

# TAHOE REGIONAL PLANNING AGENCY

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## MEMORANDUM

February 1, 2005

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Amendment of the Boundary of Plan Area Statement 002, Fairway Tract, to Incorporate Placer County APNs 094-010-007, 015, and 013 into Plan Area Statement 002, and Providing for Other Matters Properly Relating Thereto.

Proposed Action: Staff proposes to amend the boundary line between Plan Area Statement (PAS) 002, Fairway Tract, and PAS 001B, Tahoe City Industrial, to incorporate Placer County Assessor Parcel Numbers 094-010-007, 013, and 015 into Special Area #1 of PAS 002. See Attachment A, Exhibit 1 for proposed boundary line amendment.

Staff Recommendation: Staff recommends that the Advisory Planning Commission (APC) conduct the public hearing as noticed and recommend adoption of the attached amendments to the TRPA Governing Board.

Consistency with the Placer County Zoning: Placer County (CSLT) has adopted TRPA's Plan Area Statements and Community Plans for its zoning. The Regional Plan amendment requires public hearings and adoption by both the TRPA Governing Board and Placer County Board of Supervisors.

Background: TRPA received a request from the Mr. Dave Wilderotter and Leah Kaufmann, the applicants, to amend specific language in Special Policy # 2 in order to facilitate the development of multi-family housing within the plan area. Although multi-family housing is currently permissible in the plan area, Special Policy #2 prohibited any development within this plan area prior to the adoption of a Community/Master Plan for the dumpsite and SEZ. The plan area contains the former Tahoe City dumpsite which is located north of the subject parcel and which currently sits undeveloped. The three subject parcels are located south of the dumpsite, adjacent to the residential plan area in PAS 002, and are currently developed with existing residential uses (See Attachment B). The dumpsite was originally intended as a potential area to relocate incompatible industrial land uses in the Tahoe City area. However, due to residential concerns, industrial traffic in a residential neighborhood, SEZ, and steep slopes, Special Policies were adopted for this plan area and the dumpsite.

The following policies apply to PAS 001B:

1. *Uses on the main highways should be primarily tourist-service in nature. This area is a preferred area for the location of uses not found to be compatible elsewhere in the Tahoe City area.*
2. *Before any development may take place in this Plan Area, a community plan shall be approved by the TRPA. The community plan shall address access,*

*restoration of the dump site and SEZ, all necessary improvements, and sites for the relocation of incompatible uses found elsewhere in the area.*

3. *TRRA and Placer County will do an access study within one year of the amendment adopting this policy.*

Discussion: Since the adoption of the Regional Plan, no community plan was ever initiated and TRPA and Placer County have not prepared an access study. However, the dumpsite itself has been restored. Because the applicants are interested in developing residential uses that are compatible with the existing land use pattern, they proposed to amend Special Policy #2 to permit only residential uses to move forward while still requiring a community plan adoption for all other industrial commercial uses.

Staff reviewed the request and determined that it was more appropriate to move the three existing residential uses located within this plan area out of the commercial industrial zoning and relocate them in the adjacent residential plan area where the appropriate zoning exists. The intent is to leave the original policy intact and have it apply only to that portion of the plan area that is currently known as the dumpsite. Staff has discussed this with Placer County and the applicants, and has come to an agreement that this would be an appropriate action to pursue.

The amendment itself would not result in any additional development than that allowed by the Regional Plan. Currently, the subject parcels are developed with residential uses and the current zoning for PAS 001B permits multi-family uses. The relocation to PAS 002 does not change the zoning but provides for greater land use consistency by moving the subject residential parcels into the adjacent residential plan area and out of a commercial/public service land use classification where it is marginally consistent. The dumpsite would remain in the industrial plan area and would continue to be subject to the special policies.

Land Use Consistency: The proposed amendments do not result in any changes to the permissible use list that would result in inconsistent land uses or inconsistent land use patterns or the planning statement for the plan areas. All the plan areas targeted in these amendments currently have multi-family dwelling as a permissible use. Opportunities for multi-family development in the plan area are consistent with the land use classifications as follows:

Residential Areas are those 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 areas now developed for residential purposes; areas of moderate-to-good land capability; areas serviced by utilities; or areas of centralized location in close proximity to commercial services and public facilities. The amendment is consistent with this classification because current uses are for residential uses, the parcels are on high capability soils and the amendment would further provide a consistent land use classification for the subject parcels that are located within a commercial/public service land use classification. In addition, the relocation would make the existing residential single family uses conforming uses when located in PAS 002.

Plan Area Designations: The proposed amendment does not result in any incompatible uses since multi-family housing is permissible in both plan areas and the mechanisms to

facilitate such development such as Preferred Affordable Housing and Transfer of Development Right designations are in place. Moreover, the amendment would actually bring the existing single family residential uses into conformity and are more consistent with the adjacent residential neighborhood.

Transportation: No significant impacts to Level of Service are anticipated. It's anticipated that the close proximity to services and work centers will reduce the dependence upon the automobile. However, any subsequent project implemented, as a result of the amendment, would have to provide adequate parking and mitigate any additional vehicle trips generated.

Effect on TRPA Work Program: No significant impact is expected on TRPA's work program as a result of this amendment since it does not result in any increase in development potential. The amendment will likely only affect the type of development being reviewed by staff.

Findings: Prior to amending the plan areas and community plan, TRPA must make the following Findings.

A. Chapter 6 Findings

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

Rationale: The proposed amendment to the boundary line of PAS 001B and PAS 002 will not adversely affect implementation of the Regional Plan. The proposed amendments are consistent with the intent of the plan areas to allow multi-family residential development. In light of the need to provide housing in the region, the amendments provide a mechanism to develop such projects. The amendment potentially provides an opportunity to facilitate multi-family developments, which are currently permissible in both plan area. As discussed in the staff summary, the amendment would result in a more consistent land use pattern; continue to provide policies to ensure that any commercial/public service uses within PAS 001B are still subject to resolving the environmental concerns identified in 1982.

2. Finding: The project will not cause the environmental thresholds to be exceeded.

Rationale: The amendments will not cause the environmental thresholds to be exceeded. The amendments do not result in any additional development potential beyond that established by the Regional Plan but rather provides opportunities and encourages higher density development within close proximity to commercial nodes to reduce the dependency on the automobile. Providing opportunities for higher density development closer to commercial nodes is consistent with the Transit Oriented Findings and will provide access to services, work centers, and































