Chapter VII IMPLEMENTATION ELEMENT

This Element is a supplement to the Implementation Element of the TRPA Goals and Policies Plan. This Element details the Capital Improvement Program, Mitigation Fee Programs, Incentive Programs and Monitoring Programs to implement the Community Plan and to achieve the environmental targets, which may be used.

A. IMPLEMENTATION OBJECTIVES AND POLICIES

The following objectives relate to Commercial Development Goal found in the Community Plan Goals section of Chapter I. To meet the objective, the following specific policies are adopted as standards.

- 1. From CP adoption until December 31, 1996, an additional 13,000 sq. ft. of commercial floor area may be allocated within the Kings Beach Industrial Community Plan area. Incentive programs should assign priority to commercial development projects, which emphasize area-wide improvements and rehabilitation of substandard development.
 - a. Policy: Allocations of commercial floor area shall be issued by TRPA upon project approval pursuant to Chapter 33. However, TRPA shall only consider for approval, projects recommended by Placer County or its designee. On an annual basis, Placer County shall review proposed projects and make an appropriate recommendation. The recommendation shall expire one year after the action unless the action is renewed or the original expiration date was for a period in excess of one year. Eligibility and amount of allocation shall be established by the criteria set forth in the Kings Beach Industrial Allocation Guidelines.
- Provide other incentives to encourage the rehabilitation and/or remodeling of commercial, tourist, recreation, public service, residential properties in need of such attention. Incentive programs should assign priority to projects, which emphasize rehabilitation by replacement or remodeling of substandard and inefficient development.

B. IMPLEMENTATION IMPROVEMENT PROGRAMS

The following projects should be implemented to achieve the Goals and Objectives of this Plan. Funding for these projects may come from Placer County funds, Tahoe Conservancy funds, Burton-Santini funds, Caltrans funds, TRPA mitigation funds, assessment district funds, private funding, and state and federal grants.

- 1. Traffic/Air Quality
 - a. Streets and Highways
 The projected level of new development within the Plan Area is not
 anticipated to result in the exceedance of level of service "C" traffic
 conditions. Therefore, no capacity-increasing capital improvements are
 necessary.

b. Parking Facilities

Public off-street parking facilities are not necessary within the Plan Area. All new development/redevelopment will be required to provide adequate off-street parking.

c. Transit Facilities

Placer County Transit shall investigate the need for public transit in the Plan Area, preferably as part of a feasibility analysis of a Kings Beach Community Shuttle.

d. Pedestrian Facilities

Placer County Department of Public Works will evaluate the feasibility of abandoning dedicated public rights of way to provide pedestrian facilities which link the Plan Area with the downtown Kings Beach area.

e. Pedestrian Facilities

- (1) <u>Information and Contingency Plan</u> The Truckee-North Tahoe Transportation Management Association (TNT/TMA) shall develop a faster and more accurate traffic information system for the travelling public and develop contingency plans for road closure and congested conditions.
- (2) <u>Information and Contingency Plan</u> To insure that the ability of Speckled Avenue to safely and adequately serve through traffic and local traffic, driveway consolidation and will be actively pursued through the land development review process.
- (3) <u>Home Mail</u> Mail delivery should be provided throughout the Plan Area.

(4) Transportation Management

- (a) The State mandated Congestion Management Program (CMP) includes a requirement for a trip reduction ordinance (TRO).
- (b) The TNT/TMA is a group of public agencies and private companies which have joined together to develop and implement programs and projects to reduce congestion and provide for the transportation needs of the residents, visitors, and employees in the Lake Tahoe area. Large employers in the Plan are encouraged to join this association.
- (c) Incentives to ride transit can be implemented by commercial, office, industrial, public service and recreation employers. The incentives could be financial or convenience related. Disincentives to the use of the private automobile could also be pursued.

2. SEZ Restoration Program

<u>Purpose</u>: To implement the TRPA SEZ Restoration Program for the Kings Beach Industrial area and to achieve SEZ restoration.

<u>Description of Program</u>: To achieve the CP SEZ target, restoration of the SEZ properties at the east end of the CP should be implemented.

3. Scenic Improvements Program

<u>Purpose</u>: To implement the improvements needed to attain the scenic thresholds.

<u>Program Description</u>: This program contains several programs, including:

- a. The Sign Ordinance and Design Guidelines, included in the Appendix of this document, shall pertain to all commercial, industrial, and public service projects.
- b. This Plan establishes a program for the retro-fit of certain types of commercial activities to screening/buffering requirements. Effective within three (3) years of adoption of this Plan, all activities that involve outdoor storage are required to provide screening of the stored material along their entire road frontage and, in the case of such uses that adjoin residentially zoned or residentially developed properties, along such side or rear property lines.
- c. <u>Sign Program</u> Non-conforming signs shall be removed pursuant to an amortization schedule or an individual schedule established with each of the businesses. The preferred method is to link the sign upgrading to the off-setting scenic improvements.

4. Land Coverage Reductions

<u>Purpose</u>: The purpose of this program is to reduce existing land coverage in or near the Kings Beach Industrial Community Plan. The Community Plan target is related to an estimate of how much hard land coverage will be needed for the substitute land coverage mitigation fee program.

5. Water Quality

a. 80% Best Management Practices Target

<u>Purpose</u>: The purpose of this program is to restore disturbed lands to help TRPA meet its 80% restoration target.

<u>Program Description</u>: In conjunction with other projects, restore the disturbed areas listed below by application of BMPs.

<u>Improvement</u> <u>Description</u>

Road Network Shoulders The shoulder areas along the

County road network need BMPs. A combination of revegetation, drainage, and adequate vehicle

barriers are needed.

C. MITIGATION FEE PROGRAMS

1. Excess Land Coverage Program

<u>Purpose</u>: The purpose of this program is to reduce excess land coverage and achieve targets in the Community Plan area and the related hydrologic area. This system is in lieu of the TRPA excess coverage program set forth in Section 20.5.

<u>Description of Program</u>: Pursuant to Section 20.5.A.(2)(e), a land bank accounting system is established to bank and credit to the CP all land coverage removed and lands restored as noted below. TRPA shall credit coverage reductions achieved pursuant to this Plan to a Kings Beach Industrial account. Eligible projects will not have to pay the normal Section 20.5 fees when they demonstrate that they have contributed to coverage removal projects.

- a. Public works restoration projects listed in Chapter IV A.4. Land Coverage (e.g. the area wide drainage system restoration work) may be credited to the CP account.
- b. Projects, both private and public, providing a 5% landscaping requirement will help achieve coverage reductions.

2. Water Quality Fee Program

The TRPA water quality mitigation fee program shall be employed in this area.

<u>Description of Program</u>: The Community Plan Drainage Sub-element describes an area-wide drainage system that is to be implemented through assessment districts and public works' projects. All properties found to be served by the system will be considered as meeting the requirements of Chapter 25 for the drainage storage and treatment. Also, the contributions for off-site improvements shall substitute for the Chapter 82 off-site mitigation fee requirements. On-site BMP improvements such as paving and revegetation are still required as part of this program.

<u>Eligibility</u>: Properties, both public and private, which contribute to water quality improvements listed for its respective Incentive Zone shall be exempt from further off-site water quality mitigation fees.

3. <u>Traffic and Air Quality Fee Program</u>

The TRPA Code program (Subsection 93.3.E) for collection of fees for off-site traffic and air quality mitigation shall be employed in this area.

D. MONITORING PROGRAM

The TRPA Code requires monitoring and periodic review of each community plan. Section 14.7 required that community plans be reviewed on five year intervals to determine conformance with approved schedules, and to check the adequacy of programs, standards, mitigation and monitoring.

The Community Plan Monitoring Program relies upon the existing TRPA Monitoring Program. The monitoring provisions of the community plan rely on certain key indicators listed in Chapter 32. The program is to measure progress in relationship to the targets established in the Conservation Element.