

## 6 LAND USE

This chapter describes the regulatory background, existing land uses of the project site and vicinity, and impacts of Alternatives A through D on land use.

### 6.1 AFFECTED ENVIRONMENT

#### 6.1.1 HISTORIC AND EXISTING LAND USES

As described in Chapter 3, “Project Description,” the Tahoe Vista Partners, LLC Affordable Housing and Interval Ownership Development Project site is located at 6873 North Lake Tahoe Boulevard (State Route [SR] 28), Tahoe Vista, in unincorporated Placer County, California, on the north side of Lake Tahoe (Exhibit 3-1). Regional access to the site is provided by SR 28 (North Lake Tahoe Boulevard) and SR 267. The approximately 6.25-acre (272,303 square foot) project site, owned by Tahoe Vista Partners, LLC, is located approximately 250 feet north of Lake Tahoe and about 1 mile west of the intersection of SR 28 and SR 267 (Exhibit 3-2). The project site, Assessor’s Parcel Number (APN) 117-071-029, is located within the Tahoe Vista Community Plan (TVCP) boundaries, in Plan Area Statement 022, “Tahoe Vista Commercial.” The land use classification for PAS 022 is tourist, and current permissible uses include residential (including employee housing), tourist accommodation, commercial, public service, recreation, and resource management. The TVCP identifies the southern portion of the project site as being located in Special Area #2 (Commercial Core), while the northern portion of the site is located in Special Area #1 (Tourist Area) (Exhibit 6-1).

The project site contains the Sandy Beach Campground, a private campground and RV park originally established in the 1920s. The campground includes space for approximately 47 tent and RV spaces; however, the northern half of the parcel is currently closed and not available to campground patrons, leaving approximately 27 tent and RV spaces and associated gravel pads. Facilities associated with the campground include an existing 545-square foot restroom/shower building and an RV dump station. A 2-story, roughly 7,600 square foot (sf), main commercial building fronts North Lake Tahoe Boulevard and contains Spindleshanks Restaurant on the first floor and office space and a one-bedroom apartment on the second floor. A number of smaller ancillary buildings occupy the site, and range in size from about 65 to 600 sf clustered near the main commercial building adjacent to SR 28, which house Enviro-Rents (a kayak and bicycle rental office and storage building), the campground office, a small residential building (known as the “Manager’s Cabin”), a plumber’s office, storage space, and restaurant coolers and storage. The TPRA verified land coverage for the project site is 174,324 sf, or 64%, and includes 16,489 sf of asphalt, 6,778 sf of buildings, 2,036 sf of decks and patio, 39,129 sf of gravel, 109,708 sf of compacted dirt, and 184 sf of concrete pads.

#### 6.1.2 SURROUNDING LAND USES

The adjoining lands to the east and west of the project site are located in the TVCP and have been developed with residential, commercial, and tourist-oriented uses. A currently undeveloped lot proposed for the Vista Village Workforce Housing Project, as well as other residential development, is located along the project site’s northern boundary in PAS 021. Farther north in PAS 021 is the North Tahoe Regional Park that provides recreational land uses. To the south of the project site are light commercial and tourist-oriented uses along SR 28 and access to Lake Tahoe (Exhibits 3-2 and 6-1), which are all located in the TVCP.

## **6.2 REGULATORY SETTING**

### **6.2.1 REGIONAL PLAN FOR THE LAKE TAHOE BASIN**

The Tahoe Regional Planning Agency (TRPA) implements its authority to regulate growth and development in the Lake Tahoe region through the Regional Plan for the Lake Tahoe Basin. The Regional Plan includes the following: environmental threshold carrying capacities (adopted in 1982 and evaluated every five years since 1991), Goals and Policies (September 1986), Regional Transportation Plan—Air Quality Plan (1992), Water Quality Management Plan (1988), Scenic Quality Improvement Program (1989), Plan Area Statements (August 1987 and updated), and Code of Ordinances (May 1987 and updated). These documents are described below.

#### **ENVIRONMENTAL THRESHOLD CARRYING CAPACITIES**

In August 1982, TRPA adopted Resolution No. 82-11, which adopted environmental threshold carrying capacities for the Lake Tahoe Region. These thresholds were established to provide a standard for which all projects and activities would be measured to achieve the goals established in the TRPA Compact. TRPA threshold criteria have been established for the following EA/EIR environmental resource topics: Water Quality, Air Quality, Scenic Resources, Soil Conservation, Fish Habitat, Vegetation, Wildlife Habitat, Noise, and Recreation. TRPA conducts a comprehensive evaluation every five years, which assesses whether each threshold is being achieved and/or maintained, recommends actions to address problem areas, and directs general planning efforts. The most recent threshold evaluation was completed in 2007 for 2006. Both attainment and maintenance of the thresholds are required, and TRPA does not have flexibility in its enforcement when evaluating projects. An impact that is considered significant based on these threshold criteria must be mitigated by avoidance, relocation, compensation, or removal of the identified project element that would create the impact (TRPA 1982). These thresholds are incorporated into the criteria of significance for each applicable resource evaluation in Chapters 6 through 17.

#### **GOALS AND POLICIES**

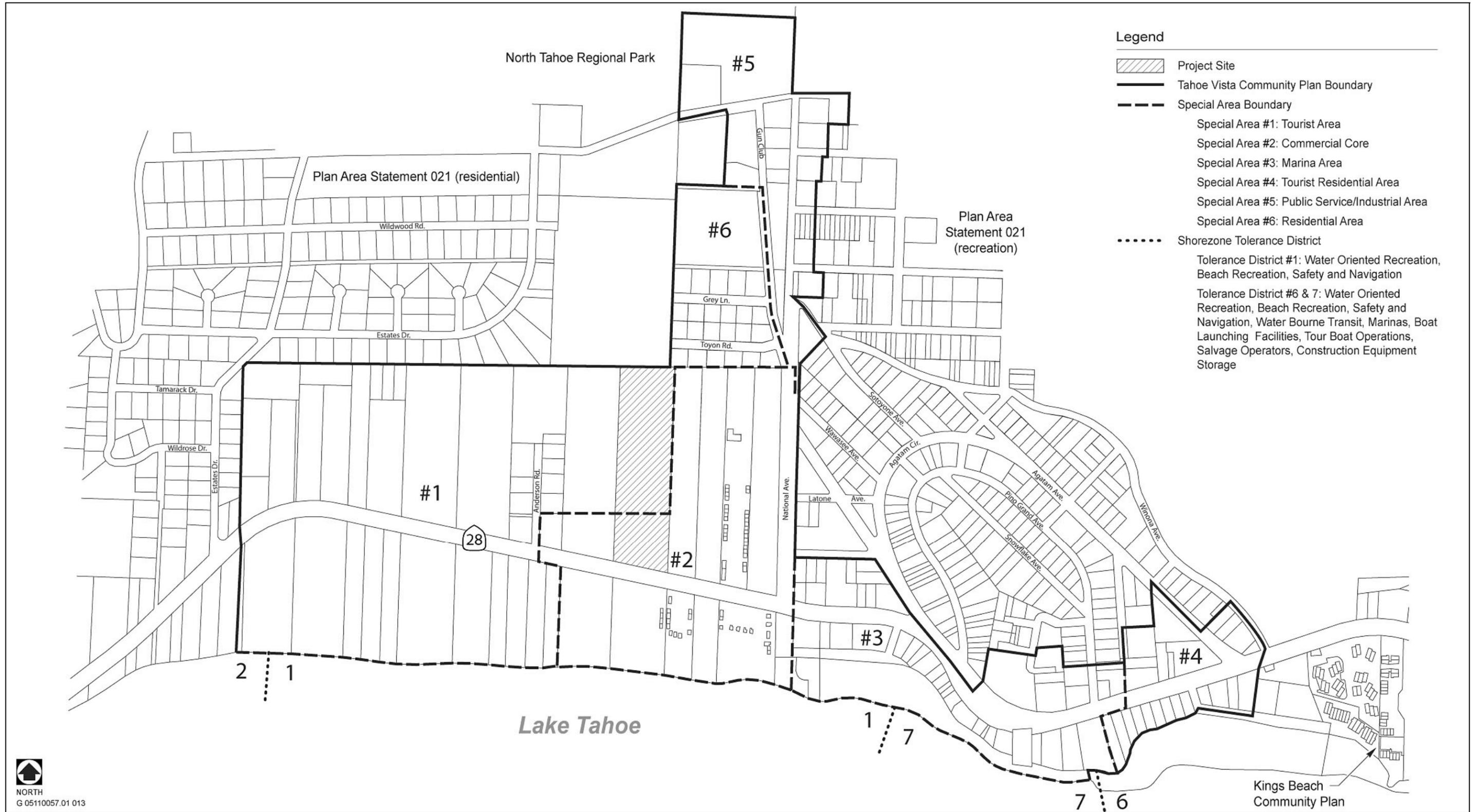
The Goals and Policies document for the Regional Plan establishes an overall framework for development and environmental conservation in the Lake Tahoe region. TRPA goals and policies that are relevant to the proposed project are included in each of that document's six elements: land use, transportation, conservation, recreation, public services and facilities, and implementation (TRPA 1986). Table 6-1 below lists all of the applicable Regional Plan's goals and policies.

#### **REGIONAL TRANSPORTATION PLAN—AIR QUALITY PLAN**

The purpose of the integrated Regional Transportation Plan—Air Quality Plan is to attain and maintain the Environmental Threshold Carrying Capacities established by TRPA in 1982 and all applicable federal, state, and local standards pertaining to air quality and transportation. The TRPA Code of Ordinances, Chapter 91, establishes air quality control regulations.

#### **WATER QUALITY MANAGEMENT PLAN**

The Water Quality Management Plan (208 Plan) for the Lake Tahoe Region fulfills TRPA's responsibilities under Section 208 of the federal Clean Water Act. The 208 Plan includes the Water Quality Management Plan, Handbook of Best Management Practices, Stream Environment Zone Protection and Restoration Program, and Capital Improvements Program for Erosion and Runoff Control (TRPA 1988).



Source: TRPA 1996

**Tahoe Vista Community Plan – Land Use District Map**

**Exhibit 6-1**

## **SCENIC QUALITY IMPROVEMENT PROGRAM**

The Scenic Quality Improvement Program presents the prescriptions for scenic restoration required to attain and maintain the scenic quality thresholds. It includes design review guidelines and development standards for different visual environments, assigns implementation responsibilities, and identifies potential funding sources (TRPA 1989).

## **TAHOE REGIONAL PLANNING AGENCY PLAN AREA STATEMENT AND TAHOE VISTA COMMUNITY PLAN**

The Lake Tahoe Region is divided into more than 175 separate Plan Areas. For each Plan Area, a “statement” is made as to how that particular area should be regulated to achieve environmental and land use objectives. The project area is located in TRPA Plan Area Statement (PAS) 022, Tahoe Vista Commercial.

Pursuant to Chapter 14 of the TRPA Code of Ordinances, a plan area statement may be replaced or modified by the adoption of a community plan. The TVCP, prepared as part of a joint planning and cooperative effort between TRPA, Placer County, and the community of North Tahoe, was intended to fulfill the needs of both a TRPA PAS and the Tahoe Vista component of the Placer County General Plan. The TVCP provides guidance for land use related decisions in the community plan area by establishing goals and objectives for orderly growth and development consistent with TRPA and Placer County standards (TRPA 1996) (Table 6-1). The TVCP supersedes certain plans and regulations established by the TRPA PAS 022, the TRPA Code of Ordinances, and Placer County Zoning for the area within the community plan boundaries. For purposes of Placer County land use regulation, the TVCP and the Placer County General Plan and implementing ordinance are one and the same.

The TVCP is located on TRPA Maps E-3 and E-4 and Placer County Zoning Map 34. Land use patterns in the TVCP are varied, although the predominant theme of businesses is tourist-related, with a sizeable number of motels, restaurants, and tourist-oriented retail shops along SR 28. The TVCP includes the commercial areas along SR 28 and National Avenue, the industrial uses along National Avenue, and some residential areas.

The overall theme for the TVCP is “Major Tourist Accommodation, Retail and Services/Industrial Storage and Services.” The TVCP states that commercial activities which cater primarily to tourist accommodation, retail, and services should be located in the SR 28 area of Tahoe Vista; heavy commercial, industrial, or public service facilities that are visually obtrusive should be encouraged in the National Avenue area; and lake frontages should be reserved for a variety of uses that encourage public use.

## **TAHOE REGIONAL PLANNING AGENCY CODE OF ORDINANCES**

The TRPA Code of Ordinances establishes standards and regulations for implementation of the Regional Plan for the Lake Tahoe Basin. Public agencies and organizations in the Lake Tahoe Basin must comply with TRPA provisions or may establish equivalent or higher requirements in their jurisdiction. The Code of Ordinances is the coordination of a series of documents addressing environmental and land use planning issues in the Basin, including the Tahoe Regional Planning Compact, Environmental Threshold Carrying Capacities, Goals and Policies, the PAS and Maps, and other TRPA plans and programs. The Code of Ordinances is intended to implement the Goals and Policies of the Regional Plan while maintaining the environmental thresholds (TRPA 1987).

### **6.2.2 PLACER COUNTY REGULATIONS**

In addition to the TVCP, other Placer County land use regulations apply to the proposed project, including the Placer County Environmental Review Ordinance and the Placer County Housing Element.

## **6.3 ENVIRONMENTAL CONSEQUENCES AND RECOMMENDED MITIGATION MEASURES**

### **6.3.1 CRITERIA OF SIGNIFICANCE**

#### **CEQA CRITERIA**

Based on Appendix G of the State CEQA Guidelines and Appendix A of Placer County's Environmental Review Ordinance, the proposed project would result in a significant land use impact if it would:

- ▶ disrupt or divide the physical arrangement of an established community;
- ▶ conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect;
- ▶ conflict with adopted environmental plans and goals of the community where it is located;
- ▶ conflict with any applicable habitat conservation plan or natural community conservation plan;
- ▶ conflict with established recreational, educational, religious, or scientific uses of the area;
- ▶ convert prime agricultural land to nonagricultural use, or impair the agricultural productivity of prime agricultural land;
- ▶ convert unique agricultural land of statewide or local importance to nonagricultural use, or impair the productivity of unique agricultural land of statewide or local importance; or
- ▶ require a rezoning or general plan amendment in a community that has recently updated its community plan.

No habitat conservation plans (HCPs) or natural community conservation plans (NCCPs) apply to the project area; therefore, Alternatives A through D would not conflict with any such plans. There are no on-site agricultural, religious, or scientific uses; therefore, Alternatives A through D would not involve the conversion of agricultural land or otherwise affect agricultural land or religious or scientific uses. Because there are no existing nonconforming uses on the site, Alternatives A through D would not expand or intensify an existing nonconforming use. In addition, Alternative A through D would not require rezoning or a general plan amendment. These issues are therefore not evaluated further in this analysis.

#### **TRPA CRITERIA**

Although TRPA does not maintain specific significance thresholds for land use, implementation of the proposed project may result in a significant impact if it would propose uses not permissible under the TVCP.

#### **CONSISTENCY WITH RELEVANT LAND USE PLANS AND POLICIES**

The project Alternatives A through D were reviewed for consistency with applicable Goals and Policies of the TRPA Regional Plan and the applicable policies of the TVCP. (Alternatives A through C are the development alternatives and Alternative D is the No Project Alternative.) The results are presented in Table 6-1, below.

## 6.3.2 IMPACT ANALYSIS

### ALTERNATIVE A—PROPOSED PROJECT

IMPACT 6.A-1	Consistency with Regional Plan Land Use Goals and Policies and TVCP Policies. <i>Alternative A, the proposed project, would result in 45 TAUs, 10 affordable/employee housing units, and commercial space, which would be consistent with the Goals and Policies of the Regional Plan and the applicable policies of the TVCP as described in Table 6-1.</i>
Significance	<i>Less Than Significant</i>
Mitigation	<i>No Mitigation is Required</i>
Significance after Mitigation	<i>Less Than Significant</i>

Table 6-1 at the end of this chapter identifies the TRPA Regional Plan goals and policies that are applicable to the proposed project, and documents that Alternative A is consistent with the Plan’s goals and policies.

The TVCP allows for residential, tourist accommodation units, commercial, and recreational uses. The project site is located in TVCP Special Area #1 (Tourist Area) and Special Area #2 (Commercial Core). In Special Area #1, tourist oriented uses are encouraged and in Special Area #2, a mix of tourist and residential serving commercial uses is encouraged. Permissible uses listed for these two areas include multi-residential units, time share tourist accommodations, commercial uses including eating and drinking places, privately owned assembly and entertainment, outdoor amusements, secondary storage, and vehicle storage and parking, and recreation uses including day use areas and outdoor recreation concessions. As shown in Table 6-1, the proposed construction of 45 TAUs, a clubhouse/administration building, 10 affordable/employee housing units, improvements to the existing main 2-story commercial building, and SR 28 frontage improvements would be consistent with the TVCP Policies and allowable land uses identified for Special Areas #1 and #2.

The proposed project would subdivide the project parcel, APN 117-071-029, into three separate parcels such that different site uses would be separated. The proposed subdivision requires the approval of both Placer County and TRPA. The applications for this subdivision are being submitted and processed separate but concurrent with the environmental review process. This subdivision is proposed independent of the proposed project and is necessary for the project applicant to obtain financing for the development of the project. In Parcel 3, the 2-story commercial building would continue to be used as a restaurant, office, and apartment. A 736-square foot addition to the back of the building would be built to consolidate various service buildings and coolers currently located behind the building. Ten three-bedroom multi-family affordable/employee housing units in five buildings would be constructed in Parcel 1. A clubhouse/administration building with five TAUs, 20 2-story duplex buildings supporting a total of 40 TAUs, seven garage buildings, and other surface parking spaces would be located in Parcel 2. Alternative A would result in a density of 16.3 multi-family units per acre on Parcel 1 and a density of 9.1 TAU units per acre on Parcel 2. The TVCP and TRPA Code of Ordinances Chapter 21 allow for a maximum of 15 units per acre for TAUs (if 10% or more of the units have a kitchen) and multi-family dwellings. As part of a bonus incentive program, affordable housing projects are permitted to increase the allowable density by up to 25% (TRPA Code of Ordinances Section 21.3.B), thereby increasing the allowable density for Parcel 1 to up to 18 multi-family units per acre. Therefore, the density of multi-family residential units on Parcel 1 (16.3) is consistent with the TRPA and TVCP allowable density of 18 units per acre. In addition, the density of TAUs on Parcel 2 (9.1) is consistent with the TRPA and TVCP allowable density of 15 units per acre.

As identified in Table 6-1 at the end of this chapter, Alternative A would be consistent with the applicable Regional Plan and TVCP goals and policies. Therefore, this impact is considered **less than significant**.

**IMPACT 6.A-2**      **Potential for Conversion of Land Use.** *Alternative A would remove the existing private campground and RV park and would construct 45 TAUs, a clubhouse/administration building, 10 affordable/employee housing units, improvements to the existing main 2-story commercial building, and SR 28 frontage improvements. Although the site would change from a developed campground to TAUs and affordable/employee housing, the land use would remain consistent with the TVCP tourist area and commercial core designations.*

**Significance**      *Less Than Significant*

**Mitigation**      *No Mitigation is Required*

**Significance after Mitigation**      *Less Than Significant*

The proposed project would remove 27 existing developed campsites from the project site and would result in the construction of 45 TAUs, a clubhouse/administration building, 10 affordable/employee housing units, improvements to the existing main 2-story commercial building, and SR 28 frontage improvements (Exhibit 3-4). Although the project would result in a change in use from developed camping facilities to tourist accommodations and residential units, as explained above in Impact 6.A-1, Alternative A would be consistent with the TVCP and Special Areas #1 and #2. The TVCP allows for residential, tourist accommodations, commercial, and recreational uses; in Special Area #1 tourist oriented uses are encouraged and in Special Area #2 a mix of tourist and residential serving commercial uses is encouraged. Because the new TAUs, affordable/employee housing units, main 2-story commercial building improvements, and SR 28 frontage improvements are consistent with the TVCP designated land uses for the project site, no land use conversion would occur and this impact is considered **less than significant**.

**IMPACT 6.A-3**      **Potential for Division of an Existing Community (or Land Use Compatibility and Density).** *Alternative A would not divide an established community because the project's proposed affordable/employee housing units, TAUs, and commercial land uses would be similar to those existing in the surrounding area and Alternative A would include features that would serve to connect the project site with the surrounding community.*

**Significance**      *Less Than Significant*

**Mitigation**      *No Mitigation is Required*

**Significance after Mitigation**      *Less Than Significant*

The proposed project site is surrounded by residential, commercial, and tourist-oriented uses (Exhibits 3-2 and 6-1). The proposed project would remove the existing private campground and RV park and buildings ancillary to the main 2-story commercial building, but would then construct 45 TAUs, a clubhouse/administration building, 10 affordable/employee housing units, improvements to the existing main 2-story commercial building, and SR 28 frontage improvements. As shown in Table 6-1, the proposed development would be consistent with the TVCP Policies and allowable land uses identified for Special Areas #1 and #2. Furthermore, the proposed development and land uses are compatible with and supportive of the surrounding residential, commercial, and tourist-oriented land uses in TVCP.

As described in Impact 6.A-1, Alternative A would result in the subdivision of the project parcel, APN 117-071-029, into three new parcels such that different site uses would be separated. The use and density in Parcels 1, 2, and 3 are consistent with the TRPA and TVCP designated land uses and densities. The proposed development would be consistent with and supportive of the surrounding residential, commercial, and tourist-oriented land uses

of the TVCP, would be consistent with the TVCP designated land uses for the project, and would be consistent with the TRPA and TVCP residential densities. Therefore, Alternative A would not divide an established community and this impact is considered **less than significant**.

**ALTERNATIVE B—REDUCED DEVELOPMENT**

**IMPACT 6.B-1**      **Consistency with Regional Plan Land Use Goals and Policies and TVCP Policies.** *Because Alternative B would be located on the same site as Alternative A, this impact is the same as Impact 6.A-1 described above for Alternative A. Alternative B would result in a lower density development than Alternative A, with 39 TAUs, 10 affordable/employee housing units, and commercial space, which would be consistent with the Goals and Policies of the Regional Plan and the applicable policies of the TVCP as described in Table 6-1.*

**Significance**      *Less Than Significant*

**Mitigation**      *No Mitigation is Required*

**Significance after Mitigation**      *Less Than Significant*

**IMPACT 6.B-2**      **Potential for Conversion of Land Use.** *Because Alternative B would be located on the same site as Alternative A, this impact is the same as Impact 6.A-2 described above for Alternative A. Alternative B would remove the existing private campground and RV park and would construct 39 TAUs, a clubhouse/administration building, 10 affordable/employee housing units, improvements to the existing main 2-story commercial building, and SR 28 frontage improvements. Although the site would change from a developed campground to TAUs and affordable/employee housing, the land use would remain consistent with the TVCP tourist area and commercial core designations.*

**Significance**      *Less Than Significant*

**Mitigation**      *No Mitigation is Required*

**Significance after Mitigation**      *Less Than Significant*

**IMPACT 6.B-3**      **Potential for Division of an Existing Community (or Land Use Compatibility and Density).** *Because Alternative B would be located on the same site as Alternative A, this impact is the same as Impact 6.A-3 described above for Alternative A. Alternative B would not divide an established community because Alternative B's affordable/employee housing units, TAUs, and commercial land uses would be similar to those existing in the surrounding area and Alternative B would include features that would serve to connect the project site with the surrounding community.*

**Significance**      *Less Than Significant*

**Mitigation**      *No Mitigation is Required*

**Significance after Mitigation**      *Less Than Significant*

**ALTERNATIVE C—REDUCED DEVELOPMENT WITH RECREATION ELEMENTS**

**IMPACT 6.C-1**      **Consistency with Regional Plan Land Use Goals and Policies and TVCP Policies.** *Because Alternative C would be located on the same site as Alternative A, this impact is the same as Impact 6.A-1 described above for Alternative A. Alternative C would result in a lower density development than Alternative A, with 39 TAUs, 10 affordable/employee housing units, and commercial space, while increasing recreational amenities, which would be consistent with the Goals and Policies of the Regional Plan and the applicable policies of the TVCP as described in Table 6-1.*

**Significance**      *Less than Significant*

**Mitigation**      *No Mitigation is Required*

**Significance after Mitigation**      *Less Than Significant*

**IMPACT 6.C-2**      **Potential for Conversion of Land Use.** *Because Alternative C would be located on the same site as Alternative A, this impact is the same as Impact 6.A-2 described above for Alternative A. Alternative C would remove the existing private campground and RV park and would construct 39 TAUs, a clubhouse/administration building, 10 affordable/employee housing units, improvements to the existing main 2-story commercial building, SR 28 frontage improvements, and recreational amenities. Although the site would change from a developed campground to TAUs and affordable/employee housing with recreational amenities, the land use would remain consistent with the TVCP tourist area and commercial core designations.*

**Significance**      *Less Than Significant*

**Mitigation**      *No Mitigation is Required*

**Significance after Mitigation**      *Less Than Significant*

**IMPACT 6.C-3**      **Potential for Division of an Existing Community (or Land Use Compatibility and Density).** *Because Alternative C would be located on the same site as Alternative A, this impact is the same as Impact 6.A-3 described above for Alternative A. Alternative C would not divide an established community because Alternative C's affordable/employee housing units, TAUs, commercial land uses, and recreational amenities would be similar to those existing in the surrounding area and Alternative C would include features that would serve to connect the project site with the surrounding community.*

**Significance**      *Less Than Significant*

**Mitigation**      *No Mitigation is Required*

**Significance after Mitigation**      *Less Than Significant*

## **ALTERNATIVE D—NO PROJECT**

Under the No Project Alternative, no changes would occur to the land uses on the project site; the project site would remain a private campground and RV park with a main 2-story commercial building containing a restaurant, office space and an apartment and ancillary buildings. The existing land uses are consistent with the TVCP and the TRPA Regional Plan and are compatible with surrounding residential, commercial, and tourist-oriented uses. Therefore, the No Project Alternative would be consistent with local and regional plans, and this alternative would not divide an established community.

While the property owners have continued to operate the campground, according to the project applicant, its closure would occur under the No Project Alternative. It is likely that the Campground would not reopen after the 2007 season.

### **6.3.2 MITIGATION MEASURES**

No mitigation is required for Alternatives A through D.

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
<b>TRPA Goals and Policies</b>		
<b>Land Use Goal #1: Restore, maintain, and improve the quality of the Lake Tahoe Region for the visitors and residents of the region.</b>		
<b>Policy 1:</b> The primary function of the region shall be as a mountain recreation area with outstanding scenic and natural values.	Consistent	<p>All of the development alternatives (Alternatives A, B, and C) would result in the development of TAUs, affordable/employee housing units, a clubhouse/ administration building, improvements to the façade of the existing main commercial building fronting SR 28, streetscape improvements along SR 28, and an easement for a portion of a multiple use (including bicycles) public path connecting the North Tahoe Regional Park and the SR 28/National Avenue intersection – each of the development alternatives would include construction of the portion of the path within this easement. These tourist-oriented uses would support year-round tourism opportunities. The development alternatives would also reduce coverage on the project site and would be constructed in accordance with TRPA scenic guidelines.</p> <p>Under Alternative D, the No Project Alternative, the project site would remain in use as a campground and RV park, which would also continue to support tourist-oriented uses.</p>
<b>Policy 2:</b> The Regional Plan gives a high priority to correcting past deficiencies in land use. The Plan shall encourage a redirection strategy for substantially and adversely altered areas, wherever feasible.	Consistent	<p>The TVCP management strategy is redirection, and the planning statement calls for redeveloping Tahoe Vista to continue to serve the commercial needs of the residents and tourists of the north shore. Alternatives A, B, and C would remove the Sandy Beach Campground and construct TAUs, affordable/employee housing units, and a clubhouse/administration building, consistent with the land uses identified for the site in the TVCP. The proposed development alternatives would improve the façade of the existing main commercial building and would reduce site coverage.</p> <p>The No Project Alternative, Alternative D, would leave the site in use as a campground and RV park, which would support tourist-oriented uses, but would not improve the façade of the main commercial building, implement streetscape improvements along SR 28, or reduce the existing site coverage. Spindleshanks Restaurant and the surrounding smaller commercial businesses would continue to operate as under existing conditions.</p>
<b>Policy 3:</b> The Plan shall seek to maintain a balance between economic health and the environment.	Consistent	<p>The proposed development alternatives would remove the Sandy Beach Campground and construct TAUs, affordable/employee housing units, and a clubhouse/administration building. However, this development would be consistent with the land uses identified for the site in the TVCP, would improve the façade of the existing main commercial building, would implement streetscape improvements along SR 28, would provide a multiple use (including bicycles) public path, and would reduce site coverage.</p> <p>The No Project Alternative, Alternative D, would leave the site in use as a campground and RV park, which would support tourist-oriented uses in the TVCP, but would not improve the façade of the main commercial building, implement streetscape improvements along SR 28, or reduce the existing site coverage. Spindleshanks Restaurant and the surrounding smaller commercial businesses would continue to operate as under existing conditions.</p>

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
<b>Land Use Goal #2: Direct the amount and location of new land uses in conformance with the environmental threshold carrying capacities and other goals of the Tahoe Regional Planning Compact.</b>		
<b>Policy 1:</b> The total population permitted in the region at one time shall be a function of the constraints of the Regional Plan and the Environmental Threshold Carrying Capacities.	Consistent	TRPA threshold criteria applicable to the project are identified for each applicable environmental resource topic addressed in Chapters 6 through 17 of this document. These thresholds are incorporated into the criteria of significance against which the project impacts are analyzed. Alternatives A through D would result in less than significant impacts; potentially significant impacts that are identified can be mitigated to less-than-significant levels with implementation of mitigation measures identified in this EA/EIR.
<b>Policy 3:</b> The Plan Area Statements shall also identify the management theme for each planning area by designating each area for (1) maximum regulation, (2) development with mitigation, or (3) redirection of development. These designations shall provide additional policy direction for regulating land use.	Consistent	The redirection of development designation is designed primarily to improve environmental quality and community character by changing the direction of development or density through relocation of facilities, rehabilitation or restoration of existing structures and uses, and limited new development. The purpose of this designation is to reduce impervious coverage, restore natural environments, improve the efficiency of transportation systems, improve scenic quality, and provide high quality facilities for residents and visitors alike.  The management theme for the TVCP is identified as redirection. Alternatives A, B, and C would remove the Sandy Beach Campground and construct TAUs, affordable/ employee housing units, and a clubhouse/ administration building, consistent with the land uses identified for the site in the TVCP. The proposed development alternatives would improve the façade of the existing main commercial building, would implement streetscape improvements along SR 28, would provide a multiple use (including bicycles) public path, and would reduce site coverage.  The No Project Alternative, Alternative D, would leave the site in use as a campground and RV park, which would support tourist-oriented uses, but would not improve the site.
<b>Policy 4:</b> The Plan Area Statements set forth special policy direction to respond to the particular need, problems, and future development of a specific area. Each Planning Area Statement may vary in detail or specificity depending on the nature of the area and the detail or specificity related to local jurisdictional plans.	Consistent	The proposed project is located in TVCP Special Area #1 (tourist area) and Special Area #2 (commercial core). Alternatives A through D would be consistent with the permissible uses in these special areas.
<b>Policy 7:</b> No new divisions of land shall be permitted within the region which would create new development potential inconsistent with the goals and policies of this plan.	Consistent	Alternatives A, B, and C would result in the subdivision of the project parcel, APN 117-071-029, into three new parcels so that different site uses would be separated. The subdivision process would occur independent of the project alternatives. The subdivision will not create entitlements for the project applicant to develop the site, but is necessary for the project applicant to obtain financing for the development at the site. The proposed development alternatives would provide for permissible tourist-oriented uses allowed per TVCP Special Areas #1 and #2. The development alternatives would result in densities consistent with TRPA

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>																						
Plans and Policies	Consistency	Discussion																				
		Code of Ordinances Chapter 21, would reduce coverage on the project site, and would be constructed in accordance with TRPA scenic guidelines.  Under Alternative D, the No Project Alternative, the project site would be subdivided but would remain in use as a campground and RV park, which would also continue to support tourist-oriented uses that are permissible per TVCP Special Areas #1 and #2.																				
<b>Policy 13:</b> Redevelopment shall be encouraged in areas designated for redirection to improve environmental quality and community character.	Consistent	The management theme for the TVCP is identified as redirection. Alternatives A, B, and C would remove the Sandy Beach Campground and construct TAUs, affordable/employee housing units, and a clubhouse/administration building, consistent with the land uses identified for the site in the TVCP. The proposed development alternatives would improve the façade of the existing main commercial building, would implement streetscape improvements along SR 28, would provide a multiple use (including bicycles) public path, and would reduce site coverage.  The No Project Alternative, Alternative D, would leave the site in use as a campground and RV park, which would support tourist-oriented uses, but would not improve the façade of the main commercial building, implement streetscape improvements along SR 28, or reduce the existing site coverage. Spindleshanks Restaurant and the surrounding smaller commercial businesses would continue to operate as under existing conditions.																				
<b>Land Use Goal #3: All new development shall conform to the coefficients of allowable land coverage as set forth in “The Land Capability Classification of the Lake Tahoe Basin, California-Nevada, a Guide for Planning, Bailey, 1974.”</b>																						
<b>Policy 1:</b> Allowed base land coverage for all new projects and activities shall be calculated by applying the Bailey coefficients, as shown below, to the applicable area within the parcel boundary.	Consistent	The project site is currently partially developed and includes 174,324 sf of impervious surfaces (including 109,708 sf of compacted dirt), which results in approximately 64% site coverage.  The project site is located in Land Capability District (LCD) 6 (Bailey 1974). Per TRPA Code of Ordinances Section 20.3.A, “Base Land Coverage Requirements,” LCD 6 has a base allowable coverage of 30%. As an incentive to construct high-density affordable housing and tourist accommodation projects, TRPA allows for up to 50% site coverage for projects within TRPA-approved community plans (TRPA Code of Ordinances Section 20.3.B[3]). Since the project parcel is completely within TVCP boundaries, the project with its 45 TAUs and 10 affordable/ employee housing units would qualify for this increased level of site coverage. If the project site were undeveloped, this 50% coverage would be the allowable coverage for the site. However, the project site is developed and occupied as described above. The developed land coverage, 174,324 sf, on the project site is recognized by TRPA and provides the basis for the future allowable coverage rather than the land capability district or adjusted transfer coverage provided as an incentive for these types of project.  Alternative A, the proposed project, would result in approximately 169,061 sf (excluding coverage within future linear public facility area) of impervious surfaces (see Table 3-1). This would result in 62% site coverage. This would be a reduction of approximately 5,263 sf of site coverage in comparison to the TRPA verified coverage for the site. This land coverage reduction would be banked by TRPA.																				
<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Land Capability District</th> <th style="text-align: center;">Max Allowable Coverage</th> </tr> </thead> <tbody> <tr><td style="text-align: center;">1a</td><td style="text-align: center;">1%</td></tr> <tr><td style="text-align: center;">1b</td><td style="text-align: center;">1%</td></tr> <tr><td style="text-align: center;">1c</td><td style="text-align: center;">1%</td></tr> <tr><td style="text-align: center;">2</td><td style="text-align: center;">1%</td></tr> <tr><td style="text-align: center;">3</td><td style="text-align: center;">5%</td></tr> <tr><td style="text-align: center;">4</td><td style="text-align: center;">20%</td></tr> <tr><td style="text-align: center;">5</td><td style="text-align: center;">25%</td></tr> <tr><td style="text-align: center;">6</td><td style="text-align: center;">30%</td></tr> <tr><td style="text-align: center;">7</td><td style="text-align: center;">30%</td></tr> </tbody> </table>	Land Capability District	Max Allowable Coverage	1a	1%	1b	1%	1c	1%	2	1%	3	5%	4	20%	5	25%	6	30%	7	30%		
Land Capability District	Max Allowable Coverage																					
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<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
		<p>Alternative B, the Reduced Development Alternative, would result in approximately 163,459 sf (excluding coverage within future linear public facility area) of impervious surface, resulting in 60% total site coverage (see Table 4-1). This would be a reduction of 10,865 sf site coverage in comparison to the TRPA verified coverage for the site. This land coverage reduction would be banked by TRPA.</p> <p>Alternative C, the Reduced Development with Recreation Elements Alternative, would result in approximately 163,459 sf (excluding coverage within future linear public facility area) of impervious surface, resulting in 61% total site coverage (see Table 4-2). This would be a reduction of 10,865 sf site coverage in comparison to the TRPA verified coverage for the site. This land coverage reduction would be banked by TRPA.</p> <p>Alternative D, the No Project Alternative, would result in no new development and the site coverage would remain at the TRPA-recognized 174,324 sf.</p>
<p><b>Policy 1:</b> Rehabilitation, reconstruction, and upgrading of the existing inventory of structures, or other forms of coverage in the Tahoe Region, are high priorities of the Regional Plan.</p>	Consistent	<p>Alternatives A, B, and C would remove the Sandy Beach Campground and construct TAUs, affordable/employee housing units, and a clubhouse/administration building, consistent with the land uses identified for the site in the TVCP. The proposed development alternatives would improve existing facilities and would reduce site coverage.</p> <p>The No Project Alternative, Alternative D, would leave the site in use as a campground and RV park, which would support tourist-oriented uses, but would not improve the façade of the main commercial building, implement streetscape improvements along SR 28, or reduce the existing site coverage. Spindleshanks Restaurant and the surrounding smaller commercial businesses would continue to operate as under existing conditions.</p>
<p><b>Land Use Goal #4: Provide to the greatest possible extent, within the constraints of the environmental threshold carrying capacities, a distribution of land use that ensures the social, environmental, and economic well-being of the region.</b></p>		
<p><b>Policy 1:</b> All persons shall have the opportunity to use and enjoy the region’s natural resources and amenities.</p>	Consistent	<p>The proposed development alternatives A, B, and C include an easement to provide a portion of a Class I multiple use (including bicycle) public trail that would connect the North Tahoe Regional Park to the SR 28/National Avenue intersection. The development alternative would construct the portion of the trail within the easement on the project site. In addition, all project alternatives provide access to the beach via a cross-walk located at the project site across SR 28. Furthermore, all alternatives support tourist-oriented uses.</p> <p>Alternative C would also provide additional recreational amenities, including a kayak/bicycle rental concessionaire’s addition to the main commercial building, a public pedestrian footpath connection to the multiple use public trail easement, bicycle racks at two locations, and shared day use parking for the Sandy Beach Recreation Area in the main commercial building parking lot (Exhibit 4-3).</p>

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
<b>Policy 2:</b> No person or persons shall develop property so as to endanger the public health, safety, and welfare.	Consistent	Construction of Alternatives A, B, and C would likely involve the use of hazardous materials, such as fuels and other materials, but this would be temporary and all materials would be used in accordance with applicable federal, state, and local laws, including California Occupational Safety & Health Administration (Cal-OSHA) requirements and manufacturer’s instructions. During demolition/ construction activities, construction workers could come into contact with and be exposed to hazardous materials in on-site buildings (i.e., asbestos or lead-based paint) or materials contained in underground storage tanks (USTs), but mitigation measures have been included that would reduce these risks to a less-than-significant level (see Chapter 17, “Hazards and Hazardous Materials”). In addition, according to the Earthquake Potential Map for Portions of Eastern California and Western Nevada (CGS 2005), the North Tahoe area is considered to have a relatively low potential for shaking caused by seismic-related activity. Alternatives A through D would be constructed on a relatively level site where no known nonseismic geologic hazards have occurred. The project would be designed and constructed in accordance with the current design requirements of Uniform Building Code (UBC) Seismic Zone 3. For these reasons, Alternatives A through D would not endanger public health, safety, or welfare.
<b>Land Use Goal #5: Coordinate the regulation of land uses within the region with the land uses surrounding the region.</b>		
<b>Policy 2:</b> The Agency shall develop joint review agreements with public entities adjoining the region to consider acts of development or impacts of development that cross jurisdictional boundaries.	Consistent	TRPA and Placer County are acting as co-lead agencies pursuant to the Tahoe Regional Planning Compact and CEQA. Both TRPA and Placer County maintain discretionary authority over the primary project approvals. The EA/EIR will also be distributed to responsible agencies for review.
<b>Housing Goal #1: To the extent possible, affordable housing will be provided in suitable locations for the residents of the region.</b>		
<b>Policy 1:</b> Special incentives, such as bonus development units, will be given to promote affordable or government-assisted housing for lower income households (80% of respective county’s median income) and for very low income households (50% of respective county’s median income). Each county’s median income will be determined according to the income limits published annually by HUD.	Consistent	Each of the development alternatives would include 10 affordable/employee housing units that would be sold or leased to on-site employees or local residents/employees at price levels established by Placer County and TRPA such that they meet the affordable income definitions for very low (income not in excess of 50% of the County’s median income), low (income between 51% and 80% of the County’s median income) and moderate income (income between 81% and 120% of the County’s median income) households. Four of the units would be made available to very low income households, whereas the remaining six units would be made availability to low and/or moderate income households. Each of the units would be deed restricted to ensure that tenant incomes and monthly costs are adjusted based on the County’s median income requirements – the deed restrictions would limit future sales or leases to buyers that meet the same affordable requirements. The project applicant would cooperate with TRPA and Placer County in formulating the deed restrictions subject to approval of the California Department of Real Estate. The deed restrictions would maintain these units at the specified affordability levels for a minimum of 45 years, as required by State Health and Safety Code Section 33413; TRPA staff have indicated that the units would need to be deed restricted in perpetuity.

**Table 6-1  
Consistency with Relevant Land Use Plans and Policies**

Plans and Policies	Consistency	Discussion
		<p>The project site is located in Land Capability District (LCD) 6, based on the land capability system established in “Land Capability Classifications of the Lake Tahoe Basin” (Bailey 1974). Per TRPA Code of Ordinances Section 20.3.A, “Base Land Coverage Requirements,” LCD 6 has a base allowable coverage of 30%. As a special incentive to construct high-density affordable housing and tourist accommodation projects, TRPA allows for up to 50% site coverage for projects within TRPA-approved community plans (TRPA Code of Ordinances Section 20.3.B[3]). Since the project parcel is completely within TVCP boundaries, the project with its 45 TAUs and 10 affordable/employee housing units would qualify for this increased level of site coverage. If the project site were undeveloped, this 50% coverage would be the allowable coverage for the site. However, the project site is developed and occupied as described above. The developed land coverage on the project is recognized by TRPA and provides the basis for the future allowable coverage rather than the land capability district or adjusted transfer coverage provided as an incentive for these types of project.</p> <p>The plan designation of the TVCP includes eligibility to participate in the multi residential incentive program (MRIP). The MRIP is intended to provide an incentive for project applicants to improve environmental conditions and/or to build moderate-income and/or affordable housing by awarding “bonus units” to projects that comply with certain criteria. A bonus unit is equivalent to a development right. Each unit proposed for development requires a development right. Therefore, each bonus unit awarded to a project is one less development right the project applicant would otherwise be required to obtain. Because this project is within a designated MRIP area, and because Placer County maintains a TRPA-certified Local Government Moderate-Income Housing Program that each of the development alternatives complies with, the applicant would be eligible for bonus units for the affordable housing that is proposed.</p> <p>As part of another bonus incentive program, affordable housing projects are permitted to increase the allowable density by up to 25% (TRPA Code of Ordinances Section 21.3.B), thereby increasing the allowable density for Parcel 1 (where the affordable/employee housing units would be constructed for each of the development alternatives) to up to 18 multi-family units per acre. Therefore, the density of multi-family residential units on Parcel 1 (16.3) is consistent with the TRPA and TVCP allowable density of 18 units per acre.</p> <p>Alternative D, the No Project Alternative, would result in no new development. Because no affordable/employee housing units would be constructed, none of the aforementioned special incentives would be required nor would they apply.</p>
<b>Policy 2:</b> Local governments will be encouraged to assume their “fair share” of the responsibility to provide lower and very low-income housing.	Consistent	See discussion under Housing Goal #1, Policy 1 above.

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
<p><b>Policy 3:</b> 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.</p>	Consistent	See discussion under Housing Goal #1, Policy 1 above.
<p><b>Policy 4:</b> 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.</p>	Consistent	Alternatives A, B, and C would provide 10 affordable/employee housing units in Tahoe Vista as described under Policy 1 above. The project site is located within a quarter-mile of transit facilities on SR 28, the post office at SR 28 and National Avenue, and commercial uses on SR 28.
<p><b>Noise Goal #1: Single-event noise standards shall be attained and maintained.</b></p>		
<p><b>Policy 6:</b> The plan will permit uses only if they are consistent with the noise standards. Sound proofing practices may be required on all structures containing uses that would otherwise adversely impact the prescribed noise levels.</p>	Consistent	As discussed in Chapter 16, “Noise,” Alternatives A through C would result in less-than-significant noise impacts with the implementation of recommended mitigation measures. Required mitigation includes buffering on-site stationary noise generated by HVAC equipment and garbage collection activities. With the implementation of mitigation, the proposed development alternatives would be consistent with established noise standards. As a TAU resort and affordable/employee housing development, the project does not propose features or activities that would be expected to generate substantial single-event noise episodes.
<p><b>Noise Goal #2: Community noise equivalent levels shall be attained and maintained.</b></p>		
<p><b>Policy 1:</b> Transmission of noise from the transportation corridors shall be reduced.</p>	Consistent	As discussed in Chapter 16, “Noise,” for development Alternatives A through C, the project applicant shall restrict construction-related heavy truck trips and on-site construction activities to the hours between 8:00 AM and 6:30 PM and prohibit such trips and activities on Sundays and federal holidays. Construction-related vehicle trips and activities that occur between the hours of 8:00 AM and 6:30 PM are exempt from the applicable standards. As discussed in Impact and Mitigation Measure 16.A-5, the proposed project would result in noise levels in outdoor activity areas of noise-sensitive receptors (affordable/employee housing units) located closest to SR 28 that exceed Placer County and TRPA standards that could be mitigated to a less-than-significant level by designing the proposed fence/wall just south of the affordable/housing units to provide adequate noise reduction. Furthermore, based on the noise modeling conducted for the project, implementation of the proposed project would not result in a substantial increase (i.e., 3 dBA) in ambient noise levels at off-site existing nearby noise-sensitive land uses. Therefore, the project would result in a less-than-significant impact related to community noise equivalent levels.

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
<b>Natural Hazards Goal #1: Risks from natural hazards (e.g., flood, fire, avalanche, earthquake) will be minimized.</b>		
<b>Policy 2:</b> Prohibit construction, grading, and filling of lands within the 100-year floodplain and in the area of wave run-up, except as necessary to implement the goals and policies of the plan. Require all public utilities, transportation facilities, and other necessary public uses located in the 100-year floodplain and area of wave run-up to be constructed or maintained to prevent damage from flooding and to not cause flooding.	Consistent	The project would not result in construction, grading or filling within the 100-year floodplain or the wave run-up area.
<b>Policy 3:</b> Inform residents and visitors of the wildfire hazard associated with occupancy in the basin. Encourage use of fire resistant materials and fire preventative techniques when constructing structures, especially in the highest fire hazard areas. Manage forest fuels to be consistent with state laws and other goals and policies of this plan.	Consistent	Under all development alternatives, the project occupants would be informed of the wildfire hazard associated with occupancy in the basin and all project buildings would be equipped with sprinklers and would be required to comply with building codes related to fire safety.
<b>Water Quality Goal #1: Reduce loads of sediment and algal nutrients to Lake Tahoe; meet sediment and nutrient objectives for tributary streams, surface runoff, and subsurface runoff, and restore 80% of the disturbed lands.</b>		
<b>Policy 2:</b> All persons who own land and all public agencies that manage public lands in the Lake Tahoe region shall put BMPs in place; maintain their BMPs; protect vegetation on their land from unnecessary damage; and restore the disturbed soils on their land.	Consistent	Under all alternatives (A through D), the project site, APN 117-071-029, would be subdivided into three separate parcels such that different site uses would be separated. The subdivision process would occur independent of the project and requires the approval of both Placer County and TRPA. The applications for this subdivision are being submitted and processed separate but concurrent with the environmental review process. This subdivision will not create entitlements for the project applicant to develop the site, but is necessary for the project applicant to obtain financing for the implementation of any of the development alternatives. With the subdivision, the project site will be kept in its existing condition with the exception of retrofitting the site with BMPs. The BMPs will consist of infiltration trenches under existing building roof eaves and along the down gradient edges of existing pavement. In addition, existing bare dirt areas will be revegetated and/or mulched.  As described in Chapter 8, “Hydrology and Water Quality,” Alternatives A through C would include additional temporary and permanent BMPs, implementation of which would be the responsibility of the project applicant. Disturbed soils would be restored in compliance with the SWPPP that would be approved before construction.  Under Alternative D, the No Project Alternative, the site would not involve development disturbance, but would incorporate the BMPs required as part of the subdivision process as described above.

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
<b>Policy 3:</b> Application of BMPs to projects shall be required as a condition of approval for all projects.	Consistent	See discussion under Water Quality Goal # 1, Policy 2 above.
<b>Policy 8:</b> Transportation and air quality measures aimed at reducing airborne emissions of oxides of nitrogen (NO <sub>x</sub> ) in the Tahoe basin shall be carried out.	Consistent	As described in Chapter 15, “Air Quality,” mitigation measures would be implemented as necessary to reduce temporary construction emissions of NO <sub>x</sub> . In addition to these mitigation measures, construction of Alternatives A, B, and C would be required to comply with all applicable Placer County Air Pollution Control District (PCAPCD) rules, including Rule 202 regarding visible emissions, Rule 228 regarding fugitive dust, Rule 218 regarding the application of architectural coatings, and Rule 217 regarding cutback and emulsified asphalt paving materials.
<b>Water Quality Goal #2: Reduce or eliminate the addition of other pollutants that affect, or potentially affect, water quality in the Tahoe Basin.</b>		
<b>Policy 1:</b> All persons engaging in public snow disposal operations in the Tahoe region shall dispose of snow in accordance with site criteria and management standards in the <i>Handbook of Best Management Practices</i> .	Consistent	Under Alternatives A, B, or C the full-time site manager would be responsible for snow removal. Snow removal would occur in accordance with the <i>Handbook of Best Management Practices</i> . Chapter 8, “Hydrology and Water Quality,” addresses stormwater runoff at the project site. Proposed snow storage areas are shown in detail in Exhibit 3-16.
<b>Policy 5:</b> No person shall discharge solid wastes in the Lake Tahoe region by depositing them on or in the land, except as provided by TRPA ordinance.	Consistent	As discussed in Chapter 13, “Public Services and Utilities,” solid waste removal services would be provided by the Tahoe-Truckee Sierra Disposal Company, Inc. (TTSD). All materials collected, including garbage and recyclables, would be hauled to the Placer County Eastern Material Recovery Facility, where they would be sorted in efforts to meet California’s mandatory solid waste diversion requirements. This is true for all alternatives.
<b>Community Design Goal #1: Ensure 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.</b>		
<b>Policy 1:</b> The scenic quality ratings established by the environmental thresholds shall be maintained or improved.	Consistent	As discussed in Chapter 10, “Scenic Resources,” Alternatives A through D would comply with scenic quality standards for TRPA, including TRPA’s Scenic Resource Thresholds identified in TRPA’s Code of Ordinances, and Placer County. Implementation of recommended mitigation measures for development Alternatives A through C would ensure compliance with TRPA’s Design Review Guidelines and Placer County’s guidelines regarding lighting.
<b>Community Design Goal #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.</b>		
<b>Policy 1:</b> Regional design review shall include the following to be used in evaluating projects throughout the region. This review may entail additional requirements for or special requirements not listed below.	Consistent	As discussed in Chapter 3, “Project Description,” and Chapter 4, “Alternatives,” the proposed development alternatives include appropriate building placement and design, BMPs, appropriate site access and parking, minimal lighting, landscaping and appropriate signage. All of the proposed buildings, including affordable/employee housing units, TAUs, the clubhouse/administration building, and associated structures would be either one- or two-stories in height, in compliance with TRPA height restrictions. (The maximum allowable building heights and the proposed building heights for the proposed project are provided in Table 3-2). Five of the buildings, four TAU buildings and the clubhouse/administration building, are proposed to be

**Table 6-1  
Consistency with Relevant Land Use Plans and Policies**

Plans and Policies	Consistency	Discussion
<p>A. Site Design: All new development shall consider site design which includes, at a minimum:</p> <ol style="list-style-type: none"> <li>1) Existing natural features to be retained and incorporated into the site design.</li> <li>2) Building placement and design to be compatible with adjacent properties and consideration of solar exposure, climate, noise, safety, fire protection, and privacy.</li> <li>3) Site planning to include a drainage, infiltration, and grading plan meeting BMP standards.</li> <li>4) Access, parking, and circulation to be logical, safe, and meet the requirements of the transportation element.</li> </ol> <p>B. Building Height, Bulk and Scale: Standards shall be adopted to ensure attractive and compatible development. The following shall be considered:</p> <ol style="list-style-type: none"> <li>1) Building height shall be limited to two stories except that provisions for additional height requirements shall be provided for unique situations such as lighting towers, ski towers, steep sites, redevelopment projects and tourist accommodation facilities.</li> <li>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.</li> <li>3) Buffer requirements shall be established for noise, snow removal, aesthetic, and environmental purposes.</li> <li>4) The scale of structures should be consistent with surrounding uses.</li> <li>5) Viewshed should be considered in all new</li> </ol>	<p>higher than the maximum building height allowed in Chapter 22, Table A. The additional heights are proposed based on the ability of TRPA to make findings per TRPA Code of Ordinances Section 22.4.A(1), which allows for increasing the maximum building height by 4 feet, but not to exceed a maximum of 38 feet, and Code of Ordinances Section 22.4.B, which allows for increasing the maximum building height for TAUs in Community Plan Areas up to a maximum of 48 feet. TRPA would need to make the findings necessary per Section 22.7 for these heights to be allowed.</p> <p>As discussed in Chapter 10, “Scenic Resources,” Alternatives A through D would comply with scenic quality standards for TRPA, including TRPA’s Scenic Resource Thresholds identified in TRPA’s Code of Ordinances, and Placer County. Implementation of recommended mitigation measures would ensure compliance with TRPA’s Design Review Guidelines and Placer County’s guidelines regarding lighting.</p>	

**Table 6-1  
Consistency with Relevant Land Use Plans and Policies**

Plans and Policies	Consistency	Discussion
<p>construction. Emphasis should be placed on lake views from major transportation corridors.</p> <p>C. Landscaping: The following should be considered with respect to this design component of a project:</p> <ol style="list-style-type: none"> <li>1) Native vegetation should be utilized whenever possible.</li> <li>2) Vegetation should be used to screen parking and to alleviate long strips of parking space.</li> <li>3) Plants should be used to give privacy, reduce glare and heat, deflect wind, muffle noise, prevent erosion, and soften the line of architecture.</li> </ol> <p>D. Lighting: Lighting increases the operational efficiency of a site. In determining the lighting for a project, the following should be considered:</p> <ol style="list-style-type: none"> <li>1) Exterior lighting should be minimized with an emphasis on safety and should be consistent with the architectural design.</li> <li>2) Overall levels should be compatible with the neighborhood light level. Emphasis should be placed on a few, well placed, low intensity lights.</li> <li>3) Lights should not blink, flash, or change intensity.</li> </ol> <p>E. Signing: In determining sign design, the following should be considered:</p> <ol style="list-style-type: none"> <li>1) Off premise signs are prohibited.</li> <li>2) Signs should be incorporated into building design.</li> <li>3) When possible, signs should be consolidated into clusters to avoid clutter.</li> </ol>		

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
<p>4) Signage should be attached to buildings when possible.</p> <p>5) Standards for height, lighting, and square footage for on premise signs shall be formulated and shall be consistent with the land uses permitted in each district.</p>		
<p><b>Transportation Objective 2: Plan for and promote land use changes and development patterns that will encourage the use of alternative transportation modes and minimize impacts on the existing transportation system.</b></p>		
<p><b>Policy A:</b> Community Plans shall promote land use development patterns and designs that will increase the ability to use public transportation, waterborne, bicycle, and pedestrian facilities.</p>	Consistent	<p>The proposed project is located in TVCP Special Area #1 (tourist area) and Special Area #2 (commercial core). Alternatives A through D would be consistent with these land use designations.</p> <p>Under development Alternatives A through C, an easement for a Class I multiple use (including bicycles) public trail would be provided at the north end of the project site, which would support the construction of one section of a Class I multiple use public trail planned by the North Tahoe Public Utility District (NTPUD) that would extend from National Avenue at SR 28 to the North Tahoe Regional Park. Each of the development alternatives would construct the portion of the trail within the easement on the site. Alternative C would also include construction of a public pedestrian walkway along the eastern boundary of Parcel 2 that would provide access from the dedicated multiple use public trail easement at the north end of the project site, through the project site, to SR 28. As such, this connection could provide more direct access from the North Tahoe Regional Park to the Sandy Beach Recreation Area across SR 28.</p> <p>Tahoe Area Regional Transit (TART), operated by Placer County, provides hourly service 7 days per week from 6:30 AM to 6:30 PM along SR 28 with 1-hour headways. An existing eastbound TART bus stop is located on both eastbound and westbound SR 28 at National Avenue. TART buses provide bicycle racks during summer months and ski racks during winter months.</p>
<p><b>Policy B:</b> Community Plans shall promote the development of neighborhood commercial areas, which will reduce travel distances.</p>	Consistent	<p>The project site is located in TVCP Special Area #1 (tourist area) and Special Area #2 (commercial core), surrounded by commercial and tourist development and residential development. Additionally, Alternatives A, B, and C would promote the use of alternative transportation modes by providing an easement for the establishment of a section of Class I multiple use public trail at the northern end of the project site that would link National Avenue at SR 28 and the North Tahoe Regional Park. All alternatives would retain the commercial uses housed in the main 2-story building fronting SR 28. Alternative C would construct an addition to this building to replace the existing recreation kayak/bicycle rental buildings that would be displaced by development Alternatives A and B.</p>
<p><b>Policy C:</b> Development patterns shall provide for the in-fill of existing areas, making use of existing transportation facilities and promoting the use of</p>	Consistent	<p>The proposed project is located in TVCP Special Area #1 (tourist area) and Special Area #2 (commercial core). Alternatives A through D would be consistent with these designations. The project site is located within a quarter-mile of transit facilities on SR 28, the post office at SR</p>

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
alternative transportation modes.		28 and National Avenue, and commercial uses on SR 28.
<b>Policy D:</b> New, expanded, or revised developments shall fully mitigate their regional and cumulative traffic impacts.	Consistent	Chapter 14, “Traffic, Parking, and Circulation,” analyzes the transportation-related effects of Alternatives A through D. Mitigation measures 14.A-1a and 14.A-1b, 14.B-1a and 14.B-1b, and 14.C-1a and 14.C-1b ensure that the project and development alternatives would contribute to the TRPA Air Quality Mitigation Fund and to the Placer County Road Network Traffic Limitation Zone and Traffic Fee Program. Therefore, the project and the development alternatives would contribute their fair share to mitigate their contribution to regional and cumulative traffic impacts.
<b>Policy E:</b> Parking for residential usage shall meet TRPA standards and shall be provided on-site.	Consistent	<p>As discussed in Chapter 14, “Traffic, Parking, and Circulation,” Alternatives A, B, and C would include an adequate supply of parking to meet the demand generated by the proposed development.</p> <p>As shown in Exhibit 3-4 and discussed in Chapter 3, “Project Description,” 132 parking spaces would be constructed as part of Alternative A. As such, Alternative A more than meets the Placer County Standards for parking that requires a minimum of 116 spaces. For Alternative A, on Parcel 3, a total of 38 parking spaces (two of which would be handicapped spaces) would support the restaurant, office, and apartment. On Parcel 1, each affordable/employee housing unit would have two parking spaces, with a total of 20 spaces, including one handicapped parking space. On Parcel 2, a total of 64 parking spaces would support the 20 TAU buildings and the TAU units in the clubhouse/administration building, with 24 surface spaces (one handicapped), and 40 garage spaces (3 handicapped).</p> <p>Under Alternatives B and C, the reduction in TAU units would result in 10 fewer parking spaces than Alternative A, including six fewer spaces in garages.</p> <p>Under Alternative D, parking would remain the same as currently provided on the project site.</p>
<b>Policy F:</b> Parking for non-residential uses shall be the minimum/maximum required to meet the demand for parking generated by the use, except as may be offset by reducing parking demand through parking management and trip reduction programs.	Consistent	See discussion under Transportation Objective 2, Policy E.
<b>Policy G:</b> Driveways shall be designed and sited to minimize impacts on public transportation, adjacent roadways and intersections, bicycle and pedestrian facilities.	Consistent	<p>As discussed in Chapter 14, “Traffic, Parking, and Circulation,” vehicular access driveways for all project alternatives would connect to SR 28. The internal project roadway would be two lanes and would provide the primary vehicular access and circulation through the project site. The roadway would provide safe and efficient access to the project site.</p> <p>Alternatives A, B, and C include an easement to provide for installation of a section of a Class I multiple use (including bicycles) public trail at the northern boundary of the project site that would be open to the public and would link National Avenue at SR 28 and North Tahoe Regional Park.</p> <p>Under Alternative D, site access to SR 28 would remain unaltered.</p>

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
<b>Transportation Objective 4: Develop and encourage the use of pedestrian and bicycle facilities as a safe and viable alternative to automobile use.</b>		
<b>Policy A:</b> There shall be a high priority on constructing pedestrian and bicycle facilities in urbanized areas of the Region and where reductions in congestion will result.	Consistent	<p>Alternatives A, B, and C include an easement to provide for installation of a section of a Class I multiple use (including bicycles) public trail at the northern boundary of the project site that would be open to the public and would link National Avenue at SR 28 and North Tahoe Regional Park – each of the development alternatives would include construction of the portion of the trail within this easement.</p> <p>Alternative C would also provide a public pedestrian footpath connection to the multiple use public trail easement, and bicycle racks at two locations (Exhibit 4-3): one set would be installed in the multiple use public trail easement at the northern end of the site, and one set along SR 28 near the eastern end of the main 2-story commercial building. The bicycle racks in the trail easement would allow trail users to park their bicycles and use the public pedestrian walkway for access to Sandy Beach Recreation Area. In addition to the inclusion of bicycle racks at the site, the project applicant proposes to sponsor future Lake Tahoe bicycle events subject to the discretion of the management company and homeowner’s association.</p> <p>Alternative D would remain as is, with no multiple use public trail or public pedestrian footpath.</p>
<b>Policy D:</b> Bicycle racks or storage facilities shall be provided at non-residential developments, transit stops, and on transit vehicles.	Consistent	See discussion under Transportation Objective 4, Policy A above. Also, under Alternative C, an addition to the main commercial building would be constructed for a kayak/bicycle rental concessionaire.
<b>Policy E:</b> Bicycle and pedestrian linkages shall be provided between residential and nonresidential areas.	Consistent	See discussion under Transportation Objective 4, Policy A above.
<b>Transportation Objective 5: Implement transportation demand management (TDM) measures to reduce the number of vehicle trips on the Region’s highways.</b>		
<b>Policy D:</b> Condominiums, timeshares, hotels and motels shall participate in public transit and private shuttle programs, and provide transit information and incentives to their guests and residents.	Consistent	As discussed in Chapter 14, “Traffic, Parking, and Circulation,” Alternatives A, B, and C would be well served by existing transit services and convenient stops. The project would add some transit trips to TART, the Tahoe Trolley, and the Town of Truckee and other winter shuttle services; however, transit trips are encouraged. The project and other development alternatives would not increase transit trips above the capacity of the transit system under typical conditions.

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
<b>Transportation Objective 6: Transportation System Management (TSM) measures shall be used to improve the efficiency of the existing transportation system.</b>		
<b>Policy B:</b> Traffic conflicts should be reduced by limiting or controlling access to major regional travel routes and major local road ways.	Consistent	As discussed in Chapter 14, “Traffic, Parking, and Circulation,” vehicular access to/from the project site for all project alternatives would be via two full-access driveways on SR 28. SR 28 has a two-way left-turn lane adjacent to the project site; therefore, left-turning project traffic coming from the west would be separated from through traffic. The driveways are separated by approximately 175 feet (corner to corner; see Exhibit 3-4). Emergency access would be via these driveways, and the internal circulation includes a looped system as required by the North Tahoe Fire Protection District. The proposed project driveways would meet Placer County standards and “No Parking” signs would be posted along internal curbsides. The driveways would be expected to provide safe and efficient vehicular and emergency access and circulation.
<b>Policy C:</b> Intersection improvements required to upgrade existing levels of service including lane restriping, turn lanes, channelization and traffic signals should be implemented when warranted.	Consistent	As discussed in Chapter 14, “Traffic, Parking, and Circulation,” the proposed project would not require any intersection improvements to upgrade levels of service.
<b>Vegetation Goal #1: Provide for a wide mix and increased diversity of plant communities in the Tahoe Basin.</b>		
<b>Policy 5:</b> Permanent disturbance or unnecessary alteration of natural vegetation associated with development activities shall not exceed the approved boundaries [or footprints] of the building, driveway, or parking structures, or that which is necessary to reduce the risk of fire or erosion.	Consistent	With implementation of Mitigation Measure 12.A-2, “Develop and Implement a Revegetation Plan,” and Mitigation Measure 12.A-3, “Minimize Tree Removal, Develop a Tree Management Plan, and a Tree Replacement Plan,” Alternatives A through C would be in compliance with TRPA’s Goals and Policies with respect to the management of vegetation in urban areas.  Under Alternative D, the project site would remain as-is and no trees or vegetation would be removed or disturbed.
<b>Policy 6:</b> The management of vegetation in urban areas shall be in accordance with the policies of this plan and shall include provisions that allow for the perpetuation of the natural-appearing landscape.	Consistent	Mitigation Measure 12.A-2 is meant to compensate for the potential disturbance/removal of more than 50% of the existing on-site vegetation via on-site avoidance and/or on-site restoration. The mitigation measure proposes a Revegetation Plan and a Vegetation Monitoring Plan both of which would be prepared and implemented by a qualified environmental professional. The Revegetation Plan shall adhere to TRPA’s landscaping and revegetation standards in the Code of Ordinances (Chapters 30 and 77) and the Rules of Procedure. In addition, the Revegetation Plan shall demonstrate how site development and construction planning minimizes the removal and disturbance of vegetation. Further, areas where coverage has been relocated would be rehabilitated to stabilize and revegetate (including mulching) soils in all barren areas in accordance with TRPA Code Ordinances Section 20.5.C(2) and consistent with Code of Ordinances Chapter 77, Revegetation. Both the Revegetation Plan and the Vegetation Monitoring Plan shall be submitted to and approved by TRPA and the Placer County Department of Resource Conservation (DRC) prior to Final Map approval. All landscaping shall consist of native, drought-tolerant plant species from the TRPA-approved

**Table 6-1  
Consistency with Relevant Land Use Plans and Policies**

Plans and Policies	Consistency	Discussion
		<p>plant list, except for accent plants which can be adapted plants.</p> <p>In early 2005, the project site contained nearly 500 trees (pines, firs, incense cedars, etc.). However, 181 unhealthy trees have since been removed from the site under the authorization of a Tree Removal Permit issued by TRPA in December 2004. A letter from TRPA accompanying the permit acknowledged concerns regarding the immediate removal of some of the marked trees and issued special conditions for their removal. The letter noted that vehicle traffic and parking were not especially well-controlled at the site, and given these conditions the removal of some marked trees could result in increased compaction and damage to soil and roots of trees that were not marked for removal. Therefore, the permit stipulated as a condition of removal of these trees that parking barriers be installed prior to their removal. Applicable trees were field marked with a “B.” After the removal of the 181 trees, there are 25 trees field marked “B” remaining on the project site that may still be removed if the stipulations are met. In addition, there are 19 trees identified on the project site that are over 30-inches dbh. Trees authorized for removal under this permit are not considered to be part of the proposed project. The proposed project would re-grade the majority of the project site, which would result in substantial tree removal. The proposed project and other development alternatives would preserve all healthy trees larger than 30 inches dbh. Per Mitigation Measure 12.A-3, a Tree Management Plan shall be prepared that adheres to the provisions in the TRPA Code of Ordinances Chapter 71, including the preservation of individual incense cedar trees (Section 71.4.A-4), and other identified specimen trees where practicable. A Tree Replacement Plan shall also be prepared that includes a plant list, a description of appropriate planting stock for new trees, a planting plan, planting and maintenance techniques, and measures to control the introduction or spread of invasive plants. In addition to the planting of trees on site, the project would pay mitigation fees into the Placer County Tree Preservation Fund.</p> <p>Although Alternatives B and C are similar to Alternative A, the changes in site design associated with Alternatives B and C are intended to increase tree retention (emphasizing retention of larger and/or clustered trees) and to reduce overall grading.</p> <p>Under Alternative D, the project site would remain as is and no trees would be removed.</p>
<p><b>Policy 9:</b> All proposed actions shall consider the cumulative impact of vegetation removal with respect to plant diversity and abundance, wildlife habitat and movement, soil productivity and stability, and water quality and quantity.</p>	<p>Consistent</p>	<p>Cumulative impacts of vegetation removal are discussed in Chapter 18, “Cumulative Impacts.” All alternatives are located on a currently developed site. However, development of Alternatives A, B, and C would result in the removal of 155, 125, and 123 trees (25 of which are permitted to be removed per TRPA Permit No. 2937), respectively. Mitigation Measure 12.A-2, “Develop and Implement a Revegetation Plan,” and Mitigation Measure 12.A-3, “Minimize Tree Removal, Develop a Tree Management Plan, and a Tree Replacement Plan,” would reduce the project’s contribution to this potentially significant cumulative impact to a less-than-significant level.</p>

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
<b>Wildlife Goal #1: Maintain suitable habitats for all indigenous species of wildlife without preference to game or nongame species through maintenance of habitat diversity.</b>		
<b>Policy 1:</b> All proposed actions shall consider impacts to wildlife.	Consistent	Chapter 12, “Vegetation and Wildlife,” of this document describes and analyzes potential impacts to wildlife resulting from development Alternatives A through C. Where appropriate, mitigation measures are recommended to offset these potential impacts.
<b>Policy 4:</b> Domestic animals and pets shall be controlled and appropriately contained.	Consistent	If domestic animals are allowed in the proposed TAU and affordable/employee housing units, they shall be controlled and appropriately contained.
<b>Soils Goal #1: Minimize soil erosion and the loss of soil productivity.</b>		
<b>Policy 1:</b> Allowable impervious land coverage shall be consistent with the threshold for impervious land coverage.	Consistent	<p>The project site is currently partially developed and includes 174,324 sf of impervious surfaces (including 109,708 sf of compacted dirt), which results in approximately 64% site coverage.</p> <p>The project site is located in LCD 6 (Bailey 1974). Per TRPA Code of Ordinances Section 20.3.A, “Base Land Coverage Requirements,” LCD 6 has a base allowable coverage of 30%. As an incentive to construct high-density affordable housing and tourist accommodation projects, TRPA allows for up to 50% site coverage for projects within TRPA-approved community plans (TRPA Code of Ordinances Section 20.3.B[3]). Since the project site is completely within TVCP boundaries, the project with its 45 TAUs and 10 affordable/employee housing units would qualify for this increased level of site coverage. If the project site were undeveloped, this 50% coverage would be the allowable coverage for the site. However, the project site is developed and occupied as described above. The developed land coverage, 174,324 sf, on the project site is recognized by TRPA and provides the basis for the future allowable coverage rather than the land capability district or adjusted transfer coverage provided as an incentive for these types of project.</p> <p>Alternative A, the proposed project, would result in approximately 169,061 sf (excluding coverage within future linear public facility area) of impervious surfaces (see Table 3-1). This would result in 62% site coverage. This would be a reduction of approximately 5,263 sf of site coverage in comparison to the TRPA verified coverage for the site. This land coverage reduction would be banked with TRPA.</p> <p>Alternative B, the Reduced Development Alternative, would result in approximately 163,459 sf (excluding coverage within future linear public facility area) of impervious surface, resulting in 60% total site coverage (see Table 4-1). This would be a reduction of 10,865 sf site coverage in comparison to the TRPA verified coverage for the site. This land coverage reduction would be banked with TRPA.</p> <p>Alternative C, the Reduced Development with Recreation Elements Alternative, would result in approximately 163,459 sf (excluding coverage within future linear public facility area) of impervious surface, resulting in 61% total site coverage (see Table 4-2). This would be a reduction of 10,865 sf site coverage in comparison to the TRPA verified coverage for the site. This land coverage reduction would be banked with TRPA.</p>

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
		Alternative D, the No Project Alternative, would result in no new development and the site coverage would remain at the TRPA recognized 174,324 sf.
<b>Policy 6:</b> Grading, filling, clearing of vegetation (that disturbs soil), or other disturbances of the soil are prohibited during inclement weather and for the resulting period when the site is covered with snow or is in a saturated, muddy, or unstable condition, special regulations and construction techniques will apply to all construction activities occurring from October 15 to May 1.	Consistent	As described in Chapter 8, “Hydrology and Water Quality,” temporary and permanent BMPs would be implemented for all project alternatives. BMPs would include stabilizing all disturbed or eroding areas before October 15. After October 15 of each year, construction vehicle movement on-site must be only on paved roads.
<b>Scenic Goal # 1: Maintain and restore the scenic qualities of the natural appearing landscape.</b>		
<b>Policy 1:</b> All proposed development shall examine impacts to the identified landscape view from roadways, bicycle paths, public recreation areas, and Lake Tahoe.	Consistent	Chapter 10, “Scenic Resources,” analyzes the project’s effects on scenic resources, including views from roadways, bicycle paths, public recreation areas, and Lake Tahoe. Per Impacts 10.A-1, 10.A-2, and 10.A-3, the project would result in less-than-significant impacts to the scenic quality and views from SR 28, public recreation areas, bicycle paths, and Lake Tahoe.
<b>Policy 2:</b> Any development proposed in areas targeted for scenic restoration or within a unit highly sensitive to change shall demonstrate the effect of the project on the 1982 Travel Route Ratings of the Scenic Thresholds.	Consistent	Chapter 10, “Scenic Resources,” analyzes the project’s effects on scenic resources, including views from roadways. Per Impacts 10.A-1 and 10.A-2, the project would result in less-than-significant impacts to the scenic quality and views from SR 28 and would not degrade Roadway Travel Unit 20A or Shoreline Travel Unit 21.
<b>Cultural Goal #1: Identify and preserve sites of historical, cultural, and architectural significance within the region.</b>		
<b>Policy 1:</b> Historical or culturally significant landmarks in the Basin shall be identified and protected from indiscriminate damage or alteration.	Consistent	Chapter 11, “Cultural Resources,” analyzes the project’s effects on historic structures. Development Alternatives A through C would have no effect on any known significant cultural site, feature, or artifact. No cultural resources inventoried during this study, including previously recorded archaeological sites TV-1 and TV-LF1, appear significant according to TRPA, CEQA, or CRHR criteria. The onsite buildings have been documented in a Cultural Resources Assessment Report, and because they have experienced a loss of historic integrity and lack significant association, they do not appear to meet the significance criteria for TRPA, CEQA, or CRHR criteria.
<b>Policy 2:</b> Sites and structures designated as historically, culturally, or archaeologically significant shall be given special incentives and exemptions to promote the preservation and restoration of such structures and sites.	Consistent	Chapter 11, “Cultural Resources,” analyzes the project’s effects on archeological resources. Development Alternatives A through C would have no effect on any known significant cultural site, feature, or artifact. No cultural resources inventoried during this study, including previously recorded archaeological sites TV-1 and TV-LF1, appear significant according to TRPA, CEQA or CRHR criteria. The onsite buildings have been documented in a Cultural Resources Assessment Report, and because they have experienced a loss of historic integrity and lack significant association, they do not appear to meet the significance criteria for TRPA, CEQA or CRHR criteria. Although the Cultural Resources Assessment conducted on the project site

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
		identified no archaeological material, the project vicinity is known to have been rich in prehistoric and historic-era activity. Therefore, the potential exists that buried or concealed cultural resources could be present on the project site. Mitigation Measures 11.A-2 would be implemented to mitigate if any previously undiscovered cultural resources are found on the project site. Mitigation Measure 11.A-3 would be implemented to mitigate if any previously undiscovered burials were found on the project site.
<b>Energy Goal # 1: Promote energy conservation programs and development of alternative energy sources to lessen dependence on scarce and high-cost energy supplies.</b>		
<b>Policy 1:</b> All new development shall comply with state and federal energy efficiency standards.	Consistent	All development alternatives would comply with state and federal energy efficiency standards.
<b>Policy 2:</b> A coordinated program to encourage recycling of waste products should be developed.	Consistent	As discussed in Chapter 13, “Public Services and Utilities,” solid waste at the project site would be contained in bear resistant containers. Solid waste removal services would be provided by Tahoe-Truckee Sierra Disposal Company, Inc. (TTSD). All materials collected, including garbage and recyclables, would be hauled to the Placer County Eastern Material Recovery Facility, where they would be sorted in efforts to meet California’s mandatory solid waste diversion requirements. This is true for all alternatives.
<b>Developed Recreation Goal #2: Provide for the appropriate type, location, and rate of development of outdoor recreational uses.</b>		
<b>Policy 2:</b> Bicycle trails shall be expanded to provide alternatives for travel in conjunction with transportation systems.	Consistent	Alternatives A, B, and C include plans to establish an easement for a section of a Class I multiple use (including bicycles) public trail along the northern boundary of the project site that would be open to the public and would link National Avenue at SR 28 and North Tahoe Regional Park – each of the development alternatives would include construction of the portion of the trail within this easement.
<b>Public Services and Facilities Goal #1: Public services and facilities should be allowed to upgrade and expand to support existing and new development consistent with the regional plan.</b>		
<b>Policy 2:</b> Expansion of public services and facilities should be phased to meet the needs of new development without creating inefficiencies from overexpansion or under-expansion.	Consistent	<p>As discussed in Chapter 13, “Public Services and Utilities,” for Alternatives A, B, and C, all utilities would be located underground per TRPA and Placer County requirements for new developments. Telephone, cable TV, natural gas, electrical, and water lines would be constructed in a joint underground trench that follows the proposed main access roads through the site with points of connection to mains at SR 28. Electrical service would be provided to the project by Sierra Pacific Power Company (SPPC). Natural gas service would be provided by Southwest Gas Corporation from the six-inch distribution mains in SR 28. SBC would provide telecommunication services, including local, long distance, DSL, wireless, data networks, satellite television, and directory service to the project site.</p> <p>The project site would receive domestic water service from the NTPUD. The NTPUD would establish a point of service connection to the six-inch water mains in SR 28 to service the project site. The project applicant would be responsible for construction of all in-tract and transmission mains needed to connect the project to the established water system. NTPUD’s main water system</p>

**Table 6-1  
Consistency with Relevant Land Use Plans and Policies**

Plans and Policies	Consistency	Discussion
		<p>draws from Lake Tahoe through an intake at the end of National Avenue and from a single groundwater well located in the North Tahoe Regional Park at the top of Donner Road. Development Alternatives A through C would increase water demand. Water demands in the NTPUD service area have been increasing and are nearing supply capabilities. NTPUD has indicated that additional water storage and treatment capacities are needed to serve increased service demands from existing customers as well as those that would result from the proposed project and other projects in the service area. NTPUD is currently updating its Master Water Plan, which will include an analysis of current and future water supply and demand. Because the proposed project would be required to pay the NTPUD’s newly adopted connection fee (Base Connection Fee and Capacity/Demand Fee), and because this fee was established to provide for the necessary improvements to the water system to support the additional demand resulting from development such as the proposed project, the project’s increased demand for water service is considered less than significant.</p> <p>Wastewater service would be provided via NTPUD sewer mains that connect to the Tahoe Truckee Sanitation Agency (T-TSA) wastewater treatment plant. T-TSA has responsibility for collecting and treating wastewater from communities located along the northern and western shores of Lake Tahoe, including Tahoe Vista, and the Town of Truckee and its environs. The project site would be connected to T-TSA’s Truckee River Interceptor pipeline. T-TSA collects wastewater from several member sewage collection agencies (NTPUD, Tahoe City Public Utility District, Alpine Springs County Water District, Squaw Valley Public Services District, and Tahoe Sanitary District) and conveys it to a treatment facility located east of the Town of Truckee. Development Alternatives A through C would result in an increased demand for wastewater conveyance and treatment facilities. The project applicant would be responsible for construction of all in-tract and transmission mains needed to connect the project to the established water system. NTPUD’s existing wastewater conveyance facilities are adequate to accept wastewater from the proposed project. However, some upgrades are desirable to ensure an adequate level of pumping capacity to avoid the potential for sewer spill in the event of a pump failure. NTPUD would provide wastewater conveyance for development Alternatives A through C, but would require the project applicant to pay the NTPUD’s newly adopted sewer connection fee that would in part to pay for necessary system upgrades.</p> <p>Wastewater treatment for the proposed project would be provided by the T-TSA’s treatment facility. The construction of T-TSA’s water treatment plant expansion from 7.4 to 9.6 mgd was completed in January 2007. The expanded facility would have adequate capacity to serve the projected development in the T-TSA’s service area.</p> <p>Alternative D would result in no changes to existing public services.</p>

<p align="center"><b>Table 6-1</b> <b>Consistency with Relevant Land Use Plans and Policies</b></p>		
Plans and Policies	Consistency	Discussion
<p><b>Policy 3:</b> All new development shall employ appropriate devices to conserve water and reduce water consumption. Existing development shall be retrofitted with water conservation devices on a voluntary basis in conjunction with a public education program operated by the utility districts.</p>	Consistent	Alternatives A, B, and C would include the installation of appropriate devices to conserve water and reduce water consumption.
<p><b>Public Services and Facilities Goal #2: Consider the existence of adequate and reliable public services and facilities in approving new development under the plan.</b></p>		
<p><b>Policy 1:</b> No additional development requiring water should be allowed in any area unless it can be demonstrated that there is adequate water supply within an existing water right.</p>	Consistent	As discussed in Chapter 13, “Public Services and Utilities,” NTPUD would serve Alternatives A, B, and C provided that the project applicant pay the NTPUD’s newly adopted connection fee (Base Connection Fee and Capacity/Demand Fee) to help fund needed infrastructure improvements to NTPUD’s water storage and treatment systems. The estimated scope of work for improvements includes a water storage basin, installation of a third pump at the National Avenue Water Treatment Plant and validation by the Department of Health Services for increased capacity through the ultraviolet (UV) treatment system.
<p><b>Policy 3:</b> No additional development requiring water shall be allowed in any area unless there exist adequate storage and distribution systems to deliver an adequate quantity and quality of water for domestic consumption and fire protection.</p>	Consistent	See discussion under Public Services and Facilities Goal #2, Policy 1 above.
<p><b>Public Services and Facilities Goal #3: Prevent liquid and solid wastes from degrading Lake Tahoe and the surface waters and groundwaters of the region.</b></p>		
<p><b>Policy 2:</b> All solid wastes shall be exported from the region. Consolidation and transfer methods shall be developed to achieve a reduction in the volume of wastes being transported to landfills. The discharge of municipal or industrial wastewaters to the surface waters and groundwaters of the Tahoe region is prohibited, except for existing development discharging wastewaters under a state- or TRPA-approved disposal plan.</p>	Consistent	<p>As discussed in Chapter 13, “Public Services and Utilities,” solid waste at the project site would be contained in bear resistant containers. Solid waste removal services would be provided by Tahoe-Truckee Sierra Disposal Company, Inc. (TTSD). All materials collected, including garbage and recyclables, would be hauled to the Placer County Eastern Material Recovery Facility, where they would be sorted in efforts to meet California’s mandatory solid waste diversion requirements. This is true for all alternatives.</p> <p>Wastewater service would be provided via NTPUD sewer mains that connect to the Tahoe Truckee Sanitation Agency (T-TSA) wastewater treatment plant. T-TSA has responsibility for collecting and treating wastewater from communities located along the northern and western shores of Lake Tahoe, including Tahoe Vista, and the Town of Truckee and its environs. The project site would be connected to T-TSA’s Truckee River Interceptor pipeline. T-TSA collects wastewater from several member sewage collection agencies (NTPUD, Tahoe City Public Utility District, Alpine Springs County Water District, Squaw Valley Public Services District, and Tahoe Sanitary District) and conveys it to a treatment facility located east of the Town of Truckee. Development Alternatives A through C would result in an increased demand for wastewater</p>

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
		conveyance and treatment facilities. The project applicant would be responsible for construction of all in-tract and transmission mains needed to connect the project to the established water system. NTPUD’s existing wastewater conveyance facilities are adequate to accept wastewater from the proposed project. However, some upgrades are desirable to ensure an adequate level of pumping capacity to avoid the potential for sewer spill in the event of a pump failure. NTPUD would provide wastewater conveyance for development Alternatives A through C, but would require the project applicant to pay the NTPUD’s newly adopted sewer connection fee that would in part to pay for necessary system upgrades.
<b>Policy 3:</b> Garbage pick-up service shall be mandatory throughout the region, and will be so structured as to encourage cleanups and recycling.	Consistent	As discussed in Chapter 13, “Public Services and Utilities,” solid waste service would be provided by the Tahoe-Truckee Sierra Disposal Company, Inc., which would collect and transport garbage and recyclables to various waste management facilities, where materials would then be sorted in efforts to meet California’s mandatory solid waste diversion requirements.
<b>Public Services and Facilities Goal #4: To ensure protection of the public health, safety, and general welfare of the region, educational and public safety services should be sized to be consistent with projected growth levels in this Plan.</b>		
<b>Policy 1:</b> The impact on educational and public safety services shall be considered when reviewing projects and plan amendments proposed in the region. To the extent feasible, adverse impacts should be mitigated as part of the review process.	Consistent	Chapter 13, “Public Services and Utilities,” describes the potential environmental effects of Alternatives A through D on educational public safety (i.e., police, fire, and emergency health) services. Alternatives A through C would result in less-than-significant impacts on police service, fire service, and schools. To ensure that the project would result in a less-than-significant effect on emergency access and postal service, the project would be required to implement Mitigation Measure 13.A-7 to ensure emergency access during construction and Mitigation Measure 13.A-11 to install appropriate facilities for mail delivery. These same measures would be required for Alternatives B and C.
<b>Institutional Goal #1: Coordinate all planning and development review activities with the affected jurisdictions and agencies.</b>		
<b>Policy 1:</b> All projects proposed in the region [other than those to be reviewed and approved under the special provisions of the Compact relating to gaming] shall obtain the review and approval of the Agency.	Consistent	TRPA, as well as Placer County, maintain discretionary authority over the project approvals.
<b>Policy 2:</b> No project may be approved unless it is found to comply with the Regional Plan and with any ordinances, rules, and regulations enacted to effectuate the Regional Plan.	Consistent	Based on this consistency evaluation, Alternatives A through D would be consistent with the Goals and Policies of the Regional Plan.

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
<b>Development and Implementation Priorities Goal #4: Condition approvals for new development in the Tahoe region on positive improvements in off-site erosion and runoff control and air quality.</b>		
<p><b>Policy 1:</b> New residential, commercial, and public projects shall completely offset their water quality impacts through one of the following methods:</p> <p>A. Implementing off-site erosion and runoff control projects as a condition of project approval and subject to Agency concurrence as to effectiveness, or</p> <p>B. Contributing to a fund established by the Agency for implementing off-site erosion and runoff control projects. The amount of such contributions is established by Agency ordinance.</p>	Consistent	<p>Development Alternatives A, B and C would redevelop an existing developed site. Each of these alternatives would reduce coverage on the project site and this land coverage reduction would be banked by TRPA. While Alternatives A, B, and C would result in the relocation of 33,768 sf, 32,585 sf, and 34,229 sf of coverage on the site, respectively, the provisions and water quality mitigation fees of Chapter 82, as specified in TRPA Code of Ordinances Section 82.1, apply only to projects and activities that would result in the creation of additional impervious coverage.</p> <p>In addition, as discussed in Chapter 8, “Hydrology and Water Quality,” development Alternatives A through C would include erosion controls and implementation of temporary and permanent BMPs to offset any potential water quality impacts associated with their implementation. Further, areas where coverage has been relocated would be rehabilitated to stabilize and revegetate (including mulching) soils in all barren areas in accordance with TRPA Code Ordinances Section 20.5.C(2) and consistent with Code of Ordinances Chapter 77, Revegetation.</p>
<p><b>Policy 2:</b> All projects shall offset the transportation and air quality impacts of their development.</p>	Consistent	<p>As discussed in Chapter 14, “Traffic, Parking, and Circulation,” and Chapter 15, “Air Quality,” the recommended mitigation measures would serve to offset transportation and air quality impacts to less-than-significant levels. Mitigation Measure 14.A-1 requires the project applicant to contribute the required fees to the Air Quality Mitigation Fund. The same mitigation measure would apply to Alternatives B and C.</p>
<b>Tahoe Vista Community Plan</b>		
<p><b>Urban Design and Development Objective 1: The overall theme for the Tahoe Vista Community Plan is “Major Tourist Accommodation, Retail and Services/Industrial Storage and Services.” The themes for the sub areas of the Community Plan are implemented through the Special Areas. Commercial activities which cater primarily to tourist accommodation, retail, and services should be located in the SR 28 area of Tahoe Vista. Heavy commercial, industrial or public service facilities that are visually obtrusive uses should be encouraged to locate in the National Avenue area. Lake frontages should be reserved for a variety of uses that encourage the public to utilize these areas.</b></p>		
<p><b>Policy 1.a:</b> In Special Area #1 (Tourist Area), tourist oriented uses are encouraged by the permissible use list. Priority should be given to locating tourist accommodation uses and beach access in this area.</p>	Consistent	<p>All proposed development Alternatives, A, B, and C, would result in TAUs, affordable/employee housing units and an easement for a portion of a multiple use public path connecting the North Tahoe Regional Park and the SR 28/National Avenue intersection in Special Area #1. These tourist-oriented uses would support year-round tourism opportunities.</p> <p>Under Alternative D, the No Project Alternative, the project site would remain in use as a campground and RV park, which would also continue to support tourist-oriented uses.</p>
<p><b>Policy 1.b:</b> In Special Area #2 (Commercial Core), a mixed use of tourist and residential serving commercial is encouraged by the permissible use list.</p>	Consistent	<p>Development Alternatives, A, B, and C, would result in improvement of the façade of the existing main 2-story commercial building fronting SR 28 in Special Area #2. Under Alternative D, these improvements would not occur. However, under all alternatives, the restaurant would continue to serve a mix of tourist and residential uses.</p>

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
<b>Urban Design and Development Objective 2: The urban design concept is to build on Tahoe Vista’s resort area theme by providing recreational activity. Further, the unity and continuity of the resort area shall be provided through development on a human scale of uniform sidewalk improvements, signing, landscaping, and street lighting program.</b>		
<b>Policy 2.a:</b> All projects, as a condition of approval, shall implement the frontage improvements noted in the North Tahoe Design Standards and Guidelines for Tahoe Vista.	Consistent	As discussed in Chapter 10, “Scenic Resources,” Alternatives A, B, and C would implement street frontage improvements, including a sidewalk, street furniture, bollard pedestrian lighting, and landscaping per TVCP standards.
<b>Urban Design and Development Objective 3: Encourage rehabilitation by the remodeling, upgrading, and aesthetic improvement of buildings and structures in need of such improvements.</b>		
<b>Policy 3.a:</b> All projects shall be subject to the Placer County Standards and Guidelines for Signage, Parking, and Design (Appendix D).	Consistent	A new resort monument sign would be constructed along SR 28 near the western driveway and the existing restaurant sign would be setback from SR 28. The new signs in Alternatives A, B, and C would be consistent with the Placer County standards and guidelines, as described in Chapter 10, “Scenic Resources.”
<b>Policy 3.b:</b> For the Placer County project review process for design review and signage, retain the existence and participation of the North Tahoe Design Review Committee. The TRPA should consider the recommendations of the Committee prior to taking action on any project subject to Committee review.	Consistent	The chosen project alternative would be reviewed by the Design Review Committee, which may incorporate conditions of approval to implement scenic recommendations.
<b>Urban Design and Development Objective 4: Encourage the upgrading or replacement of commercial advertising signs that detract from the aesthetic appearance of the community.</b>		
<b>Policy 4.a:</b> Outdoor advertising shall be subject to the standards and guidelines established in the Placer County Standards and Guidelines for Signage, Parking, and Design (Appendix B).	Consistent	A new resort monument sign would be constructed along SR 28 near the western driveway and the existing restaurant sign would be setback from SR 28. The new signs for Alternatives A, B, and C would be consistent with the Placer County standards and guidelines, as described in Chapter 10, “Scenic Resources.”
<b>Urban Design and Development Objective 5: Complete the undergrounding of overhead utilities for downtown Tahoe Vista.</b>		
<b>Policy 5.a:</b> Pursuant to the Chapter IV, all projects within the scenic corridor shall be responsible for removing, relocating, or screening overhead utilities as a conditional of project approval. TRPA may waive this requirement if the project is part of an undergrounding program or the undergrounding has been determined by TRPA not to be necessary to meet the scenic targets of this Plan.	Consistent	As discussed in Chapter 13, “Public Services and Utilities,” for Alternatives A, B, and C, all utilities would be located underground per TRPA and Placer County requirements for new developments. Telephone, cable TV, natural gas, electrical, and water lines would be constructed in a joint underground trench that follows the proposed main access roads through the site with points of connection to mains at SR 28.

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
<b>Urban Design and Development Objective 7: Implement the recommendations described in the Conservation Element, Scenic Improvements, for improving overall scenic quality.</b>		
<b>Policy 7.a:</b> The Design Review Committee shall consider the recommendations of the Scenic Target of Chapter IV when reviewing projects and where appropriate, incorporate conditions of approval to implement the recommendations.	Consistent	The chosen project alternative would be reviewed by the Design Review Committee, which may incorporate conditions of approval to implement scenic recommendations.
<b>Urban Design and Development Objective 8: Preserve and enhance scenic views to Lake Tahoe and to other prominent areas of special interest.</b>		
<b>Policy 8.a:</b> Projects located between the designated scenic corridors and Lake Tahoe shall not cause a reduction of the views of Lake Tahoe from the corridors. TRPA may consider as an alternative, off-site improvements, if it is determined there is a net increase in the lake views within the scenic unit.	Consistent	As discussed in Chapter 10, “Scenic Resources,” Alternatives A through D would comply with scenic quality standards for TRPA, including TRPA’s Scenic Resource Thresholds identified in TRPA’s Code of Ordinances, and Placer County. Per impacts 10.A-1, 10.A-2, 10.A-3, and 10.A-4, the project would result in less-than-significant impacts to the scenic quality and views from SR 28, public recreation areas, bicycle paths, and Lake Tahoe and would be consistent with scenic plans, policies and guidelines. In addition, Mitigation Measure 10.A-5a and b would ensure compliance with TRPA’s Design Review Guidelines and Placer County’s guidelines regarding lighting. No offsite improvements are required.
<b>Transportation Objective 1: Provide a safe and efficient transportation system for the residents of the Tahoe Vista area and the others who use the standards.</b>		
<b>Policy 1.a:</b> The Level of Service on major roadways (i.e., arterial and collector routes) shall be LOS D, and signalized intersections shall be at LOS D (Level of Service E may be acceptable during peak periods, not to exceed 4 hours per day).	Consistent	As discussed in Chapter 14, “Traffic, Parking, and Circulation,” Alternatives A, B, and C would add new trips to adjacent roadways during summer months. However, all of the study intersections are anticipated to operate at acceptable levels of service under existing plus project conditions and cumulative conditions.
<b>Policy 1.b:</b> Organize the various functions currently accommodated in the public right-of-ways (e.g., through vehicle traffic, parking search, pedestrian activity, bicyclist activity, and parking).	Consistent	As discussed in Chapter 14, “Traffic, Parking, and Circulation,” the vehicular access to/from the project site would be via two driveways on SR 28. Emergency access would be via these driveways, and the internal circulation includes a looped system as required by the North Tahoe Fire Protection District. Alternatives A, B, and C would add bicycle and pedestrian trips to SR 28; however, the project does not include design features that would create hazards for pedestrians/ bicycles or conflict with adopted policies, plans, or programs related to pedestrian or bicycle circulation.
<b>Policy 1.c:</b> Implement a parking management program that provides adequate parking, limits traffic conflicts, considers connections between parking lots, encourages community parking lots, and complements transit.	Consistent	As discussed in Chapter 14, “Traffic, Parking, and Circulation,” Alternatives A, B, and C would provide on-site parking that meets Placer County Code requirements. In addition, the project site is well served by existing transit services and convenient stops. The project would add some transit trips to TART, the Tahoe Trolley, and the Town of Truckee and other winter shuttle services; however, transit trips are encouraged. The project and other development alternatives would not increase transit trips above the capacity of the transit system under typical conditions.

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
<b>Policy 1.d:</b> When designing transportation improvements, consider traffic calming strategies (such as alternate truck routes, speed reductions on SR 28, entry features, highlighted pedestrian cross-walks, etc.).	Consistent	The proposed project does not require the construction of transportation improvements or traffic calming measures.
<b>Transportation Objective 2: Provide for sufficient capital improvements to meet the level of service target, meet the target for VMT reductions, and to provide adequate parking facilities as development occurs in the Community Plan Area.</b>		
<b>Policy 2.c:</b> All projects shall analyze and mitigate their traffic/air quality impacts pursuant to Chapter 93 of the TRPA Code of Ordinances. Improvements listed in this element shall be added to the list of mitigation measures in subparagraphs 93.3.C (2) and (3).	Consistent	As discussed in Chapter 14, “Traffic, Parking, and Circulation,” and Chapter 15, “Air Quality,” the recommended mitigation measures would serve to offset transportation and air quality impacts to less-than-significant levels. Mitigation Measure 15.A-1 requires implementation of a set of measures to reduce construction-generated emissions of ROG, NO <sub>x</sub> , and PM <sub>10</sub> . Mitigation Measure 14.A-1a requires that, pursuant to Chapter 93.3.D of the TRPA Code of Ordinances, an air quality mitigation fee, assessed at a rate per daily vehicle trip, be paid offset the potential traffic and air quality impacts associated with a project. Mitigation Measure 14.A-1b also requires the project to contribute to the Placer County Road Network Traffic Limitation Zone and Traffic Fee Program, based on the number of dwelling units.
<b>Policy 2.d:</b> All projects shall be subject to the TRPA traffic/air quality mitigation fee program (Chapter 93 of the TRPA Code).	Consistent	The traffic analysis in Chapter 14 discusses the required contribution to the Air Quality Mitigation Fund, as required by Chapter 93.3.D of the TRPA Code of Ordinances. The contribution amount is a direct function of the number of daily vehicle trips generated by the project, rather than the actual emissions from stationary, area, and mobile sources.
<b>Transportation Objective 3: The Tahoe Vista Community Plan should promote land use changes and development patterns that will encourage the use of alternative transportation modes and reduce travel distances within the Community Plan area.</b>		
<b>Policy 3.a:</b> The Plan shall provide the infill of existing land areas, using existing transportation facilities while promoting alternatives to the private automobile.	Consistent	The project site is located on a currently developed site in TVCP Special Area #1 (tourist area) and Special Area #2 (commercial core), surrounded by commercial and tourist development and residential development. The project site is well served by existing transit services and convenient stops. Additionally, Alternatives A, B, and C would promote the use of alternative transportation modes by providing an easement for the establishment of a section of Class I multiple use (including bicycles) public trail at the northern end of the project site that would link National Avenue at SR 28 and the North Tahoe Regional Park – each of the development alternatives would include construction of the portion of the trail within this easement.
<b>Transportation Objective 4: The Tahoe Vista Community Plan should encourage the use of public and private transit.</b>		
<b>Policy 4.a:</b> Public transit service should be offered for a period of at least 18 hours per day along SR 28. The transit service headways should not exceed 30 minutes along SR 28 between the hours of 6:00 AM and 6:00 PM and should not exceed 60-minute headways during the remainder of the service day.	Consistent	TART, operated by Placer County, provides hourly service 7 days per week from 6:30 AM to 6:30 PM along SR 28 with 1-hour headways. An existing eastbound TART bus stop is located on both eastbound and westbound SR 28 at National Avenue. TART buses provide bicycle racks during summer months and ski racks during winter months.

<b>Table 6-1 Consistency with Relevant Land Use Plans and Policies</b>		
Plans and Policies	Consistency	Discussion
<b>Transportation Objective 6: The Tahoe Vista Community Plan should develop a bicycle/recreational trails network with connections to recreational and commercial land uses.</b>		
<b>Policy 6.a:</b> Provide for a system of bicycle recreation trails in the Community Plan improvement program.	Consistent	Alternatives A, B, and C would provide an easement for the establishment of a section of Class I multiple use (including bicycles) public trail at the northern end of the project site that would link National Avenue at SR 28 and the North Tahoe Regional Park – each of the development alternatives would include construction of the portion of the path within this easement..
<b>Transportation Objective 7: The Community Plan should implement transportation demand management (TDM) measures to reduce the number of vehicles traveling within the Community Plan.</b>		
<b>Policy 7.b:</b> Condominiums, timeshare, hotels and motels should participate in public and private transit programs and provide transit information and incentives to their guests and residents.	Consistent	As discussed in Chapter 14, “Traffic, Parking, and Circulation,” the project site is well served by existing transit services and convenient stops. The project and other development alternatives would add some transit trips to TART, the Tahoe Trolley, and the Town of Truckee and other winter shuttle services; however, transit trips are encouraged. The project and other development alternatives would not increase transit trips above the capacity of the transit system under typical conditions.
<b>Policy 7.c:</b> Home mail delivery should be provided throughout the Community Plan Area.	Consistent	Although home delivery is not currently provided in Tahoe Vista, the proposed project includes cluster mail boxes to enable home mail delivery if it is implemented in the future.
<b>Transportation Objective 8: Transportation System Management (TSM) measures should be provided to improve the efficiency of the existing transportation system within the Community Plan.</b>		
<b>Policy 8.a:</b> Driveways and access-egress points to commercial businesses along SR 28 should be coordinated to reduce the number of turn movements and improve traffic flow along SR 28.	Consistent	As discussed in Chapter 14, “Traffic, Parking, and Circulation,” vehicular access driveways for all project alternatives would connect to SR 28. The internal project roadway would be two lanes and would provide the primary vehicular access and circulation through the project site. The roadway would provide safe and efficient access to the project site.
<b>Policy 8.b:</b> Parking within the Tahoe Vista Community Plan should encourage the consolidation of off-street public parking within the commercial areas.	Consistent	As discussed in Chapter 14, “Traffic, Parking, and Circulation,” Alternatives A, B, and C would provide on-site and off-street parking that meets Placer County Code requirements.
<b>Recreation Objective 1:</b> Use all appropriate opportunities consistent with the Recreation Element for increased public access to Lake Tahoe.	Consistent	The construction of TAUs and affordable/employee housing units in Alternatives A, B, and C would increase the tourist and permanent population on the project site that may utilize the local beaches. Under Alternative C, beach access would be enhanced by allowing shared use of the commercial building parking lot during daytime hours, so that people may park at the project site and use the cross-walk to cross SR 28 to access the Sandy Beach Public Recreation Area. In addition, Alternatives A, B, and C would provide an easement for the establishment of a section of Class I multiple use (including bicycles) public trail at the northern end of the project site that would link National Avenue at SR 28 and the North Tahoe Regional Park - each of the development alternatives would include construction of the portion of the trail within this easement.

**Table 6-1  
Consistency with Relevant Land Use Plans and Policies**

Plans and Policies	Consistency	Discussion
<p><b>Recreation Objective 2:</b> Increase the total mileage of bicycle trails available for public use in the General Plan area, complete linkages in the system, and complete alignments as established in the NTPUD Master Plan.</p>	Consistent	See discussion under Recreation Objective 1 above.
<p><b>Recreation Objective 5:</b> The Community Plan target for outdoor recreation is an increase of 650 DCP (design capacity for people) in summer day use. The target will be achieved by implementing the proposed recreation improvements.</p> <ol style="list-style-type: none"> <li>1. Improved Lake Access – The Plan target requires an increase in Lake access. Some of the possible improvements are the lake recreation trail system and parking, increased beach access at the Tahoe Vista beaches, increased boat launching, and increased marina uses. [400 DCP]</li> <li>2. Recreational Trail System – The Plan requires the implementation of a recreational/bicycle trail system mostly located along the Lake and State Route 28. Also, trails connecting the Regional Park with the lakeshore should be constructed. [2 miles/50DCP]</li> <li>3. Campground/RV Expansion – The Community Plan encourages the expansion of overnight camping facilities in Special Area #1. [100 DCP]  Golf Course Improvements – The Plan calls for the retention of Brockway Golf Course. Figure 3 suggests consideration of a nine hole expansion, and a renovation to the club house. [100 DCP]</li> </ol>	Consistent	<p>The project site is located north of SR 28. While the project would not in any way hinder or impede public access to Lake Tahoe and TAU users and project residents would continue to have direct access to Lake Tahoe via Sandy Beach Recreation Area, the development alternatives would result in the conversion of a campground, which provides public overnight users with access to a public beach, to a private TAU resort development that is open only to fractional owners and their guests and the general public based on owner vacancy only. Conversely, the construction of TAUs and affordable/employee housing units in Alternatives A, B, and C would increase the tourist and permanent population on the project site that may use Lake Tahoe beaches on a year-round basis. Under Alternative C, beach access would be enhanced by allowing shared use of the commercial building parking lot during daytime hours, so that people may park at the project site and use the cross-walk to cross SR 28 to access the Sandy Beach Public Recreation Area.</p> <p>Alternatives A, B, and C would grant an easement to the NTPUD (or jointly to several agencies including the NTPUD) in the northern portion of the project site for a potential future multiple use (including bicycles) public trail – each of the development alternatives would include construction of the portion of the trail within this easement. These tourist-oriented uses would support year-round tourism opportunities. The easement would accommodate the NTPUD’s plans to construct a bicycle trail that connects North Tahoe Regional Park and the SR 28/National Avenue intersection.</p> <p>Alternatives A, B, and C would result in the loss of 27 campsites in Special Area #1. The loss of these campsites would not be consistent with the recreation objectives of the Community Plan for Special Area #1. However, Mitigation Measures 7.A-2, 7.B-2 and 7.C-2 would mitigate for the loss of 27 Camping/RV sites, and therefore reduce this impact to less than significant.</p> <p>The proposed project would not affect Brockway Golf Course.</p>
Sources: TRPA 1986; TRPA 1996; Consistency analysis conducted by EDAW in 2007		