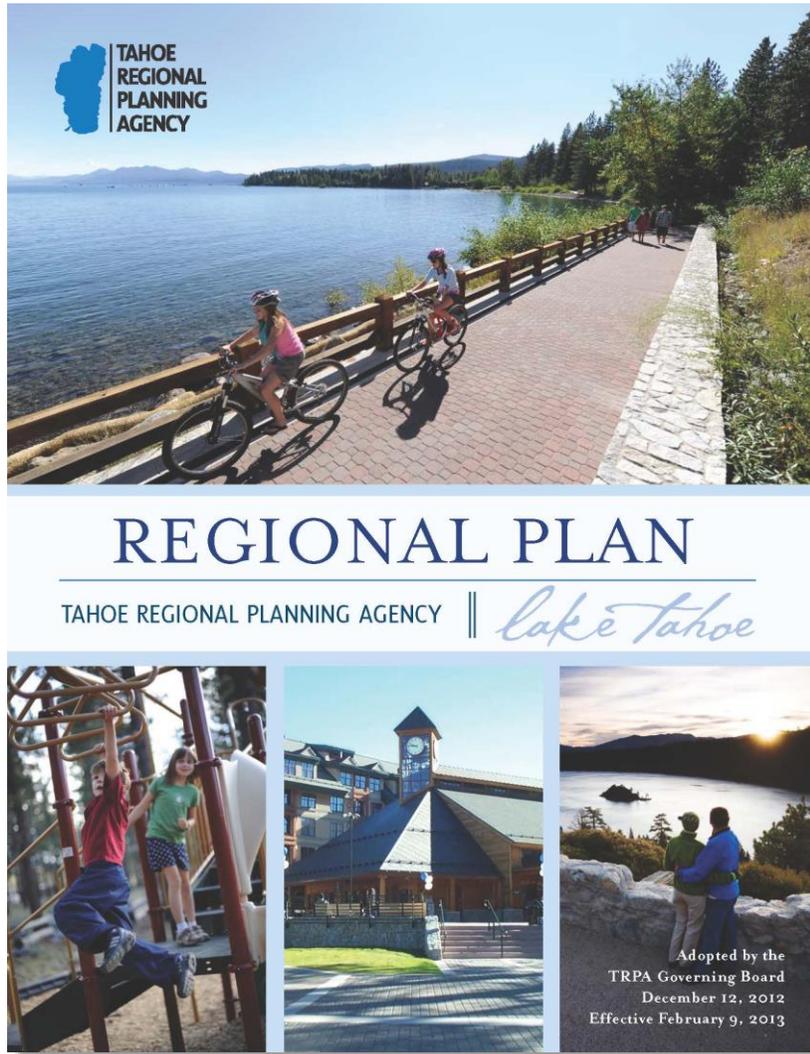


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# 2020 REGIONAL PLAN PERFORMANCE MEASURE REPORT

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Prepared by:



March 2021

## INTRODUCTION

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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.

The entire suite of TRPA performance measures is under review as part of TRPA's performance management and threshold update initiative. This review of performance measures will enable TRPA to refine the measures evaluated in this report.

## IMPLEMENTING THE REGIONAL PLAN

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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, five "area plans" have been adopted to integrate the Regional Plan policies into local jurisdiction plans and permits. Area plans now cover 24 percent of the land area of the Tahoe Region, including 77 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 eight 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 2020, property values in the Tahoe Region have grown by 34 percent since 2012, with improvement values increasing by 36 percent. As evidence that the Regional Plan is effective, improvement values in town centers have grown by 39 percent, compared to 34 percent in the rest of the region, and improvement values in town centers located within the adopted area plans have grown by 45 percent compared to 35 percent in the rest of the region. More than 400 new residential dwellings were constructed during the past eight years, and 140 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 more than 90 additional residential units throughout the region, while the 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 more than \$625 million in public investment for more than 400 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

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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 2020, 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-category for tourist accommodation units was close to the target for the percentage of units in town centers.
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. Twenty-three environmentally beneficial transfers were approved in 2020. 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, 94 tourist units and almost 29,000 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. Dedicated funding or grants directed to offset the acquisition and retirement cost for these non-residential units, would likely increase the number of units permanently retired through these programs.
4. Housing availability for residents and workers: Affordable housing is a significant challenge state-wide. In the Tahoe Region, five multi-residential bonus units were used in 2020 for low- or moderate-income housing, so the performance measure benchmark was not met. TRPA's Tahoe Living Initiative and the housing and sustainability initiatives of local governments, 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, more than 500 affordable and workforce-oriented units are currently in the construction, planning, design, and approval processes.

## TRAVEL BEHAVIOR

5. Percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian): The winter 2020 non-auto share of 21.8 percent exceeded both the level-1 and level-2 benchmarks. The combined four-year average of non-auto share including summer 2018 and winter 2020 values also exceeded both the level-1 and level-2 benchmarks.
6. Automobile vehicle miles traveled per capita (excluding through trips): TRPA is currently working to amend the existing Air Quality Threshold Standard for Nitrate Deposition to a Per Capita Vehicle Miles Traveled (VMT) Standard to reduce reliance on the automobile, reduce greenhouse gas emissions, and promote mobility. Once the threshold standard is updated, this regional plan performance measure will also be updated to reflect the new measure and the proposed bi-annual evaluation of progress toward its attainment.
7. Construction of pedestrian and bicycle improvements: An annual average of 4.3 miles of pedestrian and bicycle improvements have been constructed between 2013 and 2020, meeting the level-1 benchmark of 4.15 miles constructed per year, but below the level-2 benchmark of nine miles constructed per year.

## ENVIRONMENTAL RESTORATION

8. Coverage removal from Stream Environment Zones and other sensitive lands (privately funded): Since 2013, private property owners have transferred more than 0.3 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 nearly eight acres of previously existing land coverage removed from stream environment zones and another 3.9 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 2020, TRPA issued 247 BMP certificates in conjunction with property improvements and area-wide BMP installations. This total met the level-1 benchmark but was below the level-2 benchmark to increase the annual average rate of BMP certification in conjunction with property improvements by 25 percent. However, since 2013, TRPA has issued nearly 3,900 BMP certificates, and 45 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 2020 Performance Report found that local governments and highway departments at Lake Tahoe collectively met and exceeded their 2019 water year pollutant load reduction targets. Pollutant controls reduced fine sediment particulate load by 19.7 percent, total phosphorus by 15.5 percent, and total nitrogen loads by over 11.7 percent.
11. Scenic improvement rate on urban roadways: A scenic evaluation was performed in 2019 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 five local area plans as of 2020, meeting benchmarks. The five Area Plans cover approximately 48 thousand acres, or 24 percent of the land area of the Tahoe Region and 77 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 149 redevelopment permits in 2020, including 142 residential permits, and 7 commercial/tourist accommodation permits. The 2013 to 2020 average of 132 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 measure outline the adopted level-1 and level-2 targets as well as the 2020 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 2020 and cumulatively since the Board's adoption of the measures.

### 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 one-quarter 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	2020 Level-1 Benchmark	2020 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 2020, 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.

<b>Table 1: Distribution of development measured as percentage of units and commercial floor area</b>			
<b>Land Use</b>	<b>Baseline</b>	<b>2020</b>	<b>Net Change Since Baseline</b>
<b>Commercial Floor Area</b>			
Town Centers	63.13%	64.75%	+1.62%
Neutral areas within ¼-mile of a Town Center	10.55%	9.47%	-1.08%
Remote Areas	26.32%	25.77%	-0.55%
<b>Residential Units</b>			
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%	66.80%	-0.86%
<b>Tourist Accommodation Units</b>			
Town Centers	83.37%	82.64%	-0.73%
Neutral areas within ¼-mile of a Town Center	6.19%	3.85%	-2.34%
Remote Areas	10.44%	13.29%	+2.85%
<p><b>Source:</b> TRPA Permit Records, LakeTahoeInfo.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 value<sup>1</sup> of properties in the Lake Tahoe Region continues to rise, exceeding \$26.8 billion in 2020, an increase of 34 percent from 2012. As shown in Table 2,

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

the taxable value of property improvements<sup>2</sup> in the Lake Tahoe Region have increased 36 percent since 2012, to \$14.3 billion in 2020. Improvement values in area plans have grown 45 percent since 2012. Taxable value of town centers located within the adopted area plans have grown by 45 percent. 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 2020, by location				
Jurisdiction	Improvement Value Change 2012-2020			
	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	36%	48%	43%	48%
Douglas County	39%	39%	51%	39%
El Dorado County (exc. CSLT)	35%	50%	60%	66%
Placer County	44%	44%	44%	44%
Washoe County	22%	16%	n/a	n/a
<b>Grand Total– Tahoe Region</b>	<b>36%</b>	<b>40%</b>	<b>45%</b>	<b>45%</b>

**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 and the value of improvements in remote areas have decreased as a percentage of overall value since 2012, meeting the level-1 and level-2 benchmarks.

Table 3: Percentage of taxable property improvement value by location			
Location	Baseline*	2020	Net percentage change since baseline
Town Centers	10.94%	11.33%	+0.39%
Areas within ¼-mile of a Center	17.67%	17.55%	-0.12%
Remote Areas	71.38%	71.12%	-0.26%
<b>Total Market Value</b>	<b>100.00%</b>	<b>100.00%</b>	

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

## 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.

<sup>2</sup> Improvements may include buildings, landscaping, or other development on the property.

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	2020 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	Not 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 2020, 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 potential residential units and tourist accommodation units from remote areas were met. All other transfer benchmarks were not met.

Overall, 23 transfers of development occurred in 2020, and each resulted in environmentally beneficial improvements. Tables 4 and 5 below outline the cumulative benefits of the 233 transfers that TRPA approved between 2013 and 2020. Nearly 79,000 square feet of coverage, 74 residential units, and 109 tourist units have been removed and transferred from sensitive stream environment zones to less-sensitive areas. In addition, more than 108,000 square feet of coverage, 16,800 square feet of commercial floor area, 12 tourist accommodation units, and 27 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.)	- 78,960	+ 20,045	+ 58,915
Commercial Floor Area (CFA) (sq. Ft.)	0	-3,992	+3,992
Residential Units (ERU/PRU)	- 74	- 8	+ 82
Tourist Units (TAU)	- 109	0	+ 109

Development Right	Remote Areas	Areas within 1/4 mile of a Town Center	Town Centers
Coverage (sq. ft.)	- 108,483	+ 15,523	+ 92,960
Commercial Floor Area (CFA) (sq. ft.)	0	- 16,791	+ 16,791
Residential Units (ERU/PRU)	- 27	+ 20	+ 7
Tourist Units (TAU)	- 12	0	+ 12

Additionally, TRPA analyzed banked development rights (Table 6) on both public and private parcels and identified 22,800 square feet of banked commercial floor area, 15 banked tourist accommodation units, 25 banked residential units, 98 banked potential residential units, and more than 484,800 square feet of existing coverage that has been removed from stream environment zones and is currently banked and ready to be transferred. And, 42,000 square feet of banked commercial floor area, 45 tourist accommodation units, 68 residential units, 217 potential residential units, and 1.2 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.

<b>Table 6. Estimated current inventory of banked development rights by location</b>				
	<b>Commercial Floor Area (sq. ft.)</b>	<b>Tourist Accommodation Units</b>	<b>Existing Residential Units/Potential Residential Units <sup>1</sup></b>	<b>Coverage <sup>2</sup> (sq. ft.)</b>
<b>All Banked Rights<sup>3</sup></b>	<b>224,599</b>	<b>984</b>	<b>218 / 299</b>	<b>1,983,724</b>
Banked in Stream Environment Zones	23,192	15	28 / 98	478,310
Banked in Remote Areas	56,436	45	81 / 230	1,290,893
<b>Notes:</b> 1. Banked rights as of December 31, 2020 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 LakeTahoeInfo.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 25 approved conversions to date, 91 residential units have been added throughout the region, while the number of TAUs has been reduced by 38 and CFA reduced by more than 19,000 square feet.

<b>Table 7. Summary of development rights conversions 2013-2020</b>			
	<b>Commercial Floor Area (sq. ft.)</b>	<b>Tourist Accommodation Units</b>	<b>Residential Units</b>
<b>Net Change from Conversions</b>	<b>-19,453</b>	<b>-38</b>	<b>+91</b>

**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	2020 Level-1 Benchmark	2020 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. Over the last six years, the Conservancy has acquired 10 developed or roadless subdivision properties, restored the environmentally sensitive portions of the properties, and banked the development rights to be used for future housing and other infill projects in town centers. The Conservancy has sold banked development rights for several Livable Communities projects, including a sale to support the conversion of an aging motel into a new housing development in Kings Beach and the relocation of tourist units from stream environment zones to a town center for the Tahoe

City Lodge project. 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. Due to very different development patterns on sensitive lands in Nevada, the Nevada Division of State Lands (NDSL) relies primarily on coverage removal rather than retirement of existing development. No non-residential units of use have been acquired from sensitive lands in Nevada by NDSL.

Additionally, incremental progress can be made in other ways. Since the adoption of the 2012 Regional Plan, private property owners have removed 94 tourist accommodation units from stream environment zones, and 42 of these units were transferred to non-sensitive land. Additionally, nearly 29,000 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.

**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	2020 Level-1 Benchmark	2020 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)	Not Met	Not Met

In the Tahoe Region, five multi-residential bonus units were used in 2020 for low- or moderate-income housing, so the performance measure benchmark has not been met.

TRPA’s “Tahoe Living”, Housing and Community Revitalization Initiative (<https://www.trpa.org/housing>) and the housing and sustainability initiatives of local governments, 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, more than 500 units are currently in the construction, planning, design, and approval processes.

In January 2021, the TRPA Governing Board approved the Sugar Pine Village project in the City of South Lake Tahoe. This 248-unit 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,

supporting a vibrant, sustainable community-and those required by the State of California, providing affordable multi-family housing units, a resident-serving “Community Building” and community-serving “Public Service Building,” which will include a childcare facility and non-profit office space.

Other anticipated project applications include a 77-unit affordable housing project at Ski Run Boulevard and Pioneer Trail and a 70-unit achievable housing project near the Y in the City of South Lake Tahoe, and a 150-unit affordable housing project in Placer County near Dollar Point.

**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 is measured by intercept surveys at commercial and recreation sites in winter and summer.

Performance Measure #5: Summary	2020 Level-1 Benchmark	2020 Level-2 Benchmark
Percentage of trips by auto/truck/motorcycle/other motorized vehicles below 80.93% (level-1) and below 80.68% (level-2)	Met	Met

Since 2006, TRPA has 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 (see [http://www.trpa.org/wp-content/uploads/travel\\_survey\\_report.html](http://www.trpa.org/wp-content/uploads/travel_survey_report.html)), and the 2020 Winter Survey was conducted in March 2020. A full report of the 2020 Winter Survey has not yet been produced, but the data are presented in Table 8 below.

The data collected, which includes information such as mode share, origin-destinations, and trip purpose, is used for a variety of purposes at TRPA including regional performance metrics, project planning, and travel demand modelling.

	2018 Summer Percentage of Trips	2020 Winter Percentage of Trips	Average 2018/2020	Average Mode Level-1 Benchmark	Average Mode Level-2 Benchmark
Auto, Truck, Motorcycle, Van	74.6%	78.2%	76.6%	80.93%	80.68%
Walk	14.1%	10.1%	11.9%	10.75%	n/a

Bike	7.3%	1.7%	4.2%	4.20%	n/a
Transit	2.2%	3.3%	2.8%	4.13%	n/a
Other*	1.8%	6.7%	2.4%	n/a	n/a
<b>Total Non-Auto Mode Share</b>	<b>25.4%</b>	<b>21.8%</b>	<b>23.4%</b>	<b>19.07%</b>	<b>19.32%</b>
<p>Note: Other includes miscellaneous non-auto modes, such as skateboards, scooters, and skiing. Percentages may not add due to rounding.  <b>Source:</b> Tahoe Regional Planning Agency, <i>2018 Summer Travel Survey, October 2018</i> and <i>2020 Winter Travel Survey, March 2020</i></p>					

The winter 2020 non-auto share of 21.8 percent exceeded both the level-1 and level-2 benchmarks. The combined annual average non-auto share including summer 2018 and winter 2020 values of 23.4 percent exceeded both the level-1 and level-2 benchmarks.

## PERFORMANCE MEASURE #6

### Decrease in automobile vehicle miles travelled 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 per capita is measured through an activity-based computer model, which is updated with empirical data including traffic counts, population, and parcel-based land-use data. VMT per capita is analyzed for the Regional Transportation Plan update every four years.

TRPA is currently working to amend the existing Air Quality Threshold Standard for Nitrate Deposition to a Per Capita Vehicle Miles Traveled (VMT) Standard to reduce reliance on the automobile, reduce greenhouse gas emissions, and promote mobility. Once the threshold standard is updated, this regional plan performance measure will also be updated to reflect the new measure and the proposed bi-annual evaluation of progress toward its attainment.

The objective of the VMT threshold update is to establish a vehicle miles traveled per capita threshold standard directly related to reducing mobile source greenhouse gas (GHG) emissions, reducing dependency on the private automobile, and creating more sustainable communities. Key features of the new standard include:

- Shifting away from the outdated nitrogen based VMT reduction target (that has been fully achieved and mistakenly understood as a further development cap or measure of transportation system efficiency) and re-grounding a VMT standard in relevant and current concerns and science.
- Implementing Compact guidance to reduce dependence on the private automobile.
- Promoting attainment of the mobile source GHG reduction goals of Nevada and California.
- Incorporating the per capita mobile source GHG reduction Tahoe MPO requirement.
- Creating a more efficient, effective, and integrated land use and development pattern and transportation system.

- Including a consistent project impact analysis tool and mobility mitigation fee for development applications that is coordinated with the local government tools and fees.

Performance Measure #6: Summary	2020 Level-1 Benchmark	2020 Level-2 Benchmark
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. Last Evaluation = Met	Not Evaluated. Last Evaluation = Close to Target

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

## 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	2020 Level-1 Benchmark	20120 Level-2 Benchmark
Construction of pedestrian and bicycle improvements: 4.15 miles per year (level-1) and 9 miles per year (level-2)	Met	Not Met

The results of this analysis show that Tahoe implementing agencies constructed 1.6 miles of improvements in 2020, for a combined post-2012 annual average for this performance measure of 4.34 miles. This meets the level-1 benchmark of 4.15 miles per year derived from the Lake Tahoe Region Bicycle and Pedestrian Plan. The level-2 benchmark of nine miles of pedestrian and bicycle facilities constructed per year was not met.

Several pedestrian and bicycle trails were constructed and improved in 2020, including the SR 89/Fanny Bridge Community Revitalization Project, including complete street improvements and the Meeks Bay and Dollar Creek Paths and Al Tahoe Safety and Mobility Enhancements. Planning is now underway for Phase 3 of the Nevada Stateline-to-Stateline Bikeway Project, an eight-mile extension of the Tahoe East Shore Trail on Highway 28, connecting Sand Harbor to Spooner Junction.

## 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 through 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	2020 Level-1 Benchmark	2020 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 9 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 2020.

Year	SEZ Transfer (acres)	Sensitive Transfer (acres)
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
<b>2013 to 2020 Average</b>	<b>0.30</b>	<b>0.03</b>
<b>Baseline average</b>	<b>0.14</b>	<b>0.17</b>
<b>Source:</b> 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 nine acres of previously existing land

coverage removed from stream environment zones and another four 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 35,000 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 10), the baseline is an annual average of \$693,738 collected per year. The post-2012 annual average of \$737,174 meets 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 2020 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).

<b>Table 10: Annual average excess coverage mitigation fees collected in 2013 -2020 compared to baseline</b>		
<b>Annual Year</b>	<b>Total Excess Coverage Mitigation Fees</b>	<b>Post-2012 Excess Coverage Mitigation Fees</b>
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
<b>Baseline annual average</b>	<b>\$693,738</b>	
<b>Post 2012 annual average</b>		<b>\$737,174</b>
<b>Source:</b> TRPA Permit Records and TRPA Financial Records		
<b>Note:</b> 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	2020 Level-1 Benchmark	2020 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)	Met	Not Met

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

In 2020, TPPA issued 247 BMP certificates as a result of permitted projects. Approximately 68 percent of the total certificates issued were as a result of permitted projects. Table 11 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. These exemptions 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 upcoming mooring lottery in 2021 require that properties are compliant with the requirements to install stormwater BMPs in order to apply or register moorings. In 2020, 29 of the properties that received BMP certificates during the year installed their BMPs to be able to register their moorings and another four properties were certified to be eligible for the mooring lottery.

Performance Measure	2020	Average per Year (2013 to 2020)
Percent of total outstanding properties issued BMP certificates in conjunction with property improvements	1.1%	1.0%

Certification of single-family residential parcels all methods	313	373
Certification of multi-family residential parcels all methods	28	122
Certification of commercial parcels	20	37
Total number of certifications issued in area-wide BMPs	7	13
Completed area-wide BMP projects	1	1
Approved and funded area-wide BMP projects	0	1
<b>Source:</b> TahoeBMP.org BMP Database		

The post-2012 annual average percentage of uncertified parcels that receive BMP certificates through permitting was 1.1 percent, above 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	2020 Level-1 & Level 2 Benchmarks
Completion of required TMDL load reductions as established by State TMDL programs	Met

The Lake Tahoe TMDL Program 2020 Performance Report <https://clarity.laketahoeinfo.org/FileResource/DisplayResource/c13d1095-1d58-4b64-ab26-25b40eae33cb>) found that local governments and highway departments at Lake Tahoe collectively met and exceeded their 2019 water year pollutant load reduction targets. Pollutant controls reduced fine sediment particulate load by 19.7 percent, total phosphorus by 15.5 percent, and total nitrogen loads by over 11.7 percent.

The report states that every Urban Implementing Partner was awarded credits that exceeded its credit target in 2019. Collectively, partners have completed 44 registrations and were awarded 2,370 credits in 2019, 30 percent higher than the target of 1,825 credits. The credits represent a FSP load reduction of roughly 477,000 pounds per year.

Urban Implementing Partner’s efforts are nearly 90 percent of the way to achieving the 2021 milestone, the second five-year milestone established by the TMDL. Registered pollutant controls have also reduced total phosphorus (TP) and total nitrogen (TN) by about 1,450 and 4,200 pounds per year, respectively, from baseline levels. These values exceed their respective 2019 targets by 75 percent and 38 percent.

**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 scenic evaluation was performed in 2019 as a part of the forthcoming Threshold Evaluation. Scenic ratings for all 14 scenic roadway units were either stable or improved from their ratings in the 2015 Threshold Evaluation Report. 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, the annual average increases were not sufficient to meet the benchmarks.

Performance Measure #11: Summary	2020 Level-1 Benchmark	2020 Level-2 Benchmark
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

## 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.

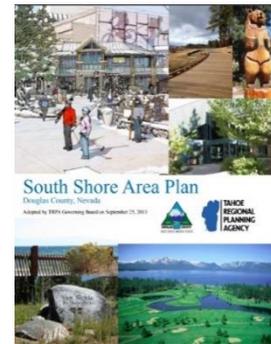
Performance Measure #12: Summary	2020 Level-1 and Level-2 Benchmarks
Include 20% of private land in new area plans (level-1 and -2)	Met
100% recertification rate for area plans (level-1 and -2)	Met
At least two public meetings for each area plan under development (level-1 and -2)	Met

To date, five area plans have been approved, covering more than 24 percent of the land area of the Lake Tahoe Region, including 77 percent of Centers (Town Centers, Regional Centers, and the highest density commercial district) in the Region. This exceeds the 20 percent benchmark.

### Douglas County, Nevada

#### South Shore Area Plan

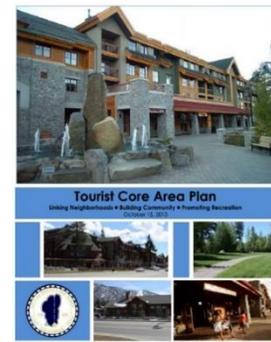
The South Shore Area Plan includes approximately 667 acres located along Highway 50, between Kahle Drive and the state line, in Douglas County, Nevada. The Governing Board adopted the Area Plan and an associated MOU in 2013.



### City of South Lake Tahoe, California

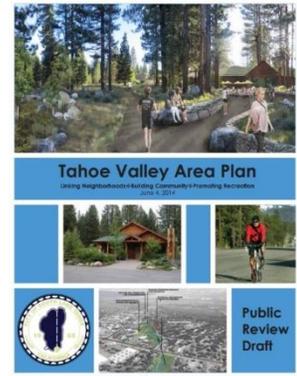
#### Tourist Core Area Plan

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 originally adopted the Tourist Core Area Plan in 2013 and amended it 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

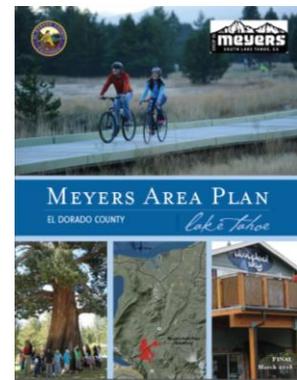
The Tahoe Valley Area Plan includes 337 acres near the intersection of Highways 50 and 89 (“Y” area) in the City of South Lake Tahoe, California. The Governing Board adopted the Area Plan in July 2015. The City delegation MOU that took effect in 2015 includes the Area Plan.



## **El Dorado County, California**

### Meyers Area Plan

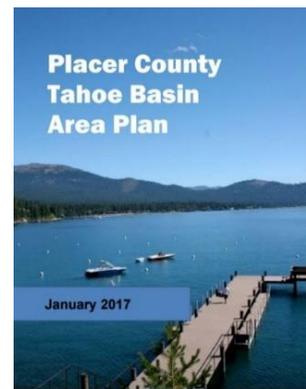
The Meyers Area Plan includes approximately 669 acres in the Meyers community in El Dorado, California. The Governing Board adopted the Area Plan in February 2018. A delegation MOU that covers the Meyers Area Plan and future Area Plans, as well as the rest of El Dorado County in the Tahoe Region, was 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. The Governing Board adopted the Area Plan in February 2017. 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.



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 16, 2020, meeting the benchmark of 100 percent area plan recertifications.

Table 12 summarizes the number of public meetings that occurred in 2020 related to the development and update of area plans. Public meetings were held by TRPA and local jurisdictions in 2020 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 on the draft Washoe County Area Plan, which includes all area under the jurisdiction of Washoe County in the Lake Tahoe Basin.

Table 12: Number of public meetings and workshops held in 2020 in support of the development and update of area plans	
Area Plan	Number of Public Meetings/Workshops
Washoe County Area Plan	2
Placer County Tahoe Basin Area Plan Amendment	4
CSLT, Tourist Core Area Plan Amendments (3 amendments)	13
CSLT, Tahoe Valley Area Plan Amendments	2

**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	2020 Level-1 Benchmark	2020 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 13). 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.

<b>Performance Measure #14: Summary</b>	<b>2020 Level-1 Benchmark</b>	<b>2020 Level-2 Benchmark</b>
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 149 redevelopment permits in 2020, including 142 residential permits and 7 commercial/tourist accommodation permits. The 2013 to 2020 average of 132.3 redevelopment projects exceeds the level-1 and level-2 benchmarks.

<b>Table 13: Annual average of TRPA permits issued for additions/modifications/rebuilds after 2012</b>				
<b>Additions/Modifications/Rebuilds</b>	<b>2020</b>	<b>2013-2020 Average</b>	<b>Level-1 Pre-2012 Baseline Average (2002 – 2012)</b>	<b>Level-2 10% Increase from Level 1</b>
Residential Permits	142	123.8	n/a	n/a
Commercial/Tourist Permits	7	8.5	n/a	n/a
<b>Total</b>	<b>149</b>	<b>132.3</b>	<b>108</b>	<b>119</b>

**Table 13: Summary of regional plan performance measures and indicators with 2020 status**

Category	Performance Measure	Indicator	Level-1 Benchmark	2020 Level-1 Results	2020 Level-1 Status	Level-2 Benchmark	2020 Level-2 Results	2020 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%	25.77%	102% = Met	26.22%	25.77%	102% = 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%	66.80%	101% = Met	67.26%	66.80%	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%	11.33%	104% = Met	11.14%	11.33%	102% = Met
		Decrease the value of property improvements in remote areas to less than 71.38% (level-1) and 71.18% (level-2)	71.38%	71.12%	100% = Met	71.18%	71.12%	100% = 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 5.75 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 2020 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 1.5 units	Met	No Level 2 Benchmark
		Transfer more than zero potential residential units* to centers from SEZs	>0	5 units since 2013; annual average of 0.63 units	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	0 sf since 2013; annual average of 0	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 0.25 units	Met	No Level 2 Benchmark
		Transfer more than 0.09 residential units to centers from remote areas	>0.09	0 units since 2013; annual average of 0 units	Not 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 1.5 units				
		Transfer more than 0.09 potential residential units* to centers from remote areas	>0.09	7 units since 2013; annual average of 0.88 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

**Table 13: Summary of regional plan performance measures and indicators with 2020 status (continued)**

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	40 units since 2013; annual average of 5 units	25% = Not Met	21.24 units/year	40 units since 2013; annual average of 5 units	24% = Not 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%	24.50%	128% = Met	19.32%	24.50%	127% = Met
	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	Last Evaluation: 101% = Met	33.4 miles/day	Not Evaluated	Last Evaluation: 99% = Close to target
	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	34.8 miles since 2013; annual average of 4.3 miles	104% = Met	9 miles/year	34.8 miles since 2013; annual average of 4.3 miles	48% = Not Met
Environmental Restoration	PM8. Coverage removal from Stream Environment	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	2.4 acres since 2013; annual average of	214% = Met	0.17 acres/year	2.4 acres since 2013; annual average of	176% = Met

	Zones and other sensitive lands (privately-funded)			0.30 acres/year			0.30 acres/year	
		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	0.3 acres since 2013; annual average of 0.03 acres/year	18% = Not Met	0.2 acres/year	0.3 acres since 2013; annual average of 0.03 acres/year	15% = Not Met

**Table 13: Summary of regional plan performance measures and indicators with 2020 status (continued)**

Environmental Restoration	PM8. Coverage removal from Stream Environment Zones and other sensitive lands (privately-funded)	Increase the collection of excess coverage mitigation fees: more than \$693,738/year (level-1) and \$728,425/year (level-2)	\$693,738 /year	\$737,174 /year	101% = Met	\$728,425 /year	\$737,174 /year	101% = 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 to 1% of outstanding properties through permitting (level-1) and 1.25% (level-2)	1.00%	1.1%	110% = Met	1.25%	1.1%	88% = 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
Effective Regional Plan Implementation	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%	24%	120% = Met	No Level 2 Benchmark		
		100% recertification rate for area plans (level-1 and -2)	100%	100%	100% = Met	No Level 2 Benchmark		

Table 13: Summary of regional plan performance measures and indicators with 2020 status (continued)								
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	21	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	132.3	122% = Met	119	132.3	111% = Met

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