicles. Non-renewable resources are also used during the operation and use of development within the plan area to heat buildings, provide electricity and water supplies, and support transportation within the plan area. There are no mining operations, privately held timber land, or other commercial resource extraction activities within the plan area.

#### 3.9.2 Discussion

**a) A substantial increase in the rate of use of any natural resources?**

Less than significant. This potential effect is the same as those analyzed in both the 2012 RPU EIS and 2016 TBAP EIR/EIS, and therefore this analysis tiers from and is consistent with the 2012 RPU EIS and 2016 TBAP EIR/EIS. The proposed Area Plan amendments would not increase the potential for growth in the plan area beyond that which could occur under the existing Area Plan. Both the 2012 RPU EIS and 2016 TBAP EIR/EIS evaluated the effects of build-out of the plan area on natural resources. As with existing conditions, the use of natural resources, such as construction wood or metals, or gasoline would increase incrementally as future commercial, tourist, recreational, and residential projects are constructed in the plan area. The 2012 RPU EIS and 2016 TBAP EIR/EIS both acknowledged the potential increase in the use of natural resources resulting from increased development within the plan area; however, projects implemented under the proposed Area Plan amendments would be subject to subsequent project-level environmental review, permitting by TRPA and Placer County, and site-specific mitigation measures if necessary. Because the proposed Area Plan amendments would not result in an increase in the use of natural resources beyond the levels analyzed in the 2012 RPU EIS and the 2016 TBAP EIR/EIS and future projects would be evaluated to ensure there are not substantial project-level increases in the rate of use of natural resources, this impact would be less than significant.

**b) Substantial depletion of any non-renewable natural resource?**

Less than significant. This potential effect is the same as those analyzed in both the 2012 RPU EIS and 2016 TBAP EIR/EIS, and therefore this analysis tiers from and is consistent with the 2012 RPU EIS and 2016 TBAP EIR/EIS. The proposed Area Plan amendments would not increase the potential for growth in the plan area beyond that which could occur under the existing Area Plan. The 2012 RPU EIS and 2016 TBAP EIR/EIS both evaluated the effects of build-out of the plan area on natural resources. As with existing conditions, nonrenewable natural resources, such as gasoline and diesel, would be consumed during the construction and operation of future projects in the plan area. However, the potential for growth in the plan area would be limited through limitation on development rights, such as commercial floor area (CFA), residential units of use (RUUs), and tourist accommodation units (TAUs). The proposed Area Plan amendments do not proposed new uses that would require substantial amounts of non-renewable resources, such as heavy industrial or manufacturing uses. Furthermore, the existing Area Plan includes a GHG reduction strategy which reduces the long-



term use of non-renewable resources below acceptable TRPA and Placer County thresholds, which would remain in place. As described above, future projects would be evaluated at a project-level to ensure they do not result in a substantial depletion of non-renewable resources. For these reasons, the proposed Area Plan amendments would not result in substantial depletion of any non-renewable natural resource.

### 3.10 RISK OF UPSET

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
X. Risk of Upset.				
Will the proposal result in:				
a) Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Involve possible interference with an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.10.1 Environmental Setting

##### Hazardous Materials

Federal law requires projects to ensure that hazardous materials are properly handled, used, stored, and disposed of, and if such materials are accidentally released, to prevent or mitigate injury to health or the environment. EPA is the agency primarily responsible for enforcement and implementation of federal laws and regulations pertaining to hazardous materials. Applicable federal regulations pertaining to hazardous materials are primarily contained in Code of Federal Regulation (CFR) Titles 29, 40, and 49. Hazardous materials, as defined in the CFR, are listed in 49 CFR 172.101. Management of hazardous materials is governed by the following laws, among others: The Toxic Substances Control Act of 1976 (15 U.S. Code [USC] Section 2601 et seq.), the Resource Conservation and Recovery Act of 1976 (42 USC 6901 et seq.), The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (also called the Superfund Act or CERCLA) (42 USC 9601 et seq.), and the Superfund Amendments and Reauthorization Act (SARA) of 1986 (Public Law 99-499; USC Title 42, Chapter 116. The Federal Hazardous Materials Transportation Law, 49 USC 5101 et seq. (formerly the Hazardous Materials Transportation Act 49 USC 1801 et seq.) is the basic statute regulating transport of hazardous materials in the United States. Hazardous materials regulations are enforced by the Federal Highway Administration, the U.S. Coast Guard, the Federal Railroad Administration, and the Federal Aviation Administration.

The Lake Tahoe Geographic Response Plan (LTGRP) is a principal guide for agencies within the Lake Tahoe watershed, its incorporated cities, and other local government entities in mitigating hazardous materials emergencies. It establishes policies and procedures to protect life, the environment, and property from hazardous material incidents. It is primarily intended to be used for oil spills or chemical releases that impact the Lake Tahoe and Truckee River drainages.

Hazardous materials exist in the Plan Area and were identified and analyzed for the 2012 RPU EIS and 2016 TBAP EIR/EIS (Placer County and TRPA 2016: 18-10). Updated information is on the California State Water Resources Control Board (SWRCB) website (SWRCB 2023).

##### Emergency Response and Evacuations

Placer County Office of Emergency Preparedness (OES) coordinates inventories hazardous materials, used by businesses and administers the Placer County emergency management program on a day-to-day basis and during disasters. It is a focal point during disasters for planning and logistics. Evacuation centers have been identified in the Kings Beach and Tahoe City area in Placer County (Placer County and TRPA 2016: 18-9). The LTGRP establishes the emergency response organization for hazardous materials incidents occurring within the Lake Tahoe watershed (Placer County and TRPA 2016: 18-6).

The Placer County Local Hazard Mitigation Plan is to reduce the long-term risk to people and property from natural hazards and their effects in Placer County. The plan was updated and approved in 2021 by the Board of Supervisors to also avoid costly disaster recovery expenses (Placer County 2021). The 2021 updates include refined risk

assessments for disasters such as fires and floods, enhanced programs to reduce the cost of flood insurance, expanded federal grant opportunities, streamlined response operations after emergencies, as well as updated and prioritized the county's mitigation project list (Placer County 2021).

The North Tahoe Fire Protection District's (NTFPD's) Emergency Preparedness Guide includes advice for what to do in case of an emergency event, such as fires or avalanches, and identifies evacuation routes for Kings Beach, Tahoe Vista, Tahoe City, Tahoma, and Meeks Bay (NTFPD n.d.). SR 28 is identified in both directions as an evacuation route, and Hwy 267, and 89 are also evacuation routes out of the Lake Tahoe Basin.

### 3.10.2 Discussion

#### a) **Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?**

Less than significant. This potential effect is the same as those analyzed in the 2016 TBAP EIR/EIS, and therefore this analysis tiers from and is consistent with the 2016 TBAP EIR/EIS. Construction activities related to future projects implemented under the proposed Area Plan could involve the storage, use, and transport of hazardous materials. However, use of hazardous materials would be of typical urban development projects in the Tahoe Region and would occur in compliance with all local, state, and federal regulations. Further, the types of uses that would be permissible within the area are not of the nature that would involve storage, use, and transport of large quantities of hazardous substances that would increase the risk of incident. The types of uses (e.g., commercial and light industrial) are consistent with the types of uses already allowed under existing conditions, such that implementation of the proposed Area Plan amendments would not be expected to create a new risk of accident or upset conditions.

These effects were previously analyzed in the 2016 TBAP EIR/EIS. This analysis found that because future projects would adhere to existing regulations, including various federal, state, and local regulations address the handling, transporting, and disposing of hazardous materials, and because there would be no proposed policies or changes to existing policies that would affect the transport or use of hazardous materials in the region, no impact would occur (Placer County and TRPA 2016: 18-1). Implementation of the proposed area plan amendments would not include any provisions or changes that would alter such requirements or regulations for individual future projects. Therefore, impacts to risk of an explosion or the release of hazardous substances within the plan area would be the same as previously analyzed in the 2016 EIR/EIS and would have a less than significant impact.

#### b) **Involve possible interference with an emergency evacuation plan?**

Less than significant. The 2016 TBAP EIR/EIS determined that implementation of the proposed Area Plan would not alter the existing Placer Operation Area East Side Emergency Response Evacuation Plan (Placer County and TRPA 2016: 18-23). The amendments to the TBAP would not make changes to the total number or distribution of residential allocations or other development rights (e.g., CFA, TAUs). As such, the potential growth that could occur within the plan area would not change from the potential growth allowed by the existing Area Plan.

Due to the existing land use pattern and growth controls, most new development would be in the form of redevelopment of existing development. It is the intent of both the proposed Area Plan and Regional Plan that redevelopment be concentrated in the Town Centers, with a focus on, among other things, support for a comprehensive transportation network that considers transit, pedestrian, and non-motorized transportation opportunities. Added policies for redevelopment, land use, and mixed use for the proposed Area Plan support development of land use patterns that reduce private automobile use, increase concentration of development in urban centers, and develop active transportation opportunities and community spaces which would reduce automobile dependency and increase walkability, bikeability, connectivity, and safety in the community.

Buildout of the amended Area Plan could result in the same amount of additional development in the plan area that could occur under the existing Area Plan. The potential traffic associated with buildout of the plan area would not be substantial and would be consistent with that anticipated under the Regional Plan and evaluated in the 2016 TBAP

EIR/EIS. Roadways in the region currently experience congested conditions during peak periods throughout the year. With the focus on walkability, alternative transportation, and transit improvements emphasized in the Area Plan consistent with the Regional Plan and 2017 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy, and growth limitations from TRPA allocations, the addition of residents and visitors generated by the amended Area Plan would not substantially increase long-term congestion such that interference with emergency response or evacuation plans would occur. As with existing conditions, construction of residential, commercial, utility, roadway improvements, community revitalization, and bicycle and pedestrian trails projects in accordance with amended Area Plan may temporarily increase construction-related traffic within the plan area, potentially causing intermittent congestion on SR 28, SR 89, and SR 267. Additionally, some construction projects could result in temporary lane or shoulder closures. Because the potential development associated with the proposed Area Plan amendments would be the same as what could occur with existing conditions, potential construction effects on emergency vehicle response time and evacuation would not change from what could occur under the development potential allowed by the existing Area Plan. In addition, future projects would be reviewed pursuant to applicable CEQA and TRPA environmental review requirements. This project-level review would evaluate the site-specific characteristics of each proposed project to determine if it would interfere with an emergency evacuation plan. If a future project would interfere with an emergency evacuation plan, then project-specific mitigation measures, such as a traffic control plan, or changes to project design or construction operations, would be required.

Buildout of the amended Area Plan would result in the same level of development previously assessed for the 2016 TBAP EIR/EIS and Regional Plan, and would include efforts to reduce use of automobiles and increase travel connections in the plan area. Additionally, projects would be required to reduce potential construction-related traffic impacts. Therefore, implementation of the Area Plan amendments would not interfere with implementation of existing regulations or plans pertaining to emergency response or evacuation. This impact would be less than significant.

### 3.11 POPULATION

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XIV. Population				
Will the proposal result in:				
a) Alter the location, distribution, density, or growth rate of the human population planned for the Region?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include or result in the temporary or permanent displacement of residents?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.11.1 Environmental Setting

The area under the jurisdiction of the Tahoe Basin Area Plan has a total population of approximately 10,835 people and 4,140 households (U.S. Census 2020). Development in the Tahoe Region is guided by the TRPA growth control system, which allows new development and redevelopment through authorization of residential allocations, commercial floor area, tourist accommodation units, and residential bonus units. As a result, development is capped in the Region.

#### 3.11.2 Discussion

##### a) Alter the location, distribution, density, or growth rate of the human population planned for the Region?

Beneficial. This potential effect is the same as those analyzed in both the 2012 RPU EIS and 2016 TBAP EIR/EIS, and therefore this analysis tiers from and is consistent with the 2016 TBAP EIR/EIS and 2012 RPU EIS. The proposed Area Plan amendments would include several policy additions to the existing Area Plan that are designed to promote the development of affordable housing in the plan area. These include policies to support streamlining affordable, moderate, and achievable housing; require that 50 percent of housing units converted from multifamily units to condominiums be deed restricted to affordable, moderate or achievable housing; address the job-housing imbalance in the region; monitor and track housing data in the region; and support adaptive management of the short-term rental inventory to balance housing availability with short-term rentals as new lodging products are added to the region. Although the pace of construction in the plan area may modestly increase under the proposed amendments, the total number of residential units would remain capped and the total development potential in the plan area would not be affected.

The existing Area Plan implements mixed-use zoning concepts envisioned by the TRPA Regional Plan and analyzed in the 2012 RPU EIS and 2016 TBAP EIR/EIS. The TRPA Regional Plan guides changes to the overall density and distribution of the region’s population, gradually increasing the density of the population within Town Centers, such as Tahoe City and Kings Beach, and simultaneously reducing density outside these centers. This trend would continue under the proposed Area Plan amendments. Although this pattern results in changes to the density and distribution of the region’s population, to date such changes have not and would continue to not result in environmental degradation. Transitioning to higher-density, compact, transit-oriented development has reduced and would continue to reduce environmental impacts associated with traffic (VMT), air quality, land disturbance, infrastructure expansion, and other environmental issue areas. Also, this transition pattern has provided and would continue to provide opportunities for stream environment restoration and improved water quality control facilities. Such changes would continue to be beneficial.

The proposed changes to land use zoning and development patterns associated with the proposed Area Plan amendments would bring the plan area into alignment with the location, distribution and growth rate of the human population planned for the region in the TRPA Regional Plan. Growth within the plan area would continue to be limited to that which is allowed by the growth management system set forth in Chapter 50, Allocation of Development, of the TRPA Code and redirected to more appropriate locations. Thus, this impact would be beneficial.

**b) Include or result in the temporary or permanent displacement of residents?**

Beneficial. See discussion in Section 3.11.2(a), above. The proposed Area Plan amendments do not propose any specific projects that would result in the loss of very-low, lower-, or moderate-income housing or that would displace substantial numbers of people necessitating construction of replacement housing elsewhere. All future projects in the plan area would be required to undergo project-level environmental review during which potential impacts on residences or businesses would be assessed and mitigated to the extent feasible. Future projects would be subject to TRPA requirements for in-kind replacement housing equal to the number of displaced or removed residential units for the loss of moderate-income housing (TRPA Code Section 39.2.3.B); consequently, there would be no net loss of housing.

### 3.12 HOUSING

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XIV. Housing				
Will the proposal result in:				
a) Affect existing housing, or create a demand for additional housing? To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:				
i) Will the proposal decrease the amount of housing in the Tahoe Region?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.12.1 Environmental Setting

There are 14,115 existing residential units within the plan area. This includes 6,087 single family residences, 7,146 condominiums, and 882 other multi-family residential units (U.S. Census 2020). The median sale price of homes sold in 2022 in the plan area was \$970,000 (Zillow 2023). Between 2016 and 2020, 67 percent of all households were housing cost burdened meaning 30 percent or more of the household monthly income is spent on housing and associated costs (HUD 2023). The high cost of housing is caused in part by the limited availability of housing in the plan area.

#### 3.12.2 Discussion

**a) Affect existing housing, or create a demand for additional housing?**

To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:

**i) Will the proposal decrease the amount of housing in the Tahoe Region?**

No impact. The amount of housing in the Tahoe Region is limited by the number of available RUUs available through the TRPA growth management system described in TRPA Code Chapters 50 – 53. The proposed amendments would not affect the current or potential future number of housing units.

**ii) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?**

Beneficial. This potential effect is similar to those analyzed in the 2012 RPU EIS and 2016 TBAP EIR/EIS, and therefore this analysis tiers from and is consistent with the 2016 TBAP EIR/EIS and 2012 RPU EIS. The existing Area Plan implements Regional Plan strategies that allow for increased residential height and density within existing Town Centers (which can improve the feasibility of affordable housing projects) and encourage the replacement of single-family homes in outlying areas with multi-family units in Town Centers (which are typically less expensive than single-family homes). The 2012 RPU EIS evaluated the effects of the Regional Plan strategies that would be implemented

with the existing Area Plan and found that they would have the potential to improve housing opportunities for lower income residents over the planning period of the Regional Plan (TRPA 2012a: 3.12-17).

The proposed Area Plan amendments would include several policy additions to the existing Area Plan that are designed to promote the development of affordable housing in the plan area. These include policies to support streamlining affordable, moderate, and achievable housing; require that 50 percent of housing units converted from multifamily units to condominiums be deed restricted to affordable, moderate or achievable housing; address the job-housing imbalance in the region; monitor and track housing data in the region; and support adaptive management of the short-term rental inventory to balance housing availability with short-term rentals as new lodging products are added to the region. Although the pace of construction in the plan area may modestly increase under the proposed amendments, the total number of residential units would remain capped and the total development potential in the plan area would not be affected. The amendments would also encourage a greater proportion of the available residential units to be developed as more affordable workforce housing. To the extent that the proposed housing policies are successfully implemented, they could reduce the number of existing residents that are housing cost burdened and/or increase the availability of housing for lower and very low-income households.

The proposed Area Plan amendments would not prohibit residential uses in any location where they are currently allowed. Future projects within the plan area would be subject to TRPA requirements for in-kind replacement housing equal to the number of displaced or removed residential units for the loss of low- or moderate-income housing (TRPA Code Section 39.2.3.B).

As described above, the proposed Area Plan amendments would implement additional Regional Plan strategies that would benefit affordable housing, would not reduce the amount of existing affordable housing, and would implement additional strategies to provide workforce housing. Therefore, this impact would be beneficial.



### 3.13 TRANSPORTATION/CIRCULATION

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XIII. Transportation/Circulation.				
Will the proposal result in:				
a) Generation of 650 or more new average daily Vehicle Miles Travelled?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Changes to existing parking facilities, or demand for new parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantial impact upon existing transportation systems, including highway, transit, bicycle, or pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Alterations to present patterns of circulation or movement of people and/or goods?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Alterations to waterborne, rail, or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.13.1 Environmental Setting

The plan area is served by a network of state, Placer County, Forest Service, State Parks and private roadways. Due to topographical constraints, the overall network is very limited with few alternate routes.

##### State Highways

The primary through roadways in the area consists of the three state highways, as described below.

State Route (SR) 28 is the major roadway serving Lake Tahoe’s North Shore. It provides a link between Incline Village, Nevada and Tahoe City. SR 28 is typically a two-lane facility with one lane of travel in each direction. A center two-way left-turn lane is provided in Tahoe City, Tahoe Vista, and Kings Beach. The posted speed limit along SR 28 varies from 25 to 45 miles per hour through the Plan area.

SR 267 is a two-lane highway running in a general northwest-southeast alignment between Interstate 80 in Truckee and SR 28 in Kings Beach. This highway consists of two travel lanes, with a speed limit of 55 miles per hour in the rural sections outside of Kings Beach. It climbs almost 1,000 feet in elevation from Lake Tahoe to Brockway Summit.

SR 89 serves the Truckee River Canyon and West Shore, as part of the overall route connecting Alpine County on the south with I-5 in Siskiyou County on the north. As the most direct all-weather road connecting the Tahoe area to I-80 and the Sacramento and San Francisco Bay areas, it carries the greatest traffic volumes into the North and West Shores of Lake Tahoe. It also provides access to Squaw Valley and Alpine Meadows. SR 89 is generally two lanes in width, with additional turn lanes at major intersections. Within the Plan area, the speed limit varies from 25 to 45 miles per hour.

Traffic control on State Highways in the Plan area includes stop signs and three traffic signals along SR 28 (at SR 89 in Tahoe City, at National Avenue in Tahoe Vista, and at SR 267 in Kings Beach), as well as two roundabouts in Kings Beach (at Bear Street and at Coon Street). In addition, a winter traffic management program is operated in Tahoe City during afternoons on peak winter ski days, coning two east-bound through lanes and an eastbound right-turn lane to increase capacity and reduce congestion.

## County Roadways

The majority of roadways in the Plan Area are owned and maintained by Placer County. Snow removal is an important element of county roadway activities. With the highest average snowfall of any county in the lower 48 states, Placer County's snow removal program ranks among the largest four in California.

## Transit Network

As a tourist destination with a limited roadway network, public transit services are an important component of the transportation system in the Plan area. As discussed below, the region is served by a mix of public and private transit services.

### TAHOE-TRUCKEE AREA REGIONAL TRANSIT

The Tahoe Area Regional Transit (TART) system is operated by the Placer County Department of Public Works and Facilities. Services are as follows:

- TART's "Main Line" route operates on SRs 28 and 89 along the northern and western shores of Lake Tahoe from Sugar Pine Point State Park in El Dorado County on the southwest to Incline Village, Nevada on the northeast. During the summer, more frequent service is scheduled, while less frequent service is provided during the winter and off-season.
- The SR 89 Route provides hourly service between Tahoe City and Truckee, via Squaw Valley, year-round.
- The SR 267 Route operates hourly between Truckee, Northstar Village, Kings Beach and Crystal Bay year-round.
- The Subsidized Taxi Service is provided to persons eligible under the Americans with Disability Act that cannot access the fixed route service. It is provided for all portions of eastern Placer County, through a contractor.
- TART Connect provides free on-demand service within the plan area and into Washoe County and Truckee.

Throughout the year, TART service operates approximately from 6:00 a.m. to 6:45 p.m., seven days a week and 364 days per year (the exception being Christmas).

## Bicycle and Pedestrian Infrastructure

The Tahoe City Public Utility District (TCPUD) operates a series of multipurpose recreational trails along the Truckee River between Tahoe City and Olympic Valley, along the West Shore between Tahoe City and Sugar Pine Point State Park, and along the North Shore from Tahoe City to Dollar Hill. These facilities total 16.2 miles in length. TCPUD also operates a 0.9-mile lakefront trail through the core of Tahoe City from Commons Beach to the State Park Campground.

The Pinedrop Trail is a 1.5 mile shared use path connecting Pinedrop Drive (near SR 267) with the North Tahoe Regional Park in Tahoe Vista, operated by the North Tahoe Public Utility District. In addition, the National Avenue Bike Path consists of a separated shared use Class I facility along National Avenue from SR 28 to Donner Road (the road providing access to the Regional Park).

SR 28 between Tahoe City and Kings Beach includes Class II (striped) bike lanes. Sidewalks are provided in Tahoe City along both sides of a 0.7-mile-long section of SR 28. In addition, sidewalks are present along SR 28 and numerous side streets in Kings Beach. Additional information on

The region also encompasses an extensive network of unpaved trails, including USFS trails, California State Park trails, and 36 miles of the Tahoe Rim Trail. Portions of the Tahoe Rim Trail are also part of the Pacific Crest Trail.

## 3.13.2 Discussion

### a) Generation of 650 or more new average daily Vehicle Miles Travelled?

Less than significant.

At the time the 2016 TBAP EIR/EIS was completed, the TRPA's Initial Environmental Checklist criteria as it related to VMT, stated that the Area Plan would result in a significant impact to transportation and circulation if it would cause total VMT within the Tahoe Region to exceed the TRPA Air Quality Threshold value of 2,030,938. However, since certification of the 2016 TBAP EIR/EIS, TRPA has revised the VMT criteria and metrics. Therefore, the average VMT (new TRPA IEC metric) associated with implementation of the Area Plan was not analyzed in the 2016 TBAP EIR/EIS. Since the 2016 TBAP EIR/EIS was adopted, TRPA has an updated Regional Transportation Plan (RTP). The RTP includes travel demand management strategies to decrease use of personal automobiles and increase transportation via walking, bicycling, transit, and carpooling. The RTP also includes transportation system management projects, which increase infrastructure with an emphasis on transit, trails, and technologies that can further reduce personal automobile use. Taken together, these RTP strategies have the potential to reduce VMT beyond the measures identified in the 2016 TBAP EIR/EIS.

The TRPA Project Impact Assessment Guidelines (PIA) (2022) describes the VMT requirements for development projects and Regional Plan, Code, or local plan amendments in the Tahoe Region. The PIA describes the process and requirements for conducting a VMT assessment and reflects the 2021 updates to the TRPA Environmental Thresholds, which involved replacement of a VMT-based nitrate deposition threshold with a new transportation and sustainable communities threshold, also based on VMT. The PIA provides a basis for preparing a VMT analysis in compliance with Chapter 65 of the TRPA Code of Ordinances. As detailed in Section 4.1, Screening Criteria, of the PIA, the policy effect of plans, ordinances, and amendments must be considered in relation to trip generation and trip length. The PIA notes that in many cases a policy proposal may have no effect on vehicle trips or lengths. In this case, the amendments would not directly affect trip generation and future projects within the plan area will assess project generated VMT that exceeds 650 VMT outside of Town Centers or 1,300 VMT in Town Centers

As detailed in Section 2.4, Proposed Area Plan Changes, the proposed Area Plan amendments focus on process, policy, and code improvements to support appropriate lodging, mixed use, and workforce housing. The amendments also focus on diversifying land uses across a variety of sectors, with the intent of streamlining and diversifying the business sector and a variety of housing types. However, the proposed Area Plan amendments would not alter land use classifications or growth potential from that which was evaluated in the 2016 TBAP EIR/EIS. Because trip generation is generally estimated based on land use classification, the number of trips generated within the plan area would not change due to the implementation of the proposed Area Plan amendments. Additionally, trip distances are generally attributable to the land uses producing or attracting the new trips. Thus, similar to the discussion for trip generation above, because the land use classifications and development capacity of the Area Plan would not change with implementation of the proposed Area Plan amendments, trip lengths associated with implementation of the Area Plan would not increase. Because the Area Plan amendments would further promote concentration of development within Town Centers and improve pedestrian and bicycle infrastructure, and because VMT tends to be lower for projects in Town Centers, which include bicycle and pedestrian infrastructure and residential, commercial, and other use in proximity, the amendments may contribute to a reduction in VMT.

Because the changes in the proposed Area Plan amendments are not expected to increase traffic generation or trip distances, the proposed Area Plan amendments' effect on VMT within the Tahoe Region would not be substantially different than that which could occur under the existing Area Plan. Therefore, the VMT effects of proposed Area Plan amendments are less than significant.

#### **b) Changes to existing parking facilities, or demand for new parking?**

Less than significant. As described above in Section 3.13.2(a), the proposed Area Plan amendments would not increase trip generation compared to that which could occur under the existing Area Plan. Nor would the proposed amendments alter land use classifications or growth potential beyond those evaluated in the 2016 TBAP EIR/EIS. Therefore, the Area Plan amendments are not expected to increase the demand for new parking.

The proposed Area Plan amendments include updates to parking standards and the creation of parking districts. The proposed Area Plan amendments include new policies in the Land Use element that would support funding sources for the implementation of parking management plans. The Area Plan would also be amended to support parking maximums and other parking solutions in Town Centers. Additionally, the proposed Area Plan amendments include

new policies that would allow multipurpose and flexible gathering spaces in private and public parking areas where events could be held during off-peak hours. Section 3.07, "Parking and Access," would also be revised to permanently adopt the parking pilot program for North Lake Tahoe Town Centers that support exemptions to parking and spur redevelopment in the town centers and support strategies identified in the Resort Triangle Transportation Plan (RTTP). Although these proposed amendments to the Area Plan would result in lower total parking supply in Town Centers, they are designed to, and would result in more efficient use of parking areas. Therefore, adequate parking would still be provided. Additionally, Section 3.09, "Design Standards and Guidelines," would be revised to include exceptions for groundwater interception to facilitate below-grade parking for mixed-use projects in Town Centers. Therefore, this amendment to the Area Plan would potentially increase parking supply within the plan area through the provision of below-grade parking, potentially offsetting parking reductions resulting from other provisions.

Finally, each future project would continue to be reviewed for consistency with parking standards and would be reviewed through a project-specific environmental review pursuant to TRPA Code Chapter 3 and CEQA to evaluate if the proposed project would degrade parking conditions. As with existing conditions, project specific mitigation measures would be required if a future project would significantly degrade parking conditions. Therefore, the proposed Area Plan amendments would have a less-than-significant impact on parking

**c) Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?**

Less than significant. As described above in Section 3.13.2(a), the proposed Area Plan amendments would not increase trip generation compared to that which could occur under the existing Area Plan. Additionally, the transportation policies in the Area Plan promote bicycle and pedestrian modes and call for improvements to bicycle and pedestrian facilities. The existing Area Plan policies specify improvements and management strategies to enhance bicycle and pedestrian conditions, such as T-P-30 and T-P-31. The proposed Area Plan amendments would not alter land use classifications or growth potential, and thus, the amendments would not result in an increase in transit demand beyond those evaluated in the 2016 TBAP EIR/EIS. Therefore, impacts to the transit system would be consistent with that which was analyzed in the 2016 TBAP EIR/EIS.

The proposed Area Plan amendments include revisions to Section 3.06 "Streetscape and Roadway Design Standards" and Table 3.06.A "Future Streetscape and Roadway Design Characteristics" to require street frontage improvements for all development and to provide reference to other applicable standards contained in the area plan. This change would improve transportation systems within the plan area by ensuring street frontage improvements are implemented as redevelopment under the Area Plan occurs. For these reasons, the proposed Area Plan would not substantially degrade existing transportation systems.

**d) Alterations to present patterns of circulation or movement of people and/or goods?**

Beneficial. As described above in Section 3.13.2(a), impacts related vehicle trip and average daily VMT generation with the proposed Area Plan amendments are very similar to that which would be generated by the existing Area Plan. Additionally, the proposed Area Plan amendments would not include any new roadways or alter land use classifications or growth potential beyond those evaluated in the 2016 TBAP EIR/EIS, and thus, would not result in any change to circulation patterns associated with vehicular transportation. The proposed Area Plan amendments also support bicycle and pedestrian circulation through the inclusion of policies (e.g., T-P-30 and T-P-31) that promote improvements to bicycle/pedestrian conditions and specific bicycle and pedestrian infrastructure improvements.

As described above in Section 3.13.2(c), the proposed Area Plan amendments include revisions to Section 3.06 "Streetscape and Roadway Design Standards" and Table 3.06.A "Future Streetscape and Roadway Design Characteristics" to require street frontage improvements for all development and to provide reference to other applicable standards contained in the Area Plan. This change would improve transportation systems within the plan area by ensuring street frontage improvements are implemented as development and redevelopment under the Area Plan occurs.

The proposed Area Plan amendments would not result in any additional alterations to present or planned patterns of circulation or movement. All future projects that could alter circulation patterns would continue to be evaluated

through a project-level environmental review (e.g., TRPA Code Chapter 3), which would assess and, if necessary, mitigate negative impacts on circulation. For these reasons, the impact would be less than significant.

**e) Alterations to waterborne, rail or air traffic?**

Less than significant. The proposed Area Plan amendments do not involve any alterations to waterborne, rail, or air traffic; nor would they alter travel demand to the extent that they would result in changes to existing air, rail, or waterborne travel patterns. Because the proposed Area Plan amendments would not affect air, rail, or waterborne travel patterns, the effects on these transportation systems would be less than significant.

**f) Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?**

Less than significant. The proposed Area Plan amendments do not include or approve specific transportation elements that inherently would increase the potential for hazards. Individual future projects would be subject to all applicable federal, state and local design standards. Additionally, the transportation policies in the Area Plan promote bicycle and pedestrian modes and call for improvements to bicycle and pedestrian facilities that specify improvements and management strategies to enhance bicycle and pedestrian conditions (e.g., T-P-30 and T-P-31).

The proposed Area Plan amendments include changes designed to provide consistency throughout the Area Plan in identifying the requirements of street frontage improvements and to provide reference to other applicable standards contained in the Area Plan. Additionally, the proposed Area Plan amendments include revised Residential Subdistrict Development Standards that would reduce or remove setbacks, articulation, massing requirements, minimum lot widths, and minimum lot area. This change could allow certain buildings to be placed closer to the roadway. However, it would not create traffic hazards because it would maintain safe setbacks from roadways and pedestrian areas, incorporate required streetscape improvements including bicycle and pedestrian improvements, and all future projects under the Area Plan would still be subject to all applicable federal, state and local design standards. There is no evidence to suggest that this change would result in unsafe parking or circulation movements. For these reasons, the proposed Area Plan amendments would have a less-than-significant impact on transportation hazards.

### 3.14 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XIV. Public Services.				
Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Other governmental services?				

#### 3.14.1 Environmental Setting

##### Fire Protection

North Tahoe Fire Protection District (NTFPD) provides fire protection services within the plan area. Automatic aid agreements between Squaw Valley Fire Department and North Lake Tahoe Fire Protection District allow neighboring districts to respond to emergencies that are within the service area of another service provider without having to get additional approval which augments fire protection coverage in the plan area (Placer County and TRPA 2016: 16-15).

##### Police Protection

Police protection in the plan area is provided by the Placer County Sheriff’s Office. The Placer County Sherriff operates a substation in Tahoe City and assigns patrol units that cover the plan area (Placer County and TRPA 2016: 16-15). The average response for high priority calls in the area meets the county standards for calls in remote rural areas.

##### Schools

The Tahoe Truckee Unified School District (TTUSD) serves the plan area, and operates five schools: Kings Beah Elementary School, Tahoe Lake Elementary School, North Tahoe School, North Tahoe High School, and Cold Stream Alternative School. All schools have available enrollment capacity (Placer County and TRPA 2016: 16-15).

##### Libraries

The Tahoe City Library and Kings Beach Library serve the plan area. The library is a part of the Placer County library system and shares resources with nine partner branches (Placer County n.d.).

#### 3.14.2 Discussion

**Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas:**

##### a) Fire protection?

Less than significant. Implementation of the proposed Area Plan amendments would not change the total number of residential allocations or other development rights that could be developed in the plan area. The Placer County area of the Tahoe Basin has steadily decreased full-time residential population since 2000. Long-term growth is predicted to be relatively limited and total growth and development is capped by the Regional Plan. The potential effects on

fire protection from additional development and population growth under the Regional Plan was evaluated in the 2012 RPU EIS, which found that any new construction could result in population increases that, depending upon location, could require improved or expanded facilities for fire protection, the construction of which could result in adverse environmental effects (TRPA 2012a: 3.13-21 through 3.13-22). However, individual projects would be required to undergo environmental review to ensure that impacts are identified and mitigated.

The proposed Area Plan amendments would continue to support achieving adequate fire protection service levels because of the limited growth potential and the type of housing that would be supported would be more concentrated mixed-use housing that is closer to Town Centers and easier to protect. While building setbacks could be reduced, all new buildings would continue to be required to comply with existing access requirements to provide safe and efficient access for emergency service vehicles. No major fire protection facility expansions or relocations are anticipated. Additionally, future projects would be required to undergo project-level environmental review to analyze potential impacts, such as effects on provision of fire protection services, and identify any necessary mitigation to reduce significant impacts. For these reasons and because of the limited amount of growth anticipated, impacts from the Area Plan amendments on fire protection services would be less than significant.

### **b) Police protection?**

Less than significant. See discussion in Section 3.14.2(a), above. The potential effects on police protection from additional development and population growth under the Regional Plan were analyzed in the 2012 RPU EIS (TRPA 2012a: 3.13-21 through 3.13-22). This analysis found that any new construction could result in population increases that, depending upon location, could require improved or expanded facilities for police protection. However, individual projects would be required to undergo environmental review to ensure that impacts are identified and mitigated, including the provision of adequate funding for any necessary facility expansions.

The proposed Area Plan amendments would not change overall growth potential in the plan area. The proposed Area Plan amendments would continue to support achieving adequate police protection service levels because of the limited amount of growth possible. No major police protection facility expansions or relocations are anticipated. Additionally, future projects would be required to undergo project-level environmental review to analyze potential impacts, such as effects on provision of police protection services, and identify any necessary mitigation to reduce significant impacts. For these reasons, impacts from the proposed Area Plan amendments on police protection services would be less than significant.

### **c) Schools?**

Less than significant. See discussion in Section 3.14.2(a), above. The potential effects on school services from additional development and population growth under the Regional Plan were analyzed (TRPA 2012: 3.13-21 through 3.13-22). This analysis found that any new construction could result in population increases that, depending upon location, could require improved or expanded facilities for school services and any associated construction activities could result in adverse environmental effects. However, individual projects would be required to undergo environmental review to ensure that impacts are identified and mitigated.

The limited potential growth that could occur within the plan area would not be changes by the proposed Area Plan amendments. TTUSD claims to have capacity for additional students (Placer County and TRPA 2016: 16-15). Projections for the area indicate that enrollment is expected to remain steady for the duration of the planning horizon.

Given the limited growth potential in the plan area, it is unlikely that the potential growth in student population that could occur in the plan area would result in the current schools exceeding capacity. Additionally, future projects are subject to a project-level environmental review of impacts on public facilities and government services, to analyze potential impacts and identify any necessary mitigation to reduce significant impacts. This impact would be less than significant.

### **d) Parks or other recreational facilities?**

Less than significant. See discussion in Section 3.14.2(a), above. The potential effects on parks or other recreational facilities from additional development and population growth under the Regional Plan were analyzed in the 2012 RPU EIS (TRPA 2012a: 3.11-16 through 3.11-20). This analysis found that the increase in residents and visitors associated

with the Regional Plan could be accommodated by existing facilities in the Tahoe region, or with expanded facilities and new facilities that are developed consistent with the Recreation and Land Use Elements of the Regional Plan. Analysis of projects against the threshold standards would minimize any project-related adverse environmental effects associated with increased demand for or use of recreation facilities attributed to an increase in population. Additionally, the goals and policies in the Regional Plan and TBAP would ensure that demand for recreation facilities and opportunities in the Region are met. Ongoing improvements through various entities (e.g., USDA Forest Service, California State Parks, Public Utility Districts, and private property owners) and programs (such as the Environmental Improvement Program [EIP]) and persons-at-one-time (PAOT) allocations, as needed, by TRPA would continue to expand and maintain these opportunities and ensure that capacity is available. The 2016 TBAP EIR/EIS also analyzed the recreation capacity in the plan area and planned facilities that may be built in the plan area. The new amendments to the Area Plan would be within the scope of what was analyzed in the 2016 TBAP EIR/EIS and would not change the impacts analyzed in the 2016 TBAP EIR/EIS.

The current Area Plan includes transportation strategies that would implement pedestrian trails, mobility options other than single occupancy vehicles, and active transit, which would enhance recreational opportunities for residents and visitors (Placer County and TRPA 2016: 136 – 140). As with existing conditions, the proposed Area Plan amendments would allow for a gradual and limited increase in population, and therefore incrementally increasing the demand for recreation facilities and uses that would be consistent with recreation demand anticipated by the Regional Plan and existing Area Plan. However, continued implementation of recreation goals and policies and implementation of new recreation projects from other programs (e.g., EIP) would reserve adequate capacity for recreation, and implementation of the proposed Area Plan would not reduce capacity of existing recreation facilities or opportunities or result in adverse physical effects on recreation facilities. For the reasons described herein, the proposed Area Plan amendments would not have a substantial adverse physical impact on or result in the unanticipated need for parks and recreation facilities. This impact would be less than significant.

**e) Maintenance of public facilities, including roads?**

Less than significant. The proposed amendments to the Area Plan are designed to promote consistency and clarity and will require street frontage improvements and funding sources to be implemented for development projects. Any future projects within the plan area would be subject to subsequent project-level environmental review and permitting. As with existing conditions, permit applicants would be required to demonstrate that any proposed project would be consistent with TRPA Code provisions related to public facilities and transportation, including the provisions of Chapters 32 and 65 that address the standards of basic services and transportation, respectively. For these reasons, adoption of the proposed Area Plan amendments would not result in an unplanned effect upon maintenance of public facilities, including roads.

**f) Other governmental facilities?**

Less than significant. The plan area includes several governmental facilities including a community center, post offices, and libraries. The Area Plan amendments would not increase growth potential, which would be consistent with the growth allocated under the Regional Plan. This amount of growth would not result in a substantial adverse effect on existing governmental facilities. For these reasons, the proposed Area Plan would not have an unplanned effect upon other governmental facilities. This impact would be less than significant.



### 3.15 ENERGY

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
VI. Energy.				
Will the proposal result in:				
a) Use of substantial amounts of fuel or energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.15.1 Environmental Setting

Energy sources including electricity and natural gas are used during the operation and use of development within the plan area to heat buildings, provide electricity and water supplies. Energy sources such as gasoline and diesel fuel are also used during construction activities to fuel equipment and vehicles, and support transportation within the plan area. Electricity and natural gas services in the plan area are provided by Liberty Utilities and Southwest Gas Company respectively.

#### 3.15.2 Discussion

##### a) Use of substantial amounts of fuel or energy?

Less than significant. This potential effect is the same as those analyzed in the 2012 RPU EIS and 2016 TBAP EIR/EIS, and therefore this analysis tiers from and is consistent with the 2016 TBAP EIR/EIS and 2012 RPU EIS. The proposed Area Plan amendments would not increase the potential for growth in the plan area beyond that which could occur under the existing Area Plan. Therefore, potential effects on the use of energy or fuel would be the same as those analyzed in the 2012 RPU EIS and 2016 EIR/EIS. As with existing conditions, energy and fuel would be consumed during the construction and operation of future projects in the plan area. However, the potential for growth in the plan area would not change due to the amendments and would continue to be limited by available development rights, such as CFA, RUUs, TAUs. While the proposed Area Plan amendments may modestly increase the pace of construction, they would not increase overall construction activity or development potential in the plan area. The proposed Area Plan amendments do not allow new uses that would require substantial amounts of energy or fuel, such as heavy industrial or manufacturing uses. While any new construction would require electric and natural gas service as part of the basic services (see TRPA Code Chapter 32, Basic Services) the entire plan area is located in proximity to existing electric and gas infrastructure. Future projects requiring new or modified connections would be subject to the requirements and fees of the applicable utility providers. As described in Section 3.13.2(a), the proposed Area Plan amendments would not increase VMT beyond the level analyzed in the 2012 RPU EIS and 2016 TBAP EIR/EIS, thus the use of fuel and energy for transportation would be consistent with the analysis in the 2012 RPU EIS and 2016 TBAP EIR/EIS. In addition, future projects would be evaluated at a project-level to determine if the project would use substantial amounts of fuel or energy and mitigation measures would be required, if necessary, as a condition of approval. For these reasons, the proposed Area Plan amendments would not result in the substantial use of fuel or energy.

##### b) Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

Less than significant. See discussion in Section 3.15.2(a), above, that concludes that the available capacity for energy supply would far exceed the demand generated at build-out of the Regional Plan. Therefore, demand created by implementation of the proposed Area Plan amendments would not exceed available capacity or require the development of new sources of energy.

### 3.16 UTILITIES

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XVI. Utilities.				
Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:				
a) Power or natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Communication systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Solid waste and disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.16.1 Environmental Setting

##### Power and Natural Gas

Electricity is provided by Liberty Utilities and natural gas services are provided by Southwest Gas Corporation within the plan area. Liberty Utilities is working on upgrading their infrastructure to be more wildfire resilient and reliably provide electricity to the region, which would also expand capacity. Southwest Gas Corporation provides over 14,000 connections in the plan area with high pressure and distribution lines located in the plan area (Placer County and TRPA 2016: 16-13).

##### Communication Systems

Charter Spectrum and AT&T provide telecommunications services, including telephone, internet, and television, in the plan area. These providers offer data, voice, and video services.

##### Water Service

Water service for the plan area is primarily provided by the North Tahoe Public Utility District (NTPUD) and Tahoe City Public Utility District (TCPUD), most of NTPUD’s water supply comes from surface water and TCPUD sources most of its water from groundwater resources. NTPUD has the combined surface and groundwater rights to 5,800-acre feet of water per year. TCPUD estimates that growth will be limited in the area due to restricted growth. The utilities anticipate that there is sufficient supply to meet future increase in water demand (Placer County and TRPA 2016: 16-11).

##### Sanitary Sewer Service

The plan area is serviced by NTPUD, TCPUD, and Tahoe-Truckee Sanitation Agency (T-TSA). Water is pumped to treatment sites at NTPUD and TCPUD. T-TSA also has treatment facilities in the Martis Valley. No septic tanks or sewage treatment is permitted in the Tahoe Basin and all three services pump their water out of the Tahoe Basin to existing wastewater systems. All three services estimate that they have the capacity to meet future growth demand in both wet and dry years (Placer County and TRPA 2016: 16-12).

## Stormwater

Storm water management infrastructure is of critical importance to protect and restore the water quality of Lake Tahoe. Storm water management systems (e.g., curbs and gutters, catch basins, storm drainpipes, culverts, ditches, and detention ponds) are the responsibility of all parties who have a right-of-way or drainage easement, or have graded development. The county, Caltrans, and utilities are responsible for stormwater infrastructure along their respective roads and drainage easements, while private property owners are responsible for infiltrating runoff on their properties. Combined, this network of storm water infrastructure connects to provide drainage to the entire planning area.

## Solid Waste

Solid waste disposal in the plan area is provided by Tahoe Truckee Sierra Disposal (TTSD) and operates the Eastern Regional Materials Recovery Facility (MRF) and Transfer Station under contract with Placer County. TTSD collects residential recycling through their Blue Bag Program and takes it to the MRF, with all solid waste loads collected in eastern Placer County. After separation of recyclables, residual solid waste is transported to the Lockwood Regional Landfill in Storey County, Nevada. The MRF receives an average of 257 tons of material per day and sends 20 to 22 tons per day to Lockwood Landfill. As permitted, the remaining life of the landfill is 150 years. Currently, the landfill receives an average of 4,000 tons of solid waste each day, but this can vary depending on the season (Placer County and TRPA 2016: 16-13).

## 3.16.2 Discussion

### a) Power or natural gas?

Less than significant. As described in Section 3.16.1, the service providers already cover the region and resilience projects are in place to expand capacities. This potential effect of the amendments is the same as those analyzed in the 2012 RPU EIS, and therefore this analysis tiers from and is consistent with the 2012 RPU EIS. Long term growth is regulated by the Regional Plan and therefore projects approved in the plan area would not allow the growth capacity to be exceeded. The long-term growth under the proposed Area Plan amendments would be relatively small and would not change from what is allowed under the existing Area Plan. The potential effects on power and natural gas from additional development and population growth under the Regional Plan were analyzed under the 2012 RPU EIS (TRPA 2012a: 3.13-5 through 13.3 -6). As described in the 2012 RPU EIS, Liberty and Southwest Gas project that, based on their forecasting and recent growth trends in the Region, their existing capacity will substantially exceed the future demand that could be generated by potential development and redevelopment authorized by the Regional Plan. The proposed Area Plan would not authorize or result in growth that would exceed that which was analyzed in the 2012 RPU EIS, and thus the impacts of the proposed Area Plan would be less than significant.

### b) Communication systems?

Less than significant. As described in Section 3.16.1, multiple telecommunication providers offer services within the plan area. The long-term growth under the proposed Area Plan would be relatively small and consistent with what could occur under the existing Area Plan. Thus, it would be unlikely to exceed the capacity of existing service providers. Therefore, this impact would be less than significant.

### c) Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?

Less than significant. As described in Section 3.16.1, water service for the plan area is provided by NTPUD and TCPUD. The California side of the Tahoe Region has an allocation of 22,700 afy from Lake Tahoe and tributary surface waters. Additionally, there are ample groundwater sources that the water purveyors utilize. The long-term growth under the existing Area Plan would be relatively small and would not change due to the amendments. The water distributors do not use the entirety of their water allocation in a given year. The excess capacity of water supply and the limited future growth in the plan area would not exceed the maximum permitted capacity of the service providers. Additionally, future projects in the plan area would be required under the TRPA Code Section 32.4 to demonstrate sufficient supply, treatment capacity (as applicable), and conveyance capacity for clean water by the water purveyor.

**d) Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?**

Less than significant. As described in Section 3.16.1, the plan area is serviced by three separate sewage systems. The community sewer systems were designed and built such that it could be expanded to accommodate the community's future growth potentials. Because the proposed Area Plan amendments would not increase the growth potential within the plan area beyond what could already occur, it would not exceed the capacity of the sewage treatment provider. Additionally, future projects in the plan area would be required under the TRPA Code Section 32.4 to demonstrate sufficient conveyance and treatment capacity for wastewater. Therefore, the impact would be less than significant.

**e) Storm water drainage?**

Less than significant. Policy LU-P-21 is proposed to be included in the Area Plan and would support funding sources for frontage improvements for future projects, which would include planning for necessary stormwater drainage infrastructure. This new policy in combination with existing Area Plan and Regional Plan stormwater requirements would result in a less-than-significant impact.

**f) Solid waste and disposal?**

Less than significant. As described in Section 3.16.1, solid waste is disposed of at the Lockwood Regional Landfill. As permitted, the remaining life of the landfill is 150 years. Because the long-term growth under the proposed Area Plan would be relatively small, it would not exceed the permitted capacity for solid waste disposal.

### 3.17 HUMAN HEALTH

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XVII. Human Health.				
Will the proposal result in:				
a) Creation of any health hazard or potential health hazard (excluding mental health)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of people to potential health hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.17.1 Environmental Setting

A variety of natural hazards have the potential to occur throughout the plan area including floods, landslides, earthquakes, avalanches, wildfires, and seiches (Placer County and TRPA 2016: 14-12, 14-13, 14-34, 18-7). The adoption and implementation of building codes and development standards maintains a robust proactive stance regarding the potential for natural hazards. In addition, Placer County actively seeks to provide residents and visitors with information about the potential for these hazards to occur. See Section 3.14.1, "Fire Protection" for fire hazard planning and cross jurisdiction agreements in the plan area. Placer County has a Mosquito and Vector Control District to protect the public's health and well-being through the prevention of human disease by assessing environmental, regulatory, economic, and societal factors (PMVCD 2023). See "Emergency Response and Evacuations" under Section 3.10, Risk of Upset, for a discussion of applicable programs and management in Placer County related to emergency evacuation.

#### 3.17.2 Discussion

**a) Creation of any health hazard or potential health hazard (excluding mental health)?**

Less than significant. This potential effect is the same as those analyzed in the 2016 TBAP EIR/EIS and 2012 RPU EIS, and therefore this analysis tiers from and is consistent with the two documents. See discussion in Section 3.10.2(a), Risk of Upset, which addresses the potential for the proposed Area Plan amendments to result in release of hazardous substances to the environment. The proposed Area Plan amendments do not propose policies or changes to existing policies that would affect the transport or use of hazardous materials in the region.

As with existing conditions, infrastructure, restoration, or landscape projects could be implemented under the amended Area Plan that would have the potential to create conditions conducive to breeding mosquitoes, which are potential vectors for diseases. Health hazards from vector-borne diseases are evaluated in the 2012 RPU EIS. The analysis found that by maintaining regulations that allow for fogging and spraying to reduce adult mosquito populations, effects on public health associated with mosquito-borne illnesses would be less than significant (TRPA 2012a: 3.14-15 through 3.14-16). The proposed Area Plan does not propose policies or changes to existing policies or regulations that would affect vector control programs or efforts. Additionally, future projects would be evaluated on a project-specific basis consistent with TRPA environmental review requirements (TRPA Code Chapter 3) and by Placer County Environmental Health Services, as applicable, to identify potential environmental effects and implement mitigation measures, if necessary, to reduce those effects.

As with existing conditions, implementation of the proposed Area Plan amendments would result in new development and redevelopment in the plan area that would increase the number of residents and visitors in the Town Centers consistent with growth limitations in the Regional Plan. Development that would occur in the plan area would need approval from TRPA and/or Placer County. Development would be evaluated on a project-by-project basis and would consider hazards such as wildfire, flooding, seismic hazards (e.g., earthquakes, avalanches, and seiches), and landslides which have the potential to occur in the plan area. These potential risks would be analyzed, and the projects would require approval before any project implementation.

Effects related to wildfire hazards were previously analyzed in the 2012 RPU EIS and the 2016 TBAP EIR/EIS (TRPA 2012a: 3.14-11 through 3.14-13; Placer County and TRPA 2016: 18-7). The analysis found that because future projects would be required to be consistent with Regional Plan requirements for fire safety as well as other applicable federal, state, regional, and local fire safety plans and future projects would be required to consider the fire hazards in the region and include measures to ensure that defensible space is maintained and excessive fuel is reduced, the effect would be less than significant. In addition, a new policy is proposed to support implementation of new or expanded hardening, green waste, and defensible space incentive and/or rebate programs. The redevelopment incentives in the Area Plan amendments could also result in the replacement of older developments with new buildings that comply with current fire safety standards. The building hardening, defensible space, and redevelopment incentives could result in a beneficial effect related to the risk of wildfire.

Effects related to flood hazards were previously analyzed in the 2012 RPU EIS and the 2016 TBAP EIR/EIS (TRPA 2012a: 3.14-13 through 3.14-14; Placer County and TRPA 2016: 15-14, 15-15). This analysis found that because the Regional Plan (Policy NH-1.2) does not allow for development activities that would result in new flooding issues or allow for the exacerbation of existing flooding issues that would expose occupants and/or structures to flood hazards, the effect would be less than significant. Flooding issues are also addressed in Section 3.3.2(b) and (c). Effects related to seismic hazards, such as landslides, earthquakes, avalanches, and seiches, were previously analyzed under Impact 3.7-3 in the 2012 RPU EIS (TRPA 2012a: 3.7-48 through 3.7-51). This analysis found that because construction projects in the Tahoe region must meet multiple requirements and regulations of TRPA, federal, state, and local agencies and development would be required to undergo site-specific geotechnical analysis (TRPA Code Section 33.4), and, if applicable, employ design standards that consider seismically active areas and comply with current building codes and local jurisdiction seismic standards, impacts related to seismic hazards would be less than significant.

The 2016 TBAP EIR/EIS includes maps showing areas of potential hazards, including flooding, seismic, avalanche, wildfire, landslide, and tsunami/seiche hazards, visually portraying potential hazard zones where additional design, construction, and review requirements may be required (Placer County and TRPA 2016: 14-8 through 14-18). All future projects in the plan area would be required to comply with Placer County codes and policies for development and building in areas prone to floods, earthquakes, avalanches, wildfire and other natural hazards. Development located in an identified potential hazard zone may be subject to additional design, construction, and review requirements. Additionally, future projects would be evaluated on a project-specific basis consistent with TRPA environmental review requirements (TRPA Code Chapter 3), and where applicable CEQA, to identify potential environmental effects, such as exposure to hazards, and be reviewed for consistency with county, state, federal, and TRPA regulations.

For the reasons described herein, the proposed Area Plan amendments would not create any health hazards. This impact would be less than significant.

#### **b) Exposure of people to potential health hazards?**

Less than significant. See discussion under item 3.17.2(a), above, which concludes that the proposed Area Plan amendments would not result in exposure of people to potential health hazards.

### 3.18 SCENIC RESOURCES/COMMUNITY DESIGN

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XVIII. Scenic Resources/Community Design.				
Will the proposal:				
a) Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Be visible from any public recreation area or TRPA designated bicycle trail?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.18.1 Environmental Setting

The plan area contains several travel routes and natural scenic features that are formally designated by TRPA as part of the Scenic Threshold Standards. The travel route threshold ratings track long-term, cumulative changes to two types of views: those seen from major roadways in the Region within urban, transitional, and natural landscapes (Roadway Travel Units); and those seen from Lake Tahoe looking landward (Shoreline Travel Units). Travel route ratings are used to assess the visual experience of traveling the Lake Tahoe Basin’s major roads, including all state and federal highways. These roadways are separated into segments called travel units, each of which represents a continuous, two-directional viewshed of similar visual character. Travel route ratings consist of a numeric composite score that represents the relative scenic quality throughout the entire travel unit. Roadway travel unit ratings reflect six components: man-made features, physical distractions to driving along roadways, roadway characteristics, view of the Lake from the roadways, general landscape views from the roadways, and the variety of scenery from the roadways. Each component is rated from 1 (has a strong negative effect on scenic quality) to 5 (has a strong positive effect on scenic quality). A composite rating is obtained by summing the ratings of the six individual components. To be considered “in attainment” with the threshold standard, the current composite rating of each roadway travel unit must be at least 15.5 and equal to or greater than the original 1982 score. Shoreline travel units reach attainment at a score of 7.5 or higher and exceeds the original scenic score from 1982. Shoreline units are rated from 1 (has a strong negative effect on scenic quality) to 5 (has a strong positive effect on scenic quality) on three components: man-made features, background views, and variety of scenery from the shoreline travel unit. Numerical ratings are assigned for each characteristic every four years by a team of qualified scenic quality experts. The team also assesses the out of attainment travel routes for TRPA’s SQIP and provides suggestions for improving the route’s score. The plan area includes the following scenic travel units (Table 3-3).

**Table 3-3. Scenic Travel Routes within the Washoe County Tahoe Area Plan**

Roadway Travel Unit (attainment status) <sup>1</sup>	Shoreline Travel Unit (attainment status) <sup>1</sup>
9 Tahoma (N)	12 McKinney Bay (A)
10 Quail Creek (A)	13 Eagle Rock (A)
11 Homewood (N)	14 Ward Creek (N)
12 Tahoe Pines (A)	15 Tahoe City (N)
13 Sunnyside (N)	16 Lake Forest (N)
14 Tahoe Tavern (A)	17 Dollar Point (A)
15 Tahoe City (A)	18 Cedar Flat (N)
16 Lake Forest (A)	19 Carnelian Bay (N)
17 Cedar Flat (N)	20 Flick Point (A)
18 Carnelian Bay (A)	21 Agate Bay (A)
19 Flick Point (A)	22 Brockway (N)
40 Brockway Cutoff (A)	
41 Brockway Summit (A)	
42 Outlet (N)	
43 Lower Truckee River (N)	
20A Tahoe Vista (N)	
20B Kings Beach (A)	
20C Brockway (A)	

<sup>1</sup> N = Nonattainment of Threshold Standards, A = Attainment of Threshold Standards

Source: TRPA n.d. 2019 scenic threshold monitoring data.

The 2019 TRPA scenic threshold monitoring found seven Roadway Travel Units and six Shoreline Travel Units in the plan area area to be out of attainment (Table 3-3). Several of the Roadway Travel units in the plan have improved over the past 10 years due to roadway improvements along the west shore, implementation of the Kings Beach commercial core project, and redevelopment of private properties consistent with design standards throughout the plan area (TRPA n.d.). No recent changes to scenic scores in Shoreline Travel Units have occurred in the plan area, although scenic threshold monitoring data indicates that redevelopment of structures along the shoreline consistent with current scenic requirements has led to incremental improvements within the plan area. (TRPA n.d.).

### 3.18.2 Discussion

#### a) Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?

Less than significant. The 2016 TBAP EIR/EIS includes a detailed analysis of the Area Plan's effects on scenic quality in Impact 9-1 (Placer County and TRPA 2016: 9-15 through 9-40). This analysis found that future projects in the plan area would be required to comply with a series of existing requirements and Area Plan standards that would minimize adverse effects on the existing visual character or quality of the Plan area, the TRPA scenic threshold ratings, scenic vistas, scenic resources, and views of Lake Tahoe. The analysis found that one provision of the proposed Area Plan would allow for non-contiguous project areas (e.g., concentrating land coverage allowed on multiple parcels onto a single parcel), which could result in additional visual mass to be placed between major travel routes and Lake Tahoe and potentially block or degrade views of Lake Tahoe. However, that impact was addressed by a mitigation measure that restricts the placement of additional visual mass between the major highway and lake. This mitigation measure was incorporated into the existing TBAP, resulting in less than significant impacts to scenic quality.



Several proposed new or amended TBAP policies could affect scenic resources. Proposed policy amendments would clarify existing scenic requirements, and a new Policy SR-P-10 would support the reevaluation of scenic requirements to promote environmentally beneficial redevelopment of Town Centers. New policies CD-P-14, 15, 16, and 17 would support small public spaces and public art installations. These policy changes would not result in direct adverse changes to scenic resources. The new Policy SR-P-10 would promote a reevaluation of scenic requirements, but not alter any existing scenic requirements. If future changes to scenic requirements are proposed, they would be evaluated at the time the change is proposed and could only be approved if the change was demonstrated to support attainment and maintenance of TRPA Scenic Thresholds. New policies CD-14, 15, 16, and 17 could result in additional public art that highlights North Tahoe's character, landscape, and history. In general, additional public art that reflects the character of the region would be expected to add visual interest and enhance community character because the public art would be specifically designed to enhance the community character.

The proposed Area Plan amendments also include several revisions to implementing regulations that could affect scenic quality. These changes include:

- ▶ requiring design review for tourist accommodation projects and exempting multi-family projects with fewer than 15 units outside of TRPA scenic corridors from design review;
- ▶ Increasing maximum building length to 75 feet in the Kins Beach and Tahoe City Town Centers;
- ▶ promoting public art;
- ▶ removing or reducing minimum lot size requirements, clarifying that front setbacks along roadways proposed for streetscape improvements, and adding street-side setbacks in residential districts;
- ▶ waiving the requirement for a minor use permit for residential projects in specific zoning districts if all of the units are deed restricted as affordable, moderate or achievable housing;
- ▶ removing interior yard setback requirements for some mixed-use projects in Town Centers;
- ▶ allowing the placement of tiny homes as primary or accessory dwellings while maintaining overall caps on residential units;
- ▶ deferring to TRPA sign standards; and
- ▶ improving consistency and clarity regarding frontage improvements.

Taken together, these changes could have nominal effects on the appearance of the built environment. The changes could result in slightly more compact development within Town Centers, due to incentives for affordable housing, changes to setbacks, and allowances for tiny homes, as well as additional public art and streetscape improvements. All new buildings would need to comply with TRPA's scenic requirements and design standards. Redevelopment consistent with these standards has consistently been shown to improve Scenic Threshold scores (TRPA n.d.) because the overall growth potential would not be changed, any increase in development in Town Centers (for example due to affordable housing incentives), would be offset with a corresponding decrease in development potential elsewhere. Most of the existing design standards would continue to apply, which have been demonstrated to result in improved scenic quality and community character as older, non-conforming development is replaced with new buildings consistent with current standards (TRPA n.d.). Therefore, it is reasonable to expect that redevelopment under the TBAP, as amended, would continue to result in incremental improvements in scenic quality and a built environment that is consistent with the community character.

Furthermore, future projects within the plan area would be evaluated for effects on scenic quality, including effects on roadway scenic thresholds and consistency with design standards, at the time a project is proposed. Only projects that would not degrade scenic thresholds and are consistent with design standards would be approved. For these reasons, the proposed Area Plan amendments would result in a less-than-significant impact.

**b) Be visible from any public recreation area or TRPA designated bicycle trail?**

Less than significant. See discussion in Section 3.18.2(a), above. Future projects within the plan area could be visible from public recreation facilities or TRPA designated bicycle trails. However, for the same reasons described above, they would not result in significant impacts to scenic resources.

**c) Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?**

Less than significant. The plan area composes a portion of the scenic vistas visible from SR 89 and SR 28. The project area also comprises of scenic vistas visible from numerous recreation areas and public gathering places. See discussion in Section 3.18.2(a), above. For the same reasons described above, future projects within the plan area would not block or modify an existing view of Lake Tahoe or another scenic vista as seen from a public area.

**d) Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?**

Less than Significant. The 2016 TBAP EIR/EIS evaluated the effects of the proposed TBAP on community character, including applicable height and density standards (Placer County and TRPA 2016: 9-41 through 9-47). This analysis found that standards for site design, building form, and street frontage improvements would create visual interest and promote pedestrian activity within mixed-use areas. The 2016 TBAP EIR/EIS determined that the TBAP would be consistent with applicable TRPA height and design standards, design review guidelines, and the Scenic Quality Improvement Program (SQIP), resulting in a less than significant impact. The proposed Area Plan amendments would not alter height standards, and changes to design standards would be limited to modifications to setbacks and lot sizes, as well as design review procedures for certain projects. These changes could result in slightly more compact development than could otherwise occur. However, these changes would only apply within Town Centers. Because Town Centers correspond to the areas that are most intensively developed under existing conditions, slightly more compact development would generally be consistent with the existing character of the developed Town Centers. There are very few undeveloped parcels within Town Centers. Thus, changes in Town Centers would be the result of redevelopment, which would often replace structures developed before current design standards were in place with new structures that comply with current standards, which has been demonstrated to improve scenic conditions in the Tahoe Region. For these reasons, the impact would be less than significant.

**e) Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?**

No impact. See discussion in Section 3.18.2(a), above. As described above, the proposed amended Area Plan would continue to includes goals, policies, and implementation actions that are consistent with and would implement the SQIP.

### 3.19 RECREATION

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XIX. Recreation.				
Does the proposal:				
a) Create additional demand for recreation facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create additional recreation capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have the potential to create conflicts between recreation uses, either existing or proposed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in a decrease or loss of public access to any lake, waterway, or public lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.19.1 Environmental Setting

Extensive outdoor recreation opportunities exist throughout the plan area. TCPUD and NTPUD manage recreation facilities throughout the plan area, including beaches, day-use areas, lakeside parks, hiking trails, and boat launch facilities. Other agencies who contribute to the development and management of recreational facilities within the plan area include the USFS, California State Lands Commission, California Department of Parks and Recreation, Tahoe Transportation Department, California Department of Transportation, Tahoe Area Mountain Biking Association, Tahoe Rim Trail Association, Tahoe Fund, and Placer County.

Outdoor activities, such as snow and water sports, beach activities, golfing, hiking, walking, and bicycling are all common in the plan area. The upper elevations of the planning area, located mostly on National Forest land, are accessible to the public on a non-fee basis for activities such as hiking and cross-country skiing.

The existing and planned recreation resources within the plan area include day use beaches, day use areas, community and sports recreation parks, community centers, golf courses, campgrounds, and open space areas that tend to be used for passive recreation. The plan area also contains a number of existing and proposed bike and pedestrian trails, including an extensive network of hiking trails. The plan area contains an almost continuous network of multi-use trails that connects areas near Sugar Pine Point State Park, south of Placer County, to Incline Village, east of Placer County.

TRPA has adopted two Recreation Thresholds as policy statements (i.e., qualitative standards). These thresholds address: 1) the quality of recreational experiences and access to recreational opportunities, and 2) the fair share distribution of recreation capacity. As of the 2019 Threshold Evaluation Report, both Recreation Threshold Standards were in attainment (TRPA 2019b).

#### 3.19.2 Discussion

##### a) Create additional demand for recreation facilities?

Less than significant. The existing Area Plan implements Regional Plan strategies to restore sensitive lands and concentrate redevelopment within walkable and bikeable Town Centers. The proposed Area Plan amendments would continue these strategies with modifications to further promote redevelopment and affordable housing in Town Centers. As with existing conditions, some level of new growth could occur within the plan area. Any future growth would result in additional demand for recreation facilities. Although the proposed Area Plan amendments would modestly increase the pace of construction within the plan area, they would not increase the potential for growth in the plan area beyond that which could already occur under the existing Area Plan. Because potential future growth in the plan area is limited, the demand for recreation facilities would not substantially increase. However, the travel

mode used to access recreation sites and the location of recreation demand may shift somewhat (i.e., an potential increase in transit, bike, and pedestrian access to recreation near Town Centers).

The existing Area Plan includes an overall strategy to support high-quality recreation opportunities. The existing Area Plan *"seeks to enhance recreation opportunities, support Lake Tahoe as a four-season international destination and ensure that recreation facilities do not adversely impact environmental thresholds or disturb important habitats."* The Area Plan also specifies that *"outdoor recreational uses should be developed based on demand and be consistent with the environmental constraints and threshold standards"* (TBAP pg. 140). Thus, the current Area Plan seeks to provide additional recreation capacity consistent with increases in demand. The proposed Area Plan amendments would not affect these goals.

The existing Area Plan includes policies that provide additional recreation capacity consistent with demand. These include the following:

- ▶ Policy R-P-1: Continue to manage recreation facilities and uses in accordance with the Regional Plan.
- ▶ Policy R-P-2: Continue to enhance recreation facilities through coordinated interagency planning and funding programs.
- ▶ Policy R-P-3: Ensure that recreational opportunities are available and accessible to visitors of all income levels.
- ▶ Policy R-P-4: Support the funding, construction, and maintenance of the multi-use bike trails identified in the Plan area.
- ▶ Policy R-P-6: Protect and support existing public beach access as well as secure additional public access rights as opportunities arise.
- ▶ Policy R-P-7: Utilize all appropriate opportunities (land acquisition, obtaining easement rights, etc.) to increase opportunities for public access to the shoreline of Lake Tahoe.
- ▶ Policy R-P-8: Coordinate with State Parks and the California Tahoe Conservancy on management, operations, and maintenance of beaches within the plan area.
- ▶ Policy R-P-9: Enhance winter recreational opportunities and improve access for cross country and back country skiers.
- ▶ Policy R-P-11: Continue to protect and support the Public Trust as it relates to the shores of and access to Lake Tahoe, including various undeveloped public right-of-ways/easements for lake access.

The proposed Area Plan amendments would not add to, change or amend any of these policies.

The proposed Area Plan amendments do not authorize or approve any development, redevelopment, or recreation facility projects. Nor would they make any changes to the existing TRPA system of PAOTs, which regulates capacity for certain recreation facilities. As with existing conditions, future projects within the plan area would be reviewed through a project-level environmental review (TRPA Code Chapter 3), which would assess whether the project would increase demand for recreation facilities and/or provide additional recreational capacity. If applicable, mitigation measures would be required to address significant project-level effects on recreation demand or capacity.

As described above, the future demand for recreation facilities would not substantially change with adoption of the proposed Area Plan amendments and the existing Area Plan already includes appropriate strategies to provide additional recreation capacity consistent with demand. The proposed Area Plan amendments do not approve any projects that would affect recreation demand or capacity and all future projects would be assessed for their impacts on recreation. For these reasons, the proposed Area Plan amendments would not have a significant impact on demand for recreation facilities.

## **b) Create additional recreation capacity?**

Less than significant. See the discussion in Section 3.19.2(a), above, which describes how the existing Area Plan balances recreation demand and capacity. The proposed Area Plan amendments would not affect this process. Therefore, for the same reasons described above, the proposed Area Plan amendments would have a less-than-significant impact on recreation capacity.

**c) Have the potential to create conflicts between recreation uses, either existing or proposed?**

Less than significant. The proposed Area Plan amendments do not approve changes to existing recreation facilities, which could create conflicts between existing recreation uses. The existing Area Plan is consistent with applicable plans that guide existing and proposed recreation uses in the plan area including the Sustainable Recreation Plan for the Tahoe Region, the NTPUD Parks Master Plan, the Truckee River Corridor Access Plan, and the Active Transportation Plan. It also provides policy direction to coordinate with federal and state agencies and TRPA to ensure that management plans for public lands consider the effects on residents of the plan area and the quality of recreation activities. The proposed Area Plan amendments would not affect any of these elements.

Furthermore, all future projects within the plan area would be evaluated through a project-level environmental review (TRPA Code Chapter 3), which would evaluate the potential for specific future projects to create conflicts between existing or planned recreation uses. If necessary, the project-level environmental review would identify mitigation measures to avoid or reduce potential conflicts.

For the reasons described above, the proposed Area Plan amendments would not create conflicts between existing or proposed recreation uses.

**d) Result in a decrease or loss of public access to any lake, waterway, or public lands?**

Less than significant. See discussion in Sections 3.19.2(a) and (c), above. The proposed Area Plan amendments would not rezone public lands or change any existing requirements for public access to any lake, waterway, or public lands. The existing Area Plan also includes policies to protect and improve access to Lake Tahoe and public lands including the following:

- ▶ Policy R-P-4: Support the funding, construction, and maintenance of the multi-use bike trails identified in the Plan area.
- ▶ Policy R-P-6: Protect and support existing public beach access as well as secure additional public access rights as opportunities arise.
- ▶ Policy R-P-7: Utilize all appropriate opportunities (land acquisition, obtaining easement rights, etc.) to increase opportunities for public access to the shoreline of Lake Tahoe.
- ▶ Policy R-P-8: Coordinate with State Parks and the California Tahoe Conservancy on management, operations, and maintenance of beaches within the Plan area.
- ▶ Policy R-P-11: Continue to protect and support the Public Trust as it relates to the shores of and access to Lake Tahoe, including various undeveloped public right-of-ways/easements for lake access.

The proposed Area Plan amendments would not change these policies.

For the reasons described above and in Sections 3.19.2(a) and (c), the proposed Area Plan amendments would not result in a decrease or loss of public access to any lake, waterway, or public land.

### 3.20 ARCHAEOLOGICAL/HISTORICAL

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XX. Archaeological/Historical.				
Would the project:				
a) Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Is the property associated with any historically significant events and/or sites or persons?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.20.1 Environmental Setting

##### History of the Plan Area

The plan area falls within the center of Washoe homeland. Lake Tahoe was both the spiritual and physical center of the Washoe world. The ethnographic record suggests that during the mild season, small groups traveled through high mountain valleys of the Tahoe Region collecting resources including edible and medicinal roots, seeds and marsh plants. In the higher elevations, men hunted large game and trapped smaller mammals. Lake Tahoe and its tributaries were important fisheries year-round. Suitable toolstone was quarried at various locales. The Washoe have a tradition of making long treks across the Sierran passes for the purpose of hunting, trading, and gathering acorns. While some Washoe trekked to distant places for desired resources, most groups circulated in the vicinity of their traditional habitation sites.

By the 1850s Euroamericans had permanently occupied the Washoe territory and changed traditional lifeways. Mining, lumbering, grazing, commercial fishing, tourism, and the growth of settlements disrupted traditional Indian relationships to the land. As hunting and gathering wild foods were no longer possible, the Washoe were forced into dependency upon the Euroamerican settlers. Beginning in 1917, however, the Washoe Tribe began acquiring back a small part of their traditional lands. The Washoe Tribe of California and Nevada remain as a recognized tribe by the U.S. government and have maintained an established land base. Its approximate 1,200 tribal members are governed by a tribal council that consists of members of the Carson, Dresslerville, Woodfords, and Reno-Sparks Indian colonies, as well as members from non-reservation areas.

The Washoe have not been completely displaced from their traditional lands. The contemporary Washoe have developed a Comprehensive Land Use Plan that includes goals of reestablishing a presence within the Tahoe Sierra and re-vitalizing Washoe cultural knowledge, including the harvest and care of traditional plant resources and the protection of traditional properties within the cultural landscape (TRPA 2012a.)

In 1844, John C. Frémont and his companion Charles Preuss recorded the first sighting of Lake Tahoe by a Euro-American. Later that same year, members of the westward-bound Stevens-Murphy-Townsend party were likely the first Euro-Americans to venture onto the shore of the lake. The California gold rush centered mainly in the Sierra Nevada foothills, and the subsequent Comstock Lode silver rush that occurred a decade later in Nevada, drew thousands of miners and entrepreneurs through the Tahoe Sierra on their way to the mining locales. During this period, the lake was known by various names, including Mountain Lake and Lake Bigler. It was officially designated Lake Tahoe in 1945. The proximity of the Tahoe Basin to the Mother Lode in California and the Comstock Lode in Nevada promoted related development in lumbering, grazing, transportation, market hunting and fishing, tourism, and urban development in the region to provide materials to meet the demand of those areas. In the early 1900s the plan area served as a recreational destination with several small resorts, which increased in size over time. The 1960 Olympics created a development boom in the Tahoe Region.

## Historic Resources

There are at least 25 TRPA-designated historic or eligible historic resources within the plan area (see Figure 2.13, Historic Resources, of the existing Area Plan). Four of these properties are listed on the National Register of Historic Places: Lake Tahoe Dam, Outlet Gates and Gatekeepers Cabin, Watson Log Cabin, and the Chapel of the Transfiguration (NPS 2023).

### 3.20.2 Discussion

#### a) Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?

Less than significant. This potential effect is the same as those analyzed in both the 2012 RPU EIS and 2016 TBAP EIR/EIS, and therefore this analysis tiers from and is consistent with the 2012 RPU EIS and 2016 TBAP EIR/EIS. The 2012 RPU EIS evaluated the effects on historic resources from build-out of the entire Tahoe Region, including the plan area, consistent with the Regional Plan in Impact 3.15-1 on pages 3.15-13 through 3.15-15 (TRPA 2012a). This analysis determined that future projects could occur on properties that contain known historical resources, be associated with historically significant events or individuals, or result in adverse physical or aesthetic effects to a significant historical site, structure, object, or building. The 2016 EIR/EIS arrived at the same conclusion. However, federal and state, regulations and TRPA Code are in place to address protection of these resources.

The applicable TRPA protections include TRPA Code Section 33.3.7, requires cessation of grading and consultation with government agencies whenever historical, pre-historical, or paleontological materials appearing to be 50 years or older are discovered during grading activity. TRPA Code Chapter 67 includes standards which require evaluation by a qualified archaeologist of any potential archaeological, cultural, or historical resources discovered during project construction (TRPA Code Section 67.3.1). TRPA also requires that projects in areas with known or newly discovered sites of cultural or historic significance include a site survey (performed by a qualified archaeologist) before TRPA approval (TRPA Code Section 67.3.2). This standard also requires consultation with the Washoe Tribe on all site surveys to determine if tribally significant sites are present. If resources are discovered and deemed significant, then a resource protection plan is required. Such a plan shall be prepared by a qualified professional and may provide for surface or subsurface recovery of data and artifacts and recordation of structural and other data (Code Section 67.3.3). Additionally, grading, operation of equipment, or other soil disturbance is prohibited in areas where a designated historic resource is present, or could be damaged, except in accordance with a TRPA-approved resource protection plan (TRPA Code Section 67.3.4). Finally, upon discovery of a previously unknown site, object, district, structure or other resource, potentially meeting criteria designating it as a historic resource (as outlined in TRPA Code Section 67.6) TRPA shall consult with the applicable state historic preservation officer (SHPO), and with the Washoe Tribe if it is a Washoe site. In addition, the Washoe Tribe is a permanent member of the TRPA Advisory Planning Commission (APC), where a Washoe Tribe representative has the opportunity to review all projects that come before the APC. These protections would continue to apply under the proposed Area Plan amendments.

The proposed Area Plan amendments would also not alter existing state and federal protections for historic or cultural resources. The California SHPO reviews projects for potential impacts to historic properties. The California

SHPO keeps an inventory of the state's cultural resources to assist federal, state, and local agencies in planning projects so as to avoid impacts to important cultural resources; the agency also acts as a clearinghouse for nominations of sites and features to the NRHP. Additionally, the California SHPO plays an advisory role to TRPA during project review of structures 50 years old or older. At the federal level, Section 106 of the National Historic Preservation Act guides cultural resources investigations by federal agencies and requires considerations of effects on properties that are listed in, or may be eligible for listing in, the NRHP. USFS, a primary landowner within the plan area, adheres to the NHPA in managing the public land under its jurisdiction. The USDA Forest Service consults with the Washoe Tribe, TRPA, and the California SHPO, as appropriate. Additionally, the Lake Tahoe Basin Management Unit Forest Plan provides guidelines for historic and archaeological resource protection.

Additionally, the existing Area Plan includes policies for the protection of historic and cultural resources as follows:

GOAL C3: Provide for the preservation of cultural and historic resources in public and private development projects.

- ▶ Policy C-P-1: Encourage reuse and incorporate buildings or structures that are determined to be of historic significance into site plans.
- ▶ Policy C-P-2: Evaluate cultural and/or historic resources when evaluating project activities with the goal of avoiding impacts to such resources.
- ▶ Policy C-P-3: All TRPA policies, ordinances and programs related to cultural resources will remain in effect.

All future projects within the plan area would be evaluated through a project-level environmental review (TRPA Code Chapter 3) and, where applicable, CEQA, which would evaluate the potential for specific future projects to degrade historic, archeological, or cultural resources. If necessary, the project-level environmental review would identify mitigation measures to avoid or reduce potential conflicts.

For the reasons described above, the proposed Area Plan amendments are consistent with the analysis in both the 2012 RPU EIS and 2016 TBAP EIR/EIS, which both determined that impacts on historic resources would be less than significant.

**b) Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?**

Less than significant. See discussion in Section 3.20.2(a), above. For the same reasons described above, this impact would be less than significant.

**c) Is the property associated with any historically significant events and/or sites or persons?**

Less than significant. See discussion in Section 3.20.2(a), above. For the same reasons described above, this impact would be less than significant.

**d) Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?**

Less than significant. See discussion in Section 3.20.2(a), above. For the same reasons described above, this impact would be less than significant.

**e) Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?**

Less than significant. See discussion in Section 3.20.2(a), above. For the same reasons described above, this impact would be less than significant.



### 3.21 FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XXI. Findings of Significance.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.21.1 Discussion

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?**

Less than significant. See the discussion in Sections 3.1 through 3.20, above, including the discussions related to vegetation, wildlife, and historic resources in sections 3.4, 3.5, and 3.20, respectively. For the reasons described in those sections, this impact would be less than significant.

- b) **Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)**

Less than significant. This potential effect is the same as those analyzed in the 2012 RPU EIS, and therefore this analysis tiers from and is consistent with the 2012 RPU EIS. The 2012 RPU EIS evaluated the relationship between

short-term uses of the environment and the maintenance of long-term productivity on pages 5-3 through 5-5 (TRPA 2012a). This analysis found that the long-term implementation of the Regional Plan would result in future development and population growth that would have associated impacts to biological resources; traffic and circulation; air quality and climate change; noise; water quality; and public services and utilities. However, through redevelopment in urban areas and transfer of coverage and development rights from sensitive lands, the Regional Plan would refine the land use pattern of the Region in a manner intended to sustain natural resources and support social and economic health. Because the proposed Area Plan would implement the Regional Plan and would not increase the potential for future growth beyond the levels anticipated in the Regional Plan, the proposed Area Plan would be consistent with the analysis on pages 5-3 through 5-5 of the 2012 RPU EIS (TRPA 2012a).

**c) Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)**

Less than significant. This potential effect is the same as those analyzed in the 2012 RPU EIS and 2016 Area Plan EIR/EIS, and therefore this analysis tiers from and is consistent with the 2012 RPU EIS. The 2012 RPU EIS evaluated the cumulative impacts of long-term implementation of the Regional Plan on pages 4-1 through 4-36 (TRPA 2012a). Because the proposed Area Plan would implement the Regional Plan and would not increase the potential for future growth beyond the levels anticipated in the Regional Plan, the proposed Area Plan would be consistent with the cumulative analysis in the 2012 RPU EIS and 2016 Area Plan EIR/EIS, as described below.

Cumulative Analysis in the 2016 Area Plan EIR/EIS

The Area Plan EIR/EIS analyzes the cumulative impacts of implementation of the TBAP in Chapter 19, "Cumulative Impacts", which provides a comprehensive cumulative impact assessment by using a combination of the plan and list methods identified in State CEQA Guidelines Section 15130. The Area Plan EIR/EIS incorporates the cumulative analysis from the 2012 Regional Plan Update Environmental Impact Statement (RPU EIS) and the Regional Transportation Plan: Mobility 2035 and Sustainable Communities Strategy EIR/EIS (RTP/SCS EIR/EIS). The Regional Plan establishes policies, regulations, programs, and growth limits that apply to the entire Tahoe Region, including the TBAP plan area. The RPU EIS cumulative analysis evaluated the effects of total build-out of the Tahoe Region, including the TBAP plan area. Because the TBAP must be consistent with the Regional Plan, including the growth limits established in the Regional Plan, the RPU EIS cumulative analysis provided a cumulative analysis of full build-out of the TBAP. The Area Plan EIR/EIS cumulative analysis supplemented the RPU EIS cumulative analysis by evaluating complete build-out of the Tahoe Region in combination with build-out of reasonably foreseeable land use plans and projects within the Tahoe Basin and in surrounding areas outside of the Tahoe Basin (see Table 19-2, Cumulative Project List in the Area Plan EIR). This analysis found that implementation of the TBAP would make a considerable contribution to significant cumulative impacts related to roadway level of service and impacts on local residential streets, and feasible mitigation measures were included. The Area Plan EIR/EIS found that implementation of the TBAP would not make a considerable contribution to other significant cumulative impacts. The Final Area Plan EIR/EIS also includes additional cumulative analysis of Vehicle Miles Travelled (VMT) in response to public comments (see Final Area Plan EIR/EIS Master Response 1 – VMT and LOS on pages 3.1-1 through 3.1-22). This analysis explicitly considers VMT within the plan area generated by full build-out of the Tahoe Region in combination with full build-out of reasonably foreseeable plans and projects within the Tahoe Basin and in nearby areas outside of the Tahoe Basin.

Changes to Cumulative Conditions in the Tahoe Region

Since the Area Plan EIR/EIS was adopted in 2016, some projects identified in the Area Plan EIR/EIS cumulative analysis have been implemented, others have been withdrawn, and new projects have been proposed. The changes in cumulative projects in the vicinity of the plan area since 2016 are described in the Village at Palisades Tahoe Specific Plan Partially Revised EIR in Table 18-2 (Village at Palisades REIR) (Placer County 2022). That analysis identified an additional 297 residential units and an additional 238 tourist accommodation units associated with proposed projects in the Tahoe Region that were not known in 2016, when the Area Plan EIR/EIS was certified. The units are associated with

the following newly proposed or modified projects: Tahoe Cedars Subdivision, Boatworks at Tahoe, 39 Degrees North, and Dollar Creek Crossing.

All projects within the Tahoe Region must comply with the policies and standards in the Regional Plan, and all projects within the plan area must also comply with the policies and regulations in the TBAP. Furthermore, the total capacity for development of residential, tourist accommodation, and commercial uses in the Tahoe Region is limited by the growth control system in the Regional Plan. Because the RPU EIS and Area Plan EIR/EIS already analyzed the cumulative effects of complete build-out of the Tahoe Region and TBAP plan area consistent with the policies and regulations in both the Regional Plan and TBAP, and because the proposed Area Plan amendments would not alter the growth limits or other assumptions incorporated into these cumulative analyses; the existing analysis in the Area Plan EIR/EIS already accounts for the cumulative effect of these projects (i.e., Tahoe Cedars Subdivision, Boatworks at Tahoe, 39 Degrees North, and Dollar Creek Crossing) even though the specific projects were not identified in the Area Plan EIR/EIS. For this reason, there are not changed conditions within the Tahoe Region that would cause the proposed Area Plan amendments to result in a new or more severe contribution to a significant cumulative impact than was previously disclosed in the Area Plan EIR/EIS.

#### Changes to Cumulative Conditions Outside the Tahoe Region

In surrounding areas outside of the Tahoe Region, the Village at Palisades REIR identified no net increase in the number of tourist accommodation rooms (e.g., hotel rooms) and an increase of 55 dwelling units (DU) that were not identified in 2016. Notably, the 2016 Area Plan EIR/EIS evaluated the cumulative effects of the Martis Valley West Parcel Specific Plan, which proposed 760 DUs and approximately 7 acres of commercial development off of SR 267 between the Town of Truckee and Brockway Summit. Since adoption of the Area Plan EIR/EIS, this project has been litigated and the project approvals have been invalidated by the court. Placer County has not received a new application for the project since the approvals were invalidated, and this cumulative project may not occur.

Other changes in surrounding areas outside of the Tahoe Region include the County-initiated housing needs rezone program. Because the Placer County General Plan Housing Element did not identify sufficient sites to accommodate the Regional Housing Needs Allocation (RHNA) across all income levels, state law requires the County to implement a rezone program to allow higher density residential development. This program is considering the possible rezone of two candidate sites in proximity to the plan area: APN 095-050-042 a 1.7-acre parcel near the intersection of SR 89 and Alpine Meadows Road currently zoned as C1-Ds, and 3.9 acres on two adjacent parcels (APNs 080-020-014 and 080-020-013) near the intersection of SR 89 and West River Street, currently zoned RM-Ds. The existing zoning on all of these parcels would allow for up to 21 DU per acre. The proposed rezone would allow for up to 30 DU per acres or an increase of 9 DU per acre. If all three parcels are rezoned, it could result in an increase of up to approximately 50 additional DUs outside of the TBAP plan area that were not considered in the Area Plan EIR cumulative analysis.

Taken together, these changes are expected to result in 655 fewer DUs and 7 acres less commercial area in areas outside of the Tahoe Region than were evaluated in the Area Plan EIR/EIS. Thus, the Area Plan EIR provides a conservative analysis of the cumulative effects of future development in areas outside of plan area, and the cumulative effects of the proposed Area Plan amendments would be less than those disclosed in the Area Plan EIR/EIS. For the reasons described above, changes in the list of cumulative projects do not constitute significant new information and the proposed Area Plan amendments would not result in a new or more severe contribution to cumulative impact than was evaluated in the Area Plan EIR/EIS.

#### **d) Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?**

Less than significant. See the discussion in Sections 3.1 through 3.20, above, including the discussions related to risk of upset and human health in sections 3.10 and 3.17, respectively. For the reasons described in those sections, this impact would be less than significant.

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Attachment F  
Conformity Checklist

# Tahoe Regional Planning Agency Area Plan Finding of Conformity Checklist

## AREA PLAN INFORMATION

Area Plan Name: Placer County Tahoe Basin Area Plan Amendments  
Lead Agency: Placer County  
Submitted to TRPA: July 27, 2023  
TRPA File No: N/A

## CONFORMITY REVIEW

Review Stage: Final Review - After Local Adoption  
Conformity Review Date: November 15, 2023  
TRPA Reviewer: Jacob Stock

## HEARING DATES

Lead Agency Approval: October 31, 2023  
APC: December 6, 2023  
RPIC: December 13, 2023  
Governing Board: January 27, 2024  
Appeal Deadline: N/A  
MOU Approval Deadline: N/A

## CHARACTERISTICS

Geographic Area and Description: The Placer County Tahoe Basin Area Plan addresses that portion of Placer County that is also within the jurisdiction of TRPA, encompassing an area of 46,162 acres (72.1 square miles) that includes the communities of Kings Beach/Stateline, Tahoe City, Carnelian Bay, Dollar Point, Sunnyside, Homewood, Tahoe Vista, and Tahoma.

Land Use Classifications: Residential, Recreation, Mixed-Use, Tourist, Backcountry, Conservation, Town Center

**Area Plan Amendment  
Summary:**

The proposed Area Plan amendments focus on process, policy, and code improvements to support appropriate lodging, mixed-use developments, and a variety of housing types, including workforce housing. The amendments also focus on diversifying land uses, with the intent of streamlining planning processes and increasing the diversity of business and housing types. Therefore, the proposed amendments are designed to implement recommendations outlined in the Economic Sustainability Needs Assessment, particularly those focused on process, policy, and code improvements that will facilitate and streamline revitalization projects in the Town Centers and workforce housing throughout North Tahoe. Tables 1 through 3 summarize the proposed amendments to the Tahoe Basin Area Plan (TBAP) policy document, implementing regulations, and height and building length limits in Town Centers, respectively.

**Table 1. Summary of Proposed Policy Document Changes**

Area Plan Element	Proposed Change	Summary of Change
Scenic Resources	Changed policy language in policies SR-P-3, SR-P-4, and added policy SR-P-10.	The policy amendments are intended to support the evaluation or reevaluation of scenic requirements to facilitate private reinvestment in Town Centers targeted for redevelopment and/or new development under the Area Plan. The intent is to generate development that improves environmental conditions, creates a more efficient, sustainable, and less auto-dependent land use pattern, and provides for economic opportunities.
Vegetation	Changed policy language in policy VEG-P-6 and added policy VEG-P-7	A new policy was added to support implementation of new or expanded hardening, green waste, and defensible space incentive and/or rebate programs.
Socio-Economic	Removed policy SE-P-5 and added policies SE-P-6 and SE-P-7	Former Policy SE-P-5 was removed from the Area Plan, which related to addressing the job-housing imbalance and providing housing at various affordable levels. Policies were added to support high-speed broadband infrastructure capacity and to support childcare facilities to meet the needs of the local workforce.
Land Use	Added policies LU-P-19, LU-P-20, LU-P-21, LU-P-22, and LU-P-23.	New policies were added to help achieve the objectives of the Placer County North Lake Tahoe Economic Development Incentive Program, which prioritizes development rights to the most community-benefitting projects that align with the Area Plan and Regional Plan. Policies were added to support the allocation and conversion of TRPA development rights, and to address land uses in the Town Centers. Policies were also included to support funding sources for a frontage improvement implementation plan to achieve area plan infrastructure such as sidewalks, curbs, and gutters, as well as implementing parking management plans and developing a reservation and conversion manual for development rights.
Mixed Use	Added policies MU-P-7, MU-P-8, and MU-P-9.	Policies were added to ensure the availability and development of mixed use, business park, and light industrial space, and to encourage potential residential components in such development.
Town Centers	Changed policy language in policy TC-P-5, and added policies TC-P-10, TC-P-11, TC-P-12, TC-P-13, TC-P-14, TC-P-15, TC-P-16, TC-P-17, TC-P-18, and TC-P-19.	New policies were added that would allow groundwater interception for mixed-use projects in Town Centers, supporting streamlined permit processes for mixed use projects, encouraging active ground floor uses, facilitating mobile vendors and food trucks in Town Centers, supporting the retention and expansion of businesses from the North Tahoe-Truckee region, supporting relocations of industrial and public utility land uses in

Area Plan Element	Proposed Change	Summary of Change
		the Town Centers to free up Town Center sites, as well as supporting parking maximums and other parking solutions.
Community Design	Added policies CD-P-14, CD-P-15, CD-P-16, and CD-P-17.	Policies to support and promote local artists and public art in North Tahoe were included.
Redevelopment	Added policies DP-P-5, DP-P-6, DP-P-7, DP-P-8, DP-P-9, DP-P-10, and DP-P-11.	New policies support and encourage adaptive reuse of vacant or underutilized retail and office space, support redevelopment of aging lodging products and encourage revitalization and creation of new high-quality lodging, allow multipurpose and flexible gathering spaces in private and public parking areas where events could be held during off-peak hours, expedite building permit processes, and support the development of new business innovation space and flexible light industrial spaces to diversify the local economy.
Housing	Added policies HS-P-8, HS-P-9, HS-P-10, HS-P-11, HS-P-12,	Additional policies were included to support streamlining affordable, moderate, and achievable housing, require that 50 percent of units converted from multifamily to condominiums be deed restricted to affordable, moderate or achievable housing, address the job-housing imbalance in the region, monitor and track housing data in the region, and support adaptive management of the short-term rental inventory to balance housing availability with short-term rentals as new lodging products are added to the region.

**Table 2. Summary of Proposed Implementing Regulations Changes**

Proposed Change	Summary of Change
Global changes to the Implementing Regulations to adopt and incorporate the TRPA Shorezone Ordinances.	The proposed amendments to the area plan are intended to reflect the changes made to Placer County Code Chapter 12, Article 12.32, "Lake Tahoe Shorezone" adopted by the Board of Supervisors in February of 2021. In August 2019, TRPA amended its Code of Ordinances, including shorezone regulations contained in Chapters 80 through 85.
Additions have been made to Chapter 1.04 Administration, Design Review Required for Commercial, Tourist Accommodation, and Multi-Family Dwelling Residential Development, and All Development in Designated Scenic Areas. Tourist Accommodation was added to the review requirement and an exemption was added.	Tourist Accommodation development has been added and would therefore be subject to Design Review. Multi-Family Residential Development with 15 units or fewer and not in a designated scenic area is exempt from the Design Review requirements under this part. Additionally, the process for Design Review has been modified to provide for lesser environmental review if project is exempt per applicable CEQA Guidelines exemptions or other California streamlining exemptions.
Residential Subdistrict Development Standards revised to reduce or remove setbacks, articulation, massing requirements, minimum lot widths, and minimum lot area.	Setbacks and articulation and massing requirements limiting building capacity would be removed and/or reduced. The proposed amendments would also include reduced minimum lot widths for some zone districts. The minimum lot area per dwelling unit in all residential zone districts would also be removed to accommodate smaller dwelling units. In seven of the 21 residential zone districts listed as Preferred Affordable, Moderate and Achievable Areas, the minimum lot size was reduced to 2,904 square feet to accommodate existing densities of 15 dwelling units per acre, and minimum lot widths were reduced to 25 feet to accommodate smaller lots that can promote smaller and more affordable houses, and which match existing lot sizes. Street side setbacks for corner lots are introduced. Side setbacks were also reduced to 5 feet minimum, except when adjoining another unit on

Proposed Change	Summary of Change
	adjacent property, which would require 0 feet on one side and 10 feet on the other to accommodate duplex-style developments.
Residential Subdistrict Land Use Regulations revised to change multiple family and multi-person dwellings and employees housing to an Allowed Use.	In the 21 residential zone districts listed as Preferred Affordable, Moderate, and Achievable Areas, where not otherwise allowed by right, the proposed amendments would allow multifamily and employee housing by right with no use permit if 100 percent of units are deed restricted to affordable, moderate, or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income, or affordable housing. This is intended to encourage development of multifamily housing by reducing costs and time delays associated with use permits and provide clear standards and requirements that must be met.
Mixed-Use Districts Tables 2.04.A-1 for Greater Tahoe City Mixed Use and 2.04.B-1 and North Tahoe East Residential Uses	Multifamily, multi-person, and employee housing would be allowed by right if 100% of the units are deed restricted to affordable, moderate, or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing. New attached single-family residential units of more than one unit, would only be allowed if single family encompasses 25% or less of the entire project or if at least 50% of the units are deed restricted to affordable, moderate or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income or affordable housing.
Mixed-Use Districts Tables 2.04.A-3 for Greater Tahoe City Mixed Use and 2.04.B-3 and North Tahoe East	Side and rear setbacks were reduced to 0 ft to encourage mixed use development in the Town Centers.
Table 2.04.A-4, Building Form Guidelines for the Greater Tahoe City Mixed-Use Subdistricts has been revised.	Revisions refine maximum building lengths for proposed structures in the mixed-use Town Center zone districts in Tahoe City where there were no existing maximums. These changes are proposed to assist in guiding building design and massing. See Table 2-3, below.
Table 2.04.B-4, Building Form Guidelines for the North Tahoe East Mixed-Use Subdistricts has been revised.	Revisions refine maximum building lengths for proposed structures in the mixed-use Town Center zone districts in Kings Beach. These changes are proposed to assist in guiding building design and massing. See Table 2-3, below.
Section 2.09, Overlay Districts, has been revised to clarify building height standards.	The proposed changes below incorporate clarifications on maximum height allowances in Town Centers and transition areas. All projects would still be required to comply with TRPA scenic requirements.
Land Use Regulations for Mixed-Use Subdistricts have been revised.	<p>Amendments would allow food trucks and mobile vendors in Town Centers as an allowed use in compliance with Senate Bill (SB) 946. SB 946 established requirements for local regulation of sidewalk vending, legalizing sidewalk vending across the state.</p> <p>The proposed amendments would also offer an avenue to some types of land uses that currently require use permits to be pursued as an allowed use if below a defined maximum square footage. The following land uses would be eligible:</p> <ul style="list-style-type: none"> <li>Hotels, Motels, and other Transient Dwelling Units</li> <li>Eating and drinking facilities</li> <li>Building materials and hardware stores</li> <li>Repair services</li> </ul> <p>Additionally, the proposed amendments separate eating and drinking facilities into subcategories based on the Institute of Transportation Engineers Manual (Drinking Place, Fast Casual Restaurant, Quality Restaurant, High-Turnover Sit-Down Restaurant, and Fast-Food Restaurant without Drive Thru Window) to allow a specified maximum commercial floor area for each type of facility listed in the use table.</p>

Proposed Change	Summary of Change
	The goal of these changes is to incentivize and streamline new lodging products, restaurants, retail, and local-serving land that would strengthen the year-round economic vitality of Town Centers and make the Implementing Regulations compatible with state law.
Section 3.01, "Permissible Uses," has been amended to incorporate Moveable Tiny Houses.	The proposed amendments refer to the countywide housing code amendments that were adopted by the Board of Supervisors on June 14, 2022, to allow for tiny houses as primary or accessory dwelling units as well as employee housing and tiny house communities. Moveable tiny houses and moveable tiny house communities would comply with definitions and development standards in Placer County's Zoning Ordinance.
Section 3.06 "Streetscape and Roadway Design Standards" and Table 3.06.A "Future Streetscape and Roadway Design Characteristics" have been revised.	The proposed amendments are designed to provide consistency throughout the Area Plan in identifying the requirements of street frontage improvements and to provide reference to other applicable standards contained in the area plan. The proposed amendments would require street frontage improvements of all development. Minor changes were made to the text to eliminate redundancy and provide clarity and consistency.
Section 3.07, "Parking and Access," has been revised to permanently adopt the parking pilot program for North Lake Tahoe Town Centers.	<p>These changes support exemptions to parking and spur redevelopment in the Town Centers and support strategies identified in the Resort Triangle Transportation Plan (RTTP), which was approved by the TRPA Board of Supervisors in October 2020 and outlines strategies to increase mobility and reduce VMT in the Tahoe region. Changes include:</p> <ul style="list-style-type: none"> <li>Expanding eligible applicants to include all development/redevelopment proposed in Town Centers.</li> <li>Allowing further collaboration with tourist accommodation and residential uses to be considered.</li> <li>Removing the existing limitation in the area plan that project sites eligible for the exemption shall be 25,000 square feet or less.</li> <li>Expanding financial mitigations beyond establishment of a transit County Service Area Zone of Benefit to include financial support for transit service enhancements or other alternative transportation projects that support multi-modal transportation and/or strategies noted in the RTTP.</li> </ul> <p>Revised single-family and multi-family dwelling parking requirements.</p>
Section 3.09, "Design Standards and Guidelines," has been revised to include exceptions for groundwater interception.	<p>The proposed amendment exempts groundwater interception to projects proposing below-grade parking. When such exceptions are granted, the applicant must demonstrate that the project impacts have been mitigated to be equal to or better than the original impacts. This amendment is intended to facilitate the redevelopment desired in Town Centers and allow for below-grade parking, which reduces coverage.</p> <p>The proposed amendments would restrict new attached single family in Town Centers of over one unit, including townhomes and condominiums, if single family encompasses 25 percent or less of the entire project or if at least 50 percent of the single-family residential units are deed restricted to affordable, moderate, or achievable housing per TRPA Code of Ordinances Chapter 90: Definitions, for achievable, moderate-income, or affordable housing. The intent is to facilitate mixed use development and allow some single family to offset costs of workforce housing or commercial uses while still achieving the goals of the area plan and community.</p>
Section 3.11, "Signs," has been removed.	Updates refer to the TRPA Code of Ordinance Chapter 38 "Signs." This amendment is intended to streamline signage requirements and will make the Basin Area Plan consistent with the TRPA Code of Ordinances, thereby eliminating the need for future amendments to the area plan should TRPA modify Chapter 38 of the Code of Ordinance.



**Table 3. Updates to Building Length and Height in Town Centers**

Proposed Change	Summary of Change
Building Length – Kings Beach Town Center	Building length is reduced in MU-TOR from 350 ft to 200 ft. To ensure compatibility with residential zone districts, any buildings directly facing residential zone districts are proposed to be a maximum of 75 ft long.
Building Length – Tahoe City Town Center	Building length transitions have been incorporated where there were none before to ensure consistency between Kings Beach and Tahoe City mixed use zone districts. To ensure compatibility with residential zone districts, any buildings directly facing residential zone districts are proposed to be a maximum of 75 ft long.
Building Height – Town Centers	The maximum building height is currently measured in stories, which would change to feet (e.g., 56 feet instead of four stories). Maximum building heights have been incorporated for the special planning area overlay districts where there were none before.

## Conformity Checklist

		TRPA Code Section	Conformity		
			YES	NO	N/A
<b>A. Contents of Area Plans</b>					
1	<a href="#">General</a>	13.5.1	●		
2	<a href="#">Relationship to Other Code Sections</a>	13.5.2	●		
<b>B. Development and Community Design Standards</b>					
<i>Building Height</i>					
1	<a href="#">Outside of Centers</a>	13.5.3	●		
2	<a href="#">Within Town Centers</a>	13.5.3	●		
3	<a href="#">Within the Regional Center</a>	13.5.3			●
4	<a href="#">Within the High-Density Tourist District</a>	13.5.3			●
<i>Density</i>					
5	<a href="#">Single-Family Dwellings</a>	13.5.3	●		
6	<a href="#">Multiple-Family Dwellings outside of Centers</a>	13.5.3	●		
7	<a href="#">Multiple-Family Dwellings within Centers</a>	13.5.3	●		
8	<a href="#">Tourist Accommodations</a>	13.5.3	●		
<i>Land Coverage</i>					
9	<a href="#">Land Coverage</a>	13.5.3	●		
10	<a href="#">Alternative Comprehensive Coverage Management</a>	13.5.3.B.1			●
<i>Site Design</i>					
11	<a href="#">Site Design Standards</a>	13.5.3	●		
<i>Complete Streets</i>					
12	<a href="#">Complete Streets</a>	13.5.3	●		
<b>C. Alternative Development Standards and Guidelines Authorized in an Area Plan</b>					
1	<a href="#">Alternative Comprehensive Coverage Management System</a>	13.5.3.B.1	●		
2	<a href="#">Alternative Parking Strategies</a>	13.5.3.B.2	●		
3	<a href="#">Areawide Water Quality Treatments and Funding Mechanisms</a>	13.5.3.B.3			●
4	<a href="#">Alternative Transfer Ratios for Development Rights</a>	13.5.3.B.4			●

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		TRPA Code Section	Conformity		
			YES	NO	N/A
<b>D. Development Standards and Guidelines Encouraged in Area Plans</b>					
1	<a href="#">Urban Bear Strategy</a>	13.5.3.C.1	●		
2	<a href="#">Urban Forestry</a>	13.5.3.C.2	●		
<b>E. Development on Resort Recreation Parcels</b>					
1	<a href="#">Development on Resort Recreation Parcels</a>	13.5.3.D			●
<b>F. Greenhouse Gas Reduction</b>					
1	<a href="#">Greenhouse Gas Reduction Strategy</a>	13.5.3.E	●		
<b>G. Community Design Standards</b>					
1	<a href="#">Development in All Areas</a>	13.5.3.F.1.a	●		
2	<a href="#">Development in Regional Center or Town Centers</a>	13.5.3.F.1.b	●		
3	<a href="#">Building Heights</a>	13.5.3.F.2	●		
4	<a href="#">Building Design</a>	13.5.3.F.3	●		
5	<a href="#">Landscaping</a>	13.5.3.F.4	●		
6	<a href="#">Lighting</a>	13.5.3.F.5	●		
7	<a href="#">Signing – Alternative Standards</a>	13.5.3.F.6			●
8	<a href="#">Signing – General Policies</a>	13.5.3.F.6	●		
<b>H. Modification to Town Center Boundaries</b>					
1	<a href="#">Modification to Town Center Boundaries</a>	13.5.3.G			●
<b>I. Conformity Review Procedures for Area Plans</b>					
1	<a href="#">Initiation of Area Planning Process by Lead Agency</a>	13.6.1	●		
2	<a href="#">Initial Approval of Area Plan by Lead Agency</a>	13.6.2	●		
3	<a href="#">Review by Advisory Planning Commission</a>	13.6.3	●		
4	<a href="#">Approval of Area Plan by TRPA</a>	13.6.4	●		
<b>J. Findings for Conformance with the Regional Plan</b>					
<i>General Review Standards for All Area Plans</i>					
1	<a href="#">Zoning Designations</a>	13.6.5.A.1	●		
2	<a href="#">Regional Plan Policies</a>	13.6.5.A.2	●		

		TRPA Code Section	Conformity		
			YES	NO	N/A
3	<a href="#">Regional Plan Land Use Map</a>	13.6.5.A.3	●		
4	<a href="#">Environmental Improvement Projects</a>	13.6.5.A.4	●		
5	<a href="#">Redevelopment</a>	13.6.5.A.5	●		
6	<a href="#">Established Residential Areas</a>	13.6.5.A.6	●		
7	<a href="#">Stream Environment Zones</a>	13.6.5.A.7	●		
8	<a href="#">Alternative Transportation Facilities and Implementation</a>	13.6.5.A.8	●		
<i>Load Reduction Plans</i>					
9	<a href="#">Load Reduction Plans</a>	13.6.5.B	●		
<i>Additional Review Standards for Town Centers and the Regional Center</i>					
10	<a href="#">Building and Site Design Standards</a>	13.6.5.C.1	●		
11	<a href="#">Alternative Transportation</a>	13.6.5.C.2	●		
12	<a href="#">Promoting Pedestrian Activity</a>	13.6.5.C.3	●		
13	<a href="#">Redevelopment Capacity</a>	13.6.5.C.4	●		
14	<a href="#">Coverage Reduction and Stormwater Management</a>	13.6.5.C.5	●		
15	<a href="#">Threshold Gain</a>	13.6.5.C.6	●		
<i>Additional Review Standards for the High-Density Tourist District</i>					
16	<a href="#">Building and Site Design</a>	13.6.5.D.1			●
17	<a href="#">Alternative Transportation</a>	13.6.5.D.2			●
18	<a href="#">Threshold Gains</a>	13.6.5.D.3			●
<b>K. Area Plan Amendments</b>					
1	<a href="#">Conformity Review for Amendments to an Area Plan</a>	13.6.6	●		
2	<a href="#">Conformity Review for Amendments Made by TRPA to the Regional Plan that Affect an Area Plan – Notice</a>	13.6.7.A			●
3	<a href="#">Conformity Review for Amendments Made by TRPA to the Regional Plan that Affect an Area Plan – Timing</a>	13.6.7.B			●
<b>L. Administration</b>					
1	<a href="#">Effect of Finding of Conformance of Area Plan</a>	13.6.8			●

		TRPA Code Section	Conformity		
			YES	NO	N/A
2	<a href="#">Procedures for Adoption of Memorandum of Understanding</a>	13.7			●
3	<a href="#">Monitoring, Certification, and Enforcement of an Area Plan</a>	13.8			●
4	<a href="#">Appeal Procedure</a>	13.9			●

## Conformity Review Notes

### A. CONTENTS OF AREA PLANS

**1. General**  YES  NO  N/A

*Citation* 13.5.1

*Requirement* An Area Plan shall consist of applicable policies, maps, ordinances, and any other related materials identified by the lead agency, sufficient to demonstrate that these measures, together with TRPA ordinances that remain in effect, are consistent with and conform to TRPA’s Goals and Policies and all other elements of the Regional Plan. In addition to this Section 13.5, additional specific requirements for the content of Area Plans are in subsection 13.6.5.A. The Memorandum of Understanding (MOU) that is associated with an approved Area Plan is a separate, but related, approval and is not part of the Area Plan.

*Notes* The Placer County Tahoe Basin Area Plan (TBAP) consists of applicable policies, maps, ordinances, and related materials that conform to the Regional Plan. These policies, maps, and ordinances were developed with the specific intent of conforming with the Regional Plan. Development of the TBAP included close collaboration between Placer County and TRPA staff, members of the public, and other stakeholders over approximately five years. TRPA determined that TBAP was in conformance with the Regional Plan and adopted the existing TBAP in December 2016.  
The proposed amendments focus on process, policy, and code improvements to support appropriate lodging, mixed use, and workforce housing within the TBAP plan area.

**2. Relationship to Other Sections of the Code**  YES  NO  N/A

*Citation* 13.5.2

*Requirement* This section is intended to authorize development and design standards in Area Plans that are different than otherwise required under this Code. In the event of a conflict between the requirements in this section and requirements in other parts of the Code, the requirements in this section shall apply for the purposes of developing Area Plans. Except as otherwise specified, Code provisions that apply to Plan Area Statements (Chapter 11), Community Plans (Chapter 12), and Specific and Master Plans (Chapter 14) may also be utilized in a Conforming Area Plan. If an Area Plan proposes to modify any provision that previously applied to Plan Area

Statements, Community Plans, or Specific and Master Plans, the proposed revision shall be analyzed in accordance with Code Chapters 3 and 4.

*Notes* The existing TBAP modified provisions that previously applied to Plan Area Statements and Community Plans consistent with Code Section 13.5.2. The proposed amendments include targeted revisions to include substitute development and design standards including standards related to setbacks, building length, lot size. These changes have been evaluated in an Initial Environmental Checklist consistent with the Tahoe Regional Planning Compact, Chapter 3 of the Code of Ordinances, and the rules of procedure.

## B. DEVELOPMENT AND COMMUNITY DESIGN STANDARDS

Area plans shall have development standards that are consistent with those in Table 13.5.3-1

### MAXIMUM BUILDING HEIGHT

1. **Outside of Centers**  YES  NO  N/A

*Citation* 13.5.3

*Requirement* Building height standards shall be consistent with Code Section 37.4.

*Notes* Building heights are defined in Placer County Tahoe Basin Area Plan and comply with the TRPA Code of Ordinances. The proposed amendment clarifies that building heights are measured in feet rather than stories, but makes no change to maximum building heights.

2. **Within Town Centers**  YES  NO  N/A

*Citation* 13.5.3

*Requirement* Building height is limited to a maximum of 4 stories and 56 feet.

*Notes* Building heights are defined in Placer County Tahoe Basin Area Plan and comply with the TRPA Code of Ordinances. The proposed amendment limits building height in Town Centers to 56 feet.

3. **Within the Regional Center**  YES  NO  N/A

*Citation* 13.5.3

*Requirement* Building height is limited to a maximum of 6 stories and 95 feet.

*Notes* The TBAP does not include the Regional Center.

4. **Within the High-Density Tourist District**  YES  NO  N/A

*Citation* 13.5.3

*Requirement* Building height is limited to a maximum of 197 feet.

*Notes* The TBAP does not include the High-Density Tourist District

**DENSITY**

**5. Single-Family Dwellings**

YES  NO  N/A

*Citation* 13.5.3

*Requirement* Single-family dwelling density shall be consistent with Code Section 31.3.

*Notes* The TBAP proposed density standards for single-family dwellings is consistent with Section 31.3 (see TBAP Implementing Regulations Section 3.04). The proposed amendments do not change existing single-family dwelling density.

**6. Multiple-Family Dwellings outside of Centers**

YES  NO  N/A

*Citation* 13.5.3

*Requirement* Multiple-family dwelling density outside of Centers shall be consistent with Code Section 31.3.

*Notes* The TBAP proposed density standards for multiple-family dwellings outside of Town Centers is consistent with Section 31.3 (see TBAP Implementing Regulations Section 3.04). The proposed amendments do not change existing multiple-family dwelling density.

**7. Multiple-Family Dwellings within Centers**

YES  NO  N/A

*Citation* 13.5.3

*Requirement* Multiple-family dwelling density within Centers shall be a maximum of 25 units per acre.

*Notes* The TBAP proposed density standards for multiple-family dwellings outside of Town Centers is consistent with Section 31.3 (see TBAP Implementing Regulation Section 3.04). The proposed amendments do not change existing multiple-family dwelling density.

**8. Tourist Accommodations**

YES  NO  N/A

*Citation* 13.5.3

*Requirement* Tourist accommodations (other than bed and breakfast) shall have a maximum density of 40 units per acre.

*Notes* The TBAP proposed density standards for multiple-family dwellings outside of Town Centers is consistent with Section 31.3 (see TBAP Implementing Regulation Section 3.04). The proposed amendments do not change tourist accommodation density.

**LAND COVERAGE**

**9. Land Coverage**

YES  NO  N/A

*Citation* 13.5.3

*Requirement* Land coverage standards shall be consistent with Section 30.4 of the TRPA Code.

*Notes* The TBAP land coverage standards are consistent with Section 30.4. Maximum transferred coverage limits within Town Centers are consistent with Code section 30.4.2.B (see TBAP Implementing Regulations Section 3.03). The proposed amendments would not change coverage standards.

**10. Alternative Comprehensive Coverage Management System**

YES  NO  N/A

*See Section C.1 of this document.*

**SITE DESIGN**

**11. Site Design Standards**

YES  NO  N/A

*Citation* 13.5.3

*Requirement* Area plans shall conform to Section 36.5 of the TRPA Code.

*Notes* The proposed amendments to the TBAP conforms to Section 36.5 of the TRPA Code of Ordinances. It includes detailed design standards and guidelines. These standards address retention of natural features; building placement that is compatible with adjacent properties and considers sun, climate, noise, safety, and privacy; and site planning that includes a drainage, infiltration, and grading plan that meets water quality standards (see PCTBAP Implementing Regulations Section 3.09). The PCTBAP also includes detailed parking and access design standards that are logical and consistent with the transportation element of the Regional Plan (See PCTBAP Implementing Regulations Section 3.07).

The amendments would modify Section 3.06 “Streetscape and Roadway Design Standards” to clarify requirements of street frontage improvements. They would also modify Section 3.09, “Design Standards and Guidelines,” to allow mixed use developments to intercept groundwater when grading for below grade parking if all impacts are mitigated. The amendments would also add to Section 1.04 “Administration for Design Review” to require design review for tourist accommodation uses and exclude multi-family residential developments with 15 units or fewer that are not in designated scenic areas. These proposed amendments were evaluated in an IEC and would remain consistent with Code Section 36.5.



**COMPLETE STREETS**

**12. Complete Streets**

YES  NO  N/A

*Citation* 13.5.3

*Requirement* Within Centers, plan for sidewalks, trails, and other pedestrian amenities providing safe and convenient non-motorized circulation within Centers, as applicable, and incorporation of the Regional Bike and Pedestrian Plan.

*Notes*

The TBAP conforms with the complete streets provisions of Section 36.5, and provides additional requirements to implement complete street concepts. The TBAP includes streetscape design standards (See TBAP Implementing Regulations Section 3.06), development standards that require complete street improvements with new development and substantial alteration of existing properties (see TBAP Implementing Regulations Sections 2.04.A.4.a; 2.04.B.4.a; 2.04.C.4.a; and 2.04.D.4.a), as well as design guidelines that promote street frontage designs that are compatible with complete streets concepts (see PCTBAP Implementing Regulations Section 2.04.A.5.a and 2.04.B.5.a). The TBAP amendments include additional polices to support funding sources for a frontage improvement implementation plan to achieve area plan infrastructure such as sidewalks, curbs, and gutters, as well as implementing parking management plans (See Implementing Regulations 3.06).

**C. ALTERNATIVE DEVELOPMENT STANDARDS AND GUIDELINES AUTHORIZED IN AREA PLANS**

**1. Alternative Comprehensive Coverage Management System**

YES  NO  N/A

*Citation* 13.5.3.B.1

*Requirement* An Area Plan may propose a comprehensive coverage management system as an alternative to the parcel-level coverage requirements outlined in Sections 30.4.1 and 30.4.2, provided that the alternative system shall: 1) reduce the total coverage and not increase the cumulative base allowable coverage in the area covered by the comprehensive coverage management system; 2) reduce the total amount of coverage and not increase the cumulative base allowable coverage in Land Capability Districts 1 and 2; and 3) not increase the amount of coverage otherwise allowed within 300 feet of high water of Lake Tahoe (excluding those areas landward of Highways 28 and 89 in Kings Beach and Tahoe City Town Centers within that zone). For purposes of this provision, “total” coverage is the greater of existing or allowed coverage.

*Notes*

The TBAP does not propose an alternative comprehensive coverage management system. Future development of an alternative development comprehensive coverage management system would require an amendment to the TBAP and approval by TRPA.

**2. Alternative Parking Strategies**

YES  NO  N/A

*Citation* 13.5.3.B.2

*Requirement* An Area Plan is encouraged to include shared or area-wide parking strategies to reduce land coverage and make more efficient use of land for parking and pedestrian uses. Shared parking strategies may consider and include the following:

- Reduction or relaxation of minimum parking standards;
- Creation of maximum parking standards;
- Shared parking;
- In-lieu payment to meet parking requirements;
- On-street parking;
- Parking along major regional travel routes;
- Creation of bicycle parking standards;
- Free or discounted transit;
- Deeply discounted transit passes for community residents; and
- Paid parking management

*Notes*

The TBAP amendments include parking strategies intended to reduce land coverage, make more efficient use of land, and encourage non-auto transportation modes (See TBAP Implementing Regulations 3.06 and 3.09.B.1.e). These changes support exemptions to parking and spur redevelopment in the Town Centers and support strategies identified in the Resort Triangle Transportation Plan, which was approved by the TRPA in October 2020 and outlines strategies to increase mobility and reduce VMT. Other specific parking strategies include, allowing groundwater interception in mixed use projects for underground parking options which follows TRPA Section 33.3.6.A.2 (see TBAP Implementing Regulations Section 3.07.A.3 and Table 3.07.A-1).

**3. Areawide Water Quality Treatments and Funding Mechanisms**

YES  NO  N/A

*Citation* 13.5.3.B.3

*Requirement* An Area Plan may include water quality treatments and funding mechanisms in lieu of certain site-specific BMPs, subject to the following requirements:

- Area-wide BMPs shall be shown to achieve equal or greater effectiveness and efficiency at achieving water quality benefits to certain site-specific BMPs and must infiltrate the 20-year, one-hour storm.;
- Plans should be developed in coordination with TRPA and applicable state agencies, consistent with applicable TMDL requirements;
- Area-wide BMP project areas shall be identified in Area Plans and shall address both installation and ongoing maintenance;
- Strong consideration shall be given to areas connected to surface waters;
- Area-wide BMP plans shall consider area-wide and parcel level BMP requirements as an integrated system;
- Consideration shall be given to properties that have already installed and maintained parcel-level BMPs, and financing components or area-wide BMP plans shall reflect prior BMP installation in terms of the charges levied against

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- projects that already complied with BMP requirements with systems that are in place and operational in accordance with applicable BMP standards; and
- Area-wide BMP Plans shall require that BMPs be installed concurrent with development activities. Prior to construction of area-wide treatment facilities, development projects shall either install parcel-level BMPs or construct area-wide improvements.

*Notes* The existing TBAP does not include an area-wide water quality treatment programs in-lieu of site-specific BMPs. The proposed amendments do not propose any changes to water quality treatment programs in-lieu of site-specific BMPs. The proposed amendments do not change provisions regarding BMPs.

**4. Alternative Transfer Ratios for Development Rights**  YES  NO  N/A

*Citation* 13.5.3.B.4

*Requirement* Within a Stream Restoration Plan Area as depicted in Map 1 in the Regional Plan, an Area Plan may propose to establish alternative transfer ratios for development rights based on unique conditions in each jurisdiction, as long as the alternative transfer ratios are determined to generate equal or greater environment gain compared to the TRPA transfer ratios set forth in Chapter 51: Transfer of Development.

*Notes* The TBAP does not propose alternative transfer ratios for development rights within a Stream Restoration Plan Area. The proposed amendment would not change alternative transfer ratios for development rights.

**D. DEVELOPMENT STANDARDS AND GUIDELINES ENCOURAGED IN AREA PLANS**

**1. Urban Bear Strategy**  YES  NO  N/A

*Citation* 13.5.3.C.1

*Requirement* In Area Plans, lead agencies are encouraged to develop and enforce urban bear strategies to address the use of bear-resistant solid waste facilities and related matters.

*Notes* The TBAP includes policies to manage bear populations. The proposed amendments do not change these provisions.

**2. Urban Forestry**  YES  NO  N/A

*Citation* 13.5.3.C.2

*Requirement* In Area Plans, lead agencies are encouraged to develop and enforce urban forestry strategies that seek to reestablish natural forest conditions in a manner that does not increase the risk of catastrophic wildfire.

*Notes* The TBAP includes vegetative policies to support forest health and maintain healthy vegetation in urban areas. A proposed amendment encourages implementation of new or

expanded hardening, green waste, and defensible space incentive and/or rebate programs for residential and commercial land uses to expand these existing efforts. The efforts would aim to promote healthy urban forest conditions in a manner that does not increase the risk of catastrophic wildfire as per TRPA Code 13.5.3.C.2.

## E. DEVELOPMENT ON RESORT RECREATION PARCELS

### 1. Development on Resort Recreation Parcels

YES  NO  N/A

*Citation* 13.5.3.D

*Requirement* In addition to recreation uses, an Area Plan may allow the development and subdivision of tourist, commercial, and residential uses on the Resort Recreation District parcels depicted on Map 1 of the Regional Plan and subject to the following conditions:

- The parcels must become part of an approved Area Plan;
- Subdivisions shall be limited to “air space condominium” divisions with no lot and block subdivisions allowed;
- Development shall be transferred from outside the area designated as Resort Recreation; and
- Transfers shall result in the retirement of existing development.

*Notes* There are no Resort Recreation parcels within the TBAP plan area.

## F. GREENHOUSE GAS REDUCTION

### 1. Greenhouse Gas Reduction Strategy

YES  NO  N/A

*Citation* 13.5.3.E

*Requirement* To be found in conformance with the Regional Plan, Area Plans shall include a strategy to reduce emissions of Greenhouse Gases from the operation or construction of buildings. The strategy shall include elements in addition to those included to satisfy other state requirements or requirements of this code. Additional elements included in the strategy may include but are not limited to the following:

- A local green building incentive program to reduce the energy consumption of new or remodeled buildings;
- A low interest loan or rebate program for alternative energy projects or energy efficiency retrofits;
- Modifications to the applicable building code or design standards to reduce energy consumption; or
- Capital improvements to reduce energy consumption or incorporate alternative energy production into public facilities.

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*Notes* The TBAP amendments do not propose any changes to Greenhouse Gas (GHG) Reduction Strategy programs or air quality policies, which is currently in compliance with TRPA Code (See TBAP Section 2.5). Proposed amendments for complete streets, modified parking requirements, and emphasis on redevelopment projects in core areas would limit vehicle trips necessary in Town Centers and may reduce GHG emissions from vehicle trips in the plan area. Section 3.07, Parking and Access, has been revised to permanently adopt the parking pilot program for North Lake Tahoe Town Centers and provide more flexibility to encourage alternative transportation modes.

## G. COMMUNITY DESIGN STANDARDS

To be found in conformance with the Regional Plan, Area Plans shall require that all projects comply with the design standards in this subsection. Area Plans may also include additional or substitute requirements not listed below that promote threshold attainment.

### 1. Development in All Areas YES NO N/A

*Citation* 13.5.3.F.1.a

*Requirement* All new development shall consider, at minimum, the following site design standards:

- Existing natural features retained and incorporated into the site design;
- Building placement and design that are compatible with adjacent properties and designed in consideration of solar exposure, climate, noise, safety, fire protection, and privacy;
- Site planning that includes a drainage, infiltration, and grading plan meeting water quality standards, and
- Access, parking, and circulation that are logical, safe, and meet the requirements of the transportation element.

*Notes* The TBAP amendments proposes minor changes in site design standards set by TRPA. Tourist accommodations would now require a design review to be reviewed for design standards and multi-Family dwelling units of less than 15 units would be exempt from design review. Amendments are proposed to reduce setbacks in mixed-use subdistricts to accommodate duplex style houses and limit distance of buildings from roadways if the changes would allow the area to remain in compliance with TRPA scenic standards (See Implementing Regulations 3.09).

Proposed amendment to Section 3.09.B.E would allow groundwater interception for mixed-use projects if the project mitigates all groundwater impacts. Section 3.07, Parking and Access, of the Implementing Regulations is proposed to be modified to permanently adopt the parking pilot program for North Lake Tahoe Town Centers. The changes support exemptions to parking and spur redevelopment in Town Centers and is a strategy to reduce VMT in the region. The proposed amendments are in compliance with Code Section 13.5.3.F.1.a.

**2. Development in Regional Center or Town Centers**  YES  NO  N/A

*Citation* 13.5.3.F.1.b

*Requirement* In addition to the standards above, development in Town Centers or the Regional Center shall address the following design standards:

- Existing or planned pedestrian and bicycle facilities shall connect properties within Centers to transit stops and the Regional Bicycle and Pedestrian network.
- Area Plans shall encourage the protection of views of Lake Tahoe.
- Building height and density should be varied with some buildings smaller and less dense than others.
- Site and building designs within Centers shall promote pedestrian activity and provide enhanced design features along public roadways. Enhanced design features to be considered include increased setbacks, stepped heights, increased building articulation, and/or higher quality building materials along public roadways.
- Area Plans shall include strategies for protecting undisturbed sensitive lands and, where feasible, establish park or open space corridors connecting undisturbed sensitive areas within Centers to undisturbed areas outside of Centers.

*Notes*

The TBAP proposed amendments would not alter plans for a comprehensive network of existing and planned pedestrian and bicycle facilities that connect properties within Centers to other multi-modal transportation options (See TBAP Figures 5-3 through 5-5). Proposed amendments clarify complete street and frontage requirements that incorporate alternative transportation options (See Implementing Regulations 3.06).

The TBAP amendments would continue to include project requirements to comply with the TRPA threshold scenic requirements on Highways and for views of Lake Tahoe (See Implementing Regulations 1.04).

Detailed design standards are included in the TBAP, which addresses pedestrian activity and enhanced design features along public roadways in Town Centers. The standards address building articulation, street frontage landscaping, stepped heights, and other building form requirements. The exact standards vary by Town Center.

The amendments do not change the density or coverage allowances in the plan area. The proposed amendments do not change special planning area requirements for open space, restoring disturbed SEZs, or creating open space corridors connecting undisturbed sensitive areas within Town Centers to undisturbed areas outside of Town Centers (See TBAP Implementing Regulations Sections 2.09.B.1, 3, and 5).

**3. Building Heights**  YES  NO  N/A

*Citation* 13.5.3.F.2

*Requirement* • Area Plans may allow building heights up to the maximum limits in Table 13.5.3-1 of the Code of Ordinances

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- Building height limits shall be established to ensure that buildings do not project above the forest canopy, ridge lines, or otherwise detract from the viewshed.
- Area Plans that allow buildings over two stories in height shall, where feasible, include provisions for transitional height limits or other buffer areas adjacent to areas not allowing buildings over two stories in height.

*Notes*

The TBAP amendments would not change building height allowances from the approved TBAP, which are within the limits allowed in Table 13.5.3-1 of the Code. Within portions of Town Centers designated as core areas and overlay districts, building heights would comply with TRPA Code Ordinance Chapter 37 Section 37.7.16 (see TBAP Implementing Regulations Section 2.09.A & B). Existing TRPA height standards in Chapter 37 of the TRPA Code would continue to remain in effect outside of Town Centers (see TBAP Implementing Regulations Section 3.10).

In addition, TBAP Implementing Regulations sections 2.09.A.1,2, and 3, and section 3.09.A require that buildings in Town Centers shall meet the findings listed in Section 37.7.16 of the TRPA Code of Ordinances; and the project must continue to comply with the Design Standards and Guidelines and Noise Standards of the Tahoe Basin Area Plan and TRPA scenic threshold standards.

**4. Building Design**

YES  NO  N/A

*Citation* 13.5.3.F.3

*Requirement* Standards shall be adopted to ensure attractive and compatible development. The following shall be considered:

- Buffer requirements should be established for noise, snow removal, aesthetic, and environmental purposes.
- The scale of structures should be compatible with existing and planned land uses in the area.
- Viewsheds should be considered in all new construction. Emphasis should be placed on lake views from major transportation corridors.
- Area Plans shall include design standards for building design and form. Within Centers, building design and form standards shall promote pedestrian activity.

*Notes*

The TBAP includes detailed standards for building design and form that have been developed to ensure attractive and compatible development. These standards address compatibility with adjacent properties, including scale and design for noise, snow removal, aesthetic, and environmental purposes (see TBAP Implementing Regulations Section 3.09). Section 3.09.A.2 requires the consideration of viewsheds in the design of buildings, and the TBAP. The proposed amendments would reduce setback requirements in some locations in order to promote more compact Town Center redevelopment. These amendments were evaluated in an IEC and are consistent with Code Section 13.5.3.F.3.

The proposed amendments to the TBAP would also defer to the Lake Tahoe Shoreline Plan (TRPA Code Chapters 80 through 85) for design standards for shoreline structures.

**5. Landscaping**  YES  NO  N/A

*Citation* 13.5.3.F.4

*Requirement* The following should be considered with respect to this design component of a project:

- Native vegetation should be utilized whenever possible, consistent with Fire Defensible Space Requirements.
- Vegetation should be used to screen parking, alleviate long strips of parking space, and accommodate stormwater runoff where feasible.
- Vegetation should be used to give privacy, reduce glare and heat, deflect wind, muffle noise, prevent erosion, and soften the line of architecture where feasible.

*Notes*

The existing TBAP includes landscaping standards and guidelines that require the use of vegetation on the TRPA Recommended Native and Adapted Plant List, except for accent plantings. The standards require consistency with defensible space requirements, and encourages the use of vegetation to create and separate spaces, give privacy, screen heat and glare, deflect wind, muffle noise, articulate circulation, inhibit erosion, purify air, and soften the lines of architecture and paving (See PCTBAP Implementing Regulations Section 3.09.C). Additional design standards and guidelines require parking lot landscaping to screen parking, break up long strips of parking, and accommodate stormwater (See PCTBAP Implementing Regulations Section 3.07.C).

The TBAP amendments include policies supporting the expansion of building hardening, green waste management, and defensible space incentive and rebate programs (See TBAP Veg-P-7 and Implementing Regulations Section 3.09.C).

**6. Lighting**  YES  NO  N/A

*Citation* 13.5.3.F.5

*Requirement* Lighting increases the operational efficiency of a site. In determining the lighting for a project, the following should be required:

- Exterior lighting should be minimized to protect dark sky views, yet adequate to provide for public safety, and should be consistent with the architectural design.
- Exterior lighting should utilize cutoff shields that extend below the lighting element to minimize light pollution and stray light.
- Overall levels should be compatible with the neighborhood light level. Emphasis should be placed on a few, well-placed, low-intensity lights.
- Lights should not blink, flash, or change intensity except for temporary public safety signs.

*Notes*

The TBAP Section 3.09.D "Lighting" includes detailed lighting standards that are more stringent than required by TRPA Code section 13.5.3.D.5. The TBAP proposed amendments do not change the standards related to lighting.



**7. Signing – Alternative Standards**  YES  NO  N/A

*Citation* 13.5.3.F.6

*Requirement* Area Plans may include alternative sign standards. For Area Plans to be found in conformance with the Regional Plan, the Area Plan shall demonstrate that the sign standards will minimize and mitigate significant scenic impacts and move toward attainment or achieve the adopted scenic thresholds for the Lake Tahoe region.

*Notes* The proposed amendments would remove Section 3.11, "Signs" from the implementing regulations. The amended TBAP would not include substitute sign standards and would instead defer signage standards to the TRPA Code Chapter 38 "Signs" to streamline future regional signage updates.

**8. Signing – General Policies**  YES  NO  N/A

*Citation* 13.5.3.F.6

*Requirement* In the absence of a Conforming Area Plan that addresses sign standards, the following policies apply, along with implementing ordinances:

- Off-premise signs should generally be prohibited; way-finding and directional signage may be considered where scenic impacts are minimized and mitigated.
- Signs should be incorporated into building design;
- When possible, signs should be consolidated into clusters to avoid clutter.
- Signage should be attached to buildings when possible; and
- Standards for number, size, height, lighting, square footage, and similar characteristics for on-premise signs shall be formulated and shall be consistent with the land uses permitted in each district.

*Notes* The proposed amendments would remove substitute sign standards and would defer to the TRPA Code which is consistent with TRPA Code Section 13.5.3.F.6.

**H. MODIFICATION TO TOWN CENTER BOUNDARIES**

**1. Modification to Town Center Boundaries**  YES  NO  N/A

*Citation* 13.5.3.G

*Requirement* When Area Plans propose modifications to the boundaries of a Center, the modification shall comply with the following:

- Boundaries of Centers shall be drawn to include only properties that are developed, unless undeveloped parcels proposed for inclusion have either at least three sides of their boundary adjacent to developed parcels (for four-sided parcels), or 75 percent of their boundary adjacent to developed parcels (for non-four-sided parcels). For purposes of this requirement, a parcel shall be considered developed if it includes any of the following: 30 percent or more

of allowed coverage already existing on site or an approved but unbuilt project that proposes to meet this coverage standard.

- Properties included in a Center shall be less than ¼ mile from existing Commercial and Public Service uses.
- Properties included in a Center shall encourage and facilitate the use of existing or planned transit stops and transit systems.

Notes The proposed amendments would not modify a Town Center boundary.

## I. CONFORMITY REVIEW PROCEDURES FOR AREA PLANS

### 1. Initiation of Area Planning Process by Lead Agency YES NO N/A

*Citation* 13.6.1

*Requirement* The development of an Area Plan shall be initiated by a designated lead agency. The lead agency may be TRPA or a local, state, federal, or tribal government. There may be only one lead agency for each Area Plan.

Notes Placer County is the lead agency for development of the TBAP and is the lead agency seeking the amendments that are the subject of this application.

### 2. Initial Approval of Area Plan by Lead Agency YES NO N/A

*Citation* 13.6.2

*Requirement* If the lead agency is not TRPA, then the Area Plan shall be approved by the lead agency prior to TRPA’s review of the Area Plan for conformance with the Regional Plan under this section. In reviewing and approving an Area Plan, the lead agency shall follow its own review procedures for plan amendments. At a minimum, Area Plans shall be prepared in coordination with local residents, stakeholders, public agencies with jurisdictional authority within the proposed Area Plan boundaries, and TRPA staff.

If the lead agency is TRPA, the Area Plan shall require conformity approval under this section by TRPA only. No approval by any other government, such as a local government, shall be required.

Notes The TBAP amendments were prepared by Placer County staff to clean up Area Plan policies to streamline economic development opportunities and increase affordable housing in the plan area.

### 3. Review by Advisory Planning Commission YES NO N/A

*Citation* 13.6.3

*Requirement* The TRPA Advisory Planning Commission shall review the proposed Area Plan and make recommendations to the TRPA Governing Board. The commission shall obtain and consider the recommendations and comments of the local

government(s) and other responsible public agencies, as applicable. jurisdictional authority within the proposed Area Plan boundaries, and TRPA staff.

Notes The Advisory Planning Commission (APC) will review the amendments on December 8, 2023.

**4. Approval of Area Plan by TRPA**  YES  NO  N/A

*Citation* 13.6.4

*Requirement* For Area Plans initiated and approved by a lead agency other than TRPA, the Area Plan shall be submitted to and reviewed by the TRPA Governing Board at a public hearing. Public comment shall be limited to issues raised by the public before the Advisory Planning Commission and issues raised by the Governing Board. The TRPA Governing Board shall make a finding that the Area Plan, including all zoning and development Codes that are part of the Area Plan, is consistent with and furthers the goals and policies of the Regional Plan. This finding shall be referred to as a finding of conformance and shall be subject to the same voting requirements as approval of a Regional Plan amendment.

Notes The TRPA Governing Board is scheduled to review the TBAP and act regarding a finding of conformance on January 27, 2024. Following review by the Regional Plan Implementation Committee and the Advisory Planning Commission. The Governing Board will need to find the amendment to the TBAP in conformance with the Regional Plan for it to take effect.

**J. FINDINGS OF CONFORMANCE WITH THE REGIONAL PLAN**

In making the general finding of conformance, the TRPA Governing Board shall make the general findings applicable to all amendments to the Regional Plan and Code set forth in Sections 4.5 and 4.6, and also the following specific review standards:

**GENERAL REVIEW STANDARDS FOR ALL AREA PLANS**

**1. Zoning Designations**  YES  NO  N/A

*Citation* 13.6.5.A.1

*Requirement* The submitted Area Plan shall identify zoning designations, allowed land uses, and development standards throughout the plan area.

Notes The TBAP Implementing Regulations identify zoning designations (Section 2.01), allowed land uses (Section 2.02 through 2.08), and development standards throughout the entire Plan area (Chapters 2 and 3). The proposed amendments make targeted changes to support affordable housing developments and redevelopment in Town Centers but do not change zoning designations in the plan area.

**2. Regional Plan Policies**  YES  NO  N/A

*Citation* 13.6.5.A.2

*Requirement* The submitted Area Plan shall be consistent with all applicable Regional Plan policies, including, but not limited to, the regional growth management system, development allocations, and coverage requirements.

*Notes* The TBAP amendments and its components align with the Regional Plan goals and policies and was approved by TRPA in January 2017. The amendments do not propose additional growth, allocations, or coverage beyond that anticipated in the Regional Plan. The amendments do propose to develop an allocation tracking management system to streamline growth and development management. This proposed system, once developed, would require TRPA approval.

**3. Regional Plan Land Use Map**  YES  NO  N/A

*Citation* 13.6.5.A.3

*Requirement* The submitted Area Plan shall either be consistent with the Regional Land Use Map or recommend and adopt amendments to the Regional Land Use Map as part of an integrated plan to comply with Regional Plan policies and provide threshold gain.

*Notes* The TBAP amendments would not change the Regional Land Use Map or adopt amendments to the Regional Land Use Map as a part of an integrated plan to comply with Regional Plan policies and attain and maintain threshold standards.

**4. Environmental Improvement Projects**  YES  NO  N/A

*Citation* 13.6.5.A.4

*Requirement* The submitted Area Plan shall recognize and support planned, new, or enhanced Environmental Improvement Projects. Area Plans may also recommend enhancements to planned, new, or enhanced Environmental Improvement Projects as part of an integrated plan to comply with Regional Plan Policies and provide threshold gain.

*Notes* The TBAP recognizes and supports new, planned, and enhanced Environmental Improvement Program (EIP) projects and the amendments do not propose to change EIP projects.

**5. Redevelopment**  YES  NO  N/A

*Citation* 13.6.5.A.

*Requirement* The submitted Area Plan shall promote environmentally beneficial redevelopment and revitalization within town centers, regional centers and the High Density Tourist District.

*Notes* The TBAP amendments promote environmentally beneficial redevelopment and revitalization within the Tahoe City and Kings Beach Town Centers and by allowing for more compact redevelopment, while continuing to comply with TRPA’s coverage, height, and density limits. Regional centers and High Density Tourist Districts do not exist in the plan area.  
New policies added to TBAP support and encourage adaptive reuse of vacant or underutilized retail and office space, support redevelopment of aging lodging products and encourage revitalization and creation of new high-quality lodging, allow multipurpose and flexible gathering spaces in private and public parking areas where events could be held during off-peak hours, expedite building permit processes, and support the development of new business innovation space and flexible light industrial spaces to diversify the local economy.

**6. Established Residential Areas**  YES  NO  N/A

*Citation* 13.6.5.A.6

*Requirement* The submitted Area Plan shall preserve the character of established residential areas outside of town centers, regional centers and the High Density Tourist District, while seeking opportunities for environmental improvements within residential areas.

*Notes* The TBAP amendments would not alter the zoning of established residential areas. The amendments would modify setbacks, articulation, massing requirements, and lot widths and minimum lot sizes in Residential Subdistricts to accommodate smaller dwelling units. The amendments would not change density or potential growth rates of the plan area (See TBAP Implementing Regulations Sections 2.09.A & B and 3.04).

**7. Stream Environment Zones**  YES  NO  N/A

*Citation* 13.6.5.A.7

*Requirement* The submitted Area Plan shall protect and direct development away from Stream Environment Zones and other sensitive areas, while seeking opportunities for environmental improvements within sensitive areas. Development may be allowed in disturbed Stream Environment zones within town centers, regional centers and the High-Density Tourist District only if allowed development reduces coverage and enhances natural systems within the Stream Environment Zone.

*Notes* No changes related to the above requirement for Stream Environment Zones (SEZs) are proposed with these amendments.

**8. Alternative Transportation Facilities and Implementation**  YES  NO  N/A

*Citation* 13.6.5.A.8

*Requirement* The submitted Area Plan shall identify facilities and implementation measures to enhance pedestrian, bicycling and transit opportunities along with other opportunities to reduce automobile dependency.

*Notes* The proposed amendments would clarify requirements for complete streets, eliminate parking minimums for additions up to 1,000 square feet in Town Centers, and support frontage improvement implementation plans to achieve area plan infrastructure such as sidewalks, curbs, and gutters, as well as implementing parking management plans (See Implementing Regulations 2.09, 3.06, and 3.07.A.4). These changes support strategies identified in the Resort Triangle Transportation Plan (RTTP), which was approved by the TRPA Governing Board in October 2020 and outlines strategies to increase mobility and reduce VMT in the Tahoe region.

**LOAD REDUCTION PLANS**

9. **Load Reduction Plans**  YES  NO  N/A

*Citation* 13.6.5.B

*Requirement* TRPA shall utilize the load reduction plans for all registered catchments or TRPA default standards when there are no registered catchments, in the conformance review of Area Plans.

*Notes* The TBAP incorporates load reduction plans for registered catchments. The proposed amendments include no changes related to the requirement for load reduction plans.

**ADDITIONAL REVIEW STANDARDS FOR TOWN CENTERS AND THE REGIONAL CENTER**

10. **Building and Site Design Standards**  YES  NO  N/A

*Citation* 13.6.5.C.1

*Requirement* The submitted Area Plan shall include building and site design standards that reflect the unique character of each area, respond to local design issues and consider ridgeline and viewshed protection.

*Notes* As described above, the TBAP includes detailed design standards that reflect the unique character of each area, respond to local design considerations, and promote ridgeline and viewshed protection. The TBAP Implementing Regulations include a mix of unique standards that reflect the character of individual zoning subdistricts (see Chapter 2), as well as a series of area-wide standards and guidelines (see Chapter 3). The proposed amendments include targeted modifications to setbacks, lot size, and other design standards to promote redevelopment and affordable housing. The revised standards would continue to reflect the unique character of each community within the plan area. The amendments would include no changes to requirements for ridgeline and viewshed protection.

11. **Alternative Transportation**  YES  NO  N/A

*Citation* 13.6.5.C.2

*Requirement* The submitted Area Plan shall promote walking, bicycling, transit use and shared parking in town centers and regional centers, which at a minimum

shall include continuous sidewalks or other pedestrian paths and bicycle facilities along both sides of all highways within town centers and regional centers, and to other major activity centers.

Notes

The TBAP amendments would include a policy that encourages the creation of a funding source for a comprehensive frontage improvement implementation plan, to include the construction of sidewalks (See TBAP LU-P-21). The proposed amendments are also designed to provide consistency in the plan area in identifying the street frontage improvement requirements (See Implementing Regulations Section 3.06 and Table 3.06A). The targeted amendments to promote redevelopment in Town Centers would concentrate services in Town Centers and reduce VMT in the plan area.

**12. Promoting Pedestrian Activity**

YES  NO  N/A

*Citation* 13.6.5.C.3

*Requirement* The submitted Area Plan shall use standards within town centers and regional centers addressing the form of development and requiring that projects promote pedestrian activity and transit use.

Notes

Detailed design standards are included in the TBAP, which address pedestrian activity and enhanced design features and transit use in Centers. The standards address building articulation, street frontage landscaping, stepped heights, and other building form requirements. The exact standards vary by Center. See for example, the Greater Tahoe City Mixed Use subdistrict standards in Implementing Regulations Section 2.04.A.4. The proposed TBAP amendments include a policy that encourages the creation of a funding source for a comprehensive frontage improvement implementation plan, to include the construction of sidewalks (See TBAP LU-P-21). The amendments are also designed to provide consistency in the plan area in identifying the street frontage improvement requirements (See Implementing Regulations Section 3.06 and Table 3.06A).

**13. Redevelopment Capacity**

YES  NO  N/A

*Citation* 13.6.5.C.4

*Requirement* The submitted Area Plan shall ensure adequate capacity for redevelopment and transfers of development rights into town centers and regional centers.

Notes

The existing TBAP includes height, density, and coverage limits up to the maximum limits allowed by Chapter 13 of the Code of Ordinances. These standards would provide adequate capacity for redevelopment of the existing Town Centers and transfers of development from sensitive and/or outlying areas. The TBAP amendments do not propose changes to height, density, and coverage limits. New policies support and encourage adaptive reuse of vacant or underutilized retail and office space, support redevelopment of aging lodging products and encourage revitalization and creation of new high-quality lodging, allow multipurpose and flexible gathering spaces in private and public parking areas where events could be held during off-peak hours, expedite building permit processes, and support the development of new business innovation space and flexible light industrial spaces to diversify the local economy. These standards would provide

adequate capacity for redevelopment of the existing Town Centers and transfers of development from sensitive and/or outlying areas.

**14. Coverage Reduction and Stormwater Management**  YES  NO  N/A

*Citation* 13.6.5.C.5

*Requirement* The submitted Area Plan shall identify an integrated community strategy for coverage reduction and enhanced stormwater management.

*Notes* Part 8, Implementation Plan, of the existing TBAP includes specific projects necessary to implement an integrated strategy for coverage reduction and stormwater management. The proposed amendments to TBAP do not change or identify new or different specific projects necessary to implement an integrated strategy for coverage reduction and stormwater management. In addition, the TBAP includes special planning areas with specific requirements for SEZ restoration and coverage reduction (See TBAP Implementing Regulations Sections 2.09.B.1, 3, and 5).

**15. Threshold Gain**  YES  NO  N/A

*Citation* 13.6.5.C.6

*Requirement* The submitted Area Plan shall demonstrate that all development activity within Town Centers and the Regional Center will provide for or not interfere with Threshold gain, including but not limited to measurable improvements in water quality.

*Notes* The existing TBAP was reviewed in an EIR/EIS, which identified beneficial effects on threshold standards including water quality. The proposed amendments were evaluated in an IEC and EIR addendum, which identified no impacts that would interfere with attainment of threshold standards.

**ADDITIONAL REVIEW STANDARDS FOR THE HIGH-DENSITY TOURIST DISTRICT**

**16. Building and Site Design**  YES  NO  N/A

*Citation* 13.6.5.D.1

*Requirement* The submitted Area Plan shall include building and site design standards that substantially enhance the appearance of existing buildings in the High Density Tourist District.

*Notes* The TBAP does not include the High Density Tourist District.

**17. Alternative Transportation**  YES  NO  N/A

*Citation* 13.6.5.D.2

*Requirement* The submitted Area Plan shall provide pedestrian, bicycle and transit facilities connecting the High-Density Tourist District with other regional attractions.



Notes There is no High Density Tourist Districts in the plan area..

**18. Threshold Gain**  YES  NO  N/A

*Citation* 13.6.5.D.3

*Requirement* The submitted Area Plan shall demonstrate that all development activity within the High-Density Tourist District will provide or not interfere with Threshold gain, including but not limited to measurable improvements in water quality. If necessary to achieve Threshold gain, off-site improvements may be additionally required.

Notes TBAP does not include a High Density Tourist District and the proposed amendments would not interfere with Threshold gain.

**K. AREA PLAN AMENDMENTS**

**1. Conformity Review for Amendments to an Area Plan**  YES  NO  N/A

*Citation* 13.6.6

*Requirement* Following approval of an Area Plan, any subsequent amendment to a plan or ordinance contained within the approved Area Plan shall be reviewed by the Advisory Planning Commission and Governing Board for conformity with the requirements of the Regional Plan. Public comment before the Governing Board shall be limited to consideration of issues raised before the Advisory Planning Commission and issues raised by the Governing Board. The Governing Board shall make the same findings as required for the conformity finding of the initial Area Plan, as provided in subsection 13.6.5; however, the scope of the APC and Governing Board’s review shall be limited to determining the conformity of the specific amendment only. If the Governing Board finds that the amendment to the Area Plan does not conform to the Regional Plan, including after any changes made in response to TRPA comments, the amendment shall not become part of the approved Area Plan.

Notes The amendment to the TBAP is narrowly focused on achieving affordable housing and redevelopment opportunities in Town Centers in the plan area and has been crafted by Placer County staff for conformity with the Regional Plan. The Advisory Planning Commission and Governing Board’s review will be focused on determining the conformity of this amendment.

**2. Conformity Review for Amendments Made by TRPA to the Regional Plan that Affect an Area Plan - Notice**  YES  NO  N/A

*Citation* 13.6.7.A

*Requirement* TRPA shall provide lead agencies with reasonable notice of pending amendments that may affect Area Plans. TRPA also shall provide lead agencies with notice of

Area Plan topics that may require amendment following adopted Regional Plan amendments pursuant to this section.

Notes The proposed amendments were initiated by Placer County and are not the result of an amendment to the Regional Plan.

**3. Conformity Review for Amendments Made by TRPA to the Regional Plan that Affect an Area Plan - Timing**  YES  NO  N/A

*Citation* 13.6.7.B

*Requirement* If TRPA approves an amendment to the Regional Plan that would also require amendment of an Area Plan to maintain conformity, the lead agency shall be given one year to amend the Area Plan to demonstrate conformity with the TRPA amendment. The Governing Board shall make the same findings as required for the conformity finding of the initial Area Plan, as provided in subsection 13.6.5; however, the scope of the Governing Board’s review shall be limited to determining the conformity of only those amendments made by the lead agency to conform to the TRPA amendment. If the Governing Board finds that the other government fails to demonstrate conformity with the TRPA amendment following the one-year deadline, then the Board shall identify the policies and/or zoning provisions in the Area Plan that are inconsistent and assume lead agency authority to amend those policies and provisions.

Notes The proposed amendments were initiated by Placer County and are not the result of an amendment to the Regional Plan.

**L. ADMINISTRATION**

**1. Effect of Finding of Conformance of Area Plan**  YES  NO  N/A

*Citation* 13.6.8

*Requirement* By finding that an Area Plan conforms with the Regional Plan pursuant to the requirements of this chapter and upon adoption of an MOU pursuant to Section 13.7, the Area Plan shall serve as the standards and procedures for implementation of the Regional Plan. The standards and procedures within each Area Plan shall be considered and approved individually and shall not set precedent for other Area Plans.

Notes TRPA and Placer County entered into an MOU for the TBAP consistent with Code section 13.7 on November 13, 2017. The existing MOU would remain in place with adoption of the proposed amendments.

**2. Procedures for Adoption of Memorandum of Understanding**  YES  NO  N/A

*Citation* 13.7

*Requirement* An Area Plan shall be consistent with the Procedures for Adoption of a Memorandum of Understanding.

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*Notes* TRPA and Placer County entered into an MOU for the TBAP consistent with Code section 13.7 on November 13, 2017. The existing MOU would remain in place with adoption of the proposed amendments.

**3. Monitoring, Certification, and Enforcement of an Area Plan**  YES  NO  N/A

*Citation* 13.8

*Requirement* An Area Plan shall include notification, monitoring, annual review, and recertification procedures consistent with Code Section 13.8.

*Notes* Notification, monitoring, annual review, and recertification procedures are specified in the MOU between Placer County and TRPA dated November 13, 2017.

**4. Appeal Procedure**  YES  NO  N/A

*Citation* 13.9

*Requirement* The Area Plan shall include an appeal procedure consistent with Code Section 13.9.

*Notes* Appeal procedures are specified in the MOU between Placer County and TRPA, dated November 13, 2017.

Attachment G  
Compliance Measures

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
<b>WATER QUALITY/SEZ - IN PLACE</b>				
1	BMP requirements, new development: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish	N	The proposed amendments make no changes to the TBAP's BMP requirements and implementation programs. The proposed Area Plan amendments will comply with existing BMP requirements.
2	BMP implementation program -- existing streets and highways: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Trans, Fish	N	
3	BMP implementation program -- existing urban development: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish	N	
4	BMP implementation program -- existing urban drainage systems: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Trans, Fish	N	
5	Capital Improvement Program for Erosion and Runoff Control	WQ, Soils/SEZ, Trans, Fish	N	The proposed amendments make no changes to the TBAP's policies regarding implementation of the CIP.
6	Excess coverage mitigation program: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N	The proposed amendments do not change excess coverage mitigation requirements.
7	Effluent limitations: California (SWRCB, Lahontan Board) and Nevada (NDEP): <i>Code of Ordinances</i> Chapter 5	WQ, Soils/SEZ, Fish	N	The effluent limitations in Chapter 5 of the TRPA Code of Ordinances are not being modified.
8	Limitations on new subdivisions: (See the Goals and Policies: Land Use Element)	WQ, Soils/SEZ, Rec, Scenic	N	All new subdivisions will continue to be limited by the provisions in Chapter 39, Subdivision, of the TRPA Code of Ordinances. No changes are proposed.
9	Land use planning and controls: See the Goals and Policies: Land Use Element and <i>Code of Ordinances</i> Chapters 11, 12, 13, 14, and 21	WQ, Soils/SEZ, Trans, Scenic	N	The TBAP was developed to meet the requirements of Chapter 13, Area Plans, and to implement the 2012 Regional Plan. No changes to the Regional Plan land use planning controls are proposed.
10	Residential development priorities, The Individual Parcel Evaluation System (IPES): Goals and Policies: Implementation Element and <i>Code of Ordinances</i> Chapter 53	WQ, Soils/SEZ	N	The TBAP amendments maintain the existing Growth Management regulations, Chapters 50 through 53, of the TRPA Code. No changes are proposed with the amendments.

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
11	Limits on land coverage for new development: Goals and Policies: Land Use Element and Code of Ordinances Chapter 30	WQ, Soils/SEZ, Scenic	N	The TBAP incorporates the existing land coverage provisions in Chapter 30 of the TRPA Code as well as the provisions that allow for high capability lands in Town Centers and the Regional Center to be covered up to 70%. It also includes provisions to protect and restore SEZs, maximize opportunities to remove or mitigate excess land coverage, implement EIP projects (including area wide water quality and erosion control projects), and accelerate BMP implementation. No changes are proposed with the amendments.
12	Transfer of development: Goals and Policies: Land Use Element and Implementation Element	WQ, Soils/SEZ	N	The TBAP includes Goals and Policies from the Land Use Element and Implementation Element of the Regional Plan regarding the transfer of development. The proposed amendments are consistent with the goals and policies in the TBAP. No changes are proposed.
13	Restrictions on SEZ encroachment and vegetation alteration: <i>Code of Ordinances</i> Chapter 30	WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic	N	The TBAP amendments will not alter existing restrictions on SEZ encroachment and vegetation alteration in the TRPA Code of Ordinances, Chapter 30.
14	SEZ restoration program: Environmental Improvement Program.	WQ, Soils/SEZ, Veg, Wildlife, Fish, Scenic	N	The TBAP benefits the EIP's SEZ restoration program through policies and provisions for the protection and restoration of SEZs. No changes are proposed with the amendments.
15	SEZ setbacks: <i>Code of Ordinances</i> Chapter 53	WQ, Soils/SEZ, Veg, Wildlife, Fish	N	SEZ setback requirements in the TRPA Code of Ordinances, Chapter 53, IPES, Section 53.9, were not altered by the TBAP. No changes are proposed.
16	Fertilizer reporting requirements: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish, Rec	N	The TBAP maintains the Resource Management and Protection regulations in the TRPA Code, including fertilizer reporting and water quality mitigation requirements. No changes to fertilizer requirements are proposed with the amendments.

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
17	Water quality mitigation: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N	The TBAP maintains the Resource Management and Protection regulations in the TRPA Code, including fertilizer reporting and water quality mitigation requirements. No changes to water quality mitigations are proposed with the amendments.
18	Restrictions on rate and/or amount of additional development	WQ, Soils/SEZ, Wildlife, Scenic	N	The TBAP contains policies outlining the restrictions on rate and/or amount of additional development. While the proposed amendments may modestly increase the pace of development in the place area, no changes to the amount of development are proposed.
19	Improved BMP implementation/enforcement program	WQ, Soils/SEZ	N	The TBAP includes goals and policies related to the BMP implementation/enforcement program. No changes to BMP requirements are proposed with the amendments.
20	Increased funding for EIP projects for erosion and runoff control	WQ, Soils/SEZ	N	The TBAP amendments do not affect funding for EIP erosion and runoff control projects.
21	Artificial wetlands/runoff treatment program	WQ, Soils/SEZ	N	The TBAP does not alter the artificial wetlands/runoff treatment program. No changes are proposed with the amendments.
22	Transfer of development from SEZs	WQ, Soils/SEZ, Scenic	N	The TBAP provides incentives for property owners to hasten the transfer of development rights from sensitive lands, including SEZs, or outlying areas to Town Centers and the Regional Center where redevelopment is better suited and will have beneficial or or reduced adverse environmental impacts. No changes to this provision are proposed with the amendments.
23	Improved mass transportation	WQ, Trans, Noise	N	The TBAP facilitates mass transportation within existing transit routes, supporting increased usage of the transit system. No changes to mass transportation are proposed with the amendments.

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
24	Redevelopment and redirection of land use: Goals and Policies: Land Use Element and Code of Ordinances Chapter 13	WQ, Soils/SEZ, Scenic	N	One of the main objectives of the TBAP is to encourage the environmental redevelopment of the built environment and implement the Goals and Policies in the Land Use Element of the Regional Plan. New redevelopment policies are proposed that would support and encourage adaptive reuse of vacant or underutilized retail and office space, support redevelopment of aging lodging products and encourage revitalization and creation of new high-quality lodging, allow multipurpose and flexible gathering spaces in private and public parking areas where events could be held during off-peak hours, expedite building permit processes, and support the development of new business innovation space and flexible light industrial spaces to diversify the local economy.
25	Combustion heater rules, stationary source controls, and related rules: <i>Code of Ordinances</i> Chapter 65	WQ, AQ	N	No changes are being proposed that would impact these Compliance Measures. The existing TRPA Code of Ordinance provisions will remain in effect.
26	Elimination of accidental sewage releases: Goals and Policies: Land Use Element	WQ, Soils/SEZ	N	
27	Reduction of sewer line exfiltration: Goals and Policies: Land Use Element	WQ, Soils/SEZ	N	
28	Effluent limitations	WQ, Soils/SEZ	N	
29	Regulation of wastewater disposal at sites not connected to sewers: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N	
30	Prohibition on solid waste disposal: Goals and Policies: Land Use Element	WQ, Soils/SEZ	N	



Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
31	Mandatory garbage pick-up: Goals and Policies: Public Service Element	WQ, Soils/SEZ, Wildlife	N	The TBAP did not change BMP requirements. No changes are proposed with the amendments.
32	Hazardous material/wastes programs: Goals and Policies: Land Use Element and <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N	
33	BMP implementation program, Snow and ice control practices: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, AQ	N	
34	Reporting requirements, highway abrasives and deicers: Goals and Policies:, Land Use Element and Code of Ordinances Chapter 60	WQ, Soils/SEZ, Fish	N	
35	BMP implementation program--roads, trails, skidding, logging practices: <i>Code of Ordinances</i> Chapter 60, Chapter 61	WQ, Soils/SEZ, Fish	N	
36	BMP implementation program--outdoor recreation: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish, Rec	N	
37	BMP implementation program--livestock confinement and grazing: <i>Code of Ordinances</i> Chapter 21, Chapter 60, Chapter 64	WQ, Soils/SEZ, Veg, Wildlife, Fish	N	
38	BMP implementation program--pesticides	WQ, Soils/SEZ	N	
39	Land use planning and controls --timber harvesting: <i>Code of Ordinances</i> Chapter 21	WQ, Soils/SEZ, AQ, Wildlife, Fish, Scenic	N	
40	Land use planning and controls -outdoor recreation: <i>Code of Ordinances</i> Chapter 21	WQ, Soils/SEZ, Wildlife, Noise, Rec, Scenic	N	

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
41	Land use planning and controls--ORV use: Goals and Policies: Recreation Element	WQ, Soils/SEZ, AQ, Wildlife, Fish, Noise, Rec, Scenic	N	Regional Plan Policy R-1.5 states that "Off-road vehicle (ORV) use is prohibited in the Lake Tahoe Region except on specified roads, trails, or designated areas where the impacts can be mitigated." The TBAP did not expand ORV use, and no changes are proposed.
42	Control of encroachment and coverage in sensitive areas	WQ, Soils/SEZ, Wildlife, Rec, Scenic	N	The existing TRPA Code provisions remain in effect, and no changes are proposed with the amendments.
43	Control on shorezone encroachment and vegetation alteration: <i>Code of Ordinances</i> Chapter 83	WQ, Soils/SEZ, Scenic	N	The proposed amendments to the TBAP are intended to reflect the changes made to Placer County Code Chapter 12, Article 12.32, "Lake Tahoe Shorezone" adopted by the Board of Supervisors in February of 2021. In August 2019, TRPA amended its Code of Ordinances, including shorezone regulations contained in Chapters 80 through 85. While the existing TRPA code provisions related to the Shorezone will remain in effect, the TBAP implementing regulations have been updated to adopt and incorporate the current TRPA Shorezone Ordinances.
44	BMP implementation program--shorezone areas: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N	
45	BMP implementation program--dredging and construction in Lake Tahoe: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N	
46	Restrictions and conditions on filling and dredging: <i>Code of Ordinances</i> Chapter 84	WQ, Soils/SEZ, Fish	N	
47	Protection of stream deltas	WQ, Soils/SEZ, Wildlife, Fish, Scenic	N	
48	Marina master plans: <i>Code of Ordinances</i> Chapter 14	WQ, AQ/Trans, Fish, Scenic	N	

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
49	Additional pump-out facilities: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N	
50	Controls on anti-fouling coatings: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish	N	
51	Modifications to list of exempt activities	WQ, Soils/SEZ	N	

**WATER QUALITY/SEZ - SUPPLEMENTAL**

52	More stringent SEZ encroachment rules	WQ, Soils/SEZ, Wildlife, Fish	N	The proposed amendments do not include any changes to water quality or SEZ provisions that would affect Compliance Measures 52 through 61.
53	More stringent coverage transfer requirements	WQ, Soils/SEZ	N	
54	Modifications to IPES	WQ, Soils/SEZ	N	
55	Increased idling restrictions	WQ, Soils/SEZ, AQ	N	
56	Control of upwind pollutants	WQ, Soils/SEZ, AQ	N	
57	Additional controls on combustion heaters	WQ, Soils/SEZ, AQ	N	
58	Improved exfiltration control program	WQ, Soils/SEZ	N	
59	Improved infiltration control program	WQ, Soils/SEZ	N	
60	Water conservation/flow reduction program	WQ, Soils/SEZ, Fish	N	
61	Additional land use controls	WQ, Soils/SEZ, Wildlife	N	

**AIR QUALITY/TRANSPORTATION - IN PLACE**

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
62	Fixed Route Transit - South Shore: STAGE	Trans, Rec	N	The proposed amendments do not include any air quality of transportation changes or provisions that would affect Compliance Measures 62 through 72.
63	Fixed Route Transit - North Shore: TART	Trans, Rec	N	
64	Demand Responsive Transit	Trans	N	
65	Seasonal Transit Services	Trans, Rec	N	
66	Social Service Transportation	Trans	N	
67	Shuttle programs	Trans, Rec	N	
68	Ski shuttle services	Trans, Rec	N	
69	Intercity bus services	Trans	N	
70	Passenger Transit Facilities	Trans	N	
71	Bikeways, Bike Trails	Trans, Noise, Rec, Scenic	N	
72	Pedestrian facilities	Trans, Rec, Scenic	N	
73	Wood heater controls: <i>Code of Ordinances</i> Chapter 65	WQ, AQ	N	The TRPA Code provisions related to Compliance Measures 73 through 75 remain in effect, and no changes are proposed with the amendments.
74	Gas heater controls: <i>Code of Ordinances</i> Chapter 65	WQ, AQ	N	
75	Stationary source controls: <i>Code of Ordinances</i> Chapter 65	WQ, AQ	N	
76	U.S. Postal Service Mail Delivery	Trans	N	The proposed TBAP amendments will not affect U.S. Postal Service Delivery.
77	Indirect source review/air quality mitigation: <i>Code of Ordinances</i> Chapter 65	WQ, AQ, Trans	N	The TRPA Code provisions related to Compliance Measures 77 through 78 remain in effect, and no changes are proposed with the amendments.
78	Idling Restrictions: <i>Code of Ordinances</i> Chapter 65	WQ, AQ	N	
79	Vehicle Emission Limitations(State/Federal)	WQ, AQ	N	No changes are proposed to the Code's provisions related to established vehicle emission limitations.
80	Open Burning Controls: <i>Code of Ordinances</i> Chapters 61 and Chapter 65	WQ, AQ, Scenic	N	No changes related to open burning requirements are proposed.
81	BMP and Revegetation Practices	WQ, AQ, Wildlife, Fish	N	The TBAP amendments would not alter requirements related to BMPs and revegetation.

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
82	Employer-based Trip Reduction Programs: <i>Code of Ordinances</i> Chapter 65	Trans	N	No changes are proposed to the Code's provisions related to employer-based trip reduction programs.
83	Vehicle rental programs: <i>Code of Ordinances</i> Chapter 65	Trans	N	
84	Parking Standards	Trans	N	The proposed amendments would revise the parking and access guidelines of the TBAP implementing regulations to permanently adopt the parking pilot program for North Lake Tahoe Town Centers. These changes would support exemptions to parking and spur redevelopment in the town centers and support strategies identified in the Resort Triangle Transportation Plan (RTTP), which was approved by the TRPA Board of Supervisors in October 2020 and outlines strategies to increase mobility and reduce
85	Parking Management Areas	Trans	N	
86	Parking Fees	Trans	N	
87	Parking Facilities	Trans	N	
88	Traffic Management Program - Tahoe City	Trans	N	
89	US 50 Traffic Signal Synchronization - South Shore	Trans	N	

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
90	General Aviation, The Lake Tahoe Airport	Trans, Noise	N	Strategies to increase mobility and reduce VMT in the Tahoe region. Changes would include expanding eligible applicants to include all development/redevelopment proposed in town centers, allowing further collaboration with tourist accommodation and residential uses to be considered, removing the existing limitation in the area plan that project sites eligible for the exemption shall be 25,000 square feet or less, and expanding financial mitigations beyond establishment of a transit County Service Area Zone of Benefit to include financial support for transit service enhancements or other alternative transportation projects that support multi-modal transportation and/or strategies noted in the RTTP. The amendments would not make any changes that would affect traffic management, signal synchronization, aviation, waterborne transit or excursions, air quality monitoring, alternative fueled vehicle fleets or infrastructure improvements, north shore transit, or the Heavenly Ski Resort Gondola. Development associated with the amendments will use existing units of use banked within the Amendment Area and would not generate additional demand for waterborne transit services.
91	Waterborne excursions	WQ, Trans, Rec	N	
92	Waterborne transit services	WQ, Trans, Scenic	N	
93	Air Quality Studies and Monitoring	WQ, AQ	N	
94	Alternate Fueled Vehicle - Public/Private Fleets and Infrastructure Improvements	Trans	N	
95	Demand Responsive Transit - North Shore	Trans	N	

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
96	Tahoe Area Regional Transit Maintenance Facility	Trans	N	
97	Heavenly Ski Resort Gondola	Trans	N	
<b>AIR QUALITY/TRANSPORTATION - SUPPLEMENTAL</b>				
98	Demand Responsive Transit - North Shore	Trans	N	The TBAP amendments do not alter any transit services, bikeways, or pedestrian facilities. No changes to existing policies are proposed.
99	Coordinated Transit System - South Shore	Trans	N	
100	Transit Passenger Facilities	Trans	N	
101	South Shore Transit Maintenance Facility - South Shore	Trans	N	
102	Transit Service - Fallen Leaf Lake	WQ, Trans	N	
103	Transit Institutional Improvements	Trans	N	
104	Transit Capital and Operations Funding Acquisition	Trans	N	
105	Transit/Fixed Guideway Easements - South Shore	Trans	N	
106	Visitor Capture Program	Trans	N	
107	Pedestrian and Bicycle Facilities-- South Shore	Trans, Rec	N	
108	Pedestrian and Bicycle Facilities-- North Shore	Trans, Rec	N	
109	Parking Inventories and Studies Standards	Trans	N	
110	Parking Management Areas	Trans	N	
111	Parking Fees	Trans	N	
112	Establishment of Parking Task Force	Trans	N	
113	Construct parking facilities	Trans	N	
114	Intersection improvements-- South Shore	Trans, Scenic	N	
115	Intersection improvements-- North Shore	Trans, Scenic	N	
116	Roadway Improvements - South Shore	Trans, Scenic	N	
117	Roadway Improvements - North Shore	Trans, Scenic	N	
118	Loop Road - South Shore	Trans, Scenic	N	

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
119	Montreal Road Extension	Trans	N	
120	Kingsbury Connector	Trans	N	
121	Commercial Air Service: Part 132 commercial air service	Trans	N	
122	Commercial Air Service: commercial air service that does not require Part 132 certifications	Trans	N	
123	Expansion of waterborne excursion service	WQ, Trans	N	
124	Re-instate the oxygenated fuel program	WQ, AQ	N	
125	Management Programs	Trans	N	
126	Around the Lake Transit	Trans	N	
<b>VEGETATION - IN PLACE</b>				
127	Vegetation Protection During Construction: <i>Code of Ordinances</i> Chapter 33	WQ, AQ, Veg, Scenic	N	The TBAP did not alter the provisions of Chapter 33, and no changes are proposed with the amendments.
128	Tree Removal: <i>Code of Ordinances</i> Chapter 61	Veg, Wildlife, Scenic	N	The TBAP did not alter the provisions of Chapter 61, and no changes are proposed with the amendments.
129	Prescribed Burning: <i>Code of Ordinances</i> Chapter 61	WQ, AQ, Veg, Wildlife, Scenic	N	
130	Remedial Vegetation Management: <i>Code of Ordinances</i> Chapter 61	WQ, Veg, Wildlife	N	
131	Sensitive and Uncommon Plant Protection and Fire Hazard Reduction: <i>Code of Ordinances</i> Chapter 61	Veg, Wildlife, Scenic	N	
132	Revegetation: <i>Code of Ordinances</i> Chapter 61	WQ, Veg, Wildlife, Scenic	N	
133	Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5	WQ, Veg	N	The TBAP, as amended, is consistent with Chapter 5 of the TRPA Code.
134	Handbook of Best Management Practices	WQ, Soils/SEZ, Veg, Fish	N	The Handbook of Best Management Practices will continue to be used to design and construct BMPs. No changes are proposed with the amendments.



Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
135	Shorezone protection	WQ, Soils/SEZ, Veg	N	See responses to Compliance Measures 43 through 50.
136	Project Review	WQ, Veg	N	Projects on the rezoned parcels will be reviewed and inspected according to the MOU between the County and TRPA. The amendments do not alter the project review process.
137	Compliance inspections	Veg	N	
138	Development Standards in the Backshore	WQ, Soils/SEZ, Veg, Wildlife, Scenic	N	See responses to Compliance Measures 43 through 50.
139	Land Coverage Standards: <i>Code of Ordinances</i> Chapter 30	WQ, Veg, Wildlife, Fish, Scenic	N	See response to Compliance Measure 11. The amendments do not affect coverage standards.
140	Grass Lake, Research Natural Area	WQ, Veg, Wildlife, Fish, Scenic	N	Grass lake is not located within the plan area and would not be affected by the amendments.
141	Conservation Element, Vegetation Subelement: Goals and Policies	Veg, Wildlife, Fish	N	No changes to the conservation element are proposed.
142	Late Successional Old Growth (LSOG): <i>Code of Ordinances</i> Chapter 61	Veg, Wildlife, Fish	N	No changes related to late succesional old growth or SEZ vegetation are proposed.
143	Stream Environment Zone Vegetation: <i>Code of Ordinances</i> Chapter 61	WQ, Veg, Wildlife, Fish	N	
144	Tahoe Yellow Cress Conservation Strategy	Veg	N	No changes related to the Tahoe Yellow Cress strategy are proposed.
145	Control and/or Eliminate Noxious Weeds	Veg, Wildlife	N	No changes related to noxious weeds are proposed.
146	Freel Peak Cushion Plant Community Protection	Veg	N	The Freel Peak Cushion Plant community is not within the plan area and would not be
<b>VEGETATION - SUPPLEMENTAL</b>				
147	Deepwater Plant Protection	WQ, Veg	N	No changes related to deepwater pant protection are proposed.
<b>WILDLIFE - IN PLACE</b>				
148	Wildlife Resources: <i>Code of Ordinances</i> Chapter 62	Wildlife, Noise	N	No changes related to wildlife resources are proposed.

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
149	Stream Restoration Program	WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic	N	No changes to the stream restoration program are proposed.
150	BMP and revegetation practices	WQ, Veg, Wildlife, Fish, Scenic	N	No changes related to BMPs and revegetation practices are proposed.
151	OHV limitations	WQ, Soils/SEZ, AQ, Wildlife, Noise, Rec	N	No changes to OHV limitations are proposed.
152	Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5	Wildlife	N	The TBAP, as amended, is consistent with Chapter 5 of the TRPA Code.
153	Project Review	Wildlife	N	See response to Compliance Measures 136 and 137. The TBAP amendments will not alter the existing project review procedures.
<b>FISHERIES - IN PLACE</b>				
156	Fish Resources: <i>Code of Ordinances</i> Chapter 63	WQ, Fish	N	No changes related to fisheries are proposed.
157	Tree Removal: <i>Code of Ordinances</i> Chapter 61	Wildlife, Fish	N	The TBAP amendments do not change tree removal provisions of Chapter 61.
158	Shorezone BMPs	WQ, Fish	N	See response to Compliance Measures 43 through 50.
159	Filling and Dredging: <i>Code of Ordinances</i> Chapter 84	WQ, Fish	N	
160	Location standards for structures in the shorezone: <i>Code of Ordinances</i> Chapter 84	WQ, Fish	N	
161	Restrictions on SEZ encroachment and vegetation alteration	WQ, Soils/SEZ, Fish	N	No changes to SEZ restrictions are proposed.
162	SEZ Restoration Program	WQ, Soils/SEZ, Fish	N	No changes to SEZ restoration programs are proposed.

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
163	Stream restoration program	WQ, Soils/SEZ, Fish	N	No changes to stream or riparian restoration programs are proposed.
164	Riparian restoration	WQ, Soils/SEZ, Fish	N	
165	Livestock: <i>Code of Ordinances</i> Chapter 64	WQ, Soils/SEZ, Fish	N	No changes to TRPA Code Chapter 64 are proposed.
166	BMP and revegetation practices	WQ, Fish	N	See response to Compliance Measures 1 through 4. The TBAP amendments do not alter BMP and revegetation practices.
167	Fish habitat study	Fish	N	No changes are proposed.
168	Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5	Fish	N	See response to Compliance Measure 133.
169	Mitigation Fee Requirements: <i>Code of Ordinances</i> Chapter 86	Fish	N	No changes to mitigation fees are proposed.
170	Compliance inspection	Fish	N	No changes to compliance inspections are proposed.
171	Public Education Program	Wildlife, Fish	N	The TBAP does not include a public education component, but does address the City's education and outreach efforts regarding green building. No changes are proposed.

**NOISE - IN PLACE**

172	Airport noise enforcement program	Wildlife, Fish	N	The Lake Tahoe airport is not within the plan area. No changes to noise enforcement are proposed.
173	Boat noise enforcement program	Wildlife, Fish, Rec	N	No changes to boat noise enforcement are proposed.
174	Motor vehicle/motorcycle noise enforcement program: <i>Code of Ordinances</i> Chapters 5 and 23	Wildlife, Fish	N	No changes to vehicle noise enforcement are proposed.
175	ORV restrictions	AQ, Wildlife, Noise, Rec	N	No changes to ORV and snowmobile restrictions are proposed.

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
176	Snowmobile Restrictions	WQ, Wildlife, Noise, Rec	N	
177	Land use planning and controls	Wildlife, Noise	N	See response to Compliance Measure 9. Although the proposed amendments may modestly increase the pace of development, they would not increase the total amount of development allowed in the plan area.
178	Vehicle trip reduction programs	Trans, Noise	N	The TBAP should reduce VMT via installation of pedestrian and bike paths and improving public transit. No changes to vehicle trip reduction programs are proposed.
179	Transportation corridor design criteria	Trans, Noise	N	Placer County, CalTrans, and Mobility 2035 standards will continue to apply, where applicable, and are not affected by the amendments.
180	Airport Master Plan South Lake Tahoe	Trans, Noise	N	The Lake Tahoe airport is not within the plan area. No changes to the master plan are proposed.
181	Loudspeaker restrictions	Wildlife, Noise	N	No changes are proposed.
182	Project Review	Noise	N	See response to Compliance Measures 136 and 137.
183	Complaint system: <i>Code of Ordinances</i> Chapters 5 and 68	Noise	N	Existing complaint systems are not being modified.
184	Transportation corridor compliance program	Trans, Noise	N	No changes are proposed.
185	Exemptions to noise limitations	Noise	N	No changes are proposed.
186	TRPA's Environmental Improvement Program (EIP)	Noise	N	No changes are proposed.
187	Personal watercraft noise controls	Wildlife, Noise	N	No changes are proposed.

**NOISE - SUPPLEMENTAL**

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
188	Create an interagency noise enforcement MOU for the Tahoe Region.	Noise	N	An interagency noise enforcement MOU for the Tahoe Region is not being proposed as part of the TBAP amendments.
<b>RECREATION - IN PLACE</b>				
189	Allocation of Development: <i>Code of Ordinances</i> Chapter 50	Rec	N	See response to Compliance Measure 10.
190	Master Plan Guidelines: <i>Code of Ordinances</i> Chapter 14	Rec, Scenic	N	The TRPA, in coordination with Placer County, will continue to process Specific and Master Plan Plans pursuant to Chapter 14 of the TRPA Code of Ordinances. No changes are proposed.
191	Permissible recreation uses in the shorezone and lake zone: <i>Code of Ordinances</i> Chapter 81	WQ, Noise, Rec	N	See response to Compliance Measures 43 through 50.
192	Public Outdoor recreation facilities in sensitive lands	WQ, Rec, Scenic	N	The TBAP amendments are not altering provisions regarding public outdoor recreation in sensitive lands.
193	Hiking and riding facilities	Rec	N	The TBAP includes hiking and riding facilities reflected in the adopted Mobility 2035: Lake Tahoe Regional Transportation Plan and Lake Tahoe Region Bicycle and Pedestrian Plan. Therefore, the TBAP is expected to accelerate implementation of this compliance measure. No changes are proposed with the amendments.
194	Scenic quality of recreation facilities	Rec, Scenic	N	All proposals for new recreation facilities within the TBAP will have to meet Scenic Quality standards. No changes are proposed.
195	Density standards	Rec	N	The TBAP amendments will not alter existing density standards. No changes are proposed.
196	Bonus incentive program	Rec	N	The TBAP amendments will not alter existing bonus unit incentives.
197	Required Findings: <i>Code of Ordinances</i> Chapter 4	Rec	N	All applicable TRPA Code Of Ordinance findings will continue to have to be met with the future approval of projects within the TBAP. No changes are proposed.

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
198	Lake Tahoe Recreation Sign Guidelines	Rec, Scenic	N	The proposed amendments would update and streamline sign guidelines and make the TBAP consistent with the TRPA Code of Ordinances.
199	Annual user surveys	Rec	N	No changes to user surveys are proposed.
<b>RECREATION - SUPPLEMENTAL</b>				
200	Regional recreational plan	Rec	N	No changes to recreation plans are proposed.
201	Establish fair share resource capacity estimates	Rec	N	No changes to recreation capacity or economic modeling are proposed.
202	Reserve additional resource capacity	Rec	N	
203	Economic Modeling	Rec	N	
<b>SCENIC - IN PLACE</b>				
204	Project Review and Exempt Activities: <i>Code of Ordinances</i> Chapter 2	Scenic	N	The TBAP amendments do not alter the list of exempt activities. Nor does it affect project review requirements or review procedures.
205	Land Coverage Limitations: <i>Code of Ordinances</i> Chapter 30	WQ, Scenic	N	The TBAP incorporates the existing land coverage provisions in Chapter 30 of the TRPA Code as well as the provisions that allow for high capability lands in Town Centers and the Regional Center to be covered up to 70%. It also includes provisions to protect and restore SEZs, maximize opportunities to remove or mitigate excess land coverage, implement EIP projects (including area wide water quality and erosion control projects), and accelerate BMP implementation. No changes are proposed with the amendments.

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
206	Height Standards: <i>Code of Ordinances</i> Chapter 37	Scenic	N	The TBAP Development and Design Standards include height standards that are consistent with Chapter 37 of the TRPA Code of Ordinances, as well as take advantage of the new height provisions in the Regional Plan and Chapter 13 of the TRPA Code of Ordinances. The maximum building height is currently measured in stories, which would change to feet (e.g., 56 feet instead of four stories). An additional 5-foot height (up to 61 feet) would be allowed only for Town Center Mixed-Use projects that include all of the following: fronting Highway 28, 50 or more hotel units, deed restricted achievable housing, public art, comply with TBAP Design Standards and Guidelines, and comply with TRPA scenic threshold standards. An additional 11 ft. height (up to 72 feet building max) for Mixed Use buildings meeting criteria above only for rooftop appurtenances such as chimneys, flues, vents, antennas, mechanical conveyances, roof-top amenities, and similar appurtenances.
207	Driveway and Parking Standards: <i>Code of Ordinances</i> Chapter 34	Trans, Scenic	N	No changes to driveway or parking standards are proposed.
208	Signs: <i>Code of Ordinances</i> Chapter 38	Scenic	N	The proposed amendments would update and streamline sign guidelines and make the TBAP consistent with the TRPA Code of Ordinances.
209	Historic Resources: <i>Code of Ordinances</i> Chapter 67	Scenic	N	See response to Compliance Measures 16 and 17. The TBAP amendments would not alter provisions related to the protection of historic resources.
210	Design Standards: <i>Code of Ordinances</i> Chapter 36	Scenic	N	No changes to design standards are proposed.
211	Shorezone Tolerance Districts and Development Standards: <i>Code of Ordinances</i> Chapter 83	Scenic	N	See responses to Compliance Measures 43 through 50.

Compliance Measures Affected by the South Shore Area Plan Amendment

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
212	Development Standards Lakeward of Highwater: <i>Code of Ordinances</i> Chapter 84	WQ, Scenic	N	
213	Grading Standards: <i>Code of Ordinances</i> Chapter 33	WQ, Scenic	N	No changes to grading or vegetation protection standards are proposed.
214	Vegetation Protection During Construction: <i>Code of Ordinances</i> Chapter 33	AQ, Veg, Scenic	N	
215	Revegetation: <i>Code of Ordinances</i> Chapter 61	Scenic	N	See responses to Compliance Measures 16 and 17. The amendments would not alter revegetation requirements.
216	Design Review Guidelines	Scenic	N	No changes to the design review guidelines are proposed.
217	Scenic Quality Improvement Program(SQIP)	Scenic	N	See response to Compliance Measure 194. The TBAP amendments would not alter the SQIP.
218	Project Review Information Packet	Scenic	N	See response to Compliance Measure 194. The TBAP amendments would not alter project review prerequisites.
219	Scenic Quality Ratings, Features Visible from Bike Paths and Outdoor Recreation Areas Open to the General Public	Trans, Scenic	N	See response to Compliance Measure 194. The TBAP amendments would not alter the scenic quality ratings or related requirements.
220	Nevada-side Utility Line Undergrounding Program	Scenic	N	The amendments would not affect the utility undergrounding program.
<b>SCENIC - SUPPLEMENTAL</b>				
221	Real Time Monitoring Program	Scenic	N	No changes to the real time monitoring program are being proposed with the TBAP amendments.
222	Integrate project identified in SQIP	Scenic	N	No changes to the SQIP or SQIP implementation are proposed.