

HEIGHT RESTRICTIONS -The maximum permitted height shall be as established in Chapter 22 of the TRPA Code.

SETBACKS

- a. The minimum front setback shall be 45 ft. from the centerline of the abutting traveled way or 20 ft. from the property line, or as required by TRPA, whichever is more restrictive.
- b. Side setbacks - A total of 15 ft. with a 5 ft. minimum, or as required by TRPA, whichever is more restrictive.
- c. Rear setback - 10 ft. or as required by TRPA, whichever is more restrictive.

MINIMUM BUILDING SITE - The minimum building site size shall be 10,000 sq. ft.

PLAN DESIGNATION

Land Use Classification	-	CONSERVATION Timberland Preserve Zone (A portion of this area is in Timberland Preserve Zone (TPZ).
Management Strategy	-	MITIGATION
Special Designation	-	NONE

DESCRIPTION

Location - This area follows the Basin boundary from Twin Peaks to Ellis Peak and then eastward to Tahoe Pines.

Existing Uses - This area has a mixture of low to moderate intensity uses related to both recreation and timber management. Recreational uses include hiking, fishing, primitive camping and off-road vehicle use. Most of the timber practices are limited to areas adjacent to the main access road and in areas of good land capability.

Existing Environment - This area has a good mixture of different plant communities, but mature fir is the overall dominant species. Blackwood Creek and associated stream environment zones have been extensively modified in certain locations. Spotted owl and goshawk habitats are located in the bottom section of Blackwood Canyon.

PLANNING STATEMENT - This area should be managed, as appropriate, to improve the quality of the watershed, including management of Blackwood Creek as a resident and migratory fishery.

PLANNING CONSIDERATIONS

1. The Blackwood Creek drainage has been extensively disturbed from past resource practices and has associated water quality problems.
2. The main access road services a large area of forested land outside the Lake Tahoe Basin.

3. Blackwood Creek provides excellent spawning habitats for fish migrating from Lake Tahoe to spawn.
4. The exceptionally high scenic quality along TRPA Roadway Unit 12 through this Plan Area should be protected.
5. The TRPA Wildlife Map identifies this Plan Area as containing goshawk and waterfowl habitat and a major deer migration route.

SPECIAL POLICIES

1. Management activities that restore disturbed areas and improve the vegetative cover should be emphasized.
2. Blackwood Creek should be stabilized and other instream programs to minimize erosion and scouring should be performed.
3. Off-road vehicle use should be restricted to designated roads.
4. Opportunities should be provided for snowmobile use and staging area when such uses do include the location of concession base facilities in the Plan Area.
5. Snowmobile use should be prohibited in important wildlife habitat.

PERMISSIBLE USES - Pursuant to Chapter 18 **PERMISSIBLE USES**, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List - The following list of permissible uses is applicable throughout the Plan Area:

- | | | |
|----------------|---|---|
| Residential | - | Single family dwelling (S). |
| Public Service | - | Local public health and safety facilities (S), pipelines and power transmission lines (S/CUP), public utility centers (S), transit stations and terminals (S), transmission and receiving facilities (S) and transportation routes (S/CUP). |

- Recreation - Cross country skiing courses (S), day use areas (S), developed campgrounds (S), riding and hiking trails (A), outdoor recreation concessions (S), rural sports (S), group facilities (S), undeveloped campgrounds (S), off-road vehicle courses (S) and snowmobile courses (S).
- Resource Management - Forest management practices (A), erosion control (A), runoff control (A) and SEZ restoration (A).

Shorezone - The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

Tolerance District 6

- Primary Uses - Beach recreation (A), boat launching facilities (S), marinas (S), safety and navigational facilities (A), salvage operations (S), tour boat operations (S), water borne transit (S) and water oriented outdoor recreation concessions (A).
- Accessory Structures - Boat ramps (A), breakwaters or jetties (S), buoys (A), fences (S), floating docks and platforms (A), piers (S), shorezone protective structures (S) and water intake lines (S).

MAXIMUM DENSITIES -The following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive program, special use determinations, allocation limitations and general site development standards.

<u>USE</u>	<u>MAXIMUM DENSITY</u>
<u>Residential</u>	
Single Family Dwelling	1 unit per parcel
<u>Recreation</u>	
Developed Campgrounds	8 sites per acre

PARKING REQUIREMENTS

- a. Single-family dwelling - Usable and accessible space for two (2) vehicles located entirely on-site.
- b. Other uses - Refer to Parking Standards.

HEIGHT RESTRICTIONS - The maximum permitted height shall be as established in Chapter 22 of the TRPA Code.

SETBACKS

- a. The minimum front setback shall be 45 ft. from the centerline of the abutting traveled way or 20 ft. from the property line, or as required by TRPA, whichever is more restrictive.
- b. Side setbacks - A total of 15 ft. with a 5 ft. minimum, or as required by TRPA, whichever is more restrictive.
- c. Rear setback - 10 ft. or as required by TRPA, whichever is more restrictive.

MINIMUM BUILDING SITE - The minimum building site size shall be 10,000 sq. ft.

163 -- LOWER WARD VALLEY

PLAN DESIGNATION

Land Use Classification	-	CONSERVATION Timberland Preserve Zone (A portion of this Plan Area is in Timberland Preserve Zone (TPZ))
Management Strategy	-	MITIGATION
Special Designation	-	NONE

DESCRIPTION

Location - This area extends westward from the developed land areas adjoining Lake Tahoe in the vicinity of Sunnyside and Timberland.

Existing Uses - Most of this area is managed by the USFS for low level dispersed recreation and resource management. Road access is poor and is limited to unimproved roads.

Existing Environment - Mature stands of mixed conifer fir dominate the vegetation composition of this area. Approximately 82 percent of the land area is classified in high hazard or stream environment zones.

PLANNING STATEMENT - This Plan Area is located in close proximity to urban areas and should provide opportunities for a variety of recreational activities and low to moderate resource management. Intensity of uses should be constrained by the environmental capability of the area.

PLANNING CONSIDERATIONS

1. Unimproved roads are creating localized erosion problems.
2. There are several partial barriers and some mass wasting along Ward Creek.

SPECIAL POLICIES

1. This area should provide additional recreation facilities for day use on State Park land and overnight camping at Kaspian Campground.
2. Viewing opportunity and parking at Eagle Rock should be provided.
3. The exceptionally high scenic quality along Roadway Unit 12 where it passes through this plan area should be protected.
4. The quality of background views as viewed from TRPA Shoreline Unit 13 should be maintained.

PERMISSIBLE USES - Pursuant to Chapter 18 **PERMISSIBLE USES**, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List - The following list of permissible uses is applicable throughout the Plan Area.

- | | | |
|---------------------|---|---|
| Residential | - | Single family dwelling (S). |
| Public Service | - | Transportation routes (S/CUP), pipelines and power transmission (S/CUP), transmission and receiving facilities (S) and local public health and safety facilities (S). |
| Recreation | - | Cross country skiing courses (S), day use areas (S), developed campgrounds (S), riding and hiking trails (A), outdoor recreation concessions (S), rural sports (S), group facilities (S), undeveloped campgrounds (S) and visitor information center (S). |
| Resource Management | - | Forest management practices (A) erosion control (A), runoff control (A) and SEZ restoration (A). |

MAXIMUM DENSITIES - The following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive programs, special use determinations, allocation limitations and general site development standards.

<u>USE</u>	<u>MAXIMUM DENSITY</u>
<u>Residential</u>	
Single Family Dwelling	1 unit per parcel
<u>Recreation</u>	
Developed Campgrounds	8 sites per acre

ADDITIONAL DEVELOPED OUTDOOR RECREATION - The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 13 of the TRPA code to be located within this Plan Area. Specific projects and their timing are addressed in the TRPA five-year Recreation Program pursuant to Chapter 33 Allocation of Development. The following additional capacities allowed are measured in persons at one time:

SUMMER DAY USES 280 PAOT WINTER DAY USE 0 PAOT OVERNIGHT USES 50 POAT

OTHER - Vista point, trailhead and two miles of trail.

PARKING REQUIREMENTS

- a. Single family dwelling - Usable and accessible space for two (2) vehicles located entirely on-site.
- b. Other uses - Refer to Parking Standards.

HEIGHT RESTRICTIONS - The maximum permitted height shall be as established in Chapter 22 of the TRPA Code.

SETBACKS

- a. The minimum front setback shall be 45 ft. from the centerline of the abutting traveled way or 20 ft. from the property line, or as required by TRPA, whichever is more restrictive.
- b. Side setbacks - A total of 15 ft. with a 5 ft. minimum, or as required by TRPA, whichever is more restrictive.
- c. Rear setback - 10 ft. or as required by TRPA, whichever is more restrictive.

MINIMUM BUILDING SITE - The minimum building site size shall be 10,000 sq. ft.

164 -- SUNNYSIDE/SKYLAND

PLAN DESIGNATION

Land Use Classification	-	RESIDENTIAL
Management Strategy	-	MITIGATION
Special Designation	-	NONE

DESCRIPTION

Location - The Sunnyside/Skyland Area is located on the west shore of Lake Tahoe from the Sunnyside resort on the north to the USFS/Kaspian Picnic Area on the south.

Existing Uses - The primary use is residential. Many estate type homes and lots exist in this area. Density is one single family dwelling per parcel of record, although guest houses are allowed on some parcels. Some parcels are quite large. The entire shoreline is privately owned.

PLANNING STATEMENT - The area should remain residential, maintaining the existing character of the neighborhood.

PLANNING CONSIDERATIONS

1. Ownership of the beach is private, although Highway 89 is within a few feet of the shoreline.
2. The prime fish habitat in Lake Tahoe is tentatively identified for habitat restoration.

SPECIAL POLICIES - No special policies.

PERMISSIBLE USES - Pursuant to Chapter 18 PERMISSIBLE USES, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered

nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List - The following list of permissible uses is applicable throughout the Plan Area.

- Residential - Single family dwelling (A), guest houses without kitchen (A), with kitchen (S).
- Public Service - Local public health and safety facilities (S), transit stations and terminals (S), pipelines and power transmission (S), transmission and receiving facilities (S), transportation routes (S), public utility centers (S), churches (S and local post offices (S).
- Recreation - Participant sports facilities (S), day use areas (A), riding and hiking trails (A) and beach recreation (A).
- Resource Management - Forest management practices (A), erosion control (A), runoff control (A) and SEZ restoration (A).

Special Area 1 -- The following list of permissible uses is applicable to this Special Area:

- Residential - Single Family Dwelling (A), Multiple Family Dwelling (S).
- Tourist Accommodation- Bed and Breakfast facilities (A), hotels, motels and other transient dwelling units (A) up to 20 units, more than 20 units (S), timeshare (hotel/motel design) (S), and timeshare (residential design) (S).

Shorezone - The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

Tolerance Districts 4, 6 and 7

- Primary Uses - Beach recreation (A), safety and navigational devices (A) and salvage operations (A).

Accessor Structures - Buoys (A), piers (A), fences (S), boat ramps (S), breakwaters or jetties (S), floating docks and platforms (A), shoreline protective structures (S) and water intake lines (S).

MAXIMUM DENSITIES - The following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive programs, special use determinations, allocation limitations and general site development standards.

<u>USE</u>	<u>MAXIMUM DENSITY</u>
<u>Residential</u> Single Family Dwelling	1 unit per parcel

PARKING REQUIREMENTS

- a. Single family dwelling - Usable and accessible space for two (2) vehicles located entirely on-site.
- b. Other uses - Refer to Parking Standards.

HEIGHT RESTRICTIONS - The maximum permitted height shall be as established in Chapter 22 of the TRPA Code

SETBACKS

- a. The minimum front setback shall be 45 ft. from the centerline of the abutting traveled way or 20 ft. from the property line, or as required by TRPA, whichever is more restrictive.
- b. Side setbacks - A total of 15 ft. with a 5 ft. minimum, or as required by TRPA, whichever is more restrictive.
- c. Rear setback - 10 ft. or as required by TRPA, whichever is more restrictive.

MINIMUM BUILDING SITE - The minimum building site size shall be 10,000 sq. ft.

165 -- TIMBERLAND

PLAN DESIGNATION

Land Use Classification	-	RESIDENTIAL
Management Strategy	-	MITIGATION
Special Designation	-	NONE

DESCRIPTION

Location - The Timberland area is an older subdivision located approximately one mile south of the Sunnyside Resort area along Highway 89.

Existing Uses - The major use is residential consisting primarily of single family dwellings. The subdivision is approximately 60 percent built out.

Existing Environment - The Timberland area is located in a mixed fir forest with medium to heavy understory. The area is about 50 percent high hazard and 50 percent low hazard. There also is a small amount of SEZ in the area. The Plan Area is 15 percent covered and 20 percent disturbed.

PLANNING STATEMENT - The area should remain residential, maintaining the existing character of the neighborhood.

PLANNING CONSIDERATIONS

1. Steep and eroding cut banks are common in this area.
2. There are some dirt roads which are a continuing erosion source.
3. The subdivision does not meet minimal BMP standards.

SPECIAL POLICIES - No special policies.

PERMISSIBLE USES - Pursuant to Chapter 18 PERMISSIBLE USES, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be

considered under the provisions within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List - The following list of permissible uses is applicable throughout the Plan Area.

- Residential - Single Family dwelling (A).
- Public Service - Local public health and safety facilities (S), transit stations and terminals (S), pipelines and power transmission (S/CUP), transmission and receiving facilities (S), transportation routes (S/CUP), public utility centers (S), local post offices (S), schools - kindergarten through secondary (A) and day care centers (S).
- Recreation - Participant sports facilities (S), day use areas (A), riding and hiking trails (A).
- Resource Management - Forest management practices (A) erosion control (A), runoff control (A) and SEZ restoration (A).

MAXIMUM DENSITIES - The following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive programs, special use determinations, allocation limitations and general site development standards.

<u>USE</u>	<u>MAXIMUM DENSITY</u>
<u>Residential</u> Single Family Dwelling	1 unit per parcel

RESIDENTIAL BONUS UNITS - Pursuant to Chapter 35 of the TRPA Code Ordinances, the maximum number of residential bonus units which may be permitted for this plan Area is 0 units.

PARKING REQUIREMENTS

- a. Single family dwelling - Usable and accessible space for two (2) vehicles located entirely on-site.
- b. Other uses - Refer to Parking Standards.

HEIGHT RESTRICTIONS - The maximum permitted height shall be as established in Chapter 22 of the TRPA Code.

SETBACKS

- a. The minimum front setback shall be 45 ft. from the centerline of the abutting travel way or 20 ft. from the property line, or as required by TRPA, whichever is more restrictive.
- b. Side setbacks - A total of 15 ft. with a 5 ft. minimum, or as required by TRPA, whichever is more restrictive.

MINIMUM BUILDING SITE - The minimum building site size shall be 10,000 sq. ft.

PLAN DESIGNATION

Land Use Classification	-	RECREATION
Management Strategy	-	MITIGATION
Special Designation	-	NONE

DESCRIPTION

Location - This area forms the headwaters to Ward Creek.

Existing Uses - The most westerly part of this planning area is an extension of the Alpine Meadows Ski Area. Timber management is practiced by the Forest Service. Ward Creek offers fishing opportunities and other recreational activities in the area include hiking and primitive camping.

Existing Environment - Most of this area is in public ownership and classified as high hazard. A single paved road provides vehicular access to the area. Most of the area is covered by mature stands of red and white fir. The Paige Meadow Creek and associated plant communities provide excellent habitat for a wide variety of wildlife species.

PLANNING STATEMENT - Manage for a variety of dispersed and developed recreational opportunities consistent with the need to protect natural environmental qualities and to limit increased vehicle miles of travel.

PLANNING CONSIDERATIONS

1. There had been some interest expressed by the Alpine Meadows Ski Area to expand lift and run facilities in the area and a Master Plan Steering Committee had been formed at one point.
2. Road access into the area is served by a dead-end road which has limited vehicular capacity to accommodate additional development in the area.

3. Ward Creek offers spawning habitat to fishes migrating from Lake Tahoe.
4. Except for the main road which services the subdivision in Plan Area 167, most of the area is remote and not easily accessible.
5. The TRPA Wildlife Map identifies a deer migration route in this area, and the USFS has identified goshawk and waterfowl habitat in this Plan Area.

SPECIAL POLICIES

1. Expansion of downhill ski opportunities is limited to such facilities as warming huts, first aid, food service and minor lift maintenance facilities. Base facility expansion such as lodges or parking lots will require authorization through the Ski Area Master Plan process. In-basin access to skiers via Ward Valley Road shall be limited according to the Ski Area Master Plan, which may recommend access to the ski area for local residents of Plan Area 167 and to individuals arriving via approved mass transportation.

PERMISSIBLE USES - Pursuant to Chapter 18 **PERMISSIBLE USES**, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List - The following list of permissible uses is applicable throughout the Plan Area:

- | | | |
|----------------|---|--|
| Residential | - | Single family dwelling (S). |
| Public Service | - | Local public health and safety facilities (S), public utility centers (S), transportation routes (S/CUP), transit stations and terminals (S), and pipelines and power transmission (S/CUP). |
| Recreation | - | Cross country skiing courses (S), day use areas (A), riding and hiking trails (A), undeveloped campgrounds (A), developed campgrounds (S), outdoor recreation concessions (S), skiing facilities (S) and snowmobile courses (S). |

Resource Management - Forest management practices (A), erosion control (A), runoff control (A) and SEZ restoration (A).

MAXIMUM DENSITIES - The following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive programs, special use determinations, allocation limitations and general site development standards.

<u>USE</u>	<u>MAXIMUM DENSITY</u>
<u>Residential</u>	
Single Family Dwelling	1 unit per parcel
<u>Recreation</u>	
Developed Campgrounds	8 sites per acre

RESIDENTIAL BONUS UNITS - Pursuant to Chapter 35 of the TRPA Code, the maximum number of residential bonus units which may be permitted for this Plan Area is 0 units.

ADDITIONAL DEVELOPED OUTDOOR RECREATION - The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 13 to be located within this Plan Area. Specific projects and their timing are addressed in the TRPA five-year Recreation Program pursuant to Chapter 33 Allocation of Development. The following additional capacities allowed are measured in persons at one time:

SUMMER DAY USES 0 POAT WINTER DAY USE 4,000 PAOT
OVERNIGHT PAOT

OTHER -Winter parking; 11 miles of trail.

PARKING REQUIREMENTS

- a. Single family dwelling - Usable and accessible space for two (2) vehicles located entirely on-site.
- b. Other uses - Refer to Parking Standards.

HEIGHT RESTRICTIONS - The maximum permitted height shall be as established in Chapter 22 of the TRPA Code.

SETBACKS

- a. The minimum front setback shall be 45 ft. from the centerline of the abutting traveled way, or 20 ft. from the property line, or as required by TRPA, whichever is more restrictive.
- b. Side setbacks - A total of 15 ft. with a 5 ft. minimum, or as required by TRPA, whichever is more restrictive.
- c. Rear setback - 10 ft. or as required by TRPA, whichever is more restrictive.

MINIMUM BUILDING SITE - The minimum building site size shall be 10,000 sq. ft.

PLAN DESIGNATION

Land Use Classification	-	RESIDENTIAL
Management Strategy	-	MITIGATION
Special Designation	-	NONE

DESCRIPTION

Location - This area is located approximately three miles west of the Sunnyside Resort.

Existing Uses - The primary use is residential consisting entirely of single family dwellings.

Existing Environment - The Alpine Peaks area is one of the few Tahoe Basin subdivisions located in a true sub-Alpine environment. Winters in the area are long and severe and the growing season for vegetation is short. The unit is comprised of approximately 20 percent high hazard, 35 percent moderate hazard and 45 percent low hazard lands. The unit is about 10 percent covered and 25 percent disturbed.

PLANNING STATEMENT - The area should remain residential, maintaining the existing character of the neighborhood.

PLANNING CONSIDERATIONS

1. The unit exhibits many moderate to severe cut and fill slopes.
2. Many of the slope cuts intercept groundwater.
3. Some areas are seeped and thus exhibit lower land capability attributes than the current capability ratings show.

SPECIAL POLICIES

1. Lots in this subdivision, whether sensitive or not, shall be eligible for retirement pursuant to TDR provisions that would allow development rights to be transferred out of this Plan Area.
2. There are problems with fire protection service and TCPUD service to this area due to its remote location. Buyout programs and other economic alternatives should be offered to the property owners in this area to encourage transfer out of existing developments.

PERMISSIBLE USES - Pursuant to Chapter 18 PERMISSIBLE USES, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List - The following list of permissible uses is applicable throughout the Plan Area:

- | | | |
|---------------------|---|---|
| Residential | - | Single family dwelling (A). |
| Public Service | - | Local public health and safety facilities (S), transit stations and terminals (S), pipelines and power transmission (S/CUP), transmission and receiving facilities (S), transportation routes (S/CUP), public utility centers (S) and day-care centers (S). |
| Recreation | - | Participant sports facilities (S), day use areas (A) and riding and hiking trails (A). |
| Resource Management | - | Forest management practices (A) erosion control (A), runoff control (A) and SEZ restoration (A). |

MAXIMUM DENSITIES - The following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive programs, special use determinations, allocation limitations and general site development standards.

USE

MAXIMUM DENSITY

Residential

Single Family Dwelling

1 unit per parcel

PARKING REQUIREMENTS

- a. Single family dwelling - Usable and accessible space for two (2) vehicles located entirely on-site.
- b. Other uses - Refer to Parking Standards.

HEIGHT RESTRICTIONS - The maximum permitted height shall be as established in Chapter 22 of the TRPA Code.

SETBACKS

- a. The minimum front setback shall be 45 ft. from the centerline of the abutting traveled way, or 20 ft. from the property line, or as required by TRPA, whichever is more restrictive.
- b. Side setbacks - A total of 15 ft. with a 5 ft. minimum, or as required by TRPA, whichever is more restrictive.
- c. Rear setback - 10 ft. or as required by TRPA, whichever is more restrictive.

MINIMUM BUILDING SITE - The minimum building site size shall be 10,000 sq. ft.

PLAN DESIGNATION

Land Use Classification	-	RESIDENTIAL
Management Strategy	-	MITIGATION
Special Designation	-	NONE

DESCRIPTION

Location - The Talmont Estates area is located northwest of the Sunnyside Resort, approximately three miles south and west of Tahoe City.

Existing Uses - The primary use of the area is residential consisting entirely of single family dwellings. The subdivision is about 50 percent built out.

Existing Environment - The existing environment consists of mixed fir forest with generally sparse understory. The area is approximately 65 percent low hazard, 20 percent moderate hazard and the remainder high hazard. The land coverage is 15 percent plus an additional 25 percent disturbed.

PLANNING STATEMENT - The area should remain residential, maintaining the existing character of the neighborhood.

PLANNING CONSIDERATIONS:

1. Certain areas are seeped and may exhibit characteristics of a lower land capability than shown on Agency maps.

SPECIAL POLICIES - No special policies.

PERMISSIBLE USES - Pursuant to Chapter 18 PERMISSIBLE USES, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered

nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List - The following list of permissible uses is applicable throughout the Plan Area:

- Residential - Single family dwelling (A).
- Public Service - Local public health and safety facilities (S), transit stations and terminals (S), pipelines and power transmission (S/CUP), transmission and receiving facilities (S), transportation routes (S/CUP), public utility centers (S) and day-care centers (S).
- Recreation - Participant sports facilities (S), day use areas (A) and riding and hiking trails (A).
- Resource Management - Forest management practices (A), erosion control (A), runoff control (A) and SEZ restoration (A).

MAXIMUM DENSITIES - The following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive programs, special use determinations, allocation limitations and general site development standards.

<u>USE</u>	<u>MAXIMUM DENSITY</u>
<u>Residential</u> Single Family Dwelling	1 unit per parcel

RESIDENTIAL BONUS UNITS - Pursuant to Chapter 35, the maximum number of residential bonus units which may be permitted for this Plan Area is 0 units.

PARKING REQUIREMENTS

- a. Single family dwelling - Usable and accessible space for two (2) vehicles located entirely on-site.
- b. Other uses - Refer to Parking Standards.

HEIGHT RESTRICTIONS - The maximum permitted height shall be as established in Chapter 22 of the TRPA Code

SETBACKS

- a. The minimum front setback shall be 45 ft. from the centerline of the abutting traveled way or 20 ft. from the property line, or as required by TRPA, whichever is more restrictive.
- b. Side setbacks - A total of 15 ft. with a 5 ft. minimum, or as required by TRPA, whichever is more restrictive.
- c. Rear setback - 10 ft. or as required by TRPA, whichever is more restrictive.

MINIMUM BUILDING SITE - The minimum building site size shall be 10,000 sq. ft.

PLAN DESIGNATION

Land Use Classification - COMMERCIAL
Management Strategy - REDIRECTION

DESCRIPTION

Location - This area is located approximately two miles south of Tahoe City on Highway 89 in the area of the Sunnyside Resort.

Existing Uses - Existing development in this Plan Area includes a restaurant/tavern, boat storage yard, marina and a public (USFS) campground. The area is nearly completely built out.

Existing Environment - Almost the entire area is developed, primarily by recreational uses (campground). The area is approximately 40 percent SEZ shorezone tolerance district is 7. Most of the area is in public ownership. A small public beach is located in the area. Impervious coverage totals approximately 25 percent, and approximately 10 percent is considered disturbed.

PLANNING STATEMENT - The current and future uses should be directed towards the needs of tourists. The area to the west of Highway 89 should be rehabilitated to improve the scenic quality of the area while maintaining the west shore scale and character.

PLANNING CONSIDERATIONS

1. Following the adoption of the County area General Plan, this Plan Area may be the subject of a joint venture "Community Plan" between Placer County and the TRPA, pursuant to Chapter 14 of the TRPA Code. The development allocations proposed in this Plan may require Community Plan adoption before being made available.

PERMISSIBLE USES - Pursuant to Chapter 18 PERMISSIBLE USES, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered

nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List - The following list of permissible uses is applicable throughout the Plan Area:

- Residential - Employee housing (S) single family dwelling (A), multiple family dwellings (up to 2 units) (A), greater than 20 units (S).
- Tourist
Accommodation - Bed and breakfast facilities (A), hotel, motel and other transient dwelling units up to 20 units (A), and greater than 20 units (S), and time share (hotel/motel design) (S).
- Commercial - Auto, mobile home and vehicle dealers (S), building materials and hardware conducted within a building (A), outside (S), eating and drinking places (A), food and beverage retail sales (A), furniture, home furnishings and equipment (S), general merchandise stores (A), mail order and vending (A), nursery (A), outdoor retail sales (S), service stations (S), amusements and recreation services (S), broadcasting studios (A), business support services (A), contract construction services (S), financial services (A), health care services (A), personal services (A), professional offices (A), repair services (A), schools - pre-schools (A), secondary storage (S) and vehicle storage and parking (S).
- Public Service - Churches (S), cultural facilities (A), day-care centers (A), local assembly and entertainment (A), local post office (A), local public health and safety facilities (A), membership organizations (A), public utility centers (S), regional public health and safety facilities (S), social service organizations (A), pipelines and power transmission (S/CUP), transit stations and terminals (S), transportation routes (S/CUP) and transmission and receiving facilities (S).
- Recreation - Day use areas (A), participant sports facilities (S), beach recreation (A), boat launching facilities (S),

cross country skiing courses (S), developed campgrounds (A), group facilities (S), outdoor recreation concessions (A), marinas (S/CUP), recreational vehicle park (S), riding and hiking trails (S), rural sports (S) and visitor information center (S).

Resource Management - Forest management practices (A), erosion control (A), runoff control (A) and SEZ restoration (A).

Shorezone - The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

Tolerance District 7

Primary Uses - Water oriented outdoor recreation concessions (A), beach recreation (A), water borne transit (A), boat launching facilities (S), tour boat operations (A), safety and navigation devices (A), marinas (S) and salvage operations (S).

Accessory Structures - Buoys (A), piers (A), fences (S), boat ramps (A), breakwaters or jetties (S), floating docks and platforms (A), shoreline protective structures (S) and water intake lines (A).

MAXIMUM DENSITIES - The following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive programs, special use determinations, allocation limitations and general site development standards.

<u>USE</u>	<u>MAXIMUM DENSITY</u>
<u>Residential</u>	
Single Family Dwelling	1 unit per parcel
Employee Housing (Multiple family dwelling only)	15 units per acre

Tourist Accommodation

Bed and breakfast	10 units per acre
Hotel, Motel and Other Transient Units	
-with less than 10% of units with kitchens	20 units per acre
-with 10% or more units with kitchens	15 units per acre
Timeshare (hotel/motel design only)	As per the limitations set forth in this table

Recreation

Recreation Vehicle Parks	10 sites per acre
Developed Campground	8 sites per acre

RESIDENTIAL BONUS UNITS - Pursuant to Chapter 35 of the TRPA Code, the maximum number of residential bonus units which may be permitted for this Plan Area is 0 units.

ADDITIONAL DEVELOPED OUTDOOR RECREATION - The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 13 to be located within this Plan Area. Specific projects and their timing are addressed in the TRPA five-year Recreation Program pursuant to Chapter 33 Allocation of Development. The following additional capacities allowed are measured in persons at one time:

SUMMER DAY USES 0 PAOT WINTER DAY USE 0 PAOT OVERNIGHT USES 0 PAOT

PARKING REQUIREMENTS

- a. Single family dwelling - Usable and accessible space for two (2) vehicles located entirely on-site.
- b. Other uses - Refer to Parking Standards.

HEIGHT RESTRICTIONS - The maximum permitted height shall be as established in Chapter 22 of the TRPA Code.

SETBACKS

- a. The minimum front setback shall be 45 ft. from the centerline of the abutting traveled way or 20 ft. from the property line, or as required by TRPA, whichever is more restrictive.
- b. Side setbacks - A total of 15 ft. with a 5 ft. minimum, or as required by TRPA, whichever is more restrictive.
- c. Rear setback - 10 ft. or as required by TRPA, whichever is more restrictive.

MINIMUM BUILDING SITE - The minimum building site size shall be 10,000 sq. ft.

TOURIST ACCOMMODATION BONUS UNITS - no new tourist accommodation units proposed at this time.

COMMERCIAL FLOOR AREA ALLOCATION - The maximum amount of commercial floor area which may be allocated for additional development in this Plan Area, predicated on an assignment of such commercial allocation by the TRPA, is 2,500 sq. ft.

170 -- TAHOE PARK/PINELAND

PLAN DESIGNATION

Land Use Classification	-	RESIDENTIAL
Management Strategy	-	MITIGATION
Special Designation	-	SCENIC RESTORATION AREA

DESCRIPTION

Location - This is the area west of and surrounding the Sunnyside Resort, approximately two miles south of Tahoe City on Highway 89.

Existing Uses - This Plan Area is an older residential subdivision consisting primarily of single family dwellings and some commercial uses on Highway 89. At present it is approximately 80 percent built out.

Existing Environment - The area is 70 percent low hazard, 20 percent SEZ and 10 percent moderate or high hazard. The vegetative composition is dominated by large firs. The entire area has been subdivided, but still retains a rural atmosphere. Impervious land coverage is estimated at 20 percent with an additional 20 percent considered disturbed.

PLANNING STATEMENT - The area should remain residential, maintaining the existing character of the neighborhood.

PLANNING CONSIDERATIONS

1. Some of the SEZ areas have been modified or developed.
2. Subdivision improvements do not meet minimal BMP standards.
3. Additional fire protection is needed in this area.

SPECIAL POLICIES

1. Additional fire protection facilities are encouraged in this area.
2. Legally created multi-residential units in this Plan Area are not permitted to expand in number, however, they are not considered non-conforming for purposes of remodeling or reconstruction.

PERMISSIBLE USES - Pursuant to Chapter 18 PERMISSIBLE USES, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List - The following list of permissible uses is applicable throughout the Plan Area:

- | | | |
|---------------------|---|---|
| Residential | - | Single family dwelling (A). |
| Public Service | - | Local public health and safety facilities (S), transit stations and terminals (S), pipelines and power transmission (S/CUP), transmission and receiving facilities (S), transportation routes (S/CUP), public utility centers (S), churches (S), local post offices (S) and day-care centers (S). |
| Recreation | - | Participant sports (S), facilities day use areas (A), and riding and hiking trails (A). |
| Resource Management | - | Forest management practices (A), erosion control (A) runoff control (A) and SEZ restoration (A). |

MAXIMUM DENSITIES - The following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive programs, special use determinations, allocation limitations and general site development standards.

USE

MAXIMUM DENSITY

Residential

Single Family Dwelling

1 unit per parcel

RESIDENTIAL BONUS UNITS - Pursuant to Chapter 35 of the TRPA Code, the maximum number of residential bonus units which may be permitted for this Plan Area is 0 units.

PARKING REQUIREMENTS

- a. Single family dwelling - Usable and accessible space for two (2) vehicles located entirely on-site.
- b. Other uses - Refer to Parking Standards.

HEIGHT RESTRICTIONS The maximum permitted height shall be as established in Chapter 22 of the TRPA Code

SETBACKS

- a. The minimum front setback shall be 45 ft. from the centerline of the abutting traveled way or 20 ft. from the property line, or as required by TRPA, whichever is more restrictive.
- b. Side setbacks - A total of 15 ft. with a 5 ft. minimum, or as required by TRPA, whichever is more restrictive.
- c. Rear setback - 10 ft. or as required by TRPA, whichever is more restrictive.

MINIMUM BUILDING SITE - The minimum building site size shall be 10,000 sq. ft.

171 -- TAVERN HEIGHTS

PLAN DESIGNATION

Land Use Classification - RESIDENTIAL
Management Strategy - MITIGATION

DESCRIPTION

Location - This is the residential area along Highway 89 between Sunnyside Resort and Tahoe City.

Existing Uses - Tavern Heights is a mixture of residential uses ranging from medium density condominiums to large estates. The shoreline is in private ownership. The area is 85 percent built out.

Existing Environment - The area is 90 percent low hazard. The shoreline is classified as tolerance District 7. Approximately 20 percent of the area has been covered with impervious surfaces and an additional 20 percent has been disturbed.

PLANNING STATEMENT - The area should remain residential, maintaining the existing character of the neighborhood.

PLANNING CONSIDERATIONS

1. Most of the piers in this area are extremely long due to shallow water.
2. The prime fish habitat in Lake Tahoe is tentatively identified for habitat restoration.
3. A portion of this Plan Area is located in the jurisdiction of the Tahoe City Area General Plan.

SPECIAL POLICIES

1. The two churches and their facilities, as they exist upon the adoption of this Plan Area, are considered allowed uses.

PERMISSIBLE USES - Pursuant to Chapter 18 PERMISSIBLE USES, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List - The following list of permissible uses is applicable throughout the Plan Area:

- | | | |
|--------------------------|---|---|
| Residential | - | Single family dwelling (A). |
| Tourist
Accommodation | - | Bed and breakfast facilities (S). |
| Public Service | - | Local public health and safety facilities (S), transit stations and terminals (S), pipelines and power transmission (S/CUP), transmission and receiving facilities (S), transportation routes (S/CUP), public utility centers (S), churches (S), local post offices (S), and day care centers (S) churches (S). |
| Recreation | - | Participant sports facilities (S), day use areas (A) and riding and hiking trails (A). |
| Resource
Management | - | Forest management practices (A), erosion control (A), runoff control (A) and SEZ restoration (A). |

Shorezone - The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

Tolerance District 7

- Primary Uses - Beach recreation (A), safety and navigational devices (A) and salvage operations (A).
- Accessory Structures - Buoys (A), piers (A), fences (S), boat ramps (S), breakwaters or jetties (S), floating docks and platforms (S), shoreline protective structures (S) and water intake lines (S).

MAXIMUM DENSITIES - The following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive programs, special use determinations, allocation limitations and general site development standards.

<u>USE</u>	<u>MAXIMUM DENSITY</u>
<u>Residential</u>	
Single Family Dwelling	1 unit per parcel
<u>Tourist Accommodation</u>	
Bed and Breakfast Facilities	8 units per acres

RESIDENTIAL BONUS UNITS - Pursuant to Chapter 35, the maximum number of residential bonus units which may be permitted for this Plan Area is 0 units.

PARKING REQUIREMENTS

- a. Single family dwelling - Usable and accessible space for two (2) vehicles located entirely on-site.
- b. Other uses - Refer to Parking Standards.

HEIGHT RESTRICTIONS The maximum permitted height shall be as established in Chapter 22 of the TRPA Code.

SETBACKS

- a. The minimum front setback shall be 45 ft. from the centerline of the abutting traveled way or 20 ft. from the property line, or as required by TRPA, whichever is more restrictive.
- b. Side setbacks - A total of 15 ft. with a 5 ft. minimum, or as required by TRPA, whichever is more restrictive.
- c. Rear setback - 10 ft. or as required by TRPA, whichever is more restrictive.

MINIMUM BUILDING SITE - The minimum building site size shall be 10,000 sq. ft.

172 -- MARK TWAIN TRACT

PLAN DESIGNATION

Land Use Classification - RESIDENTIAL
Management Strategy - REDIRECTION
Special Designation - NONE

DESCRIPTION

Location - This is the residential area south of Granlibakken.

Existing Uses - This is a low density residential area. Approximately 15 percent of the area has been built out.

Existing Environment - The area is classified 60 percent moderate hazard and 40 percent low hazard. The land coverage is 10 percent plus an additional 15 percent disturbed.

PLANNING STATEMENT - The area should continue to be residential , at the density of one residence per legal lot or parcel of record. However, transfer of developments out of this area is encouraged.

PLANNING CONSIDERATIONS

1. The area contains a large "paper" subdivision and some parts of the plan area do not meet minimal BMP standards.

SPECIAL POLICIES - No special policies.

PERMISSIBLE USES: Pursuant to Chapter 18 PERMISSIBLE USES, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered

nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List - the following list of permissible uses is applicable throughout the Plan Area:

- Residential - Single family dwelling (A).
- Public Service - Local public health and safety facilities (S), transit stations and terminals (S), pipelines and power transmission (S/CUP), transmission and receiving facilities (S), transportation routes (S/CUP) and public utility centers.
- Recreation - Participant sports facilities (S), day use areas (A) and riding and hiking trails (A).
- Resource Management - Forest management practices (A) erosion control (A), runoff control (A) and SEZ restoration (A).

MAXIMUM DENSITIES - The following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive programs, special use determinations, allocation limitations and general site development standards.

<u>USE</u>	<u>MAXIMUM DENSITY</u>
<u>Residential</u> Single Family Dwelling	1 unit per parcel

RESIDENTIAL BONUS UNITS - Pursuant to Chapter 35, the maximum number of residential bonus units which may be permitted for this Plan Area is 0 units.

PARKING REQUIREMENTS

- a. Single family dwelling - usable and accessible space for two (2) vehicles located entirely on-site.

- b. Other uses - refer to Parking Standards.

HEIGHT RESTRICTIONS - the maximum permitted height shall be as established in Chapter 22 of the TRPA Code.

SETBACKS

- a. The minimum front setback shall be 45 ft. from the centerline of the abutting traveled way or 20 ft. from the property line, or as required by TRPA, whichever is more restrictive.
- b. Side setbacks - a total of 15 ft. with a 5 ft. minimum or as required by TRPA, whichever is more restrictive.
- c. Rear setback - 10 ft. or as required by TRPA, whichever is more restrictive.

MINIMUM BUILDING SITE - the minimum building site size shall be 10,000 sq. ft.

PLAN DESIGNATION

Land Use Classification	-	TOURIST
Management Strategy	-	MITIGATION
Special Designation	-	TDR RECEIVING AREA FOR: 1. Existing Development 2. Multi-Residential Units MULTI-RESIDENTIAL INCENTIVE PROGRAM

DESCRIPTION

Location - this area is located immediately south of Tahoe City and portions of the Plan Area and situated in the Tahoe City Area General Plan boundaries and portion in the West Shore General Plan boundaries.

Existing Uses - this area is a planned unit development that contains condominiums, a hotel and numerous recreational facilities including a small ski lift. This area is 60 percent built out.

Existing Environment - the lands in this area are classified 65 percent SEZ and high hazard and 35 percent low and moderate hazard. The land coverage is 10 percent and disturbance approaches 20 percent, largely due to the ski area.

PLANNING STATEMENT - This area should continue as a multi-use tourist-oriented planned unit development.

PLANNING CONSIDERATIONS

1. Following the adoption of the County area General Plan, this Plan Area may be the subject of a joint venture "Community Plan" between Placer County and the TRPA, pursuant to Chapter 14 of the TRPA Code. The development allocations proposed in this Plan may require Community Plan adoption before being made available.

SPECIAL POLICIES

1. A settlement agreement was made between the Granlibakken development and the California Tahoe Regional Planning Agency (CTRPA), while that agency was still active. The build-out provisions of that settlement are recognized by this Plan.

PERMISSIBLE USES - Pursuant to Chapter 18 PERMISSIBLE USES, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List - The following list of permissible uses is applicable throughout the Plan Area:

- | | | |
|-----------------------|---|--|
| Residential | - | Employee housing (S), multiple family dwelling (A) and single family dwelling (A). |
| Tourist Accommodation | - | Hotel, motel, and other transient dwelling units, up to 20 units (A), 20 units or greater (S), timeshare (hotel/motel design) (S) and timeshare (residential design) (S). |
| Commercial | - | Eating and drinking places (S), amusements and recreation services (S), privately owned assembly and entertainment (S) and secondary storage (S). |
| Public Service | - | Churches (S), cultural facilities (S), day-care centers (S), local assembly and entertainment (S), local post office (A), local public health and safety facilities (S), pipeline and power transmission (S/CUP), transmission and receiving facilities (S), transit stations and terminals (S) and transportation routes (S/CUP). |
| Recreation | - | Day use areas (A), participants sports facilities (A), sport assembly (S), cross-country skiing courses (S), group facilities (S), outdoor recreation concessions (A), riding and hiking trails (S), rural sports (S) and snow mobile courses (S). |

Resource Management - Forest management practices (A), erosion control (A), runoff control (A) and SEZ restoration (A).

MAXIMUM DENSITIES - The following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive programs, special use determinations, allocation limitations and general site development standards.

<u>USE</u>	<u>MAXIMUM DENSITY</u>
<u>Residential</u>	
Single Family Dwelling	1 unit per parcel
Multiple Family Dwelling	15 units per acre
Employee Housing	As per the limitations above
<u>Tourist Accommodation</u>	
Hotel, Motel and other Transient Units	
-with less than 10% of units with kitchens	40 units per acre
-with 10% or more units with kitchens	15 units per acre
Timeshare	As per the limitations set forth in this table

TOURIST ACCOMMODATION BONUS UNITS - Pursuant to Chapter 35 of the TRPA Code, the maximum number of tourist accommodation bonus units which may be permitted for this Plan Area is 35 units, provided such allocation is further provided for by the TRPA.

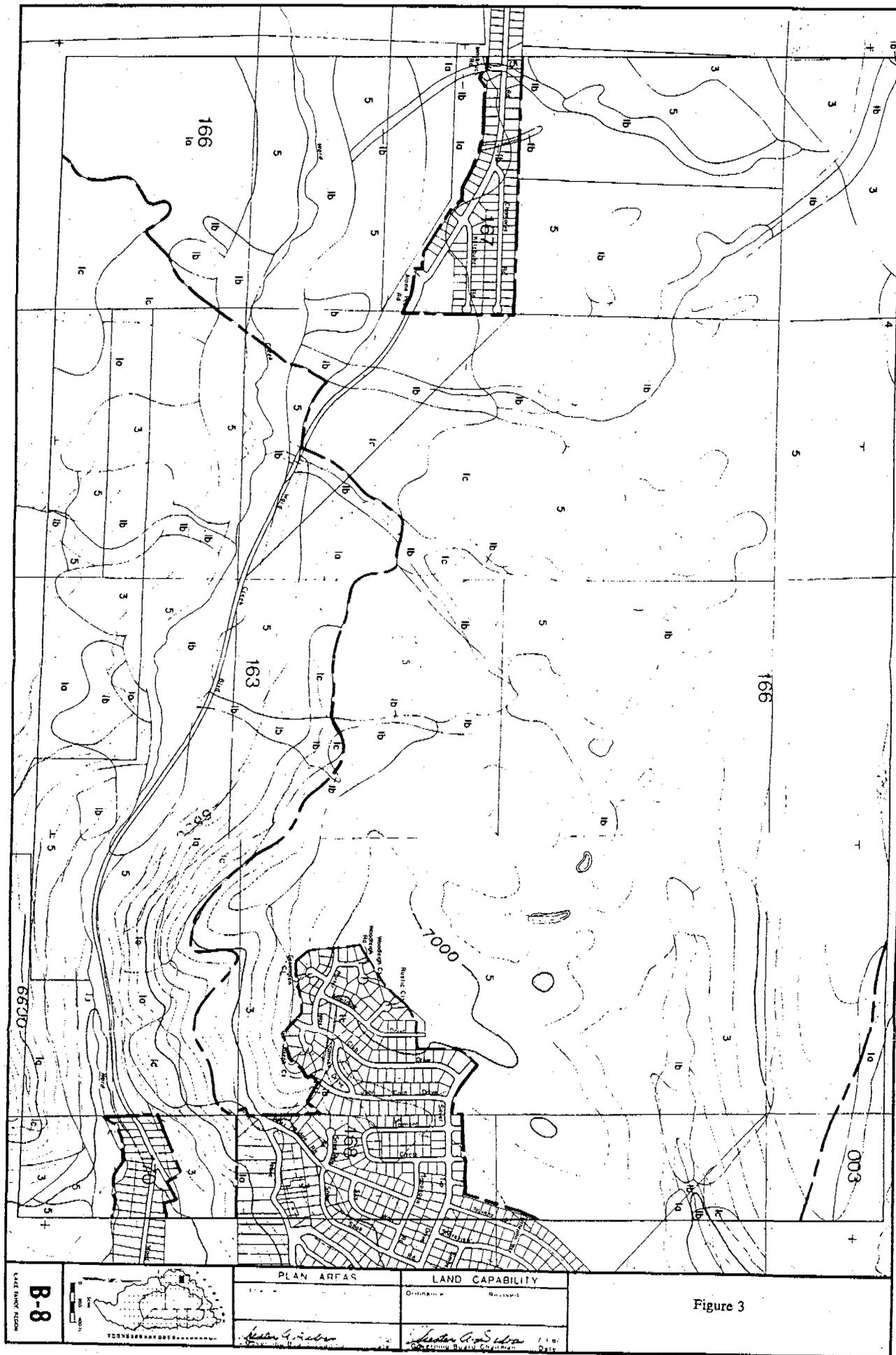
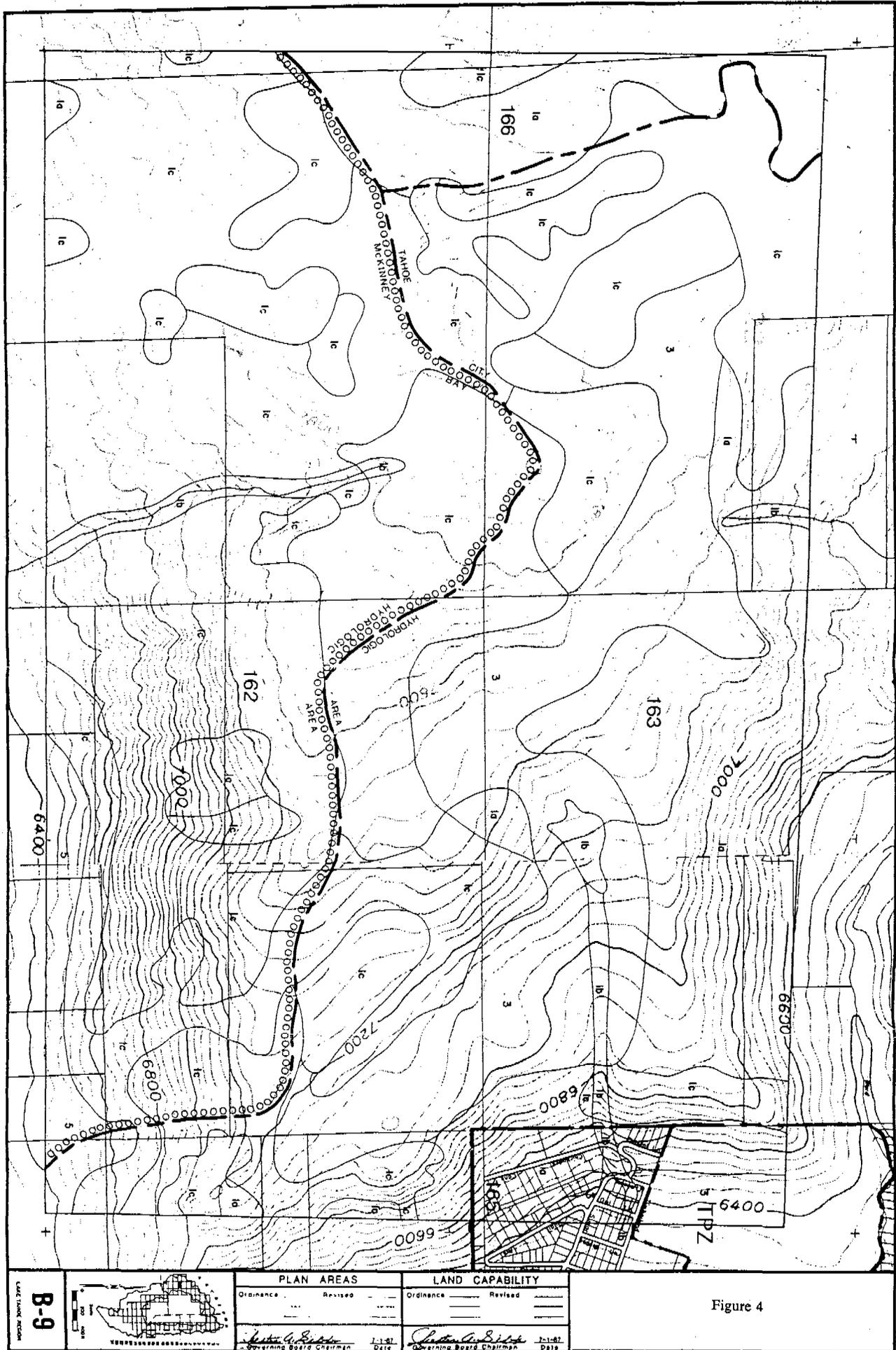


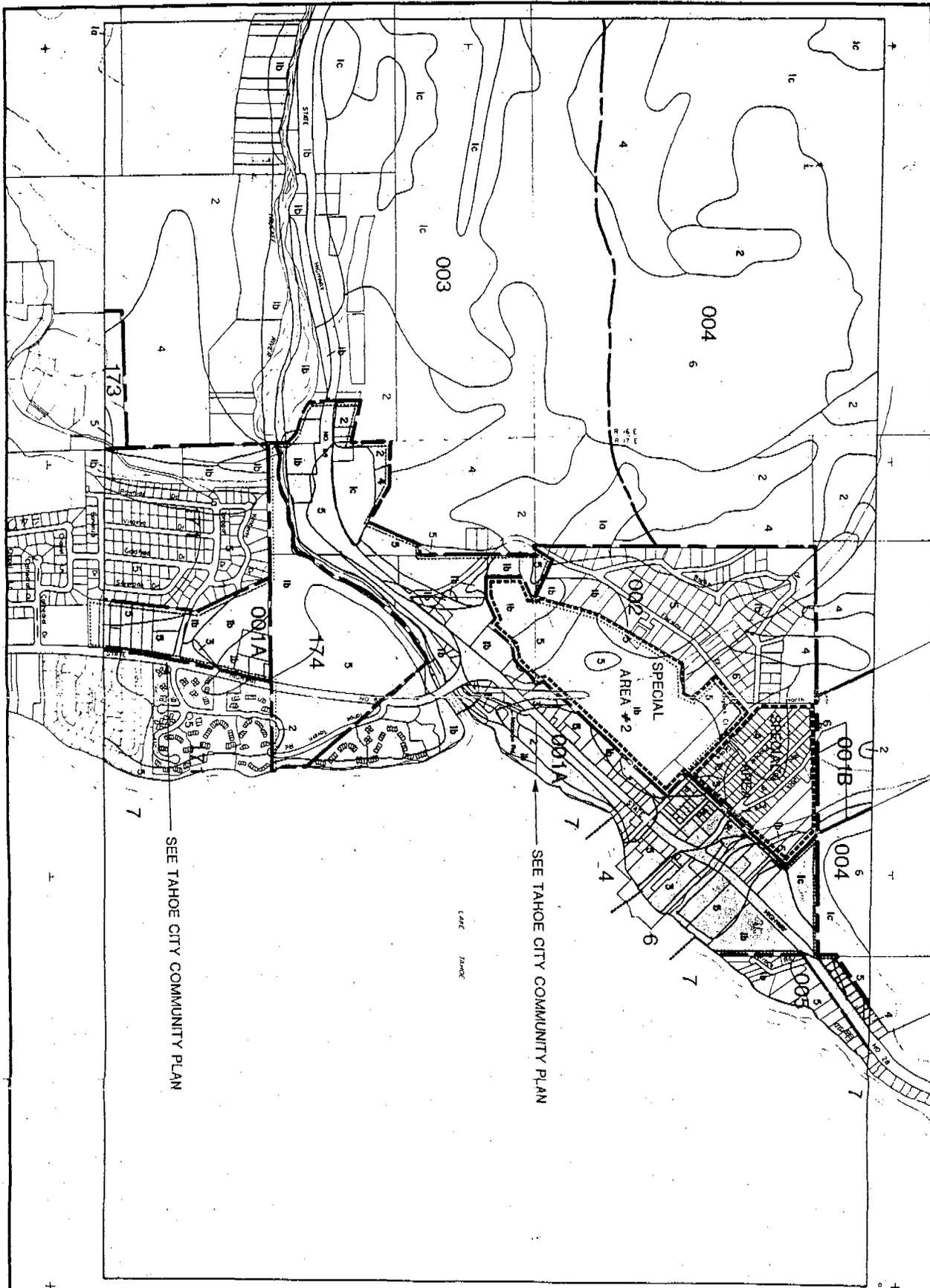
Figure 3



TAHOE REGIONAL PLANNING AGENCY

<p>B-9</p> <p>TAHOE REGIONAL PLANNING AGENCY</p>	<p>PLAN AREAS</p> <p>Ordinance _____ Revised _____</p> <p><i>John A. Bishop</i> 1-1-87 <small>Planning Board Chairman</small> Date</p>		<p>LAND CAPABILITY</p> <p>Ordinance _____ Revised _____</p> <p><i>John A. Bishop</i> 1-1-87 <small>Planning Board Chairman</small> Date</p>	
	<p>DATE: _____</p>		<p>DATE: _____</p>	

Figure 4



TAHOE REGIONAL PLANNING AGENCY

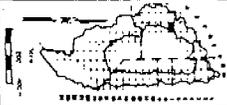
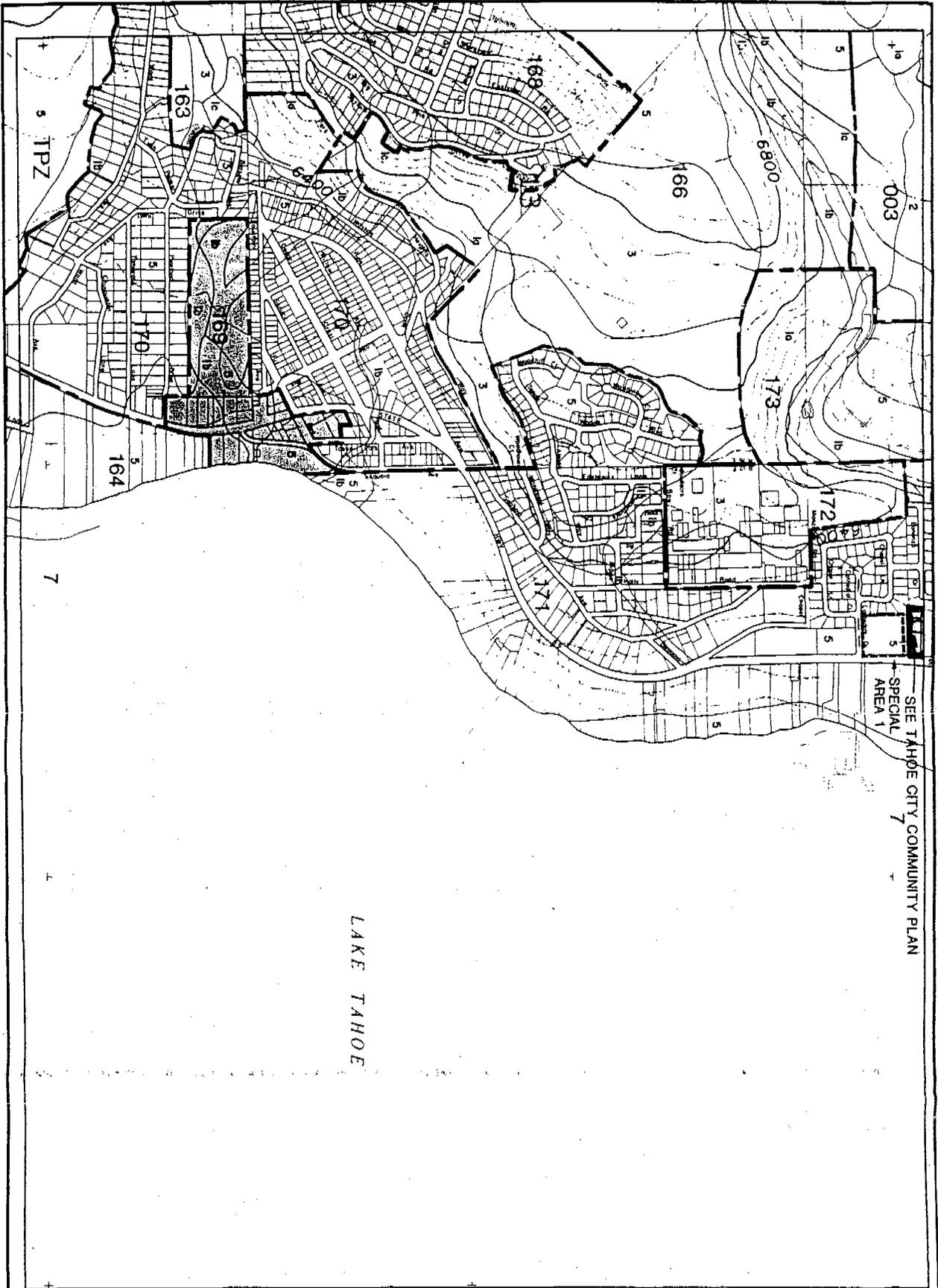
 <p>LAKE TAHOE REGION</p> <p>C-7</p>	<p>PLAN AREAS</p> <p>Ordinance 84-1 Revised 02-23-84</p>	<p>LAND CAPABILITY</p> <p>Ordinance 84-1 Revised 02-23-84</p>
	<p><i>Christie L. Bishop</i> T-1-87 Governance Board Chairman</p>	<p><i>Christie L. Bishop</i> T-1-87 Governance Board Chairman</p>

Figure 6

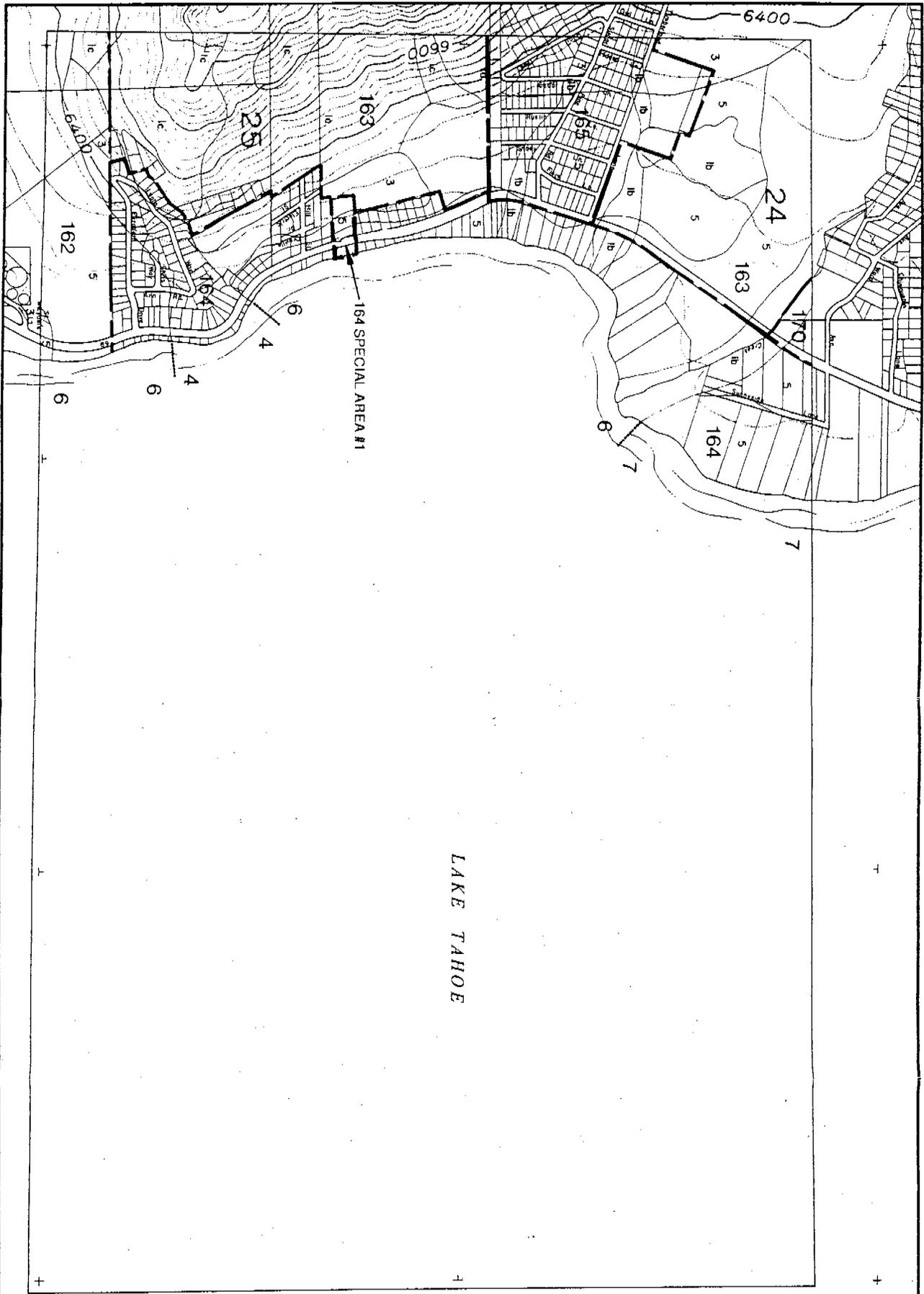


TAHOE REGIONAL PLANNING AGENCY

	PLAN AREAS Ordinance 81-12 Revised 7-25-91 84-1 Revised 2-23-92		LAND CAPABILITY Ordinance 84-1 Revised 2-23-94	
	<i>Justin A. Bille</i> 7-1-92 Governing Board Chairman Date		<i>Justin A. Bille</i> 7-1-92 Governing Board Chairman Date	

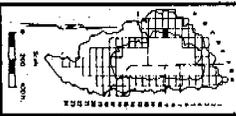
C-8

Figure 7

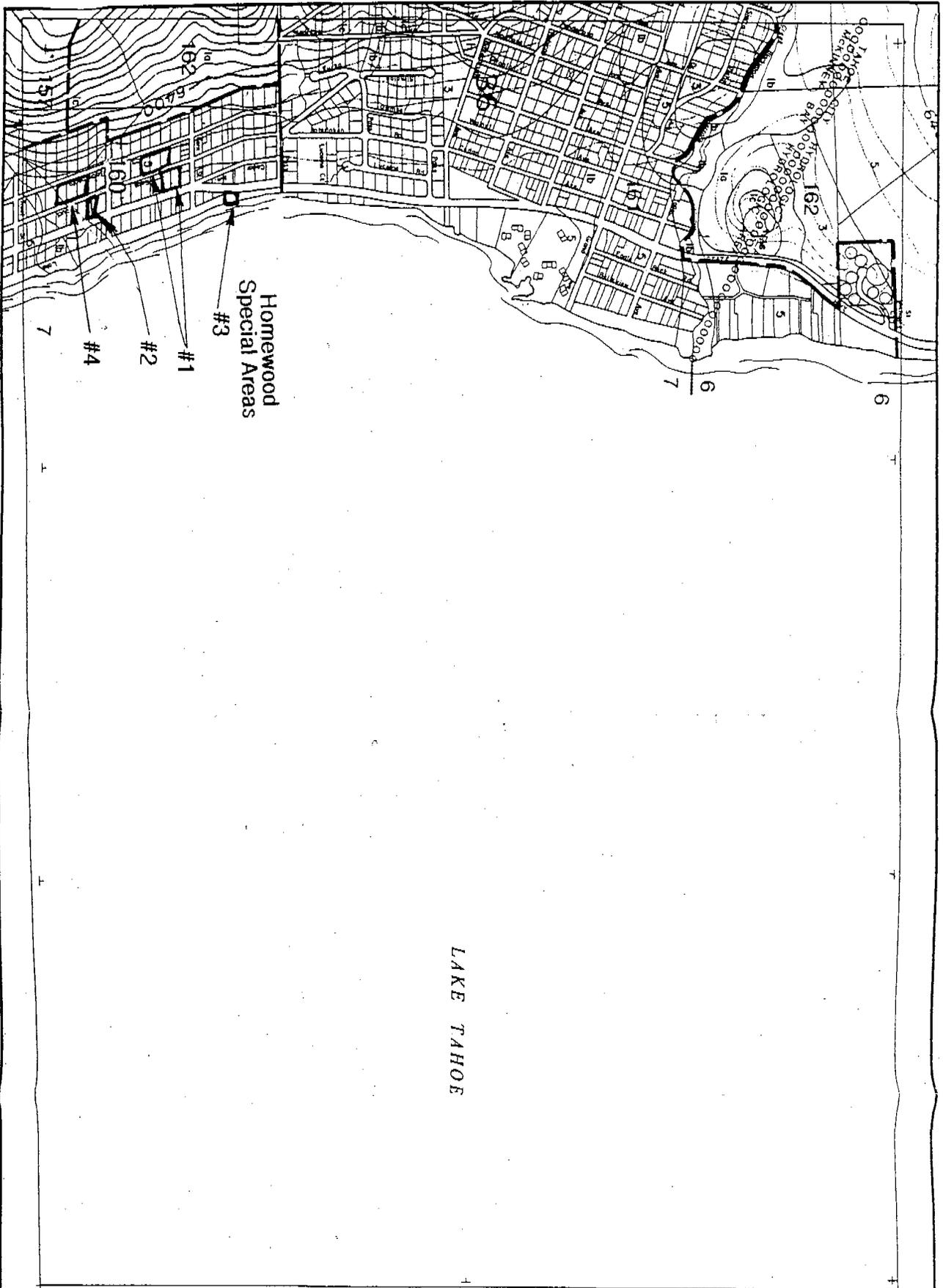


LAKE TAHOE

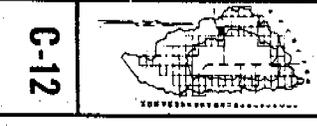
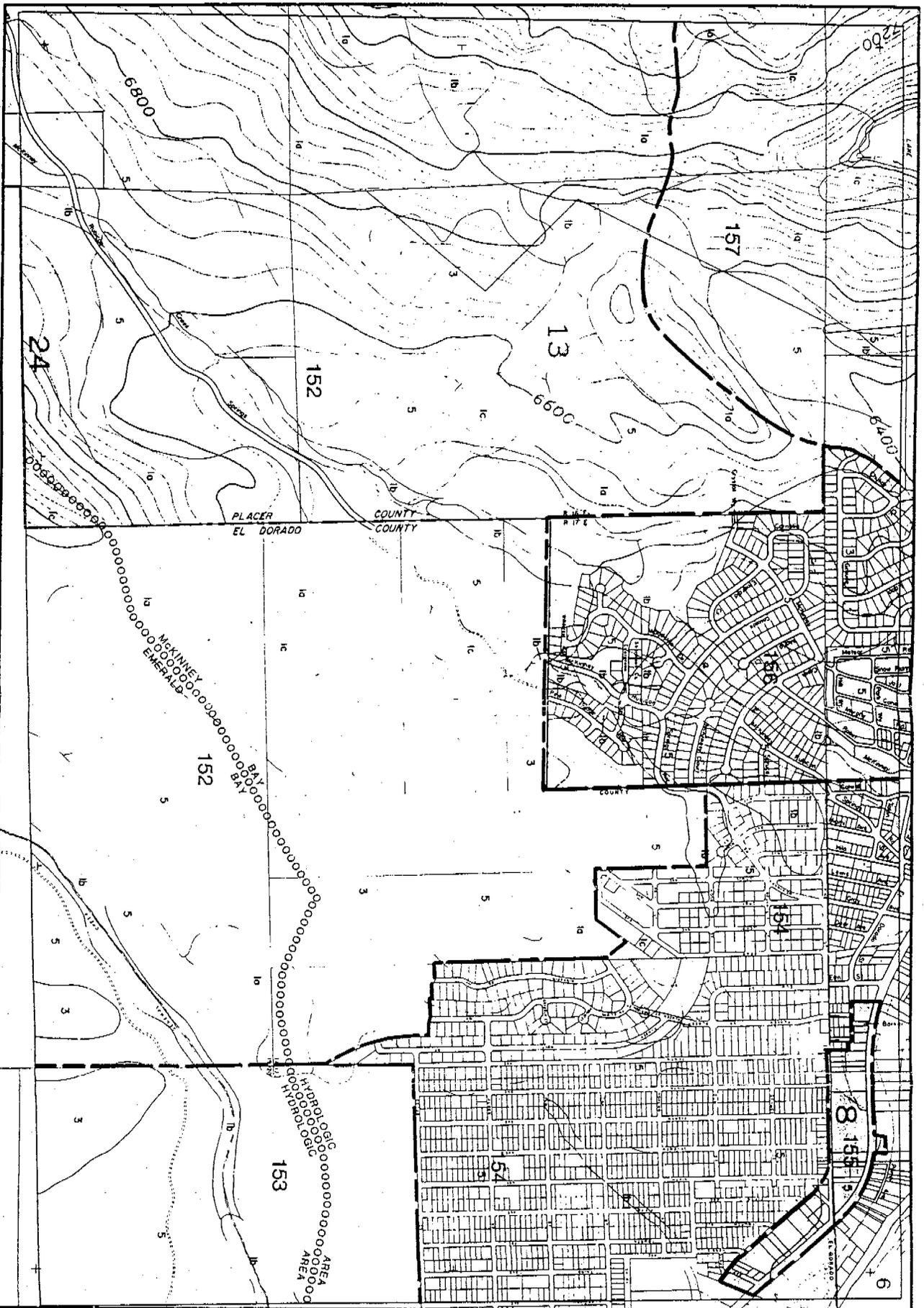
C-9
LAND TRAIL REGION



PLAN AREAS		LAND CAPABILITY	
Ordinance	Revised	Ordinance	Revised
<i>Arthur L. Bishop</i>	7-1-82	<i>Arthur L. Bishop</i>	7-1-82
Governing Board Chairman	Date	Governing Board Chairman	Date



	PLAN AREAS		LAND CAPABILITY		<p>Figure 9</p>
	Ordinance _____	Revised _____	Ordinance _____	Revised _____	
<p>C-10</p> <p>LAKE TAHOE REGION</p>	<p><i>John A. Ballew</i></p> <p>Governing Board Chairman</p>	<p>7-1-82</p> <p>Date</p>	<p><i>Charles A. Ballew</i></p> <p>Governing Board Chairman</p>	<p>7-1-82</p> <p>Date</p>	



C-12

PLAN AREAS		LAND CAPABILITY	
Ordinance	Revised	Ordinance	Revised
_____	_____	_____	_____
<i>Arthur L. Biles</i>	7-1-87	<i>Arthur L. Biles</i>	7-1-87
Boarding Board Chairman	DATE	Boarding Board Chairman	DATE

Figure 11

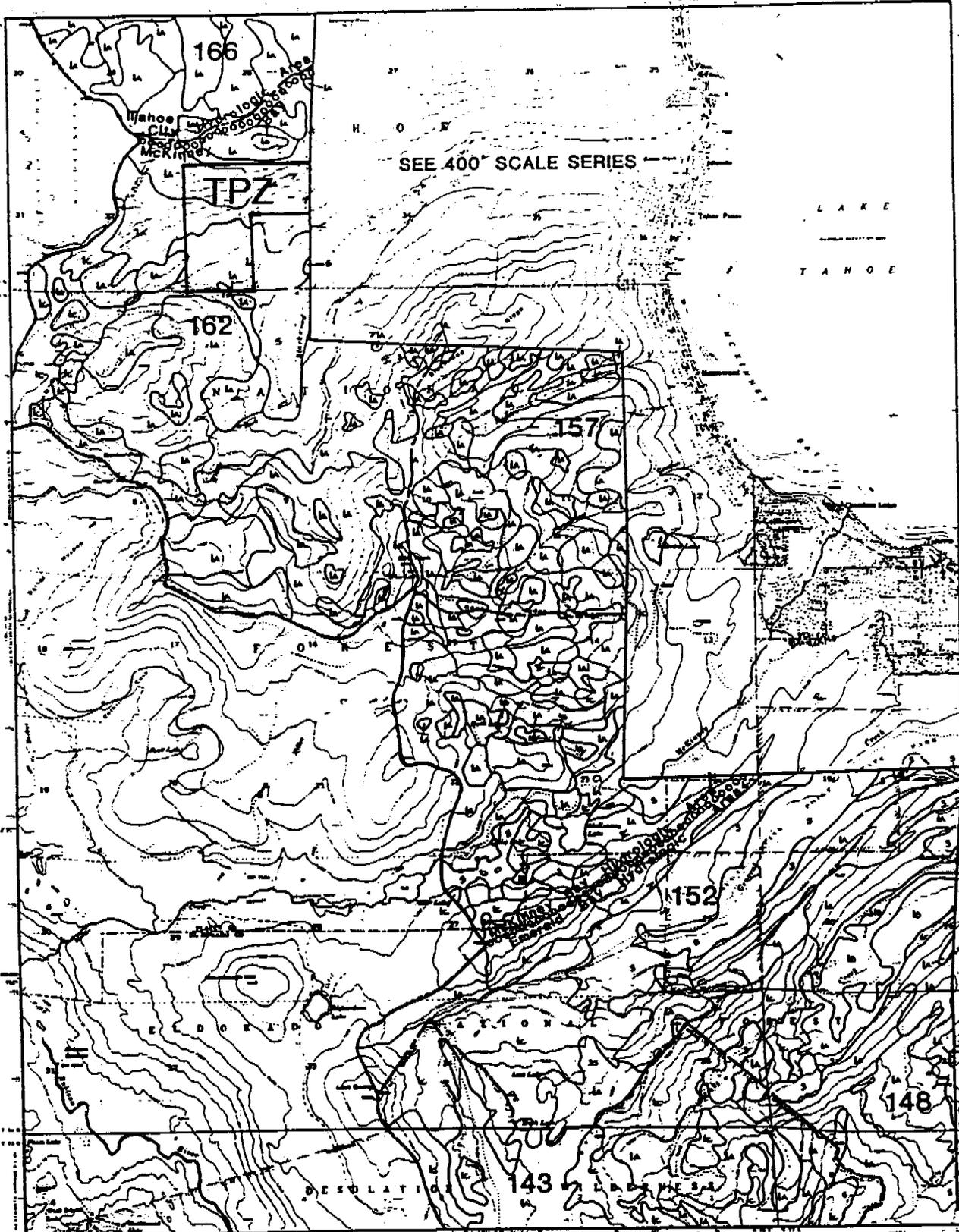
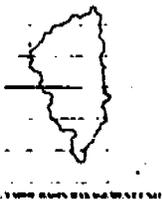


Figure 12

PLAN AREAS		LAND CAPABILITY	
Ordinance	Revised	Ordinance	Revised
<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>
DATE	DATE	DATE	DATE

Scale 1:50,000
 Contour Interval 20 Feet
 Elevation in Feet
 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

- ROADS AND OTHER LINE CLASSES**
- National Highway
 - State Highway
 - County Highway
 - Local Road
 - Railroad
 - Pipeline
 - Utility Line
 - Telephone Line
 - Electric Line
 - Gas Line
 - Water Line
 - Sewer Line
 - Irrigation Canal
 - Ditch
 - Fence
 - Boundary
 - Section Line
 - Township Line
 - Range Line
 - Meridian
 - Section Corner
 - Township Corner
 - Range Corner
 - Meridian Corner
 - Section Corner
 - Township Corner
 - Range Corner
 - Meridian Corner



INYO AND MONO COUNTIES, CALIFORNIA
 538-3C

III. CIRCULATION ELEMENT

TRANSPORTATION/CIRCULATION

A. Transportation Setting

This chapter discusses the existing transportation facilities and traffic conditions within the West Shore Community Plan area.

Streets and Highways

The West Shore Community Plan area is served by a number of local roadways, with State Route (SR) 89 serving as the main vehicle Route between the El Dorado County line and Tahoe City. North of Tahoe City, SR 89 connects with Interstate 80 the Town of Truckee. SR 89 continues south of the Community Plan area and connects with US Highway 50 near South Lake Tahoe.

Through the Plan area, SR 89 is two lanes with posted speed limits between 35 and 45 mph. Typically, the speed reduces to 35 mph through the more populated and tourist attracting areas. The majority of SR 89 through the Community Plan area is striped to prohibit passing of vehicles.

SR 89 serves a mix of both local and tourists trips. The tourist component of the vehicle mix tends to increase during the summer and winter months, correlating to peak boating, camping snow related activities. Many local trips are made on SR 89 to reach employment destinations in South Lake Tahoe and Tahoe City, as well as other locations throughout the Tahoe Basin. Locals also utilize SR 89 to travel to Tahoe City for the commercial amenities.

Figure 13 shows the transportation network in relation to the Plan area.

SR 89 Access

A number of local streets and private driveways connect with SR 89 serving the communities of Pineland, Timberland, Skyland Tahoe Pines, Homewood, Chambers Lodge and Tahoma. The majority of these intersections are stop-controlled on the minor street approaches and do not provide separate turn lanes for individual movements. However, there are some left-turn pockets along SR 89 providing access to side streets at a few key locations, including:

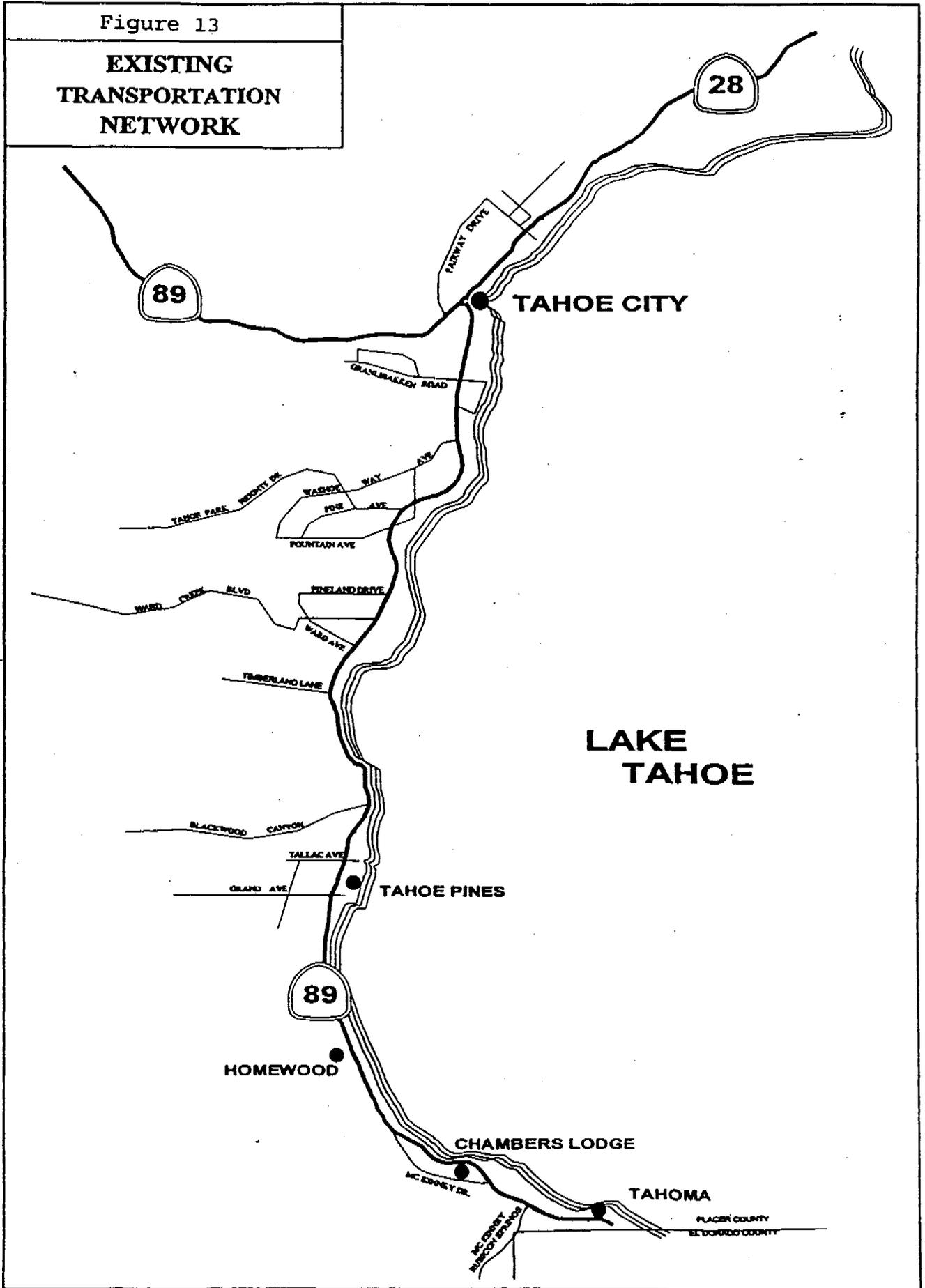
Sequoia Avenue
Pine Avenue

Tahoe Park Avenue
Park Avenue

Hazel Avenue and
Lodge Drive

Figure 13

**EXISTING
TRANSPORTATION
NETWORK**



Local Roadway System

A system of local residential road provides access to the neighborhoods scattered throughout the Plan area. The majority of the local neighborhoods are located on the west side of SR 89 and accommodate two lanes of traffic, although no center striping is typically provided. The grades of these roads vary from relatively flat to quite steep in some areas. Figure 13 depicts some of the heavier used local roads in the Plan area.

Incllement Weather

In times of heavy snowfall a section of SR 89 near Emerald Bay is closed. According to past Caltrans road closure reports, the duration of the road closures can last as little as a few hours to periods of over a week. During these times of closure, vehicles desiring to travel between the west shore and the south shore are forced to travel via other routes such as SR 28 to Highway 50. It is also likely that some discretionary trips are not made during the times when SR 89 is closed.

During the winter season frequent removal of snow on SR 89 and County roads is critical to maintain traffic flow. Caltrans and Placer County Public Works maintain and operate snow removal equipment from service yards in the Tahoe City area. Snow removal crews respond as conditions dictate.

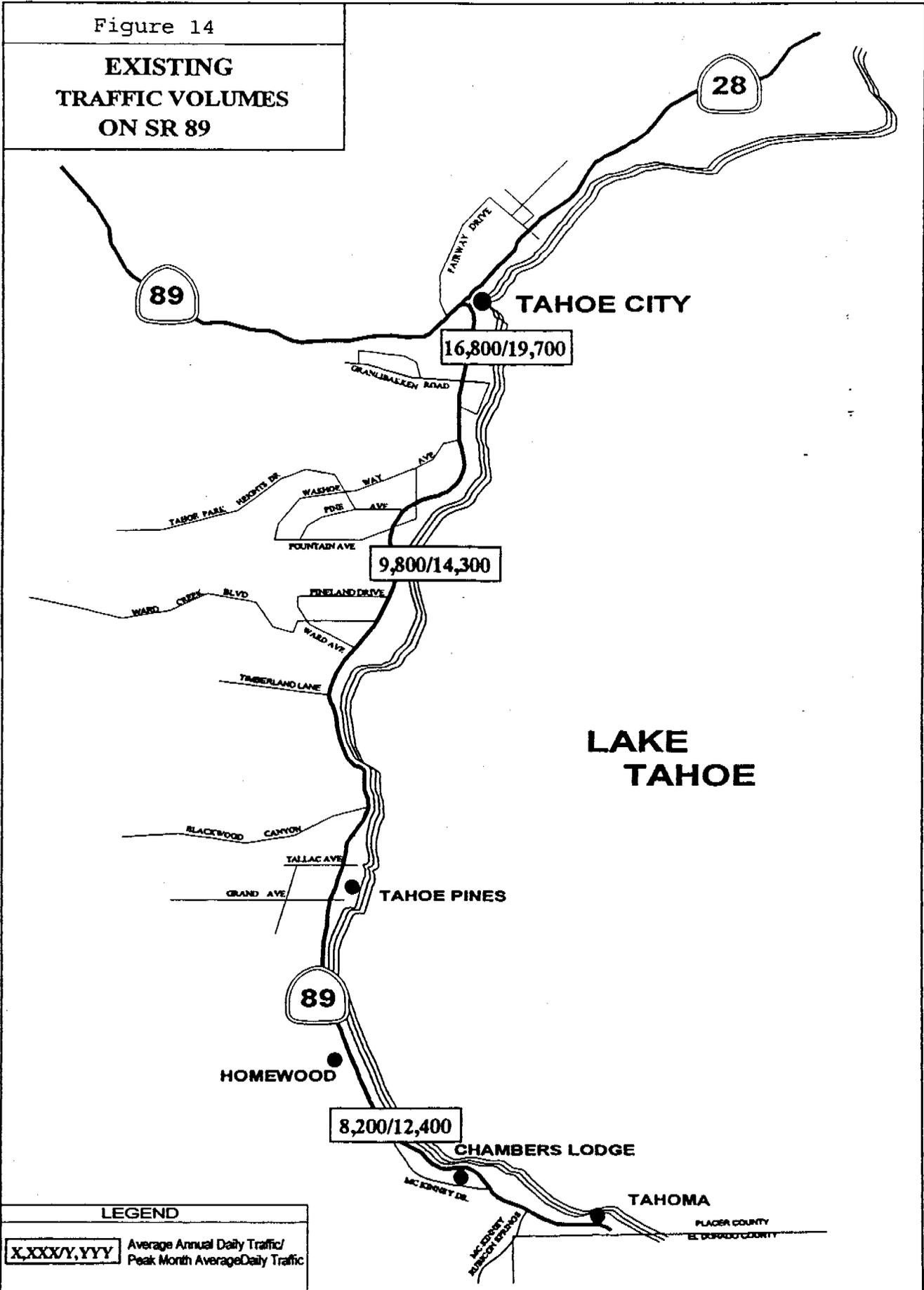
Tahoe City Wye

While not within the limits of the West Shore Community Plan, traffic congestion often results during peak summer times near the junction of SR 89 and SR 28 in Tahoe City. Delay and congestion is primarily in the northbound direction, where vehicles often back up beyond Fanny Bridge. This traffic congestion is a result of a variety of factors, including delay at the SR 89/SR 28 traffic signal, pedestrian conflicts near Fanny Bridge and the Granlibakken area, left-turning vehicles, friction from merging traffic and vehicles backing from adjacent perpendicular parking spaces.

A traffic management program has been implemented during the summer at Fanny Bridge. This program provides for traffic control officers to provide for safe crossing of pedestrians across SR 89. The program is designed to group pedestrians together to allow for more efficient crossings and less delay to motorists.

Figure 14

**EXISTING
TRAFFIC VOLUMES
ON SR 89**



Roadway Operations

Roadway operations on the West Shore can be described in terms of level of service (LOS) ranging from LOS A (best) to LOS F (worst). Level of service is a measure for a road segment in terms of the traffic volume in relation to its functional capacity. The capacity of a road segment is influenced by many factors including lane width, shoulder width, terrain type, number of access encroachments, parking characteristics and proportion of heavy trucks.

The arterial system through the Plan area consists solely of SR 89. Figure 14 displays recent average annual daily traffic volumes as well as peak month average daily traffic volumes. The comparison of the average and peak month daily volumes illustrates the high seasonal peaking characteristics of the area. Figure 14 also indicates the corresponding LOS along SR 89. As the figure indicates, level of service is worse within the Tahoe City area and improves to the south through the Plan area.

Transit Facilities

There are transit operations currently serving the Community Plan area. A brief description of each is provided below.

The Tahoe Area Regional Transit (TART) is a fixed route transit system which operates bus service between the west shore and the Incline Village area 7 days a week with approximately one hour headway.

The Lake Lapper provides service around the perimeter of the lake. This service provides two buses which operate in opposite directions around the lake. A number of stops are located on these routes, with approximately 3 hour headway.

The Tahoe City Trolley operates daily between the West Shore and Crystal Bay, and includes evening service to Squaw Valley. Headways vary between 30 minutes and one hour depending on the segment and time of operation.

There are also a number of private shuttle and taxi services that operate through private resorts and commercial businesses.

Bicycle Facilities

Bicycling activity is high throughout the Plan area, primarily in peak summer months. A designated bicycle facility is provided along the entire length of the Plan Area, running parallel to SR 89. This facility is operated and maintained by the Tahoe City Public Utilities District and provides bicyclists with a separated bike facility (Class I) the majority of its length, with a short segments classified as a Class II facility, where the bike lane is within the Right-of-Way of SR 89. Due to physical limitations, the bike trail alternates from the lake side of SR 89 to the west side of SR 89, requiring crossing of SR 89 at a few locations.

Pedestrian Facilities

There are a few designated pedestrian crossing of SR 89 within the Plan area. Some of these locations also serve as designated crossings of the bike trail from one side of SR 89 to the other. Although some cross walks do exist, there is some reluctance by Caltrans to stripe crosswalks across SR 89, as experience has shown that they can give a false sense of security to pedestrians. There are very limited sidewalks facilities within the Plan area, requiring pedestrians to share the road right-of-way with vehicles.

B. Transportation Objectives and Policies

1. Provide a safe and efficient transportation system for the residents and visitors of the West Shore Plan area.
 - A. Policy: Strive to maintain a Level of Service D or better conditions on the Plan area roadways. Due to the high degree of peak recreation travel through the area, LOS E may be acceptable during peaks periods, not to exceed 4 hours per day.
 - B. Policy: Widen SR 89 at key locations to accommodate left-turn lanes to separate turning vehicles from through vehicles.
 - C. Policy: Optimize sight distance at intersecting roadways by maintaining growth of trees and shrubs.
 - D. Policy: Implement appropriate traffic control to discourage use of residential roads as an alternative to SR 89.

- E. Policy: Require parking management strategies which provides adequate parking, limit traffic conflicts, consider connections between parking lots and encourage community parking lots.
2. Provide funding to finance project and programs to meet the objectives of the Transportation/Circulation element.
- A. Policy: Require development to mitigate their impacts on the transportation system. The appropriate level of mitigation shall be determined through project and environmental review pursuant to Chapter 93 of the TRPA Code of Ordinances.
 - B. Policy: Require development to mitigate their regional traffic impacts by paying the appropriate traffic mitigation fee as provided for in the Countywide traffic fee program.
 - C. Policy: All projects shall be subject to the TRPA traffic/air quality mitigation fee program (Chapter 93).
 - D. Policy: Pursue transportation funds from various funding sources to increase capacity and safety through the Plan area, including the State Transportation Improvement Program (STIP), the State Highway Operations Protection Program (SHOPP), and the Transportation System Management Plan (TSM Plan).
3. Pedestrian and bicycle facilities/amenities shall be encouraged where appropriate.
- A. Policy: Continue to provide for and expand the availability of bike racks on the public transit system.
 - B. Policy: Maximize the visibility of bike/pedestrian and vehicle conflict areas through increased signage.
 - C. Policy: Construct pedestrian facilities to serve new development.
4. Implement transportation demand management (TDM) measures to reduce the number of vehicles traveling within the Community Plan area.
- A. Policy: Work with the public transit providers in structuring fare rates and schedules aimed at optimizing ridership.

- B. Policy: Encourage tourist-related uses to provide incentives to encourage public and private transit use to their guests (e.g., transit information, discount coupons, etc.)
 - C. Policy: Examine the potential for home mail delivery throughout the Community Plan area.
 - D. Policy: Examine the potential for a water transportation taxi service between Tahoe City and the West Shore.
5. Transportation System Management (TSM) measures should be provided to improve the efficiency of the existing transportation system.
- A. Policy: All transportation entities servicing the Community Plan area are encouraged to become members of the Truckee-North Tahoe Transportation Management Association (TNT/TMA).
6. The Plan area boundaries do not extend to Tahoe City; however, the operations near the SR 28/SR 89 AWye@ affect traffic backups into the Plan area. The following policies are directed to the Tahoe City area, but would provide a direct benefit to the West Shore Community Plan area.
- A. Continue to implement, evaluate and adjust the traffic management program near Fanny Bridge.
 - B. Continue to evaluate and adjust the operations of the SR 28/89 traffic signal to improve traffic flow.

C. Proposed Transportation Improvements

Traffic Generation

Implementation of the Community Plan in and of itself will not result in the need to supply additional transportation infrastructure to the area. This plan includes up to 30,000 square feet of new commercial development, with the majority of the commercial planned within Homewood. The plan also provides for up to 70 new tourist units with 50 of these planned for the Homewood area and 20 in the Tahoma area. This level of development is not considered to have a significant effect on the transportation system, especially when considering that the new commercial land use

will be oriented towards the community and will provide an alternative for residents that would otherwise travel to Tahoe City to shop.

Access Improvements

This plan recognizes that the majority of traffic increases on SR 89 will be a result of through traffic not directly associated with development of this Plan. Historic traffic counts obtained from Caltrans indicates that traffic on SR 89 has increased annually at a rate of approximately 1.8% near the El Dorado/Placer County line to approximately 3.5% near Fanny Bridge in Tahoe City. As through traffic volumes continue to increase on SR 89 the need to provide additional left-turn pockets along SR 89 also increases. This is due to the fact that just one-left-turning vehicles on SR 89 can back up numerous vehicles while waiting for a gap in the opposing traffic stream. As traffic volumes on SR 89 continue to increase, the following improvements should be implemented to separate turning movements from through movements.

- § Construct additional left-turn lanes along SR 89 at locations with heavy left turns
- § Provide deceleration/acceleration tapers and/or lanes at warranted locations

Tahoe City Improvements

As recognized previously, congestion near the Tahoe City AWye@ contributes to traffic backing up south into the Plan area. The Tahoe City Community Plan identifies a number of improvements which will help to mitigate the congestion through the area.

The single most effective improvement for relieving congestion is the State Route 89 bypass. This improvement is identified in the Tahoe City Community Plan and is aimed at reducing congestion at the Tahoe City AWye@ and in the vicinity of Fanny Bridge. The Bypass would connect with existing SR 89 near the Caltrans maintenance yard (west of the AWye@) and travel in a south east direction to connect with SR 89 south of Fanny Bridge. In the short-term, traffic control officers in Tahoe City provide a cost effective improvement to traffic flow during peak times.

It should be noted that the proposed Lake of The Sky interpretive center proposed near the Tahoe City AWye@ has the potential to improve congestion and parking within the area. The site is located on the National Forest land referred to as the A64 Acres.@ Specific mitigation measures address installation of traffic islands, channelization of turning movements, acceleration and deceleration lanes, guidance signs, bicycle pedestrian facilities and public transit facilities.

Transit Facilities

A funding is available, transit operations should be expanded in response to increased demand. Expansion measures include increasing headway, increasing operation hours and increasing the number of sheltered stops.

IV. CONSERVATION ELEMENT

This section addresses issues related to the natural resources of the Plan area, including water, forests, soil, wildlife, and fisheries, and establishes goals and policies relevant to this subject.

A. Soils and Land Capability

The physical properties of the soils of the West Shore, along with slope characteristics are the primary determinants of what is commonly referred to as the "land capability system", or the "Bailey system", which factors significantly in the land use regulations in the Tahoe basin, through both the TRPA and the Lahontan Regional Water Quality Control Board.

The "Bailey" system derives its name from Robert Bailey, author of the publication "Land Capability Classification of the Lake Tahoe Basin, California-Nevada, A Guide for Planning (1974)". In that document, Bailey defined land capability as "the level of use an area can tolerate without sustaining permanent damage through erosion and other causes."

Since publication, the Bailey report has been, and continues to be used as the basis for much of the regulation on impervious land coverage under the TRPA ordinances. A variation of the land capability system is employed under the Individual Parcel Evaluation System, or "IPES", which is used to determine the status of buildable parcels and allowed coverage for single family dwelling projects. For other projects where IPES is not employed, the land capability system largely determines the extent of development allowed.

The Bailey system incorporates seven land capability districts, with Class 1, the most environmentally sensitive, being subdivided into three sub-components. Figures 1-9 display the Land Capability Districts of the Plan Area, and Exhibit 1 includes a description of their tolerance for use, percent of slope, relative erosion potential, runoff potential, hazard rating and allowed impervious coverage.

Generally speaking, development in the West Shore area has been concentrated along the lake front areas, along State Route 89, and in the more developable, high capability locations. Some development has intruded into environmentally sensitive locations before the advent of the land capability system.

B. Water Quality, Hydrology, Stream Environment Zones

The quality of water at Lake Tahoe is an exceptional feature that is a main feature of the region's world-wide appeal and interest.

The volume of literature on the water quality of the Lake is extensive, with perhaps no other body of water having received the amount of study and analysis that Tahoe has. Tahoe is an object of international interest due to its unique characteristics in terms of exceptional clarity, depth, and size. The Lake is commonly referred to as the second clearest high elevation alpine lake in the world, the clearest being Lake Bakail in the Soviet Union.

While the water of the lake is unusually clear and well oxygenated, it is suffering from the process of accelerated eutrophication, caused by inputs of nutrients, such as nitrogen and phosphorous. This situation has been described in the document, "Final Environmental Impact Statement: Plan Area Statements and Implementing Ordinances of the Regional Plan, Tahoe Regional Planning Agency, 1987" as follows:

"Natural nutrient cycles in the environment have been disrupted by man's activities. Such phenomena as soil disturbance, altered hydrology, disturbed wetlands, air pollution (both local and transported), shoreline erosion and leaching of fertilizer and sewage from the watershed contribute nutrients to the Lake. The nutrient budgets are out of balance, resulting in increasing storage of nutrients in the Lake, with the result that the Lake is aging at an abnormally rapid rate."

Nutrient loading to the Lake stimulates primary productivity, or the rate of growth of the algae population. Extensive study over the years has shown a trend toward a cause and effect relationship between increasing productivity, increasing algal biomass and decreasing water quality. Water clarity has been decreasing at about the rate of one foot per year over the past thirty years of monitoring.

Much of the objectives of the TRPA regulatory programs relate back to the objective of attempting to arrest the rate of the eutrophication process and to actually attempt to reverse the process.

Critical to the health of the watershed is the condition of areas known as stream environment zones (SEZ). SEZ areas in the study area include not only streams and creeks, but also the attendant flood plains around such areas, as well as areas of high ground water, wetlands, and seeps. Protection of, and restoration of SEZ's is a recurrent theme of this and other Plans.