

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

Tahoe Regional Planning Agency
Zoom

January 11, 2023

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Ferry called the meeting to order at 9:30 a.m.

Members present: Mr. Alling, Ms. Carr, Ms. Chandler, Mr. Drake, Mr. Drew, Mr. Ferry, Ms. Ferris, Mr. Hill, Ms. Jacobsen, Mr. Letton, Ms. Moroles-O'Neil, Mr. Hitchcock (for Ms. Roverud), Ms. Stahler, Mr. Teshara, Ms. Weiche (for Mr. Young)

Members absent: Mr. Guevin, Ms. Simon, Mr. Smokey

II. APPROVAL OF AGENDA

Mr. Ferry deemed the agenda approved as posted.

III. PUBLIC INTEREST COMMENTS

None.

IV. DISPOSITION OF MINUTES

Ms. Stahler moved approval of the October 12, 2022 minutes.
Mr. Alling seconded the motion

Ms. Stahler, Ms. Chandler, and Ms. Weiche abstained.

Motion passed.

V. PUBLIC HEARINGS

A. Amendments to Plan Area Statements 146 & 147

Presentation can be found at: [Agenda Item No V.A. PAS 146 & 147 Amendments](#)

TRPA Senior Planner Ms. Alyssa Bettinger provided the presentation. Ms. Bettinger stated that both amendments being proposed today are for map corrections to the boundaries of local plan

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documents, amending the Regional Plan map. Ms. Bettinger said that with the 1987 Regional Plan, TRPA adopted set of plan areas that specify how particular areas should be regulated to achieve environmental and land use objectives. These are the older zoning documents that predated area plans, many of which are still used today.

The original plan area maps were drawn based on mylar maps (slide 3 shows an example).

Ms. Bettinger said that over time GIS technology improved, and as they transitioned from old mylar maps to new GIS systems, various errors occurred. Today, staff will present two different examples of issues identified when moving mapping systems. The first is an error that incorrectly omitted one of the original mylar maps when the west shore was digitized. Slide 5 shows a map of the specific area. The proposed amendment would move six parcels from the Emerald Bay Plan Area Statement to the Paradise Flat Plan Area Statement. These parcels are just north of the D.L. Bliss State Park boundary, and just south of the Rubicon residential subdivision.

Ms. Bettinger said that because one of the original mylar maps was omitted from the record when digitizing the regional plan map, these parcels were mistakenly included in the Emerald Bay Plan Area Statement, which has a conservation land use designation. These six parcels have single family homes that have been grandfathered in and are used year-round. However, because they are included in the Emerald Bay Plan Area Statement, they are classified as “summer homes” because that is the only residential designation that is allowed in this plan area. The proposed amendment would move these parcels into the Paradise Flat Plan Area Statement, where the primary land use designation is residential. Ms. Bettinger stated that none of the allowable uses are changing in either plan area – this amendment is simply moving the six parcels from one document to the other.

Ms. Bettinger said that staff are recommending the APC recommend that the Governing Board Adopt the Findings included in Attachment B, and Adopt the Ordinance included in Attachment A.

Commission Comments & Questions

Ms. Carr said that as she was reading the Initial Environmental Checklist (IEC), she noted discussion about residential single family homes vs summer homes. She asked if there was a difference between a summer home, and a home that is used in the summer. Ms. Bettinger responded that a summer home would typically be like a forest service home that is not winterized, and does not have services such as plowed roads.

Mr. Hitchcock asked if there were any other private holdings that should also be captured in this amendment. Ms. Bettinger advised that there are two parcels northwest of these six parcels. Those two are private parcels owned by a water trust, so staff felt it most appropriate if they remained in the Emerald Bay Plan Area Statement. Other parcels located across the highway are in public ownership with the California Tahoe Conservancy.

Ms. Jacobsen asked if there was any intention from the property owners to expand the homes. Ms. Bettinger responded that one of the reasons the amendment is being brought forward is that a property owner recently applied for a TRPA permit, which highlighted the summer home vs single family dwelling conflict.

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Mr. Ferry said that these parcels are in El Dorado County, and that if the TRPA Governing Board approves this action it will not change any of the County zoning ordinances or general plan association with these parcels.

Mr. Teshara said that it seemed that the fundamental issue was brought up by the transition from mylar to GIS mapping. In his view, the map change still needs to be made, regardless of the property owners' intentions.

Public Comments & Questions

Ms. Jan Briscoe said that the property owners in the area are in support of the proposed amendment, and hope that the APC recommends approval to the TRPA Governing Board.

Mr. Doug Flaherty said that Tahoe Clear Air (tahoecleanair.org) is opposed to this amendment because he does not feel there has been adequate analysis based on significant data, that the project will not increase Vehicle Miles Travelled (VMT), and also that the project will increase year round capacity. He added that there has to be a reason why that was originally placed in summer use, and these were the kind of incremental decisions that the APC has notoriously recommended for approval over the years. He said that the APC's job is not to rubber stamp TRPA staff recommendations, it is to perform analysis and protect Lake Tahoe's clarity.

Commission Comments & Questions

In response to Mr. Flaherty's public comments, Mr. Ferry said that based on the staff presentation, it seems that this is simply a correction to a mapping error. These parcels are already developed with single-family year-round homes. The staff report does contain an environmental analysis, which includes air quality as an item.

Mr. Ferry said he appreciates Mr. Flaherty's comments, and there is no dispute that all of the APC members are dedicated to Lake Tahoe and preserving its air quality and water quality. That is the reason why many APC members do their jobs. Mr. Ferry added that from his perspective, he is not seeing a real threat here since these parcels are already developed in a fashion that is consistent with a single-family zoned parcel.

Ms. Jacobsen said she agreed with Chair Ferry, and also appreciated Commissioner Teshara's earlier comments. She was just curious about the intentions of the property owners. In her 19 years working for Placer County she has seen many mapping errors and appreciates TRPA staff for bringing this forward to address an error.

Mr. Hitchcock said he concurs with Chair Ferry's comments, and that from his perspective this is truly a mapping error. These are existing developed parcels, so from an air quality/VMT perspective he does not see this resulting any increase.

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Mr. Teshara made a motion to recommend approval of the Required Findings, as described in Attachment B, including a Finding of No Significant Effect, for adoption of the Plan Area Statement amendment as described in the staff report.

Ms. Chandler seconded the motion.

Ayes: Mr. Alling, Ms. Carr, Ms. Chandler, Mr. Drake, Mr. Drew, Ms. Ferris, Mr. Ferry, Mr. Hill, Mr. Hitchcock, Ms. Jacobsen, Mr. Letton, Ms. Moroles-O'Neil, Ms. Stahler, Mr. Teshara, Ms. Weiche

Absent: Mr. Guevin, Mr. Smokey, Ms. Simon

Motion Passed.

Mr. Teshara made a motion to recommend adoption of Ordinance 2023-____, amending Ordinance 1987-9, to amend the Plan Area Statements as shown in Attachment A, Exhibit 1 of the staff report.

Ms. Jacobsen seconded the motion.

Ayes: Mr. Alling, Ms. Carr, Ms. Chandler, Mr. Drake, Mr. Drew, Ms. Ferris, Mr. Ferry, Mr. Hill, Mr. Hitchcock, Ms. Jacobsen, Mr. Letton, Ms. Moroles-O'Neil, Ms. Stahler, Mr. Teshara, Ms. Weiche

Absent: Mr. Guevin, Mr. Smokey, Ms. Simon

Motion Passed.

V. PUBLIC HEARINGS

B. Amendments to Plan Area Statement 100 & Bijou Al Tahoe Community Plan

Presentation can be found at: [Agenda Item No V.B. PAS 100 Amendment](#)

TRPA Senior Planner Ms. Alyssa Bettinger provided the presentation. Ms. Bettinger said that the proposed amendment is a similar map correction to the last item. The proposed amendment would move one parcel from the Truckee Marsh Plan Area Statement 100 to the Bijou Al Tahoe Community Plan. This is a vacant parcel just adjacent to the real estate building and the bike path along Highway 50, and just across the bridge from Meeks Lumber.

Ms. Bettinger said the amendment is being proposed because this parcel was included in the Bijou Al Tahoe Community Plan boundary when it was adopted in 1996, as well as subsequent amendments to the Community Plan. At some point, a mapping error occurred that moved it into the Truckee Marsh Plan Area Statement. According to the land capability verification done in 2001, this parcel is primarily Class 1b (SEZ). If the amendment is approved, the parcel would be eligible for the permissible uses in the Bijou Al Tahoe Community Plan, but the parcel would still be subject to all TRPA standards, including coverage and SEZ protection. Slides 16 & 17 show maps of the area, and the location of the parcel in question. Ms. Bettinger said they need to fix the regional plan map, shown on slide 16, to be consistent with the approved boundary maps, shown on slide 17.

Ms. Bettinger said that staff are recommending the APC recommend that the Governing Board Adopt the Findings included in Attachment B, and Adopt the Ordinance included in Attachment A.

Commission Comments & Questions

Mr. Teshara asked Ms. Bettinger what percentage of the parcel is Class 1b (SEZ), and what percentage is Class 7. Referring to the map, Mr. Hitchcock said that a little over half the parcel is Class 1b, which is typically prohibited from development.

Mr. Drew said he understood that this parcel was switched out of the community plan when the plan was adopted. So what is being requested is fairly straightforward. Mr. Drew said his comment was related broader conversations between the APC members about parcels in these transition zones. He added that he believes this parcel is for sale, and likely has some development opportunity. Mr. Drew said that these are the type of parcels where flooding happens around creeks and rivers, and it begs the questions of what we are doing with these sites. He does not think this is for discussion today but believes the broader topic should come back to the APC in the future. To his mind, this is the type of parcel where we need to get bigger buffers around creeks and SEZs, and he questions whether they are appropriately assigned.

Mr. Hitchcock said that the zoning for the area is primarily commercial, and past discussions with the property owner included a variety of projects. He said that the most logical way to develop this site would be to enter in off Edgewood. Mr. Hitchcock said that the current entrance is located in the SEZ so could not be developed. Mr. Ferry added that before any site gets developed, the Class 1b/Class 7 line designation should go through a land capability verification in the field.

Mr. Teshara said he wholeheartedly agreed with Mr. Drew's comments. He said that given climate change, it seems that we should have an analysis on these types of transition parcels. He suggested this could perhaps be an assignment for the Tahoe Science Advisory Council. Mr. Teshara said that while this is a straightforward motion today, it does highlight that we may need to do a better job of protecting some of these transition areas. Mr. Teshara questioned whether the issue might be agendaized for future discussion. Mr. Hester responded that the TRPA GIS Team is currently modelling changing flood levels, and TRPA staff are working on a series of 'climate smart' code amendments at the direction of the Governing Board. He said that this will hopefully address the issue of transition parcels, and will be coming to the APC at some point for discussion.

Mr. Alling said he agreed with staff's recommendation, and also agreed with Mr. Drew's comments. He asked if it was possible for a parcel to be located in two different Plan Area Statements, or a Plan Area Statement and a Community Plan. Mr. Marshall said that would lead to conflicts, so would typically handled by including a special plan area within the larger zone. Mr. Alling said he asked the question because on looking at the map included in the packet, the long parcel at the junction of Blue Lake Avenue on the other side of Highway 50, appears to be

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split in half. Mr. Marshall said that having one parcel split into two Plan Area Statements (as opposed to the same complete parcel being included in two Plan Area Statements) was possible, but is avoided wherever feasible.

Ms. Stahler said she agreed with Mr. Drew's comment, and would contact the California Landbank, the California Tahoe Conservancy to make sure they were aware of this parcel.

Public Comments & Questions

Mr. Doug Flaherty said that Tahoe Clear Air (tahoecleanair.org) is opposed to this action because he does not feel there has been substantial data indicating the reason for the supposed error. He added that it is interesting that there are two map errors today for parcels that will potentially face development or change in yearly use. He said this goes back to the failure on the part of the TRPA to provide a mechanism through the Environmental Checklist to assess cumulative impacts, including the failure of the 2012 Regional Plan. Based on that, Mr. Flaherty said it is hard for him to believe that the APC would approve this amendment without more research. This parcel is next to sensitive marsh, and he will be adamantly opposing any commercial building on the other portions of the parcel, primarily due to groundwater.

Mr. Mike Dill, Aspen Environmental Services, said that he was representing the property owner, Jan McCarthy, and they were in support of this corrective amendment. He added that they have been working with staff and wanted to clarify some items. Mr. Dill said they have performed a land capability verification, and that after extensive work, and utilizing the FEMA floodplain maps, the site was verified, and the floodplain line was designated on the site. He added that it was noted that in the floods of 1987, no portion of this parcel was impacted by the floods. Mr. Dill said there is no groundwater problem at the site, and the existing commercial building has never flooded. He said the parking lot has been impacted by overflow runoff from Edgewood Circle, but that runoff did not come from the creek, or from groundwater. Mr. Dill emphasized that this is a map correction amendment. In 1996 the property was located in the Community Plan, and was approved not only by the City, but also by the TRPA Governing Board.

Commission Comments & Questions

Mr. Hitchcock made a motion to recommend approval of the Required Findings, as described in Attachment B, including a finding of no significant effect, for adoption of the Community Plan and Plan Area Statement amendment as described in the staff report.

Ms. Jacobsen seconded the motion.

Ayes: Mr. Alling, Ms. Carr, Ms. Chandler, Mr. Drake, Mr. Drew, Ms. Ferris, Mr. Ferry, Mr. Hill, Mr. Hitchcock, Ms. Jacobsen, Mr. Letton, Ms. Moroles-O'Neil, Ms. Stahler, Mr. Teshara, Ms. Weiche

Absent: Mr. Guevin, Mr. Smokey, Ms. Simon

Motion Passed.

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Mr. Hitchcock made a motion to recommend adoption of Ordinance 2023-___, amending Ordinance No. 2022-03, as previously amended, and Ordinance No. 1987-9, to amend the Community Plan and Plan Area Statement boundaries as shown in Attachment A, Exhibit 1.

Ms. Jacobsen seconded the motion.

Ayes: Mr. Alling, Ms. Carr, Ms. Chandler, Mr. Drake, Mr. Drew, Ms. Ferris, Mr. Ferry, Mr. Hill, Mr. Hitchcock, Ms. Jacobsen, Mr. Letton, Ms. Moroles-O'Neil, Ms. Stahler, Mr. Teshara, Ms. Weiche

Absent: Mr. Guevin, Mr. Smokey, Ms. Simon

Motion Passed.

V. PUBLIC HEARINGS

- C. Amendments to Douglas County's South Shore Area Plan to allow religious assemblies as a permitted use in the Tahoe Mixed-Use Zone

Presentation can be found at: [Amendments to Douglas County's South Shore Area Plan](#)

Mr. Jacob Stock, TRPA Senior Planner began by offering some background on area plans. He said that since the 2012 Regional Plan Update, TRPA has encouraged local jurisdictions to develop area plans to replace local planning documents, such as community plans or plan area statements. Area plans allow jurisdictions greater autonomy to define and manage local land use, and they also maintain compliance with the TRPA Regional Plan. The South Shore Area Plan, was approved in 2013 and included two town centers, the Nevada resort/casino corridor and the Kingsbury Commercial Town Center.

Mr. Stock said the proposed amendment aims to change religious assemblies from a special use to an allowed use in the town center along lower Kingsbury. This would eliminate the need for Hearings Officer review of religious assembly uses. Mr. Stock added that this amendment was important for bringing the South Shore Area Plan into conformance with the Religious Land Use and Institutionalized Persons Act.

Douglas County Principal Planner, Ms. Kate Moroles-O'Neil presented on behalf of Douglas County. Ms. Moroles-O'Neil said that religious assemblies currently require a special use permit and Douglas County believe it is imperative to eliminate that requirement.

Ms. Moroles-O'Neil said that in November 2021, a synagogue located in the Tahoe Mixed Use Zone was required to obtain a special use permit in order to hold religious assemblies. While Douglas County was processing the permit it became very apparent that there were striking similarities between the definition of religious assembly and membership organizations. Ms. Moroles-O'Neil said that staff also discovered the religious assembly use is entirely consistent with the Tahoe Mixed Use Zoning district which specifically allows public service use.

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Ms. Moroles-O'Neil said that approving this amendment will eliminate any perception of discrimination based on the federal law previously mentioned by Mr. Stock (Religious Land Use and Institutionalized Persons Act).

Ms. Cynthia Gregory from the Douglas County District Attorney's Office added that this amendment is very important to Douglas County. The Religious Land Use and Institutionalized Persons Act, passed in 2000, requires that governments treat houses of worship as favorably as non-religious groups.

Commission Comments & Questions

Ms. Jacobsen asked the presenters to elaborate on 'design review' as mentioned in the staff report. Is there a public forum review? Mr. Stock responded that following approval of the amendment, design review would be a staff level review, as an allowed use. Currently, as a special use, Hearings Officer review is required. Mr. Stock added that there is an opportunity for appeal, which may provide an opportunity for public forum review.

Ms. Moroles-O'Neil said that from the Douglas County side, a special use permit application goes to the Douglas County Planning Commission for decision. However in this instance, it was approved by the Commission, but because of the discrepancy and the code, it did go to the Board of County Commissioners who denied the approval. Due to the Religious Land Use and Institutionalized Persons Act, the Board of County Commissioners reheard the item and realized the requested change was needed, which resulted in an Ordinance being passed in September 2022.

Mr. Teshara said that he had followed this process from the beginning and informed that this is an existing building on Kingsbury Grade. He said that the building tenants objected to the special use permit based on parking concerns, and that the majority of the Board of County Commissioners tended to agree with them. However, after an important Jewish Organization identified a federal law violation, the Commissioners corrected their decision. Mr. Teshara said this is an important clarification that clearly needs to be addressed and dealt with to prevent any further allegations of religious discrimination.

Ms. Chandler asked if the parking issue had been resolved. Mr. Teshara replied that there is no parking issue.

Public Comments & Questions

Mr. Doug Flaherty said he was in wholehearted support of recommending approval of this amendment. Mr. Flaherty added that he was a little disturbed by Mr. Teshara's comment, which he said was an obvious attempt to note that the Douglas County Commissioners denied the application over parking, and specifically used the religious term of 'Jewish'. Mr. Flaherty said he does not know what that has to do with anything and thinks it is insensitive and inappropriate,

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and probably one of the reasons he needs to be removed from some of these committees due to conflict of interest. He thanked Ms. Chandler for asking about the parking issue resolution.

Commission Comments & Questions

Ms. Chandler made a motion 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 report.

Ms. Carr seconded the motion.

Ayes: Mr. Alling, Ms. Carr, Ms. Chandler, Mr. Drake, Mr. Drew, Ms. Ferris, Mr. Ferry, Mr. Hill, Mr. Hitchcock, Ms. Jacobsen, Mr. Letton, Ms. Moroles-O'Neil, Ms. Stahler, Mr. Teshara, Ms. Weiche

Absent: Mr. Guevin, Mr. Smokey, Ms. Simon

Motion Passed.

Ms. Chandler made a motion to recommend adoption of Ordinance 2023-___, amending Ordinance 2013-05, to amend the Douglas County South Shore Area Plan as shown in Attachment C.

Ms. Carr seconded the motion.

Ayes: Mr. Alling, Ms. Carr, Ms. Chandler, Mr. Drake, Mr. Drew, Ms. Ferris, Mr. Ferry, Mr. Hill, Mr. Hitchcock, Ms. Jacobsen, Mr. Letton, Ms. Moroles-O'Neil, Ms. Stahler, Mr. Teshara, Ms. Weiche

Absent: Mr. Guevin, Mr. Smokey, Ms. Simon

Motion Passed.

V. PUBLIC HEARINGS

D. Lake Tahoe West Shore Update – Briefings on Meeks Bay Restoration Project & State Route 89 Corridor Planning

Presentations can be found at:

[Agenda Item No. V.D.1. Meeks Bay Restoration Project Briefing](#)

[Agenda Item No. V.D.2. State Route 89 Corridor Planning Briefing](#)

TRPA Associate Planner, Ms. Rebecca Cremeen, provided the presentation. Starting with the Meeks Bay Briefing, Ms. Cremeen introduced high priority EIP project, the Meeks Bay Restoration Project. The focus of this project is to restore Meeks Creek to a more natural condition and to improve the recreation experience at this popular west shore destination. Meeks Bay is a very special place for the Washoe people, and has long been a summer

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destination and location for social gatherings, ceremonial purposes and to collect cultural significant plants.

Ms. Cremeen said this as an information briefing to give APC members a preview before bringing the environmental document for certification in the Spring.

Ms. Cremeen said Meeks Bay is located on the west shore of Lake Tahoe, just south of Sugar Pine Point State Park, and north of Emerald Bay. There are a few private residential communities adjacent to Meeks Bay including Meeks Bay Vista, and Rubicon. Planning for this restoration project is a partnership between the USFS, TRPA, and the Lahontan Regional Water Quality Control Board, and staff are preparing a triple joint environmental document that meets NEPA, CEQA, and TRPA requirements. TRPA is managing the environmental contract and public engagement under a cooperative agreement with the Forest Service.

Ms. Cremeen said the agency team has been working with a stakeholder group to identify issues and concerns throughout the process. This group has helped inform the alternatives you will learn about today and identify areas of focus for the environmental analysis. The Stakeholder group includes representatives from the Washoe Tribe, property owners' associations, the League to Save Lake Tahoe, marina associations, Friends of the West Shore, and the Meek's Bay Fire District.

Referring to the map on slide 4, Ms. Cremeen highlighted the lagoon which was dredged to build Meeks Marina in 1960. The last time the marina operated was 2015 and since then, the Forest Service removed the infrastructure to treat aquatic invasive species (AIS) and to prepare for this restoration project. To the north of the Creek is Meeks Bay Resort, currently operated by the Washoe Tribe. The resort includes mostly RV camping, cabins, snack shack, restrooms, a beach, and parking. To the south is the Meeks Bay Campground which includes tent camping, a day use picnic area and a beach. The two sides of Meeks Bay can not easily be accessed on foot.

At Meeks Meadow, the Washoe tribe have started a restoration project, including removing conifers to elevate the water table and to improve the ecosystem function of the meadow. This stream restoration project will complement that work. Ms. Cremeen said that restoring Meeks Creek also ties into other plans and programs on the west shore and around the Lake. Improving the Meeks Creek watershed is complimentary to the ecosystem improvements and planning with the Lake Tahoe West Project. The recreation improvements at Meeks Bay are being coordinated with the State Route 89 recreation corridor transportation planning, such as the Tahoe trail you will hear about later. Work with stakeholders for the Meeks Bay project also identified the need for a coordinated approach to emergency response, which spurred the Lake Based Safety Strategy to identify facilities to moor and provide the best access for fire and other emergency responders. Lastly, any Shoreline work done under this project, would meet the standards developed under the 2018 Shoreline Plan.

Referring to the need and purpose of the project Ms. Cremeen showed an image (slide 7) depicting Meeks Creek prior to building the marina. The stream deposited sediment and the beach was a barrier beach system, similar to Taylor and Tallac Creeks. This is what the Forest Service hopes to achieve with the restoration project. The image on the right is a more recent shot, showing the marina in place and the dredged lagoon.

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Improving the hydrologic function of the stream and barrier beach ecosystem will provide habitat for both common and special status species, including Tahoe Yellow Cress and Lahontan Cutthroat trout. Replacing the bridge is a critical piece of this project. Images on slide 9 illustrate the bridge constriction and eroded conditions of the stream channel. The Forest Service is also including recreation improvements to this project area, which will include redesigning the campgrounds, parking, and circulation on the site. The Forest Service will be working with the Washoe tribe to include education and interpretive opportunities, including an interpretive trail and signage.

Ms. Cremeen described the public engagement process and the work done to date. The project was originally scoped in 2018 and the proposed action at that time included a pier and a relocated boat ramp. This raised a lot of concerns from the public, who questioned the need for more infrastructure and impacts on the experience and scenic quality of Meeks Bay. The Forest Service recognized that more work needed to be done to engage the public and stakeholders and reached out to TRPA to help. An environmental consulting firm and public engagement firm (CBI) was hired to facilitate that work. A stakeholder survey was conducted, and a stakeholder group and interactive website was created. Over the past two years work has continued with the stakeholder and public workshops, to develop the alternatives included in the environmental analysis. The analysis was opened for public comment in Summer 2022, and staff are now revising the document based on that input.

As part of the engagement process, staff some new engagement tools too. The [Meeks Bay Project](#) website was launched in 2020, and linked to the website is a new interactive tool called 'Open Town Hall', where people can identify a specific site on a map, and make comments about what they would like to see. Articles were published in Tahoe in Depth, and 5,000 rack cards (in Spanish and English) were distributed at the Meeks Bay resort and campground to all visitors coming through the gate.

Ms. Cremeen said that after all of the outreach and engagement staff have received very broad support for the stream restoration project. The majority are in favor of leaving Meeks Bay "the way it is", with no new development. There is a desire to retain separation between the two different types of camping experiences – the more developed resort side versus a quieter experience on the campground side beach. There is also a desire to minimize conflicts between all the various users on the site, and concern that allowing more motorized access could exacerbate conflicts on the water between user types. There was not a lot of support for a pier or another boat ramp.

Diving into the project and the preferred alternative, Ms. Cremeen said that slide 14 shows features of the project that were common to all of the alternatives. Restoration is the focus, and the bridge replacement was deemed as critical to the restoration by opening up the constriction to allow stream flow and wildlife passage, and to incorporate bicycle and pedestrian improvements, including a bridge over the stream. Other recreation improvements common to all included paddle craft storage for both visitors to the campground, day use area, and to the resort.

Based on the work of the agencies, stakeholders, and input from the public, four action alternatives were developed. The main differences were related to various configurations of parking, camping, trail alignment, and cabin relocation. The project component that raised the

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most interest was whether or not to include a pier. Ms. Cremeen described the preferred location shown on slide 15.

Ms. Cremeen said that the environmental analysis mainly found positive effects for this restoration project. For the alternative that included a pier, findings did include significant and unavoidable impacts to scenic resources. The analysis found that removing the slips would have an impact on localized access for motorized boats on the West Shore. Ms. Cremeen said they would return those 119 moorings to the mooring pool, for other marinas to apply for additional slips, however there is no guarantee that those moorings would go back to the West Shore. There would also be a short-term noise impact during construction

Looking ahead, Ms. Cremeen said staff are completing the environmental document, to be brought for consideration by APC in April/May 2023. Work will continue on AIS management, specifically a site survey and fish structure design, funded by the Forest Service. Caltrans have taken the lead on the bridge replacement project, and have identified a significant funding source.

Commission Comments & Questions

Mr. Teshara said one of the interesting things about this project was that the majority of the public outreach work occurred during the COVID pandemic, and was largely conducted virtually. Mr. Teshara said that was handled very well, and that the public felt they had an opportunity for engagement and input. He has followed this interesting project from the start, and commended staff for managing that challenge.

Ms. Jacobsen said this is an exciting project and agreed with Mr. Teshara about the outreach. She asked Ms. Jacobsen to expand on Alternative Two (pedestrian pier), and clarify non-motorized boat access without the pedestrian pier. Ms. Cremeen explained that they refer to the motorized pier as 'motorized', because it would need to be 300 feet long in order to reach a navigable depth during low lake. That particular alternative would also provide an allowance for temporary mooring. The other pedestrian pier would be about 100 feet and would not allow for any boat mooring. Currently, motorized boats can come to Meeks Bay and drop anchor, and that will not change.

Mr. Drake said Meeks Bay is a gem of Lake Tahoe, and believes this is a great modernization and restoration of the area. Referring to a previous comment from Mr. Drew in a prior APC meeting, Mr. Drake said there really needs to be work on non-motorized recreational access to the lake. He thinks these improvements will really make a big difference. Mr. Drake added that he was also happy to see the ADA ramp access to the lake.

Mr. Ferry said he thinks this is an amazing project, based on a lot of public outreach. To him, two key groups stand out – the Washoe Tribe and existing users of the marina. He asked Ms. Cremeen to expand on how staff had engaged with those groups, what feedback had been received, and how that was incorporated into the preferred alternative. Ms. Cremeen said the Washoe Tribe played two different roles. One as the concessionaire for the Meeks Bay Resort, and the second as representing the Tribe as a government. Both entities have participated in the stakeholder group. Ms. Cremeen said the key message from the Tribe is to restore the area as

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naturally as possible. Ms. Cremeen said the Meeks Bay Marina Association was also included in the stakeholder group, and they would love to retain the marina. The group did look at alternative options for a smaller/relocated marina, but that was deemed unfeasible both environmentally and financially.

Public Comments & Questions

Mr. Kirk Robinson said that along with his siblings, he owns the cabin just south of Meeks Creek. He commended TRPA, the Forest Service, and Lahontan Regional Water Quality Control Board for a great job on listening throughout the process. Mr. Robinson is based in Seattle so greatly benefitted from remote/virtual access. He said the process has resulted in a well thought out preferred alternative with key points being the rehabilitation of the creek and beach, and not including a marina. He added that in the 7 years without an operational marina, people came to understand what Meeks Bay could be without a marina and piers, and they like it.

Ms. Judith Tornese, on behalf of Friends of the West Shore, said they commend the entire Meeks Bay team for the great process. Friends of the West Shore supports the preferred alternative, which will provide the public with a safe, clean beach and recreation area.

State Route 89 Corridor Planning

[Agenda Item No. V.D.2. State Route 89 Corridor Planning Briefing](#)

Ms. Cremeen moved on to the second part of the presentation - SR 89 Trail Feasibility Study, also referred to as the Cascade to Meeks Trail. This segment of the Tahoe Trail was one of the first actions identified in the SR 89 Corridor Plan which also looked at transit improvements and parking management strategies.

The image on slide 4 shows the current Tahoe Trail network, and highlights where they are trying to close the gap. Several agencies are guiding the planning work for this project, including California State Parks, the Washoe Tribe, TRPA, USFS, Caltrans, and El Dorado County.

The project area will connect existing segments of the Tahoe Trail. The goals identified for trail feasibility study are:

1. Identify feasible alignments and amenities
2. Provide a trail experience for all
3. Improve user experience
4. Sensitive to the environment
5. Focused on sustainable design
6. Improve connectivity

Ms. Cremeen said that staff are currently wrapping up the feasibility analysis, completing the evaluation and looking at a preferred alignment. The evaluation criteria considered some of the major constraints and opportunities, for example, number of stream crossings in a particular alignment, construction difficulty, steepness of slopes, user experience etc. Similarly to the Meeks Bay Project, the project team created a project map that included an interactive which

supported users being able to zoom in and comment on each segment/alignment. The project team were able to rank each alignment based on the evaluation criteria.

Some of the major themes heard from the public included a desire to dive into fine detail, concerns that the trail would become a destination, and parking considerations. There was general excitement about the concept of a trail but questions about impacts and feasibility.

Referring to slide 13, Ms. Cremeen described an example of alignment evaluation at the Meeks Bay segment. The map on slide 14 shows the preferred alignment for that segment. Ms. Cremeen said the feasibility report will show individual constructable segments, and different considerations for each of these segments. For example, what would it take to design, what studies might be needed, are there culturally significant resources, number of stream crossings, traffic management scenarios, tree removal, permitting requirements, etc.

Ms. Cremeen said that right now the agencies are providing feedback on the draft Feasibility Report to the consultants. When that is finalized it will be posted to the website, presented at a public information session/webinar, and brought back to TRPA for committee presentation. After that, the next steps will include identifying a champion for the project and who the lead agencies will be.

Commission Comments & Questions

Mr. Teshara said this section is a lot to take on, and he commends everyone involved. Highway 89 is particularly narrow in this section, and is expected to handle cyclists, pedestrians, vehicles and parking areas – which is a lot. So from a mobility perspective, and from a recreational opportunity perspective, putting a trail in is really a breakthrough. This will be a tremendous asset and will relieve some of the pressure on Highway 89.

Ms. Jacobsen said this is an exciting project and the outreach was well conducted. She was curious about parking and asked the team to look to parking management as the project advances. Ms. Jacobsen also asked about the alignment options on slide 14, and specifically the route through the neighborhood. Mr. Jason Drew, APC member and Principal with NCE Environmental & Engineering Services who are the consultants on this project, responded. Mr. Drew said this portion of the basin is the last to be considered for trail planning and implementation due to a variety of physical and environmental constraints. This particular segment (slide 14) had 4 or 5 different alternatives. Following quantitative, data-based analysis, the two options illustrated came out very closely tied. After community, agency and stakeholder input, it was decided that both options would move forward for evaluation. The reality is that the physical constraints in the area will make any trail very difficult. The goal of the feasibility study was to determine is it feasible to implement a trail from Meeks Bay to Cascade. In this segment, it is feasible but both options have significant restrictions, so both will be advanced for additional analysis.

Ms. Carr said that during discussions about other trail segments around the basin there is a split between average recreational cyclists, and 'lycra-clad' cyclists, and asked how discussions had gone with regard to the differences in cycling usage. Do they anticipate 'lycra-clad' cyclists will use the trail or stay on the road? And have there been any conversation with Caltrans about widening the road? Ms. Cremeen said she would fit in both categories of cyclist, and would say

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that in some sections, the speedy bikers will get off their bike and walk. She is not sure if there is consideration to add bike travel lanes at Emerald Bay, but at Meeks Bay travel lanes will be included in the bridge replacement project. Mr. Drew added that there has been much discussion about the wide variety of users of this multi-use trail as part of the feasibility study. The trail has been planned for a wide variety of users, and they have emphasized having as wide a trail as possible.

Ms. Carr said that she assumed parking needs and public transportation was also included in the discussions. TRPA Principal Planner, Michelle Glickert responded that the parking and transit conversation is really a regional conversation, especially through this corridor, and that bigger picture is being considered. She added that the project team are thinking about parking management on the corridor, learning some lessons from State Route 28, and thinking holistically about the whole project.

Mr. Teshara added that another challenge on State Route 89 (and also on State Route 28), is broadband connectivity to inform users on parking availability.

Public Comments & Questions

Mr. Doug Flaherty (tahoecleanair.org) said the half-truth that echoes here is that this trail will take pressure of Highway 89. Mr. Flaherty said he lives in Incline Village and can assure that the East Shore Trail has been a disaster. He said they are trying to arrange for bacteria studies for the people that deposit faeces/urine/dog waste along the access to the lake. He said it is being overrun and the pristine Nevada East Shore has been a complete failure. He thinks there are a lot of people who want to see the trail moved to the other side of the Highway. Mr. Flaherty said the credibility is lacking here, this project will increase human capacity, and the APC needs to support a recommendation to the TRPA that these projects get stopped until there is a complete cumulative impact environmental assessment regarding all of the lake shore trail projects. Mr. Flaherty said that the TRPA is getting away with this by doing it incrementally. He added that no one wants to see legal action and the APC has to step up and provide leadership to the Board.

Mr. Ferry said there will be quite a bit of additional environmental analysis and more public engagement opportunities on this project, and he encourages everyone to stay involved.

Ms. Judith Tornese, President of Friends of the West Shore, said they appreciate the process and the public involvement on this project. She asked for clarification on the routes illustrated around Meeks Bay, and said there is substantial concern about the impact of the bike trail through the Tahoe Hills neighborhood. She asked that the project team continue to get more input from the community before finalizing the alternative through that area. Mr. Drew responded that multiple alternatives were included for Meeks Bay. The image on slide 14 shows two alternatives that were evaluated (salmon & blue lines). The salmon-colored line is the route selected by the steering committee. Ms. Tornese said the salmon line splits off into two directions. Mr. Ferry said that both of those alignments are being advanced for further analysis as part of the feasibility study.

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Mr. Kirk Robinson said he has walked the extent of all of these options, and has been noted, whichever way is decided, it is going to be quite a challenge to get from Meeks Bay over to the Rubicon area.

This item was informational only.

VI. REPORTS

A. Executive Director

Mr. Hester advised APC members that the TRPA Quarterly Report has been replaced with a monthly update – Tahoe in Brief, which will be included in the APC packet. He invited members to submit any feedback on the format directly to him (jhester@trpa.gov).

Upcoming agenda items for APC include the Washoe Tahoe Area Plan Amendments, the Tahoe Basin Area Plan Amendments, TRPA Annual Report, the Upper Truckee Golf Course EIR/EIS and an Open Meeting Law review.

Executive Director, Julie Regan thanked APC members for their congratulations on her new position as Executive Director - she is honored to be leading Team Tahoe into the future.

B. General Counsel

No update

C. APC Member Reports

Ms. Chandler said she was pleased to report that the South Lake Tahoe City Council had appointed her for another two years as APC member. As a member of the Tahoe Keys Water Quality group she is also pleased to report that they were able to get over 50% of homeowners to vote on future funding for the Controlled Methods Test Project. 82% of voters approved the funding.

Ms. Moroles-O'Neil informed that Ms. Sharla Hales has been appointed to the Douglas County Board of Commissioners. Ms. Moroles-O'Neil is actively working on the South Shore Area Plan Amendments, and hopes to complete in 2023.

Ms. Jacobsen said Placer County has been preparing a package of Tahoe Basin Area Plan Amendments focused on reinvestment/redevelopment in town centers, and encouraging affordable housing construction. The package began with a workshop last fall, and additional outreach will continue with the public before the proposals come back to the Placer County Board. Ms. Jacobsen advised that Placer County have hired Rebecca Taber as the new Deputy Director of Public Works in Tahoe, who will focus on implementation of the County's Resort Triangle Transportation Plan. Placer County are excited to have her onboard.

Ms. Stahler said that the Department of Conservation and Natural Resources (DCNR) has a new Director, Mr. James Settlemyer who is a long serving member of the Nevada State Assembly and Senate.

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Ms. Weiche introduced herself in her first APC meeting. She has been with Washoe County for two years, and with the City of South Lake Tahoe for five years prior to that. She is looking forward to working with the APC.

Mr. Ferry informed that El Dorado County have a new Board Supervisor, Ms. Brooke Laine, who was sworn in this year. Ms. Laine will also sit on the TRPA Governing Board.

VII. PUBLIC COMMENT

Mr. Doug Flaherty said that with regards to the upcoming Tahoe Basin Area Plan Amendments, he would endorse an overall cumulative impact EIS addressing these as a whole. One of the major points he would like to see is wildfire evacuation. In June 2009, a Butte County Civil Grand Jury report concluded that roads leading from Paradise and Upper Ridge communities had significant constraints and capacity limitations on their use as evacuation routes. The report noted that a combination of road conditions which increases the fire danger and the possibility of being closed due to fire and smoke, namely sharp curves, inadequate shoulders, and fire hazards including equipment blocking the roadways.

The report also recommended a moratorium on construction in fire prone areas, and a halt to multi-family projects. In September 2009, the Butte County Board of Supervisors ignored the grand jury report, called it not reasonable citing improved building codes and fire prevention requirements as arguments against the moratorium. Ten years later, the Camp Fire caused 85 civilian fatalities with one person still missing, and injured 12 civilians and 5 firefighters. Mr. Flaherty said he wanted to point out that there is a difference between a fire evacuation plan and an evacuation route assessment.

Mr. Flaherty said that fire evacuation plans are usually used by government agencies to rubber stamp projects going through the fire evacuation plan process, which is nothing more than identifying various resources and some arrows drawn on a map. There is a big difference between that and an evacuation route assessment. To be truly effective, any fire evacuation plan must be foundation based and build on a data driven, road-by-road evacuation route assessment. This is the only way to ensure fit for purpose public safety evacuation, and he would appreciate it if APC members would read his entire written comment today. Mr. Flaherty added that the elephant in the room is wildfire evacuation, and he specifically wants to emphasize the upcoming Placer Area Plan Amendments that are not eligible for exemptions under CEQA. Mr. Ferry confirmed receipt of Mr. Flaherty's written comments via email, and thanked him for his comments.

VIII. ADJOURNMENT

Mr. Alling moved to adjourn.

Chair Ferry adjourned the meeting at 12:21 p.m.

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Respectfully Submitted,

A handwritten signature in cursive script that reads "Tracy Campbell".

Tracy Campbell
Clerk to the Advisory Planning Commission

The above meeting was recorded in its entirety. Anyone wishing to listen to the tapes of the above mentioned meeting may call for an appointment at (775) 588-4547. In addition, written documents submitted at the meeting are available for review

STAFF REPORT

Date: March 1, 2023

To: TRPA Advisory Planning Commission (APC)

From: TRPA Staff

Subject: Amendment to Washoe County's Tahoe Area Plan to Allow Single-Family Condominiums in Special Area 1 of the Incline Village Commercial Regulatory Zone

Summary and Staff Recommendation:

Washoe County will provide an overview of the proposed amendment to the Tahoe Area Plan (TAP) including single-family condominiums as an allowed use in Special Area 1 of the Incline Village Commercial Regulatory Zone. Staff believe that the proposed amendment is in conformance with the Regional Plan. The proposed amendment was adopted as a development code amendment by the Washoe County Board of County Commissioners on January 17, 2023. Staff seeks Advisory Planning Commission (APC) discussion and asks the APC to consider a 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 2023-___, amending Ordinance 2013-05, to amend the Douglas County South Shore 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 allowed local jurisdictions to develop Area Plans to replace the former local planning documents: Plan Area Statements and Community Plans. Area Plans become a component of both the Regional Plan and the city or county's comprehensive plan.

The TRPA Governing Board approved the TAP in January 2021. The plan encompasses the entirety of Washoe County's jurisdiction in the Tahoe Basin and has not been amended in the two years since its adoption. The proposed amendment pertains specifically to Special Area 1 of the Incline Village Commercial Zone.

In June 2022, TRPA issued a development permit for a mixed-use (multi-family and commercial) development at 941 and 947 Tahoe Boulevard (APN 132-231-09 and 132-231-10) in Special Area 1 of the

Incline Village Commercial Zone. The permitted project included 40 multi-family units and 925 square feet of commercial space in compliance with the TAP implementing regulations. Following permit approval, the developer requested the conversion of the multi-family rental units into owner-occupied condominiums. This request could not be granted because single-family condominium uses are not permitted in Special Area 1.

Washoe County is proposing an amendment to remedy this issue by permitting single-family condominiums in Special Area 1 of the Incline Village Commercial Zone, allowing the proposed condominium subdivision at 947 Tahoe Boulevard along with future mixed-use condominium uses in Special Area 1.

A development code amendment applying this change to the Washoe County Code was approved on January 17, 2023 by the Washoe County Board of County Commissioners. A copy of the adopted County Ordinance with proposed plan language is included as Attachment A to this packet. Public comment letters received before March 1, 2023, are included in this packet. TRPA Governing Board approval is required to amend the TAP.

Pending the APC's recommendation, the next steps are to bring the full amendment package back to RPIC to consider recommendation to the Governing Board who will make a final determination on the proposed amendment.

Environmental Review:

Washoe 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 Washoe 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 Plan Implementation Committee (RPIC). Recommendations of the APC and RPIC will then be considered by the Governing Board in determining whether to find the Area Plan amendment 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.

Attachments:

- A. Washoe County Adopting Ordinance
- B. Washoe County Staff Memo Summarizing the Proposed Area Plan Amendment
- C. TRPA Ordinance 2023-__
- D. Required Findings/Rationale
- E. Initial Environmental Checklist
- F. Conformity Checklist
- G. Compliance Measures Checklist

Attachment A

Washoe County Adopting Ordinance

Notice: Per NRS 239B.030, this document does not contain personal information as defined in NRS 603A.040

Summary: AMENDS WASHOE COUNTY CODE CHAPTER 110 (DEVELOPMENT CODE), ARTICLE 220 (Tahoe Area), Section 110.220.145 (Incline Village Commercial Regulatory Zone Special Area 1) and Section 110.220.150 (Incline Village Commercial Regulatory Zone Special Policies) referring to land use.

BILL NO. 10880

ORDINANCE NO. 10910

Title:

An ordinance amending Washoe County Code Chapter 110 (Development Code), Article 220 (Tahoe Area), Section 110.220.145 (Incline Village Commercial Regulatory Zone Special Area 1) to add single family dwellings, limited to air space condominiums, as an allowed use in Incline Village Commercial Regulatory Zone Special Area 1; and to amend Section 110.220.150 (Incline Village Commercial Regulatory Zone Special Policies) referring to land use to add Tahoe Area Plan Policy LU2-9 [Single family dwellings shall only be allowed in the Incline Village Commercial regulatory zone when they are part of a mixed-use development or when they are affordable housing units] as a special policy; and all matters necessarily connected therewith and pertaining thereto.

WHEREAS:

- A. This Commission desires to amend Washoe County Code Chapter 110 (Development Code), Article 220 (Tahoe Area), Section 110.220.145 (Incline Village Commercial Regulatory Zone Special Area 1) in order to add single family dwellings, limited to air space condominiums, as an allowed use in the Incline Village Commercial Regulatory Zone Special Area 1; and to add Tahoe Area Plan Policy LU2-9 as to Section

1091022

110.220.150 (Incline Village Commercial Regulatory Zone Special Policies); and

- B. The Washoe County Planning Commission initiated the proposed amendments by Resolution Number 22-17 on November 1, 2022; and
- C. The amendments and this ordinance were drafted in concert with the District Attorney, and the Planning Commission held a duly noticed public hearing for WDCA22-0002 on November 1, 2022, and adopted Resolution Number 22-17 recommending adoption of this ordinance; and
- D. Following a first reading and publication as required by NRS 244.100(1), and after a duly noticed public hearing, this Commission desires to adopt this Ordinance; and
- E. This Commission has determined that this ordinance is being adopted pursuant to requirements set forth in Chapter 278 of NRS, therefore it is not a "rule" as defined in NRS 237.060 requiring a business impact statement.

THE BOARD OF COUNTY COMMISSIONERS OF WASHOE COUNTY DOES HEREBY ORDAIN:

SECTION 1. Washoe County Code Chapter 110 (Development Code), Article 220 (Tahoe Area), Section 110.220.145 (Incline Village Commercial Regulatory Zone Special Area 1) is hereby amended as follows:

Section 110.220.145 Incline Village Commercial Regulatory Zone.

INCLINE VILLAGE COMMERCIAL REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	A	Based on other residential use densities
Multiple Family Dwelling	S	15 units per acre minimum 25 units per acre maximum
Multi-Person Dwelling	S	25 people per acre
Nursing and Personal Care (Section 110.220.410)	S	

		40 people per acre
Residential Care (Section 110.220.410)	S	40 people per acre
Single Family Dwellings	S	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Tourist Accommodation		
Bed and Breakfast Facilities	A	5 units per site
Hotels, Motels and Other Transient Dwelling Units	A	40 units per acre
Timeshare (Hotel/Motel Design)	S	Based on hotel, motel and other transient use densities set forth above
Timeshare (Residential Design)	S	Based on hotel, motel and other transient use densities set forth above
Commercial		
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	S	
Service Stations	A	
Amusements and Recreation Services	S	
Privately Owned Assembly and Entertainment	S	
Outdoor Amusements	S	
Animal Husbandry Services	A	
Auto Repair and Service	S	
Broadcasting Studios	A	
Business Support Services	A	
Financial Services	A	
Contract Construction Services	A	
Health Care Services	A	
Laundries and Dry Cleaning Plant	A	
Personal Services	A	
Professional Offices	A	
Repair Services	A	
Sales Lot	S	
Schools – Business and Vocational	A	
Secondary Storage	S	
Food and Kindred Products	S	
Fuel and Ice dealers	S	
Industrial Services	S	
Printing and Publishing	A	

Small Scale Manufacturing	S	
Storage Yards	S	
Vehicle and Freight Terminals	S	
Vehicle Storage and Parking	S	
Warehousing	S	
Wholesale and Distribution	S	
Public Service		
Churches	A	
Collection Stations	S	
Regional Public Health and Safety Facilities	S	
Health Care Services	S	
Cultural Facilities	A	
Day Care Centers/Preschools	S	
Government Offices	A	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Pipelines and Power Transmission	S	
Schools – Kindergarten through Secondary	A	
Social Service Organizations	A	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Recreation		
Day Use Areas	A	
Participant Sports Facilities	A	
Outdoor Recreation Concessions	S	
Recreational Centers	A	
Riding and Hiking Trails	S	
Sport Assembly	S	
Visitor Information Centers	S	
Resource Management		
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	
Stream Environment Zone Restoration	A	

INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA 1		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling*	A	1 unit per parcel
Multiple Family Dwelling	A	15 units per acre minimum
		25 units per acre
Employee Housing	A	Based on other residential use densities
Nursing and Personal Care (Section 110.220.410)	S	40 people per acre
Residential Care (Section 110.220.410)	S	40 people per acre
Commercial		
Building Materials and Hardware	S	
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	S	
Service Stations	S	
Privately Owned Assembly and Entertainment	S	
Broadcasting Studios	A	
Financial Services	A	
Health Care Services	A	
Personal Services	A	
Professional Offices	A	
Repair Services	A	
Schools – Business and Vocational	A	
Printing and Publishing	S	
Public Service		
Churches	A	
Cultural Facilities	A	
Day Care Centers/Preschools	A	
Government Offices	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Regional Public Health and Safety Facilities	A	
Social Service Organizations	A	
Pipelines and Power Transmission	S	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	

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Transportation Routes	S	
Transmission and Receiving Facilities	S	
INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA #2		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Commercial		
General Merchandise Stores	A	
Mail Order and Vending	A	
Building Materials and Hardware	S	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings, and Equipment	A	
Professional Offices	A	
Broadcasting Studios	A	
Schools – Business and Vocational	A	
Financial Services	A	
Health Care Services	A	
Printing and Publishing	S	
INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA #3		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Public Service		
Churches	A	
Collection Stations	S	
Regional Public Health and Safety Facilities	S	
Health Care Services	S	
Cultural Facilities	A	
Day Care Centers/Preschools	S	
Government Offices	A	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Pipelines and Power Transmission	S	
Schools – Kindergarten through Secondary	A	
Social Service Organizations	A	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	S	
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	

11/29/16

Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	

*Only when associated with an approved tentative subdivision map of multifamily into air space condominiums

SECTION 2. Washoe County Code Chapter 110 (Development Code), Article 220 (Tahoe Area), Section 110.220.150 (Incline Village Commercial Regulatory Zone Special Policies) referring to land use is hereby amended as follows:

Section 110.220.150 Incline Village Commercial Regulatory Zone Special Policies. The following special policies will be implemented in the Incline Village Commercial Regulatory Zone.

- a. The Incline Village Commercial Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations*:
 - (1) Preferred Affordable Housing Area
 - (2) Scenic Restoration Area
- b. Parking areas should be developed taking access from local streets such as Alder Avenue and Incline Way.
- c. Single family dwellings shall only be allowed in the Incline Village Commercial regulatory zone when they are part of a mixed-use development or when they are affordable housing units.

SECTION 3. General Terms.

1. All actions, proceedings, matters, and things heretofore taken, had and done by the County and its officers not inconsistent with the provisions of this Ordinance are ratified and approved.
2. The Chair of the Board and officers of the County are authorized and directed to take all action necessary or appropriate to effectuate the provisions of this Ordinance. The District Attorney is authorized to make non-substantive edits and corrections to this Ordinance.
3. All ordinances, resolutions, bylaws and orders, or parts thereof, in conflict with the provisions of this Ordinance are hereby repealed to the extent only of such inconsistency. This repealer shall not be construed to revive any ordinance, resolution, bylaw or order, or part thereof, heretofore repealed.

4. Each term and provision of this Ordinance shall be valid and shall be enforced to the extent permitted by law. If any term or provision of this Ordinance or the application thereof shall be deemed by a court of competent jurisdiction to be in violation of law or public policy, then it shall be deemed modified, ipso facto, to bring it within the limits of validity or enforceability, but if it cannot be so modified, then the offending provision or term shall be excised from this Ordinance. In any event, the remainder of this Ordinance, or the application of such term or provision to circumstances other than those to which it is invalid or unenforceable, shall not be affected.

Passage and Effective Date

Proposed on December (month) 13 (day), 2022.

Proposed by Commissioner Hill.

Passed on January (month) 17 (day), 2023.

Vote:

Ayes: Hartung, Hill, Herman, Garcia, Clark

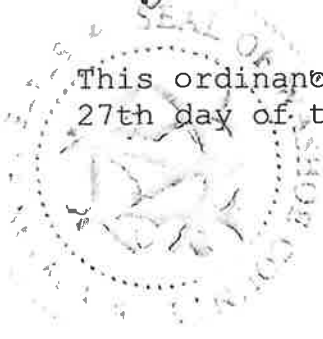
Nays: None

Absent: None


Chair
Washoe County Commission

ATTEST:


Janis Galassini, County Clerk



This ordinance shall be in force and effect from and after the 27th day of the month of January of the year 2023.

Attachment B

Washoe County Staff Memo Summarizing the Proposed Area Plan Amendment



WASHOE COUNTY

Integrity Communication Service

www.washoecounty.gov

MEMORANDUM

MEETING DATE: March 8, 2023

DATE: February 8, 2023

TO: Advisory Planning Commission

FROM: Courtney Weiche, Senior Planner, Community Services Dept., 328-3608,
cweiche@washoecounty.gov

THROUGH: Kelly Mullin, AICP, Division Director, Planning & Building Division,
Community Services Department, 328.3619,
kmullin@washoecounty.gov

SUMMARY

On January 17, 2023, the Washoe County Board of County Commissioners (BCC) adopted Bill No. 1888, Ordinance No. 1696, a development code amendment (ref. WDCA22-0003), amending Washoe County Code Chapter 110 (Development Code), Article 220 (Tahoe Area) to add single family dwellings, limited to condominiums, as an allowable use in the Incline Village Commercial (IV-C)- Special Area 1 regulatory zone subject to Land Use Policy LU2-9 which provides “single family dwellings shall only be allowed in the Incline Village Commercial regulatory zone when they are part of a mixed-use development or when they are affordable housing units”. The IV-C regulatory zone falls within Washoe County’s Tahoe Area Plan. Therefore, the amendment requires approval by the TRPA Governing Board before it becomes effective.

BACKGROUND

January 26, 2021. BCC adopted a comprehensive package of amendments that amended the Washoe County Master Plan, Tahoe Area Plan (WMPA19-0007) and Tahoe Area Regulatory Zone Map (WRZA19-0007) and development code amendments (WDCA19-0007) replacing Article 220 Tahoe Area Plan modifiers with two new articles, Article 220 Tahoe Area Plan modifiers and Article 220.1 Tahoe Area Design Standards.

May 26, 2021. TRPA Governing Board adopted the Washoe County Tahoe Area Plan and amendments to Chapters 34, 36, and 38 of the TRPA Code of Ordinances.

October 8, 2021. An applicant submitted a special use permit application (WSUP21-0029) to construct a 40-unit multifamily residential project at 947/941 Tahoe Boulevard, as required for projects located in the broader Incline Village Commercial regulatory zone. Staff later determined that the proposed project was not subject to the approval of a special use permit because the project site was located in Special Area 1 of the IV-C, in which multifamily dwellings are an allowed use. As an allowed use and not a special use,

the 40-unit multifamily project would not require discretionary action by the County. The applicants indicated their desire was to eventually subdivide the multifamily dwellings into air space condominiums.

December 8, 2021. The applicant submitted a tentative subdivision map application (WTM21-012) to subdivide a proposed 40-unit multifamily dwelling project located at 947/941 Tahoe Boulevard into 40 air space condominiums. Pursuant to Washoe County's development review process, the applicant held a neighborhood meeting in Incline Village on January 24, 2022, for the 40-unit project and subdivision.

Upon further review, it was discovered that single family condominium dwellings are currently not an allowed use in IV-C Special Area 1. Per the Tahoe Regional Planning Agency's (TRPA) Code of Ordinances, condominiums are considered single family dwellings.

Upon subsequent consultation with Washoe County and TRPA staff, the applicant was informed that they would need to seek approval to amend the Tahoe Area Plan and Washoe County Development Code if they desired to pursue adding single family condominium dwellings as an allowable use in Special Area 1 of the IV-C regulatory zone. This request would require both Washoe County and TRPA approval.

It is important to note that the subject amendment is not specific to any one parcel or project in the IV-C Special Area 1 regulatory zone. The proposed amendment addresses the addition of single-family dwellings, limited to air space condominiums, for the whole of IV-C, Special Area 1.

July 8, 2022. The applicant submitted a development code amendment application (WDC22-0002) to add single family dwellings, limited to condominiums, as an allowable use in the Incline Village Commercial (IV-C)- Special Area 1 regulatory zone subject to Land Use Policy LU2-9 which provides "single family dwellings shall only be allowed in the Incline Village Commercial regulatory zone when they are part of a mixed-use development or when they are affordable housing units".

August 22, 2022. The applicant held a zoom meeting between 5:00pm and 6:00pm, to request feedback on the requested development code amendment. A total of 3,264 individual email recipients received the meeting invitation. Thirty-four people were in attendance.

November 1, 2022. The Washoe County Planning Commission (PC) reviewed the proposed amendments to Washoe County Code Chapter 110 (Development Code), Article 220, Tahoe Area, and voted unanimously to recommend approval of Development Code Amendment WDC22-0002 to the Board.

December 13, 2022. The Washoe County Board of County Commissioners (Board) introduced and conducted a first reading for Bill 1888, an ordinance amending Washoe County Code Chapter 110 (Development Code), Article 220, Tahoe Area.

January 17, 2023. The Washoe County Board of County Commissioners (Board) held a public hearing and conducted a second reading for Bill 1888, adopting an ordinance amending Washoe County Code Chapter 110 (Development Code), Article 220, Tahoe Area.

February 22, 2023. The Regional Plan Implementation Committee heard a presentation on the requested amendment for informational purposes only.

PUBLIC INPUT RECEIVED

Public comment included a mix of both support and opposition for the proposed amendment. Many of the comments focused on a specific project, known as “Nine 47 Tahoe Condo”, recently approved by TRPA for new construction as a multifamily dwelling development in June of 2022. The subject area plan amendment would apply to the entire Special Area 1 of the Incline Village Commercial regulatory zone. The analysis required for the requested amendment is for the addition of single-family dwellings as an allowable use for IV-C, Special Area 1 only, provided that: (1) the use is associated with an approved tentative subdivision map for multifamily use; and (2) the use is part of a mixed-use development or the single-family dwelling units are affordable housing units.

Tahoe Area Plan, Appendix A, Development Code Standards Amendments

The following is a summary of the specific sections of Article 220 requested for amendment:

- 1) **Section 110.220.145 Incline Village Commercial Regulatory Zone.** Add single family residential, limited to air space condominiums, as an allowed use to the table of allowable land uses for the Incline Village Commercial Regulatory Zone Special Area 1.
- 2) **Section 110.220.150 Incline Village Commercial Regulatory Zone Special Policies.** Add Tahoe Area Plan Policy LU2-9 as a special policy to Section 110.220.150, which provides that single family dwellings shall only be allowed in the Incline Village Commercial Regulatory Zone when they are part of a mixed-use development or when they are affordable housing units.

The proposed text amendment is shown in Bold **Red**.

Section 110.220.145 Incline Village Commercial Regulatory Zone.

INCLINE VILLAGE COMMERCIAL REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	A	Based on other residential use densities
Multiple Family Dwelling	S	15 units per acre minimum 25 units per acre maximum
Multi-Person Dwelling	S	25 people per acre
Nursing and Personal Care (Section 110.220.410)	S	40 people per acre
Residential Care (Section 110.220.410)	S	40 people per acre
Single Family Dwellings	S	1 unit per parcel + 1 accessory dwelling

		where allowed by Section 110.220.85
Tourist Accommodation		
Bed and Breakfast Facilities	A	5 units per site
Hotels, Motels and Other Transient Dwelling Units	A	40 units per acre
Timeshare (Hotel/Motel Design)	S	Based on hotel, motel and other transient use densities set forth above
Timeshare (Residential Design)	S	Based on hotel, motel and other transient use densities set forth above
Commercial		
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	S	
Service Stations	A	
Amusements and Recreation Services	S	
Privately Owned Assembly and Entertainment	S	
Outdoor Amusements	S	
Animal Husbandry Services	A	
Auto Repair and Service	S	
Broadcasting Studios	A	
Business Support Services	A	
Financial Services	A	
Contract Construction Services	A	
Health Care Services	A	
Laundries and Dry Cleaning Plant	A	
Personal Services	A	
Professional Offices	A	
Repair Services	A	
Sales Lot	S	
Schools – Business and Vocational	A	
Secondary Storage	S	
Food and Kindred Products	S	
Fuel and Ice dealers	S	
Industrial Services	S	
Printing and Publishing	A	
Small Scale Manufacturing	S	
Storage Yards	S	

Vehicle and Freight Terminals	S	
Vehicle Storage and Parking	S	
Warehousing	S	
Wholesale and Distribution	S	
Public Service		
Churches	A	
Collection Stations	S	
Regional Public Health and Safety Facilities	S	
Health Care Services	S	
Cultural Facilities	A	
Day Care Centers/Preschools	S	
Government Offices	A	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Pipelines and Power Transmission	S	
Schools – Kindergarten through Secondary	A	
Social Service Organizations	A	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Recreation		
Day Use Areas	A	
Participant Sports Facilities	A	
Outdoor Recreation Concessions	S	
Recreational Centers	A	
Riding and Hiking Trails	S	
Sport Assembly	S	
Visitor Information Centers	S	
Resource Management		
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	
Stream Environment Zone Restoration	A	
INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA 1		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling*	A	1 unit per parcel
Multiple Family Dwelling	A	15 units per acre minimum 25 units per acre
Employee Housing	A	Based on other residential use densities
Nursing and Personal Care (Section 110.220.410)	S	40 people per acre
Residential Care (Section 110.220.410)	S	40 people per acre
Commercial		
Building Materials and Hardware	S	
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	S	
Service Stations	S	
Privately Owned Assembly and Entertainment	S	
Broadcasting Studios	A	
Financial Services	A	
Health Care Services	A	
Personal Services	A	
Professional Offices	A	
Repair Services	A	
Schools – Business and Vocational	A	
Printing and Publishing	S	
Public Service		
Churches	A	
Cultural Facilities	A	
Day Care Centers/Preschools	A	
Government Offices	A	

Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Regional Public Health and Safety Facilities	A	
Social Service Organizations	A	
Pipelines and Power Transmission	S	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA #2		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Commercial		
General Merchandise Stores	A	
Mail Order and Vending	A	
Building Materials and Hardware	S	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings, and Equipment	A	
Professional Offices	A	
Broadcasting Studios	A	
Schools – Business and Vocational	A	
Financial Services	A	
Health Care Services	A	
Printing and Publishing	S	
INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA #3		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Public Service		
Churches	A	
Collection Stations	S	
Regional Public Health and Safety Facilities	S	
Health Care Services	S	
Cultural Facilities	A	
Day Care Centers/Preschools	S	
Government Offices	A	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Pipelines and Power Transmission	S	
Schools – Kindergarten through Secondary	A	

Social Service Organizations	A	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	S	
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	
Stream Environment Zone Restoration	A	

***Only when associated with an approved tentative subdivision map of multifamily into air space condominiums**

Section 110.220.150 Incline Village Commercial Regulatory Zone Special Policies.

The following special policies will be implemented in the Incline Village Commercial Regulatory Zone.

- a. The Incline Village Commercial Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations*:
 - (1) Preferred Affordable Housing Area
 - (2) Scenic Restoration Area
- b. Parking areas should be developed taking access from local streets such as Alder Avenue and Incline Way.
- c. Single family dwellings shall only be allowed in the Incline Village Commercial regulatory zone when they are part of a mixed-use development or when they are affordable housing units.**

CONCLUSION

Staff believes all findings can be made to approve the proposed area plan amendment and that the amendment will support and further the aims of the Tahoe Area Plan and the

Regional Plan. Washoe County staff requests that the Advisory Planning Commission recommend Governing Board approval of the proposed amendment.

Attachment C

TRPA Ordinance 2023-__

TAHOE REGIONAL PLANNING AGENCY
ORDINANCE 2023-__

AN AMENDMENT TO ORDINANCE NO. 2021-06 TO ADOPT
TAHOE 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 2013-05 by amending the Tahoe 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 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 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 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 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 2021-06 is hereby amended by amending the Tahoe Area Plan as set forth in Attachment A.

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 Area Plan shall become effective on adoption.

PASSED AND ADOPTED by the Tahoe Regional Planning Agency Governing Board at a regular meeting held on _____, 2023, by the following vote:

Ayes:

Nays:

Abstentions:

Absent:

Cindy Gustafson, Chair
Tahoe Regional Planning Agency,
Governing Board

Attachment D

Required Findings/Rationale

REQUIRED FINDINGS FOR AMENDMENTS TO THE WASHOE COUNTY TAHOE AREA PLAN, INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA 1

This document contains required findings per Chapter 3, 4, and 13 of the TRPA Code of Ordinances for amendments to the Washoe County Tahoe Area Plan (TAP):

Chapter 3 Findings: The following finding must be made prior to amending the TAP:

1. Finding: The proposed 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/Finding of No Significant Effect (IEC/FONSE) for the amendments, 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 amendments and tiers from and incorporates by reference specific analyses contained in the following environmental review documents:

- TRPA, *Regional Plan Update EIS*, certified by the TRPA Governing Board on December 12, 2012 (RPU EIS)
- Washoe County/TRPA, *Tahoe Area Plan IEC/FONSE*, certified by the TRPA Governing Board on May 26, 2021 (TAP IEC).
- TRPA/Tahoe Metropolitan Planning Organization (TMPO), *2020 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy IS/MND/IEC/FONSE*, certified by the TMPO Board and the TRPA Governing Board on April 2021 (RTP IS/IEC)

These program-level environmental documents include a regional and county-wide cumulative scale analysis and a framework of mitigation measures that provide a foundation for subsequent environmental review at an Area Plan level. Because the amendments are consistent with the 2012 Regional Plan Update (RPU), adopted TAP and Regional Transportation Plan (RTP), which have approved program-level environmental documents, the TAP amendments are within the scope of these program-level documents.

The proposed amendments evaluated by the IEC are limited to the amendments of the TAP to add single-family dwellings (SFDs), limited to condominiums, as a permissible use in the TAP's Incline Village Commercial Regulatory Zone (IVCRZ) Special Area 1 (SA1) when part of a mixed-use development or when they are affordable housing units. The purpose of the amendments is to allow for the condominium form of ownership within SA1 when an approved multiple-family dwelling (MFD) project, with a mixed-use component or limited to affordable housing, is subdivided into airspace condominiums. Under current zoning, units in

an MFD development within SA1 may only be rented since subdivision into SFD condominiums is prohibited. The amendment will not have a significant effect on existing environmental conditions as analyzed in the original TAP IEC because it does not change intensity of development and the proposed SFD use is identical to the existing allowed MFD use in nearly all respects but form of ownership.

The amendments described in this packet will become part of the Regional Plan and update the permissible uses within the IVCRZ SA1. The proposed amendments are consistent overall with the TRPA Conceptual Regional Land Use Map adopted as part of the RPU.

The IEC is tiered from the RPU EIS in accordance with Section 6.12 of the TRPA Rules of Procedures. The RPU EIS is a Program EIS that was prepared pursuant to Article VI of TRPA Rules of Procedures (Environmental Impact Statements) and Chapter 3 (Environmental Documentation) of the TRPA Code of Ordinances. The RPU is a comprehensive land use plan that guides physical development within the Lake Tahoe Region through 2035. The RPU EIS analyzes full implementation of uses and physical development proposed under the RPU, and it identifies measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth. The TAP is an element of the growth that was anticipated in the RPU and evaluated in the RPU EIS. By tiering from the RPU EIS, this IEC relies on the RPU EIS for the following:

- a discussion of general background and setting information for environmental topic areas;
- overall growth-related issues;
- issues that were evaluated in sufficient detail in the 2012 RPU EIS for which there is no significant new information or change in circumstances that would require further analysis; and
- assessment of cumulative impacts.

The IEC evaluated the potential environmental impacts of the proposed amendments with respect to the RPU EIS to determine what level of additional environmental review, if any, is appropriate. The IEC assessed potential impacts to the affected physical environment from the proposed amendments which involve no change to development standards (e.g., land coverage, density, height, etc.). There are no new mitigation measures required for the proposed amendments, and nothing in the IEC alters the obligations of the County or TRPA to implement the mitigation measures adopted as part of the RPU.

Based on the review of the evidence, the analysis and conclusions in the IEC determined that the amendments will not have a significant impact on the environment. Therefore, a Finding of No Significant Effect will be prepared.

The IEC did not evaluate potential environmental impacts of any specific projects. Project level environmental analysis will be required based on the design of specific projects that may be submitted pursuant to the amendment.

Chapter 4 Findings: The following findings must be made prior to adopting the TAP Amendment:

1. Finding: The proposed Area Plan Amendment is consistent with, and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Community Plan/Plan Area Statements, the TRPA Code of Ordinances, and other TRPA plans and programs.

Rationale: The proposed amendments include adding SFDs, limited to condominiums, to the list of permissible uses for IVCRZ SA1 and adding TAP Land Use Policy (LU) 2-9, currently applicable to the greater IVCRZ, to SA1. LU 2-9 provides, “[s]ingle family dwellings shall only be allowed in IVCRZ when they are part of a mixed-use development or when they are affordable housing units.” The amendments will allow for the condominium form of ownership within SA1 when an approved multiple-family dwelling (MFD) project, with a mixed-use component or limited to affordable housing, is subdivided into airspace condominiums. Under current zoning, units in an MFD development within SA1 may only be rented since subdivision into SFD condominiums is prohibited.

Land Use Policy 4.6 of TRPA’s Goals and Policies encourages the development of Area Plans that improve upon existing Plan Area Statements and Community Plans or other TRPA regulations in order to be responsive to the unique needs and opportunities of the various communities in the Tahoe Region. The amendments include all required elements identified in Land Use Policies 4.8, 4.9 and 4.10 as demonstrated in the Conformance Review Checklist.

The amendments were prepared in conformance with the substantive and procedural requirements of the Goals and Policies, as implemented through TRPA Code of Ordinances, Chapter 13, *Area Plans*. The TAP is consistent with the Tahoe Regional Plan and TRPA Code of Ordinances, as shown in the Conformance Review Checklist and as demonstrated by the IEC.

Pursuant to Code Section 4.4.2, TRPA considers, as background for making the Section 4.4.1.A through C findings, the proposed amendments' 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 of Ordinances, Chapter 16, *Regional Plan and Environmental Threshold Review*.

TRPA relies upon the amendments' accompanying environmental documentation, Staff's professional analysis, and prior plan level documentation, including findings and EISs, to reach the fundamental conclusions regarding the amendments' 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. In order to increase its analytical transparency, TRPA has prepared worksheets related specifically to the 4.4.2 considerations, which set forth the 222 compliance and supplemental compliance measures, the 178 indicators and additional factors, and interim and final targets. Effects of the proposed TAP amendments on these items, if any, are identified and to the extent possible described.

Based on the IEC, the RPU EIS, the TAP IEC, the RPU and RTP findings made by the TRPA Governing Board, the Section 4.4.2 findings, and using applicable measurement standards consistent with the available information, the 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 TAP incorporates and/or implements relevant compliance measures, and with the implementation of the measures with respect to development within the TAP, the effects are not adverse, and with respect to some measures, are positive. The amendments do not change the TAP's design standards or compliance measures. (See the IEC, TAP Amendment Conformity Checklist and Compliance Measures Worksheet)

Washoe County anticipates that implementation of the amendments could accelerate threshold gains by encouraging the redevelopment of an aging town center as demonstrated below. Regardless, the single-family condominium use is sufficiently similar to existing allowed uses as to have no significant environmental impact.

Section 4.4.2.B also requires TRPA to disclose the impact of the proposed amendments on its cumulative accounting of units of use (e.g., residential allocations, commercial floor area). The TAP Amendment does 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 these amendments.

Similarly, Section 4.4.2.C requires TRPA to confirm whether the proposed amendments are within the remaining capacity for development (e.g., water supply, sewage, etc.) identified in the environmental documentation for the RPU. The amendments do not change development standards, including density, that could affect the amount of the remaining capacities available, identified and discussed in the RPU EIS. The TAP does not allocate capacity or authorize any particular development. To the extent the amendments enable the use of redevelopment incentives, those incentives are within the scope of the incentives analyzed by the RPU EIS.

TRPA therefore finds that the amendments are consistent with and will not adversely affect implementation of the RPU, including all applicable Goals and Policies, Community Plans, Plan Area Statements, the TRPA Code or Ordinances, and other TRPA plans and programs.

2. Finding: The proposed ordinance and rule amendments 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. Adding SFDs, limited to condominiums, will have no adverse impact on thresholds compared to the uses currently permissible in SA1. For example, the ITE average trip generation for single family dwellings (condominium form) is slightly lower than multi family dwelling rental units. The design standards, including density, land coverage, height, etc. are the same for MFDs and SFD condominiums. As found above, the Area Plan, as amended, is consistent with and will help to implement the Regional Plan.

TRPA reviewed the proposed amendment in conformance with the 222 compliance measures and supplemental compliance measures, the over 178 indicators and additional factors that measure threshold progress and threshold target, and interim attainment dates. 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. TRPA anticipates that implementation of the TAP will accelerate threshold gains as demonstrated below. Because the principal beneficial impacts of implementation of the TAP depend upon the number and size of redevelopment projects, the specific extent and timing or rate of effects of the TAP cannot be determined at this time. However, pursuant to Chapter 13 of the TRPA Code of Ordinances, TRPA will monitor all development projects within the TAP through quarterly and annual reports. These reports will then be used to evaluate the status and trend of the threshold every four years.

The 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 this Regional Plan amendment. Any allocations used as a result of these amendments would be taken from available pools held by Washoe County or purchased or exchanged through the Development Rights Program. Accounting for units of use, resource utilization and threshold attainment will occur as part of the project review and approval process.

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 RPU EIS and/or RTP IEC. No changes to the overall capacity are proposed in these 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 applicable 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) TAP Amendment IEC; (2) RPU EIS; (3) RTP IEC; and (4) 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 amendments. The proposed amendments do not affect or change the Federal, State or local air and water quality standards applicable for the Region. Projects developed under the TAP will meet the strictest applicable air quality standards and implement water quality improvements consistent with TRPA Best Management Practices (BMPs) requirements and the Lake Tahoe Total Maximum Daily Load (TMDL) and County's Pollutant Load Reduction Plan (PLRP). Federal, State, and local air and water quality standards remain applicable for all parcels in the TAP, thus ensuring environmental standards will be achieved or maintained pursuant to the Bi-State Compact.

4. Finding: The Regional Plan and all of its elements, as amended, achieves and maintains the thresholds.

Rationale: **TAP Amendments and Threshold Gain**

The TAP, adopted in 2021, identifies the need to diversify and provide support for varying housing options, specifically in Town Centers. The proposed amendments accomplish this by affording property owners in SA1 the option to include SFDs, as airspace condominiums, in future development projects. In addition, Policy LU7-1 of the TAP directs the County to identify barriers to redevelopment within Town Centers and states that amendments to the TAP should be pursued to remove barriers or otherwise facilitate redevelopment in these areas. The prohibition of SFD condominiums in SA1 (in both the TAP and the 25-year-old Community Plan that it replaced) presents a barrier to environmentally sensitive redevelopment. No housing of any kind has been developed in SA1 despite the stated goal to create

walkable communities where people live, work and play. The amendments will incentivize residential mixed-use redevelopment in the Town Center by increasing opportunities for economically viable projects.

The TAP amendments accelerate threshold gain including water quality restoration, scenic quality improvement, and other ecological benefits, by supporting environmental redevelopment opportunities and Environmental Improvement Program (EIP) investments. These redevelopment incentives are intended to increase the rate of redevelopment and will likewise increase the rate of threshold gain by accelerating the application of controls designed to enhance water quality, air quality, soil conservation, scenic quality and recreational improvements to projects that wouldn't otherwise be redeveloped absent TAP provisions.

The TAP's Development and Design Standards represent a significant step forward in enhancing the aesthetics of the built environment and will result in improvements to the scenic threshold as projects are approved and built. Redevelopment of existing Town Centers is identified in the RPU as a high priority.

As described in more specific detail below, the amendments beneficially affect 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.

An accelerated rate of redevelopment within the TAP will result in accelerated water quality benefits. Each redevelopment project is required to comply with strict development standards including water quality Best Management Practices ("BMP") 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 change suggests that conditions are improving or stable. Actions implemented to improve air quality in the Lake Tahoe Region occur at the national, state, and regional scale. The U.S. Environmental Protection Agency and state agencies, such as the California Air Resources Board, have 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.

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). Because the land use and transportation strategies identified in the TAP lead to implementation of the Regional Plan, they directly contribute to achieving and maintaining the Air Quality threshold.

One of the main objectives of the TAP is to encourage the redevelopment of the existing built environment and to provide access to recreational opportunities from walking and bike paths, as well as provide greater access to transit. Replacing older buildings with newer, more energy efficient buildings that take advantage of the Washoe County's Green Building Program will also help to improve air quality and ensure the attainment of air quality standards.

TRPA's 2020 *Regional Transportation Plan: Linking Tahoe (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 amendment does not propose changes to land use assumptions for mixed-use assigned to the amendment area and the TAP would continue to promote higher density residential uses within one-quarter mile of transit, commercial, and public service uses, and therefore would not change the conformity determination by state regulators.

Per Chapter 2 of the TAP, environmental redevelopment offers the best path to sustainable development by directing the remaining development capacity in the Region into areas with existing development and infrastructure, promoting economic activity, replacing sub-standard development with more energy-efficient and environmentally friendly structures, and creating more compact walkable and bikeable Town Centers. Allowing SFDs, limited to airspace condominiums, in SA1, a Town Center, provides additional housing options consistent with many goals and policies identified in the TAP, including the creation of walkable Town Centers and reduced vehicle-miles traveled needed to meet the air quality goals of the Regional Plan.

C. Soil Conservation

The 2019 Threshold Evaluation found negligible change in the total impervious cover in the Region over the last five 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 SEZ restoration, recent improvements in the Development Rights program, and implementation of the Area Plans will continue to help achieve SEZ restoration goals.

Today, most if not all developed commercial and tourist properties exceed the 50 percent maximum land coverage allowed in the TAP. Several commercial properties

within the subject area average 90% coverage. This indicates that future redevelopment would be required to implement excess land coverage mitigation. Furthermore, redevelopment permitting would require these properties to come into modern site design standards including landscaping, BMPs, setbacks, etc. These standards would likely result in the removal of existing land coverage for properties that are severely overcovered. Any project developed as a result of the amendments would include excess coverage mitigation. 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% of the evaluated scenic resource units met the threshold standard and no decline in scenic quality was documented in any indicator category.

Future redevelopment within the subject area is likely to result in a significant improvement to scenic quality from the roadway and will not be allowed to degrade the shoreline scenic attainment. Redevelopment will be required to comply with the following TAP Goals and Policies:

Goal LU6: Strengthen economic activity in Incline Village and Crystal Bay by creating pedestrian-friendly environments in mixed-use and tourist regulatory zones with upgraded aesthetics, architecture, and landscaping. Reduce the visual prominence of parking lots and asphalt.

Goal C5: Improve and protect the scenic quality and tranquility of the planning area. Protect and enhance scenic views and vistas from public areas.

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.

SA1 is a developed urban area. Of the 42 properties, only nine are vacant and, of those nine, two were previously developed and have an approved development project permit. The undeveloped properties have native vegetation. The proposed amendments would not alter or revise the regulations pertaining to native vegetation protection during construction. Adding SFDs, limited to condominiums,

would not increase tree or vegetation removal. SA 1 is not within TRPA's Conservation or Recreation land use classifications.

F. Recreation

The 2019 Threshold Evaluation found that land acquisition programs and the Lake Tahoe Environmental Improvement Program 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.

There are several recreation sites located just east of SA 1 off State Route 28. These include an 18-hole golf course, ball fields and a skate park. The TAP includes goals and policies regarding maintaining, improving and expanding recreation facilities and providing enhanced access through the construction of sidewalks and bike paths and improving public transit. The proposed amendments do not include any changes to recreational land uses or policies, nor does it eliminate a planned recreational use in the TAP.

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 of Ordinances. No additional PAOTs are proposed by the amendment.

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 proposed amendments will not alter the Resource Management and Protection Regulations, Chapters 60 through 68, of the TRPA Code of Ordinances. Chapter 63: Fish Resources includes the provisions to ensure the projection of fish habitat and provide for the enhancement of degraded habitat. Development within the TAP 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 twelve 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 SA1 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. (Section 62.4 of the TRPA Code). At a project level, potential effects to animal species would be evaluated based on applicable species' distribution and known occurrences relative to the project area and the presence of suitable habitat for the species in or near the project area. The analysis included in the IEC concludes the amendments will not change development standards (e.g., habitat protections) that could lead to changes in biological resources.

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 influential 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 TAP amendments would not alter noise policies and the adopted TRPA CNEL threshold standards, and Regional Plan and General Plan noise policies would continue to be applied.

Noise increases associated with traffic under redevelopment buildout conditions would be similar to existing noise levels as traffic levels are relatively the same between existing and the new allowed use (SFD condominiums).

III. Conclusion

Based on the foregoing, the completion of the IEC, the previously certified RPU EIS, RTP IEC and the findings made on December 12, 2012 for the RPU, TRPA finds the Regional Plan and all of its elements, as amended by the TAP amendments, achieves and maintains the thresholds. As described above in more detail, the amendments actively promote threshold achievement and maintenance by, *inter alia*, (1) incentivizing environmentally beneficial redevelopment, and (2) facilitating multi-use development in proximity to alternative modes of transportation in order to reduce vehicle miles traveled (VMT) and create a walkable Town Center. In addition, as found in Chapter 4 Findings 1 through 3 and the Chapter 13 Findings, no element of the amendments interferes with the efficacy of any of the other elements of the Regional Plan. Thus, the Regional Plan, as amended by the TAP amendments, will continue to achieve and maintain the thresholds.

Chapter 13 Findings: The following findings must be made prior to adopting amendments to the TAP:

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 in order to be responsive to the unique needs and opportunities of communities. The proposed TAP amendments were found to be consistent with the goals and policies of the Regional Plan, as described in the Area Plan Conformance Checklist and as described in Chapter 4, Finding #1, above.

Per Chapter 2 of the Tahoe Area Plan, environmental redevelopment offers the best path to sustainable development by directing the remaining development capacity in the Region into areas with existing development and infrastructure, promoting economic activity, replacing sub-standard development with more energy-efficient and environmentally friendly structures, and creating more compact walkable and bikeable Town Centers. Allowing single family dwellings, limited to air space condominiums, in SA1 of the IVCRZ, a Town Center, provides additional housing and development options consistent with many goals and policies identified in the Tahoe Area Plan, including the creation of walkable Town Centers.

The proposed amendments are intended to encourage development/redevelopment in the Town Center by allowing the division of MFDs or mixed-use projects for individual ownership, *i.e.* SFDs, as airspace condominiums, as an additional option for development.

Policy LU7-1 of the TAP directs the County to identify barriers to redevelopment within Town Centers and provides that amendments to the TAP should be pursued to remove barriers or otherwise facilitate redevelopment in these areas. The prohibition of SFDs in SA1 (in both the Area Plan and the 25-year-old Community Plan that it replaced) presents a barrier to environmentally sensitive redevelopment. No housing of any kind has been developed in SA1 despite the stated goal to create walkable communities where people live, work and play. The amendment will incentivize appropriate residential redevelopment in the Town Center by increasing opportunities for economically viable projects.

Attachment E

Initial Environmental Checklist



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**INITIAL ENVIRONMENTAL CHECKLIST
 FOR DETERMINATION OF ENVIRONMENTAL IMPACT**

Project Name: Washoe County Tahoe Area Plan Amendment

APN/Project Location: Incline Village Commercial Regulatory Zone, Special Area 1

County/City: Washoe County

Project Description:

Amend the Washoe County Tahoe Area Plan (WCTAP) to add single family dwellings (SFDs) to the existing list of permissible uses within the Incline Village Commercial regulatory zone (IV-C), Special Area 1 (SA1). The amendment limits singles family dwellings to condominiums; detached single family dwellings would remain prohibited. Single family dwellings are permissible in the broader IV-C regulatory zone.

The second portion of the amendment would add reference to existing Policy LU2-9 “single family dwellings shall only be allowed in IV-C regulatory zone when they are part of a mixed-use development or when they are affordable housing units.” to Appendix A - 110.220.150 "Incline Village Commercial Regulatory Zone Special Policies" clarifying that the policy applies to all of IV-C, including Special Area 1.

If adopted, the amendment would allow for two-step subdivisions (e.g. approved multi-family dwellings would be eligible for subdivision into single family dwellings as air space condominiums) within SA1, subject to all relevant provisions of the WCTAP and TRPA Code regulations.



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The following questionnaire will be completed by the applicant based on evidence submitted with the application. All "Yes" and "No, With Mitigation" answers will require further written comments. Use the blank boxes to add any additional information and reference the question number and letter. If more space is required for additional information, please attached separate sheets and reference the question number and letter.

For information on the status of TRPA environmental thresholds click on the links to the Threshold Dashboard.

I. Environmental Impacts

1. Land

Current and historic status of soil conservation standards can be found at the links below:

- [Impervious Cover](#)
- [Stream Environment Zone](#)

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Unstable soil conditions during or after completion of the proposal?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. The continuation of or increase in wind or water erosion of soils, either on or off the site?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change any development standards (e.g., density or land coverage limits) that could lead to changes in geological resources.



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2. Air Quality

Current and historic status of air quality standards can be found at the links below:

- [Carbon Monoxide \(CO\)](#)
- [Nitrate Deposition](#)
- [Ozone \(O3\)](#)
- [Regional Visibility](#)
- [Respirable and Fine Particulate Matter](#)
- [Sub-Regional Visibility](#)

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Substantial air pollutant emissions?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Deterioration of ambient (existing) air quality?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. The creation of objectionable odors?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Increased use of diesel fuel?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., limits for acceptable emissions) that could lead to changes in air resources.



3. Water Quality

Current and historic status of water quality standards can be found at the links below:

- [Aquatic Invasive Species](#)
- [Deep Water \(Pelagic\) Lake Tahoe](#)
- [Groundwater](#)
- [Nearshore \(Littoral\) Lake Tahoe](#)
- [Other Lakes](#)
- [Surface Runoff](#)
- [Tributaries](#)
- [Load Reductions](#)

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Changes in currents, or the course or direction of water movements?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Alterations to the course or flow of 100-year flood waters?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Change in the amount of surface water in any water body?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Alteration of the direction or rate of flow of ground water?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
k. Is the project located within 600 feet of a drinking water source?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., land coverage limits) that could lead to changes in water resources.



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4. Vegetation

Current and historic status of vegetation preservation standards can be found at the links below:

- [Common Vegetation](#)
- [Late Seral/Old Growth Ecosystems](#)
- [Sensitive Plants](#)
- [Uncommon Plant Communities](#)

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Reduction of the numbers of any unique, rare, or endangered species of plants?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
h. A change in the natural functioning of an old growth ecosystem?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., habitat protections) that could lead to changes in biological resources.



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5. Wildlife

Current and historic status of special interest species standards can be found at the links below:

- [Special Interest Species](#)

Current and historic status of the fisheries standards can be found at the links below:

- [Instream Flow](#)
- [Lake Habitat](#)
- [Stream Habitat](#)

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
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="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Reduction of the number of any unique, rare or endangered species of animals?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Deterioration of existing fish or wildlife habitat quantity or quality?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., habitat protections) that could lead to changes in biological resources.

6. Noise

Current and historic status of the noise standards can be found at the links below:

- [Cumulative Noise Events](#)
- [Single Noise Events](#)

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
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="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Exposure of people to severe noise levels?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Exposure of existing structures to levels of ground vibration that could result in structural damage?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., construction or operational noise limits) that could lead to changes in existing noise levels.

7. Light and Glare

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Include new or modified sources of exterior lighting? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Cause light from exterior sources to be cast off -site or onto public lands? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Create new sources of glare through the siting of the improvements or through the use of reflective materials? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., lighting placement) that could lead to changes in light and glare.

8. Land Use

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|--|----------------------------------|----------------------------------|-----------------------|-----------------------|
| a. Include uses which are not listed as permissible uses in the applicable Area Plan, Plan Area Statement, adopted Community Plan, or Master Plan? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Expand or intensify an existing non-conforming use? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. Some members of the public have commented the commercial regulatory zone is intended for commercial business, retail and restaurants, only, and is not intended for residential uses. However, the area plan states, "redevelopment is the foundation of the planning concept in these areas [town centers]" and places an emphasis on mixed use development to facilitate walkable communities in the town centers. Walkable communities are those where people live, work and play; residential development is a necessary component of achieving this goal. The Area Plan has, thus far, not helped achieve the goal of creating walkable communities; limited investment has occurred within SA1 over the last 20 years, despite the goals of the current Area Plan and former Community Plan. WCTAP policy LU7-1 directs the County to identify barriers for redevelopment within Town Centers and to amend the area plan as necessary to remove barriers or otherwise facilitate redevelopment in these areas. The proposed amendment advances the goals of development / redevelopment by providing property owners the option to incorporate single family dwellings, limited to condominiums, as part of a mixed use or affordable housing project.

This could provide an additional funding resource to support a broader mixed use/affordable housing project.



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9. Natural Resources

Will the proposal result in:

- | | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. A substantial increase in the rate of use of any natural resources? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Substantial depletion of any non-renewable natural resource? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., density limits) that could lead to changes in the use of natural resources.

10. Risk of Upset

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| 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="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Involve possible interference with an emergency evacuation plan? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., density limits) that could lead to greater population growth.

11. Population

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Alter the location, distribution, density, or growth rate of the human population planned for the Region? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Include or result in the temporary or permanent displacement of residents? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment does not change development standards, specifically on density limits, that could impact population or change the location/distribution of residential units. The amendment does not change the amount of residential development allowed in the SA 1 regulatory zone; therefore, it would not alter the growth rate of residential units planned for the Region. Some members of the public have expressed concerns the proposed amendment could prevent future affordable housing developments. On the contrary, as proposed, single family dwellings (limited to condominiums) would be the only use type that requires affordable housing, or a mixed-use component, to be incorporated for the use to be approved. Further, the amendment makes no changes to affordable housing standards and has no impact on the option for properties to develop affordable housing projects in SA1, as currently allowed. The amendment is intended to support residential development to the Incline Village Town Center. Historical evidence shows that no substantial residential investment has occurred in the past 20 years under the existing plans. The amendment would not change the maximum number of total residential units allowed, nor would it alter the location, distribution, density, or growth rate of the population for the Region.

12. Housing

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Affect existing housing, or create a demand for additional housing? | | | | |
| <i>To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:</i> | | | | |
| 1. Will the proposal decrease the amount of housing in the Tahoe Region? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 2. 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="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment also includes adding reference to Policy LU2-9 requiring “single family dwellings shall only be allowed in IV-C regulatory zone when they are part of a mixed-use development or when there are affordable housing units” to Appendix A - 110.220.150 Incline Village Commercial Regulatory Zone Special Policies. There are several area plan regulatory zones that are identified for preferred affordable housing. Affordable housing is not a mandate in SA1. Any future request for single family dwellings will be required to incorporate a mixed-use component or limited to affordable housing. It’s unclear how this proposal would adversely impact the goal of affordable housing in the SA1, this amendment request does not prevent or restrict affordable housing in the SA1, it only allows for more residential opportunities. The proposed amendment does not impact a property owners’ ability to develop affordable housing projects in SA1.



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13. Transportation / Circulation

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Generation of 650 or more new average daily Vehicle Miles Travelled?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Changes to existing parking facilities, or demand for new parking?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Alterations to present patterns of circulation or movement of people and/or goods?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Alterations to waterborne, rail or air traffic?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. Adding a permissible land use could impact trip generation and total vehicle miles traveled calculations. However, in this case, the same ITE land use category and daily trip rate applies to both multiple family dwellings (MFDs) and SFDs (condominium form). ITE Land Use (LU) Code 220 for Multifamily Housing (Low-Rise) applies to a MFD development within a building having 3 floors or less. The same LU Code applies to SFD condos within a building having 3 floors or less. The daily trip rate for ITE LU Code 220 is 6.74 per unit. (ITE Trip Generation, 11th Edition.) ITE LU Code 221 for Multifamily Housing (Mid-Rise) applies to a MFD development within a building having more than 3 floors. The same LU Code applies to SFD condos within a building having more than 3 floors. The daily trip rate for ITE LU Code 221 is 4.54 per unit. (ITE Trip Generation, 11th Edition.) As a result, subdividing an approved MFD project into SFD condominiums will not increase trip generation or vehicle miles traveled. Further, the amendment does not change existing development standards (e.g., density limits) that could lead to increased traffic or vehicle miles traveled.

Per Appendix A - Parking Demand Table, to Washoe County's Tahoe Planning Area Design Standards and Guidelines, the parking rate for multiple family dwelling projects is 1 space per 2 beds plus 1/2 space per bedroom. Appendix A provides that the Multiple Family Dwelling parking rate is to be used for Single Family Dwelling condos. As a result, the addition of SFD condominiums as a permissible use will not create a demand for new parking compared to the uses permissible prior to the amendment.



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14. 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?:

	Yes	No	No, with mitigation	Data insufficient
a. Fire protection?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Police protection?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Schools?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Parks or other recreational facilities?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Maintenance of public facilities, including roads?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Other governmental services?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., density limits) that could lead to greater burdens on public services.



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15. Energy

Will the proposal result in:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Use of substantial amounts of fuel or energy? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion:

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., density limits) that could lead to increased use of energy.

16. Utilities

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Power or natural gas? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Communication systems? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. Storm water drainage? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| f. Solid waste and disposal? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., density limits) that could lead to greater burdens on public utilities.

17. Human Health

Will the proposal result in:

- | | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Creation of any health hazard or potential health hazard (excluding mental health)? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Exposure of people to potential health hazards? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., fuel storage limits) that could lead to increased risks to human health.

18. Scenic Resources / Community Design

Current and historic status of the scenic resources standards can be found at the links below:

- [Built Environment](#)
- [Other Areas](#)
- [Roadway and Shoreline Units](#)

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|----------------------------------|----------------------------------|-----------------------|-----------------------|
| a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe? | <input checked="" type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Be visible from any public recreation area or TRPA designated bicycle trail? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 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="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. SA1 is visible from State Route 28 which bisects IV-C Special Area 1 boundary. The amendment would not impact existing development standards (e.g., height limits, building setbacks and design) that could lead to changes or degradation of scenic resource scores. Compliance with Area Plan and TRPA Code standards for scenic quality would still be required for any subsequent development; including single family dwellings built as condominiums. Existing design standards that apply to multi-family dwellings would be the same for single family condominiums.

19. Recreation

Current and historic status of the recreation standards can be found at the links below:

- [Fair Share Distribution of Recreation Capacity](#)
- [Quality of Recreation Experience and Access to Recreational Opportunities](#)

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Create additional demand for recreation facilities? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Create additional recreation capacity? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Have the potential to create conflicts between recreation uses, either existing or proposed? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Result in a decrease or loss of public access to any lake, waterway, or public lands? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The Washoe County Tahoe Area Plan amendment (proposed action) would change the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., density limits) that could lead to greater burdens on recreational facilities.



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20. Archaeological / Historical

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Is the property associated with any historically significant events and/or sites or persons?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment would not change development standards (e.g., density limits) that could lead to greater burdens on known archaeological or historic resources.

21. Findings of Significance

	Yes	No	No, with mitigation	Data insufficient
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="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Discussion

The amendment (proposed action) would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. The amendment is intended to support residential development to the Incline Village Town Center. Adding SFDs, limited to condominiums, to SA1 list of allowable uses will have no adverse impacts on thresholds compared to the uses currently permissible in SA1. The design standards, including density, land coverage, height, etc. are the same for MFDs and SFD condominiums.

There are several area plan regulatory zones that are identified for preferred affordable housing. Affordable housing is not a mandate in SA1. Any future request for single family dwellings will be required to incorporate a mixed-use component or limited to affordable housing. It's unclear how this proposal would adversely impact the goal of affordable housing in the SA1, this amendment request would not prevent or restrict affordable housing in the SA1, it only allows for more residential opportunities. The proposed amendment would not impact a property owners' ability to develop affordable housing projects in SA1.



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DECLARATION:

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signature:

	at	Select One	
Person preparing application		County	Date

Applicant Written Comments: (Attach additional sheets if necessary)

The Washoe County Tahoe Area Plan amendment would add an allowable use, single family dwellings limited to condominiums, to the list of land uses that are permissible within the Incline Village Commercial Regulatory Zone, Special Area 1. Some members of the public have commented the commercial regulatory zone is intended for commercial business, retail and restaurants, only, and is not intended for residential uses. However, the area plan states, "redevelopment is the foundation of the planning concept in these areas [town centers]" and places an emphasis on mixed use development to facilitate walkable communities in the town centers. Walkable communities are those where people live, work and play; residential development is a necessary component of achieving this goal. The Area Plan has, thus far, not helped achieve the goal of creating walkable communities; limited investment has occurred within SA1 in over the last 20 years, despite the goals of the current Area Plan and former Community Plan. WCTAP policy LU7-1 directs the County to identify barriers for redevelopment within Town Centers and to amend the area plan as necessary to remove barriers or otherwise facilitate redevelopment in these areas. The proposed amendment advances the goals of development / redevelopment by providing property owners the option to incorporate single family dwellings, limited to condominiums, as part of a mixed use or affordable housing project.

The amendment makes no changes to affordable housing standards and has no impact on the option for properties to develop affordable housing projects in SA1, as currently allowed. The amendment is intended to support residential development to the Incline Village Town Center. There are several area plan regulatory zones that are identified as preferred affordable housing. Affordable housing is not a mandate in SA1. Any future request for single family dwellings will be required to incorporate a mixed-use component or be limited to affordable housing. It's unclear how this proposal would adversely impact the goal of affordable housing in the SA1, this amendment request does not prevent or restrict affordable housing in the SA1, it only allows for more residential opportunities. The proposed amendment does not impact a property owners' ability to develop affordable housing projects in SA1.

The proposed amendment does not conflict with the policies and action programs of the Washoe County Master Plan and are compatible with the new Tahoe Area Plan. Per Chapter 2 of the Tahoe Area Plan, environmental redevelopment offers the best path to sustainable development by directing the remaining development capacity in the Region into areas with existing development and infrastructure, promoting economic activity, replacing sub-standard development with more energy-efficient and environmentally friendly structures, and creating more compact walkable and bikeable Town Centers. Allowing single family dwellings, limited to air space condominiums, in Incline Village Commercial Regulatory Zone SA 1, a Town Center, provides additional housing options consistent with many goals and policies identified in the Tahoe Area Plan, including the creation of walkable Town Centers.



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Determination:

On the basis of this evaluation:

- a. The proposed project 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 YES NO
- b. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures. YES NO
- c. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedures. YES NO

Signature of Evaluator

Title of Evaluator

Date

Attachment F
Conformity Checklist

Attachment E

**Tahoe Regional Planning Agency
Area Plan Finding of Conformity Checklist**

AREA PLAN INFORMATION

Area Plan Name: Tahoe Area Plan (TAP)
Lead Agency: Washoe County
Submitted to TRPA: February 8, 2023
TRPA File No: N/A

CONFORMITY REVIEW

Review Stage: Final Review
Conformity Review Date: February 9, 2023
TRPA Reviewer: Jacob Stock, AICP

HEARING DATES

Lead Agency Approval: January 17 or 24, 2023
APC: March 8, 2023
Governing Board: March 29, 2023
Appeal Deadline: N/A
MOU Approval Deadline: N/A

CHARACTERISTICS

Geographic Area and Description: Incline Village Commercial Regulatory Zone, Special Area 1
Land Use Classifications: Mixed Use (Town Center Overlay)

Area Plan Amendment Summary: The proposed amendments affect TAP Appendix A (Development Code Standards), Section 110.220.145 Incline Village Commercial Regulatory Zone Allowable Land Uses and Section 110.220.150 Incline Village Commercial Regulatory Zone Special Policies as follows:

- Add Single Family Dwellings, limited to air space condominiums, as an allowed use in Special Area 1 of the Incline Village Commercial Regulatory Zone, and
- Add Tahoe Area Plan Policy LU2-9 as a special policy to Section 110.220.150 Incline Village Commercial Regulatory Zone Special Policies.

Conformity Checklist

		TRPA Code Section	Conformity		
			YES	NO	N/A
A. Contents of Area Plans					
1	General	13.5.1	●		
2	Relationship to Other Code Sections	13.5.2	●		
B. Development and Community Design Standards					
<i>Building Height</i>					
1	Outside of Centers	13.5.3			●
2	Within Town Centers	13.5.3			●
3	Within the Regional Center	13.5.3			●
4	Within the High-Density Tourist District	13.5.3			●
<i>Density</i>					
5	Single-Family Dwellings	13.5.3			●
6	Multiple-Family Dwellings outside of Centers	13.5.3			●
7	Multiple-Family Dwellings within Centers	13.5.3			●
8	Tourist Accommodations	13.5.3			●
<i>Land Coverage</i>					
9	Land Coverage	13.5.3			●
10	Alternative Comprehensive Coverage Management	13.5.3.B.1			●
<i>Site Design</i>					
11	Site Design Standards	13.5.3			●
<i>Complete Streets</i>					
12	Complete Streets	13.5.3			●
C. Alternative Development Standards and Guidelines Authorized in an Area Plan					
1	Alternative Comprehensive Coverage Management System	13.5.3.B.1			●
2	Alternative Parking Strategies	13.5.3.B.2			●
3	Areawide Water Quality Treatments and Funding Mechanisms	13.5.3.B.3			●
4	Alternative Transfer Ratios for Development Rights	13.5.3.B.4			●

		TRPA Code Section	Conformity		
			YES	NO	N/A
D. Development Standards and Guidelines Encouraged in Area Plans					
1	Urban Bear Strategy	13.5.3.C.1			●
2	Urban Forestry	13.5.3.C.2			●
E. Development on Resort Recreation Parcels					
1	Development on Resort Recreation Parcels	13.5.3.D			●
F. Greenhouse Gas Reduction					
1	Greenhouse Gas Reduction Strategy	13.5.3.E			●
G. Community Design Standards					
1	Development in All Areas	13.5.3.F.1.a			●
2	Development in Regional Center or Town Centers	13.5.3.F.1.b			●
3	Building Heights	13.5.3.F.2			●
4	Building Design	13.5.3.F.3			●
5	Landscaping	13.5.3.F.4			●
6	Lighting	13.5.3.F.5			●
7	Signing – Alternative Standards	13.5.3.F.6			●
8	Signing – General Policies	13.5.3.F.6			●
H. Modification to Town Center Boundaries					
1	Modification to Town Center Boundaries	13.5.3.G			●
I. Conformity Review Procedures for Area Plans					
1	Initiation of Area Planning Process by Lead Agency	13.6.1			●
2	Initial Approval of Area Plan by Lead Agency	13.6.2			●
3	Review by Advisory Planning Commission	13.6.3			●
4	Approval of Area Plan by TRPA	13.6.4			●
J. Findings for Conformance with the Regional Plan					
<i>General Review Standards for All Area Plans</i>					
1	Zoning Designations	13.6.5.A.1	●		
2	Regional Plan Policies	13.6.5.A.2	●		

		TRPA Code Section	Conformity		
			YES	NO	N/A
3	Regional Plan Land Use Map	13.6.5.A.3			●
4	Environmental Improvement Projects	13.6.5.A.4			●
5	Redevelopment	13.6.5.A.5	●		
6	Established Residential Areas	13.6.5.A.6			●
7	Stream Environment Zones	13.6.5.A.7			●
8	Alternative Transportation Facilities and Implementation	13.6.5.A.8			●
<i>Load Reduction Plans</i>					
9	Load Reduction Plans	13.6.5.B			●
<i>Additional Review Standards for Town Centers and the Regional Center</i>					
10	Building and Site Design Standards	13.6.5.C.1			●
11	Alternative Transportation	13.6.5.C.2			●
12	Promoting Pedestrian Activity	13.6.5.C.3			●
13	Redevelopment Capacity	13.6.5.C.4			●
14	Coverage Reduction and Stormwater Management	13.6.5.C.5			●
15	Threshold Gain	13.6.5.C.6	●		
<i>Additional Review Standards for the High-Density Tourist District</i>					
16	Building and Site Design	13.6.5.D.1			●
17	Alternative Transportation	13.6.5.D.2			●
18	Threshold Gains	13.6.5.D.3			●
K. Area Plan Amendments					
1	Conformity Review for Amendments to an Area Plan	13.6.6	●		
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L. Administration					
1	Effect of Finding of Conformance of Area Plan	13.6.8	●		

		TRPA Code Section	Conformity		
			YES	NO	N/A
2	Procedures for Adoption of Memorandum of Understanding	13.7			●
3	Monitoring, Certification, and Enforcement of an Area Plan	13.8			●
4	Appeal Procedure	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 TAP consists of goals, policies, actions, projects, maps, ordinances, and related materials 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 boundaries are proposed.

The proposed amendments make changes only to permissible uses in Special Area 1 (SA1) of the Incline Village Commercial Regulatory Zone (IVCRZ) in Appendix A of the TAP.

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 Under the proposed amendment, development and design standards comply with those prescribed in the Code. The only difference is that single family dwellings (SFDs) will be limited to condominiums.

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 The proposed amendments make no changes to building height standards outside Centers. The adopted TAP is consistent with Code Section 37.4 for height outside Centers

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 The proposed amendments make no changes to building height standards. Height within Town Centers in the adopted TAP are limited to a maximum of 4 stories and 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 There are no Regional Centers in the TAP.

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 There is no high-density tourist district in the TAP.

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 proposed amendments do not change SFD density. SFDs as condominiums will only be permitted when part of a mixed-use project or when they are affordable housing units and will be subject to existing density standards.

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 proposed amendments do not change multiple-family dwelling (MFD) density outside Centers. MFD density outside Centers in the adopted TAP is consistent with Code Section 31.3.

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 proposed amendments do not change MFD density within Centers. MFD density within Centers in the adopted TAP is a maximum of 25 units per acre.

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 proposed amendments do not make any changes to 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 proposed amendments do not make any changes to land coverage.

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 do not change site design standards in the TAP which conform to Section 36.5 of the TRPA Code.

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 proposed amendments do not make any changes to complete street standards.

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 Washoe County does not have an alternative comprehensive coverage management system.

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 Washoe County does not have alternative parking strategies. The existing TAP does include policies and standards that mirror some of the listed parking strategies.

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 projects that already complied with BMP requirements with systems that are in place and operational in accordance with applicable BMP standards.
 - 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 Washoe County has chosen not to develop an area-wide water quality program. This is an optional component.

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 There are no Stream Restoration Plan Areas in the TAP.

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 No changes are proposed to an urban bear strategy.

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 No changes are proposed to an urban forestry strategy.

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 in the TAP.

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.

Notes The proposed amendments do not change the TAP’s approved GHG reduction strategy.

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 proposed amendments do not affect the adopted TAP's site design standards.

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 proposed amendments do not affect the adopted TAP's site design standards.

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
- 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 Building height is set forth in Appendix A of the TAP and is consistent with these standards. No changes are proposed to building height.

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 Building design is set forth in Appendix A of the TAP and is consistent with these standards. No changes are proposed to these standards.

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 No changes are proposed to these standards.

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 No change to lighting standards is proposed as part of these amendments.

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 No change to Chapter 8 – Signs of Appendix B to the TAP is proposed.

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 No change is proposed as part of these amendments.

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 amendments do not include any modifications to the Town Center boundaries.

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 The Tahoe Area Plan has already been adopted.

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 TAP has already been approved by the Lead Agency.

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 approved TAP was reviewed by the APC.

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 Governing Board adopted the TAP on March 26, 2021.

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 Section 110.220.145 in Appendix A to the AP is being amended to add SFDs, limited to condominiums, as a permissible use in Special Area 1 of the IVCRZ. No changes to existing zoning designation or development standards are proposed.

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 TAP contains goals and policies that are in alignment with Regional Plan policies. Consistent with Land Use Policy LU2-9 applicable to the greater IVCRZ, which requires SFDs to be part of a mixed-use project or provide affordable housing, LU2-9 will be added to the special policies in Section 110.22.150 so that it will also apply to Special Area 1.

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 proposed amendments are consistent with the Regional Land Use Map and do not require amendments to the Map.

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 TAP recognizes and incorporates the Environmental Improvement Program (EIP). Planned environmental improvement projects are included in the plan. No changes are proposed as part of the amendments.

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 TAP promotes redevelopment within Town Centers by incorporating the incentives established in the 2012 Regional Plan Update. The Town Center is eligible for increased density, coverage, and height as a result of area plan adoption. This promotes compact development and promotes the Regional Plan's land use and transportation strategies. Adding SFDs as an additional permissible use will further incentivize redevelopment in Special Area 1, a Town Center.

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 No changes to residential areas outside of Town Centers are proposed as part of these amendments.

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 are proposed under the 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 No changes are proposed as part of the amendments. However, adding an additional residential use in Special Area 1 will help achieve a walkable and bikeable community.

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 No changes are proposed as part of the amendments.

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 No changes to the approved TAP's building and site design standards are proposed as part of these amendments.

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 No changes to alternative transportation are proposed as part of these amendments. However, adding an additional residential use in Special Area 1 could help achieve a walkable and bikeable community.

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 The adopted Design Standards promote pedestrian activity through site design, building design, and transportation facility standards and guidelines. Adding an additional residential use in Special Area 1 could help achieve a walkable and bikeable community.

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 proposed amendments will not impact redevelopment capacity.

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 No changes are proposed as part of these amendments.

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 All development, including any SFD development that may occur as a result of the proposed amendments, is required to adhere to the standards of the TAP which are designed to promote threshold gains including but not limited to scenic, community design, air quality, soils and water quality. No changes to the area plan’s threshold gain strategies are proposed under these amendments.

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 There is no High-Density Tourist District in the TAP.

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 District in the TAP.

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 There is no High-Density Tourist District in the TAP.

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 proposed amendments to the TAP are narrow in focus and have been reviewed by staff for conformity with the Regional Plan. The APC’s and Governing Board’s review will be limited to determining the conformity of the specific amendments.

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 Acknowledged, but not applicable to the proposed amendments.

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 Acknowledged, but not applicable to the proposed amendments.

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 The Governing Board found the TAP to be in conformance with the Regional Plan on May 26, 2021. These amendments will be reviewed by the Governing Board prior to going into effect.

- 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.

Notes A memorandum of understanding delegating permitting authority to Washoe County has not yet been adopted.

- 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 The adopted TAP includes these procedures. No changes are proposed.

- 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 Section 110.220.435 in Appendix A to the TAP contains the required appeal procedure. No changes are proposed.

Attachment G

Compliance Measures Checklist

Compliance Measures Affected by the Shoreline Plan

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
WATER QUALITY/SEZ - IN PLACE				
1	BMP requirements, new development: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish	N	The proposed Amendment makes no changes to the Tahoe Area Plan's (TAP) BMP requirements and implementation programs.
2	BMP implementation program -- existing streets and highways: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Trans, Fish	N	Proposed development within Special Area 1 (SA 1) of the TAP's Incline Village Commercial Regulatory Zone (IVCRZ) must comply with existing BMP requirements.
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	
6	Excess coverage mitigation program: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N	The proposed amendment does 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. (Lot and block subdivisions will still be prohibited.)

Compliance Measures Affected by the Shoreline Plan

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
9	Land use planning and controls: See the Goals and Policies: Land Use Element and Code of Ordinances Chapters 11, 12, 13, 14, and 21	WQ, Soils/SEZ, Trans, Scenic	Y	The TAP was developed to meet the requirements of Chapter 13, Area Plans, and to implement the 2012 Regional Plan. This amendment will allow an additional residential use - single family dwellings (SFD) as condominiums, to be developed within SA 1, a Town Center. This will expand options for residential development within Town Centers and could increase the likelihood of achieving walkable, bikeable communities.
10	Residential development priorities, The Individual Parcel Evaluation System (IPES): Goals and Policies: Implementation Element and Code of Ordinances Chapter 53	WQ, Soils/SEZ	N	The TAP maintains the existing Growth Management regulations, Chapters 50 through 53, of the TRPA Code. No changes are proposed with the amendment.
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 TAP 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 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 amendment.
12	Transfer of development: Goals and Policies: Land Use Element and Implementation Element	WQ, Soils/SEZ	N	The amendment does not change the Goals and Policies from the Land Use Element or Implementation Element of the Regional Plan regarding the transfer of development.
13	Restrictions on SEZ encroachment and vegetation alteration: <i>Code of Ordinances</i> Chapters 30 and 61	WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic	N	The TAP Amendment will not alter existing restrictions on SEZ encroachment or vegetation alteration in the TRPA Code of Ordinances, Chapters 30 and 61

Compliance Measures Affected by the Shoreline Plan

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
14	SEZ restoration program: Environmental Improvement Program.	WQ, Soils/SEZ, Veg, Wildlife, Fish, Scenic	N	The TAP benefits the EIP's SEZ restoration program through policies and provisions for the protection and restoration of SEZs. No changes are proposed with the amendment.
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 TAP. No changes are proposed.
16	Fertilizer reporting requirements: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish, Rec	N	The TAP maintains the Resource Management and Protection regulations in the TRPA Code, including fertilizer reporting and water quality mitigation requirements. No changes are proposed with the amendment.
17	Water quality mitigation: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N	The TAP maintains the Resource Management and Protection regulations in the TRPA Code, including fertilizer reporting and water quality mitigation requirements. No changes are proposed with the amendment.
18	Restrictions on rate and/or amount of additional development	WQ, Soils/SEZ, Wildlife, Scenic	N	The TAP incorporates the RPU's restrictions on the rate and amount of additional development. The proposed amendment adds an additional residential use (SFD limited to condominiums) as an allowed use in SA 1. Multiple family dwelling (MFD) is already an allowed use in SA 1. MFD involves for rent units, whereas SFD involves for sale units. The amendment does not change density standards. Any SFD condominium project proposed in SA 1 as a result of the amendment must obtain residential allocations and potential residential units of use or transfer existing development to the site.
19	Improved BMP implementation/enforcement program	WQ, Soils/SEZ	N	See response to Compliance Measures 1 through 4.
20	Increased funding for EIP projects for erosion and runoff control	WQ, Soils/SEZ	N	The TAP does not increase funding for EIP erosion and runoff control projects but may help to accelerate implementation. No changes are proposed with the amendment.

Compliance Measures Affected by the Shoreline Plan

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
21	Artificial wetlands/runoff treatment program	WQ, Soils/SEZ	N	The TAP does not alter the artificial wetlands/runoff treatment program. No changes are proposed in the amendment.
22	Transfer of development from SEZs	WQ, Soils/SEZ, Scenic	N	The TAP maintains the RPU's incentives for property owners to hasten the transfer of development rights from sensitive lands, including SEZs, or outlying areas to Town Centers where redevelopment is better suited and will have beneficial or reduced adverse environmental impacts. No changes are proposed with the amendment.
23	Improved mass transportation	WQ, Trans, Noise	N	The TAP facilitates development of an integrated multi-modal transportation system that largely relies on increased transit service serving designated mobility hubs. The amendment makes no changes.
24	Redevelopment and redirection of land use: Goals and Policies: Land Use Element and Code of Ordinances Chapter 13	WQ, Soils/SEZ, Scenic	Y	The TAP encourages redevelopment within a Town Center and within close proximity to services and transit. The amendment will further this goal by expanding options for residential development in SA 1. See response to Compliance Measure 9.
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 Shoreline Plan

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	
32	Hazardous material/wastes programs: Goals and Policies: Land Use Element and Code of Ordinances 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 Shoreline Plan

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 TAP 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 amendment.
43	Control on shorezone encroachment and vegetation alteration: <i>Code of Ordinances</i> Chapter 83	WQ, Soils/SEZ, Scenic	N	The existing Code provisions related to the Shorezone remain in effect, and no changes are proposed that would impact Compliance Measures 43 through 50. There is no shorezone within the affected SA 1.
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	
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	The TAP did not alter the list of exempt activities. No changes are proposed.

Compliance Measures Affected by the Shoreline Plan

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
WATER QUALITY/SEZ - SUPPLEMENTAL				
52	More stringent SEZ encroachment rules	WQ, Soils/SEZ, Wildlife, Fish	N	The proposed amendment does not include any provisions that would impact 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				
62	Fixed Route Transit - South Shore: STAGE	Trans, Rec	N	The TAP does not impact any transit services, bikeways, or pedestrian facilities, except to encourage Town Center redevelopment and the completion of identified transportation improvements.
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	
69	Intercity bus services	Trans	N	
70	Passenger Transit Facilities	Trans	N	
71	Bikeways, Bike Trails	Trans, Noise, Rec, Scenic	N	

Compliance Measures Affected by the Shoreline Plan

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
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 amendment.
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 TAP amendment will not impact 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 amendment.
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 are proposed.
81	BMP and Revegetation Practices	WQ, AQ, Wildlife, Fish	N	See response to Compliance Measures 1 through 4.
82	Employer-based Trip Reduction Programs: <i>Code of Ordinances</i> Chapter 65	Trans	N	No changes are proposed.
83	Vehicle rental programs: <i>Code of Ordinances</i> Chapter 65	Trans	N	
84	Parking Standards	Trans	N	The TAP amendment does not make any changes that would impact parking standards, parking management, parking fees or facilities, 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. The proposed amendment will not impact trip generation or VMT as the trip rates for MFD and SFD condominium uses are the same.
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 Shoreline Plan

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
90	General Aviation, The Lake Tahoe Airport	Trans, Noise	N	Additional development associated with the amendment is within the Regional Plan's growth management system 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	
96	Tahoe Area Regional Transit Maintenance Facility	Trans	N	
97	Heavenly Ski Resort Gondola	Trans	N	

AIR QUALITY/TRANSPORTATION - SUPPLEMENTAL

98	Demand Responsive Transit - North Shore	Trans	N	No changes to existing air quality or transportation policies, programs or services are proposed or anticipated to occur with the TAP amendment.
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	

Compliance Measures Affected by the Shoreline Plan

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
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	
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	
VEGETATION - IN PLACE				
127	Vegetation Protection During Construction: <i>Code of Ordinances</i> Chapter 33	WQ, AQ, Veg, Scenic	N	The TAP did not alter the provisions of Chapter 33, and no changes are proposed with the amendment.
128	Tree Removal: <i>Code of Ordinances</i> Chapter 61	Veg, Wildlife, Scenic	N	The TAP did not alter the provisions of Chapter 61, and no changes are proposed with the amendment.
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	

Compliance Measures Affected by the Shoreline Plan

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
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 TAP, as amended, will be consistent with Chapter 5 of the TRPA Code. TRPA shall remain responsible for preparing Remedial Action Plans, in coordination with Washoe County.
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.
135	Shorezone protection	WQ, Soils/SEZ, Veg	N	See responses to Compliance Measures 43 through 50
136	Project Review	WQ, Veg	N	An MOU between TRPA and Washoe County has not been adopted. Until such time as an MOU delegating certain permitting activities to Washoe County is adopted by both agencies, TRPA will continue to review projects within the Washoe County portion of the Basin as required by the Regional Plan. The proposed amendment will not alter this.
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.
140	Grass Lake, Research Natural Area	WQ, Veg, Wildlife, Fish, Scenic	N	N/A
141	Conservation Element, Vegetation Subelement: Goals and Policies	Veg, Wildlife, Fish	N	No changes are proposed.
142	Late Successional Old Growth (LSOG): <i>Code of Ordinances</i> Chapter 61	Veg, Wildlife, Fish	N	No changes are proposed.

Compliance Measures Affected by the Shoreline Plan

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
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 are proposed.
145	Control and/or Eliminate Noxious Weeds	Veg, Wildlife	N	No changes are proposed.
146	Freel Peak Cushion Plant Community Protection	Veg	N	N/A
VEGETATION - SUPPLEMENTAL				
147	Deepwater Plant Protection	WQ, Veg	N	No changes are proposed.
WILDLIFE - IN PLACE				
148	Wildlife Resources: <i>Code of Ordinances</i> Chapter 62	Wildlife, Noise	N	No changes are proposed.
149	Stream Restoration Program	WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic	N	No changes are proposed.
150	BMP and revegetation practices	WQ, Veg, Wildlife, Fish, Scenic	N	No changes are proposed.
151	OHV limitations	WQ, Soils/SEZ, AQ, Wildlife, Noise, Rec	N	No changes are proposed.
152	Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5	Wildlife	N	See response to Compliance Measure 133.
153	Project Review	Wildlife	N	See response to Compliance Measures 136 and 137.
FISHERIES - IN PLACE				
156	Fish Resources: <i>Code of Ordinances</i> Chapter 63	WQ, Fish	N	No changes are proposed.
157	Tree Removal: <i>Code of Ordinances</i> Chapter 61	Wildlife, Fish	N	The TAP does not change tree removal provisions of Chapter 61.

Compliance Measures Affected by the Shoreline Plan

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
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 are proposed.
162	SEZ Restoration Program	WQ, Soils/SEZ, Fish	N	No changes are proposed.
163	Stream restoration program	WQ, Soils/SEZ, Fish	N	No changes 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 are proposed.
Compliance Measure 1	BMP and revegetation practices	WQ, Fish	N	See response to Compliance Measures 1 through 4.
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 are proposed.
170	Compliance inspection	Fish	N	No changes are proposed.

Compliance Measures Affected by the Shoreline Plan

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
171	Public Education Program	Wildlife, Fish	N	The TAP does not make any changes to the county's education and outreach efforts. No changes are proposed with the amendment.
NOISE - IN PLACE				
172	Airport noise enforcement program	Wildlife, Fish	N	No changes are proposed.
173	Boat noise enforcement program	Wildlife, Fish, Rec	N	No changes are proposed.
174	Motor vehicle/motorcycle noise enforcement program: <i>Code of Ordinances</i> Chapters 5 and 23	Wildlife, Fish	N	No changes are proposed.
175	ORV restrictions	AQ, Wildlife, Noise, Rec	N	No changes are proposed.
176	Snowmobile Restrictions	WQ, Wildlife, Noise, Rec	N	
177	Land use planning and controls	Wildlife, Noise	N	See response to Compliance Measure 9.
178	Vehicle trip reduction programs	Trans, Noise	N	The TAP should reduce VMT via installation of pedestrian and bike paths, improving public transit and creating walkable/bikeable communities. No changes are proposed, although the amendment may accelerate achievement of walkable/bikeable communities by expanding housing development options in SA 1.
179	Transportation corridor design criteria	Trans, Noise	N	The TAP incorporates criteria from the corridor plans for State Route 28 and Mount Rose Highway by reference. No changes are proposed with the amendment.
180	Airport Master Plan South Lake Tahoe	Trans, Noise	N	N/A

Compliance Measures Affected by the Shoreline Plan

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
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				
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 TAP amendment.
RECREATION - IN PLACE				
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 Washoe County, will continue to process Specific and Master Plan Plans pursuant to Chapter 14 of the TRPA Code of Ordinances.
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 TAP amendment is not altering provisions regarding public outdoor recreation in sensitive lands.
193	Hiking and riding facilities	Rec	N	No changes are proposed with the amendment.

Compliance Measures Affected by the Shoreline Plan

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
194	Scenic quality of recreation facilities	Rec, Scenic	N	All proposals for new recreation facilities within the TAP will have to meet Scenic Quality standards. No changes are proposed.
195	Density standards	Rec	N	No changes to density standards are proposed.
196	Bonus incentive program	Rec	N	The TAP Amendment does 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 TAP, as amended.
198	Lake Tahoe Recreation Sign Guidelines	Rec, Scenic	N	No changes are proposed.
199	Annual user surveys	Rec	N	No changes are proposed.
RECREATION - SUPPLEMENTAL				
200	Regional recreational plan	Rec	N	No changes are proposed.
201	Establish fair share resource capacity estimates	Rec	N	The TAP does not establish or alter fair share resource capacity estimates, alter reservations of additional resource capacity, or include economic modeling. No changes are proposed with the amendment.
202	Reserve additional resource capacity	Rec	N	
203	Economic Modeling	Rec	N	
SCENIC - IN PLACE				
204	Project Review and Exempt Activities: <i>Code of Ordinances</i> Chapter 2	Scenic	N	See responses to Compliance Measures 136 and 137.
205	Land Coverage Limitations: <i>Code of Ordinances</i> Chapter 30	WQ, Scenic	N	See response to Compliance Measure 11.
206	Height Standards: <i>Code of Ordinances</i> Chapter 37	Scenic	N	No changes to the adopted height standards are proposed.
207	Driveway and Parking Standards: <i>Code of Ordinances</i> Chapter 34	Trans, Scenic	N	No changes are proposed.
208	Signs: <i>Code of Ordinances</i> Chapter 38	Scenic	N	No changes are proposed.
209	Historic Resources: <i>Code of Ordinances</i> Chapter 67	Scenic	N	No changes are proposed.
210	Design Standards: <i>Code of Ordinances</i> Chapter 36	Scenic	N	No changes are proposed.

Compliance Measures Affected by the Shoreline Plan

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
211	Shorezone Tolerance Districts and Development Standards: <i>Code of Ordinances</i> Chapter 83	Scenic	N	See responses to Compliance Measures 43 through 50. No shorezone is located in SA 1.
212	Development Standards Lakeward of Highwater: <i>Code of Ordinances</i> Chapter 84	WQ, Scenic	N	N/A. No lakes are located in SA 1.
213	Grading Standards: <i>Code of Ordinances</i> Chapter 33	WQ, Scenic	N	No changes 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.
216	Design Review Guidelines	Scenic	N	No changes are proposed.
217	Scenic Quality Improvement Program(SQIP)	Scenic	N	See response to Compliance Measure 194.
218	Project Review Information Packet	Scenic	N	See response to Compliance Measure 194.
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.
220	Nevada-side Utility Line Undergrounding Program	Scenic	N	The TAP includes a future action for the establishment of assessment districts or another financing mechanism to support undergrounding of utilities. No changes are proposed with the amendment.
SCENIC - SUPPLEMENTAL				
221	Real Time Monitoring Program	Scenic	N	No changes to the real time monitoring program are being proposed with the TAP amendment.
222	Integrate project identified in SQIP	Scenic	N	No changes are proposed.



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STAFF REPORT

Date: March 1, 2023
To: TRPA Advisory Planning Commission
From: TRPA Staff
Subject: Transportation Performance and Recommendations Report Briefing

Summary and Staff Recommendation:

This is an information item on the Transportation Performance and Recommendations Report framework. Staff will provide a briefing on the biennial Performance and Recommendations Report and the Regional Transportation Plan/Sustainable Community (RTP/SCS) Report framework.

Background:

In April of 2021 the TRPA Governing Board adopted a new Transportation and Sustainable Communities threshold category and a VMT per-capita standard (TSC-1). Along with adoption of the new standard, the Governing Board adopted a goal in the Development and Implementation Priorities sub-element of the TRPA Goals and Policies (DP-5) that includes biennial reporting and a suite of adaptive management actions to achieve and maintain the VMT per-capita standard.

The adaptive management framework outlined by DP-5 includes the following five actions, three of which of have been completed, and the final two actions, are the focus of this briefing.

- Establishing a schedule of milestones to measure progress towards the per capita VMT reduction goal (completed April 2021).
- Establishment of a technical advisory body for transportation (approved March 2022).
- Preparation of a charter, primary objectives, and work plan to be approved by Governing Board (approved September 2022).
- Technical advisory body to prepare and transmit to the TRPA and Tahoe Metropolitan Planning Organization (TMPO) governing boards a regular report including past performance, findings, and recommendations that the boards may act on.
- Implementing adaptive management responses if scheduled milestones are not met.

Contact Information:

For questions regarding this agenda item, please contact Michelle Glickert, Transportation Planning Program Manager at mglickert@trpa.gov.



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STAFF REPORT

Date: March 1, 2023

To: Advisory Planning Commission

From: TRPA Staff

Subject: Update on the Environmental Improvement Program (EIP) and Funding Priorities

Summary and Staff Recommendation:

Staff will provide an update on the EIP Strategic Initiative. The presentation will briefly cover the history and accomplishments of the program and provide an overview of the EIP collaborative governance structure, funding, priorities, and how the strategic initiative seeks to increase the pace and scale of the program.

Project Description/Background:

The EIP is the implementation arm of the Regional Plan and centers around proactive project implementation to accelerate threshold attainment. This bi-state, cross-boundary restoration partnership has implemented more than 700 projects since 1997, totaling 2.6 billion in investments, to improve the health of the Tahoe Basin. The [EIP 2021 Accomplishments Report](#) provides a summary of the program focus areas and the most recent projects and priorities. Focus Areas include:

- Watersheds + Water Quality
- Forest Health
- Transportation + Sustainable Recreation
- Science, Stewardship + Accountability

The EIP Strategic Initiative builds on the EIP's success over the last 25 years. This initiative provides a multi-pronged approach to increase the pace and scale of program implementation to keep pace with emerging threats such as climate change.

This Strategic Initiative includes the following activities:

- **Cutting the Green Tape:** EIP projects often require environmental review and multiple permits from a variety of agencies that can take months to years to complete. These processes are important to ensure projects are implemented strategically and in an environmentally beneficial manner with public input. TRPA staff are collaborating with partner agencies to identify opportunities to be more efficient in these processes to ensure environmentally beneficial projects can move forward to implementation and keep pace with emerging threats. This can be through permitting efficiencies, process improvements, improving interagency coordination, or policy/regulatory changes.

TRPA is working with the Consensus Building Institute (CBI) to complete a Case Study on permitting and implementation of the Taylor Tallac Ecosystem Restoration Project. CBI recently convened a multi-agency workshop and report on opportunities for improving processes for future EIP projects. Staff will provide an overview of this case study and next steps.

- **Augment funding for EIP Implementation:** TRPA's strategic advocacy alongside basin partners has been integral in augmenting federal appropriations under the Lake Tahoe Restoration Act (LTRA) for the past several years. This year, TRPA staff will execute a funding agreement with the U.S. Forest Service Lake Tahoe Basin Management Unit to deliver LTRA funds to non-federal partners. Executing this agreement will allow a greater capacity and timeframe to deliver funds to the highest priority projects.
- **Engage in the California and National Landscape Stewardship Networks:** Participate in networks of similar landscape-scale stewardship collaboratives to increase shared learning and problem-solving with other practitioners. Engagement in these networks also builds capacity and awareness for cross-boundary conservation work that helps advance state and national initiatives.

Contact Information:

For questions regarding this item, please contact Kimberly Chevallier, Chief Partnerships Officer & Deputy Director, at 775.589.5263 or kchevallier@trpa.gov.

STAFF REPORT

Date: March 1, 2023
To: TRPA Advisory Planning Commission
From: TRPA Staff
Subject: 2022 Annual Report

Summary and Staff Recommendation:

Staff presents the attached summary report of TRPA's strategic focus and accomplishments throughout 2022. This item is for informational purposes and no action is required.

Background:

TRPA carries out strategic initiatives that the Governing Board has identified as work program priorities for the agency. These initiatives align directly with objectives in the agency's Strategic Plan and work toward accomplishing the agency's mission as directed by the Bi-State Tahoe Regional Planning Compact.

The attached annual report outlines accomplishments and progress made in 2022—a milestone year marking 10 years of the 2012 Lake Tahoe Regional Plan. The report also highlights areas of special focus for agency teams going forward.

Following the annual report is a report on Regional Plan Performance Measures, which includes an analysis of development right transfer activity under the Development Rights Strategic Initiative.

Contact Information:

For questions regarding this agenda item, please contact Julie Regan, at (775) 589-5237 or jregan@trpa.gov.

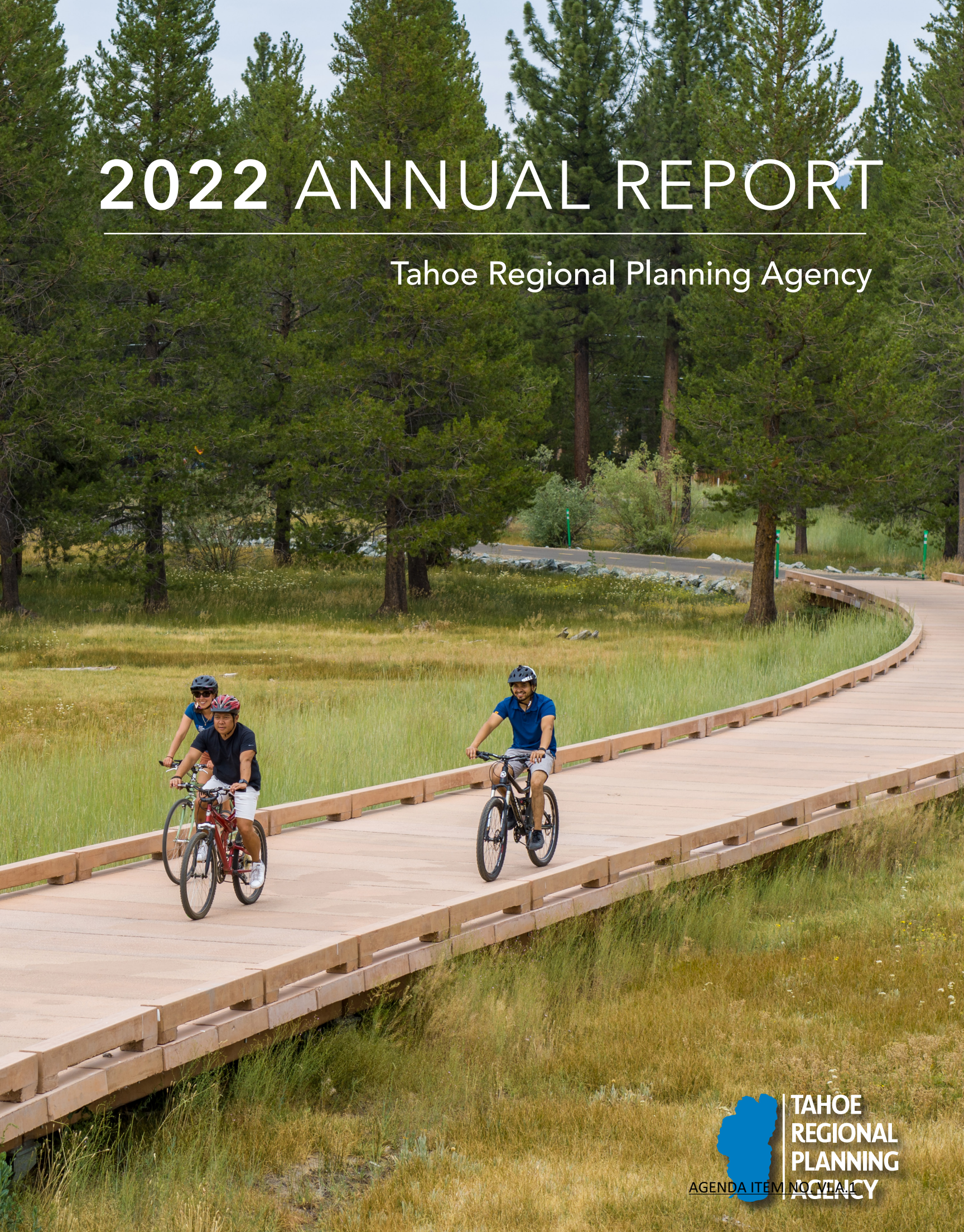
Attachments:

- A. 2022 Annual Report
- B. 2022 Regional Plan Performance Measures

Attachment A
2022 Annual Report

2022 ANNUAL REPORT

Tahoe Regional Planning Agency



TAHOE
REGIONAL
PLANNING
AGENCY

AGENDA ITEM NO. 7(A)

TRPA GOVERNING BOARD

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Placer County Supervisor

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Presidential Appointee

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Washoe County Commissioner

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Governor of California Appointee

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Nevada Department of Conservation
and Natural Resources Representative

Brooke Laine
El Dorado County Supervisor

Wesley Rice
Douglas County Commissioner

Open
California Senate Rules Committee
Appointee



Cover photo: Dennis T. Machida Memorial Greenway, Luxuri Media
Top photo: Tahoe East Shore Trail, Luxuri Media

Dear Lake Tahoe Community Members and Stakeholders,

It is my pleasure to present this report on the Tahoe Regional Planning Agency’s (TRPA) progress in 2022.

Transition was the operative word for 2022. As Lake Tahoe communities continued navigating clear of the global pandemic, many Tahoe Basin agencies and organizations were experiencing transitions in leadership as well. Our conservation partners at the USDA Forest Service, California Tahoe Conservancy, Nevada Department of Conservation and Natural Resources, and the Tahoe Resource Conservation District selected new leaders in 2022, and the November elections brought new and returning members to the TRPA Governing Board.

As the cascading impacts of climate change continue to affect the Lake Tahoe Region, TRPA and our partners are working collaboratively on solutions. In 2022, we moved a crucial funding plan forward for transportation projects, updated policies to increase the pace and scale of forest fuel reduction projects, and partnered on the Lake Tahoe Climate Resilience Action Strategy, which details more than \$400 million in actions needed to build the region’s resilience. The agency also oversaw major projects to control aquatic invasive weed infestations that threaten Lake Tahoe’s native ecosystem and our recreation and tourism-based economy.

TRPA’s role as a policy leader and partnership builder can also be noted in our progress tackling Tahoe’s affordable housing crisis, destination stewardship planning, and supporting diversity, equity, and inclusion of underrepresented groups including the native Washoe Tribe.

2022 itself was an important milestone because it marked the 10-year anniversary of the 2012

Regional Plan Update. The updated plan created incentives and streamlined permit processes for private property improvements that deliver environmental and community benefits. Since the plan update, the Tahoe Region is seeing a renaissance of reinvestment in walkable, bikeable town centers and neighborhoods. By encouraging environmental redevelopment and maintaining growth limits in the basin, the Regional Plan is delivering on its goals. For more on Regional Plan progress, see the next few pages.

It was also a year of gratitude and transition for me as I was selected to become the agency’s new Executive Director. I am deeply thankful for the opportunity to lead the agency where I have passionately worked for nearly 20 years. With an incredibly talented staff, a dedicated Governing Board and Advisory Planning Commission, and many committed partners, I believe we can preserve and restore Lake Tahoe while supporting thriving communities for generations to come.



Sincerely,

Julie W. Regan
Executive Director
Tahoe Regional Planning
Agency



A Regional Plan to Guide Tahoe's Future



In December 2012, the Tahoe Regional Planning Agency (TRPA) Governing Board adopted a broadly supported update to the Lake Tahoe Regional Plan that has increased the pace of environmental improvements and is creating more walkable and bikeable communities. Over the last 10 years, the updated plan has catalyzed more than \$430 million in reinvestment in Tahoe's town centers and provided incentives to private property owners for implementing water quality improvements. The plan allows for a limited amount of new development while also creating incentives for existing development rights to be relocated from sensitive lands and outlying areas into town centers.

The 2012 Regional Plan Update maintained existing environmental standards and caps on development while creating a range of additional

incentives. The updated plan gives greater permitting authority to local governments through local area plans. Within area plans, projects may have access to more land coverage allowances, slightly taller buildings and higher densities to encourage redevelopment, and can receive help treating stormwater on a larger, area-wide scale.

Property owners receive streamlined permitting and other incentives to reduce the cost of environmental improvements and make property upgrades more feasible. Today, six area plans have been approved in the region, covering nearly 90 percent of Tahoe's town centers. Since 2012, an estimated \$330 million in improvements have been made to hotels and other tourist accommodations in the Tahoe Basin, and more than \$100 million has been invested in major commercial renovations.

Homeowners also receive incentives for installing water quality Best Management Practices (BMPs) to infiltrate stormwater on their property. Homes located on non-sensitive land can receive coverage exemptions for decks, permeable pavers, and garden sheds if BMPs are completed. Homeowners have been taking advantage of the new approach. The agency has issued more than 4,600 BMP certificates since 2012.

The revitalization of Lake Tahoe's communities is being matched by Environmental Improvement Program (EIP) investments in stormwater management, stream restoration, bike trails, and more to further reduce fine sediment and transportation impacts. In the last decade, EIP partners have invested more than \$979.7 million throughout the region in all areas of the collaborative conservation program.

The Lake Tahoe Region is approaching buildout, the point at which no new development rights will be available. The Regional Plan Update maintained the overall caps on development in the basin and is leading to a net reduction of some types of development. The update created no new hotel or tourist accommodation units and reduced the rate of new residential units by 50 percent. TRPA authorized 1,310 new residential allocations and 940 have been built. Approximately 3,500 residential units remain as unallocated or in reserve within the local jurisdiction areas.

Data and consistent monitoring show the 2012 plan is making progress. Research partners recently published a 10-year progress report on the science-based pollutant reduction plan called the Total Maximum Daily Load. The region achieved a 23 percent reduction in fine sediment particles basin-wide, surpassing the 10-year goal of 21 percent. Climate-related threats continue to challenge the lake, however.

A 2021 greenhouse gas (GHG) emissions inventory for the Tahoe Basin showed the region surpassed the initial target of 15 percent GHG emission reduction by 2020. From 2005 to 2018, overall GHG emissions in Tahoe declined 38.7 percent, however emissions from 2015 to 2018 increased slightly by 4 percent, mostly from the transportation sector.

The next 10 years of the Regional Plan will continue revitalizing communities and lead to more environmental and transportation improvements. There is more work to do on many fronts. The compounding impacts of climate change are threatening the progress made in restoring Tahoe's water quality and forest health. The affordable housing crisis is forcing many workers and families to look for housing outside the region, which increases vehicle trips and worker shortages. Tahoe's transportation system needs reliable sources of funding and greater connectivity to reduce traffic and manage recreation hot spots. The continued progress of the Regional Plan will be invaluable to Lake Tahoe in meeting these challenges.

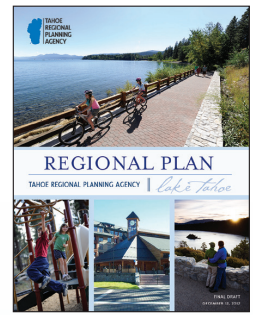
2012 Regional Plan 10 Years by the Numbers

4,671 BMP certificates issued.

1,310 new residential allocations distributed.

23% reduction in lake-clouding fine sediment particles.

6 area plans approved, covering nearly 90 percent of town centers.



2013

■ Emerald Bay is declared weed-free after a multiyear project to remove 6 acres of aquatic invasive plants. Surveillance and rapid response keep it that way.



Decontaminating a boat at a watercraft inspection station.



2019

■ Bijou Marketplace Project brings Whole Foods, restaurants, and retail stores while restoring Bijou Creek at Ski Run Boulevard and Highway 50.

2020

■ SR 89/Fanny Bridge project rebuilds the Truckee River bridges, roundabouts, and bike-trail connections to improve traffic flow through Tahoe City and the West Shore.
■ Free transit becomes available on the North Shore and South Shore.

Fanny Bridge



12.12.12

■ TRPA Governing Board approves the Regional Plan Update.

2012

■ The Tahoe City Transit Center is completed, providing the North Shore's first transit hub.
■ TRPA and partners debut *Tahoe In Depth*, an award-winning environmental newspaper mailed to Tahoe Basin homeowners.
■ Lakeview Commons opens, transforming an eroding El Dorado Beach into a community hot spot.



2014

■ Take Care Tahoe, a basinwide stewardship campaign, launches.
■ The City of South Lake Tahoe and Caltrans completed Bijou Erosion Control and Harrison Avenue projects, preventing tons of fine sediment from flowing into the lake.
■ TRPA's Lake Tahoe INFO online hub tracks Environmental Improvement Program projects, including work of over 80 partners and environmental investment returns.

2015

■ Hard Rock Casino opens after a \$60 million Horizon Casino remodel, one of \$430 million in Tahoe hotel, casino, commercial, and tourist accommodation improvements since the Regional Plan Update.

2016

■ Barack Obama's Tahoe Summit speech highlights Regional Plan successes. Congress reauthorizes the Lake Tahoe Restoration Act for \$415 million through 2023.
■ USDA Forest Service completes Angora Fire restoration projects and 672 acres of reforestation. CALFIRE reports that partners have initiated or completed more than 90% of the Tahoe Basin Fire Commission's post-Angora recommendations.



An Angora restoration crew.

2017

■ Placer County and TRPA adopt the Tahoe Basin Area Plan, enhancing mobility and transit and streamlining permitting from Kings Beach to Homewood.

2018

■ The completed Kings Beach Commercial Core Project improves traffic flow, bike and pedestrian access, and fine sediment filtration by 35,000 pounds annually.
■ The Aquatic Invasive Species Watercraft Inspection Program marks 10 years of detecting no new invasive species in Lake Tahoe.
■ The Tahoe Resource Conservation District acquires the 206-acre Johnson Meadow, the largest privately owned section of the Upper Truckee River Watershed.
■ After years of collaboration, TRPA adopts Shoreline Plan to improve recreation access and safety on the lake.

2019

■ The completed Tahoe East Shore Trail between Incline Village and Sand Harbor improves pedestrian access and highway safety on Highway 28.
■ TRPA's overhauled development rights system brings environmental benefits and more middle-income housing options.



2021

■ Lake Tahoe Total Maximum Daily Load partners report 23% reduction in fine sediment, surpassing the 21% goal.
■ Dennis T. Machida Memorial Greenway adds boardwalks over sensitive areas for a multi-use trail that will connect Stateline to Meyers.
■ Washoe County Tahoe Area Plan becomes one of six area plans covering 71,913 acres — 34% of the Tahoe Region and 89% of town centers.
■ The Caldor Fire scorches 221,000 acres, 10,000 within the Tahoe Basin. Past forest treatments temper the fire near South Shore.

2022

■ The California Tahoe Conservancy completes the Upper Truckee Marsh restoration, marking the largest wetland restoration to date.
■ A Tahoe Keys test project targets the lake's largest aquatic invasive weed infestation.
■ Bi-state Transportation Action Plan released.



A diver uses a suction device to remove weeds.

REGIONAL PLAN PROGRESS

The Regional Plan outlines actions to achieve environmental standards, known as thresholds, that restore Lake Tahoe while balancing economic and community vitality. After TRPA, partners, and the public updated the plan in 2012, the Environmental Improvement Program restored marshes and streams, extended bike and hiking trails, and revamped local development policies.



TRPA STRATEGIC INITIATIVES

Set by the Governing Board, these strategic initiatives reflect the agency's commitment to protect Lake Tahoe's environment while improving regional transportation, increasing diverse housing options, and facilitating community revitalization.

Building Resiliency: Climate Change and Sustainability ● Increase the long-term resilience of the natural and built environments by reducing greenhouse gas emissions and combining natural resource protection with healthy communities.

Keeping Tahoe Moving: Transportation and Destination Stewardship ● Implement the Regional Transportation Plan to improve transportation systems for residents and commuters, and meet visitor recreation needs while protecting the environment.

Tahoe Living: Housing and Community Revitalization ● Implement strategies that result in affordable housing options, environmental redevelopment, and walkable, bikeable communities.

Restoration Blueprint: Environmental Improvement Program Implementation ● Lead the restoration of Lake Tahoe's environment and revitalization of its communities through collaboration and public/private investments.

Measuring What Matters: Thresholds and Monitoring Update ● Streamline and improve the threshold standards and monitoring programs TRPA uses to measure progress in conserving and restoring Lake Tahoe's environment.

Digital First: Innovation ● Help property owners navigate the permit process with transparency and predictability across agencies.

Building Resiliency: Climate Change and Sustainability

We began the year with record snowfall, immediately followed by record drought. These extreme swings in climate patterns affect all of Tahoe's systems. It underscores the necessity for every TRPA initiative to include strategies to strengthen the sustainability and resilience of Tahoe's environment, communities, and economy. By reducing regional greenhouse gas emissions, we will help meet the climate change goals of California, Nevada, and local governments.

Key 2022 Accomplishments

- Released the Lake Tahoe Climate Resilience Action Strategy. The strategy outlines the expected local impacts of climate change and targets \$400 million in needed investments to address these impacts while advancing public access and creating jobs.
- Doubled the number of electric vehicle charging stations since the 2017 Tahoe-Truckee PEV Readiness Plan and adopted an electric vehicle siting plan for the City of South Lake Tahoe.
- Engaged stakeholders to create a Climate Smart development code following extensive research on Climate Smart best practices across the nation.

Future Focus

- Launch a new Climate Resilience Dashboard with metrics that show how Tahoe is achieving climate resilience.
- Finalize priority actions to develop a Climate Smart development code.
- Secure funding to implement the Climate Resilience Action Strategy.

PROJECT SPOTLIGHT

Electric Vehicle Charging Station

TRPA installed two electric vehicle charging stations with four plugs at the TRPA office. The chargers are available to the public to reduce trip emissions and encourage more electric vehicle use.



Photo: TRPA

Keeping Tahoe Moving: Transportation and Destination Stewardship

Lake Tahoe’s \$5 billion recreation-based economy needs an interconnected and efficient transportation system. TRPA and partners will achieve that sustainable future with strategic investments in capital projects, transit, multi-use paths, and parking management. These critical projects will meet visitor, resident, and commuter demand while protecting the Tahoe Basin’s unique natural resources. In addition, the region came together to create a shared destination stewardship plan that will balance the needs of the environment, businesses, visitors, and local communities. This new shared strategy will inspire all to take care of Tahoe.

Key 2022 Transportation Accomplishments

- Conducted extensive outreach for the Transportation Equity Study, building on the recently adopted Regional Transportation Plan (RTP). The study identifies barriers and burdens to accessing goods, services, and recreation opportunities at Lake Tahoe.
- Developed a Transportation Action Plan outlining priority projects and the strategy to fill the \$20 million per year funding gap in the RTP. The Bi-State Consultation on Transportation endorsed the plan.
- Created a tiered transportation metric system and adaptive management framework to achieve the new threshold standard for vehicle miles traveled reduction.
- Reduced employee vehicle trips through the Commute Tahoe Program.
- Initiated the SR 89 Trail Feasibility Study, which examines potential alignments of a multi-use trail around Emerald Bay.

Future Focus

- Implement the bi-state Transportation Action Plan with partners to reduce vehicle miles traveled and achieve regional goals.
- Complete the Transportation Equity Study.
- Implement the SR 89 Trail section from Cascade Lake to Meeks Bay, including identifying a lead agency.
- Update the Tahoe Safety Strategy with a focus on zero fatalities or serious injuries (Vision Zero).
- Update the Active Transportation Plan.
- Develop the Transportation Performance Report for implementation of the 2020 RTP.
- Continue working with partners and employers to implement the Commute Tahoe Program and update the regional employee trip reduction ordinance.

Photo: Luxuri Media



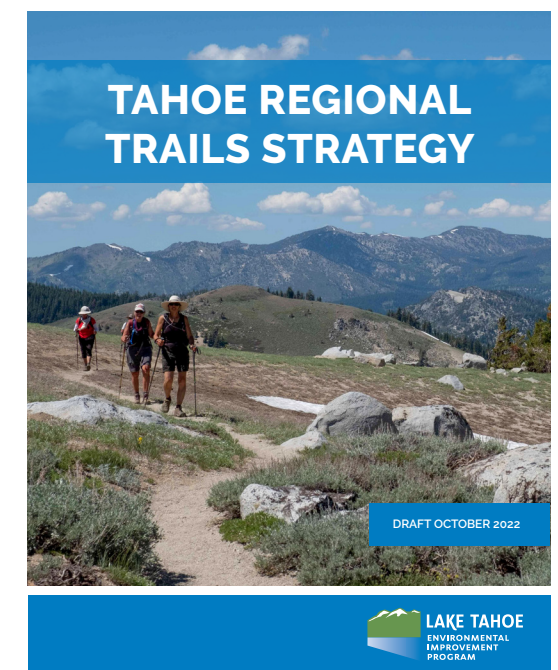
Photo: Drone Promotions

Key 2022 Destination Stewardship Accomplishments

- Developed the Draft Lake Tahoe Destination Stewardship Plan, a community-centered road-map for improved visitor management and outdoor recreation. The plan will ensure outdoor recreation and tourism enhances community well-being, supports local businesses and workers, and protects the lake.
- Identified a list of regionally significant dirt trail and trailhead projects through the Tahoe Regional Trails Strategy. The strategy includes a vision for dirt trail connections, rerouting trails to more sustainable alignments, formalizing social trails, and improvements to existing trails and trailheads.
- Hosted bi-weekly sustainable recreation and tourism coordination group meetings to ensure messages from land managers and visitors authorities are consistent and widely shared.

Future Focus

- Finalize the Lake Tahoe Destination Stewardship Plan.
- Finalize the Tahoe Regional Trails Strategy.



Tahoe Living: Housing and Community Revitalization

The Tahoe Living initiative identifies local and regional actions that increase the availability of affordable and achievable housing. The initiative supports the Regional Plan, Sustainable Communities Strategy, and California Regional Housing Needs Assessment.

Key 2022 Accomplishments

- Issued 17 permits for accessory dwelling units (ADUs) or granny flats, for a total of 20 ADUs permitted since inception of the program. ADUs are a way for the private market to quickly provide workforce housing. TRPA also launched the Tahoe ADU Calculator Tool to help homeowners calculate the potential costs and return on investment associated with building an ADU.
- Removed a major permitting hurdle for movable tiny homes to diversify the region's capacity for providing a range of housing types and sizes.
- Launched a comprehensive outreach program to owners of legacy deed-restricted units to increase compliance with deed restriction requirements.
- Advanced changes to TRPA's height, density, and coverage standards with the Tahoe Living Working Group, Local Government and Housing Committee, and the TRPA Governing Board to make multi-family housing and ADUs more competitive with second homes and luxury residences. Began environmental analysis of the proposed changes, with a goal to bring amendments forward for consideration in 2023.

Future Focus

- Complete updates to height, density, and coverage regulations to encourage deed restricted and affordable housing.
- Update TRPA's transfer of development rights and growth management system to integrate equity, housing choice and affordability, and climate goals, as well as increase community engagement.

PROJECT SPOTLIGHT

TRPA Growth Management System

Under the growth management system, Lake Tahoe is nearing buildout, the point at which the development rights allocated by the Regional Plan are all distributed. Just **10 percent or less of potential development rights remain**, and incentives in the Regional Plan are leading to overall reductions in development. These programs are being reviewed to address a housing shortage which is plaguing Tahoe communities.



Restoration Blueprint: Environmental Improvement Program Implementation



The Lake Tahoe Environmental Improvement Program (EIP) is an unparalleled partnership working to accelerate the attainment of Lake Tahoe's environmental threshold standards through implementation of the Regional Plan. Local, state, and federal government agencies, private entities, scientists, and the Washoe Tribe of Nevada and California have collaborated for 26 years to complete more than 780 projects to restore forests and streams, manage stormwater, prevent and control aquatic invasive species, and implement priority transportation and public access projects. TRPA is proud to be a leader within this partnership.

Key 2022 Accomplishments

- Secured additional federal funding thanks to years of partnership building: \$23.8 million through the Lake Tahoe Restoration Act, \$3.4 million from the Bipartisan Infrastructure Law, and \$2 million in Community Project Funding through the U.S. Department of Transportation.
- Convened an interagency workshop for the Cutting the Green Tape: Taylor Tallac Case Study. The workshop focused on lessons learned from implementation of this critical ecological restoration project to streamline permitting.
- Completed the draft environmental analysis for the restoration of Meeks Bay in partnership with the USDA Forest Service and the Washoe Tribe. The Tribe is maintaining an active role in the restoration and management of the Meeks Creek watershed, and their partnership and traditional ecological knowledge are invaluable to restoration projects in this beloved recreation area.

- Awarded nearly \$8 million in mitigation funds to local jurisdictions and land banks for restoration projects, new maintenance equipment, water quality improvement projects, and sensitive land acquisition.
- Received recognition for the Tahoe Interagency Executive steering committee that oversees the EIP by the Nevada Taxpayers Association with the Cashman Good Government Award honorable mention.

Future Focus

- Maintain accountability by updating EIP performance measures and regional threshold standards.
- Collaborate with partners to accelerate EIP project implementation in the face of extreme weather and climate change.

Photo: Tahoe Fund, Taylor Tallac EIP project



Environmental Improvement Program

Watersheds and Water Quality

EIP water quality projects aim to improve lake clarity and restore ecosystem health and resilience—solutions to overcome Tahoe’s legacy of pre-1987 unplanned development. The explosive growth of Lake Tahoe from 1950-1980 led to a precipitous decline in the lake’s clarity because of increased runoff of fine sediment, nitrogen, and phosphorus into the lake. Development destroyed sensitive habitats such as marshes and wetlands, and channelized meandering streams and rivers.

Key 2022 Accomplishments

- Established the Tahoe Watershed Improvement Group (TWIG), a regional EIP working group, to coordinate and fund priority projects across jurisdictions.
- Moved three green infrastructure projects forward: the Ski Run “Mountain to Marina” project, the Tahoe Keys Tactical Green Infrastructure project, and the Lower Kingsbury Area-wide Treatment project. These projects elevate the role of natural infiltration to meet water quality standards and achieve multiple-benefit adaptations to climate change.
- Issued 153 parcel-scale Best Management Practices (BMP) certificates: 132 for single-family residential, seven for multi-family residential parcels, and 14 for commercial parcels. Reissued 530 BMP certificates verifying BMP maintenance and effectiveness.

Future Focus

- Continue to identify new opportunities for area-wide stormwater treatment and green infrastructure.
- Continue basin-wide progress in achieving clarity challenge goals by supporting local jurisdictions and reviewing permit applications for BMPs.
- Provide technical assistance to property owners complying with TRPA’s incentive programs including land coverage exemptions and mooring registrations.

PROJECT SPOTLIGHT

Tahoe Keys Landscape Guidebook

TRPA and partners completed and distributed the Tahoe Keys Landscape Conservation Idea Book. The book provides inspirational and technical information on how homeowners in the Tahoe Keys can achieve an attractive, low water landscape that also protects Lake Tahoe and provides defensible space to reduce wildfire threat to homes.



Environmental Improvement Program

Forest Health

One of the Environmental Improvement Program’s central goals is to protect communities from damaging wildfires. The 2021 Caldor Fire put this to the test. Because of the heroic actions of first responders, shifts in winds, and decades of sound forest management under the EIP, Lake Tahoe was spared from catastrophic loss. In its aftermath, significant restoration and clean-up work ensued, in addition to continuing important fuel treatments and defensible space education. As a founding member of the Tahoe Fire and Fuels Team (TFFT), TRPA helps implement the Lake Tahoe Forest Action Plan and is committed to increasing the pace and scale of forest treatments.

Key 2022 Accomplishments

- Worked collaboratively with partners to identify an opportunity for a small-scale renewable energy project using local wood waste in the City of South Lake Tahoe.
- Developed an innovative curriculum for Lake Tahoe Community College’s new forestry program designed to build the local workforce and increase Tahoe’s capacity to implement forest fuels treatments.
- Helped move forward the Caldor Fire Hazardous Tree and Fuels Reduction Project, which will prioritize the clearing of hazard trees within 200 feet of popular trails, roads, and infrastructure.
- Helped secure \$2 million in federal funding for top priority water infrastructure projects to fight catastrophic wildfire.

Future Focus

- Facilitate increased implementation of beneficial fire across the Tahoe Basin, including reintroducing the traditional practice of cultural burning by the Washoe Tribe.
- Continue to work collaboratively with partners to identify renewable energy opportunities in and around the Tahoe Basin.
- Increase the pace and scale of fuels treatments by coordinating workforce development and shared-resource crews.

PROJECT SPOTLIGHT

Forestry Policy Changes

In 2022, the Governing Board approved policy changes that will help increase the pace and scale of forestry work in the Lake Tahoe Region to reduce the threat of catastrophic wildfire. The decision expands the areas where ground-based mechanical equipment can be used on steep slopes. The new policy will promote forest and ecosystem resilience to disturbances such as climate change. Approximately 61,000 acres in the Tahoe Basin fall under the update.



Photo: USDA Forest Service

Environmental Improvement Program

Aquatic Invasive Species

Lake Tahoe continues to face a serious threat from the introduction and spread of aquatic invasive species (AIS). TRPA leads the multi-sector AIS partnership at Lake Tahoe, and its accomplishments are the result of the collective contribution of many organizations and individuals. Control programs are working to manage invasive species already established, and the watercraft inspection program is keeping new aquatic invasives out of the Tahoe Region.

Key 2022 Accomplishments

- Prevented new AIS introductions by overseeing more than 28,000 unique vessel launches, including 5,816 inspections at regional inspection stations. Forty-five percent of inspected boats arrived Clean, Drained, and Dry, up 6 percent from 2021.
- Implemented more than 16 acres of aquatic weed treatment within the Taylor Tallac Marsh and 41 acres in the Tahoe Keys, the largest projects to date.

Future Focus

- Investigate emerging technologies and innovative solutions for the prevention, control, and monitoring of AIS.
- Build permanent regional invasive species inspection stations.
- Develop Spanish outreach materials.
- Maintain federal and state funding commitments to achieve AIS program goals.
- Increase workforce capacity to implement control projects and staff inspection stations.

PROJECT SPOTLIGHT

Tahoe Keys Aquatic Weed Control Methods Test

The Governing Board unanimously certified environmental studies and approved permits for the Tahoe Keys Aquatic Weed Control Methods Test, a monumental step in the fight against aquatic invasive species in the Tahoe Region. Following years of study, planning, and collaboration with a range of stakeholders, 41 acres of test treatments began in the summer of 2022.



Photo: Drone Promotions

Measuring What Matters: Thresholds and Monitoring Update

TRPA continuously tracks the progress and effectiveness of the region's environmental programs by monitoring hundreds of environmental threshold standards, performance measures, and management actions. The Research and Analysis Division collaborates with the science community and provides the best possible information for policy decisions, operations, and accountability.

Key 2022 Accomplishments

- Revised threshold standards and Environmental Improvement Program (EIP) performance measures for Forest Health and Watersheds and Water Quality thresholds in coordination with EIP partners.
- Developed an adaptive management framework for transportation to better evaluate Regional Transportation Plan implementation and ensure attainment of the new transportation and sustainable communities threshold standard.
- Enhanced monitoring of South Shore streams in the aftermath of the Caldor Fire to assess conveyance of flame retardants and impact of fire on nutrients and sediment transport (monitoring will continue for two additional years).
- Completed a study on the impacts of smoke on Tahoe's water quality through the Tahoe Science Advisory Council.

Future Focus

- Develop an evaluation and monitoring plan to measure access and the recreational experience in coordination with the Tahoe Science Advisory Council.
- Collaborate with partners to address continuing threats to lake clarity from climate change.

2022 Lake Clarity

On January 5, 2022, UC Davis recorded lake clarity at 138 feet, the second best since monitoring began over 50 years ago. The deepest record was 142 feet on February 8, 1968.

2022 Field Monitoring

- Collected noise monitoring data for 7 plan areas, 6 transportation corridor segments, and 7 shoreline sites.
- Monitored bike and pedestrian activity at 24 sites using automatic counters.
- Worked with agency partners to complete basin-wide osprey and peregrine falcon surveys to assess nesting success.
- Maintained air quality and visibility monitoring stations.
- Completed assessments of over 100 stream environment zones including information on invasive species, erosion, and other long-term data collection to assess changes.
- Collected data at 46 sites to measure physical and biological stream health using benthic macroinvertebrates.
- Captured additional information from stream environment zones and locations around the Caldor Fire perimeter.
- Funded weekly human health monitoring at 10 popular beaches throughout the summer.



Digital First: Innovation

This initiative recognizes the agency’s unique ability to address external events, technology changes, and pursue continuous improvement. It involves significantly improving the ability of the agency to provide better customer service in a “digital first” way by rethinking processes using innovative technology.

Key 2022 Accomplishments

- Updated TRPA’s permitting software to a modernized, cloud-hosted version that includes easy-to-use customer interfaces, new features, and technology to streamline and expedite application reviews.
- Kicked off a record scanning and digitization project for approximately 200,000 agency and permitting records and historical documents. By maintaining these documents electronically, TRPA will better support public records requests, reduce application processing times, and improve TRPA’s disaster recovery preparedness.
- Developed the Current Planning Process Improvement Action Plan through staff and stakeholder consultation. The plan includes recommendations to improve the agency’s permitting with technology investments.



Photo: Johnson Meadow, Sarah Underhill

Future Focus

- Continue implementing the recommendations outlined in the Current Planning Process Improvement Action Plan.
- Continue the record scanning and digitization project.

Improved Customer Service

The challenges of the past two years have brought forward improved services at TRPA, including an appointment system, virtual meetings, and online and virtual site inspections. More than 80 percent of applications are now submitted electronically.

By The Numbers

Permitting and Code Compliance

Permitting and compliance staff ensure all projects meet TRPA Code of Ordinances and environmental standards. Primary responsibilities include code enforcement, inspection of permitted projects, monitoring of memorandum of understanding (MOU) partners, and inspection and enforcement of best management practices to reduce stormwater pollution.

Key 2022 Accomplishments

- Increased the number of applications submitted electronically to 82.5 percent.
- Met standards for the timely review of 93 percent of project applications. TRPA received 1,125 permit applications, down two percent from record 2021 levels.
- Completed 116 code case inspections within one week of complaint intake.
- Completed 200 pre-grade inspections and 228 final inspections; 96 percent of final inspections were performed within 15 days of request.
- Completed 100 audits of projects reviewed and approved by local government MOU partners. Local governments met requirements between 89 and 99 percent of the time, and corrective measures are being monitored.

- TRPA’s watercraft team invested more than 1,200 hours on the lake educating the public. The team assisted in the removal of 30 vessels from unauthorized moorings and issued 628 verbal corrective actions mostly related to no-wake zone violations.

Shoreline Plan Implementation

In 2022, TRPA processed 1,135 registrations for 3,927 buoys, 447 lifts, and 3,435 slips.

To date, more than 89 percent of the existing moorings evaluated in the Shoreline Plan have been registered.

TRPA has issued 285 mooring allocations from the annual mooring lotteries and 24 pier allocations from the pier lottery.



Photo: Drone Promotions

EXTERNAL AFFAIRS

TRPA supports a culture committed to public education, outreach, and community engagement to implement the Lake Tahoe Regional Plan. External Affairs leads initiatives in collaboration with many agency and nonprofit partners.

Key 2022 Accomplishments

Public Outreach

- Published two issues of the national award-winning environmental newspaper, Tahoe In Depth. TRPA mails the newspaper to Tahoe Basin property owners and continues to be a valuable source of environmental information.
- Took a lead role in creating and launching a new Take Care Tahoe campaign focused on protecting people and animals by encouraging drivers to slow down.
- Improved outreach and engagement with underserved communities on key projects such as the Transportation Equity Study by facilitating multiple Spanish workshops and collaborating with community-based organizations.
- Launched a new webinar series focused on upcoming projects on Tahoe's West and East Shores with over 150 attendees.
- Presented to over 20 local, national, and international delegations about Destination Stewardship, the Environmental Improvement Program, Take Care Tahoe, and current projects.



The cover of the Winter 2022 issue of Tahoe In Depth.

Environmental Education

- Organized the Heavenly Snowshoe field trip for over 300 local fifth graders and educated hundreds of fourth graders on bike safety. TRPA led additional programs as part of the South Tahoe Environmental Education Coalition, which cumulatively reached 9,307 students and individuals.
- More than 300 residents and visitors celebrated the 17th annual Bike Month in Lake Tahoe, cycling 36,102 miles throughout the month of June. Nearly 600 Lake Tahoe Unified School District students also rode their bikes to school.
- Recognized seven projects and programs with Best in the Basin Awards for their exceptional environmental design and stewardship of Lake Tahoe.



Legislative Affairs

- Delivered \$29.5 million to Lake Tahoe—a record level of new federal funding—through the Lake Tahoe Restoration Act, in partnership with legislative and EIP partners.
- Continued a leadership role in assisting U.S. Senator Jacky Rosen (D, Nev.) and partners in hosting the 26th annual Lake Tahoe Summit at Sand Harbor Lake Tahoe Nevada State Park. Famed limnologist Dr. Charles Goldman received the Dianne Feinstein Lake Tahoe Award for his decades of scientific and community contributions to the lake.
- Coordinated a Caldor Fire briefing for federal legislative staff and basin fire partners.

Future Focus

- Grow TRPA's role as a leader in collaborative outreach to inspire sustainable actions and help achieve conservation and stewardship goals at Lake Tahoe.
- Support key Environmental Improvement Program projects by increasing public awareness and education.
- Work with congressional delegation to secure the crucial extension of the Lake Tahoe Restoration Act and continue federal appropriations to Lake Tahoe.



2022 Lake Tahoe Summit poster (left), Lake Tahoe Summit audience and stage at Sand Harbor (top right), and host U.S. Senator Jacky Rosen addressing the crowd (bottom right). Photos: Corey Rich

FINANCE AND HUMAN RESOURCES

The highest quality standards in human resources and organizational development, along with best practices in financial management, keep TRPA operating as a high-performing team.

Funding for TRPA's core functions comes from a variety of sources, including the states of California and Nevada, fees for services, and competitive grants. TRPA is organized to reflect the three core functions it performs: planning, implementation, and research and analysis in a "Plan, Do, Check" adaptive management and continuous improvement framework. TRPA presently has 68 full-time equivalent positions.

Key 2022 Finance and Facilities Accomplishments

- Achieved a balanced budget with regular reports to the TRPA Governing Board and Nevada and California legislatures.
- Supported internal teams with revenue and expense management.
- Completed remodel of public access spaces at the TRPA office, including the front lobby and meeting rooms, and installed a new 20-year roof.
- Serve as fiscal agent for high priority work and partners such as the Tahoe Science Advisory Council and the USDA Forest Service.

Future Focus

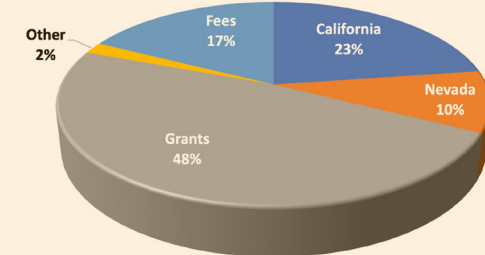
- Maintain the highest financial standards, obtain operations funding, and cultivate resources to support Lake Tahoe.
- Protect the health and well-being of staff with support and services. Maintain modern and efficient IT resources.

2022 TRPA Budget

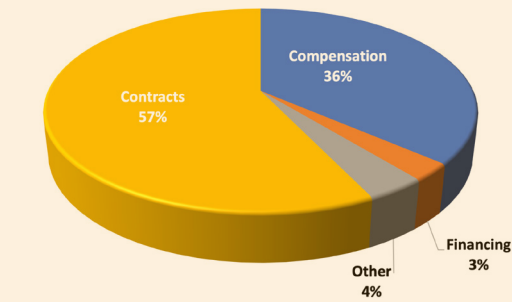
TRPA manages \$9.5M in grant revenue, \$4.8M in fees for services, and \$7.1M in state funds. In addition, the agency manages \$7.3M in staff costs and \$12.4M in contracts.

2022-23 TRPA BUDGET: \$21.9M

Revenues



Expenses



Key 2022 Human Resources Accomplishments

- Instituted a WorkFlex program to provide employees the opportunity to continue with a flexible work arrangement between remote and in office work, providing the agency with increased recruitment and retention strategies.
- Successfully recruited for a new Executive Director, as well as additional staff to support the work of the agency. Provided promotions within Permitting & Compliance and Human Resources departments.

Future Focus

- Update the organizational structure to provide growth and promotional opportunities for internal staff.
- Continue to evaluate and improve the diversity and inclusiveness of the workplace in order to remain competitive and maintain exemplary hiring and recruitment practices.
- Continue to provide growth and development opportunities to staff to support learning.



VISION

a lake environment that is sustainable,
healthy, and safe for the community
and future generations.

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**TAHOE
REGIONAL
PLANNING
AGENCY**

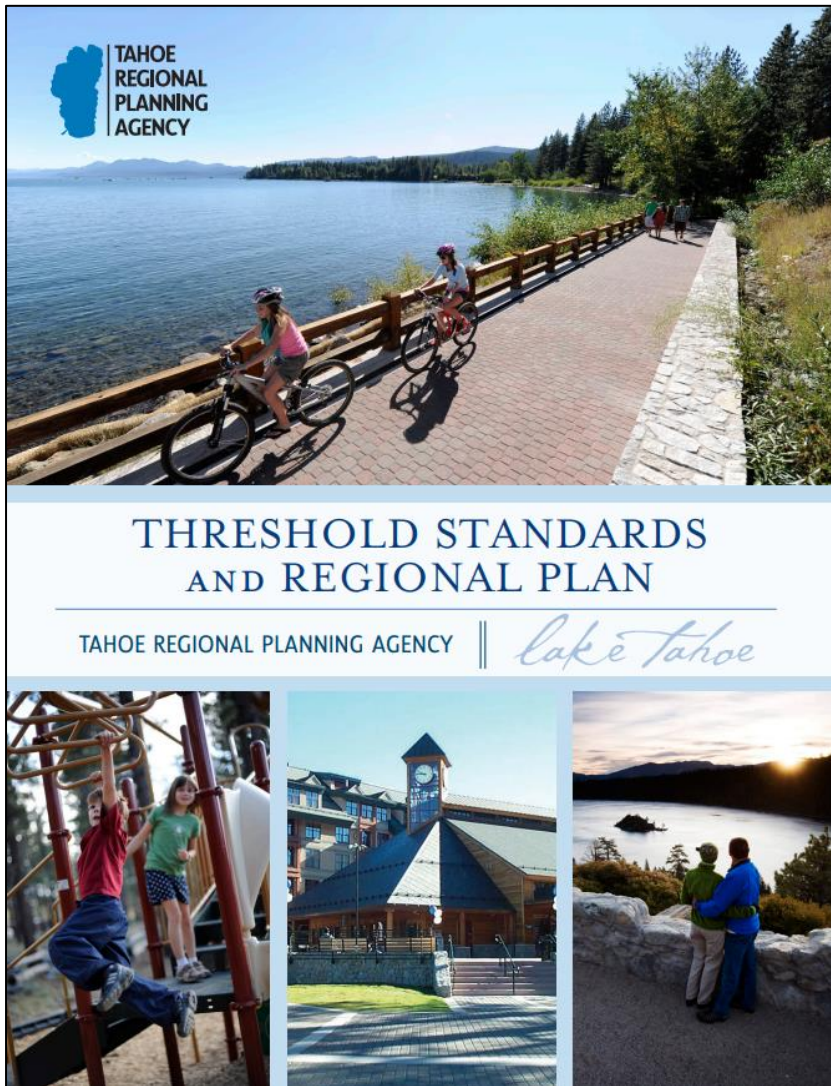
February 2023

AGENDA ITEM NO. VI.A.1

Attachment B

2022 Regional Plan Performance Measures

2022 REGIONAL PLAN PERFORMANCE MEASURE REPORT



Prepared by:



February 2023

INTRODUCTION

In May 2013, the Tahoe Regional Planning Agency's (TRPA) Governing Board approved 14 Regional Plan Performance Measures and associated sub-categories. Each performance measure has a level-1 and level-2 benchmark, or target, to be reported both annually and on a multi-year timeframe.

The approved measures relate directly to the intended implementation actions resulting from the 2012 Regional Plan amendments which incentivize compact environmental redevelopment in pursuit of threshold attainment as directed in the Bi-State Compact. Many level-2 measures are long-term land use or environmental goals and may take years or even decades to show measurable progress. In those instances, ongoing activities expected to lead to performance results are described. Also, the Governing Board established short-term level-1 benchmarks to indicate interim progress, and where information is available, progress is reported.

This report also includes a summary of the net changes in development in the Lake Tahoe Region for the past two years (Tables 14, 15, and 16), a requirement of the 2018 development right program changes.

The entire suite of TRPA performance measures is under review as part of TRPA's *Measuring What Matters* strategic initiative that is evaluating TRPA's performance management and threshold update needs. This review of performance measures will enable TRPA to refine the measures evaluated in this report.

IMPLEMENTING THE REGIONAL PLAN

The TRPA Regional Plan is the blueprint for attaining and maintaining the threshold standards and securing the Tahoe Region's sustainable future. The Regional Plan guides community development and redevelopment, enhancing ecosystem functions, creating a more effective transportation network, and revitalizing the region's economy. It pairs ecosystem restoration with redevelopment activities to promote mixed-use town centers where people can live, work, and thrive.

Since the adoption of the 2012 Regional Plan amendments, TRPA and its partners have been executing these policies and programs. A signature element of the Regional Plan, six "area plans" have been adopted to integrate the Regional Plan policies into local jurisdiction plans and permits. Area plans now cover more than 34 percent of the land area of the Tahoe Region, including 89 percent of town centers. As a result, property owners and developers are making significant investments in these areas, resulting in economic growth and environmentally beneficial redevelopment.

Over the past ten years, the Tahoe Region has seen a period of renewal and environmental restoration, as hundreds of millions of dollars have been invested in constructing and renovating hotels, commercial, and residential properties. As a result, by 2022, property values in the Tahoe Region have grown by 80 percent since 2012, with improvement values increasing by 81 percent. As evidence that the Regional Plan is effective, improvement values in town centers located within the adopted area plans have grown by more than double (158 percent) the rate compared to the rest of the region (73 percent). More than 1,050 new residential dwellings were constructed during the past ten years, and 192 previously existing residential units were transferred, many from sensitive and remote areas, to be constructed in more environmentally beneficial receiving areas. Development right conversions have resulted in 157 additional residential units throughout the region, while the net number of tourist accommodation units and commercial floor area have been reduced. All new and redeveloped properties include erosion control measures to benefit the lake's water quality.

These private investments are paired with \$978 million in investment for more than 480 projects implemented through the Lake Tahoe Environmental Improvement Program. Projects have included water quality improvements on the major highways in the region, large-scale erosion control projects, stream restorations, public access and recreation improvements, and bicycle and pedestrian trails.

EXECUTIVE SUMMARY OF PERFORMANCE MEASURE STATUS

A brief summary of the status of the 14 Regional Plan Performance Measures follows.

REGIONAL LAND USE PATTERNS

1. *Distribution of development for land-use types*: In 2022, the distribution of commercial floor area, property improvement values, and residential units met the benchmarks to increase the percentage of development in town centers and reduce the percentage in remote areas. The sub-categories for tourist accommodation units in town centers was close to the target.
2. *Annual average number of units transferred to town centers from sensitive and remote land*: the benchmarks for transferring tourist accommodation units, existing residential units, and potential residential units from stream environment zones and remote areas were met; the benchmark for transferring potential residential units from other sensitive areas was met. All other transfer benchmarks were not met. Forty-four environmentally beneficial transfers were approved in 2022. Not apparent in these outcomes are significant sums of previously existing development rights that have been removed from sensitive sites and are banked, awaiting transfer. Banked development rights (Table 6) are readily available sources of transferable rights to support beneficial redevelopment if projects can be matched to them.
3. *Retirement rate for existing non-residential units of use*: The benchmark to remove commercial and tourist units from sensitive lands has not been met. Nonetheless,

since 2012, 160 tourist units and almost 30,500 square feet of commercial floor area have been removed from stream environment zones. Rather than being retired, these units were subsequently banked and are available for future transfer or conversion.

4. Housing availability for residents and workers: TRPA's "Tahoe Living", Housing and Community Revitalization Initiative, the California Tahoe Conservancy, and non-profits, including the Mountain Housing Council and South Shore Housing Tahoe Partnership are implementing strategies that incentivize affordable housing for locals. As a result of these initiatives, ten multi-residential units were assigned to projects in 2022 and 326 affordable and workforce-oriented units have been approved overall since 2012, with more proposed units in the planning, design, and approval processes.

TRAVEL BEHAVIOR

5. Percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian): This measure was not reported in 2022 as TRPA is in the process of updating our transportation performance measures and will align this measure with the newly adopted measure in 2023.
6. Automobile vehicle miles traveled per capita (excluding through trips): This measure was not reported in 2022 as TRPA is in the process of updating our transportation performance measures and will align this measure with the newly adopted measure in 2023.
7. Construction of pedestrian and bicycle improvements: An annual average of 3.8 miles of pedestrian and bicycle improvements have been constructed between 2013 and 2022, below the level-1 benchmark of 4.15 miles constructed per year, and the level-2 benchmark of 9 miles constructed per year. Regional coordination on pedestrian and bicycle trails is underway to plan, build, fund, manage, and maintain trails in the Tahoe Basin.

ENVIRONMENTAL RESTORATION

8. Coverage removal from Stream Environment Zones and other sensitive lands (privately funded): Since 2013, private property owners have transferred more than 0.2 acres of land coverage from stream environment zones, meeting the level-1 and level-2 benchmarks. The benchmarks for other sensitive lands were not met. In addition, TRPA identified 12.8 acres of previously existing land coverage removed from stream environment zones and another 3.8 acres removed from other sensitive lands since 2012.
9. Issuance of Best Management Practices (BMP) Certificates in conjunction with property improvements and area-wide BMP installations: In 2022, TRPA issued 153 BMP certificates in conjunction with property improvements and area-wide BMP installations. This total was below the level-1 and level-2 benchmarks. However, since 2013, TRPA has issued 4,671 BMP certificates, and 48 percent of these have been issued in conjunction with property improvements and area-wide BMP installations. In recent years, TRPA has seen an increase in property owners installing BMPs on

residential parcels in response to TRPA's special coverage exemptions and mooring registration and permitting conditions.

10. *Total Maximum Daily Load (TMDL) performance benchmarks*: The [Lake Tahoe TMDL Program 2022 Performance Report](#) found that local governments and highway departments at Lake Tahoe collectively met and exceeded the 10-year TMDL milestone to reduce fine sediment particles by 21 percent. As of the 2021 water year, implementers achieved a 23 percent reduction from baseline 2004 levels, equating to a nearly 600,000 lbs./year reduction in fine sediment particles diverted from Lake Tahoe.
11. *Scenic improvement rate on urban roadways*: A scenic evaluation was performed as a part of the 2019 Threshold Evaluation Report monitoring. Scenic ratings for these units were either stable or improved from the ratings in the 2015 Threshold Evaluation Report; three urban roadway scenic units increased from the 2015 evaluation and no units decreased. Despite these increases, the annual average increases were not sufficient to meet the benchmarks.

EFFECTIVE REGIONAL PLAN IMPLEMENTATION

12. *Prepare and maintain area plans in conformance with the 2012 Regional Plan*: The Governing Board has approved six local area plans as of 2022, meeting benchmarks. The six area plans cover approximately 72,000 acres, or 34 percent of the land area of the Tahoe Region and 89 percent of town centers.
13. *Complete mitigation measures identified in the Regional Plan Update Environmental Impact Statement (EIS)*: The 2012 Regional Plan Update environmental impact statement called for mitigation measures covering four topic areas. All the Regional Plan Update mitigation measures have been completed and adopted by the TRPA Governing Board.

ECONOMIC VITALITY

14. *Rate of redevelopment*: TRPA approved 171 redevelopment permits in 2022, including 164 residential permits, and 7 commercial/tourist accommodation permits. The 2013 to 2022 average of 134 redevelopment projects exceeded the level-1 and level-2 benchmarks.

DISCUSSION & PERFORMANCE MEASURE STATUS

Detailed discussion and analysis of the status of all Regional Plan performance measures is set out below. The included summaries for each set of measures outline the adopted level-1 and level-2 targets as well as the 2022 status for each indicator. A discussion and analysis of the results follows for each. A detailed synopsis of the results is included in Table 13.

BACKGROUND

In May 2013, the TRPA Governing Board adopted performance measures to track the effectiveness of the 2012 amendments to the Regional Plan. This report covers activities for the calendar year 2022 and cumulatively over then ten years since the Board’s adoption of the Regional Plan.

PERFORMANCE MEASURE #1

Modify the distribution of development after 2012 compared to the distribution in 2012

This performance measure tracks the anticipated increase in the percentage of development within town centers, and the accompanying decrease in the percentage of auto-dependent development (defined as development located more than ¼ mile from town centers and not at a ski area with transit service). Progress is tracked by measuring the distribution of residential units, tourist accommodation units, commercial floor area, and taxable market valuation of property/structural improvements.

Performance Measure #1: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Increase the percent of commercial floor area located within centers to more than 63.13% (level-1) and 63.23% (level-2)	Met	Met
Decrease the percent of commercial floor area in remote areas to less than 26.32% (level-1) and 26.22% (level-2)	Met	Met
Increase the percent of residential units located within centers to more than 3.84% (level-1) and 4.24% (level-2)	Met	Met
Decrease the percent of residential units in remote areas to less than 67.66% (level-1) and 67.26% (level-2)	Met	Met
Increase the percent of tourist accommodation units located within centers to more than 83.37% (level-1) and 83.47% (level-2)	Close to Target	Close to Target
Decrease the percent of tourist accommodation units in remote areas to less than 10.44% (level-1) and 10.34% (level-2)	Not Met	Not Met
Increase the value of property improvements within centers to more than 10.94% (level-1) and 11.14% (level-2)	Met	Met

Decrease the value of property improvements in remote areas to less than 71.38% (level-1) and 71.18% (level-2)

Met

Met

* Close to target indicates that the performance measure is within 5% of the benchmark.

Table 1 outlines the changes in the distribution of commercial floor area, residential units and tourist accommodation units compared to the baseline. The regional distribution of development has changed as a result of the redevelopment and revitalization activity throughout the region and the transfer incentives to promote the relocation of existing development to centers. In 2022, the distribution of commercial floor area, property improvement values and residential units met the level-1 and level-2 benchmarks to increase the percentages located in centers and to decrease the percentage in remote areas.

The distribution of tourist accommodation units was close to the target for town centers, but higher in remote areas because numerous tourist units previously located in centers have been removed and banked in anticipation of transfers or conversions to future projects, such as the Tahoe City Lodge, which is in a town center. In addition, the Edgewood Lodge redevelopment project constructed 154 tourist accommodation units—including 144 transferred from dated motels previously located in town centers. The South Stateline resort is located outside the town center boundary. While these tourist accommodation unit transfers are generating beneficial environmental redevelopment with threshold gains, they cannot be counted toward the benchmark. As a result, the benchmarks to reduce the share of tourist units in remote areas were not met.

Table 1: Distribution of development measured as percentage of units and commercial floor area			
Land Use	Baseline	2022	Net Change Since Baseline
Commercial Floor Area			
Town Centers	63.13%	64.75%	+1.62%
Neutral areas within ¼-mile of a Town Center	10.55%	9.38%	-1.17%
Remote Areas	26.32%	25.87%	-0.45%
Residential Units			
Town Centers	3.84%	4.69%	+0.85%
Neutral areas within ¼-mile of a Town Center	28.50%	28.51%	+0.01%
Remote Areas	67.66%	66.81%	-0.85%
Tourist Accommodation Units			
Town Centers	83.37%	82.64%	-0.73%
Neutral areas within ¼-mile of a Town Center	6.19%	4.07%	-2.12%
Remote Areas	10.44%	13.29%	+2.85%
<p>Source: TRPA Permit Records, LakeTahoelInfo.org/Parcel Tracker and TRPA Geographic Information System (GIS) Analysis for Town Centers. Neutral areas are properties located within one-quarter mile of town centers and ski areas that have transit service (Homewood Ski Area and Heavenly Mountain Resort California Base). Remote areas include auto-dependent locations that are more than one-quarter mile from town centers.</p>			

Overall total taxable value¹ of properties in the Lake Tahoe Region continues to rise, exceeding \$35.9 billion in 2022, an increase of 80 percent from 2012 and 28 percent higher than 2021. As shown in Table 2, the taxable value of property improvements² in the Lake Tahoe Region have increased 81 percent since 2012, to \$19.0 billion in 2022. Improvement values in area plans have grown 102 percent since 2012. The total taxable value of town centers located within the adopted area plans have grown by 158 percent, including a 147 percent increase in improvement values during this time. These increases in property improvement values suggest that the Regional Plan is among the factors encouraging redevelopment and investment in town centers.

Table 2: Change in property improvement values between 2012 and 2022, by location				
Jurisdiction	Improvement Value Change 2012-2022			
	All Areas	Town Centers	Area Plans	Town Centers in Area Plans
Carson County	72%	n/a	n/a	n/a
City of South Lake Tahoe	59%	68%	72%	76%
Douglas County	49%	36%	48%	36%
El Dorado County (exc. CSLT)	59%	61%	137%	77%
Placer County	161%	738%	161%	738%
Washoe County	29%	24%	29%	24%
Grand Total– Tahoe Region	81%	139%	102%	147%

Source: County Assessor Records, TRPA Geographic Information System (GIS) Analysis for Town Center and Area Plans.

Table 3 reflects the changes to the distribution of taxable value of property improvements between town centers, neutral areas within one-quarter mile from a town center and remote areas. The value of improvements in town centers has increased, while the value of improvements in remote areas and areas within ¼ mile of a center declined as a percentage of overall value since 2012.

Table 3: Percentage of taxable property improvement value by location			
Location	Baseline*	2022	Net percentage change since baseline
Town Centers	10.94%	14.52%	+3.58%
Areas within ¼-mile of a Center	17.67%	15.71%	-1.96%
Remote Areas	71.38%	69.76%	-1.62%
Total Market Value	100.00%	100.00%	

Source: County Assessor Records for Taxable Property Improvement Values, TRPA Geographic Information System (GIS) Analysis for Town Center and Area Plans.

¹ Total taxable values for properties are sourced from County Assessors data for the assessed value of land and any property improvements.

² Improvements may include buildings, landscaping, or other development on the property.

PERFORMANCE MEASURE #2

Increase the annual average number of units transferred to town centers from sensitive and remote land compared to the annual average prior to 2012.

This measure complements the tracking of distribution of development in Performance Measure #1 by tracking the rate at which the transfer of units of use occurs from stream environment zones (SEZ), other sensitive areas, and remote lands to town centers. For this performance measure, tourist accommodation units, commercial floor area, and residential units, and potential residential units are tracked and reported separately. This performance measure specifically tracks the transfer of development; not apparent in these outcomes are significant sums of previously existing development rights that have been removed from sensitive sites and are banked, awaiting transfer. Banked development rights (Table 6) are readily available sources of transferable rights to support beneficial redevelopment if projects can be matched to them. TRPA built a more transparent tracking of transferable rights, through the Lake Tahoe Info Parcel Tracker (<https://parcels.laketahoeinfo.org>) and an online marketplace (<http://tdr.trpa.org>) to connect project proponents with holders of banked development in order to spur progress toward meeting this performance measure.

The TRPA Governing Board unanimously approved changes to the development rights system in October 2018. The changes allow conversions (Table 7) between different types of development rights using environmentally neutral exchange rates. This will provide more flexibility and simplicity while also maintaining the overall cap on development potential in the Tahoe Region.

Performance Measure #2: Summary	2022 Level-1 & Level-2 Benchmarks
Transfer more than zero residential units to centers from SEZs	Met
Transfer more than 414.18 square feet of commercial floor area to centers from SEZs	Not Met
Transfer more than 0.36 tourist accommodation units to centers from SEZs	Met
Transfer more than zero potential residential units* to centers from SEZs	Met
Transfer more than zero residential units to centers from other sensitive lands	Not Met
Transfer more than 959.55 square feet of commercial floor area to centers from other sensitive lands	Not Met
Transfer more than zero tourist accommodation units to centers from other sensitive lands	Not Met
Transfer more than 0.18 potential residential units* to centers from other sensitive lands	Met

Transfer more than 0.09 residential units to centers from remote areas	Met
Transfer more than 470.18 square feet of commercial floor area to centers from remote areas	Not Met
Transfer more than zero tourist accommodation units to centers from remote areas	Met
Transfer more than 0.09 potential residential units* to centers from remote areas	Met

*Note: Potential Residential Units (PRU) were formerly called Residential Development Rights (RDR)

In 2022, the benchmarks for transferring existing residential units, potential residential units, and tourist accommodation units from stream environment zones were met. The benchmark for transferring potential residential units from other sensitive areas was also met. The benchmarks for transferring existing residential units, potential residential units, and tourist accommodation units from remote areas were met. All other transfer benchmarks were not met.

Overall, 44 transfers of development occurred in 2022, and each resulted in environmentally beneficial improvements. Tables 4 and 5 below outline the cumulative benefits of the 308 transfers that TRPA approved between 2013 and 2022. More than 95,000 square feet of coverage, 87 residential units, and 109 tourist units have been removed and transferred from sensitive stream environment zones to less-sensitive areas. In addition, more than 129,000 square feet of coverage, almost 16,800 square feet of commercial floor area, 12 tourist accommodation units, and 46 residential units have been transferred from remote areas into town centers and the walkable areas near centers.

Development Right	Stream Environment Zones	Other Sensitive Areas	Non-Sensitive Areas
Coverage (sq. ft.)	- 95,016	+ 24,212	+ 70,804
Commercial Floor Area (CFA) (sq. Ft.)	0	-10,492	+ 10,492
Residential Units (ERU/PRU)	- 87	- 13	+ 100
Tourist Units (TAU)	- 109	0	+ 109

Development Right	Remote Areas	Areas within 1/4 mile of a Town Center	Town Centers
Coverage (sq. ft.)	- 129,277	+ 19,697	+ 109,580
Commercial Floor Area (CFA) (sq. ft.)	0	- 16,791	+ 16,791
Residential Units (ERU/PRU)	- 46	+ 22	+ 24
Tourist Units (TAU)	- 12	0	+ 12

Additionally, TRPA analyzed banked development rights (Table 6) on both public and private parcels and identified more than 11,600 square feet of banked commercial floor area, 15 banked tourist accommodation units, 28 banked residential units, 92 banked

potential residential units, and more than 665,500 square feet of existing coverage that has been removed from stream environment zones and is currently banked and ready to be transferred. And, 76,650 square feet of banked commercial floor area, 38 tourist accommodation units, 82 residential units, 234 potential residential units, and 1.455 million square feet of banked coverage was identified as ready to be transferred from remote areas. These rights may lead to the redevelopment of town centers in the future, as the 2012 Regional Plan encourages and incentivizes the relocation of sensitive and remote development to these centers.

Table 6. Estimated current inventory of banked development rights by location				
	Commercial Floor Area (sq. ft.)	Tourist Accommodation Units	Existing Residential Units/Potential Residential Units ¹	Coverage ² (sq. ft.)
All Banked Rights³	222,383	999	264 / 309	2,338,072
Banked in Stream Environment Zones	11,614	15	28 / 92	665,524
Banked in Remote Areas	73,657	38	82 / 234	1,455,416

Notes:
 1. Banked rights as of December 31, 2022
 2. Potential residential units were formerly called Residential Development Rights (RDR)
 3. Coverage includes banked hard and soft coverage (potential coverage is not included)
 4. The categories of Banked in Stream Environment Zones and Banked in Remote Areas are not mutually exclusive and this table it not intended to be combined into an aggregated total.
 Source: TRPA Permit Records and LakeTahoelInfo.org/Parcel Tracker

Development right conversions provide property owners with flexibility while maintaining the overall cap on development potential in the Tahoe Basin. By allowing conversions between the different types of development rights using environmentally neutral exchange rates, TRPA hopes to encourage more redevelopment. The current conversion ratio is 600 CFA to 2 TAUs to 2 residential to 3 multi-family residential units.

The ability to convert between different types of development rights is relatively new. However, a clear trend that has emerged from the conversions to date: a shift from TAUs and CFA to residential development. As a result of the 47 approved conversions to date, 145 additional residential units have been created throughout the region, while the number of TAUs has been reduced by 65 units and CFA reduced by more than 30,500 square feet.

Table 7. Summary of development rights conversions 2013-2022			
	Commercial Floor Area (sq. ft.)	Tourist Accommodation Units	Residential Units
Net Change from Conversions	- 30,583	- 65	+ 145

Note: Includes conversions processed under the pilot programs approved in 2012 and 2016 and all conversions processed since the TRPA GB adoption of the conversion and exchange program in 2018.

PERFORMANCE MEASURE #3

Accelerate the removal rate for existing non-residential units of use on sensitive lands

Historically, the Tahoe Region has relocated existing non-residential development but has not retired any non-residential units of use. The 2012 Regional Plan Update added policy language encouraging a publicly funded acquisition program targeted at acquiring and retiring excess existing non-residential development on sensitive lands. This performance measure tracks this program’s effectiveness at removing existing commercial floor area and tourist accommodation units from sensitive lands.

Performance Measure #3: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Remove existing tourist units of use from sensitive lands (Develop and fund a program to acquire and retire tourist units of use within 4 years – level 1) (acquire 10 TAUs – level 2)	Partially Met	Partially Met
Remove existing commercial floor area from sensitive lands (Develop and fund a program to acquire CFA within 4 years – level 1) (acquire 5,000 sf of CFA – level 2)	Partially Met	Partially Met

The benchmark to establish a program to remove commercial and tourist units from sensitive lands has not been met. Funded acquisition programs or similar strategies are needed for a significant number of units to be retired to meet this benchmark. TRPA made changes to the development rights program in October 2018 to reaffirm the role of land banks in achieving the goals of the development rights transfer system. In addition, TRPA will allow local governments and philanthropic non-profit organizations to form banks under a memorandum of understanding with TRPA in order to acquire, hold, disperse, retire or transfer development rights. These actions were designed to increase the effectiveness of the development rights removal/restoration, banking and transfer systems by accelerating the removal and relocation of development rights from sensitive and remote areas.

The California Tahoe Conservancy (Conservancy) developed the Tahoe Livable Communities Program (<https://tahoe.ca.gov/programs/tahoe-livable-communities/>) to seek opportunities to acquire and restore properties and retire the associated non-residential development rights. However, the Conservancy has not yet retired any non-residential units of use. Instead, these units have been deposited into the Conservancy’s asset land bank for future consideration.

Additionally, incremental progress can be made in other ways. Since the adoption of the 2012 Regional Plan, private property owners have removed 160 tourist accommodation units from stream environment zones, and 109 of these units were transferred to non-

sensitive land, including 12 units that we moved into a non-sensitive parcel in a town center. Additionally, more than 30,500 square feet of commercial floor area has been removed and banked from stream environment zones since 2012. These development rights were subsequently banked and are available for transfer, rather than permanently retired, though it is likely that these units will be transferred into less sensitive areas and town centers due to the Regional Plan incentives for the relocation of sensitive development.

Further, under the conversion program adopted by TRPA as part of the development rights initiative in 2018, the land banks can acquire these non-residential development rights from sensitive lands and convert them into much needed residential units that can be transferred to be used on less-sensitive lands. Rather than permanently retiring, the land banks can sell the residential units and fund additional future acquisitions using the proceeds, while still meeting the goal of reducing non-residential development in the region. These strategies have been instrumental in providing opportunities for affordable housing in the region (see Performance Measure #4).

PERFORMANCE MEASURE #4

Improve housing availability for residents and workers

The 2012 Regional Plan Update Environmental Impact Statement (EIS) documented that housing in the Tahoe Region has become less affordable and quality housing is prohibitively expensive for essential workers, including teachers and police officers. This measure evaluates the utilization of multi-residential bonus units for affordable and workforce housing.

Performance Measure #4: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Average annual rate of multi-residential bonus unit utilization 20.23 units per year (level-1) and 21.24 units per year (level-2)	Met	Met

In the Tahoe Region, 10 multi-residential bonus units were assigned in 2022 for achievable housing projects in 2022. Since 2013, TRPA has issued a total of 326 residential bonus units, for an annual average of 32.6 units, exceeding the level-1 and level-2 benchmarks.

TRPA’s Tahoe Living Housing and Community Revitalization Initiative (<https://www.trpa.gov/permitting/housing>) and the housing and sustainability initiatives of local governments, the California Tahoe Conservancy, and non-profits, including the Mountain Housing Council and Tahoe Prosperity Center are implementing strategies that incentivize affordable housing for locals. As a result of these initiatives, more than 300 housing units are currently in the construction, planning, design, and approval processes.

Multiple projects that were approved in 2021 broke ground in 2022. The Sugar Pine Village project in South Lake Tahoe broke ground on Phase 1, which includes 68 of the planned 248 units. This affordable multi-family housing project helps implement the workforce housing goals of the 2012 Regional Plan—mixed-use and residential development in close proximity

to transit and pedestrian-friendly centers. Other projects that broke ground include three moderate-income ownership homes built by the Saint Joseph Community Land Trust in South Lake Tahoe, which will be ready for move-in in the spring of 2023, and four deed-restricted “achievable” units that are part of a mixed-use tourist and residential redevelopment project in Tahoe Vista, Placer County. Another 14 units of rental housing within walking distance of Barton Hospital in South Lake Tahoe are also nearing completion.

Additionally, 17 accessory dwelling units (ADUs) were permitted in 2022, for a total of 20 ADUs permitted since inception of the program. Eight of these 20 ADUs were deed-restricted “achievable.” Approximately half of the ADU permits have been in Placer County and half in the City of South Lake Tahoe. ADUs are a way for the private market to quickly provide workforce housing.

Other anticipated projects include a 70-unit achievable housing project near the Y in the City of South Lake Tahoe, a 150-unit affordable housing project in Placer County near Dollar Point, and a 24-unit achievable housing project in Dollar Hill. These projects are in the permitting and design stages.

PERFORMANCE MEASURE #5

Increase percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian).

Non-auto mode share travel captures the percentage of people bicycling, walking, and using transit or other non-auto travel modes indicating the degree to which land-use patterns, policy, and funding decisions at Lake Tahoe influence travel behavior of residents and visitors. Non-auto mode share at Tahoe has historically been measured by intercept surveys at commercial and recreation sites in winter and summer.

Performance Measure #5: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Percentage of trips by auto/truck/motorcycle/other motorized vehicles below 80.93% (level-1) and below 80.68% (level-2)	Not Evaluated	Not Evaluated

From 2006 to 2020, TRPA conducted basin-wide travel surveys every two years in order to better understand basic travel characteristics of both residents and visitors. The 2018 Summer Travel Survey was conducted in August 2018 and the 2020 Winter Survey was conducted in March 2020.

In 2022, in consultation with the newly-formed Transportation Performance Technical Advisory Committee and a transportation consultant, TRPA developed a new framework for evaluating transportation performance. As part of the proposed implementation framework from this committee, TRPA is proposing a suite of primary metrics that will be

presented for approval by the TRPA Governing Board in early 2023. Once established, these measures will be reported bi-annually beginning in 2024.

Among the committee-proposed measures are new and updated metrics for Mode Share and for Per-Capita Vehicle Miles Traveled. As both of these measures are currently included in this Regional Plan Performance Measure report, we have suspended the reporting and analysis of these measures to coordinate the evaluation and reporting of these metrics in this report with the updated methodology recommended in the reporting framework.

For 2022, this performance measure was not reported. However, the prior winter 2020 and summer 2018 non-auto percentages both exceeded the level-1 and level-2 benchmarks. TRPA and partners are currently exploring new methods to more holistically assess mode share.

PERFORMANCE MEASURE #6

Decrease in automobile vehicle miles traveled per capita (excluding through-trips).

Vehicle miles traveled (VMT) per capita is a measure of the efficiency of the transportation system and the degree to which the land use pattern affects personal motor vehicle travel. VMT is measured using data from the federal highway performance management system.

In 2021 TRPA adopted a VMT per capita standard in the Transportation and Sustainable Communities Threshold category. The goal of the threshold standard is to reduce dependence on the automobile, support GHG emission reduction, and increase mobility. The standard assesses VMT per capita as a function of all travelers (residents, visitors, commuters, etc.) in the Tahoe Region, not just as a function of residential population. Progress towards attainment of this threshold is measured using a VMT per capita standard (TSC1) that establishes a goal to “Reduce Annual Daily Average VMT Per Capita by 6.8% from 12.48, the 2018 baseline, to 11.63 in 2045.”

As part of the adaptive management framework for standard, TRPA adopted a new goal in the Regional Plan (DP-5) and six policies to promote threshold attainment. That adaptive management framework includes the creation of an independent advisory body, charged with summarizing progress towards attainment of the standard and providing guidance to the Governing Board on what is working to reduce VMT/capita and how best to accelerate attainment of TSC1.

As described above, TRPA and the Transportation Performance Technical Advisory Committee have developed a new framework for evaluating transportation performance and data, including per-capita VMT. Once established, these measures will be reported bi-annually beginning in 2024.

Performance Measure #6: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
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Decrease per-capita VMT below baseline average of 33.7 miles per day (level-1) and 33.4 miles per day (level-2)	Not Evaluated	Not Evaluated
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PERFORMANCE MEASURE #7

Accelerate pedestrian and bicycle improvements

This measure is related to Regional Plan policies regarding sidewalks, trails, and public investment levels. The 2012 Regional Plan Update included coverage exemptions and other amendments intended to decrease costs for construction of these facilities and increase the number of improvements. The data used to calculate the average annual miles of pedestrian and bicycle facilities constructed was obtained from the Lake Tahoe Region Bicycle and Pedestrian Plan and the Environmental Improvement Program Project Tracker.

Performance Measure #7: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Construction of pedestrian and bicycle improvements: 4.15 miles per year (level-1) and 9 miles per year (level-2)	Not Met	Not Met

Tahoe implementing agencies have constructed 37.8 miles of bicycle and pedestrian routes since 2012, for a combined post-2012 annual average of 3.8 miles per year. This is 91 percent of the level-1 benchmark of 4.15 miles per year. The level-2 benchmark of nine miles of pedestrian and bicycle facilities constructed per year was not met.

A coalition of Tahoe-Truckee partners began developing a Regional Trails Plan (see <https://storymaps.arcgis.com/stories/346eafb9350242679c09f1fe2863ed41>) for a connected and accessible trail network that spans land managed by numerous agencies and links Tahoe's backcountry, front country, and urban trail systems. The Tahoe Regional Trails Strategy, the first of its kind, will provide a guiding vision for a regional trail network that will be used by land managers, regulatory agencies, and non-profits to plan, build, fund, manage, and maintain trails in the Tahoe Basin. This strategy will be instrumental in closing connections and continuing to promote bicycle and pedestrian improvements in the region.

PERFORMANCE MEASURE #8

Accelerate privately funded coverage removal from stream environment zones and other sensitive lands.

This measure relates to policy amendments in the 2012 Regional Plan that seek to facilitate environmental improvements through redevelopment and private investment. The effectiveness of key amendments related to transfer incentives for coverage is tracked

though coverage removal from stream environment zones, coverage removal from other sensitive lands, and collection of excess coverage mitigation fees.

The data to determine the average annual removal was obtained from coverage transfer records using the same methods as in Performance Measure #2; however, data transfers initiated as a result of public acquisitions were removed from the analysis.

Performance Measure #8: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Increase the amount of coverage removed and transferred from SEZs to more than 0.14 acres/year (level-1) and 0.17 acres/year (level-2)	Met	Met
Increase the coverage removed and transferred from other sensitive areas to more than 0.17 acres/year (level-1) and 0.2 acres/year (level-2)	Not Met	Not Met
Increase the collection of excess coverage mitigation fees: more than \$693,738/year (level-1) and \$728,425/year (level-2)	Met	Met

Privately funded coverage removal and transfer from stream environment zones and other sensitive lands continues to result in environmental restoration. However, this measure is dependent on project activity which requires transfers of land coverage and private investment decisions. Table 8 shows the post-2012 average coverage transferred from stream environment zones and sensitive areas compared to the baseline average calculated for the years 2002 through 2022.

Table 8: Private coverage transfer by year		
Year	SEZ Transfer (acres)	Sensitive Transfer (acres)
2022	0.31	0.03
2021	0.06	0.03
2020	0.13	0.00
2019	0.06	0.00
2018	1.20	0.01
2017	0.19	0.09
2016	0.04	0.04
2015	0.12	0.03
2014	0.13	0.03
2013	0.00	0.08
2013 to 2022 Average	0.224	0.034
Baseline average	0.14	0.17
Source: TRPA Permit Records and LakeTahoelInfo.org/Parcel Tracker		

As referenced in Performance Measure #2, banked development rights were evaluated as a measure of future transfer potential. TRPA identified 12.8 acres of previously existing land coverage removed from stream environment zones and another 3.8 acres removed from

other sensitive lands since 2012. Most of this land coverage is currently banked and will likely be transferred in the future to non-sensitive areas and town centers because of 2012 Regional Plan policies that provide incentives to relocate development in these areas. In addition to these figures, more than 42,000 square feet of previously existing land coverage from stream environment zones has been permanently retired by private property owners since 2012, as a condition of project approval.

For excess coverage mitigation fees (Table 9), the baseline is an annual average of \$693,738 collected per year. The post-2012 annual average of \$879,520 exceeds the level-1 benchmark to increase excess coverage mitigation fees collected above the pre-2012 average and the level-2 benchmark to further increase collections by five percent above the benchmark. Numerous projects in 2022 paid the entirety of their excess coverage mitigation fees to be eligible for coverage exemptions. These coverage exemptions exempt certain structures—including decks, sheds, or pervious driveway pavers—from the calculation of land coverage on high-capability, non-sensitive lands. To receive an exemption, the property must also have a certificate of completion for water quality Best Management Practices (BMPs).

Table 9: Annual average excess coverage mitigation fees collected in 2013 -2022 compared to baseline		
Annual Year	Total Excess Coverage Mitigation Fees	Post-2012 Excess Coverage Mitigation Fees
2002	\$941,189	
2003	\$618,351	
2004	\$677,895	
2005	\$332,921	
2006	\$837,451	
2007	\$404,932	
2008	\$1,932,739	
2009	\$291,533	
2010	\$287,305	
2011	\$613,066	
2012	-	
2013		\$335,632
2014		\$451,103
2015		\$996,804
2016		\$1,025,772
2017		\$874,386
2018		\$593,825
2019		\$679,483
2020		\$940,390
2021		\$1,579,910
2022		\$1,317,892
Baseline annual average	\$693,738	
Post 2012 annual average		\$879,520
Source: TRPA Permit Records and TRPA Financial Records		

Note: These baseline figures have been restated to match the baseline originally adopted by the TRPA Governing Board in May 2013. Data for 2012 was not included in the baseline. Prior year reports included erroneous baseline information that has been corrected here. In addition, the data for 2013-2016 were also recalculated using updated methodology to ensure consistency and accuracy of the calculations.

PERFORMANCE MEASURE #9

Accelerate issuance of water quality BMP certificates in conjunction with property improvements.

This performance measure tracks the private investment to mitigate the impacts of development through implementation of water quality BMPs associated with development permits. The measure seeks to evaluate the rate of issuance of certifications for the control of stormwater through permits issued by TRPA and MOU partners for property improvements (new construction, redevelopment, additions, remodels, etc.). The level-1 benchmark is an increase in the rate of certification from permitting, as a percentage of all remaining properties without certification, from the baseline of one percent. The level-2 benchmark calls for a 25 percent improvement upon the baseline average.

Performance Measure #9: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Increase the rate of BMP Certificates issued in conjunction with property improvements: issue BMP certificates to 1% of outstanding properties through permitting (level-1) and 1.25% (level-2)	Not Met	Not Met

* Close to target indicates that the performance measure is within 5% of the benchmark

In 2022, TPPA issued a total of 153 BMP certificates and 96 certificates as a result of permitted projects. Therefore, 63 percent of the total certificates issued were as a result of permitted projects. Table 10 illustrates the certification rates for single-family residential, multi-family residential, and commercial properties by all methods. As described in the excess coverage mitigation section above, in recent years, TRPA has seen an increase in property owners installing their BMPs on residential parcels to be eligible for TRPA’s special coverage exemptions. At least 35 of the certificates issued in 2022 were issued to qualify for these exemptions that allow property owners to exempt certain structures, including decks, pervious driveways, and sheds, from land coverage calculations for properties located on high capability lands that have installed water quality BMPs. In addition, TRPA’s mooring registration and permitting program and the mooring lottery in 2022 require that properties are compliant with the requirements to install stormwater BMPs in order to apply or register moorings. In 2022, seven of the properties that received BMP certificates during the year installed their BMPs to be able to register their moorings and one property was certified to be eligible for the mooring lottery.

Performance Measure	2022	Average per Year (2013 to 2022)

Percent of total outstanding properties issued BMP certificates in conjunction with property improvements	0.4%	0.92%
Certification of single-family residential parcels all methods	132	333
Certification of multi-family residential parcels all methods	7	99
Certification of commercial parcels	14	33
Total number of certifications issued in area-wide BMPs	1	11
Completed area-wide BMP projects	0	1
Approved and funded area-wide BMP projects	0	1
Source: TahoeBMP.org BMP Database		

The post-2012 annual average percentage of uncertified parcels that receive BMP certificates through permitting was 0.92 percent, below the level-1 benchmark. The level-2 benchmark, a 25 percent increase in the annual average rate of BMP certificates issued in conjunction with property improvements, was not achieved.

PERFORMANCE MEASURE #10

Achieve Lake Tahoe Total Maximum Daily Load performance benchmarks.

This measure tracks the performance benchmarks set by the Lake Tahoe Total Maximum Daily Load (TMDL) program, which is a water quality program adopted and administered directly by the states of California and Nevada for Lake Tahoe. TRPA’s 2012 Regional Plan and land use regulations play a critical part in the overall implementation system relied on to achieve the TMDL and attain TRPA water quality threshold standards. The TMDL performance benchmarks are tracked by the Lahontan Regional Water Quality Control Board and the Nevada Division of Environmental Protection. For this performance measure, there is no level-2 benchmark.

Performance Measure #10: Summary	2022 Level-1 & Level 2 Benchmarks
Completion of required TMDL load reductions as established by State TMDL programs	Met

The Lake Tahoe TMDL Program 2022 Performance Report (<https://clarity.laketahoeinfo.org/FileResource/DisplayResourceAsEmbeddedPDF/368ea518-4a49-4d65-83c2-41c42a0eea77>) found that local governments and the California and

Nevada transportation agencies have achieved the 10-year milestone goals for urban storm water as well as the non-urban source categories.

The 2021 water year milestone to reduce fine sediment particles by 21 percent was exceeded, as implementors achieved a 23 percent reduction from baseline 2004 levels. In total, 2,987 credits were awarded to Urban Implementers, all who exceeded their individual 2021 credit targets. Credits awarded equate to nearly 600,000 lbs/year of FSPs diverted from Lake Tahoe.

Looking forward, Urban Implementers continue to plan and implement water quality improvements at Lake Tahoe to meet future load reduction targets.

PERFORMANCE MEASURE #11

Accelerate Scenic Threshold attainment on urban roadways.

Scenic conditions in the Tahoe Region’s less intensely developed areas generally meet adopted threshold standards. Scenic quality along roadways in developed areas is generally improving but remains out of attainment with the Threshold goals. The 2012 Regional Plan included amendments to accelerate redevelopment activity that is expected to also achieve scenic improvements in town centers. This performance measure analyzes the average annual improvement in developed areas, especially community centers.

Within the Tahoe Region, 14 of the scenic roadway units have portions that are within urban areas. The level-1 benchmark for this measure is to increase the scores in these units by the average rate of improvement between 2001 and 2011 (a 1.45-point improvement per year); the level-2 benchmark is to increase the average annual scenic improvement rate for urban roadway units by an additional 20 percent.

A regional scenic evaluation was last performed for the 2019 Threshold Evaluation, see <https://thresholds.laketahoeinfo.org/ThresholdReportingCategory/Detail/RoadwayAndShorelineUnits>. Scenic ratings for all 14 scenic roadway units were either stable or improved from their ratings in the previous evaluation. Three urban roadway scenic units, Tahoe Valley and Al Tahoe in the City of South Lake Tahoe, and Kings Beach in Placer County, increased from the 2015 evaluation. Despite these increases of three points, or 0.75 points per year, the annual average increases were not sufficient to meet the benchmarks.

The next scenic evaluation will be performed during the summer of 2023 in preparation for the upcoming 2023 Threshold Evaluation to be released by TRPA in 2024.

Performance Measure #11: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
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Accelerate scenic improvement on urban roadways by increasing annual scenic scores for urban roadway units by 1.45 points/year (level-1) and 1.74 points/year (level-2)	Not Met	Not Met
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PERFORMANCE MEASURE #12

Prepare and maintain area plans in conformance with the 2012 Regional Plan.

Under the 2012 Regional Plan, area plans, once approved by local governments and found to be in conformance with the Regional Plan by TRPA, replace community plans and plan area statements. There are three indicators evaluated under this measure: the number of acres included in new area plans; the recertification rate for area plans; and the number of public meetings for each area plan under development.

Performance Measure #12: Summary	2022 Level-1 and Level-2 Benchmarks
Include 20% of private land in new area plans (level-1 and -2)	Met
100% recertification rate for area plans (level-1 and -2)	Met
At least two public meetings for each area plan under development (level-1 and -2)	Met

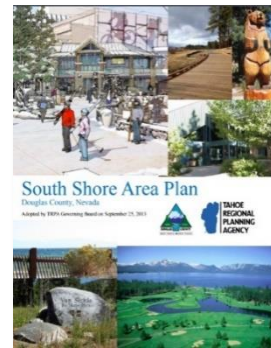
To date, six area plans have been approved, covering more than 34 percent of the land area of the Lake Tahoe Region, including 89 percent of centers (Town Centers, Regional Centers, and the highest density commercial district) in the region. This exceeds the 20 percent benchmark.

Based on an annual audit of the adopted area plans and implementation of delegated permitting authority, the TRPA Governing Board reviewed and recertified all existing area plans and associated MOUs on December 14, 2022, meeting the benchmark of 100 percent area plan recertifications.

Douglas County, Nevada

South Shore Area Plan

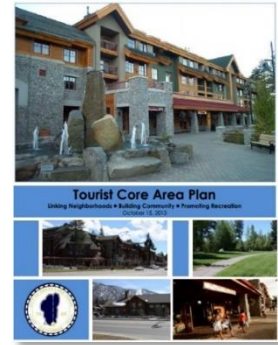
The South Shore Area Plan includes approximately 667 acres located along Highway 50, between Kahle Drive and the state line, in Douglas County, Nevada. The Governing Board adopted the Area Plan and an associated MOU in 2013.



City of South Lake Tahoe, California

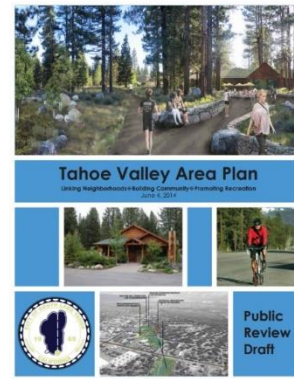
Tourist Core Area Plan

The Tourist Core Area Plan includes approximately 300 acres located along Highway 50, between Ski Run Boulevard and the state line, in the City of South Lake Tahoe, California. The Governing Board adopted the Area Plan in 2013. The Governing Board approved Area Plan amendments to incentivize town center redevelopment and housing development in 2020. The Governing Board adopted a delegation MOU with the City in December 2014. The MOU covers areas both within and outside of Area Plans in the City of South Lake Tahoe. The MOU took effect in the third quarter of 2015.



Tahoe Valley Area Plan

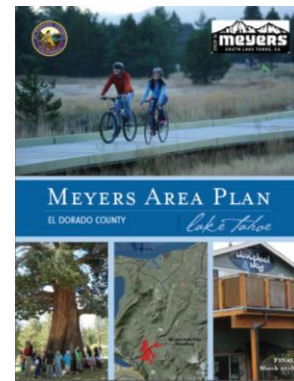
The Tahoe Valley Area Plan includes 337 acres near the intersection of Highways 50 and 89 ("Y" area) in the City of South Lake Tahoe, California. The Governing Board adopted the Area Plan in July 2015. In 2020, the Governing Board approved updates to the Area Plan to facilitate the development of the Sugar Pine Village affordable housing project, as well as future affordable housing projects. The City delegation MOU that took effect in 2015 includes the Tahoe Valley Area Plan.



El Dorado County, California

Meyers Area Plan

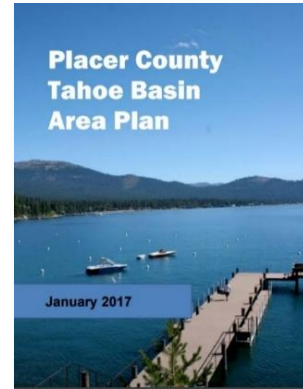
The Meyers Area Plan includes approximately 669 acres in the Meyers community in El Dorado, California. The Governing Board adopted the Area Plan in February 2018. A delegation MOU that covers the Meyers Area Plan and future Area Plans, as well as the rest of El Dorado County in the Tahoe Region, was adopted by the Governing Board in November 2018. The MOU includes three phases of permit delegation. The MOU (Phase I & II) went into effect in January 2020.



Placer County, California

Placer County Tahoe Basin Area Plan

The Placer County Tahoe Basin Area Plan includes all property under the jurisdiction of TRPA in Placer County, California, more than 46,000 acres. The Governing Board adopted the Area Plan in February 2017. In 2021, the Governing Board approved updates to the Area Plan to better align the Area Plan with the County’s housing goals and TRPA Regional Plan updates. The Governing Board approved an MOU in October 2017. The MOU includes three phases of permit delegation. The MOU (Phase I & II) went into effect in May 2018.



Washoe County, Nevada

Washoe County Tahoe Area Plan

The Washoe County Tahoe Area Plan includes all property within the Tahoe Basin portion of Washoe County, Nevada, nearly 20,000 acres. The Governing Board approved the Area Plan in May of 2021. The plan guides growth by recognizing critical conservation areas, establishing existing and future land use and transportation patterns, and identifying current and future public service and facility needs. This is the most recently adopted Area Plan in the Tahoe Basin.

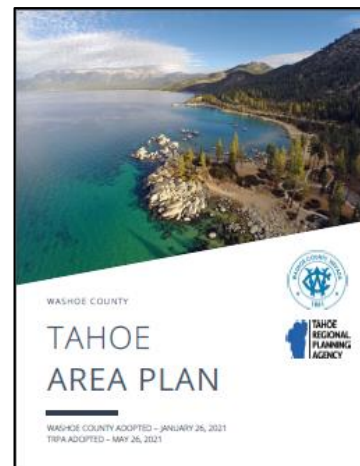


Table 11 summarizes the number of public meetings that occurred in 2022 related to the development and update of area plans. Public meetings were held by TRPA and local jurisdictions in 2021 for amendments to the City of South Lake Tahoe’s Tourist Core Area Plan and Tahoe Valley Area Plan, amendments to the Placer County Tahoe Basin Area Plan, and the draft Washoe County Area Plan.

Table 11: Number of public meetings and workshops held in 2022 in support of the development and update of area plans	
Area Plan	Number of Public Meetings/Workshops
Washoe County Area Plan	3
Placer County Tahoe Basin Area Plan Amendment	9
CSLT, Tourist Core Area Plan Amendments	4
Douglas, South Shore Area Plan	1

PERFORMANCE MEASURE #13

Complete mitigation measures identified in the Regional Plan Update EIS

This measure is related to the mitigation measures called for in the 2012 Regional Plan Update Environmental Impact Statement (EIS). The mitigation measures address construction best practices for air quality and noise, Region-wide traffic noise reduction, noise policy for mixed-use development, and greenhouse gas emissions reduction. The benchmark for this performance measure is to develop and adopt the mitigation measure identified in the Regional Plan Update EIS.

Performance Measure #13: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Complete mitigation measures identified in the Regional Plan Update EIS	Met	Met

Mitigation programs for all the specified categories were developed and the TRPA Governing Board adopted these programs in November 2013.

PERFORMANCE MEASURE #14

Increase rate of redevelopment

An objective of the 2012 Regional Plan is to improve economic vitality through accelerated property improvement and redevelopment associated with environmental improvement. This performance measure tracks the average annual rate of permits issued for rebuild, addition, and remodel projects (Table 12). The level-1 benchmark requires an increase in redevelopment from the 2002 to 2012 baseline. The level-2 benchmark seeks a 10 percent increase in redevelopment from the baseline.

Performance Measure #14: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Approve more than 108.2 redevelopment permits (level-1) and 119 redevelopment permits (level-2)	Met	Met

* Close to target indicates that the performance measure is within 5% of the benchmark.

TRPA approved 171 redevelopment permits in 2022, including 164 residential permits and 7 commercial/tourist accommodation permits. The 2013 to 2022 average of 134.4 redevelopment projects exceeds the level-1 and level-2 benchmarks.

Table 12: Annual average of TRPA permits issued for additions/modifications/rebuilds after 2012				
Additions/Modifications/Rebuilds	2022	2013-2022 Average	Level-1 Pre-2012 Baseline Average (2002 – 2012)	Level-2 10% Increase from Level 1

Residential Permits	164	126.4	n/a	n/a
Commercial/Tourist Permits	7	8.0	n/a	n/a
Total	171	134.4	108.2	119

Table 13: Summary of regional plan performance measures and indicators with 2022 status

Category	Performance Measure	Indicator	Level-1 Benchmark	2022 Level-1 Results	2022 Level-1 Status	Level-2 Benchmark	2022 Level-2 Results	2022 Level-2 Status
Regional Land Use Patterns	PM1. Distribution of development for land-use types	Increase the percent of commercial floor area located within centers to more than 63.13% (level-1) and 63.23% (level-2)	63.13%	64.75%	103% = Met	63.23%	64.75%	102% = Met
		Decrease the percent of commercial floor area in remote areas to less than 26.32% (level-1) and 26.22% (level-2)	26.32%	25.87%	102% = Met	26.22%	25.87%	101% = Met
		Increase the percent of residential units located within centers to more than 3.84% (level-1) and 4.24% (level-2)	3.84%	4.69%	122% = Met	4.24%	4.69%	111% = Met
		Decrease the percent of residential units in remote areas to less than 67.66% (level-1) and 67.26% (level-2)	67.66%	66.81%	101% = Met	67.26%	66.81%	101% = Met
		Increase the percent of tourist accommodation units located within centers to more than 83.37% (level-1) and 83.47% (level-2)	83.37%	82.64%	99% = Close to Target	83.47%	82.64%	99% = Close to Target
		Decrease the percent of tourist accommodation units in remote areas to less than 10.44% (level-1) and 10.34% (level-2)	10.44%	13.29%	79% = Not Met	10.34%	13.29%	78% = Not Met
		Increase the value of property improvements within centers to more than 10.94% (level-1) and 11.14% (level-2)	10.94%	14.52%	133% = Met	11.14%	14.52%	130% = Met
		Decrease the value of property improvements in remote areas to less than 71.38% (level-1) and 71.18% (level-2)	71.38%	69.76%	102% = Met	71.18%	69.76%	102% = Met
	PM2. Annual average number of units transferred to town centers from sensitive and remote land	Transfer more than zero residential units to centers from SEZs	>0	46 units since 2013; annual average of 4.6 units	Met	No Level 2 Benchmark		
		Transfer more than 414.18 square feet of commercial floor area to centers from SEZs	>414.18 sf	0 sf since 2013; annual average of 0	Not Met	No Level 2 Benchmark		

Table 13: Summary of regional plan performance measures and indicators with 2022 status (continued)

Regional Land Use Patterns	PM2. Annual average number of units transferred to town centers from sensitive and remote land	Transfer more than 0.36 tourist accommodation units to centers from SEZs	>0.36	12 units since 2013; annual average of 1.2 units	Met	No Level 2 Benchmark
		Transfer more than zero potential residential units* to centers from SEZs	>0	8 units since 2013; annual average of 0.8 unit	Met	No Level 2 Benchmark
		Transfer more than zero residential units to centers from other sensitive lands	>0	0 units since 2013; annual average of 0 units	Not Met	No Level 2 Benchmark
		Transfer more than 959.55 square feet of commercial floor area to centers from other sensitive lands	>959.55 sf	6,500 sf since 2013; annual average of 650 sf	Not Met	No Level 2 Benchmark
		Transfer more than zero tourist accommodation units to centers from other sensitive lands	>0	0 units since 2013; annual average of 0 units	Not Met	No Level 2 Benchmark
		Transfer more than 0.18 potential residential units* to centers from other sensitive lands	>0.18	2 units since 2013; annual average of 0.2 units	Met	No Level 2 Benchmark
		Transfer more than 0.09 residential units to centers from remote areas	>0.09	1 unit since 2013; annual average of 0.1 units	Met	No Level 2 Benchmark
		Transfer more than 470.18 square feet of commercial floor area to centers from remote areas	>470.18 sf	0 sf since 2013; annual average of 0	Not Met	No Level 2 Benchmark
		Transfer more than zero tourist accommodation units to centers from remote areas	>0	12 units since 2013; annual	Met	No Level 2 Benchmark

				average of 1.2 units				
		Transfer more than 0.09 potential residential units* to centers from remote areas	>0.09	11 units since 2013; annual average of 1.1 units	Met	No Level 2 Benchmark		
	PM3. Removal rate for existing non-residential units of use	Remove existing tourist units of use from sensitive lands (Develop and fund a program to acquire and retire tourist units of use within 4 years – level 1) (acquire 10 TAUs – level 2)	Develop/fund program	Program developed, not funded	Partially Met	Remove 10 TAUs	94 TAUs have been removed from SEZs since 2012. None have been permanently retired.	Partially Met
Regional Land Use Patterns	PM3. Removal rate for existing non-residential units of use	Remove existing commercial floor area from sensitive lands (Develop and fund a program to acquire CFA within 4 years – level 1) (acquire 5,000 sf of CFA – level 2)	Develop/fund program	Program developed, not funded	Partially Met	Remove 5K sf CFA	Nearly 29,000 sf of CFA have been removed and banked from SEZs since 2012. None have been permanently retired.	Partially Met
	PM4. Housing availability for residents and workers	Average annual rate of multi-residential bonus unit utilization 20.23 units per year (level-1) and 21.24 units per year (level-2)	20.23 units/year	326 units since 2013; annual average of 32.6 units	161% = Met	21.24 units/year	326 units since 2013; annual average of 32.6 units	153% = Met
Travel Behavior	PM5. Percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian)	Increase percentage of trips by non-auto modes (transit, bicycle, pedestrian) above 19.07% (level-1) and above 19.32% (level-2)	19.07%	Not Evaluated	Not Evaluated	19.32%	Not Evaluated	Not Evaluated

	PM6. Automobile vehicle miles traveled per capita (excluding through trips)	Decrease per-capita VMT below baseline average of 33.7 miles per day (level-1) and 33.4 miles per day (level-2)	33.7 miles/day	Not Evaluated	Not Evaluated	33.4 miles/day	Not Evaluated	Not Evaluated
	PM7. Construction of pedestrian and bicycle improvements	Construction of pedestrian and bicycle improvements: 4.15 miles per year (level-1) and 9 miles per year (level-2)	4.15 miles/year	37.8 miles since 2013; annual average of 3.8 miles	91% = Not Met	9 miles/year	37.8 miles since 2013; annual average of 3.8 miles	42% = Not Met
Environmental Restoration Environmental Restoration	PM8. Coverage removal from Stream Environment Zones and other sensitive lands (privately-funded)	Increase the amount of coverage removed and transferred from SEZs to more than 0.14 acres/year (level-1) and 0.17 acres/year (level-2)	0.14 acres/year	3.15 acres since 2013; annual average of 0.315 acres/year	225% = Met	0.17 acres/year	3.15 acres since 2013; annual average of 0.315 acres/year	185% = Met
		Increase the coverage removed and transferred from other sensitive areas to more than 0.17 acres/year (level-1) and 0.2 acres/year (level-2)	0.17 acres/year	0.04 acres since 2013; annual average of 0.004 acres/year	Not Met	0.2 acres/year	0.04 acres since 2013; annual average of 0.004 acres/year	Not Met
		Increase the collection of excess coverage mitigation fees: more than \$693,738/year (level-1) and \$728,425/year (level-2)	\$693,738 /year	\$879,520 /year	127% = Met	\$728,425 /year	\$879,520 /year	121% = Met
	PM9. Issuance of best management practices (BMP) certificates in conjunction with property improvements and area-wide BMP installations	Increase the rate of BMP Certificates issued in conjunction with property improvements: issue BMP certificates to 1% of outstanding properties through permitting (level-1) and 1.25% (level-2)	1.00%	0.92%	100% = Met	1.25%	0.92%	80% = Not Met
	PM10. Lake Tahoe Total Maximum Daily Load (TMDL) performance benchmarks	Completion of required TMDL load reductions as established by State TMDL programs	Achieve Reductions	Achieved Reductions	Met	No Level 2 Benchmark		

	PM11. Scenic improvement rate on urban roadways	Accelerate scenic improvement on urban roadways by increasing annual scenic scores for urban roadway units by 1.45 points/year (level-1) and 1.74 points/year (level-2)	1.45	Increase of 3 points from 2015 to 2019 evaluation; annual average of 0.75 points	Not Met	1.74	Increase of 3 points from 2015 to 2019 evaluation; annual average of 0.75 points	Not Met
	PM12. Prepare and maintain area plans in conformance with the 2012 Regional Plan	Include 20% of private land in new area plans (level-1 and -2)	20%	34%	170% = Met	No Level 2 Benchmark		
		100% recertification rate for area plans (level-1 and -2)	100%	100%	100% = Met	No Level 2 Benchmark		
Effective Regional Plan Implementation	PM12. Prepare and maintain area plans in conformance with the 2012 Regional Plan	At least two public meetings for each area plan under development (level-1 and -2)	2	17	Met	No Level 2 Benchmark		
	PM13. Complete mitigation measures identified in the Regional Plan Update environmental impact statement	Complete mitigation measures identified in the Regional Plan Update EIS	Complete Measures	Completed Measures	Met	No Level 2 Benchmark		
Economic Vitality	PM14. Rate of redevelopment	Approve more than 108.2 redevelopment permits (level-1) and 119 redevelopment permits (level-2)	108.2	134.4	124% = Met	119	134.4	113% = Met

Note: Close to target indicates that the performance measure is within 5% of the benchmark.

Report on the Net Changes in Development in the Lake Tahoe Region for the past two years

The TRPA Governing Board adopted amendments to the TRPA Regional Plan in October 2018 to implement proposed changes to the development rights system.

As a requirement of these changes, TRPA tracks development right transfer transactions in accordance with TRPA Code Chapter 6: Tracking, Accounting, and Banking and prepares an annual report of transfer activity.

This report includes the total net changes in development rights for each jurisdiction over the previous two years, including:

- Total number of existing development rights built or approved for a project within each jurisdiction as of the date of the report
- The net change of existing development rights being used within each jurisdiction for the past two years.
- Total number of banked development rights within each jurisdiction as of the date of the report.
- Total number of development rights transferred out of each jurisdiction in the past two years.
- Total number of development rights transferred into each jurisdiction in the past two years.
- Total number of development rights converted by development type and quantity within each jurisdiction in the past two years.

Existing, Banked, and Transacted Development Rights by Jurisdiction

As of December 2022, there are an estimated 48,014 residential units, 11,262 tourist accommodation units, and 6,360,419 square feet of commercial floor area in the Lake Tahoe Region. Table 14 below shows the net change in existing development in 2021 and 2022, including new construction, and any development removed during the past two years for banking, conversions, and transfers. The current quantities of banked development rights are also included in Table 14, as well as a summary of the net of transfer activity into/out of each jurisdiction and the net of conversions from 2020 to 2022.

Table 15 provides additional detail on the inter-jurisdictional transfers into and out of each jurisdiction, and the net changes for 2020-2022. The total net change is also displayed as a percentage of the existing development. Interjurisdictional transfers between 2020-2022 did not result in significant changes in any development types or jurisdictions. The largest net change was in commercial floor area, where Douglas County, NV declined during this period by -1.9% of existing development, as commercial floor area was transferred to the City of South Lake Tahoe and Washoe County, resulting in an +0.8% increase in Washoe County.

Table 16 details the conversion activity for development rights from 2020 through 2022. Conversion information is shown by jurisdiction and by the original and converted development right type. Between 2020-2022, the net conversion of development rights resulted in 56 additional residential units, while tourist accommodation units in the Tahoe Region were reduced by 12 units and commercial floor area was reduced by 11,600 square feet. This shift is consistent with TRPA's Tahoe Living Workforce Housing and Community Revitalization Working Group reports detailing the need for greater housing availability, and BAE recommendations after the 2012 Regional Plan update to address housing shortages through providing greater flexibility in the development rights system, including conversions and transfers. These recommendations were implemented through the 2018 development rights initiative and although the changes are small, the expected shifts away from commercial and tourist to residential that were hypothesized in the Regional Plan EIS, BAE report, and other information, appear to be what is happening on the ground.

Table 14. Tahoe Region by Jurisdiction - Estimated Existing, Banked, and Transacted Development Rights

As of December 31, 2022

Residential Units						
Jurisdiction	Existing Residential Units 2022	Net Development Change, 2021 and 2022	Current Banked Inventory (ERU)	Current Banked Inventory (PRU)	Net Transfers Since 2020 (ERU+PRU)	Net Conversions Since 2020
Carson City	1	+ 0	0	0	0	0
City/South Lake Tahoe	15,770	+ 58	90	74	+ 13	+ 49
Douglas	4,469	+ 7	85	22	0	0
El Dorado	8,825	+ 38	20	90	+13	+ 1
Placer	11,418	+ 30	42	120	- 15	+ 35
Washoe	7,531	+ 2	27	3	- 11	+ 12
Grand Total	48,014	+ 135	262	309	0	+ 97

Tourist Accommodation Units					
Jurisdiction	Existing Tourist Accommodation Units 2022	Net Development Change, 2021 and 2022	Current Banked Inventory	Net Transfers Since 2020	Net Conversions Since 2020
Carson City	0	+ 0	0	0	0
City/South Lake Tahoe	5,606	+ 0	819	0	- 14
Douglas	3,551	+ 0	0	0	0
El Dorado	112	+ 0	0	0	0
Placer	1,034	+ 0	146	0	- 17
Washoe	959	+ 0	34	0	0
Grand Total	11,262	+ 0	999	0	- 31

Commercial Floor Area

Jurisdiction	Existing Commercial Floor Area 2022	Net Development Change, 2021 and 2022	Current Banked Inventory	Net Transfers Since 2020	Net Conversions Since 2020
Carson City	0	+ 0	0	0	0
City/South Lake Tahoe	2,866,472	+ 3,617	79,556	+ 3,412	- 9,692
Douglas	702,496	+ 0	14,953	- 13,000	0
El Dorado	328,923	- 316	7,245	+ 0	- 300
Placer	1,291,158	+0	49,908	-3,700	- 3,700
Washoe	1,171,370	+ 4,536	70,721	+ 13,288	- 3,400
Grand Total	6,360,419	+ 7,837	222,383	0	- 17,092

Table 15. Interjurisdictional Transfers and Net Change by Jurisdiction for Residential Units, Tourist Accommodation Units and Commercial Floor Area for 2020-2022

Existing/Potential Residential Unit of Use (PRU and ERU) - Transfers 2020-2022						
From/To Jurisdiction	To DG	To CSLT	To EL	To PL	To WA	To Total
From DG	1	0	1	0	0	2
From CSLT	1	20	12	0	0	33
From EL	0	15	0	0	0	15
From PL	0	0	15	9	0	24
From WA	0	11	0	0	0	11
From Total	2	46	28	9	0	85

Interjurisdictional Total
1
13
15
15
11
55

Residential Unit of Use (RUU) and Potential Residential Units (PRU) - Net Transfers Since 2020-2022				
From/To Jurisdiction	Out	In	Net Change	Net Change % of Existing
From DG	-1	+1	0	0.0%
From CSLT	-13	+26	+13	+0.1%
From EL	-15	+28	+13	+0.1%
From PL	-15	0	- 15	-0.1%
From WA	-11	0	- 11	-0.1%
From Total	-55	+55	0	0.0%

Tourist Accommodation Units - Transfers 2020-2022						
From/To Jurisdiction	To DG	To CSLT	To EL	To PL	To WA	To Total
From DG	0	0	0	0	0	0
From CSLT	0	15	0	0	0	15
From EL	0	0	0	0	0	0
From PL	0	0	0	0	0	0
From WA	0	0	0	0	0	0
From Total	0	15	0	0	0	15

Interjurisdictional Total
0
0
0
0
0
0

Tourist Accommodation Units - Net Transfers Since 2020-2022				
From/To Jurisdiction	Out	In	Net Change	Net Change % of Existing
From DG	0	0	0	0.0%
From CSLT	0	0	0	0.0%
From EL	0	0	0	0.0%
From PL	0	0	0	0.0%
From WA	0	0	0	0.0%
From Total	0	0	0	0.0%

Commercial Floor Area - Transfers 2020-2022						
From/To Jurisdiction	To DG	To CSLT	To EL	To PL	To WA	To Total
From DG	0	6,500	0	0	6,500	13,000
From CSLT	0	5,430	0	0	3,200	8,630
From EL	0	0	0	0	0	0
From PL	0	0	0	0	3,700	3,700
From WA	0	112	0	0	3,111	3,223
From Total	0	12,042	0	0	16,511	28,553

Interjurisdictional Total
13,000
3,200
0
3,700
112
20,012

Commercial Floor Area - Net Transfers 2020-2022				
From/To Jurisdiction	Out	In	Net Change	Net Change % of Existing
From DG	-13,000	0	-13,000	-1.9%
From CSLT	-3,200	6,612	+3,412	+0.1%
From EL	0	0	0	0.0%
From PL	-3,700	0	-3,700	-0.3%
From WA	-112	13,400	+13,288	+1.1%
From Total	-20,012	20,012	0	0.0%

Table 16. Conversions by Jurisdiction and Development Right Type, 2020-2022.

Jurisdiction	Residential Units of Use		Tourist Accommodation Units		Commercial Floor Area (sq. ft.)	
	From Residential	To Residential	From TAU	To TAU	From CFA	To CFA
Carson City	0	0	0	0	0	0
City/South Lake Tahoe	- 2	+ 52	- 15	+ 1	- 9,692	0
Douglas	0	0	0	0	0	0
El Dorado	0	+1	0	0	- 300	0
Placer	0	+ 35	- 17	0	- 3,700	0
Washoe	0	+ 12	0	0	- 3,400	0
Grand Total	- 2	+ 99	- 32	+ 1	- 17,092	0



Tahoe In Brief

Tahoe Regional Planning Agency (TRPA) Governing Board Monthly Report

February 2023

TRPA CALENDAR AT-A-GLANCE

FEBRUARY 2023

- February 16 West Shore Trail Cascade to Meeks feasibility report webinar
- February 22: TRPA Governing Board Meeting

MARCH 2023

- March 1: Tahoe Trails Strategy released
- March 8: TRPA Advisory Planning Commission Meeting
- March 21: Tahoe Trails Strategy webinar
- March 22: TRPA Governing Board Meeting

APRIL 2023

- April 12: TRPA Advisory Planning Commission Meeting
- April 21: Tahoe Living: Housing and Community Revitalization Working Group Meeting
- April 26: TRPA Governing Board Meeting
- April 27: TRPA Governing Board Strategic Planning Session

MAY 2023

- May 10: TRPA Advisory Planning Commission Meeting
- May 24: TRPA Governing Board Meeting

Potential Governing Board agenda items March to June could include:

- Boulder Bay – Waldorf Astoria permit revisions
- Homewood Master Plan amendment
- Washoe County Area Plan amendment
- TRPA’s Transportation Equity Study
- “Achievable” housing definition amendments
- Tahoe Living Phase 2: density, height, and coverage amendments informational hearings
- New permit delegation Memorandum of Understanding between TRPA and Washoe County
- Lake Tahoe Community College (LTCC) Student Housing Project, a two-story 33-unit/100 bed facility for low-income students enrolled full-time
- Performance review and two-year distribution of residential allocations to local jurisdiction partners

TRPA STRATEGIC INITIATIVES

TRPA STRATEGIC INITIATIVES

Set by the Governing Board, these strategic initiatives reflect the agency's commitment to protect Lake Tahoe's environment while improving regional transportation, increasing diverse housing options, and facilitating community revitalization.

- **Building Resiliency: Climate Change and Sustainability**
- **Keeping Tahoe Moving: Transportation and Destination Stewardship**
- **Tahoe Living: Housing and Community Revitalization**
- **Restoration Blueprint: Environmental Improvement Program Implementation**
- **Measuring What Matters: Thresholds and Monitoring Update**
- **Digital First: Innovation**

BUILDING RESILIENCY: CLIMATE CHANGE & SUSTAINABILITY STRATEGIC INITIATIVE

Every TRPA initiative includes strategies to strengthen the resilience of Tahoe's environment, communities, and economy to the emerging stresses of climate change and to improve the region's sustainability. The Climate Change Strategic Initiative harmonizes the goals of both states and local governments in the Tahoe Region while maintaining the region's reputation as a global leader in sustainability.

Climate Code Updates

TRPA has begun work with students of the UC Davis Graduate Program of Environmental Policy and Management to develop climate code updates to improve the resilience of the Tahoe Region based on stakeholder and Governing Board input. The students will be developing recommended code changes with TRPA input that will be presented to the Governing Board for potential adoption this summer.

New Climate Resilience Dashboard

TRPA received six proposals for creating a new climate resilience dashboard for the Tahoe Region. The selected consultant will assist TRPA to develop relevant climate metrics and

build an interactive dashboard on the Lake Tahoe Info platform (<https://www.laketahoeinfo.org/>) over the next year.

TRPA Staff Contact: Devin Middlebrook, Sustainability Program Manager
775-589-5230, dmiddlebrook@trpa.gov

Associated Working Group(s)/Committee(s):

- Tahoe Interagency Executive Steering Committee

Website(s):

- <https://www.trpa.gov/programs/climate-resilience/>
- <https://sustainability.laketahoeinfo.org/>

KEEPING TAHOE MOVING: TRANSPORTATION & DESTINATION STEWARDSHIP STRATEGIC INITIATIVE

This initiative includes an update of the Regional Transportation Plan/Sustainable Communities Strategy, which encompasses greenhouse gas (GHG) reduction, the work of the Bi-State Consultation on Transportation, destination stewardship planning, and ongoing transportation corridor planning.

Cascade to Meeks Trail: The Draft Cascade to Meeks Trail Feasibility Study is complete and now available for public review. TRPA staff, technical consultants, and agency partners will be hosting a webinar on February 16 to share the results of the study. The report divides the trail corridor into buildable segments, evaluates design and construction opportunities and constraints, and includes preliminary cost estimates and phasing. TRPA staff will present the report to the Environmental Improvement, Transportation, and Public Outreach Committee in March. Important next steps will include solidifying an approach to the environmental analysis and identifying champions to help TRPA drive implementation. This project is being closely coordinated with other recreation and restoration projects along the State Route 89 Corridor, including the Meeks Bay Restoration Project and bridge replacement. The Feasibility Study can be viewed at: <https://www.westshoretahoetrail.com/>



Lake Tahoe Destination Stewardship Plan

The core team of project partners are establishing key priorities and an action plan using the public input, situation analysis, and modeling data produced by consultants from the Center for Responsible Travel and partners throughout last year. Coordination will continue over the coming months with a draft Destination Stewardship Plan expected in the Spring/Summer.

TRPA Staff Contacts: Michelle Glickert, Principal Transportation Planner & Transportation Planning Program Manager
775-589-5204, mglickert@trpa.gov

Jennifer Self, Principal Planner & Long-Range Planning Program
Manager
775-589-5261, jself@trpa.gov

Associated Working Group(s)/Committee(s):

- Bi-State Consultation on Transportation
- Transportation Performance Technical Advisory Committee
- Tahoe Transportation Implementation Committee
- Lake Tahoe Destination Stewardship Plan Core Team and Executive Team
- Lake Tahoe-Truckee Destination Stewardship Coordinating Groups
- Regional Trails Plan Steering Committee

Website(s):

- <https://www.trpa.gov/transportation/#programs>
- <https://www.trpa.gov/programs/sustainable-recreation/>
- <https://stewardshiptahoe.org/>

Newsletter: Sign up to receive news by sending an email to enews@trpa.gov and put "Transportation" in the subject line.

TAHOE LIVING: HOUSING & COMMUNITY REVITALIZATION STRATEGIC INITIATIVE

This initiative addresses strategies for implementing affordable and achievable workforce housing as a key component of healthy, sustainable communities in the region. The Tahoe Living initiative implements the Regional Plan, the Regional Transportation Plan/Sustainable Communities Strategy, the Regional Housing Needs Allocation, and other identified regional housing needs.

"Achievable" Housing Definition Amendments

On February 22, staff will provide an informational hearing to the Regional Plan Implementation Committee (RPIC) on updates to the definition of "achievable" housing that would include a local-employment component. In 2022, the Tahoe Living Working Group and Local Government and Housing Committee recommended advancing these updates for approval to the Governing Board. Staff anticipates bringing the draft amendments forward to the Advisory Planning Commission and RPIC in March for recommendations of approval and to the Governing Board for consideration in April.

Height, Density, and Coverage Development Right Standards Amendments

TRPA received input from the Tahoe Living Working Group, the Local Government and Housing Committee, and the Governing Board on changes to regional height, density and coverage standards that would help make housing more affordable for local residents. The Tahoe Living Working Group will provide input on these code amendments at its meeting April 21, and TRPA anticipates bringing these amendments forward to Governing Board committees in May or June.

TRPA Staff Contact: Karen Fink, Housing Program Manager/Housing Ombudsperson
775-589-5258, kfink@trpa.gov

Associated Working Group(s)/Committee(s):

- Tahoe Living Working Group
- TRPA Governing Board Local Government & Housing Committee

Website(s):

- Meeting materials are posted on the Tahoe Living Working Group page:
<https://www.trpa.gov/tahoe-living-housing-and-community-revitalization-working-group-2/>
- Tahoe Housing Story Map:
<https://storymaps.arcgis.com/stories/62ae9110d85c43ecb381eb3f3ccec196>

Newsletter: Sign up to receive housing news by sending an email to enews@trpa.gov with "Housing" in the subject line.

DIGITAL FIRST: INNOVATION INITIATIVE

This initiative recognizes the agency's unique ability to address external events, technology changes, and pursue continuous improvement. It involves significantly improving the ability of the agency to provide services in a "digital first" way by rethinking processes and, using innovative technology.

Document Scanning & Digitization Project

Action has begun on the records scanning project with the selection of a scanning contractor and the first batch of TRPA project files picked up for scanning. The contractor, SyTech Solutions, recently picked up over 100 boxes representing approximately 3,500 individual permit files or 28,000 pages. Staff will continue to prepare agency records for scanning and the contractor has scheduled monthly pick ups to continue scanning.

The agency has already digitized more than 15,000 paper files on its own. There are currently approximately 200,000 remaining files to scan. Additional funding for the project has been requested from California and Nevada through the regular budget processes.

Project Permitting

See tables on the next pages for permitting details.

TRPA Applications by Project Type through January 31, 2023

TRPA Applications by Project Type	2021	2022	2023 YTD
Residential Projects	242	267	27
Commercial Projects	11	18	4
Recreation/Public Service Projects	44	48	5
Environmental Improvement Projects	13	5	1
Shorezone/Lakezone Projects	130	66	3
Buoy and Mooring Projects	48	15	3
Grading Projects	37	35	2
Verifications and Banking	427	379	23
Transfers of Development	55	59	4
Other	142	233	13
Grand Total	1,149	1,125	85

Completeness Review Performance

	<u>November 30, 2022</u>	<u>December 31, 2022</u>	<u>January 31, 2023</u>
Completeness Reviews Finished During Period	101	62	73
Reviewed within 30 Days of Submission	101	62	73
Over 30 Days from Submission	0	0	1
Percent Over 30 Days	0%	0%	1%
Files With Completeness Over 30 Days			HIST2022-1549 (Historic Det.; 31 days)
Applications Not Yet Reviewed for Completeness	20	39	38
Under 30 Days since submission	20	39	38
Over 30 Days since submission	0	0	0

Application Review Performance

	<u>November 30, 2022</u>	<u>December 31, 2022</u>	<u>January 31, 2023</u>
Issued Permits	50	43	59
Issued within 120 Days of Complete Application	48	41	51
Issued over 120 Days from Complete Application	2	2	8
Percent Over 120 Days	4%	5%	14%
Files with Issued Permits - Over 120 Days:	ERSP2021-1966 (Shore-Lakezone; 309 days) ERSP2022-1062 (Shore-Lakezone; 154 days)	ERSP2022-0015 (Shore-Lakezone, 263 days) MOOR2022-1989 (Mooring Permit, 189 days)	ERSP2022-0242 (Shore-Lakezone; 311 days) MOOR2021-1777 (Mooring Permit; 135 days) ERSP2022-0097 (Shore-Lakezone; 176 days) MOOR2021-1832 (Mooring Permit; 176 days) MOOR2021-1689 (Mooring Permit; 198 days) ERSP2022-1688 (Residential Dwelling; 127 days) ERSP2022-1601 (Residential Dwelling; 121 days) LLAD2022-1063 (Lot Line Adj.; 121 days)

	<u>November 30, 2022</u>	<u>December 31, 2022</u>	<u>January 31, 2023</u>
Applications in Review	159	133	99
Under 120 Days in TRPA Review	129	113	83
Over 120 Days in TRPA Review	30	20	16
Percent Over 120 Days	18.9%	15.0%	16.2%
Files In Review - Over 120 Days:	ERSP2022-0242 (Shore-Lakezone; 271 days) MOOR2021-1908 (Mooring Permit; 239 days)	ERSP2022-0242 (Shore-Lakezone; 302 days) MOOR2021-1889 (Mooring Permit; 268 days)	MOOR2021-1798 (Mooring Permit; 239 days) ERSP2022-1124 (Shore-Lakezone; 230 days)

MOOR2021-1889 (Mooring Permit; 237 days)	MOOR2021-1798 (Mooring Permit; 208 days)	MOOR2021-1930 (Mooring Permit; 209 days)
MOOR2021-1798 (Mooring Permit; 177 days)	MOOR2021-1894 (Mooring Permit; 200 days)	MOOR2021-0768 (Mooring Permit; 190 days)
MOOR2021-1894 (Mooring Permit; 169 days)	ERSP2022-1124 (Shore-Lakezone; 199 days)	MOOR2021-1075 (Mooring Permit; 190 days)
ERSP2022-1124 (Shore-Lakezone; 168 days)	MOOR2021-1930 (Mooring Permit; 178 days)	MOOR2021-1819 (Mooring Permit; 190 days)
MOOR2021-1930 (Mooring Permit; 147 days)	MOOR2021-1689 (Mooring Permit; 176 days)	MOOR2021-1830 (Mooring Permit; 176 days)
ERSP2022-0097 (Shore-Lakezone; 147 days)	MOOR2021-0768 (Mooring Permit; 159 days)	MOOR2021-0768 (Mooring Permit; 190 days)
MOOR2021-0768 (Mooring Permit; 128 days)	MOOR2021-1075 (Mooring Permit; 159 days)	MOOR2021-1887 (Mooring Permit; 190 days)
MOOR2021-1075 (Mooring Permit; 128 days)	MOOR2021-1299 (Mooring Permit; 159 days)	MOOR2021-1902 (Mooring Permit; 190 days)
MOOR2021-1299 (Mooring Permit; 128 days)	MOOR2021-1690 (Mooring Permit; 159 days)	MOOR2021-1907 (Mooring Permit; 190 days)
MOOR2021-1690 (Mooring Permit; 128 days)	MOOR2021-1819 (Mooring Permit; 159 days)	MOOR2021-1909 (Mooring Permit; 190 days)
ERSP2022-0242 (Shore-Lakezone; 271 days)	MOOR2021-1830 (Mooring Permit; 159 days)	MOOR2022-1635 (Mooring Permit; 138 days)
MOOR2021-1777 (Mooring Permit; 128 days)	MOOR2021-1832 (Mooring Permit; 159 days)	ERSP2022-1772 (Shore-Lakezone; 133 days)
MOOR2021-1819 (Mooring Permit; 128 days)	MOOR2021-1866 (Mooring Permit; 159 days)	MOOR2022-1579 (Mooring Permit; 130 days)
MOOR2021-1822 (Mooring Permit; 128 days)	MOOR2021-1887 (Mooring Permit; 159 days)	MOOR2022-1808 (Mooring Permit; 124 days)
MOOR2021-1830 (Mooring Permit; 128 days)	MOOR2021-1896 (Mooring Permit; 159 days)	MOOR2022-1668 (Mooring Permit; 123 days)
MOOR2021-1831 (Mooring Permit; 128 days)	MOOR2021-1902 (Mooring Permit; 159 days)	
MOOR2021-1832 (Mooring Permit; 128 days)	MOOR2021-1907 (Mooring Permit; 159 days)	
MOOR2021-1844 (Mooring Permit; 128 days)	MOOR2021-1909 (Mooring Permit; 159 days)	
MOOR2021-1845 (Mooring Permit; 128 days)	ERSP2022-0242 (Shore-Lakezone; 302 days)	
MOOR2021-1857 (Mooring Permit; 128 days)		
MOOR2021-1866 (Mooring Permit; 128 days)		
MOOR2021-1872 (Mooring Permit; 128 days)		

MOOR2021-1887 (Mooring Permit; 128 days)
 MOOR2021-1891 (Mooring Permit; 128 days)
 MOOR2021-1896 (Mooring Permit; 128 days)
 MOOR2021-1901 (Mooring Permit; 128 days)
 MOOR2021-1902 (Mooring Permit; 128 days)
 MOOR2021-1907 (Mooring Permit; 128 days)
 MOOR2021-1909 (Mooring Permit; 128 days)

Applications Requiring Additional Information from Applicants to Complete TRPA Review

	<u>November 30, 2022</u>	<u>December 31, 2022</u>	<u>January 31, 2023</u>
Additional Information	78	85	111

For detailed information on the status of any application listed here please contact Wendy Jepson, Permitting and Compliance Department Manager, at wjepson@trpa.gov or Tiffany Good, Permitting Program Manager, at tgood@trpa.gov.

ADDITIONAL UPCOMING ITEMS OF INTEREST

Placer County Tahoe Basin Area Plan Workshop

Tahoe Regional Planning Agency staff will participate in an evening workshop hosted by Placer County on the Tahoe Basin Area Plan proposed amendments. The in-person workshop will be held March 9th from 4-6 p.m. at the North Tahoe Event Center. The public is invited to engage Placer County and TRPA staff on building form such as height and length, achievable housing, density and TRPA development rights, and town center reinvestment.