

Carnelian Bay Community Plan



APRIL, 1996





CARNELIAN BAY COMMUNITY PLAN

April, 1996

**Prepared for Placer County
and the
Tahoe Regional Planning Agency
by the
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CARNELIAN BAY COMMUNITY PLAN

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CHAPTER I



CHAPTER I - INTRODUCTION

A. PURPOSE

The Carnelian Bay Community Plan (CP) is designed to serve as the guiding doctrine for land use related decisions in the area until the year 2007 and a guiding document for allocations until the year 1997, approximately. In addition to the CP for the Carnelian Bay area, CP's have also been prepared for the Tahoe Vista area, Stateline area, Kings Beach Industrial area in the vicinity of Speckled Ave., and downtown Kings Beach.

The Tahoe Regional Planning Agency (TRPA) purpose for planning according to the Compact is "to adopt and enforce a regional plan and implementing ordinance which achieve and maintain such capacities while providing opportunities for orderly growth and development consistent with such capacities."

The Plan establishes goals and objectives, special policies, programs, and strategies for funding and implementation. Elements of the Plan address land use, transportation, conservation, recreation, and public serves.

The Plan further serves to assign commercial and tourist accommodation allocations, and to direct the redevelopment and rehabilitation of the community.

Pursuant to Chapter 14 of the TRPA Code of Ordinances, the Carnelian Bay Community Plan supersedes certain plans and regulations established by the TRPA Plan Area Statements (PAS) and the TRPA Code for the area within the Community Plan boundaries. For purposes of Placer County land use regulation, the Community Plan and the Placer County General Plan and implementing ordinances shall become one and the same. Upon adoption, the Community Plan (CP) is intended to serve as the mutual plan for all regulatory authorities.

B. BACKGROUND

The Plan was prepared as a joint effort between the TRPA, Placer County, and the community of North Tahoe. This is the product of numerous workshops, public meetings, and input from a wide range of agencies, organizations, and individuals. Work on the Plan was guided by a Planning Team comprised of representatives from Placer County staff, TRPA staff, and citizens appointed by the Placer County Board of Supervisors. The Plan Team meetings served as a forum for public comment on the Plan.

Carnelian Bay Community Plan

The citizen volunteers of the Team included Janet Mize (chairperson), Leah Kaufman, Lane Lewis, Ellen McBride, Hugh McBride, Virginia Walsh, Ken Foster, Marty Cohen, Jack Shumate, Bob McCormick, and Faradg Gilanfarr.

The Planning Team provided input on all of the CP's previously identified, as well as on the Plan Area Statement updates on areas surrounding the CP's for the Placer County General Plan.

The Carnelian Bay Community Plan is generally defined geographically as that area bounded by the Garwoods Restaurant on the west, Ruby Avenue to the north, Bay Street on the east, and Lake Tahoe on the south.

The area represents a mix of commercial uses, including a miniature golf course, retail sales, restaurants, offices, motels, and a marina, along with residential development and public park/open space areas.

A high percentage of the Community Plan (approximately 50%) is classified as SEZ, with Carnelian Creek flowing through the area, albeit much of Carnelian Creek is currently channelized or in an otherwise non-natural condition. Those areas not in the environmentally sensitive class 1b/SEZ are high capability lands, Class 5 or 6. The shorezone area along the Carnelian Bay Community Plan is shorezone Tolerance Districts 6 and 7.

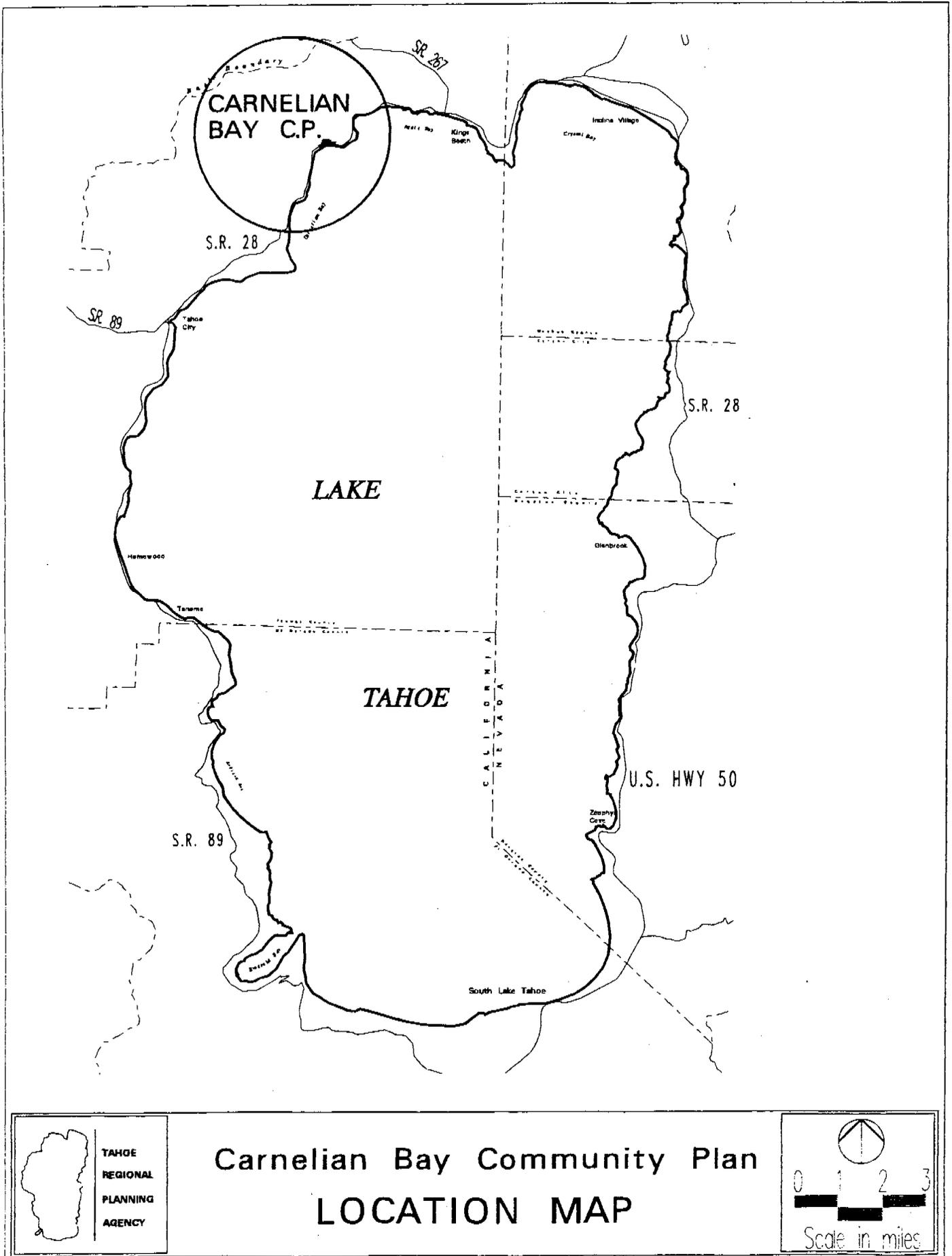
C. COMMUNITY PLAN GOAL, OBJECTIVES, AND POLICIES

The foundation of the Community Plans are the goals, objectives, and policies. These elements establish the parameters that guide the formation of the Plan. Carnelian Bay has historically provided a variety of commercial services for local residents and tourists alike. It should continue that trend for the future life of the Community Plan.

In addition to the goals of the Compact and the goals of the Regional Goals and Policies Plan, the following goals are adopted for the Carnelian Bay Community Plan. The related objectives are implemented by specific and enforceable policies.

Urban Design and Development Goal: Ensure the design elements of new, remodeled and rehabilitated development are compatible with the scenic, recreation, and community values of Carnelian Bay and the Region.

Traffic Circulation and Parking Goal: Reduce dependency on the automobile and improve the movement of people, goods, and services within Carnelian Bay and the Region consistent with the economic and environmental goals of the Community Plan.



**Carnelian Bay Community Plan
LOCATION MAP**

FIGURE 1



Public Service Facilities Goal: Public services and facilities should be upgraded to support existing and new development and to ensure attainment of environmental targets.

Commercial Development Goal: Maintain a balance between economic health and the environment by correcting past deficiencies in land use and being responsive to the needs and opportunities of Carnelian Bay.

Recreation Goal: Preserve and enhance the high quality recreational experience of Carnelian Bay and the Region.

D. VISION FOR 2007 AND BEYOND

The Community Plan is a guide for the enhancement of Carnelian Bay as a neighborhood commercial area and a regional recreation area. Through a series of programs and policies found in the Plan Elements, it provides a guide to the achievement of the Goals and Objectives. The policies and programs of the Plan are designed to be flexible enough to incorporate the changes that will come through implementation.

Recognizing that there are many possible variations of project design and location established in the Community Plan, the Vision Plan is provided to give guidance when making the required Section 6.3 findings of consistency. The Vision Plan represents the summation and the coordination of the Carnelian Bay Community Plan Elements and the surrounding plan area statements.

The text, map, and accompanying illustrations in this section are provided to indicate the overall planning direction of the Community Plan and the related plan areas. The text and maps are intended for planning purposes and not as a specific set of enforceable standards. The actual standards of the Community Plan are found in the following Community Plan Elements and the Appendix.

Vision for Land Use

Rehabilitation of Carnelian Bay Business Area on State Route 28: A key part of the Plan is to provide the opportunity and incentive to maintain (in some cases upgrade) and expand in a limited fashion the businesses of Carnelian Bay. The map suggests this commercial area builds on its small town theme by adding the required improvements (e.g. winding sidewalks and drainage/SEZ restoration), and suggested amenities (e.g. community parking lots). The design concept is to provide a pedestrian links between the recreation area anchor of activity such as the marina and beaches and the commercial businesses.

Improved Recreation Area for Carnelian Bay: The Plan presents the opportunity to improve the recreation area for Carnelian Bay. Opportunities exist for scenic improvement, e.g., relocation or screening of non-compatible uses, SEZ restoration, increased water oriented recreation, land coverage reduction and transfer present great opportunities to meet the Community Plan targets.

Vision for Transportation

State Route 28 Improvements: The construction of trail like sidewalks, curbs, drainage system, conversion to parallel parking in public right-of-way, landscaping, bike lanes, two travel lanes and a center turn lane are Plan requirements. Also, consideration of a pedestrian activated traffic control officer will be considered.

Community Parking Lot System: To meet parking requirements and to provide parking for recreation development, the Plan requires additional parking. The Vision Map illustrates the concept of using community parking lots. Some lots, such as the Carnelian Bay East and West lots, are specific location while others are conceptual and will require further study.

Water and Land Transit: The Vision Map cannot show transit systems but the Plan does require increased transit and facilities. Possible locations of terminals and parking lots are shown on the map.

Vision for Conservation

Area-Wide Drainage System: The Plan requires the implementation of Best Management Practices throughout the Community Plan Area. The Vision Map shows ponding and treatment areas, but does not show individual lot improvements which cannot be shown at this scale, or improvements such as pipes which are not visible.

Stream Zone Restoration: The Plan sets forth requirements for SEZ restoration. The Vision Map indicates where the Tahoe Conservancy Carnelian Creek restoration/realignment project may occur.

Scenic Improvements: The Plan requires attainment of the scenic thresholds through a series of improvements. The Vision Map, along with streetscape and shoreline illustrations indicate what might happen, for illustrative purposes.

Vision for Recreation

Improved Lake Access: The Plan requires an increase in Lake access. Some of the possibilities shown on the Vision Map are: the Tahoe Conservancy Carnelian Bay East and West Beaches, increased trails and parking, and increased marina/boating use.

Recreational Trail System: The Plan requires the implementation of a recreational/bike/sidewalk/trail system located mostly along State Route 28 and possibly along the Carnelian Bay lake front. A connection to the North Tahoe Public Utility District (NTPUD) trail system will be considered. The Vision Map shows possible alignments.

Other Recreation Facilities: The Plan calls for the consideration of a winter snow play area, playgrounds, facilities for senior citizens, and restrooms.

Vision for Public Service

No Change: The Vision Map suggests that Carnelian Bay is not a place for significant public service expansion.





CHAPTER II



CHAPTER II - LAND USE ELEMENT

This Land Use Element is a supplement to the Land Use Element of the TRPA Goals and Policies Plan and the Placer County General Plan. Consistent with the Regional Plan, this Element sets forth the land use regulations for the Community Plan and provides a Community Plan Area Statement which replaces the existing Plan Area Statement.

A. CARNELIAN BAY COMMUNITY PLAN LAND USE REGULATIONS

Community planning is an option in which the local community in partnership with TRPA and local government may prepare their own plans and, to some extent, their own standards.

Chapter 14 of the TRPA Code of Ordinances sets forth the provisions for community planning. This section indicates what provisions of the TRPA Regional Plan are applicable and what standards are replaced with equal or superior standards.

This is a brief summary of standards applicable to the Carnelian Bay Community Plan. In general, the standards of the TRPA Code apply except as noted by:

1. the Policies of the six Elements of this Plan, replace Plan Area Statement Policies;
2. the mitigation fee program of Chapter VII, supplement TRPA programs;
3. the Community Plan Sign Ordinance (Appendix B), replaces Chapter 26;
4. the Community Plan Parking Ordinance (Appendix B), replaces Chapter 24; and
5. the Community Plan Design Review Standards and Guidelines (Appendix B), replaces Chapter 30.

Pursuant to Subsection 14.5.B of the Code, the following Community Plan Statement replaces the TRPA Plan Area Statements' regulations for this area.

This document is both a Placer County General Plan document and, to some extent, a Placer County land use regulatory document. In the case of the Land Use Element, the Plan Area Statements (PAS) included herein, will serve as the functional equivalent of zoning for those areas.

The detailed checklist of applicable standards in Appendix A is provided to assist in the review of projects within the Carnelian Bay Community Plan. The checklist also indicates which regulations are special to the Community Plan.

B. CARNELIAN BAY COMMUNITY PLAN AREA STATEMENT

This Community Plan Area Statement supersedes TRPA Plan Area Statements and Placer County zoning within the Community Plan boundaries.

PLAN DESIGNATION:

- Land Use Classification - TOURIST
- Management Strategy - REDIRECTION
- Special Designation - TDR RECEIVING AREA FOR:
1. Existing Development
SCENIC RESTORATION AREA
ELIGIBLE FOR REDEVELOPMENT PLANS

DESCRIPTION:

Location: This is the commercial area around Sierra Boat Company in Carnelian Bay.

Existing Use: The area consists of offices, motels, a large marina, small retail shops, and restaurants. There are large undeveloped fill areas around the creek. This area is approximately 65 percent disturbed.

Existing Environment: The lands are approximately 50 percent low hazard and 50 percent SEZ. The SEZ area is disturbed. The Shorezone Tolerance Districts are 6 and 7.

PLANNING STATEMENT: This area should continue to serve the local commercial needs of both the tourist and residents of the area.

PLANNING CONSIDERATIONS:

1. Extensive SEZ disturbance is evident in this area.
2. The marina structure, road side parking and the miniature golf course have been identified as scenic problems.
3. There is a possibility to expand public use of the beach.

4. Access to Carnelian Canyon Creek for spawning fishes is thwarted by the effects of the marina, a waterfall barrier (man-made), and an underground passage below Highway 28.
5. Scenic Roadway Unit 18 and Scenic Shoreline Unit 19 are within this Plan Area and are targeted for scenic restoration as required by the scenic threshold.

OBJECTIVES AND SPECIAL POLICIES:

Urban Design and Development

1. The urban design concept is to build on Carnelian Bay's tourist recreation amenities which provide an anchor of activity in the center of the area. Further, the location of the neighborhood commercial area provides commercial services to the surrounding PASSs. Development shall be consistent with these uses and shall provide a human scale of walkway, signing, landscaping, and street lighting improvements.
 - a. Policy: All projects, as a condition of approval, shall implement or commit to a five year schedule to implement, the improvements noted in Transportation Policy 5 A. this condition may be waived if the project is in an assessment district already committed to the improvements.
2. Encourage rehabilitation by the remodeling, upgrading, and aesthetic improvement of buildings and structures in need of such improvements.
 - a. Policy: All projects shall be subject to the Placer County Standards and Guidelines for Signage, Parking and Design (Appendix B), and the following standards. The standards presented in this Policy supplement the standards presented in Appendix B. If there is a conflict with Appendix B, the standards of this Policy shall apply. These standards may be adjusted to preserve natural features or to reduce conflicts with other standards. Setback standards on State Route 28 may only be reduced upon making the required findings of the TRPA Code for scenic corridors.

Projects subject to the requirements of this chapter shall be conditioned to meet the following standards where applicable. The specifications for improvements, e.g. street lights, pavers, etc., shall be established by Placer County or approved areawide improvement plans.

- (1) Projects fronting State Route 28 shall provide the following improvements for the roadway frontage:
 - (a) Eight feet wide asphalt sidewalks.
 - (b) Six inch vertical concrete curbs or as required by Caltrans.
 - (c) Street trees planted 50 feet on center or pockets of shrubs planted 25 feet on center or a combination of both subject to an approved landscape plan.
 - (d) Pedestrian street lights 12' high 50 feet on center or low level lights 25' on center.

- (2) Projects fronting other public right-of-ways within the Community Plan shall provide on the frontage:
 - (a) Six feet wide minimum concrete sidewalks.
 - (b) Pedestrian street lights 12' high 50 feet on center.
 - (c) Landscaping in setback area.
 - (d) Six inch vertical, concrete curbs or as required by Placer County.

- (3) Construction of new buildings or expansion of existing buildings shall not exceed the minimum buildings setback requirement from the property lines as follows:
 - (a) Front Setback - The minimum front setback shall be 45 feet from the centerline of the abutting traveled way, or 20 feet from the property line, whichever is more restrictive.
 - (b) Side Setbacks - Both sides shall have a total setback of 15 feet, with a five foot minimum on a side.
 - (c) Rear Setback - The rear setback shall be a minimum of ten feet.
 - (d) State Route 28 Setback - The minimum setback from State Route 28 is 20 feet from the right-of-way line.

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- b. Policy: For the Placer County project review process for design review and signage, retain the existence and participation of the North Tahoe Design Review Committee. TRPA should consider the recommendations of the Committee prior to taking action on any project subject to Committee review.
 - c. Policy: Projects which provide substantial rehabilitation by remodeling, upgrading, or other aesthetic improvements shall be eligible for the incentives listed in Incentive Subelement of the Implementation Element.
 - d. Policy: TRPA and Placer County staff should provide quick and responsive project review through a coordinated review process.
3. Encourage the upgrading or replacement of commercial advertising signs that detract from the aesthetic appearance of the community.
- a. Policy: 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).
 - b. Policy: Nonconforming signs shall be subject to an amortization plan and incentive program to provide for the eventual elimination or replacement of such signs.
4. Complete the undergrounding of overhead utilities for Carnelian Bay.
- a. Policy: Pursuant to the general recommendations for scenic improvements in Chapter IV, all projects within the scenic corridor shall be responsible for removing, relocating or screening overhead utilities as a condition 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.
5. Integrate more landscaping into both private development and public projects.
- a. Policy: Projects with existing coverage in excess of 75% of their project area, shall be required to provide an increase in landscaping equal to 5% of the project area. The landscaping requirement shall be met within the project area or, if not feasible, off-site in a related area. This condition may be waived by the Design Review Committee, if the project is part of an assessment district which is providing the required increase in landscaping or the landscaping requirement has been met by a previous approval.

6. Implement the recommendations described in the Conservation Element, Scenic Target, for improving overall scenic quality.
 - a. Policy: The Design Review Committee shall consider the recommendations of the Scenic Target section of Chapter IV when reviewing projects and where appropriate, incorporate conditions of approval to implement the recommendations of the Scenic Target section or the equal or superior recommendations of the applicant.
7. Preserve and enhance scenic views to Lake Tahoe and to other prominent areas of special interest.
 - a. Policy: 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 or river views within the scenic unit.

Commercial Development

1. Encourage development and/or activities that will enhance the "year round" economy.
2. Special event area for arts and crafts shows, seasonal sales, and other similar events shall be established.
 - a. Policy: Special event area for arts and crafts shows, seasonal sales, farmer's market, boat shows and other similar events shall be considered as part of the proposed Conservancy plan for their west side property. The design and regulation of the area by the Conservancy or NTPUD should allow such events to occur as activities not subject to TRPA review.

Traffic Circulation and Parking: (See Chapter III, Transportation Element, for transportation related objectives and policies.)

Recreation: (See Chapter V, Recreation Element, for recreation related objectives and policies.)

Public Service Facilities: (See Chapter VI, Public Service Element, for public service related objectives and policies.)

PERMISSIBLE USES: Pursuant to Chapter 18, PERMISSIBLE USES, and, if applicable, Chapter 51, PERMISSIBLE USES AND ACCESSORY STRUCTURES IN THE SHOREZONE AND LAKEZONE, the following primary uses may be permitted within all of a portion of the Community Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Special uses require either a "Conditional Use Permit" (CUP), or "Minor Use Permit" (MUP), as set forth in the Placer County Zoning Ordinance. The following "S" uses shall be MUPs unless otherwise noted. Existing uses not listed shall be considered non-conforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

The definitions of terms used in the Section on Permissible Uses are those found in Chapter 2 (Definitions), and 18 (Permissible Uses), of the TRPA Code.

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

Residential	Employee housing (S), multiple family dwelling (S), and single family dwelling (A).
Tourist Accommodation	Bed and Breakfast facilities (A), hotels/motels and other transient dwelling units (A) (20 units or more (S/CUP)), timesharing (hotel/motel design) (S), and timesharing (residential design) (S).
Commercial	Building materials and hardware (S), eating and drinking places (A), food and beverage retail sales (A), furniture/home furnishings and equipment (A), general merchandise stores (A), nursery (A), service stations (S/CUP), amusement and recreation services (S), outdoor amusements (S), broadcasting studios (A), business support services (S), contract construction services (S), financial services (A), health care services (A), personal services (A), professional offices (A), repair services (S), schools - business and vocational (S), schools - pre-schools (S), secondary storage (S), and vehicle storage and parking (S).
Public Service	Churches (S), cultural facilities (A), day care centers (A), government offices (S), local assembly and entertainment (S), local post office (A), local public health and safety facilities (A), membership organizations (S), public utility centers (S), schools - kindergarten through secondary (S), social service organizations (S), pipelines and power transmission (S), transit stations and terminals (S), transportation routes (S/CUP), and transmission and receiving facilities (S).

- Recreation Day use areas (A), participant sports facilities (A), beach recreation (A), boat launching facilities (A), outdoor recreation concessions (A), marinas (S/CUP), and visitor information center (S).
- Resource Management Reforestation (A), sanitation salvage cut (A), thinning (A), tree farms (A), early successional stage vegetation management (A), non-structural fish habitat management (A), non-structural wildlife habitat management (A), structural fish habitat management (A), structural wildlife habitat management (A), fire detection and suppression (A), fuels treatment (A), sensitive plant management (A), uncommon plant community management (A), erosion control (A), runoff control (A), and SEZ restoration (A).

Shorezone: Within the specified shorezone tolerance district, the following primary uses may be permitted in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with Chapter 18. 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 6 and 7

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

MAXIMUM DENSITIES: Pursuant to Chapter 21, Density, the following list establishes the maximum allowable densities that may be permitted for any parcel located within the Community 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
- Multiple family dwelling 15 units per acre
- Employee housing As per the limitation above

Tourist Accommodation

Bed and breakfast facilities	10 units per acre
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	15 units per acre

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

TOURIST ACCOMMODATION BONUS UNITS: Pursuant to Chapter 35 of the TRPA Code of Ordinances, the maximum number of tourist accommodation bonus units which may be permitted for this Community 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 Community Plan Area. Specific projects and their timing are addressed in Chapter V and 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	40 PAOTs	WINTER DAY USE	0 PAOT
OVERNIGHT USES	0 PAOT		

COMMERCIAL FLOOR AREA ALLOCATION: Pursuant to Chapter 33 of the TRPA Code of Ordinances, the maximum amount of commercial floor area which may be allocated for additional development in the Community Plan Area until December 31, 1996, is 2,000 square feet.

MAXIMUM CUMULATIVE NOISE LEVEL: The maximum cumulative noise equivalent levels for this Community Plan Area is as follows:

1. Where applicable, a maximum 55 CNEL override for the Highway 28 corridor is permissible.
2. The maximum CNEL for all areas of the community plan except as noted in 1 above is 60 CNEL.
3. The maximum CNEL for Shorezone Tolerance Districts 6 and 7 is 55 CNEL and the maximum for the lakezone is 50 CNEL.

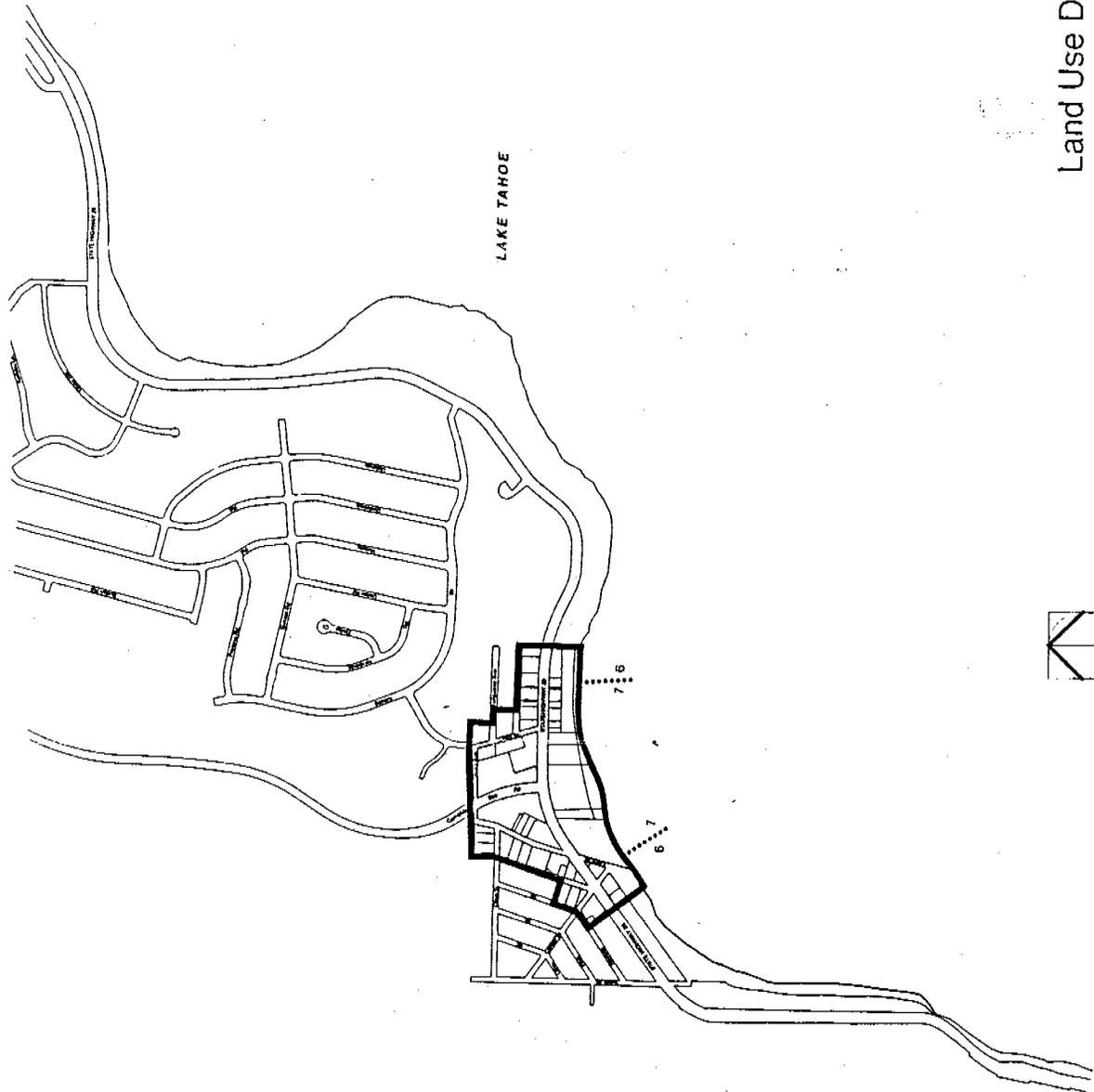
The following noise standards shall also be met:

Performance standards for stationary or industrial noise sources or projects affected by stationary or industrial noise sources (as measured at the property line of a noise-sensitive receiving use)

<u>Noise Level Descriptor</u>	<u>Daytime (7 a.m. - 7 p.m.)</u>	<u>Nighttime (7 p.m. - 7 a.m.)</u>
Hourly L_{eq} , dB	55	45
Maximum Level, dB	75	65

Each of the noise levels specified above should be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

MINIMUM LOT SIZE: The minimum lot size requirement shall be as follows: 6,000 sq. ft. for corner lots, 5,000 sq. ft. for interior lots, for all commercial uses. For residential uses, 10,000 sq. ft. shall apply.



LEGEND
 _____ COMMUNITY PLAN BOUNDARY
 - - - - - SPECIAL AREA BOUNDARY
 - - - - - SHOREZONE DISTRICT

SCALE 1" = 400'
 NORTH

DATE: 12/15/2010
 Land Use District Map
CARNELIAN BAY COMMUNITY PLAN

FIGURE 3

CHAPTER III



CHAPTER III - TRANSPORTATION ELEMENT

This Transportation Element is a supplement to the TRPA Regional Transportation Plan (RTP) and the Placer County Transportation Element. Consistent with the RTP, this element lists the specific objectives and policies applicable to the Carnelian Bay Community Plan and describes the improvements recommended to implement the Plan. Specific improvements and schedules are found in Chapter VII, Implementation Element.

A. EXISTING TRANSPORTATION STUDY

Streets and Highways

State Route 28 is the main arterial through the Carnelian Bay Community Plan, linking this CP to other commercial nodes such as Tahoe City to the west, and Tahoe Vista, Kings Beach, and Stateline to the east.

State Route 28 is a two-lane highway through the Plan area, with an average 1990 peak monthly trips count of 15,600.

Connector roads that send trips to Highway 28 include Center Street, California Street, Carnelian Bay Avenue, Carnelian Woods Avenue, and Onyx Street. These roads are all included in the Placer County Road System.

The Levels of Service (LOS) for the main extent of Route 28, even during peak times is generally high, in the A to B range. Left-turn movements from connector roads to the state highway are sometimes at a lower LOS.

Parking Facilities

Parking in the Carnelian Bay CP includes a mixture of public right-of-way parking (in the highway and county road rights-of-way) and private parking, as well as off-street public parking provided at recreation facilities such as the Tahoe Conservancy beaches.

Parking in the state highway right-of-way is primarily oriented in a parallel-parking arrangement.

Transit Facilities

The Tahoe Vista Community Plan area is currently serviced by the Tahoe Area Regional Transit (TART) system. This is the only regularly scheduled public transit system provided on the North and West Shores. TART currently operates six days a week from 6:30 a.m. to 6:30 p.m. and services the entire Plan area along State Route 28. Service headways are every 60 minutes.

Other transit systems available within the Plan area include a demand responsive social service system provided by the Volunteer Center of Placer County. This service is available to clients over 60 year of age, handicapped and low income residents. Many ski resorts also provide a ski shuttle service.

Pedestrian Facilities

Formal pedestrian facilities, with the exception of some crosswalk areas, have not been developed in the Carnelian Bay area. Pedestrians must often share the right-of-way with cyclists and motorists, which, during periods of heavy usage, presents a less than ideal situation.

Bicycle Facilities

As with pedestrian facilities, there are presently no designated bicycle facilities connecting the commercial and recreational facilities found through the Community Plan area. Bicyclists often share the same right-of-way as the highway traffic which presents safety concerns.

B. TRANSPORTATION OBJECTIVES AND POLICIES

The following numbered objectives relate to the transportation goal found in the Community Plan Goals section of Chapter I of this Plan. To meet the objectives, the following specific policies are adopted as standards.

1. Provide a safe and efficient transportation system for the residents of the Carnelian Bay area and the others who use the system.
 - a. Policy: 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 four hours per day).
 - b. Policy: Organize the various functions currently accommodated in the public right-of-ways (e.g. through vehicle traffic, parking search, pedestrian activity, bicyclists activity, and parking).
 - c. Policy:— Implement a parking management program that provides: adequate parking, limits traffic conflicts, considers connections between parking lots, encourages community parking lots, and complements transit.

Carnelian Bay Community Plan

- d. Policy: When designing transportation improvement, consider traffic calming strategies such as alternate truck routes, speed reductions on State Route 28, entry features, highlighted pedestrian cross walks, etc.
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.
 - a. Policy: Allow businesses or properties which contribute to off-site community parking facilities or transit to be given some credit for satisfying their individual parking requirements.
 - b. Policy: The first priority for available funds shall be for projects listed in the CP Implementation Program.
 - c. Policy: 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).
 - d. Policy: All projects shall be subject to the TRPA traffic/air quality mitigation fee program (Chapter 93 of the TRPA Code).
 - e. Policy: Provide for sufficient funding to finance the projects in the capital improvement program (CIP).
3. The Carnelian Bay Community Plan should promote land use changes and development patterns which will encourage the use of alternative transportation modes and reduce travel distances within the Community Plan.
 - a. Policy: The Plan shall provide for the in-fill of existing land areas, utilizing existing transportation facilities while promoting alternatives to the private automobile.
4. The Carnelian Bay Community Plan should encourage the use of public and private transit.
 - a. Policy: Public transit service should be offered for a period of at least 18 hours per day along State Route 28. The transit service headways should not exceed 30 minutes along State Route 28 between the hours of 6:00 a.m. and 6:00 p.m. and should not exceed 60 minute headways during the remainder of the service day.

Carnelian Bay Community Plan

- b. Policy: The provision of public and private service should be coordinated to reduce costs of service and avoid duplication of services.
 - c. Policy: Provide the opportunity for water transit service.
5. The Plan should develop sidewalks along both sides of State Route 28 and local commercial streets. This includes landscaping, lighting, trash receptacles, and bicycle racks.
- a. Policy: Implement a program through review of projects or preferably through improvement districts that provides for the street improvements described in the control program/action element.
6. The Carnelian Bay Community Plan should develop a bicycle recreational trails network with connections to recreation and commercial land uses.
- a. Policy: Provide for a system of bicycle recreation trail in the community plan improvement program.
7. The Community Plan should implement transportation demand management (TDM) measures to reduce the number of vehicles travelling within the Community Plan.
- a. Policy: Transit fare reductions, including free fares, should be used to encourage transit use.
 - b. Policy: Condominiums, timeshares, hotels and motels should participate in public and private transit information and incentives to their guests and residents.
 - c. Policy: Home mail delivery should be provided throughout the Community Plan area.
8. Transportation System Management (TSM) measures should be provided to improve the efficiency of the existing transportation system within the Community Plan.
- a. Policy: Driveways and access-egress points to commercial businesses ~~along State Route 28 should be coordinated to reduce the number of turn movements and improve traffic flow along State Route 28.~~
 - b. Policy: Parking within the Carnelian Bay Commercial Community Plan should encourage the consolidation of off-street public parking within the commercial areas.

9. The Community Plans for Carnelian Bay, Tahoe Vista, Kings Beach, and North Stateline all propose the completion of a follow-up study, after Plan adoption, that will examine a number of transportation issues affecting State Route 28. This study, intended to involve Caltrans, Placer County, TRPA, and interested citizens, will examine such issues as the appropriate number of travel lanes on the highway, the use of center medians, techniques for "traffic calming," and regulation of travel speed.

C. PROPOSED TRANSPORTATION IMPROVEMENTS

This section provides a list and description of projects and programs which are intended to solve the traffic and air quality problems while supporting the goals and policies of other elements of the Plan. If all the items on the list were successfully implemented, it appears that congestion would be reduced to a level which is better than that called for in the Plan. The Plan incorporates all of the projects and programs as mitigation measures to be considered under Subsections 93.C.(2) and (3). Implementation of the Transportation Element is intended to be a dynamic process which will be responsive to future levels of congestion, utilize the results of new studies, and monitor the effectiveness of projects and programs which have been implemented.

Streets and Highways

1. State Route 28 Improvements: State Route 28 shall be improved to include three lanes (one in each direction with a center turn lane), Class II bikeways on each side, and parallel parking where appropriate. The construction of the highway improvements will be in conjunction with the construction of winding sidewalks, curbs, drainage system, landscaping, utility undergrounding and lighting. Minimal intersection improvements at Carnelian Bay Road and State Route 28 may be needed including a Traffic Control Officer during peak times.

Parking Facilities

1. Parking Standards and Guidelines - Application of the Parking Standards and Guidelines through Project Review will require:
 - a. Parking spaces and non-parking areas should be clearly delineated and enforced. Vehicles parking at improper locations impede traffic flow and reduce safety. Physical barriers, such as curbing or planters, may be necessary.
 - b. The location, layout, and number of spaces should be planned to reduce highway conflicts.
 - c. The operation of parking lots be modified to reduce impacts.

2. Community Parking Lot System - To meet parking requirements, mitigate State Route 28 improvements, achieve targets, and provide for Lake access, a series of parking lots are required. The Carnelian East and Carnelian West lots are conceptual in design and location will be utilized for public use, thereby increasing the availability of public spaces.
3. State Route 28 Improvements - Conversion of on-street parking from diagonal to parallel with mitigation can reduce roadway friction, increase speeds, and help safety.

Transit Facilities

1. TART Expansion - Policy 4.A calls for increased service from TART by increasing headway, by increasing the variety of vehicles, and by increasing the hours of operation. An improved maintenance facility for servicing transit vehicles is an important component to any increase in service. Transit stops are included in the area of the marina. Possible locations of routes, bus stops, and parking lots are shown in Figure 1 and further described in Chapter VII.
2. Water Transit Terminal - Opportunities for a water transit are included in the area of the marina and the U.S. Forest Service Interpretive Center.
3. Transit Facilities - The Plan calls for the construction of bus stops near parking and the marina.
4. Lake Tour Bus - An around-the-Lake bus system provides longer range trips for visitors and residents.
5. Ski Tour Shuttles - Coordination of transit services to recreational destinations (i.e., ski bus) could provide improvement during critical winter peaks.

Pedestrian Facilities

1. State Route 28 Sidewalk Facilities - The Plan requires the construction winding sidewalks in the State Route 28 area. The conceptual design of the sidewalk system is described in Chapter VII.
2. Crosswalks - The number and location of crosswalks are an important element of any pedestrian system.

Bicycle Facilities

1. NTPUD Connector Trail - To improve circulation and lake access, an access trail between the Lake and the NTPUD Dollar Hill Recreation Area Trail should be constructed.
2. Highway 29 Bike Lanes - To increase safety and provide convenient bicycle access throughout the commercial core, on-street bike lanes should be provided along both sides of Highway 28.

Other Transportation Mitigation Measures

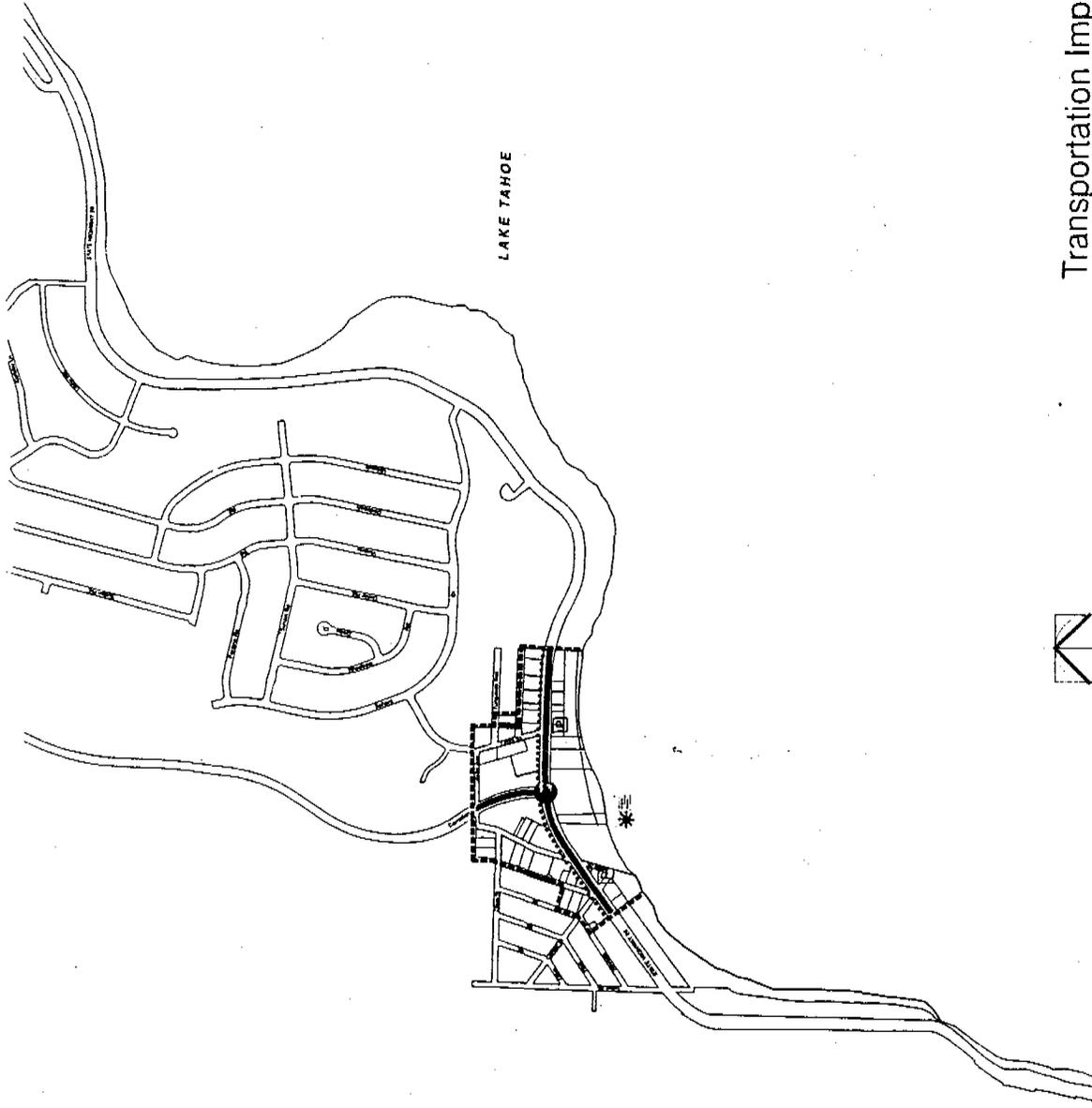
1. Mini Van Demand/Response Fleet - Establish a mini van demand-response fleet at the ski areas for visitors and employees.
2. Information and Contingency Plan - TMA shall develop a faster and more accurate traffic information system for the travelling public, and develop contingency plans for road closure and gridlock conditions.
3. Truck Access - Provisions will be provided off the State Highway for the loading/unloading of trucks. Off-peak delivery of goods reduces vehicles, awkward turning movements, and parking associated with trucks.
4. Traffic Control Officer - In lieu of traffic signals at critical intersections, a traffic control officer (TCO) may be utilized during peak periods. The TCO is more responsive to pedestrian, bikes, and short term fluctuations in traffic.
5. Alternate Mail Delivery - Develop an alternate method to deliver mail, such as a cluster box system, which would eliminate the need for postal customers to travel to the post office so often.
6. Access Points Onto Roads and Highways - Combine, eliminate, relocate, or improve driveways onto the road and highway system. Congestion improvement and traffic safety benefits can be realized by improving access points along critical routes.
7. Transportation Management
 - a. The State mandated Congestion Management Program (CMP) includes a section on Trip Reduction Ordinances (TRO). The County and TRPA have TROs, which apply to this area. The goal of the TRO is to have employers educate, coordinate, and encourage strategies to reduce

congestion and improve air quality. Working with employees at the work place can be an effective method because of the common destination point and hours of employment. Employers could institute a program with provisions beyond those required by the TRO.

- b. The Truckee-North Tahoe Transportation Management Association (TNT/TMA) is a group of public agencies and private firms which have jointed together to develop and implement programs and projects to reduce congestion and provide for the transportation needs of residents, visitors, and employees in the Lake Tahoe area. The TMA is an active and important coalition that is successfully addressing regional transportation problems. Membership and participation in the TMA can be a positive step for businesses, agencies and individuals to take.
- c. Incentives to ride transit can be implemented by employers and commercial/recreational related businesses. The incentive could be financial or convenience related. A disincentive would be to discontinue parking subsidies to employees and customers.

LEGEND

- WATER TRANSIT
- ROAD IMPROVEMENTS
- PUBLIC PARKING
- RECREATIONAL BIKE TRAIL
- INTERSECTION IMPROVEMENTS



DATE: 05/20/14

Transportation Improvements CARNELIAN BAY COMMUNITY PLAN



FIGURE 4



CHAPTER IV



CHAPTER IV - CONSERVATION ELEMENT

This Conservation Element is a supplement to the Conservation Element of the TRPA Goals and Policies Plan. This element lists the required environmental targets which the Community Plan is to achieve. Also this element describes area-wide drainage systems, scenic improvements, and a land capability and stream zone analysis updating the TRPA Land Capability Overlay Maps for this area.

A. CONSERVATION OBJECTIVES AND POLICIES

The following numbered objectives relate to the Conservation goal found in the Community Plan Goals Section of Chapter I. To meet the objective, the following specific policies are adopted as standards:

1. Ensure the attainment and maintenance of the environmental threshold related targets established for the Community Plan.
 - a. Policy: TRPA may review progress on target attainment periodically and make adjustments to the targets and implementation schedules.
 - b. Policy: The mitigation measures listed in the Target Matrix as subject to project review shall be given priority for mitigation over other similar listed mitigation measures. Projects approved by Placer County or TRPA shall not preclude future implementation of required mitigation measures. The amount of mitigation shall be commensurate with the magnitude, the impacts, and the incentives related to the proposed project.

B. ENVIRONMENTAL TARGETS

The following represents an identification of opportunities for environmental improvement associated with the Carnelian Bay Community Plan. Achievement of the environmental targets is an important consideration for approving CPs. Therefore, development bonuses are linked to key implementation strategies.

The matrix indicates the projects and regulations considered for the achievement of environmental and recreational targets. The matrix indicates if the measure is (R) required, (E) encouraged, or (O) optional for a target achievement. The (X) indicates the measure: is to be considered as a condition of approval for project review, is considered for threshold findings, is an EIR/EIS assumption or mitigation measure, is linked to the allocation of units of use, or is linked to the substitute mitigation fees. The matrix also notes if the improvement is required by other plans, e.g. 208 Plan (208), Regional Transportation Plan (RTP), TRPA/Placer Code (CDE), or TRPA/Placer County Plans (PLN).

CARNELIAN BAY CP REQUIREMENTS LIST FOR ACHIEVEMENT OF TARGETS
(Symbols are explained in the text following the matrix)

CARNELIAN BAY CP MEASURES	CP TARGETS	PROJECT REV.	CP CIP	CP EIS EIR MIT	THRESH. FIND	TRPA REQ.	SUB WQ FEE	SUB AQ FEE	COV. FEE	ALLOCATIONS
A. TRAFFIC/AIR QUALITY										
1. LOS Policy	R	X		X		RTP				
2. Highway Improvements	R	X	X		X			X		X
S.R. 28 Improvements	O		X			RTP				
Camelian Bay Intersection										
3. Parking Program	R	X			X	RTP				
Parking STDS & Guidelines										
CP Parking Lots										
Camelian East Lot	R		X	X				X		X
Camelian West Lot	R		X	X				X		X
4. Transit Improvements										
TART Expansion	R		X	X	X	RTP				
Water Transit Terminals	E				X	RTP		X		X
Ski/Tour Shuttles	E	X		X	X	RTP		X		X
Transit Facilities	R		X	X	X	RTP		X		X
Lake Tour Bus	R		X		X	RTP		X		X
5. Sidewalk Improvements										
S.R. 28 Pedestrian Trail	R	X	X	X	X			X		X
6. Recreation Trail Improvements										
NTPUD Connector	E		X					X		X
S.R. 28 Bike Trail	R		X	X	X			X		X
7. Mitigation/Fee Program (Chapter 93)	R	X		X	X	CDE				
8. Other Transportation Mitigation										
TMA Membership/Management	E	X								
Ridership Incentives	E	X		X	X	RTP		X		
Mini Van Pools	E	X		X	X	RTP		X		
Traffic Control Officer	E							X		
Truck Access Improvements	R	X			X	RTP		X		
Access Improvements	R	X			X	RTP		X		X
Home Mail Delivery	E				X	RTP		X		
Information Contingency Plans	E									
9. Land Use										
Recreation Facilities	E									
Commercial/Tourist Dev.	E									

CARNELIAN BAY CP REQUIREMENTS LIST FOR ACHIEVEMENT OF TARGETS
(Symbols are explained in the text following the matrix)

CARNELIAN BAY CP MEASURES	CP TARGETS	PROJECT REV.	CP CIP	CP EIS EIR MIT	THRESH. FIND	TRPA REQ.	SUB WQ FEE	SUB AQ FEE	COV. FEE	ALLOCATIONS
B. SEZ RESTORATION										
1. SEZ Target (2.3 ac.) Camelian Creek Area (2.5 ac.) Miscellaneous Area (1 ac.)	R E	X	X		X		X		X	X
C. SCENIC IMPROVEMENTS.										
1. Design Standards & Guidelines	R	X		X	X	PLN				X
2. Sign Standards	R	X		X	X	PLN				
3. Sign Program	R	X		X	X					X
4. SQIP Program	R	X		X	X	CDE				
5. View Policy	R	X		X	X					
6. Underground Policy	R	X		X						X
7. S.R. 28 Improvements	R	X	X	X	X	SQP			X	X
8. Design Review Committee	R	X	X				X X			
D. LAND COV. REDUCTIONS										
1. L.C. Target (0.2 ac.) Camelian East (0.5 ac.) S.R. 28 Improvements (0.5 ac.) Landscape Rule (0.1 ac.)	R R R		X X	X X X					X X X	
E. WATER QUALITY										
1. BMPs Required	R	X		X		208				X
2. 80% Restoration Target (2.1 ac.) Camelian East (2 ac.) Marina (1 ac.) Camelian West (3 ac.) S.R. 28 (0.5 ac.) Landscape Rule (0.2 ac.)	R R R R E	X X X X X		X X X X		CDE CDE CDE CDE CDE				X X X X X
3. Area-wide Drainage System Area-wide System	R	X	X	X	X	208	X			X
F. NOISE										
1. Noise Limits	R	X		X	X					

The accompanying text in this Subelement and Chapter V further explain the matrix. Chapter VII further details the programs that implements the key implementation strategies.

1. **Traffic** - Traffic problems identified in the Carnelian Bay area and throughout the region present numerous opportunities for air, water, and traffic improvements.

Base Line: There were 1,700,000 vehicle miles traveled (VMT) in the region in 1981. Approximately 4,077 of those vehicle miles had origins or destinations in the Carnelian Bay Community Plan area.

The Community Plan EIS/EIR indicates that in 1987, the Carnelian Bay Road/State Route 28 intersection service level was A during the summer.

Local air quality (i.e., carbon monoxide) is not a problem and this area is being considered for designation as an attainment area based on TRPA recommendation.

TRPA Threshold: TRPA Thresholds require a 10% reduction in Region-wide VMT. Thresholds also require attainment and maintenance of state and federal water and air quality standards.

Regional Plan Requirement: The TRPA Regional Plan requires Carnelian Bay to attain a level of service D on urban roads, a level of service D at key intersections (may have four hours of LOS E), implement parking restrictions on congested roadways, and to reduce dependency on the auto. The RTP requires implementation of improvements in the Action Element and the VMT control measures listed in the RTP EIS. Chapter 93 of the TRPA Code sets forth Mitigation Fee Program. The following LOS and VMT measures directly relate to Carnelian Bay:

VMT Measures

- a. Community Plans (1988 RTP, no longer required by TRPA) - 40,000 to 60,000 VMT
- b. Bus service to Truckee (N. Shore) - 4,400 VMT
- c. Waterborne Point to Point (Region) - 11,400 VMT
- d. TART Transit Expansion (N. Shore) - 6,700 VMT - includes Carnelian Bay Transit Facility
- e. ~~Pedestrian improvements (Region) - 6,100 VMT~~
- f. Bike Trails (Region) - 9,200 VMT
- g. Home Mail Delivery (Region) - 56,200 VMT
- h. Transportation Demand Management (Region) - 5,800 VMT
- i. Summer Lake Tour Bus (Region) - 9,800 VMT

LOS Measures

- a. State Route 28 Roadway Improvements

Carnelian Bay Target: The CP targets are as follows:

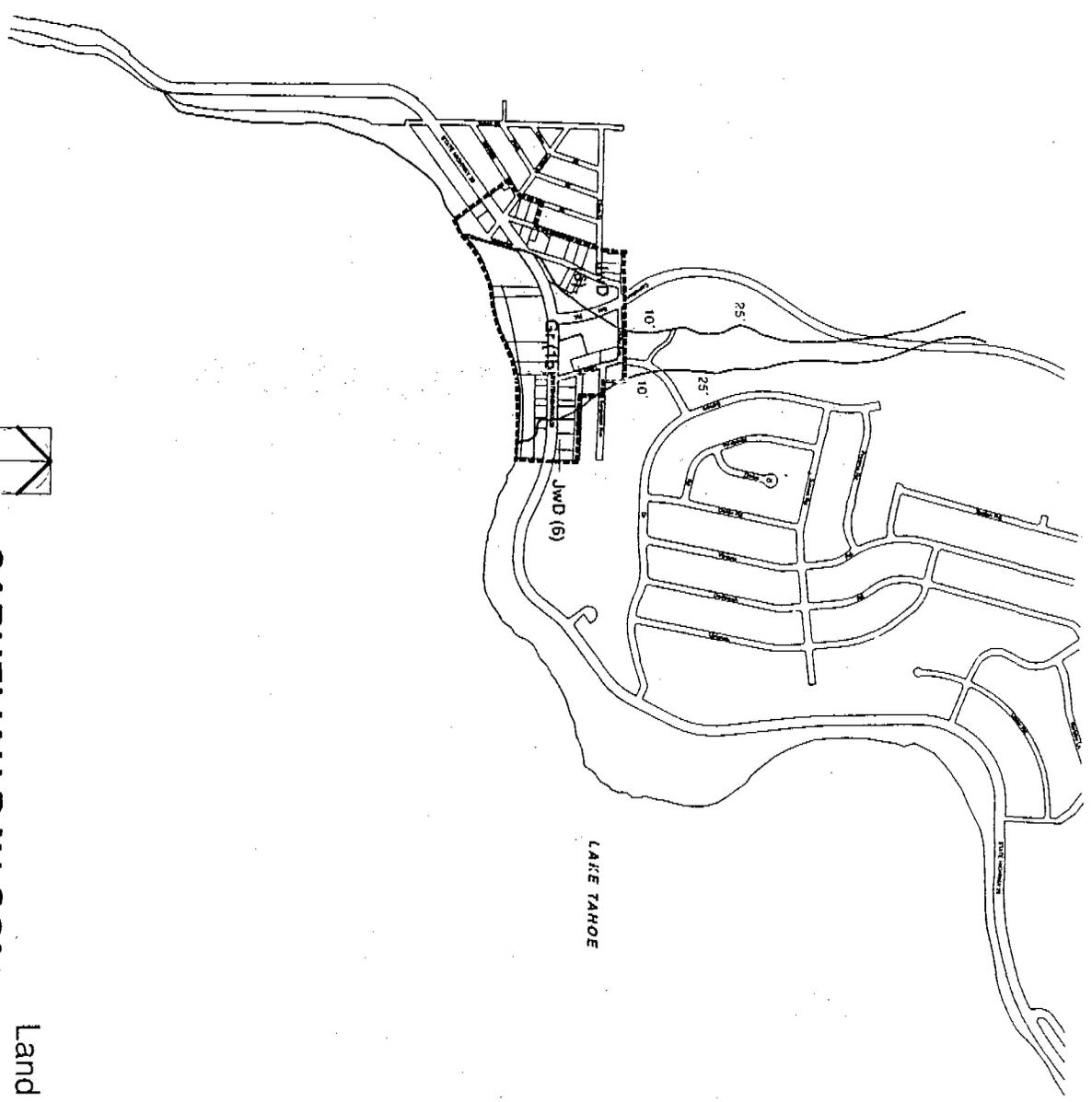
- a. Attain Carnelian Bay's fairshare of the 1988 RTP CP target by providing the local VMT improvements noted above. Also, provide assistance in implementation of the regional VMT improvements noted above. The estimated CP fairshare is estimated to be a reduction of 2050 VMT over 20 years or 2000 for the 10 year (1997) target.
- b. Implementation of the improvements which modelling shall indicate maintenance of the RTP LOS standards at EIS-selected monitoring points on Highway 28.

Key Implementation Strategies: Along with the Mitigation Fee Program, the following improvements are key strategies to achieving the above targets:

- a. For the VMT reductions in addition to 488 VMT reduction from land use changes, the key strategies are:
 - (1) Construct the pedestrian improvements for State Route 28 - estimated 70 VMT.
 - (2) Construct the transit facilities - estimated 60 VMT. Provide assistance for increased TART service, transit coordination, and waterborne transit stops as listed in the Community Plan Transportation Element and the RTP.
 - (3) Construct bike/recreation trails on State Route 28 - estimated 60 VMT.
 - (4) Home mail delivery - 1,370 VMT.
- b. For LOS targets, the key strategies are:
 - (1) The construction of State Route 29 improvements.
 - (2) Pedestrian facilities State Route 28.
 - (3) Traffic Control Officer
 - (4) Access and Truck Access Improvements



- LEGEND**
- 10' SETBACK
 - SOLIS LAND CAPABILITY BOUNDARY
 - JWE (4) SOIL TYPE
 - STREAM ENVIRONMENT ZONE BOUNDARY
 - STUDY AREA



CARNELIAN BAY COMMUNITY PLAN
 Land Capability

FIGURE 5

2. **Stream Environment Zones** - There has been extensive disturbance of stream environment zones (SEZ) throughout the Region and Carnelian Bay. The identification and mapping of SEZs in Carnelian Bay indicates there are restoration opportunities.

Base Line: There are approximately 17.9 acres of SEZ in Carnelian Bay of which about 52.1 percent, or 9.3 acres, is disturbed to some extent.

TRPA Threshold: TRPA thresholds require restoration of 25% of disturbed SEZ in the Region within the 20 year life of the Regional Plan. According to the Volume III of the 208 Plan, urban areas are targeted for 1,153 acres of restoration. Of this amount, 600 acres are required to be restored by the land acquisition agencies.

Regional Plan Requirement: TRPA 208 SEZ Restoration Program does not initially target any SEZ restoration by non-acquisition agencies and property owners in the Community Plan. The 208 Plan does not have an amount specified for the acquisition agencies in the Carnelian Bay area.

Carnelian Bay Target: The CP Stream Zone Restoration Program targets approximately 25 percent or 2.3 acres for restoration by 2007. The 1997 CP target is 2.3 acres. Restoration required as offset mitigation for projects is not counted toward this restoration target.

Key Implementation Strategies: The following 2.5 acres are listed as possible areas for restoration. Restoration of 11 acres will occur in conjunction with implementation of the CIP and other proposed projects. Volume III, SEZ Protection and Restoration Program and this list may be updated as new information become available.

<u>Site</u>	<u>Restoration</u>
1. Carnelian Creek	2.5 acres - Conservancy project to realign Carnelian Creek
*2. Miscellaneous	one acre

* These are optional or reserve areas for consideration at a later date.

3. **Scenic** - The opportunities for scenic restoration have been identified by the TRPA Scenic Thresholds. Carnelian Bay has been identified by the TRPA Scenic Quality Improvement Plan (SQIP) as in need of scenic improvements for the highway unit.

Base Line: The 1982 Inventory identifies the principal resource within the unit as the view of Carnelian Bay and the shoreline to the southwest. This resource is identified as having only moderate quality.

In addition to these views, the forested portions of the unit at either end of the commercial area (Subcomponent #1 in the Roadway Unit Map) contribute to the area's quality. The Sierra Boat Company and Marina (Subcomponent #2 in the Roadway Unit Map) were also identified as man-made elements that provide unusual but not inappropriate visual interest. For unit #18, the 1988 travel route rating and scenic resource threshold for this unit are as follows:

- Travel Route Rating: 14
- Scenic Resource Threshold: 2

For unit 192, the 1988 shoreline travel route rating and scenic resource threshold for this unit are as follows:

- Travel Route Rating: 5
- Scenic Resource Threshold: 2

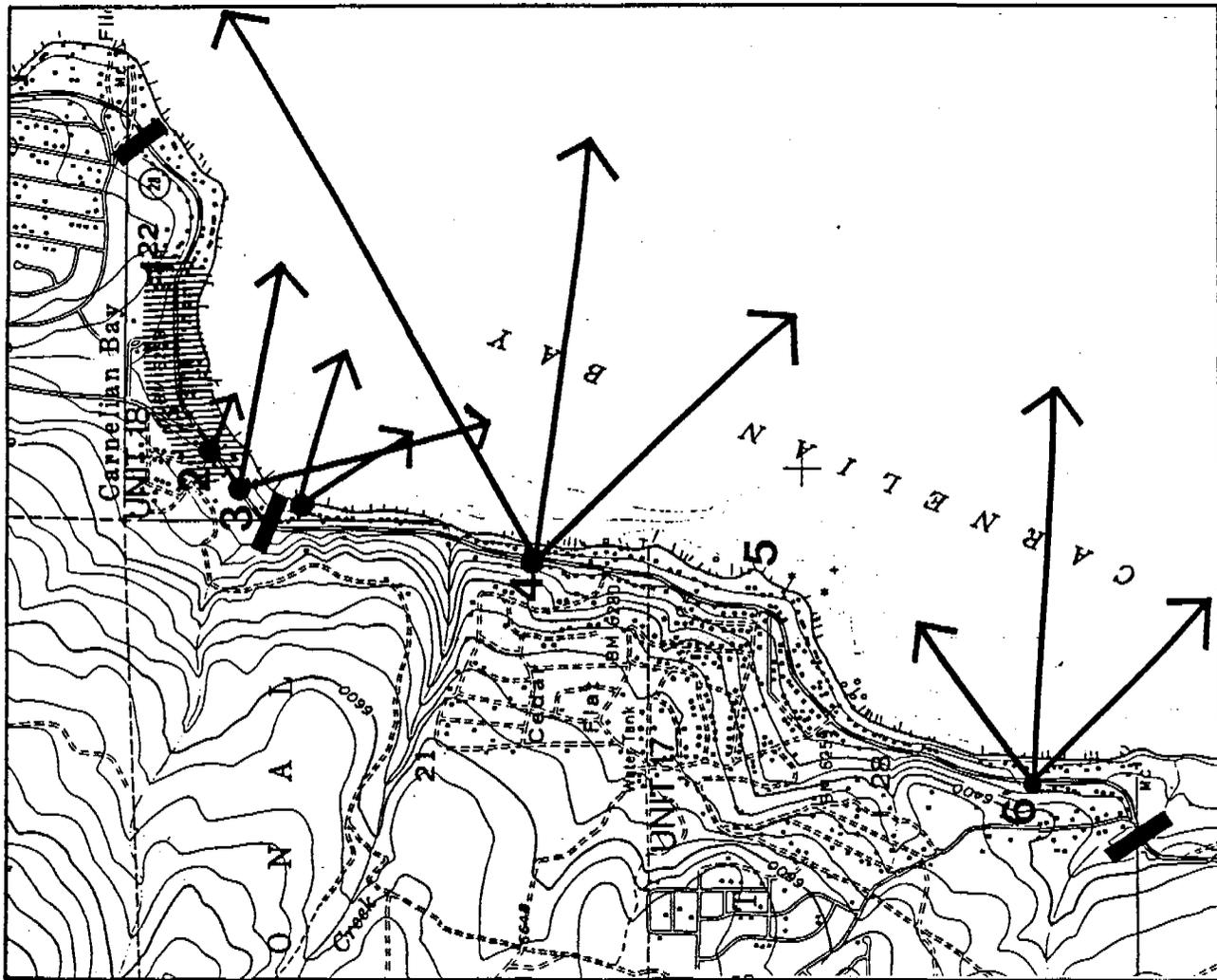
TRPA Threshold: TRPA Thresholds require TRPA to attain and maintain Scenic Route Ratings at 15+ for Highway Units and 7+ for Shoreline Units.

Regional Plan Requirements: The Regional Plan required implementation of the Scenic Quality Improvement Program (including the Restoration Program, Design Review Guidelines, Design Standards and Outdoor Advertising Standards). The SQIP requires a 27% improvement in Roadway scores and a 33% increase in Shoreline scores by 1997.

Carnelian Bay: The CP shall attain SQIP thresholds targets by 1997 through implementation of the CP Scenic Quality Improvement Program.

Key Implementation Strategies: The Carnelian Bay Community Plan shall achieve its target by implementing regulations and improvements that satisfy the following SQIP recommendations. Regulations of the Placer County North Tahoe Area Design Guidelines and Sign Ordinance will be implemented through utilizing the North Tahoe Design Review Committee. Implementation of the scenic improvements listed in Chapter VII and the sign improvement program will also be required to meet the SQIP recommendations.

Issues that are most important within the Carnelian Bay area include parking, landscaping, screening and lighting, signs, and utility lines. The following measures are recommended to improve scenic quality (with these taken primarily from the SQIP):



ROADWAY MAPS LEGEND

-  Roadway Unit Boundaries
-  Roadway Segment within Unit with Consistent Character
-  View of Specific Resource
-  Typical View within Segment
-  Panoramic View
-  Areas of Concern

ROADWAY UNITS 17, 18. CEDAR FLAT TO CARNELIAN BAY

FIGURE 6

a. Parking

- (1) Eliminate as much on-street and back-out parking as is feasible by creating more private and public off-street parking lots;
- (2) Create landscape strips between parking areas and roadway to screen views of parked cars;
- (3) Parking areas should be located in the rear of side yards of commercial properties whenever feasible; and
- (4) In situations where vehicles are permitted (due to absence of alternatives) to either parallel park along the roadside or park perpendicularly with direct access to the street, the parking areas should be clearly delineated and limited in size. For parallel parking, no more than four spaces should be located in a row without a generous landscaped area. For perpendicular parking no more than six spaces should be located in a row without a generous landscaped divider strip.

b. Landscaping: Landscaping should be introduced around all buildings to help visually integrate the buildings with their surroundings by mitigating their scale and softening hard edges. Landscaping should also be utilized to reduce the amount of paved or barren areas, and generally improve the appearance of the structures. Most of the major existing businesses could improve their appearance with landscape improvements. Some of those most in need of such improvements are Magic Carpet Miniature Golf, Sierra Boat Company, the 7-Eleven, and the U.S. Post Office. The appearance of the bus stop and its integration with its surroundings would also be greatly improved with landscaping. Predominantly native and naturalized plant species should be utilized to ensure compatibility with natural surroundings and to enhance their chances of survival. The scale of landscape improvements must be in proportion to the scale of the structure in order to be effective. This will be particularly true of Sierra Boat Company where the scale of landscape materials and improvements will need to be quite large to mitigate the size of the structure.

c. ~~Screening and Lighting:~~ The appearance of the Magic Carpet Miniature Golf Course is out of character with both the surrounding man-made and natural environment. Screening should be provided to decrease the visibility of this enterprise from the roadway and surrounding uses. In addition, lighting within the project should be located in a manner that

minimizes the impact of lighting upon surrounding properties. Area lighting should be directed downward with no splay of light directed off-site. Any light source over 10 feet high should incorporate cut-off shields.

- d. Signs: Signs in this unit are currently not the major visual problem they are in other units, however, all signs should comply with sign regulations in the North Tahoe Design Guidelines and Sign Ordinance.
- e. Utility Lines: All overhead utility lines should be installed underground wherever possible. Any utilities which must be maintained above ground should be located away from major corridors or screened so as not to detract from views of the overall quality of the area.

- 4. Land Coverage - The opportunities to mitigate excess land coverage are numerous throughout Carnelian Bay. The Tahoe Conservancy has planned extensive restoration work.

Base Line: Based on the updated Land Capability Map (Figure 4), the allowable land coverage is estimated to be 2.7 acres; the disturbed and soft coverage areas are estimated to be 2.6 acres; and the hard coverage is estimated to be 7.2 acres. The estimated land coverage in the Community Plan area is 56 percent.

TRPA Threshold: TRPA Thresholds limit new land coverage to the Bailey Coefficients (1% to 30%).

Regional Plan Requirement: The Regional Plan requires the implementation of an excess coverage mitigation program. This program is in Chapter 20 of the Code. The Community Plan EIS/EIR estimates that this program would achieve a (0.1) acre coverage reduction if applied to the buildout of the Community Plan.

Carnelian Bay Target: The target for 2007 is 0.1 acre based on the buildout estimate. The 1997 target is 0.05 acre.

Key Implementation Strategies: The following projects will be implemented as part of project approval or CIP implementation. Those contributing to these projects may credit the contribution toward the excess coverage mitigation fee. This list may be updated as new information becomes available.

<u>Site</u>	<u>Hard Coverage</u>
1. State Route 28 Improvements	0.5 acre - Roadway landscaping
2. Carnelian East	0 acre - See SEZ target
3. Landscape Program	0.1 acre - Implementation of the 5% landscaping requirement

5. **Water Quality** - The opportunities to implement area-wide BMPs, such as drainage systems, paved parking areas, revegetation/landscaping, and slope stabilization are numerous throughout the area.

Base Line: Less than (38%) of the privately owned parcels have full BMPs.

TRPA Threshold: TRPA Discharge Standards found in Chapter 81 of the Code must be attained.

Regional Plan Requirement: The Regional Plan requires the application of Best Management Practices (BMPs) to all properties within 20 years. The Regional Plan also requires the restoration of 80% of the disturbed lands within the Region. The TRPA 208 CIP indicates at least \$1,400,000 for curb and drainage improvements are needed in Carnelian Bay.

Carnelian Bay Target: The CP shall implement area-wide drainage systems where needed and implement on-site BMPs to 50% of the properties through project review or CIP programs, by 1997. The 2007 target is a 2.1 acres reduction in disturbed lands.

Key Implementation Strategies: The following programs and improvements are key strategies to achieving the above targets:

a. **Area-wide Solutions:** When onsite solutions are not effective, the Plan proposes to construct a series of detention basins and wetlands, interconnected by pipes and stream channels. This may be implemented by local government or improvement districts. The basic design principles of this Plan are as follows:

- (1) Use of infiltration or artificial wetlands is the preferred method for retention and treatment of storm runoff. Artificial wetland and engineered solutions may be considered as alternatives. The drainage systems will be designed to accommodate and treat runoff

from a 20 year/one hour storm event. The drainage system will accommodate storm water generated outside the Community Plan area and, where feasible, retain and treat it.

- (2) Contributors to the area-wide solutions may substitute those contributions for the TRPA mitigation fee requirement. While not exempt from Chapter 25 requirements related to stormwater storage and treatment, in whole or in part, through proven area-wide systems.
- (3) Implementation and maintenance by a one responsible entity is preferred. Where feasible, the system should be designed to be implemented in phases consistent with these design principles. The proponents of the system shall submit proof through modelling and/or testing that the proposed systems meet TRPA standards. However, upon completion it must operate as one unified system.

The area-wide system concept map is shown in Figure 1 (also see Chapter VII for CIP description). Because of the high water table, close proximity to the Lake, marina, extensive land coverage, and most of all the large Conservancy restoration projects, this area is suitable for an area-wide system.

- b. On-site Solutions: In addition to the area-wide solutions identified above, each project within the Community Plan area will be subject to Chapter 25 requirements for paving parking and drives, slope stabilization, revegetation, and providing snow storage areas.

In cases where the property is not considered part of the area-wide system drainage improvements will be required pursuant to Chapter 25.

In cases where the property is part of the area-wide drainage system, but the area-wide drainage system requires onsite improvements or recommends onsite retention systems to reduce loadings, mitigation funds should be made available consistent with Section 82.5 of the TRPA Code.

- c. The following 6.7 acres of CIPs are listed as possible areas for restoration and/or for paving. Restoration or paving of the 16 acres will occur in conjunction with implementation of the CIP and other proposed projects. This list may be updated as new information becomes available.

Carnelian Bay Community Plan

<u>Site</u>	<u>Revegetation</u>
1. Carnelian East	2.3 acres - Conservancy Carnelian Creek realignment
2. Marina	1 acre - Marina storage project
3. Carnelian West	1.2 acres - Conservancy project
4. State Route 28	0.5 acre - Frontage improvements
5. Landscape Program	0.2 acre - Implementation of the 5% landscaping requirement

6. **Noise** - TRPA has established noise standards in community noise equivalent levels (CNEL) measured in dBA over a 24 hour period. TRPA thresholds establish different limits for different uses.

Base Line: The North Shore Community Plan EIS measured CNEL for Carnelian Bay is as follows:

56 CNEL (50 feet from Highway 28)

TRPA Threshold: The TRPA thresholds set the following limits: 65 CNEL for commercial areas, 55 CNEL for residential and urban recreation, and 55 CNEL for highway corridors.

Regional Plan Requirement: The Regional Plan pursuant to the Compact, requires TRPA to attain and maintain the thresholds.

Carnelian Bay Target: The CP shall stay within the designated noise limits set in the CP Statement.

Key Implementation Strategies: The following programs and improvements are key strategies to achieving the above targets.

- a. TRPA shall require application of techniques for noise control such as use of setbacks, use of barriers, site design, use of vegetation, use of sound absorbing materials, and building design.
- b. TRPA shall implement the requirements of Chapter 23 of the Code.

Carnelian Bay Community Plan

- c. TRPA shall adopt noise performance standards as recommended by the CP EIR/EIS.

- 7. **Fisheries** - TRPA has identified streams in the Region and has rated them as to habitat quality.

Base Line: The existing Stream Habitat Quality rating for Carnelian Creek is marginal (29 points for migratory and 29 points for resident). There are no other rated streams in the CP area.

TRPA Threshold: TRPA thresholds require the maintenance of 75 miles of excellent, 105 miles of good, and 38 miles of marginal stream habitat. Carnelian Creek is designated to be improved to a status of marginal.

Regional Plan Requirement: The Regional Plan pursuant to the Compact, requires TRPA to attain and maintain the thresholds.

Carnelian Bay: The CP shall attain a stream habitat status of food for migratory fish habitat (55 to 68 points).

Key Implementation Strategies: The following programs and improvements (see TRPA restoration program for details) are key strategies to achieving the above targets:

- a. Remove barriers - 10 point increase
- b. Remove or modify diversions - 10 point increase
- c. Provide cover/overhead canopies/barrier to human intrusion - 3 point increase
- d. Improve fish abundance - 5 to 10 point increase



CHAPTER V



CHAPTER V - RECREATION ELEMENT

This element is a supplement to the Recreation Element of the TRPA Goals and Policies Plan. It is consistent with the Regional Plan yet with greater specificity particular to the Kings Beach area. This element describes the existing facilities, sets forth the CP Objectives and Policies, and describes new programs recommended to implement the Plan.

A. EXISTING RECREATION FACILITIES

The following recreation amenities exist within or in close proximity to the Carnelian Bay Community Plan boundaries. The location of these facilities are depicted on Figure 7.

<u>Recreation Feature</u>	<u>Description/Jurisdiction</u>
1. Bay Street Lakefront	A extensive lakefront strip of land, dedicated to and owned by Placer County and managed by the North Tahoe Public Utility District. This beach includes, as part of its amenities, a public pier. A portion of this beach is used by the Garwoods Restaurant for outdoor dining. In exchange for use of public land for outdoor deck dining, Garwoods has reciprocated to the County by making its restrooms available to the public, as well as making available public use of the pier and parking spaces.
2. Tahoe Conservancy Beach (Carnelian West)	A lakefront public beach of about 400 linear feet, comprising 2.2 acres. This property is situated between the Garwoods Restaurant and the Sierra Boat Company. Because of its sensitive land capability classification, the site is intended for passive recreation with minimal development.
3. "Patton Lumber" Beach (Carnelian East)	This property, also owned by the Tahoe Conservancy, derives its commonly referenced name from the former owner/land user. It is situated directly east of the Sierra Boat Company, and comprises approximately 1.4 acres on about 250 linear feet of beach frontage.
4. Sierra Boat Company	This is a private recreation concession, a commercial marina, with fueling facilities and some

parking. It is situated between the two public beaches of the Tahoe Conservancy.

5. Miniature Golf This is a private recreation concession, providing miniature golf (there are only two such facilities at the north shore), the other being in Kings Beach.

Public Recreation Agencies

The primary public agencies who provide recreational amenities in the Plan area (either as a landowner or in a managerial/maintenance capacity) are the California Tahoe Conservancy, Placer County, and the North Tahoe Public Utility District.

Private Recreation

As mentioned, the two privately owned recreation features of the Community Plan are the Sierra Boat Company and the Miniature Golf Course.

B. RECREATION OBJECTIVES AND POLICIES

The numbered objectives below are repeated from the introduction of this Plan. The following special policies are needed to implement the objectives.

1. Use all appropriate opportunities consistent with the Recreation Element for increased public access to Lake Tahoe.
 - a. Policy: See Commercial Development Policy 2.A. in the Implementation Element.
 - b. Policy: Use all appropriate opportunities to increase opportunities for public access to Lake Tahoe.
2. 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 Plan.
3. Coordinate, with the Tahoe Conservancy, the overall development of the Conservancy-owned property to requirements set forth in the Recreation Element. This development should include consideration of playgrounds, senior citizen facilities, restrooms, and snow play areas.

Carnelian Bay Community Plan

4. The Recreation Element shall consider the "Recreation and Parks Master Plan, 1991-2001" of the North Tahoe Public Utility District Department.
5. The Community Plan target for outdoor recreation is an increase in 500 DCPs (design capacity) in summer day use. The 500 DCP target will be achieved by implementing the proposed recreation improvements.

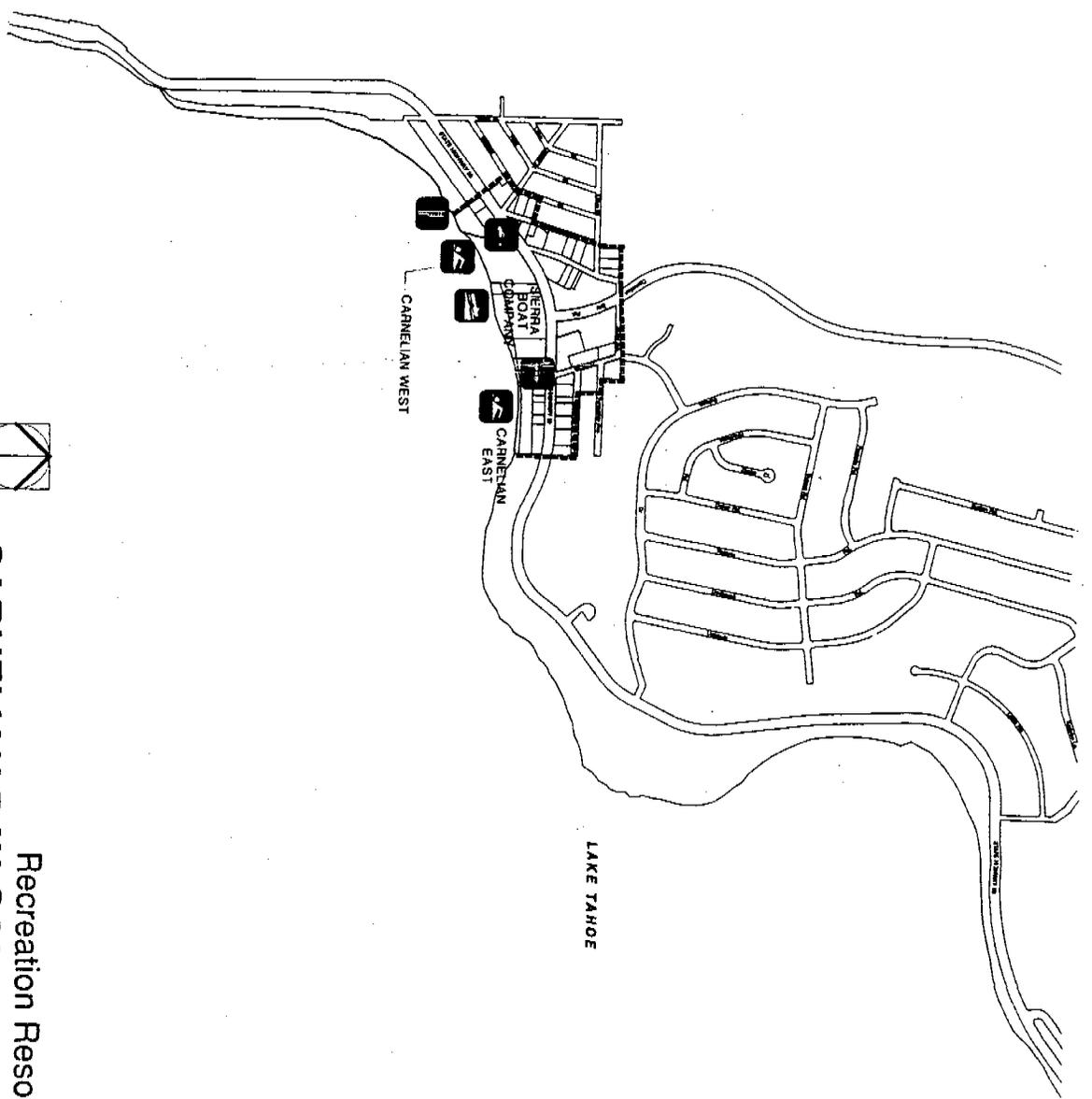
C. PROPOSED RECREATION IMPROVEMENTS

The following improvements are a list of improvements that would implement the policies above.

1. Improved Lake Access - The Plan target requires an increase in Lake access. Some of the possible improvements shown on Figure 1 are the increased trails and parking, increased beach access, increased boat launching, and increased marina services through an assessment district or joint use facility. (400 DCPs)
2. Recreational Trail System - The Plan requires the implementation of a recreational/bike trail system mostly located along State Route 28 and a connector to the NTPUD system. (2 miles/50 DCPs)



- LEGEND
-  MANNA FACILITIES
 -  PUBLIC PIER
 -  BEACHES
 -  PUBLIC PARKING



Recreation Resources Map
CARNELIAN BAY COMMUNITY PLAN



FIGURE 7

DATE: MARCH 15, 1988

CHAPTER VI



CHAPTER VI - PUBLIC SERVICE ELEMENT

This element is a supplement to the Public Service and Facilities Element of the TRPA Goals and Policies Plan. This element identifies the existing public services, sets forth objectives and policies, and identifies recommended public service facilities.

A. EXISTING PUBLIC SERVICES

The Carnelian Bay Community Plan features relatively minor public service facilities. The North Tahoe Fire Protection District operates a station within this Plan area.

Placer County has no facilities of its own in the Plan area, however some County departments (Family Support, Mental Health, Welfare) have provided services from private office buildings in the area.

Other basic public services are accommodated from neighboring communities (refer to the "Public Service" chapters of other CPs).

B. PUBLIC SERVICE OBJECTIVES AND POLICIES, PROPOSED FACILITIES

With a Plan theme of "Local Recreation and Retail," no significant expansion or change to the existing condition is anticipated in this Community Plan.

1. The County's goals and policies with regard to public education (school sites, facilities, and funding), as detailed in the Placer County General Plan, are further incorporated by reference in all the North Tahoe Community Plans.



CHAPTER VII



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

1. From CP adoption until December 31, 1996, an additional 2,000 square feet of commercial floor area may be allocated within the Carnelian Bay Community Plan area. Incentive programs should assign priority to commercial development projects which emphasize area improvements and rehabilitation of substandard development.
 - a. Policy: Within the 2,000 square foot limitation, allocations of commercial floor area shall be issued by TRPA upon project approval pursuant to Chapter 33 of the TRPA Code of Ordinances. However, TRPA shall only consider for approval, projects recommended by Placer County or its designee. On an annual basis, Placer County or its local designee shall review proposed projects based on the following criteria 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 criteria set forth in the Carnelian Bay Allocation Guidelines (Appendix C).
2. 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.
 - a. Policy: Allocation of the PAOTs assigned to this CP area shall be issued upon TRPA project approval pursuant to Chapter 33 of the TRPA Code of Ordinances. However, TRPA shall only consider for approval projects recommended by Placer County or its local designee. On an annual basis, Placer County or its local designee shall review proposed projects based on the following criteria 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 one or more of the following criteria:

- (1) The recreation project includes major rehabilitation of existing structures within the project area. Major rehabilitation for purposes of this section are improvements whose cost total over 50 percent of the replacement cost of all structures in the project area.
- (2) The project makes substantial progress toward meeting the desired off-site capital improvements listed in Figure 14 for the special area in which the project is located. Substantial improvements for tourist accommodation bonus units and residential bonus units are addressed in Chapter 35 of the TRPA Code of Ordinances. Substantial progress for recreation projects shall be calculated based on one marina or overnight PAOT of allocation equals \$100 worth of improvements of membership in an improvement district implementing any of the listed improvements.
- (3) The project utilizes transferred development. Bonuses for transferred tourist accommodation or residential development is addressed in Chapter 35 of the TRPA Code of Ordinances. Recreation PAOTs transferred for marina or overnight use will be matched on a 1:1 basis.

B. IMPLEMENTATION IMPROVEMENT PROGRAM

The following is a list of capital improvement projects that should be implemented to achieve the Goals and Objectives of this Plan. The matrix in Chapter IV presents the ranking of the relative importance of the CIP projects. Funding for these projects comes 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. For purposes of this program it is generally assumed Placer County will be the recipient of grants and mitigation fees.

Project descriptions, schedules, and cost are preliminary and are subject to change. Project costs are estimated mid-range costs. Question marks indicate that the source or amount is unresolved.

1. Traffic/Air Quality

a. Traffic Improvements

Purpose: In order to achieve the level of service targets and the VMT target, certain road improvements need to be implemented.

Program Description: The road system as described in the Transportation Element will be implemented through special assessment districts, through the State Transportation Improvement Plan (STIP), Placer County, or as project conditions of approval.

Street

Improvement

State Route 28

This required improvement will widen the existing road section to include: three lanes (one each direction with a center turn lane), Class II bikeways on each side, parallel parking in appropriate locations, and curb and gutter. In addition, sidewalks shall be constructed as described under Pedestrian Facilities in this section. Access points should be combined or eliminated whenever possible. The width of access will be reduced in many cases.

Estimated Cost: \$500,000?

Funding: Conservancy, Caltrans, Placer County, Private

Intersections

Improvement

State Route 28/
Carnelian Bay

The preferred alternative for traffic control at this intersection is a Traffic Control Officer (TCO). The TCO can better accommodate bicycles and pedestrians while maintaining smoother traffic flows. A secondary alternative would be to install a traffic signal.

Schedule: The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution.

1998 - State Route 28 Improvements

Responsible Jurisdiction: Placer County, Caltrans

b. Parking System Program

Purpose: Within the Carnelian Bay area, maximize the use of existing, proposed, and approved parking areas by using shuttles, sidewalks, and multi-use parking facilities. The goal is to provide adequate parking and reduce vehicle trips.

Program Description: Using a coordinated planning process (e.g., TTD, parking district, TMA, etc.), implement a group of improvements and regulations that meet the goal. In the interim, the requirements of the parking ordinance shall govern parking requirements.

Parking Facilities

Improvement

Carnelian East Lot

Construct a parking lot east of the marina and near the beach. This lot should be 12 to 18 spaces and be useful for transit.

Estimated cost: \$200,000 (See Carnelian SEZ Restoration)

Funding: Conservancy

Carnelian West

Construct additional parking to the Garwood lot to serve the uses planned for Carnelian West parcel. This lot shall provide approximately 25 additional parking spaces. The construction of this lot should be done in conjunction with the State Route 28 improvement to offset the loss of parking due to reconfiguration of the existing diagonal and perpendicular parking to parallel parking.

Estimated cost: \$400,000

Funding: Tahoe Conservancy, Assessment District

Schedule:

The following schedule is subject to change (based on changes in funding, project limitations, other project's construction schedule, and redesign) and may be revised as needed by TRPA resolution.

1997 - Carnelian East

1997 - Carnelian West

Responsible Jurisdiction: Placer County, Special Assessment Districts, and Conservancy

c. Transit System Program

Purpose: To meet the target for reduction in vehicle trip ends and level of service targets, transit service shall be improved.

Program Description: The Transportation Element calls for an increase in TART services, implementation of a casino shuttle, and increased use of public/private transit.

Improvement

Description

TART

Provide TART service at 60 minute headways on State Route 89 and 28 and increase hours of operation to 6:30 a.m. to 11:30 p.m. Also includes is an extension of the TART service area. This is a Northshore program of which Carnelian Bay is a participant. See Placer County TSM Plan for details.

Estimated cost: \$3,300,000 (Northshore cost)

Funding: Placer County General Fund, Mitigation Fees, Sales Tax, Transit Funds

Transit Facilities	Construct a transit stop with each of the two proposed parking lots. Estimated cost: \$20,000 Funding: Placer County General Fund, Mitigation Fees, Transit Funds
Ski/Tour Shuttles	Northstar, Squaw Valley, Alpine, and other ski areas will continue to provide bus service between their facilities and the major hotels. The Northshore tour boats will provide bus service between their facilities and the major hotels. Estimated cost: Private Funding: Private
TBT/TMA Program	The Truckee-North Tahoe/TSM Expenditure Plan 2/1/90 lists other TSM projects such as transit use incentives, road condition information system satellite parking with TART and shuttle interfaced mini-van demand/response fleet, multi-modal parking facility on the 64-Acre Tract, and studies for HOV lanes and waterborne transit.
Schedule:	The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution. For TSM improvements see Placer County Transportation Expenditure Plan. 1991-97 - Increased TART Service 1997 - Transit Facilities
Responsible Jurisdiction:	Placer County, parking assessment districts, ski areas, Conservancy

d. Sidewalk System Improvements

Purpose: A sidewalk system shall be implemented along State Route 28 and the side streets to promote pedestrian traffic, to increase open space, and to implement scenic and drainage improvements.

Program Description: The sidewalk system as described and required in the Transportation Element will be implemented through special assessment districts or project conditions of approval.

Improvement

Description

State Route 28 Trail

Construct winding sidewalks at the locations shown on Figure 1 and described in the Transportation Element. The proposed sidewalks shall be approximately 4 to 8 feet wide and shall incorporate landscaped areas, trash receptacles, and lighting.

Estimated cost: \$300,000

Funding: Assessment District, Private, Conservancy

Potential funding for this project exists under the Mitigation Demonstrating grant program.

Other Areas

Construct the recreation trails as noted in Figure 1 and described under Recreation Trail System, and the Carnelian Bay Community Plan chapter of the Placer County Design and Sign Standards and Guidelines.

Schedule:

The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) any may be revised yearly by TRPA resolution. Short sections of sidewalk may be installed in conjunction with projects or independently by individual property owners.

1998 - State Route 28
1996 - 2000 - Other Areas

e. Recreational Trail System

Purpose: To implement a bike and pedestrian trail system to promote access to the key recreation areas and to encourage non-auto trips.

Program Description: Construct a series of trails described in the Transportation Element. These trails are multi-use and connect the Lake, recreation facilities, and the other community plan areas.

<u>Improvement</u>	<u>Description</u>
NTPUD Connector	Construct a connector for the NTPUD bicycle trail and the trail system within the Plan area in accordance with Figure 1. Estimated cost: \$300,000 Funding: North Tahoe PUD
State Route 28 Trail	Construct approximately a half mile of Class II trail on State Route 28 and multi-use sidewalks and trails (described above under Sidewalks). The trail will be constructed of durable material (e.g. asphalt, concrete, stone) and be of sufficient width to accommodate pedestrians and small vehicles. Estimated cost: See State Route 28 Highway and Trail Funding: Conservancy, Private
Schedule:	The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised as needed by TRPA resolution. 1988 - State Route 28 Trails 1990 - TPUD Connector

Responsible Jurisdiction: Placer County, Caltrans, NTPUD, Conservancy, Private

2. **SEZ Restoration Program**

Purpose: To implement the TRPA SEZ Restoration Program for the Carnelian Bay area and to achieve the SEZ restoration target set forth in Chapter IV.

Description of Program: To achieve the Community Plan SEZ target of 11 acres of restoration. The following projects in and near the Carnelian Bay CP are to be implemented.

Improvement

Description

Carnelian Creek

The Conservancy proposes a 2.5 acre project to realign Carnelian Creek to a channel east of Onyx Street. Also included in this project is restoration along the shoreline, bridges, road realignments, parking, and trails.

Estimated cost: \$3,000,000

Funding: Conservancy

Miscellaneous Area

One acre restoration in the fill areas along Carnelian Bay Road. This will be done in conjunction with the construction of drainage facilities.

Estimated cost: \$10,000

Funding: Placer County, Private

Schedule:

The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised as needed by TRPA resolution.

1997 - Carnelian Creek

1996 - 1999 Carnelian Bay Road Area

Responsible Jurisdiction: Placer County, Caltrans, Private, Conservancy

3. **Scenic Improvement Program**

Purpose: To implement the improvements needed to attain the scenic thresholds.

Program Description: This program contains several programs, including:

<u>Improvements</u>	<u>Description</u>
Underground Utilities	Overhead utilities are to be undergrounded along State Route 28. This is part of the regular undergrounding for utilities required by state law. Estimated cost: \$100,000 Funding source: Sierra Pacific Power/Pacific Bell \$325,000/year
Street Improvements	See sidewalk program
Sign Program	Nonconforming 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.
Schedule:	The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly to TRPA resolution. 1997 - Sign Program 1997+ - State Route 28 undergrounding
Responsible Jurisdiction:	Placer County, Sierra Pacific Power

5. **Land Coverage Reduction Program**

Purpose: The purpose of this program is to reduce existing land coverage by 0.2 acres in or near the Carnelian Bay Community Plan. This is the Community Plan target and is related to an estimate of how much hard land coverage will be needed for the substitute land coverage mitigation fee program.

Carnelian Bay Community Plan

Description of Program: To achieve the Carnelian Bay Community Plan coverage reduction target of 0.2 acres, the following projects in and near the Carnelian Bay Community Plan are to be implemented.

<u>Improvement</u>	<u>Description</u>
Carnelian Creek Improvements	In conjunction with the construction of the Tahoe State Park improvements reduce approximately one acre of coverage. Estimated cost: See SEZ Restoration Funding: Conservancy
State Route 28 Improvements	The State Route 28 improvements are described in the State Route 28 Improvements. This should net about 0.5 acres. Estimated cost: See State Route 28 Improvements Funding: Caltrans, Placer County
Schedule:	The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution. 1998 - State Route 28 Improvements 1997 - Carnelian Creek
Responsible Jurisdiction:	Placer County, assessment districts, Conservancy, and Caltrans

6. Water Quality Program

a. 80% Best Management Practices Target

Purpose: The purpose of this program is to restore disturbed lands to help TRPA meet its 80% restoration target. The Carnelian Bay Community Plan target is 2.1 acres.

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

<u>Improvement</u>	<u>Description</u>
Carnelian East	The Carnelian Creek restoration and beach improvement areas need BMPs. A combination of revegetation, drainage, pavement, and adequate vehicle barriers are needed to achieve an estimated two acres of restoration.
Marina	The entire storage area site needed BMPs. Recent project approval will require restoration of one acre and application of BMPs to the site.
Carnelian West	It is estimated up to three acres of disturbed covered land could be restored on Conservancy property to the west of the marina. Some of this property may be developed with BMPs.
State Route 28	The addition of improvements to the State Route right-of-way noted above should result in BMP application to the right-of-way.
Landscape Rule	Restoration of disturbed lands is with normal project review, TRPA BMP Program, and application of special CP standards. The target is 0.2 acre.
Schedule:	The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) any may be reviewed yearly by TRPA resolution. 1994 - Marina 1997 - Carnelian East 1997 - Carnelian West 1998 - State Route 28
Responsible Jurisdiction:	Placer County, Caltrans, private, Conservancy, TRPA

b. Area-Wide Drainage System

Purpose: To implement an area-wide drainage system by 1993 to help achieve the water quality targets. This system is required for those projects (because of high ground water, limited open space, or discharge permit requirements) in the service area requesting an exemption to the on-site BMP requirement for drainage treatment and retention.

Description of Program: In phases, implement the area-wide drainage plan described in the Conservation Element.

Improvement

Description

Area System

Because of the high ground water, excess land coverage, close proximity to the Lake, and marina requirements, it is thought this system will be needed for properties which cannot meet BMP requirements.

Estimated cost: \$500,000

Funding: Conservancy, Private, Marina, Caltrans

Schedule:

The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution.

1998-2000 - Area System

Responsible Jurisdiction:

Placer County, Conservancy, Caltrans, Private

Treatment Facilities

TRPA staff, with assistance from the Regional Water Quality Control Board, will conduct a study to identify areas that would be appropriate for water treatment facilities. Said study shall be completed prior to January 1, 1998.

8. Recreation

Purpose: The purpose of this program is to improve public access and opportunities for outdoor recreation.

Program Description: In order to meet the recreation targets of Chapter V, a series of improvements are required to be implemented.

<u>Improvement</u>	<u>Description</u>
Improve Lake Access	The improved lake access program increases capacity by 400 DCPs by: <ul style="list-style-type: none">a. Improved transit service - see Ski/Tour Shuttles, Casino Shuttles, TART, Recreation Trails.b. Expanded Marina Services - Subject to a master plan expand the service provided by the marinas in the CP.c. Additional beach - Pursuant to the Conservancy's plans, increase the amount of beach front areas open to the public for active use.
Recreation Trails	See Recreation Trails
Schedule:	The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution. 1997 - Carnelian East 1997+ - Carnelian West
Responsible Jurisdiction:	TRPA, Placer County, TCPUD, USFS, Private

C. MITIGATION FEE PROGRAMS

1. Excess Land Coverage Program

Purpose: 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 is the Community Plan program that is described in subparagraph 20.5.A(2)(e) of the TRPA Code of Ordinances.

Description of Program: Pursuant to subparagraph 20.5.A(2)(e), a land bank accounting system will be established to bank land coverage reductions with an agency such as the California Tahoe Conservancy. TRPA will credit to the Community Plan land coverage removed and lands restored as noted below. Eligible projects may utilize this option fees when they demonstrate that they have contributed to coverage removal projects such as:

- a. Public works restoration projects listed in Chapter VII, Land Coverage (e.g. the area-wide drainage system restoration work) may be credited to the Carnelian Bay Community Plan account.
- b. Projects, both private and public, providing the 5% landscaping requirements of the Urban Design and Development Special Policy 6.A. may be credited to the Carnelian Bay Community Plan account.

Eligibility: Projects contributing to the implementation of the coverage reduction project credited to the Carnelian Bay account may use the contributions as credit based on the coverage reduction schedule set forth in Code Section 20.5.

2. **Water Quality Fee Program**

Purpose: The purpose of this program is to provide an option to the TRPA Code of Ordinances Water Quality Mitigation Fund (subsection 82.2.B) for implementing water quality improvements in the Tahoe City Community Plan area. Participants in this program could credit contributions to the water quality CIP projects to the TRPA Water Quality Mitigation Fee requirement.

Description of Program: The Community Plan describes needed water quality improvement projects. Generally, these projects will be implemented through assessment districts and public works' projects. Property owners that contribute to such area-wide projects may credit such contributions to the water quality fee requirements on their future projects. TRPA and Placer County shall create a special Community Plan account under the requirements of Chapter 82 for the Carnelian Bay Community Plan to keep track of such contributions. Credits shall be calculated at the mitigation fee rates established in Chapter 82,

Eligibility: Properties, both public and private, which contribute to water quality improvements listed for this Community Plan may credit such contributions to the Placer County-Carnelian Bay Community Plan Water Quality Mitigation fund.

3. **Traffic and Air Quality Fee Program**

Purpose: The purpose of this program is to implement the transportation improvements listed for the Carnelian Bay Community Plan and to provide a substitute to the TRPA Code program (Subsection 93.3.E) for collection of fees of off-site traffic and air quality mitigation.

Description of Program: Chapter VII lists the projects needed to meet the Community Plan's Transportation/Air Quality targets and mitigation requirements. These projects shall qualify as regional and cumulative mitigation measures under subsection 93.3.C(2). As an option, properties, both public and private, contributing to these projects may credit such contributions to the air quality mitigation requirements of Chapter 93.

D. INCENTIVE PROGRAM

The incentive program is created to link required improvements with new development to ensure the Goals and Objectives of the Community Plan are achieved. The concept is to link future development to a list of mitigation measures listed in the Matrix of Chapter IV.

The allocation system in Appendix C links new floor area with the needed improvements. The system also rewards projects which contribute to desired improvements in the immediate area of the project (i.e., the incentive zone).

To encourage this concept, Placer County and TRPA may provide following incentives to projects in the Community Plan area:

1. Land Coverage - CP projects are eligible for the transfer coverage program pursuant to Section 20.3 of the TRPA Code of Ordinances.
2. Commercial floor area allocation - CP projects are eligible for commercial floor area allocations pursuant to Chapter 7, Commercial Development Policy 1.A., Placer County may make special provisions for reserving allocations for projects in assessment districts.
3. Tourist accommodation bonus units - Projects are eligible to receive bonus units based on the criteria in Chapter 35 of the TRPA Code of Ordinances and Chapter 7, Commercial Development Policy 2.A.
4. Residential bonus units - Projects are eligible to receive bonus units based on the criteria in Chapter 35 of the TRPA Code of Ordinances and Chapter 7, Commercial Development Policy 2.A.
5. PAOTs - Projects are eligible for the listed PAOT allocations based on the criteria in Chapter 7, Commercial Development Policy 2.A.
6. Program Substitutions/Mitigation Fee Waivers - Projects in the incentive areas shall be subject to the following special regulations:

Excess coverage fee - An additional option is provided for Community Plan projects which contribute to mitigation projects that reduce land coverage.

Water quality fee - An additional option is provided for Community Plan projects which contribute to water quality mitigation projects.

Air quality fee - An additional option is provided for Community Plan projects which contribute to transportation/air quality mitigation projects. A second option is a waiver of mitigation fee if all transportation/air quality mitigation projects listed for the projects incentive zone are constructed.

7. Change in use - Commercial changes in use are exempt from project review if the following criteria is met:
 - a. The change in use is within the commercial land use classification;
 - b. The change is to an allowed use;
 - c. The property is a member of an approved parking assessment district;
 - d. The change does increase the parking requirement to a greater requirement than one space for 200 sq. ft., or the number established upon creating the district; and
 - e. The proposed activity is consistent with the Plan, is not a project by other requirements of Chapter 4 of the Code.
8. Off-site parking - Use of off-site parking is permissible pursuant to the parking standards in Appendix B of this Plan.
9. TDR retirement 4-7 lands - Land capability 4-7 parcels from which development is transferred need not be permanently retired pursuant to Chapter 34.
10. Height bonus - Additional height pursuant to subsection 22.4.B for tourist accommodation buildings.
11. Environmental documentation - Projects consistent with the Plan description may tier off the Community Plan EIS.
12. Sign replacement - Arrangements shall be made through the County of assessment districts to give financial assistance for sign replacement for conformance.

Optional: TDR priority with CTC - Arrangements could be made with the TRPA land bank (California Tahoe Conservancy) to give priority to transfer of land coverage and existing development to this Community Plan.

Incentive Zones - To achieve CP targets, incentive zones may be formed that reasonably relate to a group of desired improvements that could be implemented by an assessment

district or other similar entity. Projects which are participants in such assessment districts and irrevocably commit to the improvements would be eligible to request a reservation of an appropriate amount of allocations in lieu of using Appendix C. It would be a function of the assessment district to distribute the allocations. The boundaries may be adjusted or zoned combined to implement the improvements. The eligible improvements are listed in section 8 of this chapter and further described in the related elements of this Plan, however, the exact requirements to which funding is irrevocably committed shall be determined on the formation of the incentive zone through appropriate mechanisms.

E. MONITORING PROGRAM

The TRPA Code requires monitoring and periodic review of each community plan. Section 14.7 requires 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 Regional Plan and Threshold Review. The program is to measure progress in relationship to the targets established in the Conservation Element.

1. Target Monitoring

<u>Element Monitored</u>	<u>Location</u>	<u>Sample Period</u>	<u>Agency</u>
Traffic counts, VTE, LOS	28/Carnelian	1 day/month	Caltrans
SEZ restoration	CP area	yearly	TRPA
Noise (CNEL)	Noise sites	5 year review	TRPA
Scenic rating	Roadway #18 Shoreline 19	5 year review	TRPA
Land Coverage	CP area	yearly	TRPA
Water quality	Creek discharge -marina	per discharge requirements	Permittee

2. CIP Schedule Monitoring

The projects listed in the CIP programs will be reviewed annually to see if they are being implemented on schedule.