

Regional Plan Update Committee * January 4, 2012

ACTION Sheet Summary

Actions are listed for the agenda items covered at the January 4, 2012 RPU Committee meetings.

Committee membership at the January 4, 2012 meeting session included, Reedy (NV), Aldean (NV), Sevison (CA), Robinson (NV), Fortier (CA) and Shute (CA) by phone.

All actions noted in the summary sheet are "straw votes". "Straw votes" provide policy direction to staff regarding what changes to include in the Draft Regional Plan Update. "Straw Votes" are non-binding and do not obligate Committee members to vote the same way in the future. Only official votes by the TRPA Governing Board are binding.

January 4, 2012 Action items

1. **Discussion and Possible Action on November 15th and 16th 2011 and December 6th, 13th and 15th 2011 RPUC Meeting Minutes.**

Committee Action: The RPU Committee voted to unanimously (6-0) to approve the November 15 & 16, 2011 and December 6 & 13, 2011 RPUC Meeting Minutes and voted (5-0) to approve the December 15, 2011 RPUC Meeting Minutes with one abstention from Shelly Aldean due to her absence on December 15, 2011.

2. **Discussion and Possible Action on December 6th, 13th and 15th 2011 RPUC Action Sheets**

Committee Action: The RPU Committee voted unanimously (6-0) to approve the December 6, 2011 RPUC Action Sheet and voted (5-0) to approved the December 13 & 15, 2011 RPUC Action Sheets with one abstention from Claire Fortier due to her absence on December 13, 2011 and one abstention from Shelly Aldean due to her absence on December 15, 2011.

3. **Discussion and Possible Action on LU-4.1, Mixed-Use definition**

Committee Action: The RPU Committee directed staff to include light industrial and office in the Land Use Policy LU-4.1 Mixed-Use definition. Approved language is reflected on Attachment A, page 7.

4. **Discussion and Possible Action on LU-2 Implementation Measures for Allocations.**

Committee Action: The RPU Committee discussed LU-2 Implementation Measures for Allocations and directed staff to meet with local jurisdiction staff members and return with revised language addressing the distribution rate and number of allocations for the January 10, 2012 meeting.

5. Discussion and Possible Action on Land Use Classifications and Designations Table

Committee Action: The Committee voted unanimously (6-0) to support language for the Land Use Classifications and Designations Table with modifications with the understanding that this is within the scope of the existing Regional Plan Update EIS. Approved language is reflected on Attachment A, page 7 and 8.

6. Discussion and Possible Action on Community Design Subelement Policy CD-2.1 A through B1

Committee Action: The Committee voted unanimously (6-0) to support language for Community Design Policy CD-2.1 A through B1 with modifications. Approved language is reflected on Attachment A, page 8-10.

7. Discussion and Possible Action on Community Design Subelement Policy CD-2.1 B2 through E

Committee Action: The Committee voted unanimously (6-0) to support language for Community Design Policy CD-2.1 B2 through D4 with modifications. Approved language is reflected on Attachment A, page 10 and 11. The RPU Committee deferred action on CD-2.1 E, Signing, and directed staff to work with local jurisdictions and return at the January 10, 2012 RPUC meeting with a recommendation.

8. Discussion and Possible Action Community Design Subelement Policy CD-2 Implementation Measures

Committee Action: The Committee voted unanimously (6-0) to support language for Community Design CD-2 Implementation Measures with modifications. Approved language is reflected on Attachment A, page 11.

Regional Plan Update Committee * January 10, 2012

ACTION Sheet Summary

Actions are listed for the agenda items covered at the January 10, 2012 RPU Committee meetings.

Committee membership at the January 10, 2012 meeting session included, Reedy (NV), Aldean (NV), Sevison (CA), Robinson (NV), Fortier (CA) and Shute (CA) absent. Note that Committee member Robinson (NV) was absent after lunch at the start of Action Item #11.

All actions noted in the summary sheet are “straw votes”. “Straw votes” provide policy direction to staff regarding what changes to include in the Draft Regional Plan Update. “Straw Votes” are non-binding and do not obligate Committee members to vote the same way in the future. Only official votes by the TRPA Governing Board are binding.

January 10, 2012 Action items

1. Discussion and Possible Action on the Transportation Element Introduction.

Committee Action: The RPU Committee discussed modifications to the Transportation Element Introduction and voted to unanimously (5-0) to support with modifications. Approved language is reflected on Attachment A, page 12.

2. Discussion and Possible Action on T-1 and T-2 Goals, Policies and Implementation Measures.

Committee Action: The RPU Committee discussed Transportation Element T1 and T2 Goals, Policies and T-2 Implementation Measures bullet #2 and voted to unanimously (5-0) to support with modifications. Approved language is reflected on Attachment A, page 12 and 13. The Committee directed staff to draft new language for Transportation Element T-2 Implementation Measures bullet #1 to address any unintended impacts on a parcel’s ability to be developed and return for review at the Tuesday, January 24, 2012 RPUC meeting.

3. Discussion and Possible Action on T3, T4 and T5 Goals, Policies and Implementation Measures.

Committee Action: The RPU Committee voted to unanimously (5-0) to support Transportation Element T3, T4 and T5 Goals and Policies with modifications. Approved language is reflected on Attachment A, page 13 and 14.

4. Discussion and Possible Action on T6 and T7 Goals and Policies.

Committee Action: The RPU Committee voted to unanimously (5-0) to support Transportation Element Goals and Policies T6 and T7. Approved language is reflected on Attachment A, page 14 and 15.

5. Discussion and Possible Action on T-8 Goal, Policies and Implementation Measures.

Committee Action: The RPU Committee voted to unanimously (5-0) to support the Transportation Element T-8 Goal, Policies and Implementation Measures with modifications. Approved language is reflected on Attachment A, page 15 and 16.

6. Discussion and Possible Action on T-9 Goal, Policies and Implementation Measures.

Committee Action: The RPU Committee voted to unanimously (5-0) to support the Transportation Element T-9 Goal, Policies and Implementation Measures with modifications. Approved language is reflected on Attachment A, page 16 and 17. The Committee directed staff to define “low emission vehicles” and “alternative fuels” and also directed staff to add “levels of service during peak periods” to a list to be prioritized for further study and reviewed by the TRPA Board at a later date.

7. Discussion and Possible Action on T-10 and T-11 Goals and Policies.

Committee Action: The RPU Committee voted to unanimously (5-0) to support Transportation Element T-10 and T-11 Goals and Policies with modifications. Approved language is reflected on Attachment A, page 17.

8. Discussion and Possible Action on T-13 Goals and Policies.

Committee Action: The RPU Committee voted to unanimously (5-0) to support Transportation Element T-13 Goals and Policies. Approved language is reflected on Attachment A, page 18.

9. Discussion and Possible Action on Transportation Element Introduction.

Committee Action: The RPU Committee returned to the previously supported Transportation Element Introduction and supported additional modifications. Approved language is reflected on Attachment A, page 12.

10. Discussion and Possible Action on T-12 Goals and Policies and new proposed Transportation Goal.

Committee Action: The RPU Committee directed staff to address the Transportation Element T-12 and the new Transportation Goal proposed during the public comment period by Carl Hasty at the Tuesday, January 24, 2012 RPUC Meeting.

11. Discussion and Possible Action on LU-2 Implementation Measure for Land Capability Field Verification.

Committee Action: The RPU Committee voted to unanimously (4-0) to support Land Use Subelement LU-2 Implementation Measure for Land Capability Field Verification. Approved language is reflected on Attachment A, page 18. The Committee also directed staff to prepare a definition for “geographic vicinity”.

12. Discussion and Possible Action on LU-2 Implementation Measures for Allocations.

Committee Action: The RPU Committee voted to unanimously (4-0) to include all alternatives of the Land Use Subelement LU-2 Implementation Measures for Allocations. Approved language is reflected on Attachment A, page 18 and 19. The RPU Committee also directed staff to work with Local Governments and other stakeholders on revisions to the system for release of allocations, bonus units and CFA and prepare a recommendation after review of the Draft EIS for inclusion in the final document in accordance with the identified principles.

13. Discussion and Possible Action on LU-3 Implementation Measure for Subdivisions.

Committee Action: The RPU Committee deferred action on the Land Use Subelement LU-3 Implementation Measure for Subdivisions until the RPUC Meeting on Tuesday, January 24, 2012

14. Discussion and Possible Action on LU-3 Implementation Measure for Development in the Recreation District.

Committee Action: The RPU Committee voted to unanimously (4-0) to support Land Use Subelement LU-3 Implementation Measure for Land Uses in the Recreation District. Approved language is reflected on Attachment A, page 19.

15. Discussion and Possible Action on LU-3 Implementation Measure for Transfer Ratios.

Committee Action: The RPU Committee voted to unanimously (4-0) to support Land Use Subelement LU-3 Implementation Measure for Transfer Ratios. Approved language is reflected on Attachment A, page 20.

16. Discussion and Possible Action on Policy CD-2.1(E) Signing.

Committee Action: The RPU Committee deferred action on Community Design Subelement Policy CD-2.1 (E) Signing to the Thursday, January 26, 2012 RPUC Meeting and directed staff to present the topic to the Local Government Committee for a recommendation.

17. Discussion and Possible Action on Housing Subelement.

Committee Action: The RPU Committee voted to unanimously (4-0) to support Housing Subelement with modification. Approved language is reflected on Attachment A, page 20 and 21.

18. Discussion and Possible Action on a list of post RPU adoption items.

Committee Action: The RPU Committee directed staff to create of a list of post RPU adoption items to be housed in the Implementation Element and brought to the RPU Committee for review and prioritization at a later date.

19. Discussion and Possible Action on LU-3 Implementation Measures Bullet #5 on TAU Transfers.

Committee Action: The RPU Committee discussed Land Use Subelement LU-3 Implementation Measures bullets #5 and #6 on TAU Transfers and voted to unanimously (4-0) to support bullet #5. Approved language is reflected on Attachment A, page 21. The Committee also directed staff to define “unit”.

20. Discussion and Possible Action on LU-3 Implementation Measures Bullets #6 on TAU Transfers.

Committee Action: The RPU Committee discussed Land Use Subelement LU-3 Implementation Measures bullet #6 on TAU Transfers and voted to unanimously (4-0) to support bullet #6. Approved language is reflected on Attachment A, page 22.

Regional Plan Update Committee Action Sheet - Attachment A

January 4, 2012

RPU Committee members voted to approve the following language:

01/04/2012 Action Item #3:

Mixed-Use

Mixed-use ~~Commercial and Public Service~~ areas are urban areas that have been designated to provide a mix of commercial, ~~and~~ public services, light industrial, office, and residential uses to the Region or have the potential to provide future commercial, ~~and~~ public services, light industrial, office, and residential uses. The purpose of this classification is to concentrate ~~such services~~ higher intensity land uses for public convenience, and enhanced sustainability, ~~separate incompatible uses, and allow other noncommercial uses if they are compatible with the purpose of this classification and other goals of this Plan. These lands include: (1) areas now developed for commercial or public service uses; (2) in the case of public services, lands designated for, or in, public ownership; (3) areas suitable to encourage the concentration of compatible services; (4) areas of good to moderate land capability; and (5) areas with adequate public services and transportation linkages.~~

01/04/2012 Action Item #5:

LAND USE CLASSIFICATIONS AND DESIGNATIONS										
Regional Parameters	Wilderness	Backcountry	Conservation	Recreation	Residential	Mixed-Use	Town Center	Regional Center	Tourist	High Density Tourist District
Height	NA	Existing	Existing	Existing	Existing	Existing for each use type	Up to 4 stories (56 ft) max with adoption of a Local Plan	Up to 6 stories (95 ft) max with adoption of a Local Plan	Existing	Up to 197' max with adoption of a Local Plan
Density SFD	NA	Existing (1 unit per parcel unless greater than 1 acre)								
Density MFD	NA	Existing	Existing	Existing	Existing except Local Plans may identify higher density areas adjacent to Town Centers, Regional Centers and the HDTD, and in other areas permitted by the Regional Plan	Existing except Local Plans may identify higher density areas adjacent to Town Centers, Regional Centers and the HDTD, and in other areas permitted by the Regional Plan	Residential up to 25 units/ac, Tourist up to 40 units/ac with adoption of a Local Plan.	Residential up to 25 units/ac, Tourist up to 40 units/ac with adoption of a Local Plan.	Existing except Local Plans may identify higher density areas adjacent to Town Centers, Regional Centers and the HDTD, and in other areas permitted by the Regional Plan	Residential up to 25 units/ac, Tourist up to 40 units/ac with adoption of a Local Plan.

Land Coverage	Existing	Existing	Existing	Existing	Existing	Existing and a maximum of 70% in districts with an adopted community plan.	Maximum of 70%.	Maximum of 70%.	Maximum of 70%.	Maximum of 70%.
Complete Streets	Existing	Existing	Existing	Existing	Existing	Existing	Plan for sidewalks, trails, and other pedestrian amenities providing safe and convenient non-motorized circulation within the Town Center and incorporating the Regional Bike and Pedestrian Plan.	Plan for sidewalks, trails, and other pedestrian amenities providing safe and convenient non-motorized circulation within the Regional Center and incorporating the Regional Bike and Pedestrian Plan	Existing	Plan for sidewalks, trails, and other pedestrian amenities providing safe and convenient non-motorized circulation within the High Density Tourist District and incorporating the Regional Bike and Pedestrian Plan

**01/04/2012 Action Item #6:
COMMUNITY DESIGN**



The purpose of this Subelement is to implement the TRPA regional design criteria as they apply to the built environment. The Governing Board policy applicable to community design is derived from environmental threshold carrying capacities for scenic resources:

POLICY STATEMENT

It shall be the policy of the TRPA Governing Board in development of the Regional Plan, in cooperation with local jurisdictions, to insure the height, bulk, texture, form, materials, colors, lighting, signing and other design elements of new, remodeled and redeveloped buildings be compatible with the natural, scenic, and recreational values of the Region.

This Subelement sets forth policies for new developments or existing developments in need of remodeling or redevelopment. Some aspects of development can be brought to total conformance within a certain period of time, such as a five year program to bring all signs into conformance with adopted standards. Others may require more time or extensive redevelopment or rehabilitation to correct past deficiencies.

GOAL CD-1

INSURE PRESERVATION AND ENHANCEMENT OF THE NATURAL FEATURES AND QUALITIES OF THE REGION, PROVIDE PUBLIC ACCESS TO SCENIC VIEWS, AND ENHANCE THE QUALITY OF THE BUILT ENVIRONMENT.

~~Based on findings in the Compact and evidence presented in the environmental threshold carrying capacity study, both the natural scenic qualities of the Region and the man-made environment have suffered degradation in the past decades. It is important that both the natural environment and the built environment be brought into compliance with the established thresholds, including the thresholds and policies found in the Scenic Subelement.~~

POLICIES

CD-1.1. THE SCENIC QUALITY RATINGS ESTABLISHED BY THE ENVIRONMENTAL THRESHOLDS SHALL BE MAINTAINED OR IMPROVED.

Implementation of regional design review requirements will be required to ensure compliance with this policy.

CD-1.2 RESTORATION PROGRAMS BASED ON INCENTIVES WILL BE IMPLEMENTED IN THOSE AREAS DESIGNATED IN NEED OF SCENIC RESTORATION TO ACHIEVE THE RECOMMENDED RATING.

GOAL CD-2

REGIONAL BUILDING AND COMMUNITY DESIGN CRITERIA SHALL BE ESTABLISHED TO ENSURE ATTAINMENT OF THE SCENIC THRESHOLDS, MAINTENANCE OF DESIRED COMMUNITY CHARACTER, COMPATIBILITY OF LAND USES, AND COORDINATED PROJECT REVIEW.

The intent of the criteria is that they be regional in nature yet specific enough to ensure that the Agency meets the mandate of specific thresholds and other policy requirements of this Plan as they relate to site planning. The concept is that a design review document is the focal point for implementing many other Plan policies relating to transportation, noise, water quality, air quality, scenic and aesthetic considerations, etc.

POLICIES

CD-2.1 TO BE FOUND IN CONFORMANCE WITH THE REGIONAL PLAN, LOCAL GOVERNMENT PLANS SHALL REQUIRE THAT ALL PROJECTS COMPLY WITH THE FOLLOWING DESIGN REQUIREMENTS. LOCAL GOVERNMENT PLANS MAY ALSO INCLUDE REGIONAL DESIGN REVIEW SHALL INCLUDE THE FOLLOWING TO BE USED IN EVALUATING PROJECTS THROUGHOUT THE REGION. THIS REVIEW MAY ENTAIL ADDITIONAL OR SUBSTITUTION REQUIREMENTS OR SPECIAL REQUIREMENTS NOT LISTED BELOW THAT PROMOTE THRESHOLD ATTAINMENT.

- A. Site Design: All new development shall consider site design which includes, at a minimum:
 - 1) Existing natural features to be retained and incorporated into the site design.
 - 2) Building placement and design to be compatible with adjacent properties and consideration of solar exposure, climate, noise, safety, fire protection, and privacy.
 - 3) Site planning to include a drainage, infiltration, and grading plan meeting **BMP water quality** standards.
 - 4) Access, parking, and circulation to be logical, safe, and meet the requirements of the transportation element.

- B. Building **Design Height, Bulk and Scale**: Standards shall be adopted to ensure attractive and compatible development. The following shall be considered:
 - 1) **Outside Town Centers, b**Building height shall be limited to two stories (32 feet). **Within Town Centers, building height may be allowed up to four stories (56 feet) as part of a Local Plan that has been found in conformance with the Regional Plan. Within Regional Centers, building height may be allowed up to six stories**

(95 feet) as part of a Local Plan that has been found in conformance with the Regional Plan. Within the High Density Tourist District, building height may be allowed up to 197 feet as part of a Local Plan that has been found in conformance with the Regional Plan. ~~except that p~~ Subject to TRPA approval pursuant to TRPA Code or an approved conforming Local Plan, provisions for additional height requirements ~~may~~ shall be provided for unique situations such as lighting towers, ski towers, buildings within Ski Area Master Plans, steep sites, ~~redevelopment projects and~~ tourist accommodation facilities, affordable housing, and essential public safety facilities.

01/04/2012 Action Item #7:

- 2) Building height limits shall be established to ensure that buildings do not project above the forest canopy, ridge lines, or otherwise detract from the viewshed.
- 3) Buffer requirements ~~should~~ shall be established for noise, snow removal, aesthetic, and environmental purposes.
- 4) The scale of structures should be compatible ~~consistent~~ with existing and planned Land Uses in the area ~~surrounding uses~~.
- 5) Viewshed should be considered in all new construction. Emphasis should be placed on lake views from major transportation corridors.
- 6) Local Plans that allow buildings over two stories in height shall where feasible include provisions for transitional height limits or other buffer areas adjacent to areas not allowing buildings over two stories in height.
- 7) Local Plans shall include design standards for building design and form. Within Town Centers, Regional Centers and the High Density Tourist District, building design and form standards shall promote pedestrian activity.

C. Landscaping: The following should be considered with respect to this design component of a project:

- 1) Native vegetation should be utilized whenever possible, consistent with Fire Defensible Space Requirements.
- 2) Vegetation should be used to screen parking, ~~and to~~ alleviate long strips of parking space and accommodate stormwater runoff where feasible.
- 3) ~~Vegetation~~ Plants should be used to give privacy, reduce glare and heat, deflect wind, muffle noise, prevent erosion, and soften the line of architecture where feasible.

D. Lighting: Lighting increases the operational efficiency of a site. In determining the lighting for a project, the following should be ~~considered~~ required:

- 1) Exterior lighting should be minimized to protect dark sky views, yet adequate to provide for public safety ~~with an emphasis on safety~~ and should be consistent with the architectural design.

- 2) Exterior lighting should utilize cutoff shields that extend below the lighting element to minimize light pollution and stray light.
- 32) Overall levels should be compatible with the neighborhood light level. Emphasis should be placed on a few, well placed, low intensity lights.
- 43) Lights should not blink, flash, or change intensity except for temporary public safety signs.

01/04/2012 Action Item #8:

CD-2 Implementation Measures:

- Amend TRPA Code to reflect changes in the Community Design Subelement.
- Amend Chapter 22 to redefine how height is measured on steep slopes to promote the stair-stepping of structures
- Develop a definition of essential public safety facilities in coordination with local public safety agencies.

Regional Plan Update Committee Action Sheet - Attachment A

January 10, 2012

RPU Committee members voted to approve the following language:

01/10/2012 Action Item #1

The Compact calls for the development of an integrated transportation plan addressing all modes of travel to "...reduce dependency on the automobile", "...reduce air pollution which is caused by motor vehicles", and provide "public transportation and public programs and projects related to transportation."

Although it is not a threshold category, Tahoe's transportation system relates to multiple threshold areas, particularly air and water quality. To fulfill the Compact's mandate and work towards attainment of thresholds, the Regional Plan Transportation Element seeks to establish a safe, efficient, and integrated transportation system that provides quality mobility options for all sectors of the population, supports the Region's economic base, enhances quality of life to its residents, and maximizes opportunities for environmental benefits. This Element includes transportation goals, policies and implementation measures that address multiple aspects of transportation planning and interact to create a successful multi-modal transportation system.

TRPA is designated as the Tahoe Metropolitan Planning Organization (TMPO) for state and federal transportation planning. In addition to fulfilling the Compact's directives, as the TMPO, TRPA must develop a long-range Regional Transportation Plan (RTP) consistent with federal transportation laws. The RTP must also meet statutory requirements in California through the adoption of a "Sustainable Communities Strategy" (SCS). The SCS lays out a plan for reducing passenger vehicle related greenhouse gas (GHG) emissions in California. The Goals and Policies of the RTP are identical to those in the Regional Plan Transportation Element. In addition to goals and policies, the RTP also includes a detailed transportation improvement strategy, predicated on received or forecasted funding.

01/10/2012 Action Item #2

GOAL T-1

PROMOTE WALKABLE MIXED-USE CENTERS, TRANSPORTATION ENHANCEMENTS AND ENVIRONMENTAL IMPROVEMENTS THAT INCREASE THE VIABILITY OF TRANSIT SYSTEMS.

POLICIES

T-1.1 Support mixed-use that encourages walking, bicycling and easy access to existing and planned transit stops in Town Centers, Regional Centers and High Density Tourist Districts.

T-1.2 Mitigate the regional and cumulative traffic impacts of new, expanded, or revised developments or land uses.

T-1.3 Consider non-automobile travel modes when mitigating traffic-related project impacts.

T-1.4 Develop and implement a Sustainable Communities Strategy (SCS) to meet TRPA thresholds and other statutory requirements.

GOAL T-2

ENCOURAGE BICYCLE AND PEDESTRIAN USAGE AS VIABLE AND SIGNIFICANT MODES OF TRANSPORTATION AT LAKE TAHOE.

POLICIES

T-2.1 Develop and maintain a Lake Tahoe Region Bicycle and Pedestrian Plan (Bicycle and Pedestrian Plan) as a component of the Regional Transportation Plan (RTP); and maintain a list of existing and proposed bicycle and pedestrian facilities and strategies for implementation within the Bicycle and Pedestrian Plan.

T-2.2 Construct, upgrade, and maintain pedestrian and bicycle facilities consistent with the Lake Tahoe Region Bicycle and Pedestrian Plan.

T-2.3 Prioritize constructing pedestrian and bicycle facilities in urbanized areas of the Region, facilities that increase connectivity of the pedestrian and bicycle network, and facilities that can be constructed concurrently with other projects.

T-2.4 Design and site intersections and driveways where feasible to minimize impacts on public transportation, adjacent roadways and intersections, and bicycle and pedestrian facilities.

T-2.5 Preserve the condition of sidewalks and bicycle facilities and where feasible, maintain their year-round use.

T-2.6 Promote the incorporation of programs and policies of the Bicycle and Pedestrian Plan into regional and local land use plans and regulatory processes.

T-2.7 Implement safety awareness signage, road markings, educational programs, and programs that encourage bicycling and walking.

T-2 Implementation Measures

- Amend TRPA Development Code to require a maintenance plan including a funding strategy for the life of bike and pedestrian facility projects that must be approved before permit issuance or funding disbursement for any proposed public bicycle and pedestrian facility.

01/10/2012 Action Item #3

GOAL T-3

IMPLEMENT NEW TECHNOLOGY TO INCREASE THE EFFICIENCY AND EFFECTIVENESS OF THE TRANSPORTATION NETWORK AND PROMOTE USAGE OF ALTERNATIVE TRANSPORTATION MODES.

POLICIES

T-3.1 Implement electronic and automated payment systems for transit systems and paid parking areas, where appropriate.

T-3.2 Implement measures consistent with the Federal Intelligent Transportation Systems (ITS) Program and the Tahoe Basin ITS Strategic Plan, including Traffic Management, Traveler Information Services, and Emergency Management Techniques.

GOAL T-4

ENCOURAGE EFFICIENT AND EFFECTIVE EXPANSION OF PUBLIC TRANSIT OPERATION AND USE IN THE LAKE TAHOE REGION.

POLICIES

T-4.1 Improve existing transit systems through increased frequency, preferential signal controls, expanded service area, and extended service hours.

T-4.2 Provide transit facilities that encourage transit, bicycle, and pedestrian usage.

T-4.3 Provide transit service to major summer and winter recreational areas.

T-4.4 Use alternative fuels to the maximum extent feasible in public transit fleets.

T-4.5 Actively support Transportation Management Associations (TMAs) in the Tahoe Region.

T-4.6 Consider waterborne transportation systems in coordination with other public and private transportation systems, including the pedestrians bicycle network, using best available technology to minimize air and water quality impacts as an alternative to automobile travel within the region.

GOAL T-5

STRENGTHEN TRANSPORTATION OPTIONS INTO AND OUT OF THE LAKE TAHOE REGION.

POLICIES

T-5.1 Participate in state and local transportation planning efforts to ensure coordination and consistency amongst various planning agencies in the region.

T-5.2 Seek cooperation from neighboring jurisdictions to expand non-automobile transportation to cities, towns, and recreational areas outside of the Tahoe Region.

T-5.3 Work with appropriate public entities, tribal governments, and private interest groups to ensure coordination and consistency.

01/10/2012 Action Item #4

GOAL T-6

SUPPORT THE ECONOMIC VITALITY OF THE LAKE TAHOE REGION BY PRESERVING AND ENABLING AN EFFICIENT SYSTEM TO MOVE PEOPLE AND GOODS.

POLICIES

- T-6.1 Develop and track measures of economic vitality related to transportation (i.e., traffic and pedestrian counts, employment, hotel-motel occupancies, and other visitation trends) as part of the adaptive management system.
- T-6.2 Enhance the economic vitality of the Region by efficiently connecting people to jobs, goods, services, and other communities.
- T-6.3 Support public-private partnerships and business improvement districts when planning, financing, and implementing transportation and air quality programs and projects.

GOAL T-7

DEVELOP EFFECTIVE INTERMODAL TRANSPORTATION FACILITIES WHERE THREE OR MORE MAJOR MODES OF THE REGIONAL TRANSPORTATION SYSTEM INTERSECT AND/OR TERMINATE (E.G., INTERSECTION OF AUTO, BICYCLE/PEDESTRIAN TRAILS, TRANSIT AND/OR WATERBORNE MODES).

POLICIES

- T-7.1 Require that Local Plans identify intermodal transportation facilities to serve each Town Center, Regional Center, the High Density Tourist District and other major activity centers. Intermodal transportation facilities should incorporate planned regional transportation facilities, parking, connections between them (e.g., sidewalks, enclosed walkways, etc.) and should accommodate increased use of transit and non-motorized travel modes. Local agencies may need to coordinate with state Departments of Transportation when identifying intermodal facilities.
- T-7.2 Require major commercial interests providing gaming, recreational activities, or excursion services to provide or participate in joint shuttle services or provide transit use incentives to their guests or patrons; and require connections with intermodal transportation facilities.

01/10/2012 Action Item #5

GOAL T-8

ENCOURAGE DEVELOPMENT OF PARKING MANAGEMENT STRATEGIES FOR THE LAKE TAHOE REGION.

POLICIES

- T-8.1 Encourage shared and other parking management strategies.
- T-8.2 Encourage parking management programs that provide incentives to fund improvements benefiting transit users, pedestrians, and bicyclists.
- T-8.3 Encourage parking management strategies that are tailored to the needs of each specific location and promote pedestrian and transit use.

T-8 Implementation Measures

- Amend the TRPA Development Code to encourage and permit area-wide

parking strategies as a component of Local Plans and other plans for specific geographic areas. Strategies could include:

- Reduction or relaxation of minimum parking standards
- Creation of maximum parking standards
- Shared parking
- In-lieu payment to meet parking requirements
- On-street parking
- Parking along major regional travel routes
- Creation of bicycle parking standards
- Free or discounted transit
- Deeply discounted transit passes for community residents
- Paid Parking Management

01/10/2012 Action Item #6

GOAL T-9

IMPLEMENT TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES TO REDUCE THE NUMBER OF VEHICLE TRIPS ON THE REGION'S HIGHWAYS.

POLICIES

T-9.1 Require major employers to implement vehicle trip reduction programs. Such programs could include: carpool and vanpool matching programs, employee shuttles, on-site secure bicycle storage and shower facilities, flexible work hours, parking and transit use incentives.

T-9.2 Require the development of traffic management plans for major temporary activities that account for the coordination and timing of simultaneously occurring activities.

T-9.3 Encourage rental car providers to offer vehicles that are low- or zero-emission within the Tahoe Region.

T-9.4 Require new and encourage existing condominiums, timeshares, hotels and motels to participate in public transit and/or private shuttle programs, and provide transit information and incentives to their guests and residents.

T-9 Implementation Measures

- Update the Transportation Monitoring Report to include a measure of total traveler delay at congestion hotspots.
- Amend the TRPA Development Code to include the following level of service (LOS) criteria for the highway system and signalized intersections during peak periods:
 - Convert existing LOS Policies to Code standards, with an exception for development in areas where adequate multi-modal amenities exist. Standards shall reflect that LOS criteria shall be at or better than: "C" on rural recreational/scenic roads; "D" on rural developed area roads; "D" on urban developed area roads; "D" for signalized intersections. LOS "E" may be acceptable during peak periods in urban areas, not to exceed

four hours per day. These vehicle LOS standards may be exceeded when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users.

01/10/2012 Action Item #7

GOAL T-10

UPGRADE REGIONAL ROADWAYS AS NECESSARY TO IMPROVE SAFETY AND PROVIDE FOR A MORE EFFICIENT, INTEGRATED TRANSPORTATION SYSTEM.

POLICIES

T-10.1 Incorporate transit stops and bicycle and pedestrian facilities in roadway improvement projects.

T-10.2 Use Transportation system management (TSM) measures to improve the existing transportation system, while maintaining provision of bicycle and pedestrian facilities. TSM measures could include: dedicated turn lanes, intersection improvements, bicycle-activated signals, and roundabouts. Additionally, work with State Departments of Transportation (DOT) and local transportation departments to improve signal synchronization.

T-10.3 Preserve existing view turn-outs along scenic highways to maintain traffic flow and safety.

T-10.4 Reduce traffic conflicts by limiting or controlling turning movements from multiple parking lot access points onto major Regional travel routes and major local roadways; by designing and siting driveways to minimize impacts to Regional traffic flow, and by utilizing shared access points and shared driveways where feasible.

T-10.5 Consider quality of service for transit, pedestrians, and bicyclists in addition to motor vehicles when analyzing development impacts on the transportation system.

T-10.6 Prohibit the construction of roadways to freeway design standards in the Tahoe Region.

GOAL T-11

IMPROVE THE MOBILITY OF THE ELDERLY, DISABLED, TRADITIONALLY UNDER-REPRESENTED AND UNDER-SERVED POPULATIONS AND OTHER TRANSIT-DEPENDENT GROUPS.

POLICIES

T-11.1 Provide specialized public transportation services with subsidized fare programs for transit, taxi, demand response, and accessible van services.

T-11.2 Ensure that transit and pedestrian facilities are ADA compliant and consistent with the TMPO Coordinated Human Services Transportation Plan.

01/10/2012 Action Item #8

GOAL T-13

DEVELOP ON-GOING SOURCES OF REGIONAL REVENUE TO FUND THE LOCAL SHARE OF TRANSIT, BICYCLE, PEDESTRIAN, AND OTHER NON-AUTO-TRANSPORTATION IMPROVEMENTS, OPERATIONS AND MAINTENANCE.

POLICIES

T-13.1 Research and pursue sources of local and Regional revenue to support the investments, vision and goals outlined in this plan.

01/10/2012 Action Item #11

- Amend the Code of Ordinances to waive the requirement for site-specific land capability mapping through actual field verification when the following criterion area met:
 - The entire parcel is located in land capability districts 4-7;
 - A parcel exhibits generally uniform slope;
 - There is no record or evidence of high ground water on the parcel;
 - Land Capability Verifications have been conducted and on the record of other parcels within the geographic vicinity; and
 - The 1987 mapped land capability district and the land capability district on updated maps are identical;
- By December 31, 2013, TRPA will prepare a map depicting properties that will not require field verification. The map should include parcels meeting the criteria listed above and any other parcels where the land capability is not in question. Before taking effect, the map shall be approved by the TRPA governing Board.

01/10/2012 Action Item #12

LU-2 Implementation Measures for Allocations

- Update the Implementation Section of the Regional Plan and the Code of Ordinances to reflect remaining allocations from the 1987 plan and the release of new allocations with the 2012 Regional Plan. Changes should reflect the following considerations:
 - New residential allocations, residential bonus units (RBU), tourist bonus units (TBU) and commercial floor area (CFA) should be evaluated by the Draft EIS in accordance with the table below. Changes to the Alternative numbers should be considered in the Final EIS based on information from the Draft EIS and modifications to the system of managing development commodities, as described below:
 - The system for release of allocations, bonus units and CFA should be modified in coordination with Local Governments and in accordance with the following principles:
 - A maximum yearly release of residential allocations and CFA should be made to each Local Government through the performance system and staff should coordinate with Local Governments to establish an equitable system for distribution of CFA.
 - The amount of bonus units and CFA held by TRPA and Local Governments should be evaluated annually and modified if necessary by the Governing Board to maintain adequate commodities for anticipated redevelopment activities in the region.

- All allocations and CFA that have been distributed to Local Governments should be retained by Local Governments. In the future, Local Governments should be able to retain all allocations and CFA and that are distributed to them for use that year or at a later date.
- All past awards of bonus units should be honored until development approvals expire. In the future, all awards of bonus units should also be honored until development approvals expire.
- All past awards of bonus units to Plan Areas should be honored regardless of whether or not development approvals within those Plan Areas have expired.
- No additional Residential Development Rights may be created. Approximately 4,091 Residential Development Rights remain.
- Residential Bonus Units and Tourist Bonus Units that have not been awarded should be held by TRPA and used for development transfer matches and existing Bonus Unit programs.
- The performance system shall be evaluated at least every four years as part of each Regional Plan review and should be modified if necessary to implement the Regional Plan

ALLOCATION AND DEVELOPMENT RIGHTS ACCOUNTING							
ALLOCATIONS/ DEVELOPMENT RIGHTS	USED FROM 1987- 2011*	REMAIN- ING FROM 1987 PLAN	ADDITIONAL PROPOSED IN THE REGIONAL PLAN				
			ALT. 1	ALT. 2	ALT. 3	ALT. 4	ALT. 5
Residential Allocations	6475	0	0	2600	2600	4000	5200
Residential Bonus Units	739	661	0	0	600	0	0
Tourist Bonus Units	146	254	0	0	0	200	400
Commercial Floor Area (Total)	575,237	224,763	0	200,000	200,000	400,000	600,000
<i>Placer County</i>	<i>128,623</i>	<i>72,609</i>					
<i>Washoe County</i>	<i>87,906</i>	<i>2,000</i>					
<i>Douglas County</i>	<i>45,300</i>	<i>36,250</i>					
<i>El Dorado County</i>	<i>15,250</i>	<i>36,150</i>					
<i>City of South Lake Tahoe</i>	<i>77,042</i>	<i>52,986</i>					
<i>TRPA Pool</i>	<i>221,116</i>	<i>24,768</i>					

*Note: 158,816 sq. ft. of Commercial Floor Area, 245 Residential Bonus Units and 90 Tourist Bonus Units have been reserved or allocated to projects (e.g., Community Enhancement Projects) that have not been permitted or permitted but the projects have not been acknowledged.

01/10/2012 Action Item #14

- Amend the Code of Ordinances to allow the development and subdivision of tourist, commercial and residential uses in the Recreation District outside the Urban Area as a component of a Local Plan or other Master Plan that has been found in conformance with the Regional Plan.

01/10/2012 Action Item #15

- [Amend the Code of Ordinances to create bonus allocations and increased transfer ratio matches to encourage the transfer development from sensitive lands and outlying areas to Town Centers, Regional Centers and the High Density Tourist District pursuant to the following table. Also allow conforming Local Plans to establish alternative transfer ratios based on unique conditions in each jurisdiction as long as the alternative transfer ratios are determined to generate equal or greater environmental gain compared to TRPA transfer ratios.](#)

01/10/2012 Action Item #17

Note: The RPU Committee unanimously approved the Housing Subelement (4-0) on January 10, 2012.

HOUSING



The purpose of this Subelement is to assess the housing needs of the Region and to make provisions for adequate housing. The Compact does not specifically mandate this Subelement nor do the environmental thresholds address this topic. However, the states of Nevada and California both require housing to be addressed as part of a general plan. It is the intent of this Subelement to address housing issues on a regional basis with local plans handling the specifics of implementation.

GOAL HS-1

PROMOTE HOUSING OPPORTUNITIES FOR FULL-TIME AND SEASONAL RESIDENTS AS WELL AS WORKERS EMPLOYED WITHIN THE BASIN TO THE EXTENT POSSIBLE, AFFORDABLE HOUSING WILL BE PROVIDED IN SUITABLE LOCATIONS FOR THE RESIDENTS OF THE REGION.

POLICIES

HS-1.1. SPECIAL INCENTIVES, SUCH AS BONUS DEVELOPMENT UNITS, WILL BE GIVEN TO PROMOTE AFFORDABLE OR GOVERNMENT-ASSISTED HOUSING FOR LOWER INCOME HOUSEHOLDS (80 PERCENT OF RESPECTIVE COUNTY'S MEDIAN INCOME) AND FOR VERY LOW INCOME HOUSEHOLDS (50 PERCENT OF RESPECTIVE COUNTY'S MEDIAN INCOME). EACH COUNTY'S MEDIAN INCOME WILL BE DETERMINED ACCORDING TO THE INCOME LIMITS PUBLISHED ANNUALLY BY THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT.

~~The 1980 census data indicate that approximately 95 percent of the region's lower income households were paying more than the recommended costs for rental housing. There is a need to reverse the current trend of higher cost housing and to provide needed affordable housing.~~

HS-1.2. LOCAL GOVERNMENTS WILL BE ENCOURAGED TO ASSUME THEIR "FAIR SHARE" OF THE RESPONSIBILITY TO PROVIDE LOWER AND VERY LOW INCOME HOUSING.

~~Current data indicate the City of South Lake Tahoe and Placer County are assuming more than their share of the responsibility as detailed in the Regional Plan EIS.~~

HS-1.3. FACILITIES SHALL BE DESIGNED AND OCCUPIED IN ACCORDANCE WITH LOCAL, REGIONAL, STATE, AND FEDERAL STANDARDS FOR THE ASSISTANCE OF HOUSEHOLDS WITH LOW AND VERY LOW INCOMES. SUCH HOUSING UNITS SHALL BE MADE AVAILABLE FOR RENTAL OR SALE AT A COST TO SUCH PERSONS THAT WOULD NOT EXCEED THE RECOMMENDED STATE AND FEDERAL STANDARDS.

HS-1.4. AFFORDABLE OR GOVERNMENT ASSISTED HOUSING FOR LOWER INCOME HOUSEHOLDS SHOULD BE LOCATED IN CLOSE PROXIMITY TO EMPLOYMENT CENTERS, GOVERNMENT SERVICES, AND TRANSIT FACILITIES. SUCH HOUSING MUST BE COMPATIBLE WITH THE SCALE AND DENSITY OF THE SURROUNDING NEIGHBORHOOD.

GOAL HS-2[§]

TO THE EXTENT FEASIBLE, WITHOUT COMPROMISING THE GROWTH MANAGEMENT PROVISIONS OF THE REGIONAL PLAN, THE ATTAINMENT OF THRESHOLD GOALS, AND AFFORDABLE HOUSING INCENTIVE PROGRAMS, MODERATE INCOME HOUSING WILL BE ENCOURAGED IN SUITABLE LOCATIONS FOR THE RESIDENTS OF THE REGION.

POLICIES

HS-2.1. SPECIAL INCENTIVES, SUCH AS BONUS DEVELOPMENT UNITS, WILL BE MADE AVAILABLE TO PROMOTE HOUSING FOR MODERATE INCOME HOUSEHOLDS (120 PERCENT OF RESPECTIVE COUNTY'S MEDIAN INCOME). SUCH INCENTIVES SHALL BE MADE AVAILABLE WITHIN JURISDICTIONS THAT DEVELOP HOUSING PROGRAMS THAT ARE SUBSTANTIALLY CONSISTENT WITH AND COMPLEMENTARY TO THE REGIONAL PLAN.

HS-2.2. RESIDENTIAL UNITS DEVELOPED USING MODERATE INCOME HOUSING INCENTIVES SHALL BE USED TO PROVIDE HOUSING FOR FULL-TIME RESIDENTS OF THE TAHOE BASIN. SUCH UNITS SHALL NOT BE USED FOR VACATION RENTAL PURPOSES.

HS-2.3. RESIDENTIAL UNITS DEVELOPED USING MODERATE INCOME HOUSING INCENTIVES SHALL REMAIN PERMANENTLY WITHIN THE PROGRAM.

GOAL HS-3

REGULARLY EVALUATE HOUSING NEEDS IN THE BASIN AND UPDATE POLICIES AND ORDINANCES IF NECESSARY TO ACHIEVE STATE, LOCAL AND REGIONAL HOUSING GOALS.

POLICIES

HS-3.1. TRPA SHALL REGULARLY REVIEW ITS POLICIES AND REGULATIONS TO REMOVE IDENTIFIED BARRIERS PREVENTING THE CONSTRUCTION OF NECESSARY AFFORDABLE HOUSING IN THE REGION. TRPA STAFF WILL WORK WITH LOCAL JURISDICTIONS TO ADDRESS ISSUES INCLUDING, BUT NOT LIMITED TO, WORKFORCE AND MODERATE INCOME HOUSING, SECONDARY RESIDENTIAL UNITS AND LONG TERM RESIDENCY IN MOTEL UNITS IN ACCORDANCE WITH THE TIMELINE OUTLINED IN THE IMPLEMENTATION ELEMENT.

01/10/2012 Action Item #19

- Amend the Code to revise the definition of a TAU as follows: "A unit, with a bedroom with or without cooking facilities, primarily designed to be rented by the day or week and occupied on a temporary basis."

[§] Amended 4/28/04

01/10/2012 Action Item #20

- Amend the Code to define a sending TAU to equal 1,200 square feet receiving unit or 1,800 square feet/3-bedroom receiving unit if the units make up less than 20 percent of a project