Placer County Tahoe Basin Area Plan

January 2017

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Placer County
Tahoe Basin Area Plan

January 2017

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Part 1 Introduction

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

The Shoreline of Lake Tahoe

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

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

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

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

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

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

Lake Tahoe Boating Amenities

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

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

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

Figure 1-1: Area Plan Boundary

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1.1 Regulatory Context

TAHOE REGIONAL PLANNING AGENCY

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

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

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

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

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

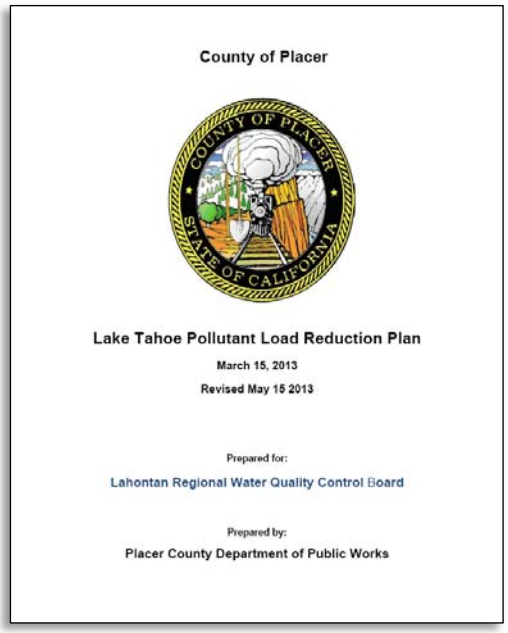
Starting in the 1990s, Threshold Evaluations and other studies made it clear that the strategy of regulation and land acquisition alone would not be enough to successfully achieve and maintain environmental thresholds. The environmental impact of "legacy development" that was constructed prior to the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

LAKE TAHOE TMDL (TOTAL MAXIMUM DAILY LOAD)

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

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

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

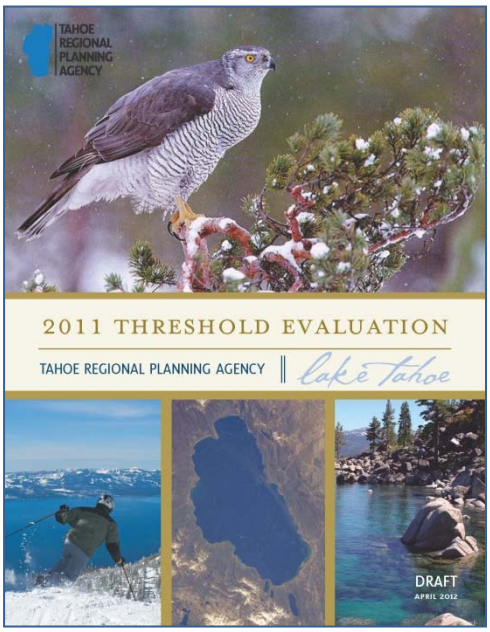


County of Placer Pollutant Load Reduction Plan, May 15, 2013

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

2011 THRESHOLD EVALUATION REPORT

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



2011 Threshold Evaluation, December 12, 2012

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

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

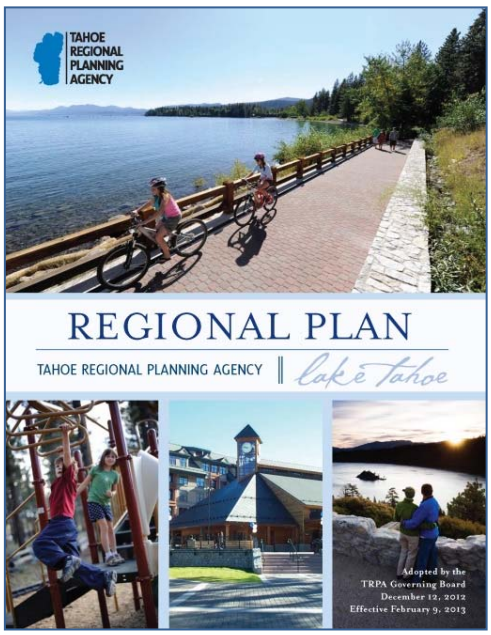
2012 REGIONAL PLAN AND CODE

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

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

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

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



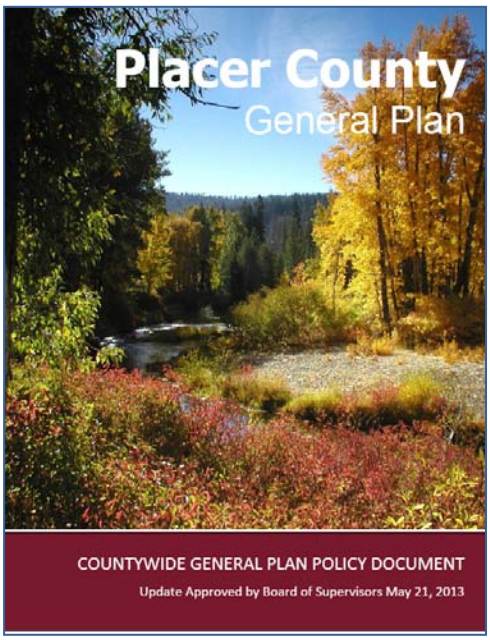
Lake Tahoe Regional Plan, December 12, 2012

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

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

PLACER COUNTY GENERAL PLAN

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



Placer County General Plan, May 21, 2013

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

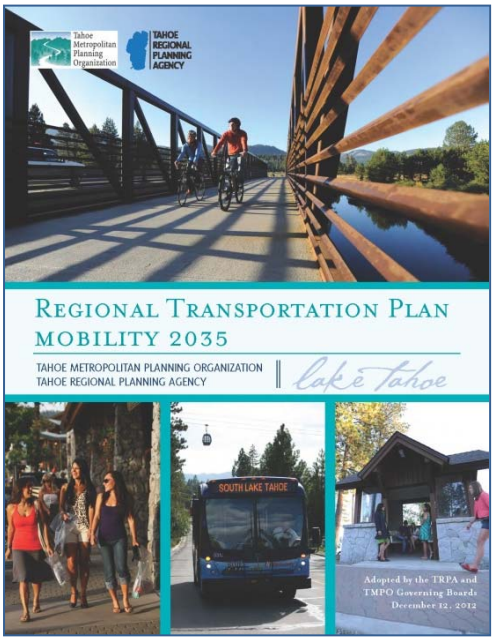
Additionally, California law (Govt. Code §65588 (e)(3)) requires an update to the Housing Elements at least every eight years. Placer County's updated Housing Element was approved by the State on November 22, 2013. The Placer County Tahoe Basin Area Plan implements the General Plan in the context of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

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

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

REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITY STRATEGY

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



Regional Transportation Plan, December 12, 2012

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

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

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

ENVIRONMENTAL IMPROVEMENT PROGRAM (EIP)

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

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

1.2 Public Input and the Planning Process

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

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

A public meeting for the Area Plan

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

PLACER COUNTY VISION SUMMARY (PATHWAY 2007)

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

The TRPA Vision Summary Report for Placer County, August 2006

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

The Vision Summary seeks to "restore and enhance the unique natural and human environment of Tahoe while protecting Tahoe's famed water quality, protecting the public heath, sustaining

healthy ecosystems and supporting a vibrant economy for the benefit of present and future generations."

REGIONAL PLAN UPDATE COMMITTEE

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

BI-STATE CONSULTATIONS

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

TAHOE BASIN COMMUNITY PLAN UPDATE

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

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

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

- Regular updates on the progress of the Area Plan to the North Tahoe Regional Advisory Council (NTRAC), the TRPA Governing Board, the Placer County Planning Commission, and the Placer County Board of Supervisors.

TOWN CENTER VISIONING

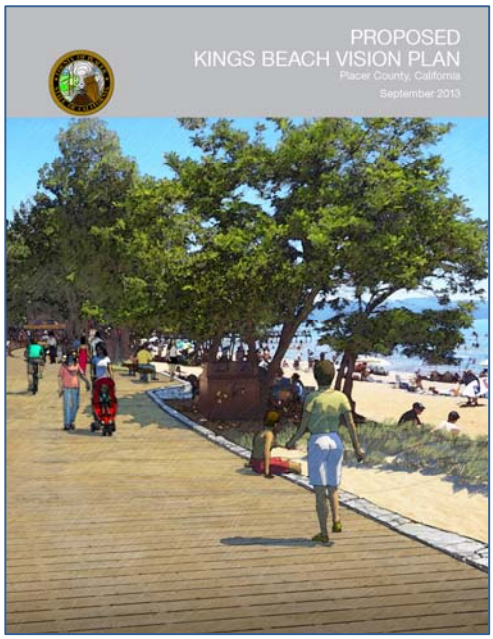
Placer County is a partner in the Tahoe Basin Partnership for Sustainable Communities Planning Grant that was awarded by the California Strategic Growth Council in 2010. Placer County utilized grant funding for the development of visioning documents for the Kings Beach and Tahoe City Town Center areas,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

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

Kings Beach Vision Plan

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

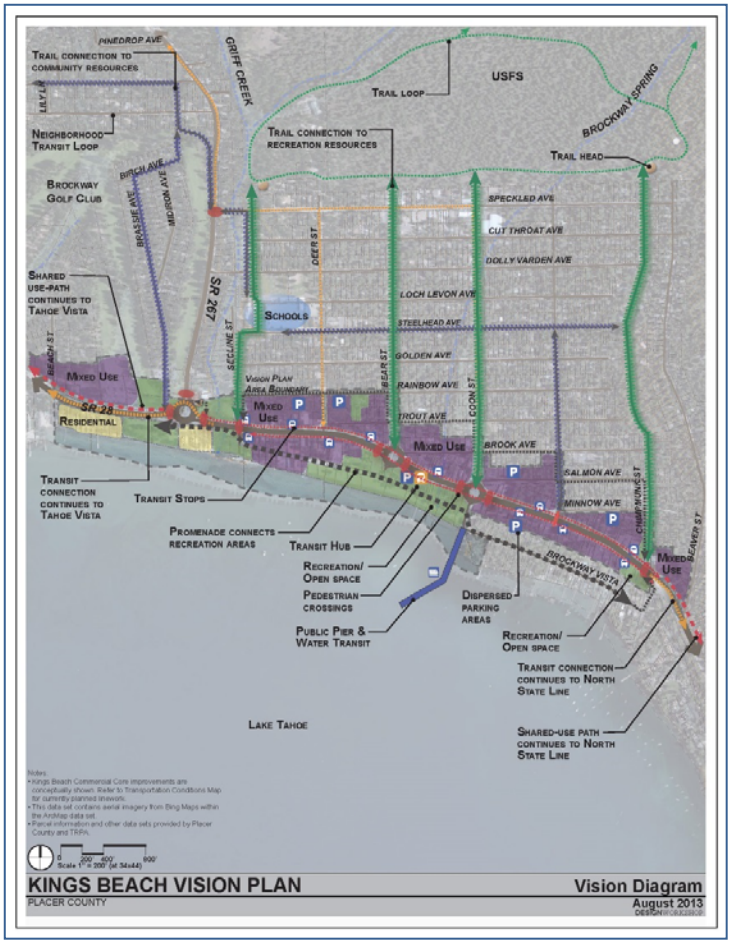
A vision emerged to promote a diverse and friendly community that is centered on recreation. Conceptual plans were developed for a series of potential community improvements.



Kings Beach Vision Plan, September 2013

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

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

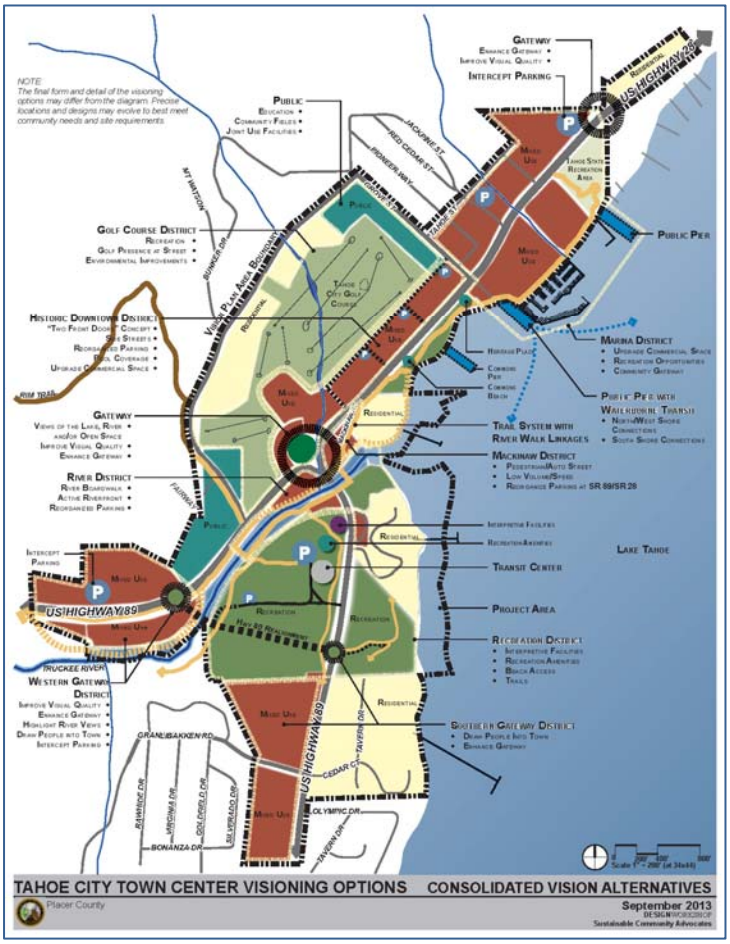


Kings Beach Vision Diagram, August 2013

Depiction of the Kings Beach Commercial Core Improvement Project

Tahoe City Visioning Options Report

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



Tahoe City Visioning Options Diagram, September 2013

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

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

- Recognize the importance of views and access to Lake Tahoe and the Truckee River.
- Connect visitors to Lake Tahoe culture and experiences through enhanced gateways, wayfinding, education, recreation amenities, and interpretive facilities.
- Enhance and expand recreational opportunities in winter and shoulder seasons to support a year-round sustainable community.

Rendering of a Truckee River Trail Extension

- Streamline permitting and planning standards to encourage new investment.
- Develop solutions at the community scale rather than relying on a parcel-by-parcel approach. (e.g. parking, snow storage, environmental restoration, coverage, BMPs).
- Enhance bicycle, transit and other alternative transportation modes as an essential part of a destination stay. Improve the flow of traffic through roadway design and community/shared-use parking.

1.3 Summary of the Area Plan

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

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

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

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

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

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

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

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

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

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

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

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

ORGANIZATION OF THE AREA PLAN

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

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

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

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

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

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

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

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

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

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

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

A. Memorandum of Understanding for the Placer County Tahoe Basin Area Plan ~~(placeholder – MOU to be prepared)~~.

B. Kings Beach Vision Plan, September 2013.

C. Tahoe City Visioning Options Report, September 2013.

D. Existing Conditions Report, September 2013.

E. Study on Economic Development Incentives for Town Centers, February 2015.

F. Summary of Community Plan Performance Measures, March 2015.

Part 2 Conservation Plan

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

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

The West Shore Multi Use Trail

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

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

2.1 2011 Threshold Evaluation

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

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

Table 2.1: 2011 Threshold Evaluation Report Findings

Threshold	*2011 Threshold Evaluation Executive Summary Findings*
Water Quality	The rate of Lake Tahoe annual clarity decline has slowed over the last decade. The winter clarity threshold indicator met the interim target of 78.7 feet (2011 measured 84.9 feet) and is trending toward attainment of 109.5 feet. Trends in stream water quality indicated that conditions have not declined over time. However, summer lake clarity and nearshore conditions are highlighted as major areas of concern.
Air Quality	The Tahoe Basin made air quality gains over the last five years. The majority of air quality indicators in the Lake Tahoe Basin were at or better than attainment with adopted standards. The Report shows that indicators for carbon monoxide and vehicle-miles-traveled moved from non-attainment into attainment. Federal and state tailpipe and industrial emission standards have likely contributed to this achievement along with local projects which delivered walkable, transit-friendly improvements such as the Heavenly Gondola in South Lake Tahoe.
Soil Conservation	An analysis of impervious cover (land coverage) showed that seven of nine indicators were in attainment with threshold targets, however, sensitive wetlands and very steep lands are "over-covered" which can negatively affect water quality and other resources. Stream zone restoration efforts implemented by TRPA partner agencies are making progress in achieving restoration goals with more needing to be done.
Scenic Resources	The Tahoe Basin made gains in scenic quality over the last five years. Overall, compliance with scenic quality standards is at 93 percent with an improving trend in scenic quality for the built environment. Developed areas along roadways and Lake Tahoe's shoreline continue to be the locations where scenic improvements are needed.
Vegetation	The Regional Plan and partner agencies have successfully protected sensitive plant species, keeping those standards in attainment. However, a couple of uncommon plant communities fell short of attainment because of non-native species; beaver, aquatic invasive species and noxious weeds were identified as potential threats to the integrity of uncommon plant communities. Progress is being made on fuels reduction and forest ecosystem restoration.
Recreation	Both Recreation Threshold Standards have been implemented and are in attainment. TRPA partners have made substantial progress in upgrading recreational facilities through the Environmental Improvement Program.
Fisheries	TRPA and partner agencies have implemented a robust aquatic invasive species control and prevention program; however, aquatic invasive species continue to be a major area of concern because their threat to fisheries and other aquatic biota.
Wildlife	Indicators for special interest wildlife species show stable or improving conditions. TRPA's development regulations have protected riparian wildlife habitats and partner agencies are making progress restoring these valuable habitats.
Noise	TRPA and the peer review panel recommended that noise standards and evaluation approaches be re-evaluated. The majority of standards were determined to be out of attainment as a result of a 'no exceedance'

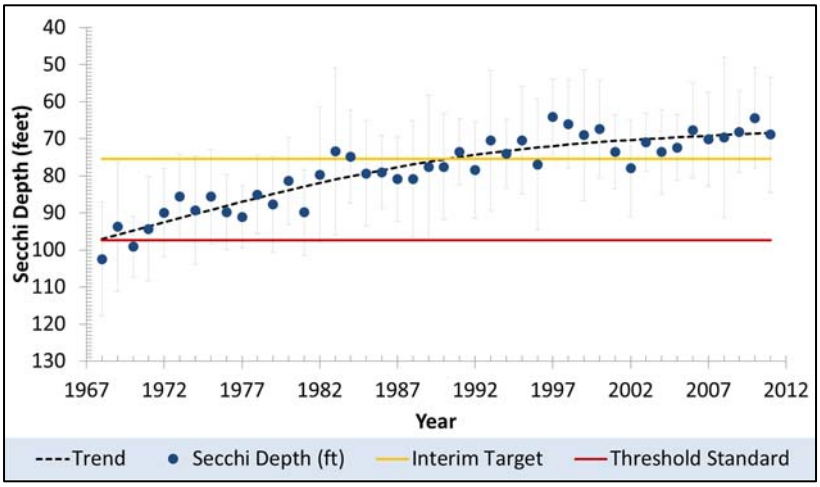
Table 2.1: 2011 Threshold Evaluation Report Findings

Threshold	*2011 Threshold Evaluation Executive Summary Findings*
	interpretation of the standard and that TRPA has little enforcement authority to address many noise issues – in particular, single event noise.

Source: 2011 Threshold Evaluation.

2.2 Water Quality

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



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

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

ENVIRONMENTAL IMPROVEMENT PROGRAM (EIP)

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

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

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

BEST MANAGEMENT PRACTICES (BMPs)

Table 2.2-A: BMP Compliance in the Area Plan

Land Use	*Parcels*	*BMP Certificates*	*BMP Compliance*
Single Family	9,983	3,078	31%
Multifamily	635	247	39%
Commercial	266	52	20%
Tourist	73	14	19%
Industrial	217	10	5%
Public Services	129	29	22%
Recreation	439	20	5%
Total Parcels[1]	**11,742**	**3,450**	**29%**

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

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

Source: TRPA, 2013.

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

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

LAKE TAHOE TMDL (TOTAL MAXIMUM DAILY LOAD)

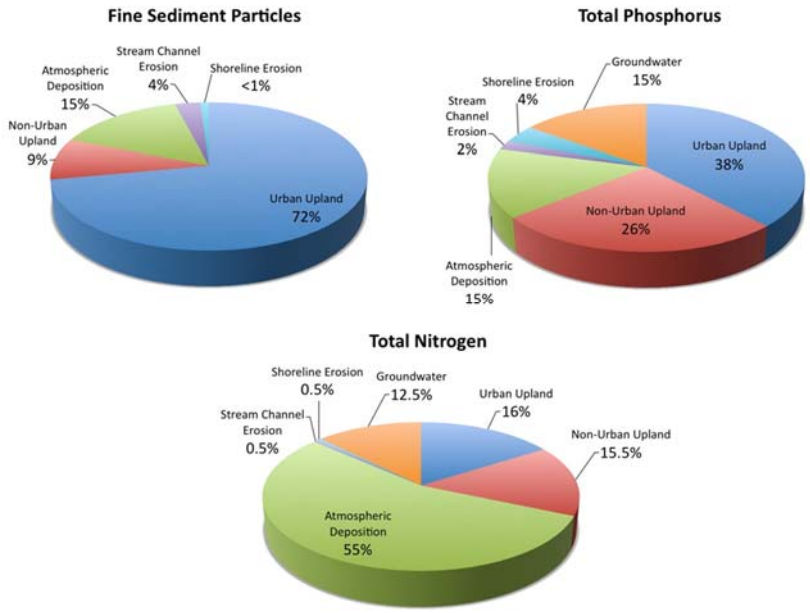
The Lake Tahoe TMDL program was developed in accordance with U.S. Clean Water Act and was approved in 2011. The TMDL is intended to complement the Regional Plan and was prepared in coordination with TRPA.

Lake Tahoe's West Shore

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

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

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



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

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

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

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

Table 2.2-B: 2016 Pollutant Load Reduction Requirements

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

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

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

Table 2.2-C: Completed TMDL Water Quality Improvement Projects

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

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

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

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

Table 2.2-D: Current TMDL Water Quality Improvement Projects

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

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

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

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

Table 2.2-E: Pollutant Control Management Measures Summary

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

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

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

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

WATER QUALITY POLICIES

WQ-P-1 Continue to participate in the Lake Tahoe Total Maximum Daily Load (TMDL) program, maintain Pollutant Load Reduction Plans (PLRPs), and implement the identified pollutant load reduction measures.

WQ-P-2 Continue to participate in the Lake Tahoe Environmental Improvement Program (EIP) and coordinate with other agencies to identify and secure funding for water quality improvement projects.

WQ-P-3 Continue to prioritize and seek funding assistance for the installation and long-term maintenance of Water Quality Best Management Practices (BMPs).

WQ-P-4 Reduce pollutant loading to Lake Tahoe by implementing incentives for redevelopment within Town Centers and the transfer of development to Town Centers in accordance with the Regional Plan.

WQ-P-5 Pursue Area-Wide water quality treatment districts in coordination with involved property owners and in accordance with the Regional Plan and TMDL. Within an approved district, water quality facilities may be jointly managed in lieu of certain parcel-specific BMP requirements.

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

WQ-P-6 Evaluate the feasibility of establishing one or more public stormwater districts to construct and maintain water quality improvements.

WQ-P-7 Implement the recommendations outlined in the Pollutant Load Reduction Plan (PLRP) to achieve the Lake Tahoe TMDL five-year load reduction target for year 2016.

WQ-P-8 Collaborate with the Lahontan Regional Water Quality Control Board to update and refine the Pollutant Load Reduction Strategy for load reduction targets beyond the year 2016 and update the Pollutant Load Reduction Plan as necessary to achieve the Lake Tahoe TMDL load reduction targets. The Placer County Tahoe Basin Area Plan hereby incorporates by reference all monitoring, operations and maintenance, and reporting required by the County's NPDES permit, the adopted Pollutant Load Reduction Plan and the Stormwater Management Plan, which will also be utilized by TRPA in the 4-year Area Plan recertification process pursuant to TRPA Code Sections 13.8.2 and 13.8.5.

WQ-P-9 All TRPA policies, ordinances and programs related to Water Quality will remain in effect.

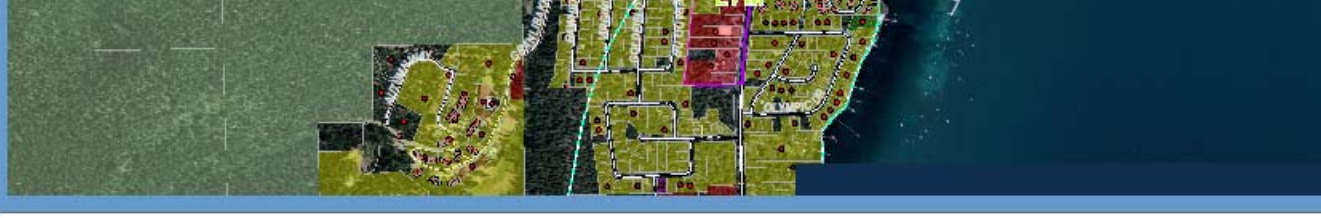
The Implementation Plan describes the water quality improvement projects. Regulations are outlined in the Area Plan Implementation Regulations.

Figure 2-1 Water Quality Improvement Projects and BMP Certified Properties

Figure 2-2 Kings Beach Water Quality Improvements

Figure 2-3 Tahoe City Water Quality Improvements

Figure 2-4 Kings Beach Fine Sediment Loading

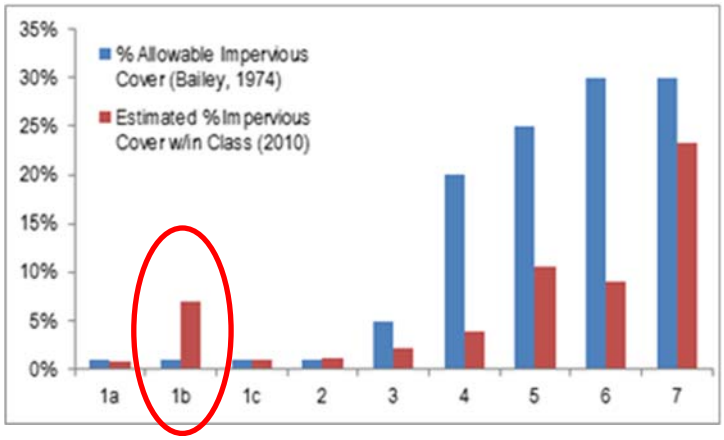


PLACER COUNTY
COMMUNITY DEVELOPMENT RESOURCE AGENCY
GEOGRAPHIC INFORMATION SYSTEM DIVISION

Tahoe Basin Area Plan

2.3 Soil Conservation and Land Coverage

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



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

LAND CAPABILITY

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

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

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

SOIL TYPES

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

Figure 2-6: Land Capability

LAND COVERAGE

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

Table 2.3: Existing and Allowable Coverage by Land Capability District

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

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

SOIL CONSERVATION AND LAND COVERAGE POLICIES

S-P-1 Pursue coverage removal projects in coordination with the EIP and TMDL programs, the California Tahoe Conservancy, and other partner agencies. Priority will be given to sites in high pollution loading catchments and SEZ lands.

S-P-2 Accelerate sensitive land coverage removal and mitigation by implementing incentives for redevelopment within Town Centers and the transfer of development from SEZs and other sensitive lands to Town Centers in accordance with the Regional Plan.

S-P-3 Pursue Area-Wide land coverage management districts in coordination with involved property owners and in accordance with the Regional Plan. Within a district, area-wide coverage standards may be substituted for certain parcel level standards.

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

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

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

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

Figure 2-7: Land Coverage

Figure 2-8: Kings Beach Land Coverage

Figure 2-9: Tahoe City Land Coverage

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2.4 Stream Environment Zones (SEZ)

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

A Water Quality Improvement Project

The Regional Plan reserves the strongest environmental protections for SEZ areas to promote the long-term preservation and restoration of these areas. SEZ areas are also afforded the most significant incentives for development transfers and restoration. Achieving the Threshold standard for SEZ coverage will be a long term challenge and is not expected to be achieved for many decades. This Area Plan seeks to significantly accelerate the rate of SEZ restoration. SEZ restoration priority sites include: Griff Creek, Lake Forest (Pomin Park), and Burton Creek.

STREAM ENVIRONMENT ZONE POLICIES

SEZ-P-1 Pursue SEZ restoration projects in coordination with the EIP and TMDL programs, the California Tahoe Conservancy, and other partner agencies. Priority will be given to sites in high pollution loading catchments.

SEZ-P-2 Accelerate SEZ restoration by implementing incentives for redevelopment within Town Centers and the transfer of development from SEZs to Town Centers in accordance with the Regional Plan.

SEZ-P-3 All TRPA policies, ordinances and programs related to Stream Environment Zones (SEZ) will remain in effect.

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

2.5 Air Quality

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

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

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

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

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

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

GREENHOUSE GAS EMISSIONS

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

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

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

Emissions Inventory

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

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

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

Table 2.5: Tahoe Region Greenhouse Gas Emission Inventory

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

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

AIR QUALITY POLICIES

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

AQ-P-2 Continue to implement federal, state and local air quality protection programs through the Placer County Air Pollution Control District.

AQ-P-3 Include qualifying air quality improvement projects in TMDL Pollutant Load Reduction Plans (PLRPs).

AQ-P-4 Prioritize projects and services that reduce vehicle miles travelled (VMT) and support alternative modes of transportation.

AQ-P-5 Accelerate air quality improvement by implementing Regional Plan incentives for redevelopment within Town Centers and the transfer of development from outlying areas to Town Centers.

AQ-P-6 Continue to implement the mPOWER incentive program to reduce greenhouse gas emissions from buildings and other site improvements.

AQ-P-7 Implement building design standards and design capital improvements to reduce energy consumption and where feasible to incorporate alternative energy production.

AQ-P-8 All TRPA policies, ordinances and programs related to Air Quality will remain in effect.

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

2.6 Scenic Resources

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

A Multi Use Trail in the Tahoe City Town Center

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

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

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

SCENIC RESOURCE POLICIES

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

SR-P-2 Accelerate scenic resource improvement by implementing incentives for redevelopment within Town Centers and the transfer of development from outlying areas to Town Centers in accordance with the Regional Plan.

SR-P-3 Support undergrounding of overhead utility lines on a project-by-project basis, as well as through established Underground Districts.

SR-P-4 Protect and enhance existing scenic views and vistas.

SR-P-5 Implement site and building design standards to protect and enhance scenic views from Town Centers and nearby areas.

SR-P-6 Manage development located between designated scenic corridors and Lake Tahoe to maintain and improve views of Lake Tahoe from the corridors.

SR-P-7 Prioritize scenic improvement efforts at the gateways to Lake Tahoe in Tahoe City and Kings Beach.

SR-P-8 All TRPA policies, ordinances and programs related to Scenic Quality will remain in effect.

SR-P-9 To ensure viewshed protection and compatibility with adjacent uses, new construction of buildings must not project above the forest canopy, ridgelines, or otherwise detract from the viewshed.

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

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Figure 2-10: Scenic Resources

2.7 Vegetation

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

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

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

Table 2.7: Vegetation Communities

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

Source: USFS, TRPA, 2007.

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

After most of the logging was complete, public agencies began acquiring land in the Tahoe Basin, intensifying in the 1930s and again after TRPA was established. Today more than 85 percent of the land in the Lake Tahoe Region is managed by the US Forest Service, Nevada Division of State Lands, California Department of Parks and Recreation, and the California Tahoe Conservancy. The agencies manage land for vegetation improvement, restoration of sensitive land, and other public benefits. Prescribed fires have become an important strategy to reduce the threat of catastrophic wildfire, allow larger trees to thrive, and support a healthy forest ecosystem. TRPA also administers strict Vegetation and Forest Health ordinances.

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Figure 2-11: Vegetation Communities

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VEGETATION POLICIES

VEG-P-1 Pursue vegetation enhancement projects in coordination with the EIP and TMDL programs, the California Tahoe Conservancy, and other partner agencies. Priority will be given to disturbed sites with rare or threatened vegetation, in high pollution loading catchments, and in SEZs.

VEG-P-2 Support forest enhancement projects being completed by land management agencies and fire districts, including selective cutting and controlled burning projects that improve forest health and reduce the risk of catastrophic wildfire.

VEG-P-3 Accelerate the restoration of native vegetation by implementing incentives for redevelopment within Town Centers and the transfer of development from SEZs and other sensitive lands to Town Centers in accordance with the Regional Plan.

VEG-P-4 Support protection of the Tahoe yellow cress (Rorippa subumbellata) species consistent the Tahoe Yellow Cress Conservation Strategy.

VEG-P-5 Coordinate interagency efforts to detect and eradicate non-native terrestrial plants.

VEG-P-6 All TRPA policies, ordinances and programs related to Vegetation will remain in effect.

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

2.8 Fisheries and Aquatic Resources

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

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

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

AQUATIC INVASIVE SPECIES

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

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

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

FISH HABITAT

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

Figure 2-12: Fish Habitat

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NATIVE FISH SPECIES

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

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

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

Table 2.8: Fish Species Sampled in Area Plan Area

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

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

SPECIAL-STATUS FISH AND AMPHIBIAN SPECIES

The Lahontan cutthroat trout is currently listed as a 'threatened species' under the Federal Endangered Species Act. TRPA has adopted a policy statement to aid in state and federal efforts to reintroduce the Lahontan cutthroat trout to Lake Tahoe. Since 2002, the

[1] The Lahontan cutthroat trout and mountain whitefish were not sampled as part of this study.

U.S. Fish and Wildlife Service (USFWS) has introduced Lahontan cutthroat trout to Fallen Leaf Lake to learn what conditions are necessary for successful restoration of the species in a lake environment. Findings suggest that restoration of a viable Lahontan cutthroat trout population may be possible if it can establish a niche apart from other trout species.

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

FI-P-1 Support active management of Aquatic Invasive Species (AIS), including implementation of TRPA's Lake Tahoe AIS Management Plan, to prevent new introductions of AIS, limit the spread and control existing AIS populations and abate AIS impacts.

FI-P-2 Pursue aquatic resource enhancement projects in coordination with the EIP and TMDL programs, the California Tahoe Conservancy, and other partner agencies. Priority will be given to AIS management, removal of stream diversions and blockages, and projects that also reduce pollutant loading.

FI-P-3 Support efforts to reintroduce Lahontan Cutthroat trout to waterways in the Truckee River/Lake Tahoe watershed.

FI-P-4 All TRPA policies, ordinances and programs related to Fish and Aquatic Resources will remain in effect.

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

2.9 Wildlife Resources

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

A Bald Eagle

SPECIAL STATUS BIRDS AND MAMMALS

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

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

WILDLIFE POLICIES

SE-P-1 Pursue wildlife habitat enhancement projects in coordination with the EIP program, the California Tahoe Conservancy, and other partner agencies.

SE-P-2 Coordinate with partner agencies to manage bear populations and minimize conflicts with people. Programs should emphasize public education and expand the use of bear-proof solid waste enclosures.

SE-P-3 All TRPA policies, ordinances and programs related to Wildlife will remain in effect.

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

2.10 Noise

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

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

NOISE POLICIES

N-P-1 Work with TRPA, Caltrans, Tahoe Area Regional Transit (TART), USFS, and other partner agencies to minimize transportation-related noise impacts on residential and sensitive uses. Additionally, continue to limit hours for construction and demolition work to reduce construction-related noises.

N-P-2 Minimize passenger vehicle travel and roadway noise by implementing incentives for redevelopment within Town Centers and the transfer of development to Town Centers in accordance with the Regional Plan.

N-P-3 Support the reevaluation of TRPA's Community Equivalent Noise Level (CNEL) standards and evaluation approaches, as called for in the 2011 Threshold Evaluation Report.

N-P-4 All TRPA policies, ordinances and programs related to Noise will remain in effect.

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

2.11 Cultural Resources

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

LAKE TAHOE DAM

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

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

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

Gatekeepers Cabin and Steinbach Indian Basket Museum

William B. Layton Park is the site of the Gatekeeper's Cabin and Steinbach Indian Basket Museum. It is a California Registered Historical Landmark, number 797. The 3-acre site is owned by California State Parks and managed by the North Lake Tahoe Historical Society. The Gatekeeper's Museum is a reconstruction of the original Gatekeeper's Cabin, on the same site where the original stood until it was destroyed by arson fire in the early 1980s. The original Gatekeeper's cabin was built by Robert Montgomery Watson—also the builder of the Watson Cabin—to be the home of the Watermaster, who controlled the flow of water out of Lake Tahoe. The cabin now showcases Tahoe history, from the Washoe people through the logging and mining eras and the establishment of the tourism industry at Lake Tahoe. The Marion Steinbach Indian Basket Museum was added in 1992.

WATSON LOG CABIN

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

CHAPEL OF THE TRANSFIGURATION

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

TRPA HISTORIC RESOURCES DATABASE

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

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Figure 2-13: Historic Resources

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CULTURAL RESOURCE POLICIES

C-P-1 Encourage reuse and incorporate buildings or structures that are determined to be of historic significance into site plans.

C-P-2 Evaluate cultural and/or historic resources when evaluating project activities with the goal of avoiding impacts to such resources.

C-P-3 All TRPA policies, ordinances and programs related to cultural resources will remain in effect.

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

2.12 Natural Hazards

The Urban / Wildland Interface

Placer County has in place several existing emergency response plans for the Plan area, including the Placer Operational Area East Side Emergency Evacuation Plan, Placer County Local Hazard Mitigation Plan, and the Lake Tahoe Geographic Response Plan. The Placer Operational Area East Side Emergency Evacuation Plan was developed to help increase preparedness and facilitate the efficient and rapid evacuation of threatened communities in the far eastern end of the county in the event of an emergency, probably a forest fire or flood. The Placer County Local Hazard Mitigation Plan was developed to reduce or eliminate long-term risk to people and property from natural hazards and their effects, and includes implementing actions and programs that would help reduce wildfire hazards including, but not limited to, Firewise Communities/USA Education Outreach, Hazardous Vegetation Abatement Program, Biomass Removal Projects, and Annual Defensible Space Inspections Program in the Unincorporated County. The Lake Tahoe Geographic Response Plan is the principal guide for agencies within the Lake Tahoe watershed, its incorporated cities, and other local government entities in mitigating hazardous materials emergencies.

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

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

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

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

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

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

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

NATURAL HAZARD POLICIES

NH-P-1 Coordinate with partner agencies to implement the Lake Tahoe Basin Multijurisdictional Fuel Reduction and Wildfire Prevention Strategy.

NH-P-2 Evaluate natural hazards when evaluating project activities with the goal of maintaining and enhancing public safety.

NH-P-3 Pursue programs and incentives that encourage property owners to retrofit existing buildings to reduce ignitability.

NH-P-4 Continue to implement and update building codes to minimize risks from natural hazards.

NH-P-5 All TRPA policies, ordinances and programs related to natural hazards will remain in effect.

NH-P-6 All new development projects within the Plan area shall prepare and implement an emergency preparedness and evacuation plan consistent with Government Code Section 65302 (g) (protection from unreasonable risks associated with the effects of seismic, geologic or flooding events or wildland fires, etc.) and in the furtherance of the Placer Operation Area East Side Emergency Evacuation Plan (Update 2015).

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

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

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Figure 2-14: Flood Zones

Part 3 Socio-Economic Plan

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

Multi-Residential Housing

3.1 Population

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

Table 3.1-A: Population Trends in the Area Plan

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

Source: 2000/2010 U.S. Census

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

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

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

Source: 2010 U.S. Census

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

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

Source: 2010 U.S. Census

3.2 Housing

ABSENTEE OWNERSHIP

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

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

Table 3.2-A: Housing Units and Occupancy

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

Source: 2010 U.S. Census

Table 3.2-B: Seasonal Housing Units

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

Source: 2010 U.S. Census

HOUSING AFFORDABILITY

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

New Housing in Kings Beach

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

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

Table 3.2-C: Median 2013 Household Income

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

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

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

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

Table 3.2-D: Median 2013 Housing Unit Value

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

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

Table 3.2-E: Housing Affordability, 2013

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

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

3.3 Employment and Commute Patterns

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

Homewood

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

Table 3.3: Commute Patterns in King Beach and Tahoe City

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

Source: Economic & Planning Systems, Inc., 2014

In 2011, only five percent of employed Kings Beach residents actually worked in Kings Beach, which was down from 13 percent in 2002. Tahoe City exhibits a slightly better

balance, although only 21 percent of Tahoe City's employed residents lived and worked in Tahoe City in 2011.

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

3.4 Project Feasibility

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

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

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

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

The study also recommended efforts to streamline the permitting process, implement Regional Plan redevelopment incentives, pursue additional Regional Plan amendments, allow for off-site and shared parking facilities and related funding mechanisms, and

secure tourist accommodation units to facilitate new lodging projects in Tahoe City and Kings Beach. The complete study is available for reference as Appendix C.

3.5 Socio-Economic Policies

SE-P-1 The planning and permitting process should be streamlined to the maximum feasible extent.

SE-P-2 Consistent with the Regional Plan, Town Centers are the preferred locations for economic development incentives and projects.

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

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

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

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

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

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Part 4 Land Use Plan

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

Lake Tahoe's dam and outlet in Tahoe City

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

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

4.1 Land Use Strategy

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

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

In the existing single family neighborhoods, development standards remain largely unchanged and environmental restoration is emphasized. To provide housing for the

area's workers, additional opportunities for ~~secondary~~ accessory dwelling units are provided where the secondary units are ~~deed~~ restricted to not allow tourist uses or vacation rentals and where the secondary unit's deed restricted for affordability.

4.2 Existing Land Use

LAND USE MIX

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

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

About 75 percent of the Plan area is used for conservation and backcountry purposes. Conservation lands include U.S. Forest Service lands within the Lake Tahoe Basin Management Unit and open spaces that are managed by other agencies. About 4 percent of the conservation lands are privately owned and used primarily for timber production.

Table 4.2-A: Existing Land Uses

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

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

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

PUBLIC LAND

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

Table 4.2-B: Property Ownership

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

Source: Placer County GIS, 2015.

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

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

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

DEVELOPMENT PATTERN

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

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

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

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

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

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

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

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

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

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

Kings Beach

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

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

Kings Beach Town Center

Tahoe City

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

Tahoe City Town Center

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

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Figure 4-1: Existing Land Use

Figure 4-2: Kings Beach Existing Land Use

Figure 4-3: Tahoe City Existing Land Use

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4.3 TRPA Growth Control System

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

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

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

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

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

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

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

RESIDENTIAL DEVELOPMENT

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

A new single family house

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

Individual Parcel Evaluation System (IPES)

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

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

Table 4.3-A: Vacant Parcels with IPES ≥726

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

Source: Placer County, 2013; TRPA, 2013.

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

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

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

Residential Allocations

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

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

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

Development Transfers and Bonus Units

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

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

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

TABLE 4.3-B: TRANSFER OF DEVELOPMENT RIGHTS TO CENTERS

Step 1: Determine applicable transfer ratio based on sending parcel.

Sending Parcel	Transfer Ratio
SEZ	1:1.5
Other Sensitive Lands	1:1.25
Non-Sensitive Lands	1:1

Step 2: For transfers of residential development rights, determine additional transfer ratio based on distance from centers and/or primary transit routes.

Distance	Additional Transfer Ratio
Less than ¼ mile, or on the lake-ward side of primary transit routes	1:1
¼ mile to ½ mile	1:1:25
½ mile to 1 mile	1:1.5
mile to 1½ mile	1:1.75
Greater than 1½ mile	1:2

Step 3: Multiply the applicable ratios from Steps 1 and 2 to determine the applicable transfer ratio.

Source: TRPA Code of Ordinances Table 51.3.6-1.

TABLE 4.3-C: TRANSFER OF EXISTING DEVELOPMENT TO CENTERS

Step 1: Determine applicable transfer ratio based on sending parcel.

Sending Parcel	Transfer Ratio
SEZ	1:3
Other Sensitive Lands	1:2
Non-Sensitive Lands	1:1

Step 2: For transfers of existing residential development, determine additional transfer ratio based on distance from centers and/or primary transit routes.

Distance	Additional Transfer Ratio
Less than ¼ mile, or on the lake-ward side of primary transit routes	1:1
¼ mile to ½ mile	1:1:25
½ mile to 1 mile	1:1.5
mile to 1½ mile	1:1.75
Greater than 1½ mile	1:2

Step 3: Multiply the applicable ratios from Steps 1 and 2 to determine the applicable transfer ratio.

Source: TRPA Code of Ordinances Table 51.5.3-1.

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Figure 4-4: Vacant Sites

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NON-RESIDENTIAL DEVELOPMENT

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

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

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

Commercial Floor Area (CFA)

Table 4.3-D: Placer County CFA Supply

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

Source: Placer County and TRPA, 2015.

Table 4.3-E: Placer County TAU Supply

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

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

Source: Placer County and TRPA, 2015.

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

Tourist Accommodation Units (TAUs)

The supply of TAUs is more restricted than the supply of CFA. Placer County retains 25 TAUs from original 1987 allocations and has since acquired property with additional TAUs. The potential supply for new projects is shown on figure 4.3-E. The TRPA supply for development transfer incentives is only 122 for the entire region.

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

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

~~LAND USE~~DEVELOPMENT RIGHTS CONVERSIONS

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

~~The Regional Plan allows land use conversions through several programs. These programs allow TAUs to be converted to either CFA or Residential Units, but do not allow CFA to be converted to TAUs. A process to convert the some of the regional bonus unit pool of CFA to TAUs is being developed by TRPA.~~

~~This Area Plan expands upon the TRPA programs with a pilot program for on-site conversions from CFA to TAUs and conversions of the Placer County supply. The program is intended to facilitate the most likely redevelopment projects and is described below in the Area Plan Program section.~~

SHOREZONE DEVELOPMENT

The shorezone in winter

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

4.4 Area Plan Programs

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

The Lake Tahoe shorezone at sunset

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

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

Redevelopment Incentives for Town Centers:

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

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

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

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

Mixed Use Zoning

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

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

Revised Parking Regulations

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

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

Site and Building Standards for Mixed Use Districts

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

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

Design Standards for Landscaping, Lighting and Signs

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

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

~~Limited Conversion of CFA to TAU~~

~~The Area Plan establishes a pilot program for the limited conversion of CFA to TAUs for existing development (held by property owners) and for the CFA supply held by Placer County. The program builds upon the conversion standards currently being developed for the TRPA pool of CFA and Tourist Bonus Units. Limitations include:~~

- ~~Converted units may only be used in Placer County Town Centers;~~
- ~~Sites must have BMP Certificates;~~
- ~~Sites must have sidewalk access;~~
- ~~Sites must be within ¼ mile of a transit stop;~~
- ~~No more than 200 additional TAUs may be established in Placer County through this pilot program and other actions combined; and,~~

An existing lodging project

- ~~The program will be periodically monitored for efficacy, possible extension and consideration of program adjustments.~~

~~The conversion rate is consistent with the conversion rate being developed by TRPA for bonus units: 1 TAU = 450 square feet of CFA.~~

~~This amendment is needed because the current supply of TAUs in Placer County is insufficient to accommodate redevelopment projects with new lodging units, creating a barrier to environmental development.~~

~~Studies have shown that there is a land use imbalance in the Area Plan, primarily involving a shortage of lodging compared to visitation levels and other uses. The current pattern of visitors staying outside the Tahoe basin and driving to and from activities at Lake Tahoe is environmentally and economically impactful.~~

~~This amendment recognizes the uneven distribution of commodities and allows Placer County to establish a more balanced land use pattern over time. It promotes redevelopment of Placer County's Town Centers, which will improve environmental conditions and support the local economy.~~

Non-Contiguous Project Areas in Town Centers

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

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

~~Secondary Residences~~Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units (JADU)

This program is intended to serve as a TRPA-certified local government housing program and would allow for ~~secondary residences~~ADUs and JADUs on parcels less than an acre in size subject to the requirements outlined in TRPA Code Section 21.3.2. (see Figure 4-8 for new parcels gaining a right to develop ~~secondary residences~~ADUs).~~To qualify for the program, properties must be deed restricted to prohibit tourist uses, vacation rentals or be converted to TAUs, and must also be deed restricted for affordability. Consistent with the TRPA four-year Area Plan recertification process, the program shall be evaluated for efficacy and necessary, adjustments.~~ The Area Plan Implementing Regulations describe this program in more detail.

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

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

TRPA Certified Local Government Moderate-Income Housing Program

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

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

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

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

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

4.5 Land Use Diagram

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

REGIONAL PLAN LAND USE DISTRICTS

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

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

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

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

Conservation

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

Backcountry

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

Recreation

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

Residential

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

Mixed-Use

Mixed-use areas are urban areas that have been designated to provide a mix of commercial, public services, light industrial, office, and residential uses to the Region or have the potential to provide future commercial, public service, light industrial, office,

and residential uses. The purpose of this classification is to concentrate higher intensity land uses for public convenience, and enhanced sustainability.

Tourist

Tourist areas are urban areas that have the potential to provide intensive tourist accommodations and services or intensive recreation. This land use classification also includes areas recognized by the Bi-State Compact as suitable for gaming. These lands include areas that are: already developed with high concentrations of visitor services, visitor accommodations, and related uses; of good to moderate land capability (land capability districts 4-7); with existing excess land coverage; and located near commercial services, employment centers, public services and facilities, transit facilities, pedestrian paths, and bicycle connections.

Town Center District

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

VILLAGE CENTERS

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

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

RESIDENTIAL, RECREATION AND CONSERVATION AREAS

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

OPEN SPACE

The Area Plan calls for the maintenance and expansion of planned open spaces, including public lands managed for environmental purposes, areas where additional development is not allowed (stream environment zones, steep slopes, etc.) and connections between these areas. In accordance with Regional Plan Policy CD-2.1, Area Plan requirements

supplement Regional Plan Policies to strategically identify areas where open spaces are planned to connect sensitive areas within Centers to undisturbed areas outside of Centers. Examples include:

- Residential and Commercial uses are no longer allowed at the Tahoe City Golf Course, establishing an open space / recreation connection between the Town Center and U.S. Forest Service lands to the north. Town Center development within the Tahoe City Golf Course Special Planning Area must also include SEZ restoration.
- To utilize Town Center incentives, properties within the Tahoe City Western Entry Special Planning Area shall provide public access and amenities along the river, thereby extending the Truckee River trail and open space corridor to the 64 acre park and Town Center.
- To utilize Town Center incentives, properties within the Kings Beach Entry Special Planning Area shall remove development from the Griff Creek floodplain and restore lands in the floodplain and other SEZ areas.
- Zoning for parks and beaches in Kings Beach is changed from mixed use to recreation.
- To utilize Town Center incentives, properties within the North Stateline Special Plan Area shall prepare a detailed Town Center plan addressing TRPA requirements, including for Open Space.

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Figure 4-5: Area Plan Land Use Diagram

4.6 Town Center Plans

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

Recent improvements in the Kings Beach Town Center

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

Core and Transition Areas

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

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

Town Center Zoning

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

Town Center Boundaries

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

Tahoe City Golf Course

Lake Tahoe View Protection

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

Special Planning Areas

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

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

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

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

Town Center Opportunity Sites and Tahoe City Lodge Project

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

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

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

Figure 4-6 Kings Beach Land Use Diagram

Figure 4-7 Tahoe City Land Use Diagram

Figure 4-8 Parcels Under One Acre Gaining a Right to Develop ~~a Secondary Residence~~Accessory Dwelling Units

Figure 4-9 Kings Beach Opportunity Site

Figure 4-10 Tahoe City Opportunity Site

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4.7 Land Use and Community Design Policies

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

LAND USE

LU-P-1 Continue to implement TRPA policies, ordinances and programs related to land use and development that are in effect.

LU-P-2 Manage development in accordance with the TRPA growth control system and supplemental programs in this Area Plan, including development rights, IPES, allocations, transfers and conversions.

LU-P-3 Continue to coordinate with TRPA, the California Tahoe Conservancy, local Public Utility Districts and other agencies to acquire, improve and manage lands for public and environmental purposes.

LU-P-4 Develop zoning districts consistent with Regional Plan that reflect the unique community characteristics of the Area Plan subareas.

LU-P-5 Direct development toward Town Centers and preserve the character of surrounding neighborhoods.

LU-P-6 Direct development away from functioning stream environment zones and other sensitive areas.

LU-P-7 Require each project seeking an allocation of additional commercial floor area to contribute toward achieving community-wide improvements. Projects shall also be subject to commercial floor area allocation procedures.

LU-P-8 Coordinate with TRPA on assigning development allocations to the respective Area Plan subarea.

LU-P-9 Maintain the current allowed densities for areas outside of Town Centers.

LU-P-10 Encourage public gathering places, outdoor dining, and special event venues.

LU-P-11 Address parking, transportation, water quality, public access, SEZ restoration, land coverage, and other issues affecting the Plan area through community-wide approaches that encourage redevelopment and maximize attainment of environmental thresholds.

LU-P-12 Encourage tourist-oriented uses in areas designated as Mixed-Use or Tourist. Prioritize locating tourist retail uses on street and sidewalk frontages.

LU-P-13 Maintain and enhance open spaces in the Plan area in accordance with Regional Plan goals and policies for Open Space.

LU-P-14 Projects should include strategies for protecting undisturbed sensitive lands and, where feasible, establishing park or open space corridors connecting undisturbed sensitive areas within Centers to undisturbed areas outside of Centers.

LU-P-15 Provide areas for passive and active recreation uses and related services to improve public access and enjoyment of Lake Tahoe and the Truckee River.

LU-P-16 Support efforts to restore disturbed land and improve public access along segments of the Truckee River corridor where access is limited. Where feasible, relocate the multi-use trail to the river frontage.

LU-P-17 Consider future land use map amendments for non-conforming uses.

LU-P-18 Coordinate with public agencies on community-wide snow storage solutions.

MIXED USE

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

MU-P-2 Create distinctive, connected, and walkable districts that have a strong sense of identity.

MU-P-3 Promote site sensitive design and pedestrian-oriented activities in mixed-use developments.

MU-P-4 Foster high quality design, diversity, and a mix of amenities in new residential, commercial and tourist accommodation, where appropriate.

MU-P-5 Establish design standards for mixed-use tourist districts that build on the existing tourist recreation theme with high-quality storefronts designed to attract tourists, and meet the needs of local residents.

MU-P-6 Support future Regional Plan amendments that promote redevelopment of Village Centers and other mixed use areas that are not included in a Town Center.

TOWN CENTER

TC-P-1 Reform Town Center development standards to minimize barriers to environmentally beneficial redevelopment in accordance with the Regional Plan.

TC-P-2 Implement Regional Plan incentives for the transfer of development from sensitive and outlying areas to Town Centers.

TC-P-3 Establish building height and density standards for Town Centers that support a high-quality, compact, pedestrian-scaled environment.

TC-P-4 Require that development have variations in height and provide transitional height limits adjoining property outside Town Centers.

TC-P-5 Require that any four story buildings between the Highways and Lake Tahoe enhance views from the highway to the lake.

TC-P-6 Complete the sidewalk network in Town Centers.

TC-P-7 Address environmental and economic enhancements in Town Centers through community-wide, locally sustained programs and projects, such as community parking management, area wide coverage management programs, and area wide water quality improvement programs.

TC-P-8 Reduce land coverage through environmental redevelopment and transfers of development from sensitive and remote property to Town Centers.

TC-P-9 Emphasize compact form and pedestrian orientation in Town Centers, in locations that many residents reach on foot, by bicycle, on transit, or by short drives.

COMMUNITY DESIGN

CD-P-1 Require that building and site designs be consistent with the Scenic Quality Thresholds and standards.

CD-P-2 Limit unbroken length of buildings and articulate building entrances with recesses, projections, overhangs, and architectural details in order to create a pleasant and engaging experience for pedestrians.

CD-P-3 Require landscaping with both private and public development projects. Protect existing trees of importance, size, age, and value to the maximum extent feasible with the goal of ensuring their long-term survival.

CD-P-4 Upgrade commercial properties in the Plan area that are in need of scenic restoration through remodeling, renovation, screening, landscaping, and, in some cases, through complete removal of the use or activity.

CD-P-5 Require new and redeveloped commercial, tourist accommodation, or multi-family residential projects in the Plan area to go through the Design Review process and meet applicable design standards and guidelines.

CD-P-6 Buffer adjacent residential uses from the commercial, tourist and public service uses of Town Centers through site design, transitional height limits, landscaping, vegetation, and screening.

CD-P-7 Require projects to provide landscape screening of on-grade parking areas that consist of either manmade or plant materials, or combinations of both, effective year round.

CD-P-8 Encourage commonly designed architectural monuments throughout the Plan area, particularly at gateways.

CD-P-9 Encourage use of architectural designs and materials that are unique to each Plan area.

CD-P-10 Encourage the upgrading or replacement of commercial advertising signs that detract from the aesthetic appearance of the community.

CD-P-11 Provide on-site pedestrian facilities with non-residential, mixed-use and multi-family projects and encourage multi-use paths between uses within the Plan area.

CD-P-12 Require that activities and projects within the Tahoe City River District Special Planning Area be designed to support the evolution of the area into an active, popular location with safety enhancements that encourage primary access by bicycling, walking and transit.

CD-P-13 Require that design of projects within the Tahoe City River District Special Planning Area be compatible with the long term operational plans for the former SR 89/Fanny Bridge roadway.

REDEVELOPMENT

DP-P-1 Provide incentives to encourage rehabilitation and/or remodeling of commercial, tourist, recreation, public service, and residential properties. Prioritize projects that emphasize rehabilitation by replacement or remodeling of substandard and inefficient development.

DP-P-2 Consider development of an allocation strategy that assigns priority of commercial floor area (CFA) to projects that emphasize remodeling and rehabilitation of substandard development.

DP-P-3 Encourage consolidation of development and restoration of sensitive lands to a naturally-functioning condition through transfer of development rights and transfer of land coverage programs.

~~DP-P-4 Pursue a program for land use conversions that minimize barriers to inter-jurisdictional transfers and allow the conversion of commercial floor area to tourist accommodation units.~~

DP-P-~~54~~54 Pursue the acquisition of tourist accommodation units (TAUs) on sensitive lands and obtain TAU bonus units from TRPA to incentivize high priority redevelopment projects that participate in community-wide improvements as determined by the County.

HOUSING

HS-P-1 Provide affordable and employee housing within the Plan area and encourage employee shuttles to major employers, such as ski resorts and casinos.

HS-P-2 Require larger scale commercial, recreational, and tourist accommodation projects to contribute their fair share toward providing employee housing.

HS-P-3 ~~Multi-r~~Residential bonus units may be utilized for affordable through achievable-income housing, multi-person housing, and/or employee housing projects.

HS-P-4 Provide opportunities for affordable through achievable-income housing~~, including senior housing~~ in appropriate areas where public transportation is easily available, close to neighborhood-~~-~~serving retail facilities, and where such development will be compatible with surrounding land uses.

HS-P-5 Allow for ~~secondary~~ accessory residences on parcel sizes less than one acre in size consistent with the Implementing Regulations. ~~where the parcel is deed restricted to not allow for tourist or vacation rental uses and where the parcel is deed restricted for affordability.~~

HS-P-6 Pursue TRPA-Certified Local Governing Moderate-Income Housing Programs pursuant to Sections ~~21.3.2.B~~, 52.3.4 and 52.3.6 of the TRPA Code of Ordinances to provide additional opportunities for deed-restricted affordable and moderate income housing.

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

Part 5 Transportation Plan

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

New roundabout in Kings Beach

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

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

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

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

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

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

5.1 Regional Plan / Regional Transportation Plan

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

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

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

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

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

5.2 Roadway Network

STREET AND HIGHWAY SYSTEM

State Highways

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

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

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

Highway 89 on the West Shore

County Roadways

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

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

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

Other Roadways

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

EXISTING TRAFFIC CONDITIONS

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

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

Table 5.2: Existing Level of Service at Key Intersections

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

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

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

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

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

PLANNED MAJOR ROADWAY PROJECTS

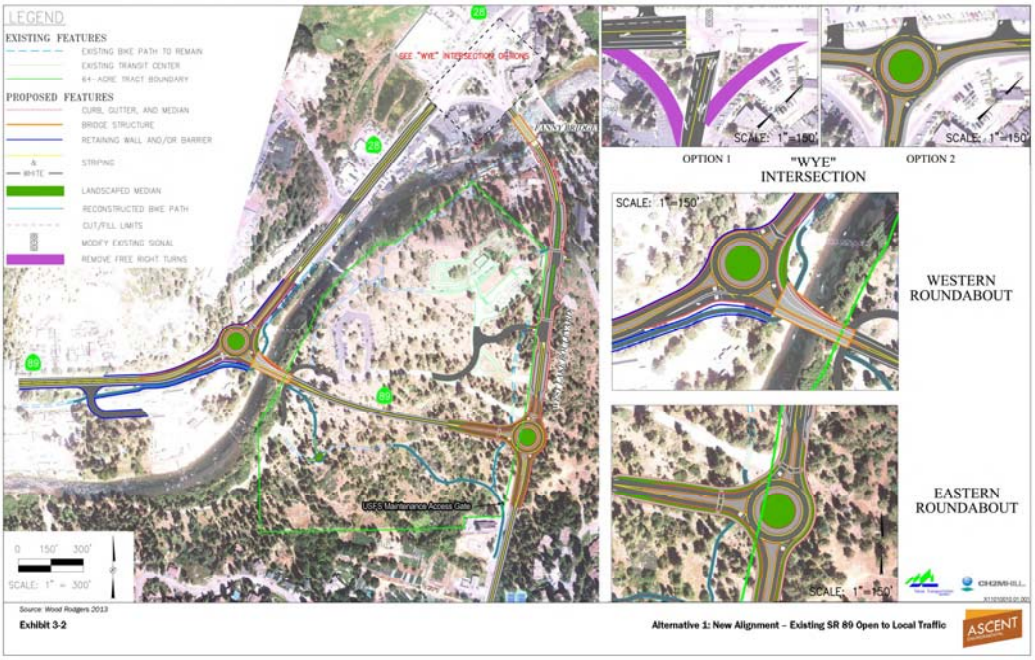
There are three active projects that modify the roadway network:

New Kings Beach sidewalks

- Nearing completion, the **Kings Beach Commercial Core Improvement Project** changed the auto-dominated section of SR 28 between Secline Avenue on the east and Beaver Street on the west to a pedestrian- and bicycle-friendly corridor. The existing two travel lanes in each direction have been converted to one travel lane in each direction plus a center two-way left turn lane, sidewalks, and bicycle lanes. Roundabouts have been constructed at Bear Street and at Coon Street (replacing the existing signal at the latter cross-street). In addition, Brook Street has been converted to one-way eastbound and extensive water quality improvements have been constructed throughout the area.
- The **Lakeside Project** is a Caltrans project that implements water quality control improvements along SR 89 between Tahoe City and Tahoma. This includes widening to provide left turn lanes in key areas such as Sunnyside and Homewood, as well as construct elements of the missing portion of multipurpose bicycle/pedestrian trail directly adjacent to the highway in the Homewood area. It is planned for completion by 2016.
- The **SR 89/Fanny Bridge Community Revitalization Project** has been approved by Placer County and TRPA and will be implemented by the Tahoe Transportation District (TTD). The project will address existing user conflicts and traffic congestion in the Fanny Bridge area through a new state highway alignment and bridge over the Truckee River to the west of the existing bridge. Construction of the new alignment provides for a traffic bypass route so that Fanny Bridge and the adjoining roadway can become more user friendly for pedestrians, cyclists and transit.

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

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



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

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

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

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Figure 5-1: Roadways

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5.3 Transit Network

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

TAHOE AREA REGIONAL TRANSIT

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

- TART's "Main Line" route operates on SR 28 and SR 89 along the northern and western shores of Lake Tahoe from Sugar Pine Point State Park in El Dorado County on the west shore to Incline Village, Nevada on the north shore. During the summer, half-hourly service is provided between Tahoe City and Incline Village, while hourly service is provided along the west shore. During the winter and off-season, half-hourly service is provided between North Stateline and Incline Village and hourly service is provided for the remainder of the Main Line route.

A Tahoe Area Regional Transit (TART) bus

- The SR 89 route provides hourly service between Tahoe City and Truckee, via Squaw Valley, year-round.
- The SR 267 route operates hourly between Truckee, Northstar Village, Kings Beach and Crystal Bay in the winter. In summer, hourly service is provided between Northstar Village, Kings Beach and Crystal Bay. No service is operated in the spring and fall.

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

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

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

The Tahoe City Transit Center

OTHER TRANSIT SERVICES

North Lake Tahoe Express

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

Night Rider

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

Emerald Bay Trolley

A free shuttle service is operated from the Tahoe City Transit Center to the South Y Transit Center in South Lake Tahoe. The purpose of the shuttle is to serve recreational activity centers along the west shore, and also to provide a link between north shore and south shore trolley services. Funded by the U.S. Forest Service, three trolleys are used to

operate hourly service departing the Tahoe City Transit Center between late June and Labor Day. Emerald Bay Trolley buses accommodate two to three bicycles each.

Ski Area Shuttle Services

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

North Lake Tahoe Water Shuttle

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

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Figure 5-2: Regional Transit System

5.4 Pedestrian and Bicycle Network

PEDESTRIAN AND BICYCLE CIRCULATION

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

A Multi Use Trail in Tahoe City

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

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

ACTIVE TRANSPORTATION FACILITIES

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

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

Tahoe City Sidewalks and Amenities

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

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

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

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

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

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

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

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

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

Source: Tahoe City Mobility Plan

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

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

Source: Tahoe City Mobility Plan

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

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

TOWN CENTER SIDEWALKS

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

5.5 Transportation Policies

TRANSPORTATION NETWORK

T-P-1 Encourage use of non-auto modes of transportation by incorporating public transit, bicycle, and pedestrian travel amenities in transportation projects and other projects that impact or connect to the transportation network.

T-P-2 Provide for sufficient capital improvements to meet the target for vehicle miles traveled (VMT) and greenhouse gas reductions.

T-P-3 Minimize the number of driveways and access-egress points to commercial businesses along SR 28 and SR 89 to reduce conflicts, and barriers to active transportation safety and to improve traffic flow.

T-P-4 Create left turn pockets at major public road intersections along SR 28 and throughout the Plan area in cooperation with the Tahoe Metropolitan Planning Organization (TMPO) and Caltrans.

T-P-5 Consider traffic calming and noise reduction strategies (e.g., alternate truck routes, speed reductions on SR 28 and SR 89, entry features, highlighted pedestrian crosswalks, etc.) when designing transportation improvements.

T-P-6 Maintain consistency with Level of Service (LOS) and quality of service standards identified in the Regional Transportation Plan (RTP), with the exception of intersections and roadway segments within the Town Center boundaries where LOS F is acceptable during peak periods. The RTP allows for possible exceptions to the LOS standards outside the Town Center boundaries when provisions for multi-modal amenities and/or services (such as transit, bicycling and walking facilities) are incorporated and found to be consistent with policy T-10.7 of the RTP.

T-P-7 To increase the average vehicle occupancy for home-to-work commuting, require employers to comply with the Placer County Vehicle Trip Reduction ordinance.

T-P-8 Develop traffic management strategies for major temporary activities such as Temporary Outdoor Events (TOEs) and Special Event Encroachments on public roadways and facilities.

T-P-9 New and/or modified development shall be assessed Traffic Mitigation Fees associated with the Placer County Tahoe Region's Capital Improvement Program. Fees shall be representative of the fair share portion of that development's impacts on the local regional transportation system.

T-P-10 Collaborate with Caltrans to develop adaptive traffic management strategies for peak traffic periods at Basin entry/exit routes of SR 267 and SR 89 which support the TRPA Regional Transportation Plan.

T-P-11 Explore future modification to the Placer County Trip Reduction Ordinance which would expand requirements for Transportation Demand Management (TDM) plans within the Tahoe Basin which would include measures that reduce private automobile use.

T-P-12 In an effort to reduce peak-period vehicle trips and improve LOS, future development project proposals which will employee between 20 and 100 employees and/or include tourist accommodation or recreational uses will be required to submit to Placer County a Transportation Demand Management Plan (TDM) upon Development Review.

PARKING

T-P-13 Encourage shared use parking facilities to more efficiently utilize parking lots.

T-P-14 Pursue programs to allow properties that contribute to off-site community parking facilities or transit to be given credit for satisfying their individual parking requirements.

T-P-15 Encourage consolidation of off-street parking within mixed-use areas in the Plan area.

T-P-16 Provide suitable parking facilities for recreational areas while encouraging major commercial with recreational and/or excursion activities to provide transit services and/or incentives to patrons, such as proximate bicycle parking facilities.

T-P-17 Based on community and stakeholder feedback, implement parking and circulation strategies identified in the Tahoe City Mobility Plan for the Tahoe City Town Center.

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

TRANSIT, PEDESTRIAN, AND BICYCLE

T-P-19 Require, as appropriate, bus turn-outs, shelters, park and ride lots, planned bicycle and pedestrian facilities, bicycle parking, and other related facilities or programs as conditions of approval for projects.

T-P-20 Encourage TART to increase TART hours of operation and frequency of route circulation (i.e., reduce headways), provided funding is available.

T-P-21 Work with public transit providers to structure fare rates and schedules in order to optimize ridership.

T-P-22 Coordinate the provision of public and private transit service, where feasible, to reduce costs of service and avoid duplication of services.

T-P-23 Create bicycle- and pedestrian-oriented facilities and street designs to provide safe travel throughout the Plan area.

T-P-24 Require installation of bicycle racks or secured lockers as a condition of approval for projects and encourage transit providers to offer bicycle racks on their buses.

T-P-25 Within Town Centers and in other areas where sidewalks are planned, require that projects install sidewalk(s) on-site as a condition of project approval. Include landscaping, street furniture, and lighting in accordance with the Area Plan Implementing Regulations.

T-P-26 In the design of projects, provide pedestrian and bicycle connections to adjoining properties and nearby attractions where feasible.

T-P-27 Explore strategic abandonment or priority retention of roadway rights-of-way as a means of providing pedestrian and bicycle connections throughout the Plan area, public access to Lake Tahoe, and to link the Plan area with adjacent areas including potential trail connections to USFS trails at appropriate locations.

T-P-28 Explore funding sources to support maintenance of pedestrian and bicycle paths during snow conditions in the winter months.

T-P-29 Preserve the condition of sidewalks and bicycle facilities and where feasible, maintain their year-round use.

T-P-30 Working with Federal, State, Local Government and Private sector partners, secure adequate funding and implement the TART Systems Plan so that transit is a viable transportation alternative within the service area.

T-P-31 The County shall require fair share funding contributions by new development subject to discretionary approval or redevelopment that increases density, overall square footage and/or occupancy load for implementation of transit services to meet future demand. On-site transit systems as well as off-site transit alternatives and park and ride facilities must be demonstrated to be a viable transportation alternative and result in vehicle trip reductions for each new development.

T-P-32 Incorporate transit stops as well as bicycle and pedestrian facilities in roadway improvement projects.

T-P-33 In accordance with the TRPA and Placer County Joint Statement of Regional Transit Principles, on a biannual basis, Placer County, in consultation with the Tahoe Regional Planning Agency, shall identify fiscal year priorities and develop an implementation strategy within current available funding to meet the overall priorities identified in the TART Systems Plan, including the following:

- Winter 30 Minute Service on North Shore
- Off Season Evening Service South of Squaw and Northstar
- Winter 30 Minute Service South of Squaw and Northstar
- Winter and Summer 30 Minute Service South of Squaw Valley and Northstar
- Eliminate transit fares

T-P-34 Implement safety for pedestrian and bicycle routes and maximize visibility at bicycle, pedestrian, and vehicle conflict points through increased safety signage, sight distance and facility design.

T-P-35 Based on community and stakeholder input, implement multi-modal and complete street strategies identified in the Tahoe City Mobility Plan for the Tahoe City Town Center. Implementation shall include construction of the shared-use path gap between Commons Beach and the Wye, and pedestrian crossing improvements along State Route 28 to Lake Tahoe, Commons Beach, and the Truckee River.

T-P-36 Revitalize the Tahoe City River District Special Planning Area as a pedestrian and bicycle friendly zone. Work with public and private entities to coordinate special event and peak season traffic operation for the Tahoe City River District Special Planning Area to encourage

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

T-P-37 Develop a coordinated wayfinding signage program to enhance awareness of alternative transportation modes including transit (TART), pedestrian and bicycle facilities. The wayfinding program should also include parking management strategies, see T-P-16 above. Wayfinding signs should be consistent within all areas of the Plan to provide clear recognition in congested periods.

T-P-38 Placer County and TRPA shall prioritize additional mobility strategies in a manner consistent with TRPA's Congestion Management Process required by federal regulation (23 CFR 450.320) for urban metropolitan planning organizations. TRPA's CMP is currently under development and will be implemented in 2017 in collaboration with local jurisdictions and public transit providers.

T-P-39 Measure vehicle trips within the Area Plan boundary at the time of the four year Area Plan recertification process with TRPA. Should vehicle trips surpass trip projections in Chapter 19 of the TBAP EIR/EIS, work jointly with the TRPA to revise mobility strategies in the Area Plan transportation chapter to address the increased trips.

Figure 5-3: Existing and Planned Pedestrian & Bike Infrastructure

Figure 5-4: Kings Beach Transportation Infrastructure & Improvements

Figure 5-5: Tahoe City Transportation Infrastructure & Improvements

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Part 6 Recreation Plan

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

Beach activities in Kings Beach

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

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

6.1 Regional Plan

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

POLICY STATEMENT

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

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

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

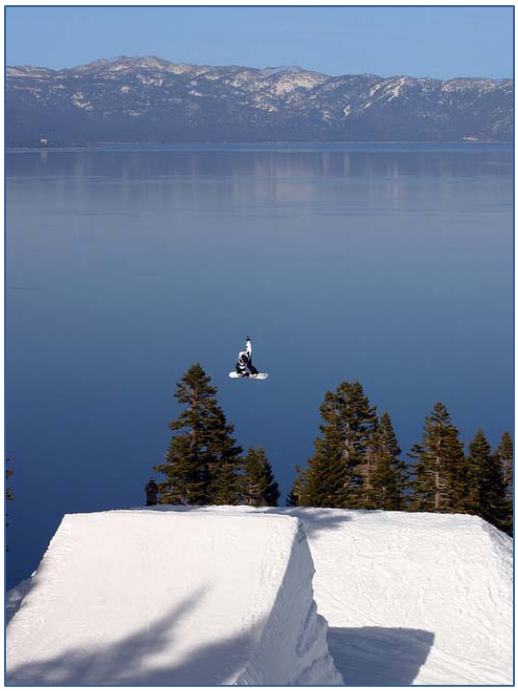
TRPA growth management ordinances utilize a development commodity called People at One Time (PAOTs) to limit recreational use in the Tahoe Basin. PAOTs identify the design capacity of recreational facilities and are issued by TRPA with project approval. PAOTs are separately identified for summer day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

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

6.2 Inter-Agency Recreation Management Framework

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

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



Snowboarding at Homewood Mountain Resort

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

6.3 Recreation Strategy

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

A park in Kings Beach

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

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

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

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

6.4 Recreation Facilities

PARKS, BEACHES, COMMMUNITY CENTERS AND OPEN SPACE

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

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

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

Table 6.4-A: Parks and Recreation Facilities Inventory

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

Table 6.4-A: Parks and Recreation Facilities Inventory

Park or Recreation Facility Name	*Acres*	*Operator*	*Owner*
Highlands Community Center/Day Use Area	45.7	TCPUD	TCPUD
Kilner Park	5.9	TCPUD	TCPUD
Marie Sluchak Community Park	3.0	TCPUD	TC HOA
North Tahoe Regional Park	124.5	NTPUD	NTPUD
Ward Creek Unit	173	CA Parks	CA Parks
Subtotal Day Use Areas	***2,242.1***		
Community Sports and Recreation			
Kings Beach Neighborhood Park	2.3	NTPUD	TTUSD
Pomin Park	3.1	TCPUD	CA Parks
Rideout Community Center	10.7	TCPUD	TTUSD
Tahoe Lake School Fields	2.2	TCPUD	TTUSD
Subtotal Community Sports and Recreation	***18.3***		
Community Centers			
Fairway Community Center		TCPUD	TCPUD
Tahoe City Community Center		TCPUD	PC
Rideout Community Center		TCPUD	TCPUD
Highlands Community Center		TCPUD	TCPUD
Subtotal Community Centers	***n/a***		
Golf Courses			
Tahoe City Golf Course	35.8	TCPUD	TCPUD
Subtotal Golf Courses	***35.8***		
Campgrounds			
Kaspian Campground and Picnic Area	34.0	Private	USFS
Tahoe State Recreation Area	16.3	CA Parks	CA Parks
William Kent Campground/Beach	24.7	Private	USFS
Lake Forest Campground	2.1	TCPUD	TCPUD
Subtotal Campgrounds	***77.1***		
Undeveloped Parkland			
Dollar Property	969.1	CTC	CTC
Parcels 3081 and 3082	5.3	TCPUD	TCPUD
Tahoe State Recreation Area	1.9	CA Parks	CA Parks
Firestone Property	85.0	NTPUD	NTPUD
Subtotal Undeveloped Parkland	***1,061.3***		

Sources: TRPA, Placer County; 2013.

MULTI USE TRAILS

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

64 Acre Park and Trailhead

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

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

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

Table 6.4-B: Existing and Proposed Multi Use Trails

Trail	*Location*	*Length(Miles)*
Multi-Use Trails		
64-Acres	Tahoe City	0.8
Lakeside Trail	Tahoe City	1.2
West Shore Bike Trail	Tahoe City, Sunnyside, Homewood, Tahoma	8.6
Truckee River Trail	Tahoe City, Squaw Valley	3.5
State Route 28	Tahoe City	2.2
Pinedrop Trail	Kings Beach	1.5
Planned Trails		
Brockway Vista Path	Kings Beach	1.0

Dollar Creek Shared Use Trail	Kings Beach	2.2
Lake Forest Trail	Dollar Point	0.3
National Ave Bike Path	Tahoe Vista	
North Tahoe Bike Path	Dollar Hill, Tahoe Vista, Brockway Summit	12.5
Martis Valley Trail	Martis Valley, Northstar, Brockway Summit	10.4
West Shore Bike Trail	Homewood, Sunnyside	1.5

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

BACKCOUNTRY AREAS AND TRAILS

Federal and state agencies are primarily responsible for maintaining and improving backcountry areas and trails. Prominent trails in the Plan area include the Tahoe Rim Trail, Pacific Crest Trail, Rubicon Trail and local connections. Trailheads are located at the Fairway Community Center and 64-Acre Park in Tahoe City, Highlands Community Center in Dollar Hill, and on Forest Service lands in Blackwood Canyon, Ward Creek, and Brockway Summit.

Tahoe Rim Trail - Tahoe City Trailhead

6.5 Recreation Policies

R-P-1 Continue to manage recreation facilities and uses in accordance with the Regional Plan.

R-P-2 Continue to enhance recreation facilities through coordinated interagency planning and funding programs.

R-P-3 Ensure that recreational opportunities are available and accessible to visitors of all income levels.

R-P-4 Support the funding, construction, and maintenance of the multi-use bike trails identified in the Plan area.

R-P-5 Encourage funding and perform selective snow clearing of trails, particularly in high use areas, to enhance the "year round" economy.

R-P-6 Protect and support existing public beach access as well as secure additional public access rights as opportunities arise.

R-P-7 Utilize all appropriate opportunities (land acquisition, obtaining easement rights, etc.) to increase opportunities for public access to the shoreline of Lake Tahoe.

R-P-8 Coordinate with State Parks and the California Tahoe Conservancy on management, operations, and maintenance of beaches within the Plan area.

R-P-9 Enhance winter recreational opportunities and improve access for cross country and back country skiers.

R-P-10 Prohibit snowmobile uses in important wildlife habitat, including Page Meadows.

R-P-11 Continue to protect and support the Public Trust as it relates to the shores of and access to Lake Tahoe, including various undeveloped public right-of-ways/easements for lake access.

Figure 6-1: Parks, Recreation Areas and Trails

Figure 6-2: Kings Beach Recreation Infrastructure & Improvements

Figure 6-3: Tahoe City Recreation Infrastructure & Improvements

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Part 7 Public Services and Facilities Plan

This section addresses the Plan area's public services and facilities, including water, wastewater, stormwater, schools, police, and fire services. Policies focus on the provision of public services and facilities that satisfy existing and future demands and are consistent with the Regional Plan.

7.1 Regional Plan

The Regional Plan supports the provision of public services and facilities for existing and planned development, and to help protect the natural environment. Continued upgrading of public services and utilities - consistent with demand and the Regional Plan - is allowed and encouraged. Approval of new development shall consider the adequacy of public services and facilities to serve that development.

The Regional Plan treats Public Service facilities differently that other use types. Code regulations apply, but growth limits are not applied to projects that are necessary for public health and safety. Public service facilities are not subject to numeric caps like commercial, tourist, residential and recreation uses. There are also provisions for additional building height and land coverage if needed for public health and safety facilities (police, fire, water and sewage facilities, etc.) and linear public facilities (roads, trails, etc.). The standards generally limit improvements to the amount needed to achieve their public purpose.

The Regional Plan also contains policies to prevent municipal and industrial waste disposal practices from contaminating the waters of Lake Tahoe or other surface and groundwater within the region.

7.2 Potable Water

Drinking water for the Plan area comes from Lake Tahoe, local streams, smaller lakes, and groundwater. The two largest water providers in the Plan area are NTPUD and TCPUD. Additionally, there are 13 small public and private water companies that provide drinking water to residents located outside of public utility district boundaries. See Figure 7-1 for the location and service areas for water purveyors in the Plan area.

7.3 Wastewater Collection and Treatment

NTPUD and TCPUD provide wastewater collection and Tahoe-Truckee Sanitation Agency (TTSA) provides wastewater treatment for the Plan area (See Figure 7-1).

The 1969 Porter-Cologne Water Quality Control Act in California and executive order by the Governor of Nevada (January 27, 1971) prohibited the discharge of domestic, municipal or industrial wastewater into Lake Tahoe, its tributaries, groundwater, or the portion of the Truckee River within the Basin. Treatment plants were retrofitted with export pipelines and pump stations to transport wastewater out of the Basin. In 1971, both states prohibited the use of septic tanks and required all sewage generators in the Tahoe Basin to be connected to an existing wastewater system.

Currently, all collected raw sewage is conveyed out of the Basin through a large diameter gravity pipeline known as the Truckee River Interceptor (TRI), which is owned and operated by TTSA. The TRI conveys all raw sewage 17 miles where it is treated at the Truckee Water Reclamation Plant (TWRP), a state-of-the-art water reclamation plant that provides primary and secondary treatment, phosphorus removal, biological nitrogen removal, disinfection, and effluent filtration. Because of its location in the pristine Lake Tahoe-Truckee River area, the plant is required to meet some of the most stringent discharge requirements in the country. TWRP also treats and disposes of wastewater for Squaw Valley, Alpine Meadows and the Town of Truckee.

7.4 Stormwater

Stormwater management is high priority at Lake Tahoe and is a central component of the Regional Plan and the Lake Tahoe TMDL. These programs and facilities are detailed in the Conservation Plan water quality section.

Stormwater facilities are owned and operated by agencies and landowners in the Plan area. Consideration should be given to establishing one or more stormwater utility districts to more efficiently plan, construct and maintain stormwater facilities.

Figure 7-1: Water & Wastewater Districts

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7.5 Schools

Tahoe Lake Elementary School in Tahoe City

The Plan area is served by the Tahoe-Truckee Unified School District (TTUSD). The District office is located in the town of Truckee and serves about 4,000 students in California's Nevada, Placer and El Dorado counties.

The district encompasses more than 720 square miles. District boundaries stretch from Hobart Mills, eight miles north of Truckee to Emerald Bay, near South Lake Tahoe; and along the I-80 corridor from Cisco Grove to the west and Floriston to the east. Schools within the Plan area include Kings Beach Elementary (K-4), Tahoe Lake Elementary (K-4), North Tahoe Middle School (5-8), Cold Stream Alternative School (6-12), and North Tahoe High School (9-12). More than 1,400 students attend these public schools in the Plan area.

School enrollment has been stable or declining and no new schools are planned. The enrollment of North Tahoe High School is less than half its design capacity. Public schools, enrollment and capacities are detailed in Table 7.5. Schools are mapped in Figure 7-2.

Table 7.5: Existing Schools in Tahoe-Truckee Unified School District

School	*Total Enrollment 2013-14*	*Total Capacity*	*Percent Underutilized*
Elementary Schools (K-4)			
Kings Beach Elementary Schoo	375	496	24%
Tahoe Lake Elementary School	322	304	-6%
Middle Schools (5-8)			
North Tahoe Middle School	406	535	24%
High Schools (9-12)			
North Tahoe High School	326	631	48%
Alternative Schools			
Cold Stream Alternative	14	n/a	n/a
Total	**1,443**	**1,966**	**27%**

Source: Tahoe Truckee Unified School District School Accountability Report Cards, 2014.

7.6 Law Enforcement

Placer County Sherriff's Department (PCSD) provides law enforcement within the Plan area. PCSD has a service area of approximately 125 square miles, stretching from Tahoma on the southern boundary, around the northern and western shores of Lake Tahoe to the California/Nevada State line, north to Truckee, and west to the crest of the Sierra Nevada.

PCSD maintains a substation at 2501 North Lake Boulevard (See Figure 7-2).

The Sheriff's Office is not currently planning improvements to the Tahoe Station, as existing facilities are adequate to maintain a sufficient level of service for the anticipated future population.

7.7 Fire Services

The North Tahoe Fire Protection District (NTFPD) provides fire, rescue, hazardous materials, river rescue, technical rope rescue, vehicle extrication, advanced life support ambulance service, pre-fire planning, and public education services within the Plan area. Currently there are six fire stations located in the Plan area. Fire station locations are mapped in Figure 7-2.

North Tahoe Fire Protection District Headquarters and Station 51 in Tahoe City

In 2012, NTFPD relocated Station 51, the district's headquarters, from 300 North Lake Boulevard to 222 Fairway Drive in Tahoe City, across from TCPUD. Additional fire station upgrades are planned, including for Station 52 in the Kings Beach Gateway Plan area.

Water supplies for firefighting efforts come primarily from approximately 850 fire hydrants located throughout the fire district, the majority of which are owned and operated by the two Public Utility Districts—NTPUD and TCPUD. In addition to these hydrants, 13 privately-held water purveyors provide water supplies for areas located outside of the PUD/hydrant service areas.

NTFPD, State and Federal fire agencies coordinate to provide wildland fire protection and forest health projects, including selective thinning and controlled burning. The Plan area is a high fire hazard area and fire protection is a priority.

Figure 7-2: Schools & Public Safety Services

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7.8 Public Service and Facility Policies

PS-P-1 Continue to manage public services and facilities in accordance with the Regional plan.

PS-P-2 Coordinate the provision of public and private services to enhance public health, safety and welfare, reduce costs of service, and avoid duplication of services.

PS-P-3 Support fire safety programs of the North Tahoe Fire Protection District and other organizations.

PS-P-4 Encourage strategies to provide adequate new and more appropriate sites for existing facilities, such as the Caltrans corporation yard and Liberty Energy Tahoe City Power Substation, out of environmentally and visually sensitive areas.

PS-P-5 Consider opportunities to locate County facilities such as the criminal justice facility, TART facilities, and other public service uses in the Plan area.

PS-P-6 Promote the establishment of high-speed fiber optic communications equipment within the Tahoe Region.

PS-P-7 Ensure that all proposed developments are reviewed for fire safety standards by local fire agencies responsible for its protection, including providing adequate water supplies and ingress and egress.

PS-P-8 Encourage all water systems address fire suppression water needs.

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Part 8 Implementation Plan

This Implementation Plan includes Plan implementation Policies, a list of Potential Area Plan Projects and a summary of TRPA performance measures and benchmarks used to evaluate environmental progress following adoption of the 2012 Regional Plan and this Area Plan.

8.1 Implementation Policies

IP-P-1 Implement the Area Plan in accordance with the Regional Plan, the Lake Tahoe TMDL, and through coordinated interagency planning and funding programs.

IP-P-2 Pursue high value SEZ restoration on opportunity sites, including but not limited to the Truckee River corridor, the Tahoe City Golf Course, Burton Creek, Pomin Field and the Griff Creek area.

IP-P-3 Construct the Cabin Creek Biomass Facility outside the Lake Tahoe basin to provide an alternative to in-basin vegetation burning.

IP-P-4 Implement the Placer County Wayfinding Sign Program to improve the visitor experience and minimize the scenic impact of roadway signs.

IP-P-5 Implement a parking management program that provides adequate parking, limits traffic conflicts, considers connections between parking lots, reduces congestion, minimizes land coverage and compliments transit. Allow businesses or properties that contribute toward the development of a parking program to be given some proportionate credit for satisfying individual requirements at such off-site locations and through contributions to transit. Coordinate highway parking realignments with parking lot development so that parking spaces are created in lots concurrently with the loss of spaces in the right-of-way.

IP-P-6 Develop a network of Class 1 Shared Use Paths to connect the communities of Tahoe City, Homewood, Meeks Bay, Alpine Meadows, Squaw Valley, Truckee, Northstar, Kings Beach, Incline Village, Tahoe Vista, and adjacent recreation areas.

IP-P-7 Develop sidewalks along both sides of SR 28 and SR 89 in Town Centers and other locations where sidewalks are planned, including landscaping,

street furniture and lighting consistent with Area Plan Implementing Regulations.

IP-P-8 Consolidate Placer County facilities at the "Burton Creek" site through the construction of new facilities or relocate facilities to a new location. Coordinate this project with an overall coverage reduction and BMP retrofit.

8.2 Planned Environmental Improvement Projects

This section includes a table of projects being pursued to implement this Area Plan. The project list will be modified as work is completed and new projects are planned.

Table 8.2 Planned Environmental Improvement Projects

Project Description	*Lead Agency*
Conservation Projects – Water Quality, Soil Conservation and Stream Environment Zones	
TMDL Pollutant Load Reduction Projects	
TMDL Pollutant Load Reduction Plans will continue to be implemented as a primary water quality improvement effort. The current Load Reduction Plan includes the following projects and programs through 2016, along with each effort's contribution to the Plan's total load reduction requirements.	Placer County Lahontan Regional Water Control Board
Water Quality Improvement Projects	
Completed Projects (46.15%) Lake Forest Panorama (11.54%) West Sunnyside Phase II (2.69%) Snow Creek Restoration (3.46%) Kings Beach Commercial Core Improvement Project (20.0%) Griff Creek Restoration (1.73%) Kings Beach Water Quality Improvement Project (5.77%)	Placer County Lahontan Regional Water Control Board
Pollution Control Management Measures	
Special Road Abrasives – Reduced Fine Sediment (9.23%) Improved Street Sweeping (4.62%) New High Efficiency Street Sweepers (5.77%) Additional projects and measures will be identified in future Pollutant Load Reduction Plans based on TMDL science and methodology. Details for each TMDL Project are described below.	Placer County Lahontan Regional Water Control Board
Area-Wide Coverage Management Plans	
Subsequent to Area Plan approval, area-wide coverage management opportunities will be evaluated. Where there is property owner support and potential for environmental improvement, alternative coverage	Placer County TRPA

management plans will be developed and processed as Area Plan amendments in accordance with TRPA Chapter 13. Priority will be given to sites with interested property owners, in high pollution loading catchments and within Town Centers.	
Area-Wide Water Quality Treatment (BMP) Districts	
Evaluate the feasibility of and pursue grant funding to establish Area-Wide water quality treatment districts within portions of the Tahoe City and Kings Beach Town Centers. Within a district, water quality facilities would be jointly funded in lieu of certain parcel-specific BMP requirements. Priority will be given to sites with interested property owners, in high pollution loading catchments, on SEZ lands and within Town Centers. For planning and grant funding purposes, the preliminary planning areas for area-wide water quality treatment districts include all properties in the Tahoe City and Kings Beach Town Centers. Planning areas will be refined in coordination with TRPA, property owners and other stakeholders. Any future area-wide water quality treatment districts will be developed and processed as Area Plan amendments in accordance with TRPA Code of Ordinances, Chapter 13: Area Plans.	Placer County TRPA
Stormwater Districts	
Evaluate the feasibility of establishing one or more stormwater districts to construct and maintain stormwater facilities in the Plan area.	Placer County
Placer County SR 89 Water Quality Improvement Project	
This project is in Placer County on SR 89 from the El Dorado county line to Tahoe City. The main project goals are to reconstruct drainage systems and construct stormwater improvements. The project will also include shoulder widening and a signed bike lane through the community of Homewood.	Placer County
Lake Forest Water Quality Improvement Project	
Runoff from the Lake Forest subdivision deposits sediment into roadside ditches and drainage ways has caused localized flooding and contributes fine sediment and nutrient loading to Lake Tahoe. Construction is expected to continue through 2015.	Placer County
West Sunnyside Water Quality Improvement Project, Phase I & II	
The West Sunnyside area includes steep hillside terrain and a lack of improved drainage conveyance facilities. The project has re-evaluated and investigated effective ways to maximize source control, decrease potential for erosive surface flows, and infiltrate/treat stormwater runoff. The project includes rock-lined channels, piped drainage systems, asphalt dike, concrete curb and gutter, and vegetation. Drainage treatment facilities include sediment traps and detention basins. Phase 1 of the West Sunnyside project includes a large treatment basin for detaining storm	Placer County

water from the Talmont Subdivision. The second phase will include source control effort directly in the Talmont Subdivision to reduce erosion and storm water volume. Construction for Phase 1 is complete and Phase 2 is scheduled to be constructed in 2015 pending available funding.	
Griff Creek Watershed Water Quality Project	
Due to development in the urbanized area of Kings Beach, the once braided stream channel system with natural flood control zones has been forced into a single channel that has resulted in significant bank erosion and incised channels. In addition, the watershed currently has no urban water treatment facilities and the untreated urban runoff is contributing to nutrient sediment and deposition into the creek's outlet, Lake Tahoe.	Placer County
Coon Creek Clean Water Pipe	
The proposed Coon Clean Water Pipe is the crucial second phase of Placer County's overall watershed drainage improvement master plan for the Kings Beach area, a Disadvantaged Community. In 2009 Placer County attained federal funding for the Fox Clean Water Pipe project, which this project proposes to tie into and augment the water runoff via County right-of-ways and/or easements to Lake Tahoe. The runoff will be treated to remove items such as sediment, road sand, and nutrients prior to being discharged to Lake Tahoe. The Coon Clean Water Pipe project will capture storm water runoff, convey this runoff to a water quality treatment basin for treatment, and then convey the treated water to a junction box located at Salmon Avenue and Coon Street, which is to be constructed as part of the Fox Clean Water Pipe system which then outlets to Lake Tahoe.	Placer County
Lower Chipmunk / Outfalls for Kings Beach	
The proposed Lower Chipmunk and Outfall Water Quality Improvement Project is the third phase of Placer County's overall watershed drainage improvement master plan for the Kings Beach area, a Disadvantaged Community. The Lower Chipmunk and Outfall Water Quality Improvement Project will capture, treat, and convey storm water runoff via County right-of-ways and/or easements to Lake Tahoe. The runoff will be treated to remove items such as sediment, road sand, and nutrients prior to being discharged to Lake Tahoe. The Lower Chipmunk and Outfall Water Quality Improvement Project will capture storm water runoff, convey this runoff to an advanced water quality treatment system consisting of filters and mechanical treatment, and then convey the treated water to Lake Tahoe. This project focuses on the treatment of the highest constituent level runoff (dirtiest storm water runoff) within the watershed, which is located between the commercial core area and Lake Tahoe.	Placer County
Kings Beach Water Quality and SEZ Improvement Project	
The Kings Beach Residential area includes a highly urbanized area with a lack of adequate drainage conveyance and stormwater treatment facilities. This project proposes to improve the quality of stormwater discharging into Lake Tahoe from the Kings Beach community by stabilizing exposed soils with vegetation and/or mulch; improving the existing drainage system with new curbs, gutters, earthen berms and underground pipes; and treating runoff with a variety of methods including	Placer County

fill removal, sediment traps and vaults, swales, infiltration and/or detention basins, and media filters.	
Kings Beach Gateway Improvements	
Water Quality and scenic improvements are currently being studied and planned at the Highway 28 / Highway 267 intersection.	Placer County
Kings Beach Boardwalk	
Improve Brockway Vista Drive along the Kings Beach waterfront with curb, gutter, sidewalk and storm drains; and construct a boardwalk along Lake Tahoe between the State Park and Secline Beach.	Placer County
Upper National SEZ	
The private owner of this property will restore 1 acre of Snow Creek near the concrete plant on National Avenue.	Private
Burton Creek Linked Project- Antone Meadows to Lake Tahoe	
This project involves the development of a road and trail plan for the area and removal of Antone Meadows dam, if funding becomes available. Unwanted roads and trails would be removed and replaced with BMP-designated roads and trails. Bank stabilization, connecting the creek to the floodplain, and re-vegetating where necessary is also planned. The work should occur between Antone Meadows and Lake Tahoe. TRPA lists this project in their EIP list, under “Restoring California Priority Watersheds Action Priority.”	California State Parks
Lake Forest Creek Area Restoration	
This project will restore the mouth of Lake Forest Creek, springs, and associated areas including the removal and possible relocation of the Pomin Park recreation facilities, if funding becomes available. TRPA lists this project in their EIP list, under “Restoring California Priority Watersheds Action Priority.”	California State Parks
Tahoe City Golf Course Restoration	
Wetland restoration on portions of the Tahoe City Golf Course is being evaluated and planned. Projects could be completed by public agencies and/or in partnership with Town Center redevelopment projects.	Placer County, TCPUD, Private
Truckee River Corridor Restoration	
River Corridor restoration and public access would occur before or with Town Center redevelopment in the lumber yard / Caltrans area at the western gateway.	Placer County, Private
Flick Point Erosion Control Project II	
This project began in 2014 and involves water quality improvements and treatment of public right-of-way runoff.	Placer County
Homewood Erosion Control Project	
This project involves treatment of stormwater and slope stabilization through revegetation, rock slope protection, retaining walls, curb and gutter, and sediment basins. Catchment and treatment of sediment is	Placer County

needed. The project began in 2006 with an expected completion date of 2017. The project is located at San Souci Terrace and Sacramento Avenue between Fawn Street and Tahoe Ski Bowl.	
Tahoe Vista-Tamarack Erosion Control Project	
This project involves water quality improvements and treatment of public right-of-way runoff. The project began is 2013 and expected completion is 2016.	Placer County
SR 89 Drainage Improvements	
Caltrans is currently making drainage improvements on SR 89 from Tahoe City to Squaw Valley.	Caltrans
North Tahoe Public Utility District Erosion Control Projects	
This is a combination of a variety of small erosion control projects: one at the District's Dollar Hill D-6 sewer pump station/water lake intake which is on the shore of Lake Tahoe; another at the Dollar Hill D-4 sewer pump station with a road that runs right to Lake Tahoe; and erosion control on the access roads for the two water tanks in Carnelian Bay, Kingswood West Water Tank Access Road. These projects began in 2011.	NTPUD
Tahoe City PUD Access Road BMP and Paving	
Many TCPUD water supply and sewage transport facilities are accessed by dirt and gravel access roads. These roads are not surfaced and have no storm water treatment or BMPs. In addition, snow must be removed from these roads in winter. The project proposes to pave these access roads and install BMPs for the roadways.	TCPUD
Tahoe City PUD BMP Retrofits for District-Owned Facilities	
The purpose of this program is to retrofit and update existing District-owned facilities through the installation of BMPs for the protection and/or restoration of water quality and attainment of minimum discharge standards. BMP implementation on district owned properties include: paving legally established roads, driveways, and parking areas; installation of drainage conveyances; treatment of surface runoff from land covered; vegetate denuded areas; restriction of vehicular access; and improved delineation of dedicated walkways or circulation paths within district-owned parks.	TCPUD
Tahoe City Snow Disposal Area Siting	
The purpose of this project is to evaluate snow removal and disposal for the community, including community planning for snow management, disposal site selection, disposal site characteristics, and disposal site preparation in order to minimize the potential for negative environmental effects.	TCPUD
William Kent Campground and Day Use BMP Retrofit Phase 2	
Beginning in 2015, this project will renovate facilities to complete improvements to circulation efficiency and campsite reconstruction.	USFS

William Kent Administration Site BMP	
This project will install water quality protection BMPs and paving associated with the administrative facility. The project is scheduled to begin in 2015.	USFS
10-Year Program for Property Management	
This program addresses smaller scale water quality issues, primarily on its urban lands and involves restoration of environmentally-sensitive and other urban lands to protect water quality in Lake Tahoe.	CTC
Tahoe Conservancy Riparian Wildlife and Upland Habitat Management Program	
The goal of this program, which was initiated in 2010, is to enhance and restore riparian habitat throughout the region. Improvements include removing encroaching conifers from aspen stands, acquisition of sensitive riparian habitats, propagation and planting of native riparian species and small restoration projects in riparian habitats. This program also includes restoring complexity and diversity to the region's forest through small selective cuts and prescribed burns.	CTC
Stormwater Infrastructure Mapping and Monitoring	
Complete GIS mapping of all existing stormwater infrastructure and assemble water quality monitoring data for outlets to Lake Tahoe in coordination with other agencies and organizations.	Placer County
Soil Erosion Control Planning-Water Fund	
This project is funded by a grant from the CTC. The original project was for erosion control measures at the North Tahoe Regional Park. Due to certain aspects of the original scope, the project was changed to identifying high priority areas needing erosion control measures. Three areas were identified: Carnelian Woods Tanks Road, Kingswood West Tank Site, and the Dollar Cove area there the District's Dollar Main sere lift station is located.	NTPUD
SEZ Inventory and Tracking	
In 2011, the PSW-SNPLMA began to develop a plan that involves creating an inventory, classification, and performance tracking system to support agency programs to restore and protect stream environment zones in the Lake Tahoe Basin.	PSW-SNPLMA
California Partnership EIP Coordination and Program Support	
The California Tahoe Conservancy (CTC) has provided ongoing EIP support since 2012.	CTC
Conservation Projects - Air Quality	
Evaluation of Greenhouse Gas (GHG) Reduction Strategies	
This project began in 2011 and completes science-based evaluations of the effectiveness of alternative strategies to control and reduce greenhouse gases throughout the region. The program includes annually monitoring and evaluating the effectiveness of specific actions and strategies implemented to reduce GHG at achieving regional Reduction Targets as directed in the Climate Sustainability Plan.	PSW-SNPLMA, CA

Placer County mPOWER Program	
This program was launched in 2010 and provides residential and non-residential property owners with financing opportunities to retrofit existing buildings with energy efficiency and water conservation improvements and renewable energy systems. The program promotes energy and water efficiency, reduces reliance on fossil fuels, and reduces GHG emissions.	Placer County
Cabin Creek Biomass Facility	
Placer County is developing the Cabin Creek biomass facility (outside the Tahoe basin) to assist with USFS forest management.	Placer County
Conservation Projects – Scenic Resources	
Lake Tahoe Basin Scenic Byway Management Plan	
In 2015, USFS will develop a corridor management plan for Lake Tahoe highways.	USFS
Lake Tahoe Environmental Gateway Signage Project	
This watershed boundary signage project began in 2010 and increases public awareness of the EIP and enhances stewardship and preservation of the Tahoe Basin watershed. TRPA, with funding and assistance from EIP partners, will design and install gateway signs near each of the seven roadway entrances to the Lake Tahoe Basin that will grow a sense of environmental stewardship among all who visit and live in the Tahoe Basin.	TRPA
Scenic Roadway Turnouts	
This project involves a region-wide view enhancement and development of scenic turnouts. The turnouts will also improve traffic safety.	TRPA TTD
SQIP Off-Site Mitigation Program	
Based on the 1996 Threshold Evaluation, a program developing off-site mitigation and mitigation credit system for scenic impacts which cannot be mitigated on-site will be created. This project will follow the SQIP update project. This project will improve scenic quality.	Placer County
Wayfinding Sign Program	
Implement the Placer County Wayfinding Signage Plan to improve the visitor experience and reduce auto trips.	Placer County
Scenic Shoreline Unit #12 - Improve Marina Facilities at McKinney Bay	
Boat storage structures at Obexers and Homewood High and Dry need to be redesigned and screened by landscaping. Marina buildings that contrast with surroundings need to be painted and/or articulation added to the design of the buildings where appropriate to minimize the perception of bulk.	Private
Scenic Shoreline Unit #14 - Ward Creek Improvements	
This private project involves providing landscape screening, removing and/or reducing clutter and superstructures on certain shorezone structures, removing derelict piers and boathouses, and reducing contrast of highly contrasting buildings and structures along the shoreline.	Private

Scenic Shoreline Unit #16 - Lake Forest Improvements	
This project involves providing landscape screening in mapped areas of concern including Coast Guard/Lake Forest boat ramp parking areas, undergrounding overhead utility lines in Dollar Point, relocating or screening satellite dishes, and revegetation and reducing Rocky Point contrast.	Private
Scenic Shoreline Unit #18 - Cedar Flat Improvements	
This project involves providing landscape screening, removing or reducing clutter and superstructures on certain shorezone structures, removing derelict piers and boathouses, reducing contrast of highly contrasting buildings and structures along the shoreline.	Private
Scenic Roadway Unit #9 - Tahoma Improvements	
This is a project that began in 2010 that involves streetscape improvements including sign conformance, frontage landscaping, and walkways and access controls throughout the mapped area of concern. Utility lines adjacent to roadways were also undergrounded throughout the unit.	Private
Scenic Roadway Unit #11 - Homewood Improvements	
This project began in 2010 and implements landscape frontage improvements, access controls, building upgrades, sign conformance, and walkways throughout the mapped area of concern. Utility lines adjacent to roadways were also undergrounded throughout the unit.	Private
Scenic Roadway Unit #13 - Sunnyside Improvements	
This project began in 2010 and implements landscape frontage improvements, access controls, building upgrades, sign conformance, and walkways throughout the mapped area of concern. Utilities adjacent to the roadway were undergrounded. Solid barriers along Ward Creek were also removed.	Private
Scenic Roadway Unit #19 - Flick Point Improvements	
This 2010 project improved the scenic quality along the scenic roadway through reduction of the visual dominance of buildings and structures with context-sensitive design, installation of appropriate landscaping, undergrounding overhead utility lines, and applying design standards for highway structures. The principal areas of concern were those areas that currently provide views of Agate Bay. Piers and boathouses visible from the roadway should utilize appropriate solutions to reduce mass and bulk. Overhead utility lines should be installed underground wherever possible. Revegetation of the rocky slide area at the eastern end of the unit where development visibility could be reduced by introducing plant materials. New structures which are located between the lake and the roadway where viewed to the lake and beyond are available should be designed to maintain visual access from the roadway.	Private
Scenic Roadway Unit #20 - Tahoe Vista Improvements	
This project began in 2010 and improves the scenic quality along the scenic roadway through reduction of the visual dominance of buildings and structures with context-sensitive design, installation of appropriate	Placer County

landscaping, undergrounding overhead utility lines, and applying design standards for highway structures. This is a multi-phase project involving landscape frontage controls, walkways, and architectural upgrades. Screen or relocate satellite dishes, and sign conformance with Community Plans standard utility.	
Tahoe City Electrical Sub-Station Relocation	
Liberty Energy, Placer County, and the USFS will work towards relocation of the Liberty Energy electrical sub-station at the "Y" intersection.	Liberty Energy, USFS, Placer County

Conservation Projects – Vegetation and Wildfire Hazards

West Shore Wildland Urban Interface (WUI) Hazardous Fuel Reduction & Forest Health Planning / CWPP - SEZ / Barker Road	
The USFS has begun conducting planning using the NEPA process. Up to 13,400 acres of forest stands will require analysis for appropriate treatments to occur for completion of areas identified in the Lake Tahoe Basin Multi-Jurisdictional Fuels Reduction and Wildfire Reduction Plan (Fuels Strategy). Treatments would occur in: 1) Areas identified for treatment in the Fuels Strategy that have not been analyzed for treatment by past and current projects. 2) SEZs that were not treated in the past and currently require treatment to reduce fuels and promote aspen and other riparian vegetation dominance. 3) Hand thinned units that were treated more than 5 years ago.	USFS
Forest Restoration in California State Park Lake Tahoe Basin Units-Phases I - III	
This program restores and improves forest health within park units by managing trees and reduces hazardous trees and fuel loads along park boundaries and adjacent to development.	California State Parks
Tahoe Conservancy Forest Fuels Reduction Program	
This program uses site-specific prescriptions and treatment methods to reduce the accumulation of forest fuels on Conservancy lands.	CTC
Tahoe Conservancy Riparian Wildlife and Upland Habitat Management Program	
The goal of this program, which was initiated in 2010, is to enhance and restore riparian habitat throughout the region. Improvements include removing encroaching conifers from aspen stands, acquisition of sensitive riparian habitats, propagation and planting of native riparian species and small restoration projects in riparian habitats. This program also includes restoring complexity and diversity to the region's forest through small selective cuts and prescribed burns.	CTC
North Tahoe Public Utility District Hazardous Fuels Treatment at North Tahoe Regional Park	

The NTPUD has developed a forest management plan and implements and carries out fuel reduction on forested areas on District-owned properties.	NTPUD

Forest Health / Fuels Reduction on Placer County Private Lands

This is an ongoing program that provides funding for qualified contractors to treat hazardous fuels on Placer County owned and/or controlled lands, as well as includes a grant program for private property owners to treat hazardous fuels on private lands.	Placer County Private

Carnelian Hazardous Fuels Reduction & Healthy Forest Restoration

Initiated in 2012, this program continues to implement hazardous fuel reduction and ecosystem health treatments on approximately 813 acres for the north shore area of the Lake Tahoe Basin. These fuel reduction treatments cover the National Forest areas in the Carnelian Bay area and would focus on the administered contracts and through Fire Safe Councils. These treatments reduce the level of hazardous fuels within the defense and threat zones, accomplished through the use of hand thinning, pile and burn, as well as mechanical thin and biomass removal contracts on both upland and riparian areas.	USFS

Lake Tahoe Basin Prescribed Fire Annual Pile Burns

The purpose of this project is to reduce fuel loading to safe and acceptable levels within the wildland urban interface (WUI) and to re-introduce low to moderate intensity fire back into a fire adapted ecosystem for improvement of forest health and wildlife habitat.	USFS

Stewardship Fireshed Assessment (SFA) Update (Next 10 Years)

Initiated in 2013, the USFS began updating their Stewardship Fireship Assessment (SFA) strategy for the next 10 years of vegetation/fuels treatment beyond WUI and focus on ecosystem restoration. Project-level planning has also begun.	USFS

Cal Fire Lake Tahoe Defensible Space Inspection Program

From 2012-2017, Cal Fire is performing defensible space inspections in the Lake Tahoe Basin.	CAL FIRE

Conservation Projects – Fisheries, Aquatic Resources and Wildlife

Early Detection of and Rapid Response to New Aquatic Invasive Species Infestations (2012-2016)	
This is a joint-implementation program between USFWS, TRPA, TERC, UNR, and TRCD. The program goal is to ensure that the Lake Tahoe region is prepared to meet the threat of new aquatic invasive species infestations. A program that incorporates both monitoring and rapid response needs to be established and maintained. The first component of this program is a multi-taxa monitoring program for new infestations of aquatic invasive species to be carried out as a coordinated basin-wide effort. This monitoring will allow for new infestations to be detected while the efforts needed to remove these infestations are still comparatively small. Should new infestations such as Quagga or Zebra Mussels must be in-place, including equipment, personnel, agency agreements and operations guidance. This project includes development, oversight, and implementation of the strategy for monitoring and response, obtain and cache equipment and institute agency agreements for personnel and administration should new infestations occur.	USFWS, TRPA, TERC, UNR, TRCD
Control and Management of Current Aquatic Invasive Species Infestations (2012-2016)	
This program focuses on removal activities of invasive species infestations that currently exist in the Lake Tahoe region and identified by the Lake Tahoe Aquatic Invasive Species Coordination Committee. Individual projects may involve the removal of aquatic invasive species from nearshore Lake Tahoe, small lakes, rivers, streams, and other habitats within the region. Monitoring of the status and trends of multiple aquatic invasive species infestations and effectiveness monitoring of individual treatment areas are also included in this program, as is oversight and administration of individual projects.	TRCD, California State Parks, TRPA
Prevention of New Aquatic Species Infestations (2012-2016)	
This program involves the continued implementation of Aquatic Invasive Species prevention efforts within the Lake Tahoe region. Methods follow existing plans and protocols developed by the Lake Tahoe Aquatic Invasive Species Coordination Committee, and include education/outreach, watercraft inspections and decontaminations which follow guidelines developed by TRPA, the 100th Meridian Initiative, the Lake Tahoe Aquatic Invasive Species Integrated Management Plan, and the states of Nevada and California. This program includes threat assessment, updates to inspection protocols, inspector certification, detection notification procedures, decontamination, quarantine, and oversight and administration.	TRPA, TRCD, NTPUD, NDSP, NDOW, CDFW, IVGID, TCPUD, CSLT, USFS, USFWS
Dollar Creek Restoration	
This project will remove or remediate impacts from an abandoned dam, replace undersized culverts to enhance fish passage, and enhance riparian vegetation.	CTC
Aquatic Organism Passage	
This project reconstructs identified road crossings of stream corridors to remove barriers to aquatic organism passage.	USFS
Land Use Projects	

Continue Sensitive Land Acquisitions	
Secure funds to purchase private lands in sensitive areas from willing sellers and in coordination with the California Tahoe Conservancy and other partner organizations.	Placer County, CTC, USFS
Implement and Monitor the Effectiveness of Regional Plan Redevelopment Incentives	
Adopting a new Area Plan that implements Regional Plan Redevelopment incentives for building height, density, land coverage, and development transfers.	Placer County
Encourage Mixed Use Development in the Placer County Tahoe Basin Area Plan Update	
The Placer County Tahoe Basin Area Plan Update identifies Town Centers in urban areas of the Tahoe Basin for mixed use development. Compact and mixed-use development patterns enable walking and bicycling and shorter automobile trips, reducing dependency on fossil fuels for transportation and ultimately reducing greenhouse gas emissions.	Placer County
Implement and Monitor Pilot Projects for Converting CFA to TAUs	
Area Plan provisions for the conversion of CFA to TAUs will ~~be established, monitored for efficacy, and potentially improved based on monitoring results. The program will~~ allow Placer County communities to achieve a more balanced land use pattern with lodging units to accommodate more of the region's visitors. The program should enable Town Center redevelopment and reduce auto dependency.	Placer County TRPA
Parking Standard Reforms and Community Parking Options	
Consistent with Regional Plan provisions, new shared use and site specific parking standards will be implemented in the Area Plan. Additionally, Placer County will evaluate additional community parking systems such as parking assessment districts and in-lieu parking fee systems. Amendments are intended to reduce the amount of pavement and make more efficient use of parking areas. This should benefit water quality other environmental conditions.	Placer County
Kings Beach Library Relocation	
In conjunction with Griff Creek improvements, the Kings Beach library is planned to be relocated from SEZ to high capability lands.	Placer County
Tahoe Livable Communities Program	
The California Tahoe Conservancy's Tahoe Livable Communities Program could significantly reduce greenhouse gas emissions, restore environmentally sensitive lands, and help revitalize the Lake Tahoe Basin's urban centers. This program will refocus the Conservancy's land acquisition and marketable right programs to:	CTC

1) Acquire and restore aging developed properties on environmentally sensitive lands and retire or transfer the development rights to Town Centers; 2) Sell, lease, or exchange vacant Conservancy land in these Town Centers; and 3) Acquire the remaining private properties in several of Lake Tahoe's roadless subdivisions to remove the threat of development.	
Transportation Projects	
The Kings Beach Commercial Core Project	
This project will change the current auto-dominated section of SR 28 between Secline Avenue on the east and Beaver Street on the west to a pedestrian- and bicycle-friendly corridor. The existing two travel lanes in each direction will be converted to one travel lane in each direction plus a center two-way left turn lane, sidewalks, and bicycle lanes. Roundabouts will be constructed at Bear Street and Coon Street (replacing the existing signal at the latter cross-street). In addition, Brook Street will be converted to one-way eastbound, and extensive water quality improvements will be constructed throughout the area.	Placer County
Lakeside Project	
This is a Caltrans project that will implement water quality control improvements along SR 89 between Tahoe City and Tahoma. This will include widening to provide left turn lanes in key areas such as Sunnyside and Homewood, as well as construct elements of the missing portion of multipurpose bicycle/pedestrian trail directly adjacent to the highway in the Homewood area. It is planned for completion by 2016.	Caltrans
TART Systems Plan Update	
The Placer County TART Systems Plan Update (2016) is a culmination of work conducted by the North Tahoe Transit Vision Coalition from 2012 through 2016. The plan outlines priority transit service improvements and also identifies funding sources to expand and enhance transit service within the "Resort Triangle" area of North Lake Tahoe. Funding opportunities could be generated from local, State, and Federal sources, as well as private contributions through development and redevelopment.	
SR 89 / Fanny Bridge Community Revitalization Project	
This project is a roadway modification and community revitalization plan, approved in May 2015 and developed by the Tahoe Transportation District (TTD) and Placer County for the Fanny Bridge area in Tahoe City. It addresses existing traffic congestion and poor bicycle/pedestrian conditions with a new State highway alignment and bridge over the Truckee River to the south of the existing Fanny Bridge, along with significant pedestrian and bicycle improvements. Construction is scheduled to begin in 2016.	TTD, TRPA, Placer County

The project was approved with the Alternative 1, Option 2 design. New roundabouts are planned at the Tahoe City wye and at both ends of the new roadway segment. Bike Lane and sidewalk connections will be completed between the east and wye roundabout, the west and wye roundabout and the east end of the project area on Highway 28. Multi-use trail improvements will connect the east and west roundabouts and pass under the new bridge on both sides of the Truckee River.	
It is the joint desire of TRPA, The Tahoe Metropolitan Planning Organization, Tahoe Transportation District (TTD)and Placer County to revitalize the Fanny Bridge and Tahoe City River District Special Planning Area into a pedestrian and bicycle friendly zone. After completion of construction of the SR 89 / Fanny Bridge Community Revitalization Project, the County shall consider special outdoor events and roadway closures of the old SR 89 / Fanny Bridge area thru temporary outdoor event permits, special event encroachment permits, and selected closures determined by Placer County. Potential impacts to local businesses and traffic impacts associated with special events shall be considered and accommodated where feasible on a case by case basis. In order to monitor activity in the SR 89 / Fanny Bridge area, volume count stations will be installed with the SR 89/Fanny Bridge Community Revitalization Project. The County will make collected data from count stations available to local jurisdictional partners upon request. Initial peak and non-peak hour volume data will be obtained after completion of the SR 89 / Fanny Bridge Revitalization Project to establish a volume and mode baseline. Additional monitoring of bicycle and pedestrian activity, sales tax receipts, and other data will be coordinated with TRPA and TTD. Future volume monitoring will be performed consistent with the County roadway monitoring practices and the Region's Lake Tahoe Bicycle and Pedestrian Monitoring Protocol.	
Tahoe City Mobility Plan	
The Tahoe City Mobility Plan is intended to further design for future connectivity and advance solutions for community cohesion in downtown Tahoe City. The Plan addresses pedestrian and bicycle corridor gaps in Tahoe City, including the "missing link" in the shared use path between Commons Beach and the wye. The Plan also provides complete street strategies to improve parking and circulation along SR 28 near Grove Street, and to establish a vibrant pedestrian-oriented downtown with safe crossings along SR 28 to Lake Tahoe, Commons Beach and the Truckee River.	Placer County

Kings Beach Mobility Improvements	
Options will be analyzed to enhance mobility in Kings Beach, including trails, shared use paths, and parking and circulation improvements. Focus will be on implementation of a shared use path or boardwalk along the lake side between Secline Beach to the west and Chipmunk Street to the east, better utilization and integration of the Kings Beach State Recreation Area parking lot, improved circulation and pedestrian and bicycle safety around the SR 28/SR 267 intersection, and improved trail connections within the Kings Beach community. The improvements will supplement the sidewalks, trails and parking areas that have already been established and are being built as part of the Kings Beach Commercial Core Improvement Project.	Placer County
SR 28 Tahoe City to SR 276 Intersection	
The project area is along 9 miles of SR 28 in Placer County from Tahoe City to the intersection of SR 267 at Kings Beach. Road runoff treatment and erosion control facilities need to be installed.	Caltrans
SR 28 Tahoe State Park to SR 276	
The intersection of SR 28 and SR 267 will be analyzed for options to add turn lanes to aid traffic flow, and to improve pedestrian and bicycle safety, and mobility	Caltrans
Kings Beach Industrial	
Drainage conveyance stabilization, revegetation, road runoff treatment, and pavement modifications are needed in this project area.	Placer County
Kings Beach CCIP: Beaver Street	
This project includes constructing erosion source controls and stormwater treatment facilities associated with the County roadway. Improvements will include revegetation of disturbed soils, drainage stabilization, and infiltration and sediment ponds.	Placer County
Lake Tahoe Waterborne Transit and North Lake Tahoe Water Shuttle	
Future extensions of this existing service are possible, pending dock improvements and new funding sources. Additionally, TTD is conducting a study for a larger waterborne transit service that could connect the north shore and the south shore.	TTD
Regional Transit Improvements	
Placer County is engaged with local stakeholders in developing the North Tahoe Resort Triangle Transit Vision. The Vision Plan would increase transit service by 70% for Placer County's Tahoe Area Regional Transit service by adding over 18,000 vehicle revenue hours of transit service.	TART Placer County

Bus Stop Improvements: West Slope and Tahoe	
This project involves the addition or retrofit of public bus shelters for Placer County Transit (West Slope) and Tahoe Area Regional Transit (TART). This project represents an ongoing effort to replace or add shelters to enhance transit ridership throughout the County.	TART Placer County
California Passenger Facilities Project	
From 2011-2016, the Tahoe Transportation District is constructing transit passenger facilities at strategic locations around the California side of the Basin that are served by fixed routes and transit services.	TTD
West Shore Transit	
This project will reduce air and water quality impacts, reduce VMTs (Vehicle Mile Trips), and provide public transportation to recreation opportunities along the West Shore.	TTD
Basin-Wide Transit Operations	
In partnership with regional transit providers, this project promotes and enhances public transit opportunities within the Lake Tahoe Basin to reduce private vehicle use.	USFS
North Shore Roads Access and Travel Management Plan - Utility Access	
Funding would cover analyzing utility access needs, existing approved utility access needs, and adopting routes into the National Forest System (NFS) for management. Installation of BMPs including route relocation would occur under this project. This project is expected to begin in 2017; another USFS project under the same name is expected to begin in 2015.	USFS
North Shore Roads Access and Travel Management Plan - Griff Creek Bridge	
This project is expected to begin in 2016 and would restore and replace the existing bridge. Funding would cover analysis, design, and replacement of an existing culvert.	USFS
North Shore Roads Access and Travel Management Plan - Lower Watson Creek Crossing	
This project is expected to begin in 2015 and involves a restoration and replacement of the original bridge at the lower Watson Creek crossing. Funding would cover analysis, design, and replacement of the existing culvert.	USFS
North Shore Roads Access and Travel Management Plan - National Forest System Road 73 at Tahoe City	
National Forest Service Road 73 connects from Tahoe City to Brockway Summit. Funding would cover analysis and implementation of BMPs and safety improvements such as turnouts. In some cases the road may be narrowed to reduce runoff volumes, where turnout guidelines may be met.	USFS
West Shore Roads Access and Travel Management Plan	

This project began in 2013 and funds best management practices on roads on National Forest Service Lands.	USFS
Dollar Creek Shared Use Trail	
This project will result in the construction of a paved 10-foot wide and 2.2 mile long shared-use trail through the Dollar and Firestone properties extending the existing TCPUD multi-use trail (that currently terminates near the intersection of Dollar Drive and SR 28) north to the end of Fulton Crescent Drive. This project is the southern segment of an approximately 8-mile long North Tahoe Bike Trail corridor identified by TRPA to link Tahoe City to Kings Beach. Other connections off of this facility have also been proposed to extend northward to Northstar and Truckee.	Placer County
The North Tahoe Bike Trail	
This project is a northern extension of the Dollar Creek Shared Use Trail and will result in the completion of the eight-mile long multi-purpose trail corridor identified by TRPA to link Tahoe City to Kings Beach.	Placer County
Homewood Bike Trail Project	
TCPUD has proposed improvements for the construction of 4,175 linear feet of Class I trail along the west side of SR 89 from Fawn Street to Cherry Street, with a short 885 linear-foot Class 3 connection between Silver Street and Trout Street along Sans Souci Terrace. The Class I bike trail will be a paved eight-foot wide path with two-foot compacted shoulders. This section requires a new bike and pedestrian bridge over Madden Creek and includes a portion of trail along the frontage of the Homewood Mountain Resort parking lot. The Class III connection along Sans Souci Terrace is a shared motor vehicle/bicycle route that will be indicated with a bike route sign. TCPUD is also leading the effort to fill the "Homewood Hole," a 0.9-mile gap in the west shore between Cherry Street and Fawn Street. Portions directly adjacent to the state highway are planned for construction as part of the Lakeside erosion project, while another portion is planned for construction as part of development of the Homewood Master Resort.	TCPUD
Lake Forest Bike Trail Improvement	
TCPUD is working to construct two short Class I trails in the Lake Forest area connecting the North Shore Trail with Skylandia Park.	TCPUD
National Avenue Bike Path	
The National Avenue Bike Path will ultimately consist of a Class I facility along National Avenue from SR 89 to Donner Road. An initial segment adjacent to the Tahoe Vista Recreational Area parking area was constructed in 2012.	NTPUD
Chipmunk to Secline Bike Path	

A shared use path is planned along the south (Lake) side of SR 28 between Chipmunk Street and Secline Street, connecting bike lanes on the discontinuous segments of Brockway Vista Road with a separated facility through the State Beach area.	Placer County
Kings Beach Commercial Core Improvement Project	
In addition to the SR 28 improvements noted above, the Kings Beach Commercial Core Improvement Project will result in the construction of sidewalks along SR 28 between SR 267 and Beaver Street, as well as along portions of Brook Avenue, Steelhead Avenue, Minnow Avenue, Fox Street, Coon Street, Deer Street, Secline Street, and Chipmunk Street.	Placer County
64 Acres Bike Path Reconstruction	
Beginning in 2016, USFS will begin to retrofit and/or reconfigure the non-motorized bike path.	USFS
Recreation Projects (Also See Trail Projects in the Transportation Section)	
Recreation Master Plan	
Following Area Plan approval, Placer County will consider an updated Recreation Master Plan for the Area Plan.	Placer County
Regional Trail Connections	
Placer County is coordinating with adjoining communities to plan for, construct, and maintain continuous Class 1 trail connecting Tahoe City, Kings Beach, Northstar, Martis Valley, Squaw Valley, and Truckee. The Truckee River, Dollar Creek, North Tahoe Trails, and West Shore Trails would be part of the larger trail network.	Placer County
Kings Beach Lake Access	
This effort is part of the California State Park's Kings Beach State Recreation Area general plan. The California Tahoe Conservancy, California State Parks, California Department of Boating and Waterways, and the North Tahoe Public Utility District will plan, design and conduct environmental review and permitting for Lake access improvements between Coon Street and Griff Creek. This project will include reconstruction and modification of the existing Kings Beach Pier, land acquisitions in the Kings Beach area, and implementation of public access improvements.	CTC
Lake Tahoe Water Trail Recreation Signage	
This project is a cooperative effort to design and create prototypes for, plus limited implementation of, a signage program for the Lake Tahoe Water Trail.	CTC
Lake Forest Beach Public Access Improvements	
This project began in 2011 and involves the extension of water lines to provide for water service, fire protection, and permanent restrooms at Lake Forest Beach.	TCPUD
Kings Beach Day Use Area Rehabilitation and Erosion Control Retrofitting	
This effort is part of the California State Park's Kings Beach State Recreation Area general plan. This project includes: the design and construction of BMPs; erosion controls, including construction of a beach	California State Parks

sand retaining wall; replacement of existing walkways to meet ADA standards; rehabilitation and replacement of park facilities including picnic sites, kiosk, miscellaneous structures, and associated parking and pier access.	
Tahoe State Recreation Area Rehabilitation and Erosion Control	
This project includes facilities, road and trail, and BMP planning and implementation for developed areas including paved roads, historic sites, buildings, etc., if funding becomes available. This project excludes campgrounds rehabilitated with BMPs under separate EIP project numbers.	California State Parks
Cultural Resource Inventory - CA State Park Lake Tahoe Basin Units	
California State Parks is conducting an ongoing cultural resource inventory at each Lake Tahoe Basin park unit. The information will be used to protect all sites when EIP projects are implemented.	California State Parks
Tahoe State Recreation Area Pier Replacements	
Replacement of State Recreation Area piers is being considered and planned, if funding becomes available	California State Parks
Public Access / Recreation Acquisitions	
The California Tahoe Conservancy will purchase property on the California side of the Tahoe Region to support public access goals by providing opportunities for dispersed recreation including trails and trailheads, in natural and potential sites for day use and overnight facilities.	CTC
64 Acres Recreational Access Improvements	
This project includes construction of permanent restroom facilities, construction of additional public parking, and installation of barriers to protect vegetation and reduce compaction of natural areas.	TCPUD
Skylandia Park Public Access Improvements	
This project involves the reconstruction of water lines to provide for fire protection and the construction of a picnic pavilion with ADA access.	TCPUD
Speedboat Beach Master Plan	
Park, Beach and Lake Access improvements at Speedboat Beach.	Placer County
West Shore Trail Access and Travel Management - Tahoma Trail	
This project is planned to begin in 2017 and implements reconstruction and BMP installation on existing trails within the Tahoe Shore Trail Access and Travel Management Plan. Unauthorized trails would be evaluated based upon existing land use patterns.	USFS
Burton Creek State Park Development	

California State Parks will implement improvements at Burton Creek State Park and Tahoe State Recreation Area, as planned in the General Plan for Burton Creek State Park, if funding becomes available.	California State Parks
Tahoe Vista Recreation Area (TVRA) Phase 2	
The North Tahoe Public Utility District acquired a 3.6 acre parcel with financial assistance from the California Tahoe Conservancy for completion of Phase 2 of the project. Phase 2 will include the addition of parking (24 vehicle with trailer pull-through spaces and 41 vehicle spaces, 65 total), bicycle trails, a bus pullout and transportation shelter, infrastructure for future 2,200 square foot concession space and restrooms, and landscaping. TVRA cannot be fully utilized by the limited parking that was permitted and constructed on the lakeside of the project. The project was approved with the understanding that project support parking would be built on the westerly side of National Avenue to serve the parking needs of the boat launch facility.	NTPUD, CTC
North Tahoe Beach Lake Access Improvements	
CTC will improve lake access, install day-use amenities, restrooms, picnic and interpretive amenities, and parking at the foot of Brockway Summit in Kings Beach.	CTC
Tahoe Vista Beach Improvements	
The California Tahoe Conservancy will construct additional site improvements at Tahoe Vista Beach, including parking lot improvements and access to beaches. Restrooms will also be built.	CTC
Public Service and Facilities Projects	
Zone I Water Storage Tank Project	
This is a project in Kings Beach to install a new 1.3 million gallon water tank in Zone I to help meet storage deficiency in Zone 1, and install a booster pump station to boost potable water from Zone I to the Zone 2 water tank.	NTPUD
Carnelian & Dollar Sewer Pump Station Design - Phase I	
This project is for a rehabilitation design of the Carnelian and Dollar Main Sewer Pump Stations. Due to the direct relationship between the two stations, they need to be designed together, though construction will be done separately.	NTPUD
Satellite Station Bypass & Valve Replacements - Phase I	
This project is the result of field work and condition assessments of all the satellite pump stations. It involves the installation of several check valves and gate valves at all satellite stations and install bypass valve galleries at high-flow satellite stations.	NTPUD
Brockway ECP Sewer/Water Improvements	
Relocations of some utilities is required due to the improvements proposed as part of the Brockway Erosion Control Project. Additionally, replacement of some District facilities due to their age and close proximity to the proposed improvements is also necessary.	NTPUD

Base Facilities Site Design	
This project is necessary to replace outdated buildings and involves the design of an office building to house District operations, recreation, engineering, and administrative staff.	NTPUD
Dollar Pump Station Rehabilitation	
This project involves the replacement of an intertie valve between the Dollar Main and Dollar Addition wet wells, demolition of HVAC appurtenances, installation of VFD, demolition of Q-cells and appurtenances, removal and replacement of the #3 pump discharge valve, installation of pressure tranducers, grouting floor voids, stabilizing the retaining wall, and SCADA integration.	NTPUD
Kings Beach Watershed Improvement	
This project involves the replacement of water and sewer mains as part of the Kings Beach Commercial Core Improvements and Watershed Improvement Projects.	NTPUD
CIP Sewer Projects Slurry Seal	
Slurry seal of pavement to be done one year after CIP project completion as required by Placer County and Caltrans Encroachment Permits. This project fulfills requirements of Placer County and Caltrans linear projects.	NTPUD
New Kings Beach Water Storage - Zone 1	
This project will increase storage in the system, and increase system redundancy and operating efficiencies. It involves installing a new 1.3 million gallon water tank in Zone 1 to help meet storage deficiency in Zone 1, and install a booster pump station to boost potable water from the Zone 1 to the Zone 2 water tank.	NTPUD
Rim Drive Emergency Water Main Replacement Project	
This project will complete the emergency water main replacement project that was done in 2011 by replacing the lower portion of Rim Drive. On-going replacement of water mains increases system reliability and reduces leakage.	NTPUD
Dolly Varden Water Main Replacement Project	
This project will allow the District to abandon the mid-block water main between Cutthroat and Dolly Varden, and involves the replacement of water mains in Dolly Varden Avenue from Chipmunk to SR 267. The ongoing replacement of water mains increases system reliability and reduces leakage.	NTPUD
Carnelian to Watson Creek Water Main Replacement	
This area has deficient water pressure to support current needs and fire suppression. The project involves the replacement of approximately 2,400 linear feet of undersized water mains and the installation of fire hydrants along the south side of SR 28 from Carnelian Bay to Watson Creek.	NTPUD
Tahoe Vista Recreation Area Phase 2	

This is the second phase of Tahoe Vista Recreation Area Improvements. The project involves design and construction for the north-side parking area.	NTPUD

8.3 Restoration Performance Targets

The Regional Plan and this Area Plan seek to accelerate progress toward Threshold attainment. To monitor progress towards the Goals and Policies of the 2012 Regional Plan Update, TRPA developed performance measures to be evaluated every four years. These performance measures and benchmarks are adopted by reference and summarized below.

TRPA will also evaluate and report on the Regional Plan performance measures for areas included in this Area Plan. The results of performance measure evaluations should be considered when evaluating future amendments to the Regional Plan or this Area Plan.

For each performance measure, there are level 1 benchmarks identifying the minimum level of performance that would improve upon historical trends, along with level 2 benchmarks, which reflect an aspirational goal for substantial improvement.

If TRPA updates the performance measures and benchmarks, this Area Plan section should be updated accordingly.

Performance measures include:

Regional Land Use Patterns

1. Distribution of development for land-use types: Increase the percent within Town Centers.
2. Annual average number of units transferred to Town Centers from sensitive and remote land: Increase the rate of transfer.
3. Retirement rate for existing non-residential units of use: Increase the rate of retirement.
4. Housing availability for residents and workers: Increase utilization of Multi-Residential Bonus Units.

Travel Behavior

5. Percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian): Increase non-automobile travel mode share.
6. Automobile vehicle miles traveled per capita (excluding through trips): Reduce per capita VMT.
7. Construction of pedestrian and bicycle improvements: Accelerate construction.

Environmental Restoration

8. Coverage removal from Stream Environment Zones and other sensitive lands (privately funded): Increase privately funded coverage removal and mitigation.
9. Issuance of Best Management Practices (BMP) Certificates in conjunction with property improvements and area-wide BMP installations: Increase rate of BMP certification.
10. TMDL performance benchmarks: Achieve TMDL benchmarks.
11. Scenic improvement rate on urban roadways: Increase scenic improvement rate for urban roadway units.

Effective Regional Plan Implementation

12. Prepare and maintain Area Plans in conformance with the 2012 Regional Plan: Area Plan adoption and recertification.
13. Complete mitigation measures identified in the Regional Plan Update EIS. Completion.

Economic Vitality

14. Rate of redevelopment: Increase the rate of rebuild, addition & remodel" permits.