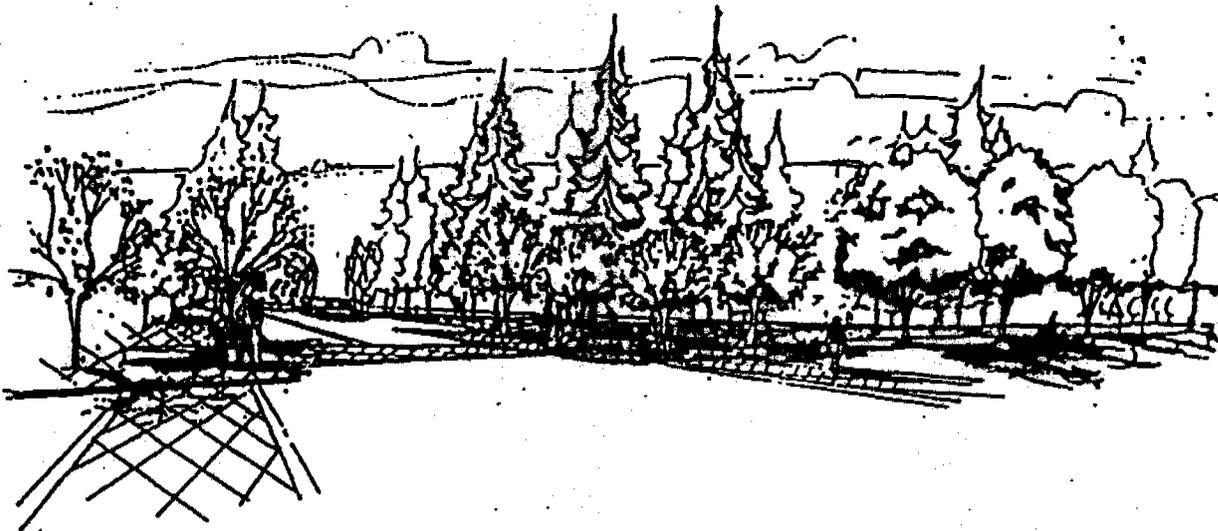


Tahoe Vista Community Plan



TAHOE
REGIONAL
PLANNING
AGENCY

APRIL, 1996



BEFORE THE BOARD OF SUPERVISORS
COUNTY OF PLACER, STATE OF CALIFORNIA

In the matter of:
**A RESOLUTION AMENDING RESOLUTION
2006-67 TO CORRECT A TYPOGRAPHICAL
ERROR PERTAINING TO THE TAHOE VISTA
COMMUNITY PLAN**

Resolution No: 2008-63

The following **RESOLUTION** was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held March 25, 2008 by the following vote on roll call:

Ayes: ROCKHOLM, WEYGANDT, UHLER, KRANZ, HOLMES

Noes: NONE

Absent: NONE

THE FOREGOING INSTRUMENT IS A CORRECT
COPY OF THE ORIGINAL ON FILE IN THIS OFFICE
ATTEST

ANN HOLMAN
Clerk of the Board of Supervisors, County
of Placer, State of California
Ann Holman
Deputy Clerk

Signed and approved by me after its passage.

Jim Holmes

Attest:
Clerk of the Board

Ann Holman

WHEREAS, on April 6, 2006, the Placer County Board of Supervisors adopted Resolution 2006-67 to amend the Tahoe Vista Community Plan in association with the approval of the Tahoe Vista Chalet project (PSUB T20050934), and

WHEREAS, said resolution contained a typographical error and referenced APN 117-130-003 instead of the correct parcel, which is APN 117-130-033, and

WHEREAS, APB 117-130-003 was never a part of the Tahoe Vista Chalet project and any reference to APN 117-130-003 was erroneous, and

WHEREAS, the County wishes to correct the record to clarify that the action on April 6, 2006, applied to APN 117-130-033 and APN 117-130-034,

NOW THEREFORE, THE BOARD OF SUPERVISORS, COUNTY OF PLACER, STATE OF CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

The Tahoe Vista Community Plan shall be amended to change the maximum allowed density for Assessor Parcel Numbers 117-130-033 and 117-130-034 from 15 dwelling units per acre to 18 units per acre.

Any reference in the Tahoe Vista Community Plan to APN 117-130-003 from Resolution 2006-67 shall be corrected to change the maximum allowed density for that parcel from 18 dwelling units per acre back to 15 units per acre.

The changes shall be effective retroactive to April 6, 2006. This resolution corrects a typographical error and is not substantive in nature.

ATTACHMENT B
Rezone Exhibit for
APN 117-130-033 & 034

USE

MAXIMUM DENSITY

<u>USE</u>	<u>MAXIMUM DENSITY</u>
<u>Residential</u>	
Single-family dwelling	1 unit per parcel
Mobile Home dwelling	10 units per acre
Multiple family dwelling	15 units per acre
Multi-person dwelling	25 people per acre
Residential care	25 people per acre
Employee housing	As per the limitations above
Planned Development	18 units per acre

TAHOE VISTA COMMUNITY PLAN

April, 1996

Prepared for Placer County
and the
Tahoe Regional Planning Agency
by the
North Tahoe Community Plan Team

Janet Mize, Chairperson
Lane Lewis
Ellen McBride
Hugh McBride
Virginia Walsh
Leah Kaufman
Ken Foster
Jack Shumate
Bob McCormick
Faradg Gilanfarr
Bill Combs
Gordon Barrett

TAHOE VISTA COMMUNITY PLAN

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CHAPTER I

CHAPTER I - INTRODUCTION

A. PURPOSE

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

The TRPA purpose for planning these areas according to the Compact is "...to adopt and enforce a Regional Plan and implementing ordinance which achieves and maintains 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 service.

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 Tahoe Vista 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 Tahoe Regional Planning Agency (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.

Tahoe Vista Community Plan

The citizen volunteers of the Team included Janet Mize (Chairperson), Lane Lewis, Ellen McBride, Hugh McBride, Marty Cohen, Virginia Walsh, Leah Kaufman, Ken Foster, Jack Shumate, Bill Combs, and Gordon Barrett.

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

The area generally defined as Tahoe Vista is that area extending from the vicinity of the motel district at the western boundary, to the marina area at the eastern boundary, and generally fronting on State Route 28. The area extends along National Avenue, and extends south to the Lake.

Land use patterns in this area are widely varied, although the predominant theme of businesses is tourist-related, with a sizeable number of motels, restaurants, and tourist-oriented retail shops along State Route 28. The area along National Avenue is industrial in nature.

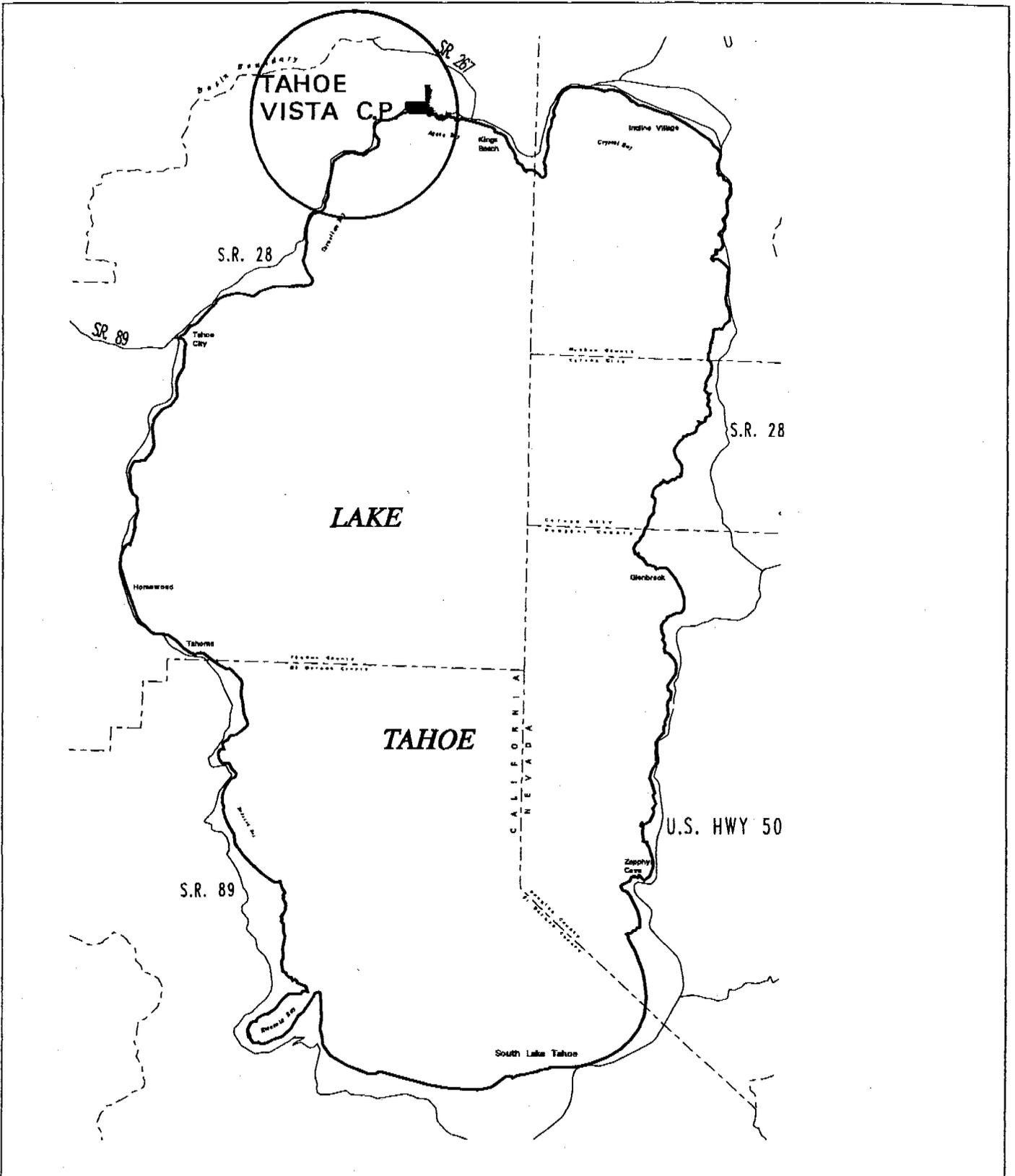
An inventory of the Community Plan area identified a total of approximately 42,000 sq. ft. of commercial floor space. Additionally, there are approximately 320 of the 700 tourist accommodation units of the entire north shore.

Much of the downtown area has a fairly high percentage of impervious land coverage, in excess of what would normally be permitted under the Bailey Land Capability System, although the CP rules do allow coverage "bonuses" under certain circumstances.

The Plan will present strategies for coverage reductions, where necessary and environmentally desirable.

In terms of land capability, there is one drainage course (Snow Creek) that runs along the eastern edge of the CP, with surrounding Stream Environment Zones (SEZ) along those courses. Areas along the shoreline tend to also have environmentally sensitive land capability classifications, while most of the remaining back-drop area is Class 5 (high capability). The large extent of already developed, high capability land represents an opportunity for redevelopment as well as achievement of environmental objectives.

In addition to the predominantly commercial center along State Route 28, the proposed boundaries of the CP also includes some residential areas and undeveloped areas to the north of the original targeted CP. The undeveloped area has been recommended for inclusion in the CP by the Planning Team in order to further explore the opportunities for redevelopment to a higher quality standard of affordable multiple residential development, tourist recommendations, or outdoor recreation.



Tahoe Vista Community Plan LOCATION MAP

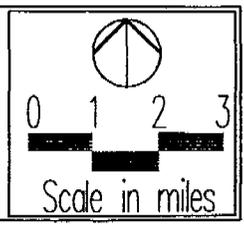


FIGURE 1

C. TAHOE VISTA COMMUNITY PLAN GOALS

A fundamental cornerstone of this community Plan is the conviction that Tahoe Vista should continue as a regional tourist and recreation center with some industrial and commercial uses. To accomplish this goal, policies must encourage diversification of recreational and commercial attractions to create the high quality development expected in a destination resort community. The Plan will still retain the character of the existing community.

Destination tourism demands a full complement of goods, services, and recreational opportunities located within an easily accessible area. The destination tourist travels further, stays longer, is more likely to utilize transportation systems, and spends more in the local economy than the short-term or day-use visitor. Efforts must focus on developing transportation systems that will tie the many opportunities found in Placer County together.

As in any healthy, vital community, three qualities must be established in Placer County; 1) the diversity and concentrated mix of uses that creates a strong, lively market; 2) the quality of physical environment that establishes a distinctive sense of place; and 3) transportation improvements that provide for both vehicular circulation and pedestrian circulation. A mixture of complementary uses in a concentrated area generates pedestrian activity and economic viability. The physical setting to be planned needs to be convenient, interesting, comfortable and easily accessible.

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 Tahoe Vista Community Plan. The related objectives for the Goals are listed in the Community Plan Elements. The 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 Tahoe Vista and the Region.

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 Tahoe Vista.

Traffic Circulation and Parking Goal: Reduce dependency on the automobile and improve the movement of people, goods, and services within Tahoe Vista and the Region consistent with the economic and environmental goals of the community plan.

Environmental Threshold Goal: Ensure that physical development is consistent with the environment and ecology of the area.

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

Recreation Goal: Preserve and enhance the high quality recreational experience of Tahoe Vista and the Region.

D. VISION FOR 2007 PLAN

The Community Plan is a guide for the enhancement of Tahoe Vista as a regional commercial node and tourist 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 Illustrative 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 Tahoe Vista Community Plan Elements.

The text, map, and accompanying illustrations in this section are provided to indicate the overall planning direction of the Community Plan. They 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: A key part of the Community Plan is to provide the opportunity and incentive to upgrade and expand the businesses of Tahoe Vista. The Land Use Element envisions a cluster of distinct areas within Tahoe Vista (see Figure 1). Each area described below has a plan design theme and a list of suggested uses.

Marina Commercial Area

Design Theme: The Plan envisions a pedestrian tourist village oriented toward the marinas and Lake Tahoe. The village would rely on shared parking, interconnecting walkways along the Lake and S.R. 28, and small plaza areas. The improvements on the lake side of S.R. 28 would have

the character of a small harbor village in design. On the landward side of S.R. 28, the improvements would reflect a boulevard design in setbacks and landscaping to provide a transition and buffer to the residential development. State Route 28 will function more as limited access highway than a town main street; the character on the Route will be boulevard in nature.

Land Uses: A mix of tourist retail and recreation commercial uses are preferred. These uses would include marina facilities, small stores, tourist accommodations, restaurants, and other uses found in a small harbor village.

National Avenue Commercial Village Area

Design Theme: The Plan envisions an attractive outdoor commercial/recreation area at the National Avenue intersection. This area should focus on its position as a cross road area linking roads, transit, and recreation trails. The focal elements of this area should be public beaches, with linkages to surrounding parks and recreation facilities. The architectural theme is a low intensity rustic Tahoe style of development established prior to the second World War. State Route 28 will function more as limited access highway than a town main street; the character on the Route will be boulevard in nature.

Land Uses: This commercial area would contain a mixture of residential and tourist serving commercial, motel uses, and water oriented recreation uses.

West End Resort Area

Design Theme: The Plan envisions building on the established motel complexes and the lake front amenities to encourage the tourist use of the resort area. The design concept is to establish a resort like atmosphere similar to that found in a destination resort. The area would rely on a unified design concept. The coordinated improvements would include off-street shared parking, interconnecting walkways, and multi-use of key recreation facilities. The architectural theme is a low intensity rustic Tahoe style of development established prior to the second World War. The street frontage improvements and setbacks are boulevard in nature.

Land Uses: This area would contain a mixture of tourist accommodation, supporting retail and restaurants, water oriented recreation, and resort amenities are the preferred uses.

East End Areas

Design Theme: The Plan envisions the preservation of the existing mixed use neighborhoods. The beach access and trail systems would be enhanced in the areas. The street frontage improvements and setbacks are boulevard in nature.

Land Uses: This area would contain tourist accommodation and residential uses, and water oriented recreation.

National Avenue Industrial/Public Service Area

Design Theme: The Plan envisions the implementation of the industrial park concept of contained service/industrial uses within a screened and buffered area. Open space and landscaping would be concentrated to the boundaries of the area along National Avenue and Snow Creek. Pavement and buildings should be in the center. Roads and parking would be designed for large vehicles.

Land Uses: National Avenue would contain the uses with the greatest need for screening such as auto repair, body shops, repair services, manufacturing, and contractor yards. Warehousing, storage, offices, and other uses of less impact are acceptable.

National Avenue Regional Park Area

Design Theme: The Plan envisions a regional park of outdoor facilities to match the size and scale of the community. The major indoor facilities will be at Dollar Hill. The design concept for the park is a transition area between the urban area and the natural environment.

Land Uses: This area should contain trail head facilities, play fields, tennis courts, and day use park facilities.

Residential Area

Design Theme: The Plan envisions maintaining a residential area of affordable housing on the upper National Avenue compatible with the existing uses. The area would be low density mix of residential uses well buffered from the surrounding uses.

Land Uses: This area should contain residential uses and compatible recreation uses such as recreation vehicle parks.

Vision for Transportation:

State Route 28 Improvements - State Route 28 will be improved to include four lanes (two in each direction with no center turn lane); Class II bikeways on each side; cross-walks and sidewalks. The construction of the highway improvements will be in conjunction with the construction of sidewalks, curbs, drainage system, landscaping, utility undergrounding and lighting. Some left turn lanes may be required at key intersections. Signalization of National Avenue may be required if warrants are met based on future traffic counts.

Community Parking Lot System and Shuttle - To meet parking requirements, mitigate State Route 28 improvements, achieve targets, and to provide for additional development, a series of parking lots will be constructed. Included with the lots is the implementation of a shuttle system to provide transit service to parking lots, beaches, parks, motels, and commercial areas. The location and size of the parking shall be based on an area-wide analysis/program developed by Placer County.

Water and Land Transit - Increased service from TART by increasing headway, by increasing the variety of vehicles, and by increasing the hours of operation. Opportunities for water transit are included in the area of the North Tahoe Marina and National Avenue.

State Route 28 Pedestrian Facilities - The Plan calls the construction of sidewalks on State Route 28 and National Avenue. The conceptual design of the sidewalk system includes landscaping, lighting, trash receptacles, and bike racks.

Vision for Conservation:

Drainage Improvements - The Plan envisions use of on-site drainage treatment systems in most areas. The exception would be the need for area-wide systems in areas of high coverage/high water table such as the industrial area and some lake front areas.

Stream Zone Improvements - Stream zone restoration will occur on Snow Creek near the industrial area and the Moon Dune Beach.

Scenic Improvements - The Plan envisions implementation of design improvements and regulations related to a series of design theme/activity zones in the Tahoe Vista area. The urban character is established by upgrading of the overall architectural quality, by providing variety, by improving character, and by providing environmental improvements. Within each zone, the Plan calls for a coordinated appearance (not the same appearance), an emphasis preserving views, the use of simple architecture, and an elimination of roadway distractions.

Vision for Recreation:

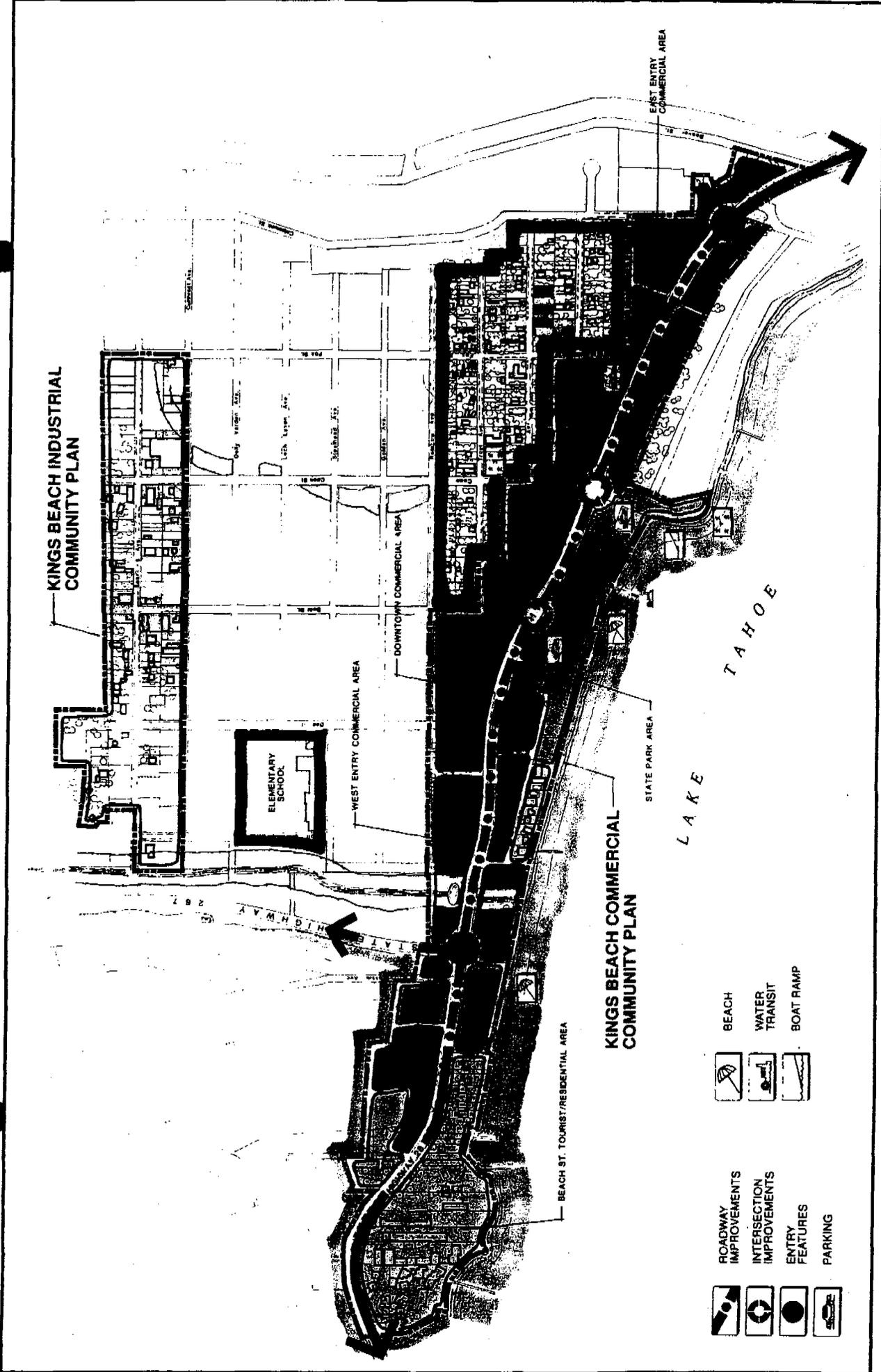
Improved Lake Access - The Plan target requires an increase in Lake access. Some of the possible improvements shown on Figure 1 are the lake recreation trail system and parking, increased beach access at the Tahoe Vista beaches, increased boat launching, and increased marina uses.

Recreational Trail System - The Plan requires the implementation of a recreation/bike trail system mostly located along the Lake and State Route 28. Also, trails connecting the Regional Park with the lakeshore should be constructed. The map shows possible alignments.

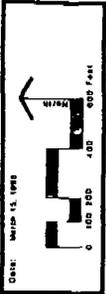
Campground/RV Expansion - The Community Plan encourages the expansion of overnight camping facilities in Special Area #2.

Vision for Public Services:

North Tahoe PUD Complex - The NTPUD maintenance complex should be upgraded at National Avenue and the recreation offices be located in Kings Beach.



SHEET OF



North Tahoe Community Plan _____ **KINGS BEACH, CA.**

North Tahoe Community Plan _____ **KINGS BEACH, CA.**



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. TAHOE VISTA 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 some extend 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 Tahoe Vista 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,
2. the mitigation fee program of Chapter 7,
3. the Community Plan Sign Ordinance (Appendix B),
4. the Community Plan Parking Ordinance (Appendix B), and
5. the Community Plan Design Review Guidelines (Appendix B).

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 Community Plan Area Statement included herein, will serve as the functional equivalent of zoning for the area.

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

B. TAHOE VISTA 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 - PRELIMINARY COMMUNITY PLAN AREA
ELIGIBLE FOR REDEVELOPMENT PLANS
TDR RECEIVING AREA FOR:
 - 1. Existing Development
 - 2. Multi-Residential UnitsSCENIC RESTORATION AREA
PREFERRED AFFORDABLE HOUSING AREA
MULTI-RESIDENTIAL INCENTIVE PROGRAM
AREA

DESCRIPTION:

Location: This includes the commercial areas along Highway 28 and National Avenue in Tahoe Vista. This area is located on TRPA maps E-3 and E-4 and Placer County Zoning Map 34.

Existing Uses: The majority of the commercial uses along Highway 28 are tourist oriented (i.e., motels, restaurants, and marinas). The commercial uses on National Avenue are more service-industrial. The shoreline uses are generally commercial and motel. This area is 75 percent built out.

Existing Environment: The area is classified as 80 percent low hazard, 10 percent moderate hazard, and 10 percent SEZ lands. The shoreline is a modified tolerance district 1 to the west and tolerance districts 7 and 6 to the east. The land coverage for the total area is 50 percent plus an additional 20 percent disturbed. The greater concentration of coverage is in the eastern portion.

PLANNING STATEMENT: Tahoe Vista should be redeveloped to continue to serve the commercial needs of the residents and tourists of the north shore.

PLANNING CONSIDERATIONS:

1. The upgrade and improvement of some motel facilities may help improve occupancy rates.

2. High coverage exists on lands adjacent to the shoreline and in the sand dune areas.
3. The prime fish habitat in this Plan Area is tentatively identified for habitat restoration.
4. Outdoor recreation opportunities associated with the Lake and the NTPUD Park exist.
5. Scenic Roadway Unit(s) 20 and Scenic Shoreline Unit(s) 21 are within this Plan Area and the roadway unit is targeted for scenic restoration as required by the scenic threshold.

OBJECTIVES AND SPECIAL POLICIES:

Urban Design and Development:

1. The overall theme for the Tahoe Vista Community Plan is "Major Tourist Accommodation, Retail and Services/Industrial Storage and Services." The themes for the subareas of the Community Plan are implemented through the Special Areas. Commercial activities which cater primarily to tourist accommodation, retail, and services should be located in the S.R. 28 area of Tahoe Vista. Heavy commercial, industrial or public service facilities that are visually obtrusive uses should be encouraged to locate in the National Avenue area. Lake frontages should be reserved for a variety of uses that encourage the public to utilize these areas. This objective and the following policies shall be considered when making special use findings for appropriateness and Community Plan consistency.
 - a. Policy: In Special Area 1 (Tourist Area), tourist oriented uses are encouraged by the permissible use list. Priority should be given to locating tourist accommodation uses and beach access in this area.
 - b. Policy: In Special Area 2 (Commercial Core), a mixed use of tourist and residential serving commercial is encouraged by the permissible use list.
 - c. Policy: In Special Area 3 (Marina Area), public outdoor recreation and tourist uses are encouraged by the permissible use list. This area is targeted for increased public access to Lake Tahoe.

- d. Policy: In Special Area 4 (Tourist/Residential Area), tourist and residential uses are encouraged by the permissible use list.
 - e. Policy: In Special Area 5 (Public Service/Industrial Area), public services and industrial uses are encouraged by the permissible use list. Wholesale/storage, light industrial and other similar uses should be limited to the National Avenue area. Heavy equipment traffic should be mitigated as to be compatible with residential uses.
 - f. Policy: In Special Area 6 (Residential Area), resident oriented commercial uses are encouraged by the permissible use list.
2. The urban design concept is to build on Tahoe Vista's resort area theme by providing recreational activity. Further, the unity and continuity of the resort area shall be provided through development on a human scale of uniform sidewalk improvements, signing, landscaping, and street lighting program.
- a. Policy: All projects, as a condition of approval, shall implement the frontage improvements noted in the North Tahoe Design Standards and Guidelines for Tahoe Vista.
3. 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 D).
 - 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. The 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: The focus of redevelopment should be on the beach area and the industrial area in need of upgrading.

Tahoe Vista Community Plan

- e. Policy: TRPA and Placer County staff should provide quick and responsive project review through a coordinated review process.
- 4. 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.
- 5. Complete the undergrounding of overhead utilities for downtown Tahoe Vista.
 - a. Policy: Pursuant to the 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.
- 6. 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.
- 7. Implement the recommendations described in the Conservation Element, Scenic Improvements, for improving overall scenic quality.
 - a. Policy: The Design Review Committee shall consider the recommendations of the Scenic Target of Chapter IV when reviewing projects and where appropriate, incorporate conditions of approval to implement the recommendations.

8. 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 within the scenic unit.
9. Encourage development and/or activities that will enhance the "year round" economy, such as encouraging summer business to develop winter businesses.
10. 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, and other similar events shall be considered for North Tahoe PUD Regional Park. The design and regulation of the area by the 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 ACCESSORY STRUCTURES IN THE SHOREZONE AND LAKEZONE, the following primary uses may be permitted within all or 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 nonconforming uses within this Plan Area. The establishment of new uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

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

Special Area #1 (Tourist Area): The following list of permissible uses is applicable in Special Area #1.

- | | |
|-----------------------|---|
| Residential | Employee housing (s), single family dwelling (S), multiple family dwelling (S), and multi-person dwelling (S). |
| Tourist Accommodation | Bed and Breakfast facilities (A), hotel, motel, and other transient dwelling units (A) (20 units or more, (S/CUP)), time sharing (hotel/motel design) (S), and time sharing (residential design) (S). |
| Commercial | General merchandise stores (A), nursery (S), eating and drinking places (A), food and beverage retail sales (A), amusements and recreation services (S), privately owned assembly and entertainment (S), outdoor amusements (S), broadcasting studios (S), secondary storage (S), and vehicle storage and parking (S). |
| Public Service | Cultural facilities (S), day care centers - pre-schools (A), local assembly and entertainment (A), local post office (A), local public health and safety facilities (S), public owned assembly and entertainment (S), pipelines and power transmission (S), transit stations and terminals (S), transportation routes (S/CUP), and transmissions and receiving facilities (S). |
| Recreation | Beach recreation (A), boat launching facilities (S), cross country ski courses (A), day use areas (A), developed campgrounds (S), group facilities (S), outdoor recreation concessions (A), participant sports facilities (S), recreation centers (S), recreational vehicle parks (S), riding and hiking trails (A), rural sports (S), snowmobile courses (S), and visitor information centers (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), insect and disease suppression (A), sensitive plant management (A), uncommon plant community management (A), erosion control (A), runoff control (A), and SEZ restoration (A).

Special Area #2 (Commercial Core): The following list of permissible uses is applicable in Special Area #2.

- | | |
|-----------------------|---|
| Residential | Employee housing (S), multiple family dwelling (S), multi-person dwelling (S), and residential care (S). |
| Tourist Accommodation | Bed and breakfast facilities (A), hotel, motel, and other transient dwelling units (A) (20 units or more, S/CUP)), time sharing (hotel/motel design) (S), and time sharing (residential design) (S). |
| Commercial | Auto, mobile home and vehicle dealers (S), building materials and hardware (S), general merchandise stores (A), mail order and vending (A), nursery (A), outdoor retail sales (S), eating and drinking places (A), food and beverage retail sales (A), furniture, home furnishings and equipment (S), service stations (S/CUP), amusements and recreation services (S), privately owned assembly and entertainment (S), outdoor amusements (S), animal husbandry services (S), broadcasting studios (A), business support services (S), contract construction services (S), financial services (A), health care services (S), personal services (A), professional offices (A), repair services (S), schools - business and vocational (S), secondary storage (S), small scale manufacturing (S), and vehicle storage and parking (S). |
| Public Service | Churches (A), collection stations (A), cultural facilities (A), day care centers - pre-schools (A), government offices (S), hospitals (S), local assembly and entertainment (A), local post office (A), local public health and safety facilities (A), public owned assembly |

and entertainment (S), social service organizations (A), pipelines and power transmission (S), transit stations and terminals (S), transportation routes (S), and transmission and receiving facilities (S).

Recreation

Beach recreation (A), boat launching facilities (S), cross country ski courses (A), day use areas (A), marinas (S), outdoor recreation concessions (A), participant sports facilities (S), recreation centers (S), riding and hiking trails (S), rural sports (S), snowmobile courses (S), and visitor information centers (S).

Resource Management

Same as Special Area #1

Special Area #3 (Marina Area): The following list of permissible uses is applicable in Special Area #3.

Residential

Employee housing (S), multiple family dwelling (S), single family dwelling (S).

Tourist Accommodation

Bed and breakfast facilities (S), hotel, motel, and other transient dwelling units (S) (20 units or more, (S/CUP)), time sharing (hotel/motel design) (S). and time sharing (residential design) (S).

Commercial

Auto, mobile home and vehicle dealers (S), general merchandise stores (A), outdoor retail sales (S), eating and drinking places (A), food and beverage retail sales (A), amusements and recreation services (S), broadcasting studios (S), personal services (S), professional offices (S), secondary storage (S), small scale manufacturing (S), and vehicle storage and parking (S).

Public Service

Collection stations (A), cultural facilities (S), day case centers - pre-schools (A), local public health and safety facilities (S), pipelines and power transmission (S), transit stations and terminals (S), transportation routes (S/CUP), and transmission and receiving facilities (S).

Recreation

Beach recreation (A), boat launching facilities (A), day use areas (A), marinas (A), outdoor recreation concessions (A), and visitor information centers (S).

Resource Management Same as Special Area #1

Special Area #4 (Tourist Residential Area): The following list of permissible uses is applicable in Special Area #4.

Residential Employee housing (S), multiple family dwelling (S), multi-person dwelling (S), residential care (S), and single family dwelling (A).

Tourist Accommodation Bed and Breakfast facilities (A), hotel, motel, and other transient dwelling units (S) (20 units or more S/CUP), time sharing (hotel/motel design) (S), and time sharing (residential design) (S).

Commercial Eating and drinking places (S), secondary storage (S), small scale manufacturing (S), and vehicle storage and parking (S).

Public Service Cultural facilities (S), day care centers - pre-schools (A), local public health and safety facilities (S), pipelines and power transmission (S), transit stations and terminals (S), transportation routes (S/CUP), and transmission and receiving facilities (S).

Recreation Beach recreation (S), day use areas (A), outdoor recreation concessions (S).

Resource Management Same as Special Area #1

Special Area #5 (Public Service/Industrial Area): The following list of permissible uses is applicable in Special Area #5.

Commercial Auto, mobile home and vehicle dealers (A), building material and hardware (A), general merchandise stores mail order, and vending (A), nursery (A), outdoor retail sales (A), eating and drinking places (S), food and beverage retail sales (S), furniture, home furnishings and equipment (A), service stations (S), amusements and recreation services (S), privately owned assembly and entertainment (S), animal husbandry services (A), auto repair and service (A), broadcasting studios (A), business support services (A),

contract construction services (A), financial services (A), health care services (A), laundries and dry cleaning plant (A), personal services (A), professional offices (A), repair services (A), sales lots (A), schools - business and vocational (A), secondary storage (A), batch plants (S), food and kindred products (A), fuel and ice dealers (S), industrial services (S), printing and publishing (A), recycling and scrap (A), small scale manufacturing (A), storage yards (A), vehicle and freight terminals (A), vehicle storage and parking (A), warehousing (A), and wholesale and distribution (A).

Public Service

Churches (S), collection stations (A), cultural facilities (A), day care centers - pre-schools (A), government offices (A), local assembly and entertainment (S), local post office (A), local public health and safety facilities (A), public owned assembly and entertainment (A), public utility centers (A), regional public health and safety facilities (S), schools - kindergarten through secondary (S), social service organizations (A), pipelines and power transmission (A), transit stations and terminals (A), transportation routes (S/CUP), and transmission and receiving facilities (A).

Recreation

Cross country ski courses (A), day use areas (A), outdoor recreation concessions (S), participant sports facilities (A), recreation centers (A), riding and hiking trails (A), rural sports (A), and snowmobile courses (A).

Resource Management

Same as Special Area #1

Special Area #6 (Residential Area): The following list of permissible uses is applicable in Special Area #6.

Residential

Employee housing (A), mobile home dwelling (S), multiple family dwelling (A), multi-person dwelling (A), residential care (A), and single family dwelling (A).

Public Service

Churches (S), day care centers - pre-schools (A), local public health and safety facilities (S), schools -

kindergarten through secondary (S), pipelines and power transmission (S), transit stations and terminals (S), transportation routes (S), and transmission and receiving facilities (S).

Recreation Cross country ski courses (S), day use areas (A), developed campgrounds (S), recreational vehicle parks (S), riding and hiking trails (S), and rural sports (S).

Resource Management Same as Special Area #1

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 District 1:

Primary Uses Water oriented outdoor recreation concessions (S), beach recreation (A), and safety and navigation facilities (A).

Accessory Structures Buoys (A), piers (S), fences (S), floating docks and platforms (A), water intake lines (A), and shoreline protective structures (S).

Tolerance Districts 6 and 7:

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

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

<u>USE</u>	<u>MAXIMUM DENSITY</u>
<u>Residential</u>	
Single family dwelling	1 unit per parcel
Mobile home dwelling	10 units per acre
Multiple family dwelling	15 units per acre
Multi-person dwelling	25 people per acre
Residential care	25 people per acre
Employee housing	As per the limitations above

<u>USE</u>	<u>MAXIMUM DENSITY</u>
<u>Tourist Accommodation</u>	
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	As set forth above
<u>Recreation</u>	
Developed campgrounds	8 sites per acre
Group facilities	25 persons per acre
Recreation vehicle park	10 sites per acre

RESIDENTIAL BONUS UNITS: Pursuant to Chapter 35, the maximum number of residential bonus units which may be permitted for this Community Plan Area is 20 units.

TOURIST ACCOMMODATION BONUS UNITS: Pursuant to Chapter 35, 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 0 PAOT
WINTER DAY USE 0 PAOT
OVERNIGHT USE 0 PAOT

COMMERCIAL FLOOR AREA ALLOCATION: Pursuant to Chapter 33, the maximum amount of commercial floor area which may be allocated for additional development in the Community Plan Area until December 31, 1996, is 7,500 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 Special Area #1, #3, #4 and #6 is 55 CNEL.
3. The maximum CNEL for all areas of the Community Plan except as noted in 1 and 2 above is 65 CNEL.
4. The maximum CNEL for shorezone tolerance districts 1, 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)

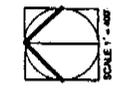
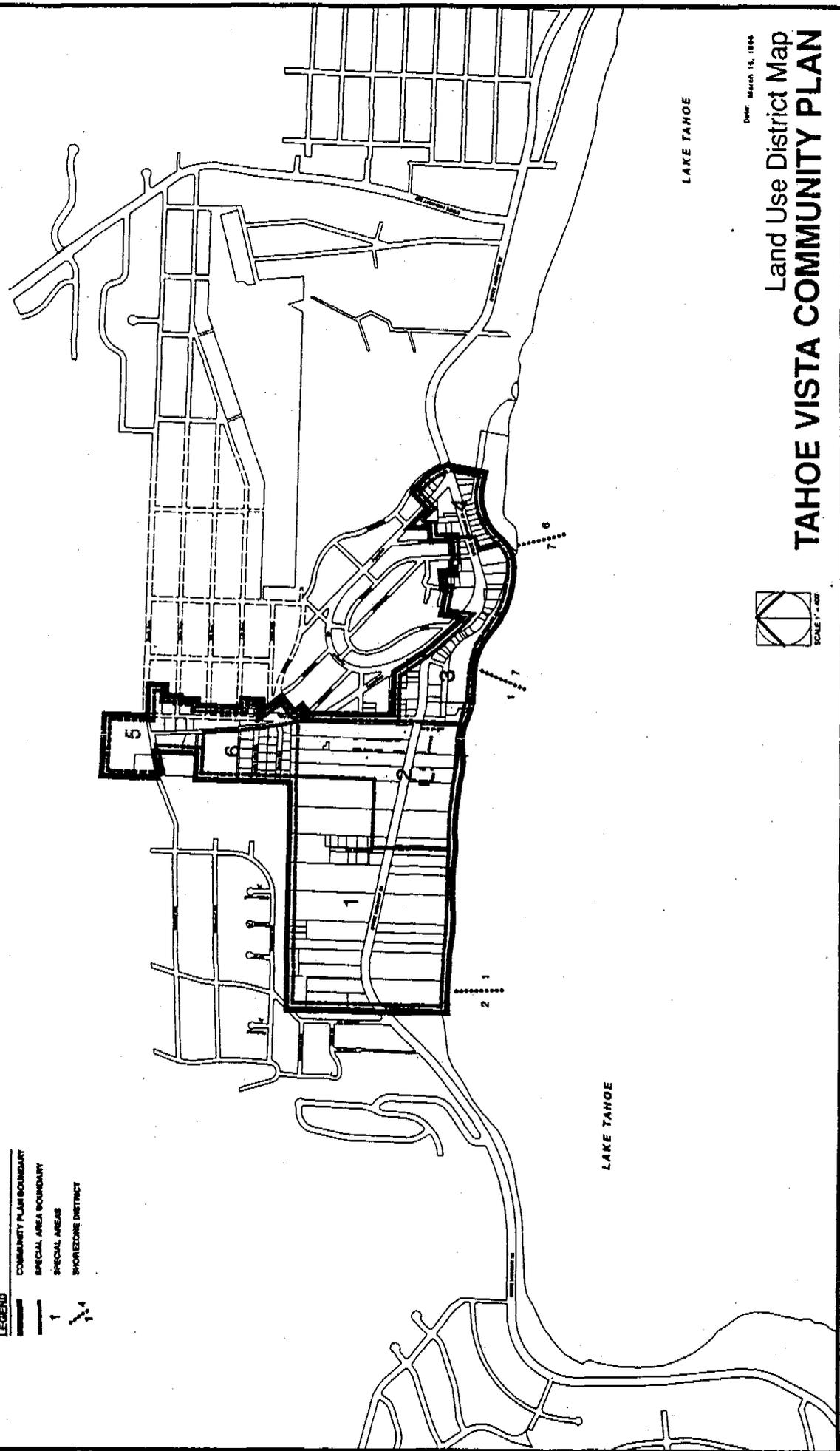
<u>Noise Level Descriptor</u>	<u>Daytime (7 a.m. - 7 p.m.)</u>	<u>Nighttime (7 p.m. - 7 a.m.)</u>
Hourly L_{eq} , dB	55	45
Maximum Level, dB	75	65

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
- 1 SPECIAL AREAS
- 1/4 SHOREZONE DISTRICT



Date: March 15, 1984
 Land Use District Map
TAHOE VISTA 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 Tahoe Vista Community Plan and describes the improvements recommended to implement the Plan. Specific capital improvements and schedules are found in Chapter VII, Implementation Element.

A. EXISTING TRANSPORTATION SYSTEM

Streets and Highways

The private automobile is the primary mode of transportation in the Lake Tahoe Basin. State Route (S.R.) 28 is the main vehicle route in and through the Tahoe Vista Community Plan Area.

State Route 28 is the link between Incline Village, Nevada, and Tahoe City, California, along the north shore of Lake Tahoe. It has a terminus at the Tahoe City Wye where it meets S.R. 89. Within the Plan Area, S.R. 28 consists of four travel lanes, two through lanes each direction.

The other major roadway in the CP is National Avenue. This County road is a two lane street connecting S.R. 28 with the North Tahoe Regional Park and the industrial area.

Parking Facilities

Parking within the Community Plan Area is composed of a mixture of public parking (located in the S.R. 28 and County street rights-of-way) and private parking. Currently, during peak periods, there is a shortage of parking spaces for beach and marina parking. There are approximately 200 public spaces along S.R. 28. These spaces are a combination of parallel and angled spaces located adjacent to the S.R. travel lanes. Parking movements into and out of these public spaces are often in conflict with the S.R. 28 through movements. There are approximately 1,570 private spaces in the Plan Area.

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 am to 6:30 pm and services the entire Plan Area along S.R. 28. Service headways are every 60 minutes.

Other transit systems available with 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 years of age, handicapped and low income residents. Many ski resorts also provide a ski shuttle service.

Pedestrian Facilities

With the exception of a few designated crosswalk areas, pedestrian facilities are almost nonexistent in the Plan Area. Pedestrians often share the same right-of-way as the highway traffic which presents serious safety problems. There are stretches of roadways within the Plan Area that are used by motorists, cyclists and pedestrians and on which potential safety hazards exist.

Bicycle Facilities

Presently, there are 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 problems.

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 Tahoe Vista area and the others who use the standards.
 - 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 4 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, bicyclist 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.

- d. Policy: When designing transportation improvements, consider traffic calming strategies (such as alternate truck routes, speed reductions on S.R. 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 Community Plan 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 to the Capital Improvement Program (CIP).
3. The Tahoe Vista 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 the in-fill of existing land areas, utilizing existing transportation facilities while promoting alternatives to the private automobile.
4. The Tahoe Vista 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 S.R. 28. The transit service headways should not exceed 30 minutes along S.R. 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.

- 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 S.R. 28 and local commercial streets. This includes landscaping, lighting, trash receptacle and bicycle racks.
 - a. Policy: Implement a program through review of projects or preferably through improvement districts that provide for the street improvements described in the Control Program/Action Element.
- 6. The Tahoe Vista Community Plan should develop a bicycle/recreational trails network with connections to recreation and commercial land use.
 - 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, timeshare, hotels and motels should participate in public and private transit programs and provide 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 S.R. 28 should be coordinated to reduce the number of turn movements and improve traffic flow along S.R. 28.

- b. Policy: Parking within the Tahoe Vista 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 S.R. 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. CONTROL PROGRAM/ACTION ELEMENT

The following improvements are a list of improvements needed to implement the policies listed above. A further description, including cost and scheduling, of the improvements described below may be found in the Implementation Element.

Streets and Highways

1. State Route 28 Improvements - S.R. 28 shall be improved to include four lanes (two in each direction with no center turn lane); Class II bikeways on each side; curb; and sidewalks. The construction of the highway improvements will be in conjunction with the construction of sidewalks, curbs, drainage system, landscaping, utility undergrounding, and lighting. Signalization of National Avenue may be required if warrants are met based on future traffic counts. Figure 3 shows the location of the improvements in concept.
2. Access Control - To provide for service deliveries, parking lot connectors, and alternate access, Policies 8.A and 8.B call for the consolidation of driveways and construction of service drives.

Parking Facilities

1. Kings Beach/Tahoe Vista Shuttle and Parking - To meet parking requirements, mitigate S.R. 28 improvements, achieve targets, and to provide for additional development, Policy 1.C suggests a series of parking lots to be constructed. The lots shown in Figure 3 are conceptual in design and location and will require further study. The location and size of the parking shall be based on an area-wide analysis/program developed by Placer County. The CIP lists the important public parking lots.

Transit Facilities

1. **Water and Land Transit** - 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. Opportunities for water transit are included in the area of the North Tahoe Marina and National Avenue. Possible locations of routes, bus stops, and parking lots are shown in Figure 3 and further described in the Chapter VII CIP.

Pedestrian Facilities

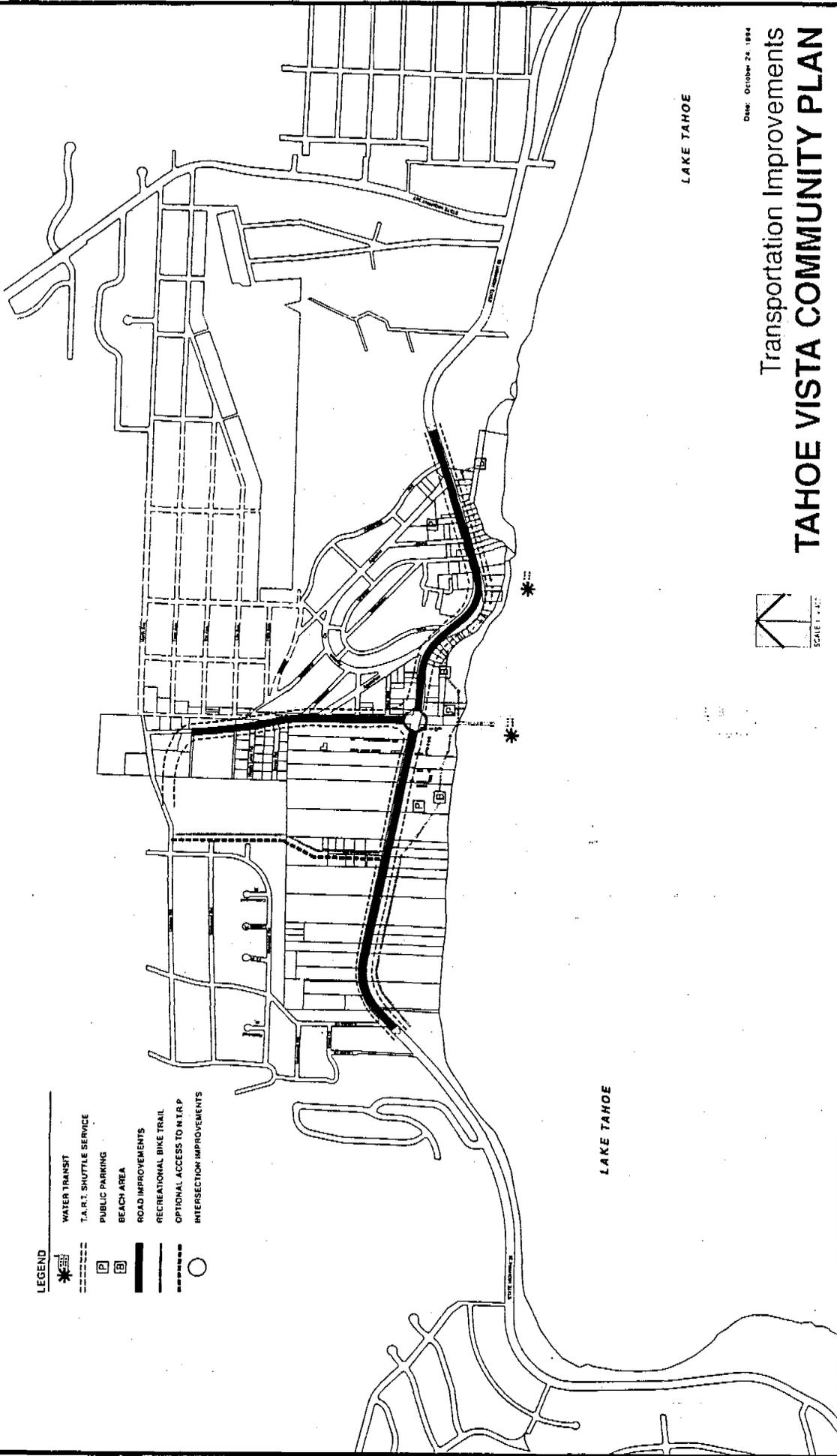
1. **State Route 28 Pedestrian Facilities** - The construction of sidewalks on S.R. 28 and National Avenue is shown in Figure 3. The conceptual design of the sidewalk system is shown on the Placer County Standards and Guidelines for Signage, Parking, and Design (Appendix B) and includes landscaping, lighting, trash receptacles, and bike racks.

Bicycle Facilities

1. **Recreational Trail System** - To improve circulation, reduce vehicle trips, and improve public access to Lake Tahoe, Policy 6.A calls for the construction of the conceptual trail system shown in Figure 3. Also, included is the proposed trail connecting the North Tahoe Regional Park with Dollar Hill.

TDM Improvements

1. **Restrict On-Street Parking** - To provide extra capacity on S.R. 28, restrict parking on the highway.
2. **Mini Van Demand/Response Fleet** - Establish a mini van demand response fleet at the ski areas for visitors and employees.
3. **Information and Contingency Plan** - TMA shall develop a faster and more accurate traffic information system for the traveling public and develop contingency plans for road closure and gridlock conditions.
4. **Home Mail** - Home mail delivery should be provided throughout the area.



Date: October 24, 1984

Transportation Improvements TAHOE VISTA 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 objective relates 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: Community Plan projects may rely on the incentives listed in Subelement D of Chapter VII once a public entity (Placer County, NTPUD, or an assessment district) makes an irrevocable commitment to implement the improvements noted as mandatory in the target matrix. These improvements are initially described in the Chapter VII improvement projects.
 - b. Policy: TRPA may review progress on target attainment periodically and make adjustments to the targets and implementation schedules. However, once the irrevocable commitment in Policy A above has been made, the incentives (except for substitute mitigation fees) shall be in effect until December 31, 1996.
 - c. Policy: The implementation of requirements listed in the Environmental Targets Subelement shall be required as conditions of approval on projects relying on CP incentives where appropriate. Environmental mitigation required as conditions of approval shall be commensurate with the magnitude and impact of the proposed project.

B. ENVIRONMENTAL TARGETS

The following identifies of opportunities for environmental improvement associated with the Tahoe Vista Community Plan. Achievement of the environmental targets is an important consideration for approving CPs: therefore, development bonuses are linked to key implementation strategies.

TAHOE VISTA COMMUNITY PLAN FOR ACHIEVEMENT OF TARGETS
(Symbols are explained in the text following the matrix)

Table 1

CP MEASURES	CP TARGETS	PROJECT REV.	CP CIP	CP EIS EIR MIT	THRESH. FIND	TRPA REQ.	SUB WQ FEE	SUB AQ FEE	COV. FEE	START PLAN
1. TRAFFIC/AIR QUALITY										
LOS Policies	R	X		X		RTP				
A. Highway Improvements										
1) S.R. 28 Improvments	R	X	X		X	RTP		X		
2) National Ave. Improv.	E		X							
3) NTPUD Park Connector	O		X							
4) National Ave. Intersection	R		X							
B. Parking Program										
1) Parking Ordinance	R	X			X	PLN				
2) CP Parking Lots										
3) National Avenue Lot	R							X		
4) Sandy Beach Lot	E							X		
5) Marina Area Lot	E							X		
C. Transit Improvements										
1) TART Expansion	R		X		X	RTP				
2) KB/TV Shuttles	R	X	X		X	RTP		X		
3) Casino Shuttles	E	X			X			X		
4) Ski/Tour Shuttles	E				X	RTP				
5) North Tahoe-Reno Transit	R		X					X		
6) Transit Facilities	R		X		X	RTP		X		
D. Pedestrian Improvements										
1) S.R. 28 Trail	R	X	X	X	X	RTP		X		
2) National Avenue Trail	N	X	X		X			X		
E. Recreation Trail Improv.										
1) Lake Access Trail	E		X		X			X		
2) NTPUD Dollar Hill Trail	R		X		X	RTP		X		
3) S.R. 28 Trail	R		X	X	X	RTP		X		
F. Mitigation Fee										
	R	X		X	X	CDE				

TAHOE VISTA COMMUNITY PLAN FOR ACHIEVEMENT OF TARGETS

(Symbols are explained in the text following the matrix)

Table 1

CP MEASURES	CP TARGETS	PROJECT REV.	CP CIP	CP EIS EIR MIT	THRESH. FIND	TRPA REQ.	SUB WQ FEE	SUB AQ FEE	COV. FEE	START PLAN
G. Trans. Mgmt. Strategy										
1) Membership	R									
2) Ridership Incentives	R	X		X	X	RTP		X		
3) Van Pools	R	X		X	X	RTP		X		
H. Land Use										
1) Rec. Facil.	E		X							
2) Comm/Tourist Dev.	E		X							
3) Affordable Housing	E	X	X							
2. SEZ RESTORATION										
A. SEZ Target 1997 (5 ac.)										
1) Snow Creek (5 ac.)	R				X	208	X		X	
2) Upper National (1 ac.)	E				X				X	
3) Beach Area (1 ac.)	E									
3. SCENIC IMPROVEMENT										
A. Design Stds. and Guidelines	R	X			X	PLN				
B. Sign Standards	R	X			X	PLN				
C. Sign Program	R	X			X					
D. SQIP Policy	R	X			X	CDE				
E. View Policy	R	X			X					
F. Underground Policy	R	X			X					
G. S.R. 28 Improvements	R	X	X		X	SQP			X	
H. Design Review Com.	R	X	X						X	
4. LAND COVERAGE REDUCT.										
A. L.C. Target [2 ac.]										
1) S.R. Imp. (.5 ac.)	R		X						X	
2) National Imp. (.5 ac.)	R		X						X	
3) Beach Access (1 ac.)	R		X						X	X ¹

TAHOE VISTA COMMUNITY PLAN FOR ACHIEVEMENT OF TARGETS

(Symbols are explained in the text following the matrix)

Table 1

CP MEASURES	CP TARGETS	PROJECT REV.	CP CIP	CP EIS EIR MIT	THRESH. FIND	TRPA REQ.	SUB WQ FEE	SUB AQ FEE	COV. FEE	START PLAN
5. WATER QUALITY										
A. BMP Req.	R	R		X		208				
B. 80% Rest. Target [2 ac.]										
1) S.R. 28 Shlders. (.5 ac.)	R	X	X			CDE		X	X	
2) National Shlder. (.5 ac.)	R	X	X			CDE		X	X	
3) Beach Access (1 ac.)	R	X	X			CDE		X	X	X
4) Private (3 ac.)	E	X				CDE				
C. Areawide Drainage System										
1) National Ave. System	R		X					X		X
2) Marina Area System	R		X		X	208		X		
3) S.R. 28 Area System	E		X					X		
6. NOISE										
A. Noise Limits & Performance Standards	R	X			X					
7. FISHERIES										
A. Snow Creek	R		X		X	PLN				
7. RECREATION TARGETS										
B. Beach Access Policy	R	X								
B. Rec. Targets (450 PAOTs)										
1) T.V. Lake Access (400)	R									X
2) Recreation Trails (50)	R		X		X	RTP				
3) RV Park (100)	E									

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. A (M) indicates that the measure is needed and must have an irrevocable commitment prior utilizing the incentive program. The (X) indicates the measure: is to be considered as a condition of approval for project review, is considered for threshold findings, is an 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 Code (CDE), or TRPA/Placer County Plans (PLN).

The accompanying text in this Subelement and Chapter V further explain the matrix. Chapter VII provides further details on the key implementation strategies.

1. **TRAFFIC** - Traffic problems identified in the Tahoe Vista area and through out 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 10,750 of those vehicle miles had origins or destinations in the Tahoe Vista Community Plan Area.

TRPA model data indicates that in 1990, the National Ave./State Route 28 intersection service level was C during the summer and D during the winter of 1987.

Local air quality i.e., carbon monoxide, is not a problem and this area is in attainment based on TRPA analysis.

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 Tahoe Vista to attain a level of service D on urban roads, a level of service D at key intersections (may have 4 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. The following LOS and VMT measures directly relate to Tahoe Vista:

VMT Measures

- a. Community Plans (1988 RTP, no longer required by TRPA) - 40,000 to 60,000 VMT.
- b. Bus Service to Truckee (North Shore) - 1,000 VMT
- c. Waterborne Point to Point (Region) - 11,200 VMT
- d. TART Transit Expansion (North Shore) - 6,700 VMT
- e. Tahoe Vista/Kings Beach Shuttle - 100 VMT
- f. Pedestrian Improvements (Region) - 6,100 VMT
- g. Bike Trails (Region) - 9,200 VMT
- h. Home Mail Delivery (Regional) - 57,200 VMT
- i. Transportation Demand Management (Region) - 5,800 VMT
- j. Summer Lake Tour Bus Lakelapper (Region) - 9,800 VMT

LOS Measures

- a. S.R. 28 improvements limited parking and using service roads
- b. Pedestrian improvements
- c. Class II bike trail on S.R. 28

Tahoe Vista Target: The CP targets are as follows:

- a. Attain Tahoe Vista's fairshare of the CP VMT target and provide assistance in implementation of improvements noted above. The estimated CP fairshare is estimated to be a reduction of 130 VMT over 20 years or 65 for the 10 year (1997) target.
- B. Implementation of the improvements which modelling shall indicate attain RTP LOS standards at EIS-selected monitoring points on S.R. 28.

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

- a. For the VMT reductions to offset the 334 VMT increase from land use changes and to meet the overall target, the key non-land use strategies are:
 - (1) Construct the pedestrian improvements for S.R. 28 and National Avenue - Estimated 100 VMT.
 - (2) North Tahoe-Reno Transit - Estimated 590 VMT.
 - (3) Implement the Tahoe Vista/Kings beach shuttle - Estimated 200 VMT for CP credit.

- (4) Construct bike/recreation trails on S.R. 28 and NTPUD Park/Dollar Hill trail - Estimated 100 VMT.
- (5) TART, Casino, ski area, and tour boat shuttles - 90 VMT.
- (6) Home mail delivery - 655 VMT.
- (7) Provide assistance for increased TART service, transit coordination, and water borne transit stops as listed in the CP Transportation Element and the RTP. - VMT credit not directly related to CP program.

b. For LOS targets, the key strategies are:

- (1) The construction of State Route 28 improvements.
- (2) Pedestrian facilities S.R. 28 and National Ave.
- (3) S.R. 28 National Ave. intersection improvements
- (4) Reduction of parking and access points on S.R. 28, (parking ordinance).

c. For the air quality target, specifically carbon monoxide, the key strategies are the same as listed for a. and b. above.

2. **STREAM ENVIRONMENT ZONES** - There has been extensive disturbance of stream environment zones (SEZ) throughout the Region and Tahoe Vista. The identification and mapping of SEZs in Tahoe Vista indicates there are restoration opportunities.

Base Line: Based on the revised land capability overlay maps (Figure 5), there are approximately 92 acres of SEZ in the Tahoe Vista CP of which about 41 percent is disturbed to some extent. Most of the disturbed SEZ is beach front area.

TRPA Threshold: TRPA thresholds require restoration of 25% of disturbed SEZ in the Region with in 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 by be restored by the land acquisition agencies.

Regional Plan Requirement: TRPA 208 SEZ Restoration Program initially targets twenty-five acres of SEZ restoration (Snow Creek) for this general area by nonacquisition agencies and property owners. The actual Snow Creek project is closer to 5 acres of restoration. The 208 Plan does not have an amount specified for the acquisition agencies in the Tahoe Vista area.

Tahoe Vista Target: The CP Stream Zone Restoration Program targets approximately 8 percent or 7 acres for restoration by 2007. The 10 year CP target is 6 acres. Restoration required as offset mitigation for projects is not counted toward this restoration target.

Key Implementation Strategies: The following 7 acres are listed as possible areas for restoration. Restoration of 7 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 becomes available.

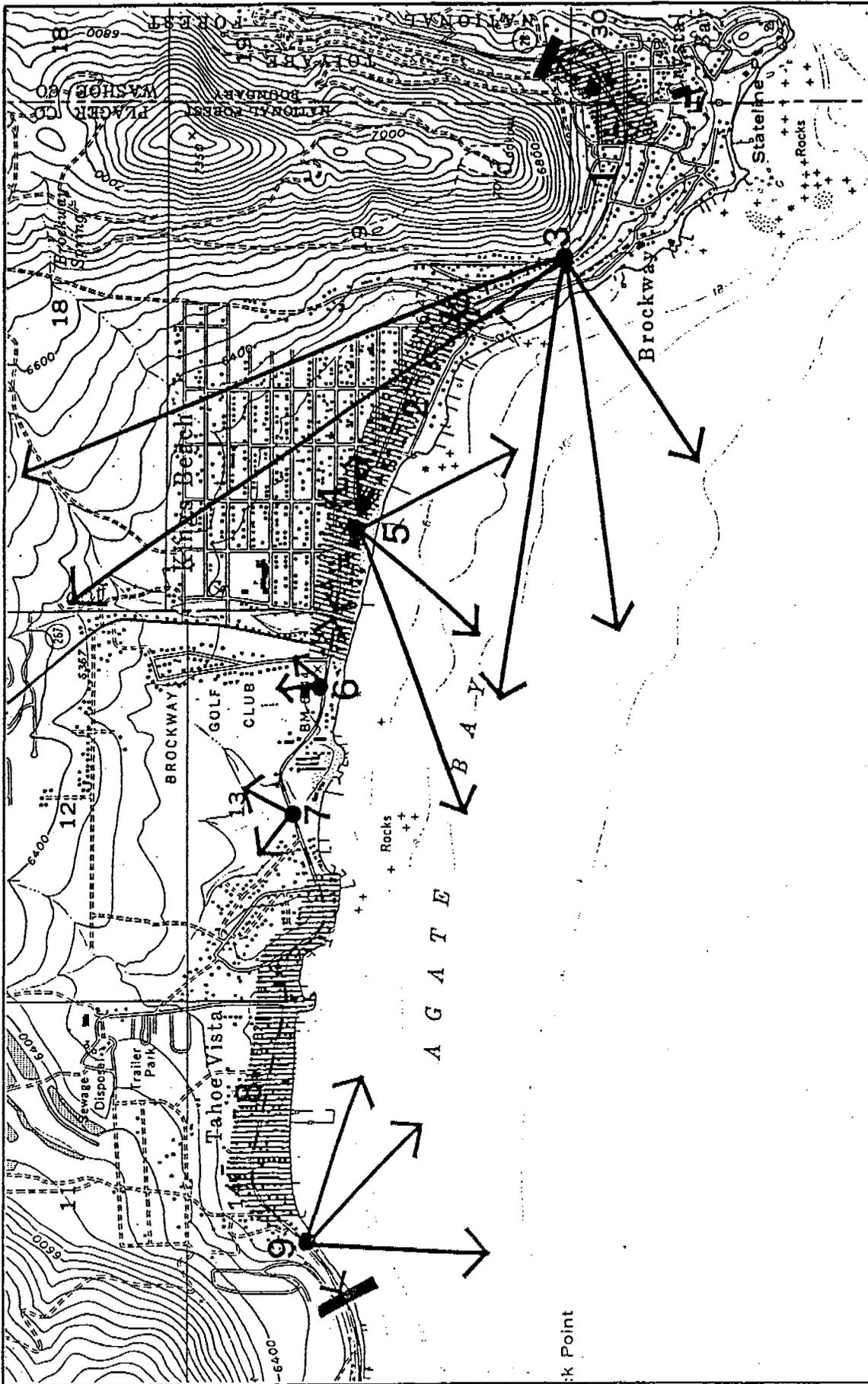
<u>Site</u>	<u>Restoration</u>
Lower Snow Creek	5 acres - 208 Plan project*
Upper Snow Creek	1 acre - industrial area restoration and drainage system improvements
Beach Area	1 acre - NTPUD beach improvements and drainage system

* Some or all of the restoration is outside the CP

3. Scenic - The opportunities for scenic restoration have been identified by the TRPA Scenic Thresholds. Tahoe Vista 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 two principal resources within the unit: Views out to the lake and the ridgelines beyond and views north to the forested mountain slopes and ridgelines. Within the Tahoe Vista CP portion of this unit, the one location identified as providing significant lake views is the west end of the unit beyond Estates Drive (subcomponent #9). The Moon Dunes area (subcomponent #7) has significant views of stream zone and riparian vegetation. Another subcomponent identified as having less significance is the heavily forested commercial area of Tahoe Vista. The 1988 travel route rating and scenic resource threshold for this unit are as follows:

Travel Route Rating: 10
Scenic Resource Threshold: 9



ROADWAY MAPS LEGEND

- 1 Roadway Unit Boundaries
- 2 Roadway Segment within Unit with Consistent Character
- 3 Typical View within Segment
- 4 View of Specific Resource
- 5 Panoramic View
- 6 Areas of Concern

ROADWAY UNIT 20. TAHOE VISTA

FIGURE 5

Tahoe Vista suffers from visual problems but to a much lesser extent than Kings Beach. It generally has a better overall appearance due to the larger set back of the numerous motels into the conifer forest cover. However, this area is densely developed and has visual problems including overhead utility lines, uncoordinated proliferation of signs, inadequate building setbacks (east end) and the need to upgrade many of the existing buildings.

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 requires 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.

Tahoe Vista Target: The CP shall attain its share of the SQIP thresholds targets for Unit 20 through implementation of the CP Scenic Quality Improvement Program recommendations and the strategies below. The roadway target for 1997 is 11.5 and for 2007 is 16. The basis for the share is documented in the EIS.

Key Implementation Strategies: The Tahoe Vista Community Plan shall achieve its target by implementing regulations and improvements that satisfy the following SQIP recommendations. Regulations of the Placer County Sign and Design Standards and Guidelines 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 following SQIP recommendations.

Issues that are most important within the Tahoe Vista area include enforcement of sign regulations, removal of overhead utility lines, and a general upgrading of the architectural quality of development in the area. Design and site planning solutions related to landscaping, building setbacks and on-street parking will be particularly applicable to the east end of the area where existing development suffers from many of the visual problems found in Kings Beach.

- a. **Utility Lines.** Overhead utility lines should be installed underground whenever possible. Any utilities which must be maintained above ground should be located away from the main corridor or screened so as not to detract from views or the overall scenic quality of the area.

- b. Signs. Signs should be brought into compliance with the sign ordinance. The goal should be to provide a coordinated system of signs that clearly identifies individual enterprises yet minimizes the competition between signs and their contrast with the natural environment.
- c. Design Quality. An effort should be made to upgrade the architectural quality and overall physical condition of development within the commercial area. Much of the existing development lacks distinctive design quality and many buildings appear poorly maintained. Scenic and visual quality is not a question of style, and no specific style or design theme is recommended. The goal should be for well thought out design solutions that are compatible with the actual environment and contribute to the character and quality of the built environment.
- d. Parking. Parking areas should be placed in the rear or side yards of commercial properties whenever possible rather than in front yard setbacks. Landscaping which conforms to the Design Review Standards and Guidelines should be utilized along roadway edges and within parking areas to provide definition and to screen views of parked cars.
- e. Landscaping. Landscape improvements around all structures which conform to the Design Standards and Guidelines should be encouraged as a means of creating more attractive and better integrated developments, by softening building contours, reducing the amount of paved or bare dirt areas, and providing a transition between building and site.
- f. Building Setbacks. The east end of Tahoe Vista is characterized by fairly dense development with minimal building setbacks from the roadway. As new development occurs and existing development begins to upgrade, it should be encouraged to create larger setbacks that will be more in keeping with other setbacks in the area.
- g. Parking and Landscaping. Because of the minimal building setbacks in the east end of Tahoe Vista it will be difficult to incorporate parking, landscaping and pedestrian walkways between the buildings and the street. It is recommended that on-street parking (or any parking where spaces have direct access to the road) along Highway 28 be reduced or eliminated, and substantial landscape strips be installed between the roadway and the buildings. These landscaped areas should reduce the visual expanse of pavement, enhance the appearance of businesses, and provide protection for pedestrians. Landscaping should incorporate elements that will enable planted areas to withstand snow removal procedures.

In those situations where vehicles are permitted either parallel parking along the roadway or perpendicular parking with direct access to the street, the parking areas should be limited in size and clearly delineated. No more than about four parallel parking spaces, and no more than about six perpendicular spaces should be permitted in a row without a generous landscaped divider strip.

4. **Land Coverage** - The opportunities to mitigate excess land coverage are numerous throughout Tahoe Vista. The Conservancy, NTPUD, and Placer County have done extensive restoration work.

Base Line: Based on the updated Land Capability Map (Figure 4), the allowable land coverage is estimated to be 53 acres; the disturbed and soft coverage areas are estimated to be 71 acres; and the hard coverage is estimated to be 93 acres. The estimated land coverage in the Community Plan area is 45 percent.

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

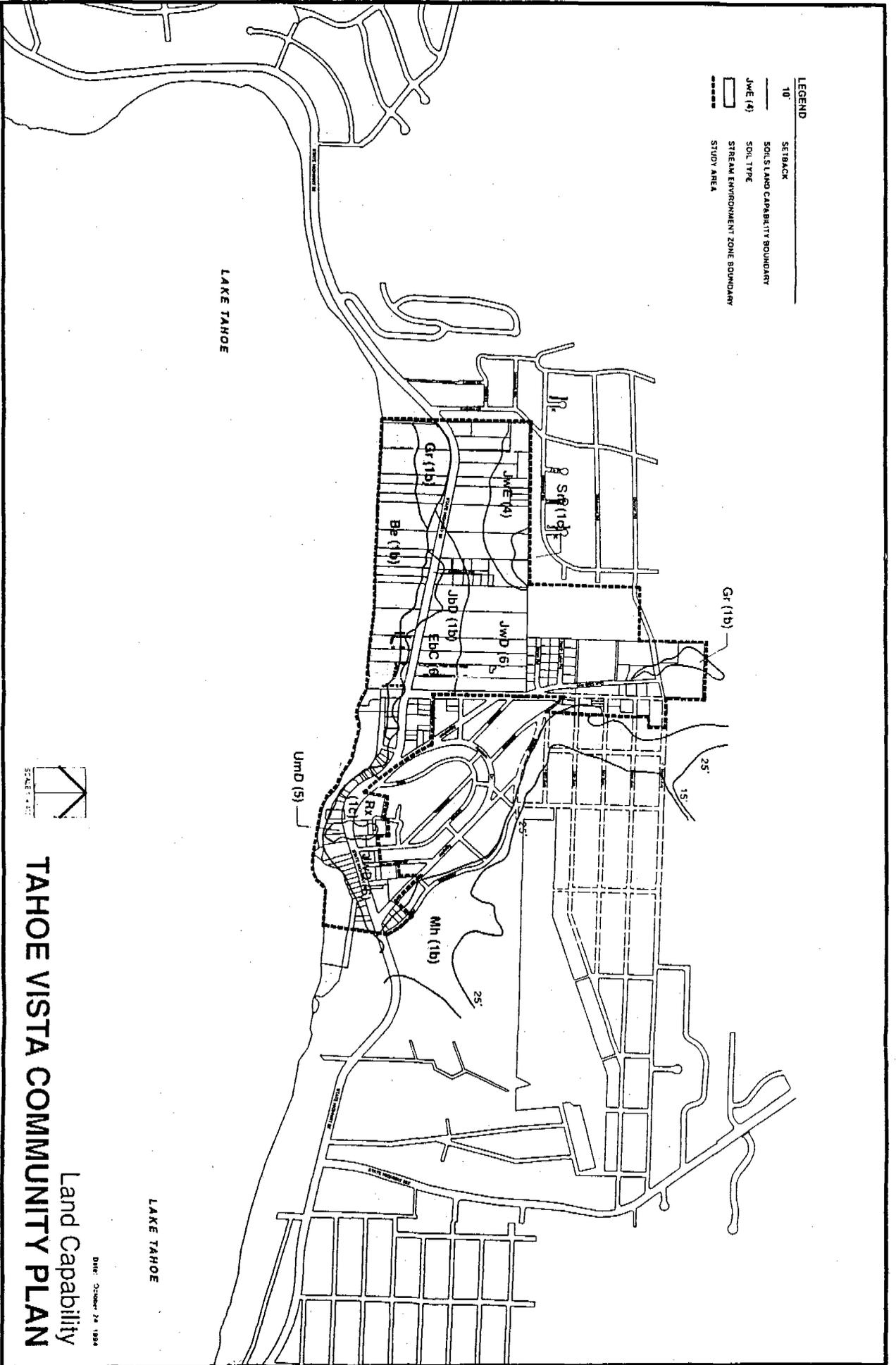
Regional Plan Requirement: For the next 20 years, the Regional Plan requires the implementation of an excess coverage mitigation program. This program is in Chapter 20 of the Code. The Community Plan EIS/EIR estimates that this program would achieve a 0.5 acre coverage reduction if applied to CP development.

Tahoe Vista Target: The ten year target for the excess coverage is 2 acres of hard coverage.

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>
S.R. 28 Improvements	0.5 acre
National Avenue Improvements	0.5 acre
Beach Access	1 acre

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



Tahoe Vista Community Plan
Land Capability

FIGURE 6

DATE: October 24, 1984

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 40% of the privately owned parcels have full BMPs.

TRPA Threshold: TRPA Discharge Standards found 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 \$4,615,000 for curb and drainage improvements are needed in the Tahoe Vista area.

Tahoe Vista Target: The CP shall implement area-wide drainage systems where needed and implement on-site BMPs to 50% of the properties through project review of CIP programs by 1997. The 1997 CP target is a two acre reduction in disturbed lands through revegetation.

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. Restored wetlands and engineered solutions may be considered as alternatives.
 - (2) Contributors to the area-wide solutions may substitute those contributions for the TRPA mitigation fee requirement. While not exempt from Chapter 25 requirements, users may meet their BMP onsite infiltration requirements related to storm water storage and treatment, in whole or in part, through proven area-wide systems.
 - (3) Implementation and maintenance by 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 systems 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 areawide system concept is shown in Figure 8 (also see Chapter VII for CIP description). The areawide drainage system concept is described as follows:

S.R. 28 System - Special Areas 1 and 2

- (1) The majority of the storm water runoff should be directed to a new drainage interceptor located within the State Route 28 right-of-way. Runoff will be collected from a series of drop inlets located on public and private property.
- (2) The collected runoff would then be discharged to a series of small pond/wetlands located between the highway and Lake Tahoe.

Marina Area System - Special Area 4

- (1) The majority of the storm water runoff should be collected at the lower portion of the area. The runoff will be treated onsite, pumped to the new drainage interceptor located within the State Route 28 right-of-way, and diverted to the Snow Creek site.
- (2) An option is to pump water to the interceptor from the marinas during the warm months for lake water treatment and circulation. This same system could be used for storm drainage during winter months.

National Ave. System - Special Areas 5 and 6

- (1) The storm waters of the industrial and residential area should be stored and treated on site where feasible. The remaining runoff will be directed to restored SEZ sites located east of National Avenue.

- b. On-site Solutions:** In addition to the areawide solutions identified above, each project within the Community Plan Area shall 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.

- c. The following two acres of CIPs are listed as possible areas for restoration. Restoration and some paving of these areas may occur in conjunction with implementation of the CIP and with project approvals. This list may be updated as new information becomes available.

<u>Site</u>	<u>Revegetation</u>
S.R. 28 Improvements	1.5 acres - controlled parking, sidewalk, and maintenance area clean-up.
National Avenue Improvements	.5 acre - controlled parking, sidewalk, and maintenance area clean-up.
Beach Access	1 acre - Acquisition of lake front properties for public beach.

- 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 Tahoe Vista in 1992 is as follows:

Special Area #2	54.5 CNEL
Special Area \$5	51.0 CNEL

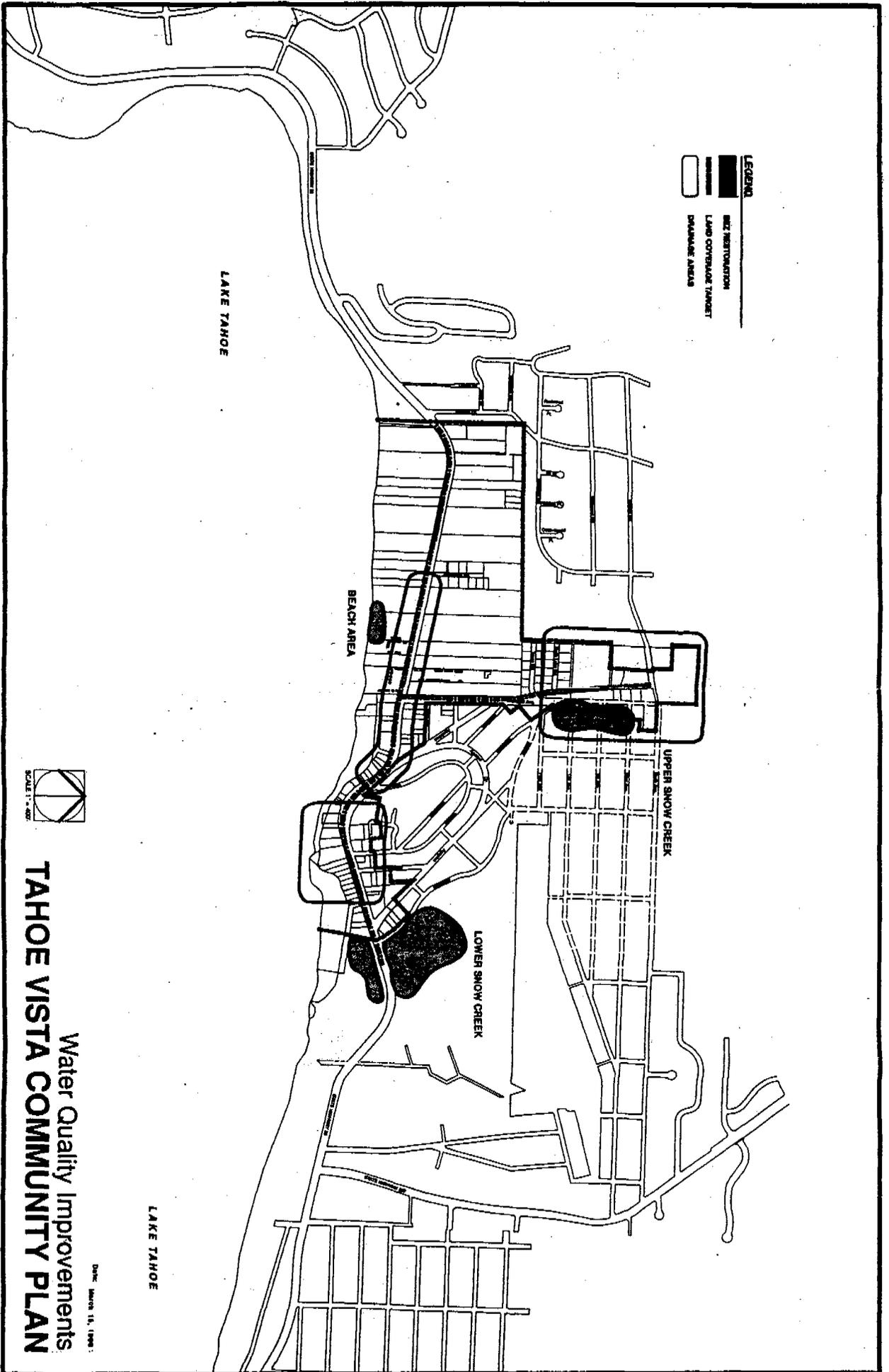
TRPA Threshold: The TRPA thresholds set the following limits: 65 CNEL for commercial areas, 55 CNEL for residential and urban recreation, and 55 CNEL for highway corridors.

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

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



Water Quality Improvements
TAHOE VISTA COMMUNITY PLAN

DATE: MARCH 11, 1993

FIGURE 7

CHAPTER V

CHAPTER V - RECREATION ELEMENT

This Recreation Element is a supplement to the Recreation Element of the TRPA Goals and Policies Plan and the Placer County General Plan Recreation Element. Consistent with the Regional Plan and the General Plan, this Element lists the specific recreation objectives and policies applicable to Tahoe Vista. This Element describes the existing facilities, sets forth the CP Objectives and Policies, and lists the improvements recommended to implement the Plan.

A. EXISTING RECREATION FACILITIES

The recreation amenities, both existing and proposed, for the greater Tahoe Vista area, are found to some extent within the boundaries of the Tahoe Vista Community Plan, but also within the larger geographic area of the North Tahoe General Plan.

The following recreation amenities exist within or near the Tahoe Vista Community Plan boundaries. The locations of these amenities are depicted on Figure 8.

<u>Recreation Feature</u>	<u>Description/Jurisdiction</u>
1. Sandy Beach	A small 200 ft. sandy beach located in the center of Tahoe Vista and managed by NTPUD. No parking or permanent improvements at this time.
2. Agatam Beach	A 400 ft. sandy beach owned by Placer County and managed by NTPUD. Access through National Avenue or recently purchased parcel east of National Avenue.
3. Moon Dunes Beach	A 600 ft. sandy beach managed by NTPUD. No parking or permanent improvements at this time.
4. National Avenue Park	A public access point to Lake Tahoe with passive recreation facilities, poor beach, and little parking.
5. Brockway Golf Course	A 9-hole golf course in Kings Beach, privately owned, open to the general public for a fee.
6. North Tahoe Regional Park	A major park managed by NTPUD containing playing fields, baseball fields, tennis courts, and picnic facilities.

Tahoe Vista Community Plan

- | | | |
|----|--|---|
| 7. | Sandy Beach Campground | A 24-space privately-owned campground located by Col. Claires. |
| 8. | North Tahoe Marina
Tahoe Vista Marina | Commercial marinas located in the eastern portion of Tahoe Vista containing approximately 104 moorings. |

Public Recreation Agencies

The primary public agencies who provide recreational amenities in the Plan area are the North Tahoe Public Utility District (NTPUD), the California State Tahoe Conservancy, and Placer County.

North Tahoe PUD: The recreation program for the NTPUD is described in a document entitled Parks and Recreation Master Plan, which is to serve as the planning guide for recreation development under the jurisdiction of the PUD. For the purposes of this Plan, it will serve as the guideline for recreation programs for the North Tahoe General Plan and the Tahoe Vista Community Plan.

The NTPUD Plan proposes specific developments for each of the recreation sites within its jurisdiction, based on needs assessments prepared by the District. The Plan further identifies associated costs for the proposed capital improvements, and an implementation and financing plan.

The California Department of Parks and Recreation oversees properties in and around the Community Plan.

The plans (currently being drafted) and programs of the State of California shall serve as the guideline for the Recreation Element of this Plan.

Private Recreation

The four private owned recreation features of the Community Plan are the Brockway Golf Course, the North Tahoe Marina, the Tahoe Vista Marina, and the Sandy Beach Campground.

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.

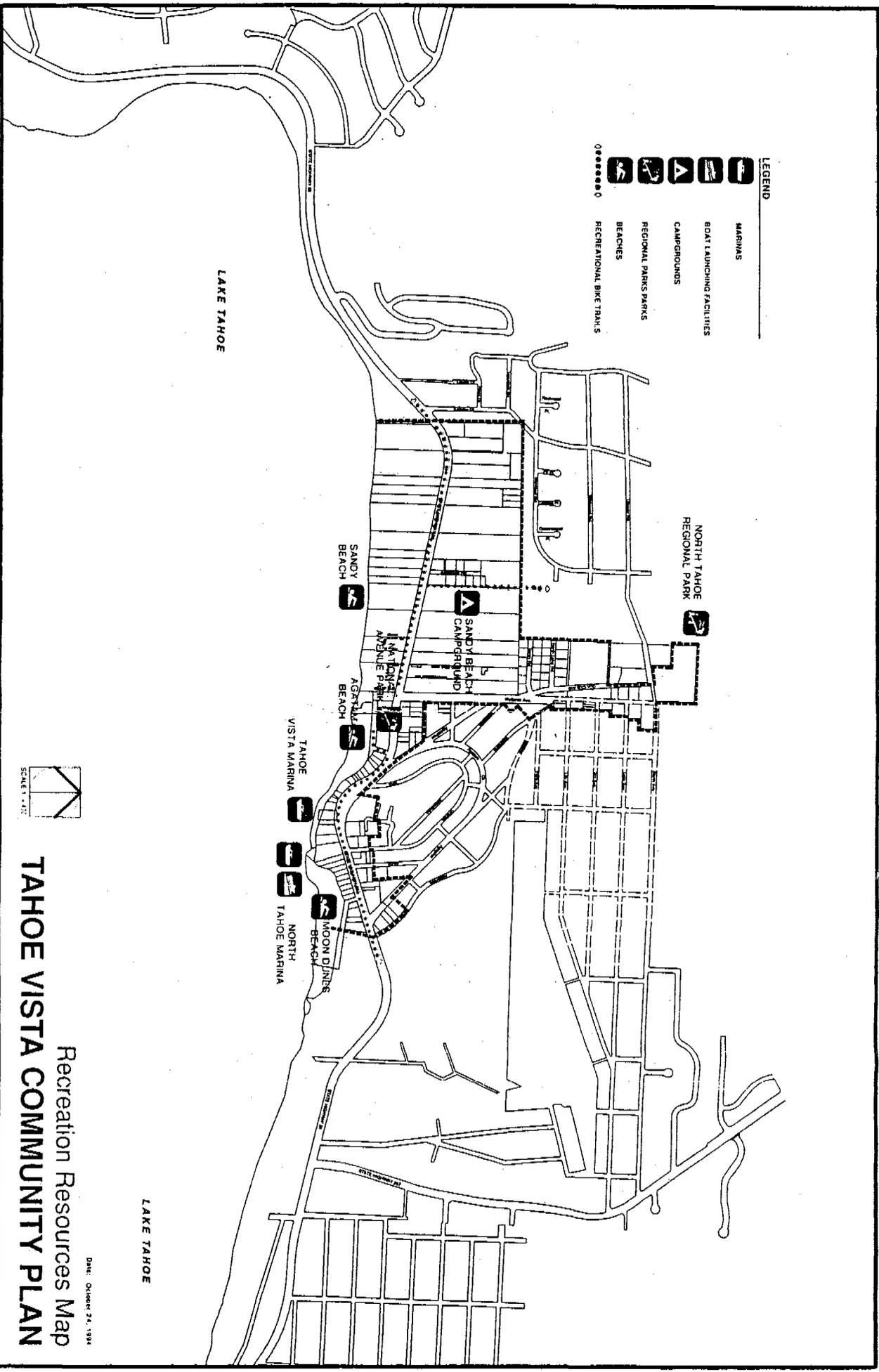
Tahoe Vista Community Plan

- a. Policy: See Implementation 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 North Tahoe PUD Master Plan.
3. Maintain the viability of the Brockway Golf Course.
 - a. Policy: If feasible, the Brockway Golf Course should be continued and expanded, but in any case, the open space and recreation qualities associated with the site shall be maintained.
4. The Recreation Element shall consider the "Parks and Recreation Master Plan" of the North Tahoe Public Utility District along with the planning programs of the California Tahoe Conservancy, and the U.S. Forest Service.
5. The Community Plan target for outdoor recreation is an increase of 650 DCP (design capacity for people) in summer day use. The target will be achieved by implementing the proposed recreation improvements.

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 are the lake recreation trail system and parking, increased beach access at the Tahoe Vista beaches, increased boat launching, and increased marina uses. [400 DCP]
2. Recreation Trail System - The Plan requires the implementation of a recreational/bike trail system mostly located along the Lake and State Route 28. Also, trails connecting the Regional Plan with the lakeshore should be constructed. The map show possible alignments. [2 miles/50 DCP]
3. Campground/RV Expansion - The Community Plan encourages the expansion of overnight camping facilities in Special Area #2. [100 DCP]
4. Golf Course Improvements - The Plan calls for the retention of the Brockway Golf Course. Figure 3 suggests consideration of a nine hole expansion, and a renovation of the club house. [100 DCP]



- LEGEND**
- MARINAS
 - BOAT LAUNCHING FACILITIES
 - CAMPGROUNDS
 - REGIONAL PARKS PARKS
 - BEACHES
 - RECREATIONAL BIKE TRAILS



Recreation Resources Map
TAHOE VISTA COMMUNITY PLAN

DATE: OCTOBER 24, 1984

FIGURE 8

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 and the Placer County General Plan. This Element identifies the existing public services, sets forth objectives and policies, and identifies recommended public service facilities.

A. EXISTING PUBLIC SERVICES

This section addresses the existing conditions with respect to public services in the Tahoe Vista Community Plan Area, and analyzes future needs. The public services addressed in this section include:

- Placer County facilities
- North Tahoe PUD facilities
- Fire protection facilities
- Schools
- Community centers/multi-purpose facilities
- Caltrans facilities

Because a number of services provided for the Tahoe Vista Community Plan area are physically located in areas outside of the CP boundary, this section discusses the provision of public services on a regional basis.

1. Placer County Facilities

The Placer County facilities in the region are scattered around the north shore, but are generally centered in the Tahoe City area. There are no County facilities in the Tahoe Vista area.

The corporation yard for the Department of Public Works for Placer County is presently located in the Dollar Hill area, at a site commonly referred to as the Burton Creek facilities. The services provided here are much the same as Caltrans, although for County roads rather than the State highways. The Placer County jail and Sheriff's office are also located at Burton Creek. The County's long range plan is to construct a new Administrative Center (which would consolidate all County offices) to the Burton Creek site in Plan Area 006.

2. North Tahoe PUD Facilities

The North Tahoe Public Utility District provides sewer, water, and recreation to the north shore area. The administrative offices and corporation yard for the NTPUD are located in the north end of this CP. The Parks and Recreation Department and the Conference Center are located in Kings Beach.

3. Fire Protection Facilities

The Fire Station for the North Tahoe Fire Protection District (NTFPD) is located in the Kings Beach Community Plan. The NTFPD provides fire protection and emergency services for the north shore area.

4. Schools

Elementary school facilities for this area are provided in the Kings Beach Community Plan. The high school for the area, North Lake Tahoe High, is located in Plan Area 012, at the end of Polaris Drive near the Highlands subdivision.

5. Community Centers/Multi-Purpose Facilities

At this time, the only major meeting facility for the north shore is the North Tahoe Community Conference Center located in Kings Beach.

6. Caltrans Maintenance Facilities

State highway road maintenance and snow removal is provided by the California Department of Transportation (Caltrans). It operates a corporation yard in an area between State Route 89 and the Truckee River, near the western entrance to Tahoe City and within the Tahoe City Community Plan.

B. PUBLIC SERVICE OBJECTIVES AND POLICIES

The following numbered objectives relate to the Public Service Goal found in the Community Plan Goals Section of Chapter I. In order to meet the objectives, the following specific policies are adopted as standards.

1. Public and private infrastructure should be planned for a 20 year commercial growth at one percent a year plus projected residential, tourist accommodation, and recreation growth permissible under the Community and Regional Plans.
 - a. Policy: The supporting infrastructure (e.g. roads, parking, drainage, fire, schools, and police) of the Community Plan shall be designed for a minimum future growth equivalent of 15,000 sq. ft. of commercial floor area, 400 DCPs of day use, and 300 PAOTs of overnight use.
2. 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.

C. PROPOSED PUBLIC SERVICE FACILITIES

The CP calls for the following new, relocated, or modified public service facilities. The CP provides for the consideration of the facilities listed below but does not require them to be constructed.

1. Post Office: This facility would relocate upon construction of the State Route 28/National Avenue intersection improvements.
2. Community Centers/Multi-Purpose Facilities: A major new facility should be constructed at Dollar Hill. The existing North Tahoe Conference Center will be continued for conference uses.

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

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

1. From CP adoption until December 31, 1996, an additional 7,500 sq. ft. of commercial floor area may be allocated within the Tahoe Vista Community Plan Area. Incentive programs should assign priority to commercial development projects which emphasize area-wide improvements and rehabilitation of substandard development.
 - a. Policy: Within the 7,500 sq. ft. limitation, allocations of commercial floor area shall be issued by TRPA upon project approval pursuant to Chapter 33. However, TRPA shall only consider for approval projects recommended by Placer County or its designee. On an annual basis, Placer County 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 the criteria set forth in the Tahoe Vista 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: Allocations of the 20 residential bonus units, of the 0 tourist accommodation bonus units and PAOTs assigned to this CP area shall be issued upon TRPA project approval pursuant to Chapter 33. 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 offsite capital improvements listed in Chapter VII 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 Code. Substantial progress for recreation projects shall be calculated based on one marina or overnight PAOT of allocation equals \$100 worth of the listed Chapter VII improvements or 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 Code. Recreation PAOTs transferred for marina or overnight use will be matched on a 1:1 basis.

B. IMPLEMENTATION IMPROVEMENT PROGRAMS

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 midrange costs. Questions marks indicate that the source or amount is unresolved.

1. **Traffic/Air Quality**

a. **Highway 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.

<u>Improvement</u>	<u>Description</u>
S.R. 28 Improvement	As part of the overall improvements for Tahoe Vista, the highway shall be improved as follows: four travel lanes, two bike lanes, curb, limited access and parking, and sidewalks. See typical section for Tahoe Vista in the Design Standards and Guidelines. Estimated cost: \$1,200,000 Funding: Placer County/Caltrans
National Avenue	This improvement calls for the improvement of National Avenue as follows: two travel lanes, two Class II bike trails and one sidewalk on the west side of the road. See typical section for Tahoe Vista in the Design Standards and Guidelines. Estimated cost: \$1,117,500 Funding: Placer County
Regional Park Access	As an option, create a separate landscaped roadway and trail to the NTPUD Regional Park. Estimated cost: \$210,000 Funding: NTPUD

National Avenue Intersection

As part of the improvements to State Route 28, the existing intersection at National Avenue should have left turn lanes added to the highway and National Avenue, access and parking limited, and landscaping added.

Estimated cost: \$500,000
 Funding: Placer County/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 - S.R. 28 Improvements
- 1998 - National Avenue Intersection
- 1997 - National Avenue Improvements
- 1998+ - NTPUD Park Access Improvements

Responsible Jurisdiction:

S.R. 28 Improvements - Caltrans
 National Avenue - Placer County
 Frontage Improvements - Private

b. Parking System Program

Purpose: Within the Tahoe Vista 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.

Improvement

Description

Community Parking Lots

Plan and construct a series of parking facilities (40 spaces average) within the Tahoe Vista area which serve the needs of beach/water facilities and transit park-n-ride. Key areas needing such facilities are:

1. National Avenue Beach Area
2. Sandy Beach Area
3. Moon Dunes/Marina Area

Estimated cost: \$210,000
Funding: Assessment District
Placer County
NTPUD

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

1998 - National Avenue
1998 - Sandy Beach
1998 - Moon Dune

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.

<u>Improvement</u>	<u>Description</u>
TART Expansion	Provide TART service at 60 minute headways on S.R. 28 and an increase in hours of operation to 6:30 am to 11:30 pm. Also included is an extension of the TART service area in Placer County. See Placer County TSM Plan for details. Estimated cost: \$3,300,000 (Northshore) Funding: Placer County \$3,300,000 Tahoe Vista / Kings Beach Shuttle
Casino Shuttle	Each major casino at North Stateline will provide on demand bus service for the users of its facility. Estimated cost: \$50,000 Funding: Conditions of Approval/Private

Ski/Tour Shuttles	North Star, Squaw Valley, Alpine, and other ski areas will continue to provide bus service between their facilities and the major hotels. The North Shore tour boats will provide bus service between their facilities and the major hotels. Estimated cost: \$190,000 Funding: Conditions of Approval/Private
Airporter	Each hotel will provide pick up and return service to the jointly funded hourly service between the major hotels and the Reno Airport. Estimated cost: \$25,000 Funding: Private
Transit Facilities	The S.R. 28 improvements and the parking lot improvements will include transit stops for bus service. Included with these stops will be transit shelters. Estimated cost: \$30,000 Funding: Placer County Redevelopment Agency Private
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. 1992-96 - Increased TART Service 1998 - Casino Shuttle 1998 - Airporter
Responsible Jurisdiction	Placer County, TART, ski areas, casinos, tour boats, Redevelopment Agency

d. Sidewalk System Program

Purpose: A sidewalk system shall be implemented along S.R. 28 and National Avenue 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.

<u>Improvement</u>	<u>Description</u>
State Route 28	<p>Construct sidewalks on S.R. 28 for the length of the Community Plan. This sidewalk should provide a safe and attractive walking environment. The design should include pedestrian scale lighting, provisions for protection from roadway splashing, landscaping, and trash receptacles.</p> <p>Estimated cost: \$343,200 Funding: Redevelopment Agency/Assessment District/Caltrans/Private</p>
National Ave.	<p>Construct a sidewalk/trail along National Avenue to provide access from the residential areas to S.R. 28.</p> <p>Estimated cost: \$147,000 Funding: Redevelopment Agency</p>
Schedule:	<p>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.</p> <p>1998 - S.R. 28 sidewalk 1999+-National Avenue sidewalk</p>
Responsible Jurisdiction:	Placer County, Assessment District, Caltrans

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>
Lake Trail	<p>Construct approximately a half mile of multi-use sidewalks and trails from National Avenue area to the lake front public beaches and facilities. The trails will be constructed of durable material (e.g. asphalt, concrete, stone) and be of sufficient width to accommodate pedestrians, and small vehicles.</p>

Estimated cost: \$500,000
 Funding: NTPUD/Private

Dollar Hill Trail Construct approximately 8 miles of multi-use trail from the NTPUD Park to Dollar Hill. The trails will be constructed of durable material (e.g. asphalt, concrete, stone) and be of sufficient width to accommodate pedestrians and bicycles.

Estimated cost: \$8,300,000
 Funding: NTPUD

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 - Dollar Hill Trail
 1998 - Lake Trail

Responsible Jurisdiction: NTPUD

2. **SEZ Restoration Program**

Purpose: To implement the TRPA SEZ Restoration Program for the Tahoe Vista areas and to achieve the SEZ restoration target set forth in Chapter IV.

Description of Program: To achieve the Community Plan SEZ target of 25 acres of restoration, the following projects in and near the Tahoe Vista CP are to be implemented.

<u>Improvement</u>	<u>Description</u>
Snow Creek	This 25 acre project near S.R. 28 is a required and approved project pursuant to the TRPA SEZ Restoration Program. Estimated Cost: \$500,000 - 1,500,000 (The range reflects the unresolved issue of contaminated soil.) Funding: Placer County
Upper National	Restore 1.5 acres of Snow Creek near the concrete plant on National Avenue.

Estimated Cost: Not known at this time
 Funding: Placer County

Beach Areas In conjunction with the creation of public beaches, restore one acre.

Estimated Cost: Not known at this time
 Funding: NTPUD

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 - Snow Creek
 1998 - Beach Areas
 1998 - Upper National Avenue

Responsible Placer County
 Jurisdiction NTPUD

3. Scenic Improvements 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 on S.R. 28 in Tahoe Vista. Estimated cost: \$1,700,000 Funding source: Private/Public/Underground District
S.R. 28 Improvements	See Design Standards and Guidelines for Tahoe Vista, S.R. 28 Improvements, and Sign 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.

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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.

1996 - Sign Program
1998 - S.R. 28 Undergrounding
1997-2000 - S.R. 28 Improvements

Responsible Jurisdiction: Placer County
TRPA
Assessment Districts

4. Land Coverage Reductions

Purpose: The purpose of this program is to reduce existing land voerage by 2.0 acres in or near the Tahoe Vista Community Plan. This is the Community Plan target and is related to an estimate of how much land coverage will be needed for the substitute land coverage mitigation fee program.

Description of Program: To achieve the Stateline Community Plan land coverage reduction target of 2.0 acres, the following projects in and near the Tahoe Vista CP are to be implemented.

<u>Improvement</u>	<u>Description</u>
S.R. 28 Improvements	The S.R. 28 improvements are described in the Design Review Standards and Guidelines for Tahoe Vista. This should net about 0.5 acres. Estimated cost: Not known at this time Funding: Assessment District/Placer County
National Ave. Improvements	In conjunction with the construction of the Improvements, National Avenue improvements restore approximately one half acre of coverage reduction. Estimated cost: Not known at this time Funding: Placer County
Beach Access	As beaches are acquired or improved reduce the existing land coverage by one acre.

Estimated cost: Not known at this time
Funding: NTPUD

5. Water Quality

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 Tahoe Vista Community Plan target is 2.0 acres.

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

<u>Improvement</u>	<u>Description</u>
S.R. 28 Shoulders	The shoulder areas along S. R. 28 need BMPs. A combination of revegetation, drainage, sidewalks, and adequate vehicle barriers are needed to achieve an estimated 0.5 acre of restoration.
National Ave. Shoulders	The shoulder areas along National Avenue need BMPs. A combination of revegetation, drainage, sidewalks, and adequate vehicle barriers are needed to achieve and estimated 0.5 acre of restoration.
Beach Access	It is estimated up to one acre of disturbed and covered land could be restored with the NTPUD program to improve the beaches in Tahoe Vista.
Private	Major restoration of disturbed lands is possible with normal project review. The target is 3 acres.
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 - S.R. 28 1995 - National Avenue 1998+ - Private and Beach Improvements
Responsible Jurisdictions	Placer County, Caltrans, NTPUD, private, assessment districts

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 onsite BMP requirement for drainage treatment and retention.

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

<u>Improvement</u>	<u>Description</u>
National System	<p>A required component of the Tahoe Vista Community Plan is the installation of a storm runoff treatment system for the upper National Avenue area. This treatment system will be composed of a collector system that intercepts and treats runoff from the industrial properties. Runoff waters will be collected and pretreated in drop inlets placed throughout the industrial area. The pretreated waters will be channeled through the collector pipes and drainageways. Runoff will be discharged into detention ponds. In extreme events, the system shall retain an amount equal to a 20 year, one hour storm and then provide for stable discharge of the remaining runoff on to the Snow Creek wetlands. This project builds on existing and proposed systems, portions of which are required as part of previous approvals.</p> <p>Estimated cost: Not known at this time. (In the alternative, individual NP DES permits may be required of individual parcels.)</p> <p>Funding: Private/Placer County</p>
Marina Area System	<p>Because of the excess land coverage, the close proximity to the lake, and the requirements for marina water treatment, a system approach will be needed for the North Tahoe Marina area.</p> <p>Estimated cost: Not known at this time</p> <p>Funding: Private/Placer County</p>

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.

1996 - National Avenue
1997 - Marina Area

Responsible Jurisdiction TRPA, Placer County, Caltrans, North Tahoe Marina

- c. 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.

6. Fisheries

Purpose: TRPA Thresholds call for the upgrading of Snow Creek as a fishery.

Program Description: As part of an overall program to control sediment, provide SEZ restoration, and to provide drainage improvements, Snow Creek will be improved as a fishery.

Improvement Description

Snow Creek Compatible with the SEZ restoration project establish a main channel through the area. The channel shall be cleared of barriers, provide with fish ladders, provided with adequate water flows, provided with improved substrate, and provided with vegetative cover. The ponds and treatment systems shall be maintained as diversions to protect the fishery during storm events.

Estimated cost: See Snow Creek SEZ Restoration

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 - Snow Creek Improvements

Responsible Jurisdiction Placer County

7. **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>
Improved Lake Access	<p>The improved lake access program includes increasing capacity by 500 PAOTs by:</p> <ul style="list-style-type: none">a. Improved transit service - see Ski/Tour Shuttles, Casino Shuttles, TART, Recreation Trailsb. Extended season - Beaches to be open year round. <p>Estimated cost: Not known at this time Funding: NTPUD</p> <ul style="list-style-type: none">c. Additional beach - Within the Community Plan area increase the amount of beach front areas open to the public. <p>Estimated cost: Not known at this time Funding: Public/Private</p>

Recreation Trails - (See Recreation Trails)

Winter/Summer Use	<p>In the NTPUD Regional Park create a year round day use recreation area that would include a picnic area, a play area, a snow play area, trail heads, cross-country skiing, and could be coordinated with existing recreation facilities.</p> <p>Estimated cost: Not known at this time Funding: NTPUD</p>
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R.V. Park As an option considere the expansion or creation of R.V. facilities.

Estimated cost: Unknown
Funding: Private

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.

1996-99 - Beach Access - Summer/Winter Day Use

Responsible TRPA
Jurisdiction Placer County
 NTPUD

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 program supplements the TRPA excess coverage program set forth in Section 20.5.

Description of Program: Pursuant to Section 20.5.A(2)(e), a land bank accounting system may be established to bank and credit to the CP all land coverage removed and lands restored as noted below. TRPA may credit coverage reductions achieved pursuant to this Plan to a Tahoe Vista account. Eligible projects will not have to pay the normal Section 20.5 fees when they demonstrate that they have contributed to coverage removal projects an amount that could satisfy the usual TRPA requirements.

- a. Coverage reductions occurring as part of the restoration projects listed in Chapter IV B.4., Land Coverage, may be credited to the CP account for future mitigation.
- b. Projects, both private and public, providing coverage reductions (such as the 5% landscaping requirement of the Urban Design and Development Special Policy 6.A.) may be credited to the CP account for future mitigation.

Eligibility: Projects contributing to the construction of the projects credited to the Tahoe Vista account may use the contributions as credit based on the coverage reduction schedule set forth in 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 Stateline 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 Tahoe Vista Community Plan to keep track of such contributions. Credits shall be calculated at the mitigation fee rates established in Chapter 82. Money spent to satisfy onsite BMP requirements through offsite facilities shall not be credited as offsite mitigation.

Eligibility: Properties, both public and private, which contribute to water quality improvements listed for this community plan credit such contributions to Douglas County-Stateline Community Plan Water Quality Mitigation Fund.

3. Traffic and Air Quality Fee Program

Purpose: This purpose of this program is to implement the transportation improvements listed for the Tahoe Vista Community Plan and to provide a substitute to the TRPA Code program (subsection 93.3E) for collection of fees of offsite 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.

Eligibility: Projects contributing to the projects reducing coverage may use the reductions as credit based on the coverage reduction schedule set forth in TRPA Code Section 20.5.

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).

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 VII, 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 VII, 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 VII, Commercial Development Policy 2.A.
5. **PAOTs**: Projects are eligible for the listed PAOT allocations based on the criteria in Chapter VII, Commercial Development Policy 2.A.
6. **Program substitution/mitigation fee waivers**: Projects in the incentive areas shall be subject to the following special regulations.

Excessive coverage fee - An additional option is provided for Community Plan projects which contribute to mitigation projections 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. **Offsite parking**: Use of offsite 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 or 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 transfers 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 irrevocable 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 cones combined to implement the improvements. The eligible improvements are listed in Section B 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. 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	National/28 Wye	1 day/month	Caltrans
SEZ Restoration	CP area	yearly	TRPA
Noise (CNEL)	Noise sites	5 year review	TRPA
Scenic Rating	Roadway 20 Shoreline 21	5 year review	TRPA
Land Coverage	CP area	yearly	TRPA
Water Quality	National Avenue culvert discharge Marina	per storm event per discharge requirements	TRPA Permittee

2. CIP Schedule Monitoring

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