

3 Land Use, Community Design and Development Potential

This chapter identifies current land uses in the Plan Area and their magnitude and distribution, describes development trends and major development projects, discusses current Regional Plan land use designations, and summarizes existing plans and regulatory structures. It also includes discussion of vacant land and population and employment growth in the Plan Area. Lastly, it summarizes existing Regional Plan, general plan and community plan policies and makes recommendations for revising, retaining or eliminating land use policies.

3.1 Community Form

Tourism in the Tahoe Basin has widely shaped development within the Plan Area. Lake Tahoe and its surrounding natural landscape provide opportunities of extraordinary Sierra Nevada recreation and visual experience, which have drawn visitors to its shores for centuries. Since the late 1800s, Lake Tahoe has been a popular vacation destination for wealthy San Francisco residents. In recent years the Plan Area has experienced a decline in its permanent resident population—17 percent decline between 2000 and 2010—while second-home demand originating from the Bay Area, Sacramento, Los Angeles and other areas has intensified. As the Plan Area continues to grow over the next 20 years, the extent to which it can continue to develop livable, desirable neighborhoods and commercial areas that support the local workforce and tourism will be critical.

HISTORY OF DEVELOPMENT

Early Development

Euro-American settlement in the Lake Tahoe Basin started in the 1860s as a result of the Comstock silver rush. From 1860 until after the turn of the century, the Basin was intensely grazed with livestock and logged to support the Comstock era mining operations in nearby Virginia City, Nevada—located outside of the Tahoe Basin to the east. It is estimated that about two-thirds of the Basin was clear-cut during the Comstock era.¹

With the introduction of the transcontinental railroad to Northern California in 1868 and completion of the Lincoln Highway in 1913, railway and roadside stops throughout the Sierra

¹ Lake Tahoe Basin Travel Analysis Process. USDA (January 2012).

Mountains exposed travelers to the beauty of the Tahoe Basin and “created a buzz about the area as a viable vacation destination;” beginning the resort era at Lake Tahoe.²

Expanded and improved roads allowed people from around the world to visit the once remote Lake Tahoe. By the late 1800s, Lake Tahoe had become a popular vacation destination for wealthy San Francisco residents. Two of the first tourist accommodations constructed in north Lake Tahoe—both located in what is now Tahoe City—were Tahoe House and Tahoe Tavern. Beginning in 1887, Robert M. Watson ran an inn called the Tahoe House with his wife and five children, and in 1901 Walter Danforth Bliss constructed the Tahoe Tavern, which later burned down in the 1960s. The Tahoe Tavern included amenities such as a casino, bowling alley, ballroom, and movie theater. For many early visitors, Lake Tahoe’s prime attractions were casinos.

Growth in the 20th Century

Between 1900 and 1960, Lake Tahoe became a recreation destination. Following World War II, Nevada casinos and small recreation retreats were developed to accommodate a more mobile and affluent society. Later, winter sports in the mid-1900s sparked rapid urbanization and development of the Tahoe Region.

In 1931 the Lake Tahoe Ski Club hosted the Winter Olympic tryouts, as well as the 1932 national jumping and cross-country competitions at present-day Granlibakken in Tahoe City. Following, in 1938 the Sugar Bowl Ski Area officially opened just outside of Truckee, introducing the first ski lift to California. However, it wasn’t until 1960 that the Tahoe Region gained international recognition for winter sports.

The 1960 Winter Olympic Games held in Squaw Valley catapulted Lake Tahoe into the national spotlight, and the Region has been a mecca for winter sports ever since. The 1960 Winter Olympic Games spawned significant uncontrolled expansion of development in north Lake Tahoe. Many of the present-day resorts, motels, restaurants, and ski lifts located in the Plan Area were built to accommodate the influx of Olympians and fans.

Since the Olympic Games in 1960, the population of the entire Tahoe Region has increased over five times, with the most rapid expansion (by more than 70 percent) occurring in the 1970s, as development proceeded virtually unchecked. Today, there are about 20 developed towns and small communities that make up the Tahoe Basin.³

Environmental Regulation

After nearly two decades of rapid development and lax regulatory standards, governors and lawmakers in California and Nevada entered into the first bi-state, federally ratified agreement, the Tahoe Regional Planning Compact, which created a regional planning agency to oversee new development in the Tahoe Region. When the original 1969 Bi-State Compact

² History of Tahoe. North Lake Tahoe Visitors’ Bureau (accessed 7/1/13). <http://www.gotahoenorth.com/about-tahoe/tahoe-history-and-facts/history-of-tahoe>

³ Regional Plan Update Draft EIS. Ascent Environmental (2011).

directives were found to be insufficient in protecting Lake Tahoe’s ecosystem, legislators amended the compact in 1980 and TRPA adopted its first Regional Plan in 1987 establishing the existing regulations and growth controls seen in the Tahoe Basin today.

The 1987 Regional Plan established allocations for various types of development (residential, tourist accommodation, commercial, and recreation). Allocations were used as a growth management tool to ensure that development was consistent with progress toward meeting environmental thresholds. Environmental threshold standards set environmental quality targets to protect and maintain the environmental quality of the Tahoe Region, while still providing orderly growth and development consistent with those standards.⁴ Allocations were awarded based on the performance of each jurisdiction in implementing Environmental Improvement Program (EIP) projects and achieving environmental threshold targets (see Section 2.1, Environmental Management Framework, for more information).

Table 3.1-1 summarizes the status of existing development rights within the Region. The majority of development in the Tahoe Region occurred prior to adoption of the 1987 Regional Plan. Since 1987 new development has been limited to about 14 percent of total housing units, 6 percent of total commercial floor area, and 0.5 percent of total tourist accommodation units.

Table 3.1-1: Status of Existing Development Rights, 2011

	<i>Pre-1986 Development</i>	<i>Development Under the 1987 Regional Plan</i>	<i>Estimated Existing Development</i>
Residential Units	40,865	6,527	47,392
Commercial Floor Area	Estimated at 6,000,000	416,421	6,416,421
Tourist Accommodation Units	12,341	58	12,399

Source: Ascent Environmental, TRPA, 2011.

LAND USE PATTERN

Urban Structure

After backcountry/conservation and recreation land, residential neighborhoods comprise the majority of land in the Plan Area. For purposes of this report, backcountry/conservation land is defined as land that is primarily under ownership of the U.S. Government or State of California and where development is otherwise restricted or has limitations placed on its use. Residential and non-residential development is concentrated around the perimeter of Lake Tahoe and oriented along State Highway 28 (SR 28) and State Highway 89 (SR 89). SR 28 is the primary north-south route between Kings Beach and Tahoe City, and SR 89 is the primary north-south route between Tahoe City and Tahoma. SR 89 and State Route 267 (SR 267) also serve as regional connectors to the town of Truckee and Interstate 80 (I-80) corridor.

Residential neighborhoods were primarily developed as individual subdivisions (as evidenced by the large number of private water purveyors that service individual communities, see Section 4.4, Utilities for more information) over the last 50 to 60 years and therefore lack strong

⁴ Executive Summary, 2011 Thresholds Evaluation Report. TRPA (2011).

organization, land use principles and cohesion with the surrounding land uses. Major residential communities within the Plan Area include Carnelian Bay, Dollar Point, Kings Beach, Homewood, Tahoe City, Tahoe Vista, and Tahoma. Non-residential development and tourist accommodations are generally located along key travel routes, primarily in Tahoe City, Kings Beach and Tahoe Vista. Small quantities of industrial uses are located along SR 89 west of Tahoe City, south of SR 28 in Dollar Point, and in an area known as “the hill” in Kings Beach.

Figure 3-1 demonstrates the historic growth of communities within the Plan Area, reflecting the age of residential structures by parcel. Prior to 1930, the majority of residential development (65 percent) occurred along the west shore, generally south of the SR 28 and SR 89 intersection in the communities of Homewood, Tahoe Pines and south Tahoe City. Subsequently between 1930 and 1959 Kings Beach, Tahoe Vista, Tahoe City, Dollar Point, and Carnelian Bay all saw new residential construction. The majority—67 percent—of all residential development within the Plan Area occurred between 1960 and 1989. During this period new residential development was concentrated primarily in Tahoe City and Dollar Point, likely attributed to the Olympic Games, however the north Tahoe communities of Carnelian Bay, Kings Beach and Tahoe Vista all saw strong residential growth during this period as well.

The communities of Kings Beach and Tahoe City together account for more than 60 percent of the permanent population located within the Plan Area. Their urban structure is discussed in more detail below.

Kings Beach

Kings Beach extends from SR 267 at its western boundary to the Nevada state line at its eastern boundary. The land use pattern in Kings Beach generally reflects a linear strip model with the predominance of commercial and tourist accommodation uses on both sides of SR 267. Most, if not all of Kings Beach was subdivided in 1926 as part of the “Brockway Vista” subdivision, which consisted of a typical grid system of rectangular lots. The residential area north of SR 28 is defined by this grid and is subdivided into lots 25 feet wide by 125 feet deep resulting in blocks that are 700 feet in length and 250 feet deep. As a result, most of the development in Kings Beach has been constrained by this development pattern.⁵

Tahoe City

Tahoe City extends from Dollar Hill to the north to the Comstock/Granlibakken to the south, as well as three miles down the Truckee River corridor to the west. In general, the community lacks strong organizational and land use principles. Similar to Kings Beach, Tahoe City is a linear developed community with the majority of commercial and tourist accommodation uses located on both side of SR 28 and SR 89, as well as concentrated in the community’s core commercial district near the “Wye.” Residential uses are generally located outside the commercial core to the south. However, a small number of single family homes are located near the community’s core, north of the Tahoe City public golf course.

⁵ Kings Beach and Tahoe City Redevelopment: Market Opportunities and Constraints, Final Report. EPS (2006).

NATURAL FEATURES

Lake Tahoe is the dominant feature of the Region measuring 12 miles wide and 22 miles long with a maximum depth of 1,645 feet, making Lake Tahoe one of the largest and deepest lakes in the world. The maximum elevation of the Lake's surface is 6,229 feet above sea level. The topography of the Region consists primarily of steeply sloping mountains with a few flat or moderately sloping areas where the majority of existing development has occurred. Elevations of the peaks surrounding Lake Tahoe range from about 8,000 feet to nearly 11,000 feet above sea level.

Fig 3-1
Age of Building Stock
 Existing Conditions



3.2 Current Land Use Pattern

Existing land uses were identified from County data, windshield reconnaissance, and aerial photography. The County data in use includes parcel-level information from the jurisdictions' Geographic Information Systems (GIS) databases, including Assessor's data, updated in 2012. Aerial photography is current as of 2011. Figure 3-2 shows existing land uses in the Plan Area.

MAGNITUDE AND DISTRIBUTION OF USES

There are approximately 50,871 acres that comprise the Plan Area. Conservation/backcountry land is by far the largest existing land use, occupying nearly 78 percent of the total land area. Conservation/backcountry land is generally located in the western and northern sections of the Plan Area encircling the developed areas that are primarily concentrated near Lake Tahoe's shoreline. Recreation uses, such as parks and beaches account for just over 9 percent of the Plan Area. Seven percent of the total land area is residential. Residential land extends nearly uninterrupted from Kings Beach in the north to Tahoma in the south along the shoreline of Lake Tahoe. Vacant land accounts for nearly 3 percent of total land area, typically located along the outer perimeter of residential and non-residential development, adjacent to conservation/backcountry land. Public service land accounts for 0.6 percent of total land area and is scattered throughout the Plan Area. Commercial uses make up 0.3 percent of the land area and are concentrated along major corridors such as SR 28 and SR 89. Tourist accommodation land accounts for 0.1 percent of total land area and is located mostly in the northern part of the Plan Area. Industrial land also accounts for 0.1 percent of total land area and is located in small nodes in the northern and central parts of the Plan Area.

Table 3.2-1 shows the breakdown of existing land uses in the Plan Area, and Figure 3-2 maps the pattern of existing land uses.

Table 3.2-1: Existing Land Uses in the Plan Area

<i>Land Use</i>	<i>Acres</i>	<i>Percent</i>
Residential	3,558	7.0%
Commercial	177	0.3%
Tourist Accommodations	75	0.1%
Industrial	48	0.1%
Public Services	313	0.6%
Vacant	1,258	2.5%
Recreation	4,782	9.4%
Conservation/Backcountry	39,478	77.6%
Right Of Way	1,182	2.3%
Total	50,871	100.0%

Source: Placer County Assessor, 2013; Dyett & Bhatia, 2013.

EXISTING LAND USE PATTERN

Conservation/Backcountry

Nearly seventy-eight percent of the land within the Plan Area is preserved as conservation/backcountry. Backcountry/conservation land is defined as land that is primarily under ownership of the US Government or State of California and where development is otherwise restricted or has limitations placed on use. Conservation/backcountry land totals 39,478 acres and consists of conservation easements; timberland and vacant land; and rivers, lakes, reservoirs, and canals. Parcels range in size from more than 650 acres to 0.4 acres and are generally located in the western and northern sections of the Plan Area along the outer perimeter of residential and non-residential development. The large majority—96 percent—of all conservation/backcountry land is publicly-owned.

Recreation

Land in recreation use comprises slightly more than 9 percent of the land (4,782 acres) within the Plan Area. Recreation land includes ski facilities, marinas, parks, camps, and beaches. Recreation land is distributed fairly evening throughout the Plan Area, typically in residential neighborhoods and fronting Lake Tahoe. Two of the largest recreation areas located in the Plan Area are Burton Creek State Park and Homewood Mountain Ski Resort.

Residential

After recreation, residential land uses are the most prevalent within the Plan Area, at 7 percent or 3,558 acres. Tahoe City has the most residential land (25 percent), followed by Carnelian Bay (21 percent), Dollar Point (11 percent), Homewood (10 percent), and Kings Beach (10 percent).

Residential land in Tahoe City is located south of the “Wye” on both sides of SR 28 and SR 89, as well as north of the Tahoe City Golf Course. Residential land in Carnelian Bay is located west of SR 28 and includes the Ridgewood subdivision located to the south. Residential land in Dollar Point is located on both sides of SR 28, with a larger concentration of residential land south of SR 28 adjacent to the shoreline of Lake Tahoe. Residential land in Homewood is primarily located west of SR 89 and includes the Tahoe Pines subdivision—a large subdivision located to the north. Residential land in Kings Beach is mostly located north of SR 28 and east of SR 267.

About 88 percent of existing residential land within the Plan Area is single family development, followed by duplex (5 percent), multi-family (4 percent), and mobile homes (3 percent).

Vacant

Nearly 3 percent of land within the Plan Area is currently vacant. Vacant land totals 1,258 acres and consists of a wide range of parcel sizes from small infill sites less than an acre in size, to larger sites up to nearly 33 acres. Vacant land is scattered throughout the Plan Area and is commonly found buffering conservation/backcountry land from residential and non-residential development located along the Lake Tahoe shoreline. The State of California and US Government own slightly more than 50 percent of the vacant land in the Plan Area (about 40 percent is owned by State of California and 10 percent by US Government).

Public Services

Public services land comprises 0.6 percent of land (313 acres) within the Plan Area. Public services land primarily includes schools and public/private utility uses. Public services land is scattered throughout the Plan Area, with larger amounts located in Kings Beach, Dollar Point, Tahoe City, and Homewood.

Commercial

Commercial land comprises 0.3 percent of land (177 acres) in the Plan Area. The plurality of this acreage—nearly 46 percent—is located in Tahoe City. Tahoe Vista (16 percent) and Kings Beach (12 percent) also have large amounts of commercial land. Commercial land uses are generally located adjacent to the SR 28 and SR 89 corridors and consist of office, retail, church, and service commercial uses. Within Tahoe City the majority of commercial land is located near the “Wye” intersection, generally to the west of SR 28 and SR 89. However a few large commercial parcels are located along the shoreline of Lake Tahoe. The majority of retail development in Tahoe City is clustered in “mini-centers” east of SR 28 adjacent to Lake Tahoe. Smaller pockets of commercial land are also located in Dollar Point, Carnelian Bay and Homewood.

Tourist Accommodations

Land for tourist accommodations makes up 0.1 percent (75 acres) of land in the Plan Area and consists of hotels, motels and resorts/timeshares. The majority of tourist accommodation land is located in Tahoe Vista (53 percent), followed by Kings Beach (18 percent) and Tahoe City (15 percent). In Tahoe Vista and Kings Beach tourist accommodations are located along SR 28 and consist of one- and two-story motel type buildings. In Tahoe City tourist accommodations are located along SR 28, clustered near the “Wye” and Granlibakken Resort.

Industrial

The plurality of industrial land in the Plan Area is located in Tahoe City (43 percent) and consists of a mix of local-serving automotive, light industrial and warehouse uses. Total industrial land within the Plan Area is 48 acres. Smaller nodes of industrial land are also located in Tahoe Vista, Kings Beach and Dollar Point. Industrial land in Tahoe City is located west of the commercial core along SR 89. In Kings Beach, industrial land is located in an area known as “the hill,” which is home to a variety of light industrial and storage uses. Industrial land in Dollar Point is located south of SR 28 in an area known as “Lake Forest” and includes a mix of commercial and light industrial uses.

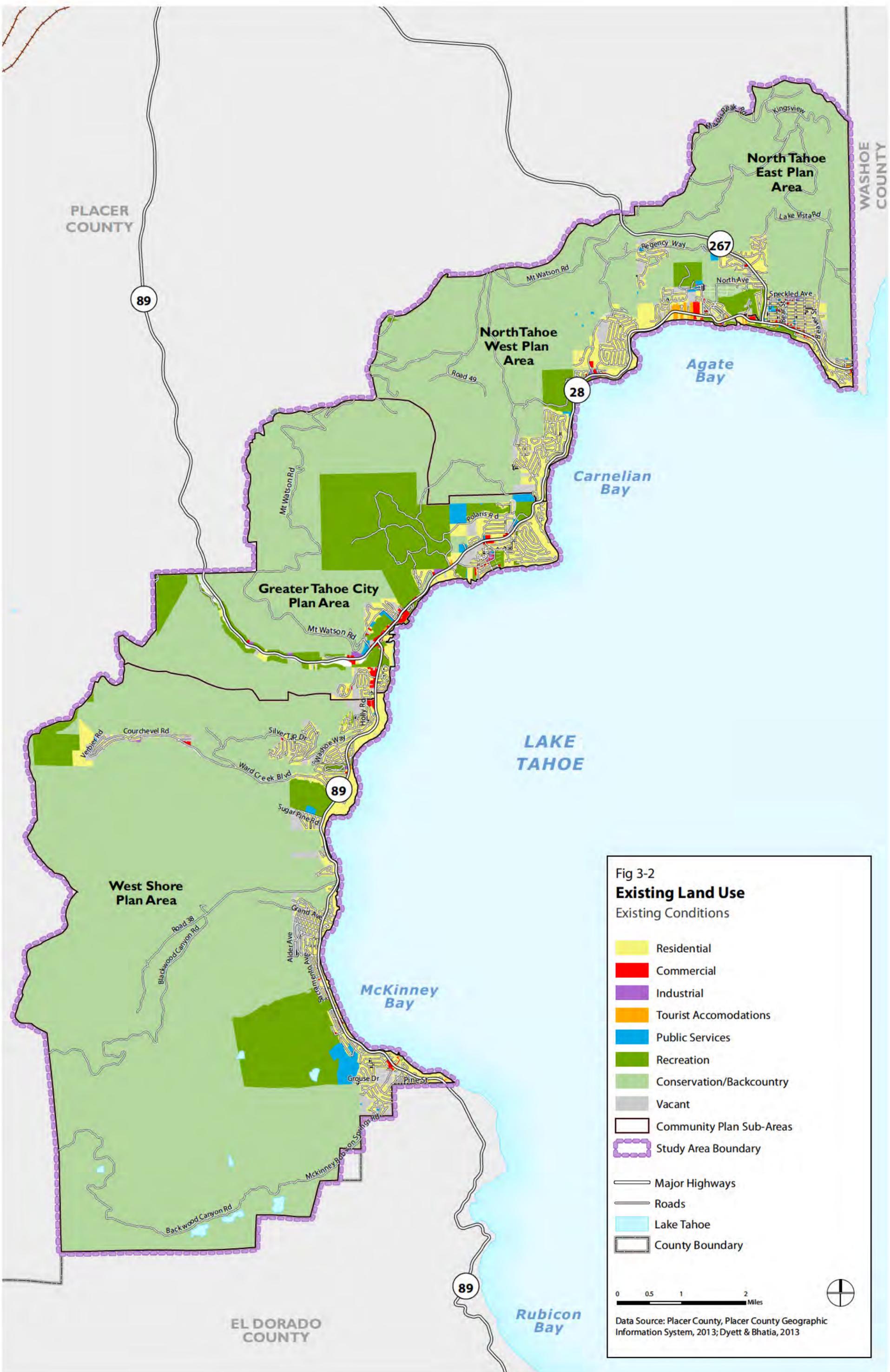


Fig 3-2
Existing Land Use
 Existing Conditions

- Residential
- Commercial
- Industrial
- Tourist Accomodations
- Public Services
- Recreation
- Conservation/Backcountry
- Vacant
- Community Plan Sub-Areas
- Study Area Boundary
- Major Highways
- Roads
- Lake Tahoe
- County Boundary

0 0.5 1 2 Miles

Data Source: Placer County, Placer County Geographic Information System, 2013; Dyett & Bhatia, 2013

3.3 Development Trends and Major Development Projects

This section describes development projects that are currently in the pipeline. The tables include projects at all stages of the development process, from initial review to under construction. Projects that are under review, or approved but not yet under construction, represent what residents may see developed in the Plan Area over the next few years. As of July 2013, eight residential projects and three retail/commercial (one with hotel) were in progress. Tables 3.3-1 and 3.3-2 list the current residential and non-residential development projects, respectively, and Figure 3-3 maps their location.

RESIDENTIAL

As discussed above in Section 3.1, between 1960 and 1989 development proceeded virtually unchecked in the Tahoe Region. The majority of residential development—67 percent—took place during this period. However, since adoption of the 1987 Regional Plan, the pace of new residential development has slowed dramatically. Approximately 6,500 new residential units have been constructed in the Tahoe Region since 1987, which represent 14 percent of the entire residential building stock. As shown in Figure 3-1 above, since 1990 new residential development has occurred throughout the Plan Area, however has been more heavily concentrated in the north shore communities (generally north of the SR 28 and SR 89 intersection) of Tahoe Vista, Carnelian Bay and Kings Beach.

The Plan Area is characterized by a high degree of absentee owners. Absentee owners are defined as those who hold the real estate asset, however do not use it on a full-time basis. Some units are used sporadically and are vacant for a large majority of the year, while others are rented out full-time to local residents. Approximately 63 percent of residential units in the Plan Area are owned by absentee owners.⁶ Homewood has the highest rate of absentee ownership (88 percent) while Tahoe City (64 percent) and Carnelian Bay (45 percent) have the lowest rates. According to the Market Opportunities and Constraints report prepared by EPS in 2006, demand for new market-rate, luxury housing continues to be higher than the Region can supply. This trend is likely to continue as the local workforce continues to be priced out of the local housing market by high-income second-homeowners from the Bay Area, Sacramento and Los Angeles.

About 29 acres are in the residential development “pipeline” for a total of 317 units, the majority of which are located at the Homewood Mountain Resort (161 units). Of the units and lots in current development projects, 48 are single-family and 269 are multi-family units (15 percent and 85 percent respectively). For the pipeline projects listed in Table 3.3-1, gross densities of multi-family developments average 11 units per acre. A few of these projects are on sites large enough to require new public streets and infrastructure.

⁶ Economic and Market Analysis, Tahoe Basin Community Plan. EPS (2013).

The Homewood Mountain Resort expansion is the largest proposed housing project in the Plan Area. TRPA and Placer County have approved the Homewood project to expand its on-mountain resort infrastructure and master plan that will add 100 condominium units, 48 ski-in ski-out chalets and 13 workforce housing units. Additionally, the Tahoe Vista Partners project proposes to construct 45 tourist accommodation units, 10 affordable/employee housing units, and improve an existing two-story commercial building on a 6-acre site in Tahoe Vista.

New residential development within the Plan Area will be significantly impacted by development trends in the surrounding Tahoe Basin communities, as well as in the town of Truckee. In 2007 EPS estimated that approximately 1,800 new single-family units were either partially constructed or in the development pipeline in Truckee. Of the total supply of new units, about 21 percent of units in Placer County were intended to be either fractional or whole ownership with a rental program option, which could have potential implications for residential development in the Plan Area as the market is trending toward hotel projects with fractional ownership.⁷ Additionally, approximately 1,295 residential units have been proposed at Squaw Valley as part of a new 100-acre development.

NON-RESIDENTIAL

Tourist Accommodations

There has been limited new hotel development within the Plan Area since 1987. Ascent Environmental estimates that only 58 units have been constructed within the Tahoe Basin since 1987, representing 0.5 percent of the entire supply of total hotel units. According to EPS, the heavily regulated, complex entitlement process of the north shore coupled with high development costs and land values have worked to dampen the economic picture for hotel production.⁸

Most tourist accommodations in the Plan Area were constructed between 1950 and 1980, the majority of which are aging, small, and only desirable for budget travelers.⁹ Reinvestment in aging properties is hindered by development regulations and the profitability of operations. Aged hotels in the Plan Area also face strong competition from nearby competitors in locations like Squaw Valley, Northstar and Truckee, which have been aggressive in rebuilding and revamping their hotel offerings, and tend to offer more luxurious accommodations. A report by EPS in 2006 suggests that the market is trending toward condo-hotel products with fractional ownership as second homeowners are occupying their vacation residences for fewer days out of the year.¹⁰

Currently there is a five-star hotel with about 75 hotel rooms proposed as part of the Homewood Mountain Resort ski area expansion. Additionally, new hotel developments in the re-

⁷ Kings Beach and Tahoe City Redevelopment: Market Opportunities and Constraints, Final Report. EPS (2006).

⁸ Implementation Strategy for the Redevelopment of Kings Beach and Tahoe City, Final Report. EPS (2007).

⁹ Economic and Market Analysis, Tahoe Basin Community Plan. EPS (2013).

¹⁰ Kings Beach and Tahoe City Redevelopment: Market Opportunities and Constraints, Final Report. EPS (2006).

gional market include Squaw Valley, the 275-room Boulder Bay hotel in Nevada, and 120 hotel units as part of the Truckee Springs Summary Plan.

Commercial (Office and Retail)

Similar to tourist accommodations, there has been very limited commercial development since 1987. Of the estimated 6.4 million square feet of commercial floor area in the Tahoe Region, less than 7 percent of commercial space has been constructed since 1987. Commercial development in the Plan Area consists primarily of retail uses and to a lesser degree office uses.

The Plan Area is characterized by a large amount of small “strip” retail buildings that range from 5,000 to 10,000 square feet. Retail in Tahoe is geared toward the tourist population and therefore the quantity of neighborhood shopping centers in the Plan Area exceeds what would typically be found in a residential area.¹¹ Currently there are three “traditional” grocery-anchored shopping centers in the Plan Area, two of which are located in Tahoe City and one in Kings Beach.

About 24,000 square feet of new commercial space has been proposed in the Plan Area. This includes 15,000 square feet of approved retail space in the Homewood Mountain Resort ski area expansion, 6,000 square feet of office space as part of the Olson Construction Headquarters, and 2,600 square feet of retail as part of the Kings Beach Gas Station project.

Office space within the Plan Area consists of local-serving professional service companies such as real estate agents, attorneys and insurance agents and therefore is a relatively minor component of the regions overall economy. According to EPS, given tepid demand for office space, the amount of space in the market is likely adequate for the near term. Currently there are no proposed developments that would add to the supply of office space within the Plan Area, with the exception of the Olson Construction Headquarters project. However, it should be noted that the majority of job growth since 2002 in the Plan Area has been in the government sector, which has similar needs to office users. See Section 3.6 below for further discussion of employment growth.

Industrial

Currently there are no major development projects that would add industrial floor area within the Plan Area. Industrial uses are primarily small, local-serving uses such as auto repair facilities, machine shops and storage. The low vacancy rate for industrial space demonstrates that while industrial uses could potentially be incompatible with surrounding uses and the natural environment, there continues to be demand for industrial land within the Plan Area. EPS notes that industrial lease rates in the Plan Area are generally higher than those outside the Tahoe Region.

¹¹ Kings Beach and Tahoe City Redevelopment: Market Opportunities and Constraints, Final Report. EPS (2006).

Table 3.3-1: Current Residential Development Projects

<i>Name / Description</i>	<i>Address / Location</i>	<i>Site Area (acres)</i>	<i>Total Lots or Units</i>	<i>Single Family</i>	<i>Multi-family</i>	<i>Density (du/gross acre)</i>	<i>Status</i>
Homewood Mountain Ski Resort Expansion	8203 N Lake Blvd & 8230 Rainbow Ave, Homewood, CA	13.4	161	48	113	n/a	Approved
6731 Tahoe Timeshare	6731 N Lake Blvd, Tahoe Vista	5.5	25	3	22	5	Approved
Grey Lane Townhomes	6945-6969 Grey-lane Avenue, Tahoe Vista	0.8	16		16	20	Approved
Tahoe Vista Partners LLC Affordable Housing (Sandy Beach)	6873 N Lake Blvd, Tahoe Vista	6.2	55		55	9	Approved
<u>Kings Beach Affordable Housing Projects</u>							
Kings Beach #1	345 Deer Street, Kings Beach	0.8	18		18	23	Approved
Kings Beach #2	8534 Trout Avenue, Kings Beach	0.3	5		5	17	Approved
Kings Beach #3	255-265 Fox Street, Kings Beach	0.4	12		12	28	Approved
Kings Beach #4	200 Chipmonk Street, Kings Beach	1.5	40		40	27	Approved
Total		28.9	332	51	281	11	

Source: Placer County, 2013.

Table 3.3-2: Current Commercial Development Projects

<i>Name / Description</i>	<i>Address / Location</i>	<i>Site Area (acres)</i>	<i>Retail/ Commercial (SF)</i>	<i>Hotel (Rooms)</i>	<i>FAR</i>	<i>Status</i>
Homewood Mountain Ski Resort Expansion	8203 N Lake Blvd & 8230 Rainbow Ave	13.40	15,000	75	n/a	Approved
Kings Beach Gas Station	8755 North Lake Blvd	0.43	2,640		0.1	Approved
Olson Construction Headquarters	8339 - 8353 Cut- throat Avenue, Kings Beach	0.65	6,376		0.2	Approved
Total		14.47	24,016	75	0.2	

Source: Placer County, 2013.

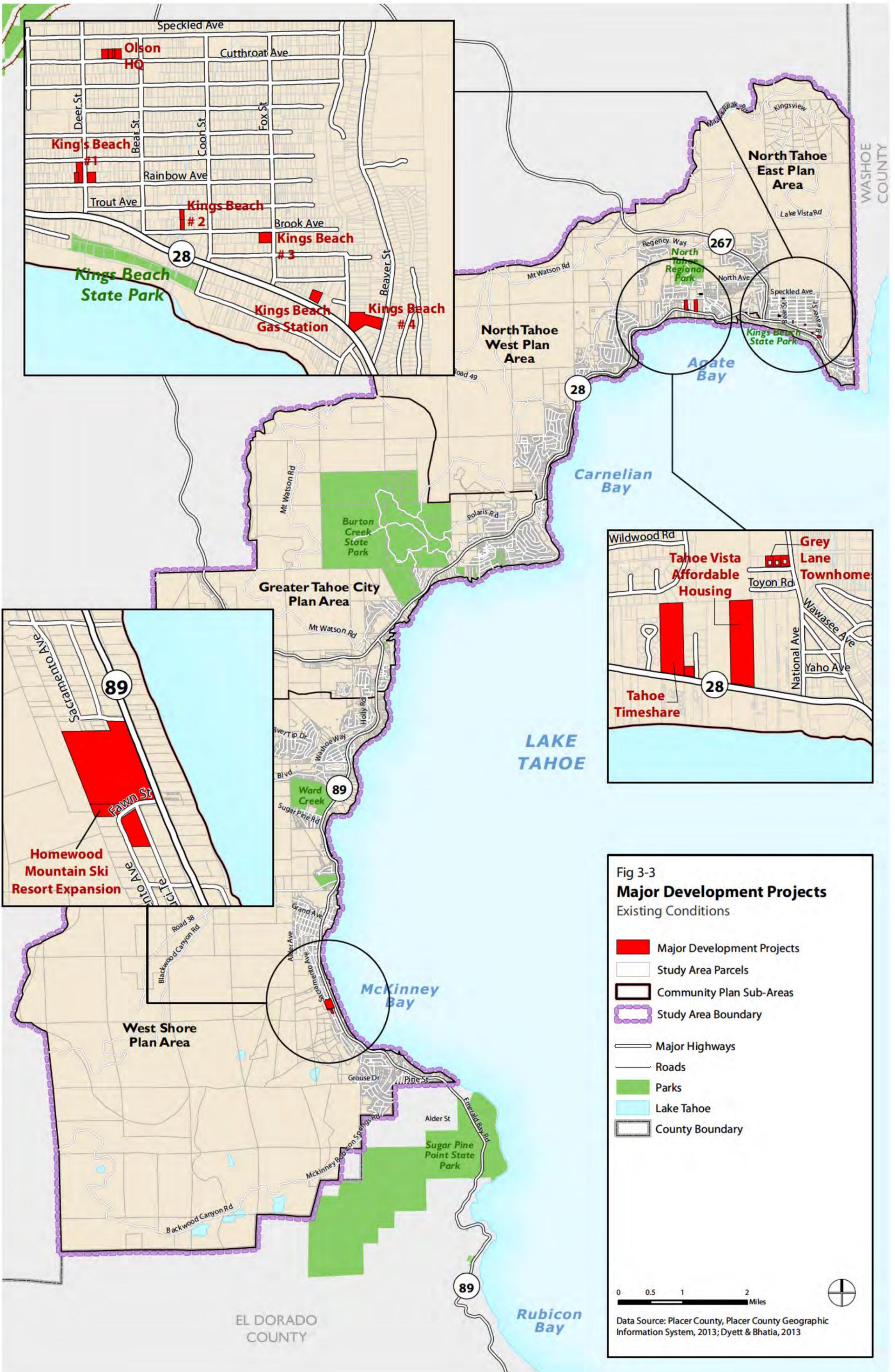


Fig 3-3
Major Development Projects
 Existing Conditions

- Major Development Projects
- Study Area Parcels
- Community Plan Sub-Areas
- Study Area Boundary
- Major Highways
- Roads
- Parks
- Lake Tahoe
- County Boundary



Data Source: Placer County, Placer County Geographic Information System, 2013; Dyett & Bhatia, 2013

3.4 Regional Plan Land Use Designations

The current Regional Plan land use classifications, as defined by TRPA, are described below and mapped in Figure 3-4.

Wilderness

Wilderness areas are designated and defined by the US Congress as part of the National Wilderness Preservation System. These lands offer outstanding opportunities for solitude and primitive, unconfined recreation experiences, and they contain ecological, geological, and other features of scientific, educational, scenic, and historic value. The wilderness designation is intended to protect and preserve such areas for present and future generations. These lands are managed to prevent the degradation of wilderness character. Natural ecological processes and functions are preserved, and restored where necessary. Permanent improvements and mechanized uses are prohibited. Wilderness District lands within the Tahoe Region include portions of the Desolation, Granite Chief, and Mount Rose Wilderness Areas.

Backcountry

Backcountry areas are designated and defined by the US Forest Service as part of their Resource Management Plans. These lands are roadless areas, including Dardanelles/Meiss, Freel Peak and Lincoln Creek. On these lands, natural ecological processes are primarily free from human influences. Backcountry areas offer a recreation experience similar to Wilderness, with places for people seeking natural scenery and solitude. Primitive and semi-primitive recreation opportunities include hiking, camping, wildlife viewing, and cross-country skiing, in addition to more developed or mechanized activities not allowed in Wilderness areas (e.g., mountain biking, snowmobiling). Management activities that support administrative and dispersed recreation activities are minimal, but may have a limited influence. Limited roads may be present in some backcountry areas; road reconstruction may be permitted on Backcountry lands where additional restrictions do not apply. Backcountry areas contribute to ecosystem and species diversity and sustainability, serve as habitat for fauna and flora, and offer wildlife corridors. These areas provide a diversity of terrestrial and aquatic habitats, and support species dependent on large, undisturbed areas of land. Backcountry areas are managed to preserve and restore healthy watersheds with clean water and air, and healthy soils. Watershed processes operate in harmony with their setting, providing high quality aquatic habitats.

Conservation

Conservation areas are non-urban areas with value as primitive or natural areas, with strong environmental limitations on use, and with a potential for dispersed recreation or low-intensity resource management. Conservation areas shall include:

- Public lands already set aside for this purpose;
- High-hazard lands, stream environment zones, and other fragile areas without substantial existing improvements;
- Isolated areas that do not contain the necessary infrastructure for development;

- Areas capable of sustaining only passive recreation or non-intensive agriculture; and
- Areas suitable for low to moderate resource management.

Recreation

Recreation areas are non-urban areas with good potential for developed outdoor recreation, park use, or concentrated recreation. Lands identified as recreation areas shall include:

- Areas of existing private and public recreation use;
- Designated local, state, and federal recreation areas;
- Areas without overriding environmental constraints on resource management or recreational purposes; and
- Areas with unique recreational resources that may service public needs, such as beaches and ski areas.

Residential

Residential areas are urban areas having potential to provide housing for the residents of the region. In addition, the purpose of this classification is to identify density patterns related to both the physical and manmade characteristics of the land and to allow accessory and nonresidential uses that complement the residential neighborhood. These lands shall include:

- Areas already developed for residential purposes;
- Areas of moderate to good land capability;
- Areas within urban boundaries and serviced by utilities; and
- Areas of centralized location in close proximity to commercial services and public facilities.

Mixed-Use (Formerly Commercial and Public Service Areas)

Mixed-use areas are urban areas that have been designated to provide a mix of commercial, public services, light industrial, office, and residential uses to the region or have the potential to provide future commercial, public services, light industrial, office, and residential uses. The purpose of this classification is to concentrate higher intensity land uses for public convenience and enhanced sustainability. Any amendment to a plan area statement that is adopted after the adoption of this Code may retain the name of the Commercial and Public Services Area land use classification, however, Area Plans shall utilize the Mixed-use classification.

Tourist

Tourist areas are urban areas that have the potential to provide intensive tourist accommodations and services or intensive recreation. This land use classification also includes areas recognized by the Compact as suitable for gaming. These lands shall include:

- Areas already developed with high concentrations of visitor services, visitor accommodations, and related uses;
- Lands of good to moderate land capability (land capability districts 4 – 7);

- Lands with existing excess coverage; and
- Areas located near commercial services, employment centers, public services, transit facilities, pedestrian paths, and bicycle connections.

Town Center Overlay

Town Centers contain most of the region's non-residential services and have been identified as a significant source of sediments and other contaminants that continue to enter Lake Tahoe. Town Centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities in the region.

Regional Center Overlay

The Regional Center includes a variety of land uses in the core of South Lake Tahoe, including the Gondola and base lodge facilities for Heavenly Ski Area. Development patterns in the Regional Center have been and should continue to be more intensive than Town Centers and less intensive than the High Density Tourist District. Older development within the Regional Center is a significant source of sediment and other water contaminants. The Regional Center is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities in the region.

High Density Tourist District Overlay

The High Density Tourist District contains a concentration of hotel/casino towers and is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities for local residents. The High Density Tourist District is the appropriate location for the region's highest intensity development.

Stream Restoration Plan Area

Stream Restoration Plan Areas are Stream Environment Zones along major waterways that have been substantially degraded by prior development. Individual Restoration Plans should be developed for each Stream Restoration Plan Area in coordination with the applicable Local Government and property owners in the Plan area. Restoration Plans may be developed as a component of an Area Plan or as a separate document and should identify feasible opportunities for environmental restoration.

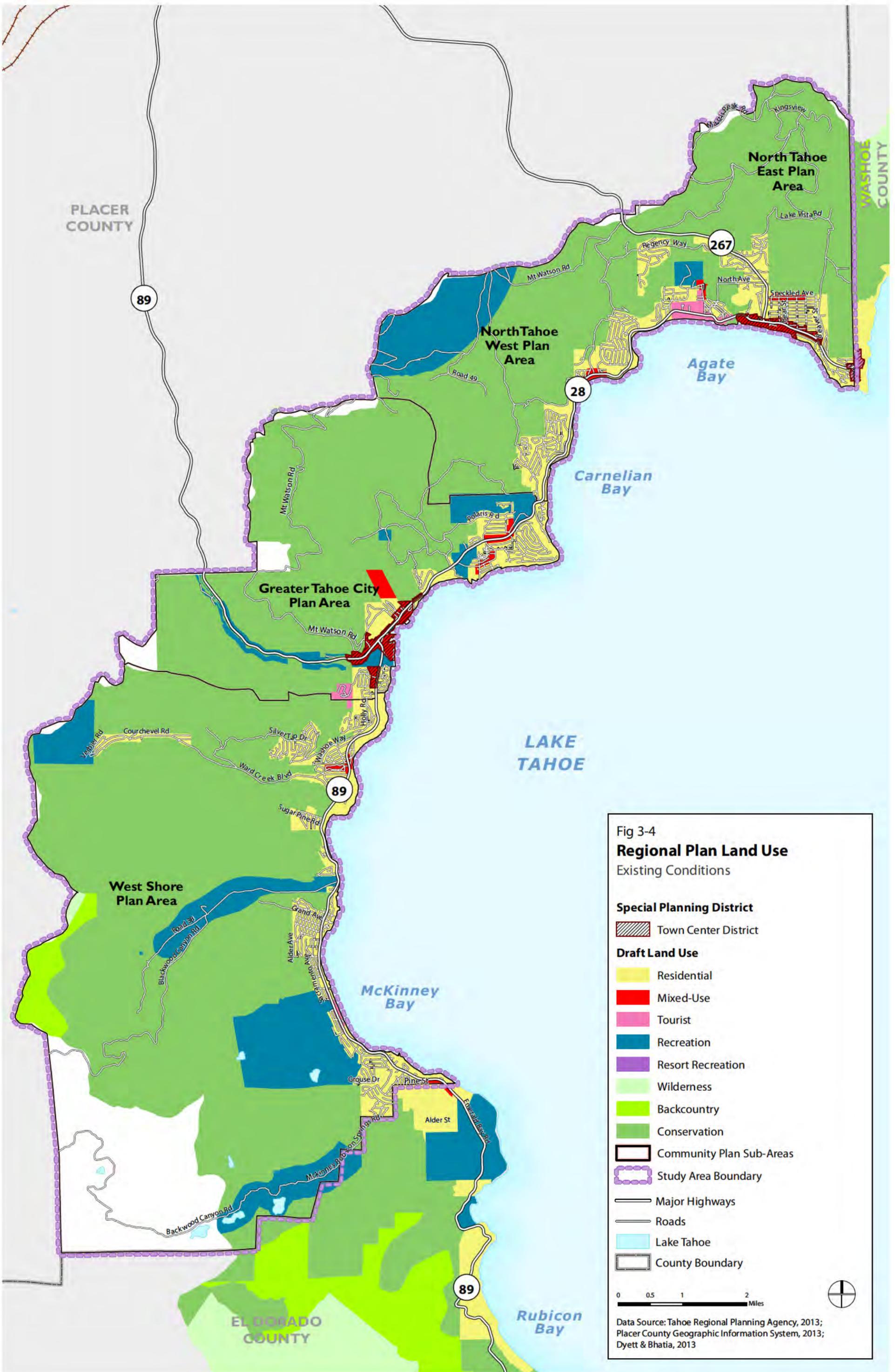


Fig 3-4
Regional Plan Land Use
 Existing Conditions

Special Planning District
 Town Center District

Draft Land Use
 Residential
 Mixed-Use
 Tourist
 Recreation
 Resort Recreation
 Wilderness
 Backcountry
 Conservation

Community Plan Sub-Areas
 Study Area Boundary
 Major Highways
 Roads
 Lake Tahoe
 County Boundary

0 0.5 1 2 Miles

Data Source: Tahoe Regional Planning Agency, 2013; Placer County Geographic Information System, 2013; Dyett & Bhatia, 2013

3.5 Existing Plans and Regulatory Structure

EXISTING PLANS

The County currently maintains nine community and general plans within the Tahoe Region, including: the West Shore General Plan, Tahoe City General Plan, Tahoe City Area Community Plan, Carnelian Bay Community Plan, Tahoe Vista Community Plan, North Tahoe Community Plan, Kings Beach Community Plan, Kings Beach Industrial Community Plan, and Stateline Community plan. Figure 3-5 maps the location of existing general and community plans in the Plan Area. Most of the County’s community/general plans within the Region are joint planning documents, adopted by the County and TRPA nearly 20 years ago.

In addition to community and general plans, Plan Area Statements (PASs) provide specific land use policies and regulations for individual “Plan Areas.” The Placer County portion of the Region is divided into 57 separate Plan Areas. For each Plan Area, a “statement” is made as to how that particular area should be regulated to achieve environmental and land use objectives. Each PAS includes a description, land classification, management strategy, planning considerations, special designations, special policies, use regulations, and density limitations.

REGULATORY STRUCTURE

Currently, Placer County and TRPA have regulatory authority over physical development in the Tahoe Region. The TRPA Code of Ordinances, Placer County Municipal Code, PASs, and community plans establish zoning parameters. The TRPA Code of Ordinances compiles all of the laws and ordinances needed to implement and enforce policies identified in the Regional Plan. Related to the Code are PASs and community plans. PASs provide specific land use policies and regulations for a Plan Area. A PAS may be replaced by the adoption of a community plan.



Fig 3-5
Existing General Plan and Community Plan Areas
 Existing Conditions

- Existing Community Plans
- Existing Plan Boundaries**
- West Shore Area General Plan
- Tahoe City Area General Plan
- North Tahoe Community Plan
- Community Plan Sub-Areas
- Study Area Boundary
- Major Highways
- Roads
- Lake Tahoe
- County Boundary

0 0.5 1 2 Miles

Data Source: Placer County, Placer County Geographic Information System, 2013; Dyett & Bhatia, 2013

3.6 Opportunity Sites and Market Demand

DEMOGRAPHIC AND EMPLOYMENT PROJECTIONS

Population Growth

Between 2000 and 2010 the entire permanent population of the Tahoe Region decreased by about 12 percent. In 2000 the permanent population of the Region was approximately 62,800. By 2010 the population had decreased to 55,600, slightly above the Region's 1990 population of 52,600. According to the US Census there were 19,535 persons on the north shore and 36,072 persons on the south shore in 2010.

Lake Tahoe experiences huge swings in population throughout the year. Generally, the population swells significantly during the popular summer and winter tourist months, when millions visit the lake, returning to normal levels during the fall and spring, more reflective of the permanent population. Table 3.6-1 shows the permanent population of the Plan Area by community. Similar to other communities in the Tahoe Region, the Plan Area has sustained a decline in permanent population since 2000. In 2000, the total population of the Plan Area was 15,057. By 2010 the population had decreased to 12,529, a decrease of 17 percent in permanent population. Carnelian Bay experienced the greatest decline (39 percent) followed by Dollar Point (21 percent). Tahoe Vista was the only community to grow in population, which likely reflects a growing workforce population along the north shore as many permanent residents are priced out of more expensive housing located along the west shore. The average sales price of a single family home on the west shore is 50 percent higher than that on the north shore.¹²

Table 3.6-1: Population Change Between 2000 and 2010

<i>Community</i>	<i>2000</i>	<i>2010</i>	<i>Percent Change</i>
Carnelian Bay	1,928	1,170	-39%
Dollar Point	1,539	1,215	-21%
Tahoe City	3,997	3,161	-21%
Tahoma	1,282	1,037	-19%
Homewood	840	744	-11%
Kings Beach	4,802	4,414	-8%
Tahoe Vista	669	788	18%
Total	15,057	12,529	-17%

Source: Placer County, TBCP Background Report dated April 23, 2013.

The loss of population is in large part due to a declining regional economy and to a dramatic increase in residential home prices starting in 2001. The drop in the residential population has coincided with an even sharper decrease in school enrollment. The decline in population has led to the closure of two elementary schools and one middle school on the south shore. The population decrease has occurred more or less evenly in the north and south shores, with each decreasing in population by about 14 to 17 percent over the last decade. See Section 4.2,

¹² Economic and Market Analysis of the Tahoe Basin Community Plan. EPS (2013).

Schools for further discussion of existing school facilities and school capacities in the Plan Area.

Employment Growth

Similarly to the declining population trend described above, the Tahoe Region in recent years has experienced a substantial loss in the number of local jobs. Between 2001 and 2009, employment in Tahoe fluctuated from a high of approximately 28,000 jobs in 2001 to a low of 22,300 in 2009, a decline of more than 20 percent.

The north shore leisure employment base is heavily impact by weather, quality and quantity of access to natural and man-made resources, and availability of disposable income to visitors. According to a study prepared for the North Lake Tahoe Resort Association (NLTRA), the primary and secondary impacts of tourism produce 65 percent of north shore employment earnings and 71 percent of its jobs. When compared to other similar resort destinations, the north Lake Tahoe area has the highest percentage of earnings coming from the leisure industry. This indicates that the local economy is highly susceptible to travel and tourism trends.¹³

In 2010, approximately 87 percent of jobs on the north shore were filled by workers from outside the Region and it is estimated that approximately 49 percent of workers throughout the Tahoe Region commute 50 miles or more to work.¹⁴ Table 3.6-2 below shows employment by sector for workers whose jobs are located in the Plan Area. Interestingly, between 2002 and 2011 there was an 8 percent increase in employment in the Plan Area. Sectors seeing the most job growth were primarily government jobs (public administration, educational services and utilities), in addition to real estate rental and leasing, and other services. Sectors seeing the most job losses included the construction sector and accommodation and food service.

¹³ Implementation Strategy for the Redevelopment of Kings Beach and Tahoe City, Final Report. EPS (2007).

¹⁴ Economic and Market Analysis, Tahoe Basin Community Plan. EPS (2013).

Table 3.6-2: Employment by Sector

<i>Industry</i>	<i>Plan Area</i>		
	<i>2002</i>	<i>2011</i>	<i>Change</i>
Utilities	52	73	40%
Construction	512	391	-24%
Manufacturing	22	29	32%
Wholesale Trade	11	13	18%
Retail Trade	362	419	16%
Transportation and warehousing, and utilities	17	11	-35%
Information	16	44	175%
Finance and insurance	30	29	-3%
Real estate and rental and leasing	75	106	41%
Professional, scientific and technical services	147	188	28%
Administrative and support, waste management	85	105	24%
Educational services	117	222	90%
Health care and social assistance	71	97	37%
Arts, entertainment and recreation	100	61	-39%
Accommodation and food service	919	778	-15%
Other services, except public administration	86	146	70%
Public administration	0	111	n/a
Total	2,622	2,825	8%

Sources: US Census Bureau LED/ LEHD OnTheMap Application.

LAND DEMAND

Land demand is typically calculated based on future population and employment projections. However, development in the Tahoe Region is heavily constrained by growth management policies adopted as part of the Regional Plan and Code of Ordinances. As a result, for purposes of this report, land demand is based on the estimated maximum TRPA allocation of residential and non-residential development over the next 20 years.

Residential Land Demand

While the permanent population in the Plan Area appears to be in decline—17 percent decrease since 2000—demand from high-income second-homeowners from the Bay Area remains strong. According to the Market Opportunities and Constraints report prepared by EPS in 2006, demand for new market-rate luxury housing continues to be higher than the Region can supply.

Residential unit allocations for communities located in the Tahoe Region are outlined in Chapter 50 of the TRPA Code of Ordinances. For 2013, TRPA released up to 130 residential allocations to local governments. After applying Placer County's percent allocation of 22.45 percent, Placer County's maximum allocation for 2013 is 29 units. Assuming this allocation remains constant over the next 20 years, Placer County could expect to see a maximum of 580 new units by December 2032. This represents the total estimated amount of residential development that the Plan Area could see over the next 20 years.

Additionally, as discussed above, in recent years the decline in permanent population has led to the closure of schools in the Plan Area. Due to the declining permanent population discussed above, it is unlikely that additional land for new school development would be needed to accommodate residential growth.

Non-residential Land demand

Similar to residential land demand, for purposes of this report, non-residential land demand is based on the maximum allocation of non-residential development allowed by Chapter 50, of the TRPA Code of Ordinances. In 2013, TRPA released 200,000 square feet of commercial floor area to local governments in the Tahoe Region. After applying Placer County's allocation of 22.45 percent, Placer County received 44,900 square feet of commercial floor area for 2013. Assuming this allocation remains constant over the next 20 years, Placer County could expect to see about 900,000 square feet of new commercial floor area by 2032. This represents the total estimated amount of non-residential development that the Plan Area could see over the next 20 years.

VACANT PARCELS

Individual Parcel Evaluation System

Between 1987 and 1988, vacant residential parcels in the Tahoe Region were evaluated for land capability and scored based on eight elements under TRPA's Individual Parcel Evaluation System (IPES). These elements are: relative erosion hazard, runoff potential, access, stream environment zones, condition of local watershed, ability to revegetate, need for water quality improvement projects in the vicinity of the parcel, and distance from Lake Tahoe. IPES assigns a numerical score to vacant parcels and ranks the parcels within each local jurisdiction according to their relative suitability for development. Any parcel with a "top rank" score may obtain a residential allocation from their local jurisdiction, after which a building permit may be received from TRPA or local government agencies.

Originally, only parcels with an IPES score of 726 (the IPES Line) or higher were considered "buildable." The IPES Line was designed to lower over time as more environmental restoration projects were completed in each jurisdiction. In most counties, the IPES Line has dropped to a score at which every vacant parcel that is not located in a SEZ can now apply for a building allocation or permit. In the Placer County, however, the IPES Line is still 726 and some parcels currently may not have a buildable IPES score. TRPA has developed a limited IPES Incentive Program in Placer County that may allow landowners in the Plan Area to improve their IPES scores by contributing to local water quality improvement projects (WQIPs).

IPES scores also indicate the percentage of allowable coverage on a site, and in some cases, additional coverage can be purchased. Base allowable coverage (coverage assigned to a property) or the maximum allowable coverage (maximum coverage a property may have pursuant to land coverage transfers), whichever is greater, determines the percentage of coverage (development area) that may occupy the parcel. Coverage is now permitted within Stream Environment Zones (SEZs) or SEZ setbacks. Under TRPA's regulations, coverage is transferable, except when the maximum amount of coverage equals the base allowable coverage. Transferred coverage must come from a parcel within the same Hydrologic Transfer Area and from an equal or more sensitive parcel.

Vacant Sites

Dyett and Bhatia identified vacant sites using County data, windshield reconnaissance, and aerial photography. As discussed above, only parcels with an IPES score of 726 or greater are considered “buildable” in Placer County. As shown in Table 3.6-1 below and mapped in Figure 3-6, the Plan Area contains roughly 177 acres of vacant or nearly vacant land that constitute opportunity sites for future development for any land use. Vacant parcels range in size from 0.1 acres to 9 acres and are scattered throughout the Plan Area. The majority of parcels—69 percent—are located north of the SR 28 and SR 89 intersection in the communities of Carnelian Bay, Tahoe Vista and Kings Beach. The largest parcels are located in Carnelian Bay, while the smallest parcels are primarily located in Kings Beach. Base land coverage for vacant parcels identified below range from 0 to 30 percent.

The IPES system dates back to 1987 at which time TRPA evaluated the majority of vacant residential parcels in the Region for development potential. For purposes of this analysis sites parcels without an IPES score are excluded. Development potential likely exists on other vacant and newly subdivided parcels throughout the Plan Area, however TRPA has yet to evaluate their development potential and therefore they are not reflected in this analysis. Furthermore, various inaccuracies in the data likely exist and therefore the number of developable vacant sites within the Plan Area could be greater or less than the number reflected below in Table 3.6-3.

Table 3.6-3: Vacant Parcels with IPES >726

Community	Parcels	Acres
Carnelian Bay	84	57.7
Tahoe Vista	100	34.8
Tahoe City	69	28.7
Homewood	56	22.7
Kings Beach	89	18.5
Dollar Point	26	8.9
Tahoma	17	5.2
Total	441	176.5

Source: Placer County, 2013; TRPA, 2013.

SUPPLY/NEED “MATCH”

Between 2000 and 2010 the permanent population of the Plan Area declined by more than 2,500 residents—nearly a 17 percent decrease. However, according to EPS, demand for new market-rate, luxury housing continues to be higher than the Region can supply. Therefore, the amount of new residential development the Plan Area could expect to see during the next 20 years is equal to the projected number of housing unit allocations pursuant to Chapter 50 of the Code of Ordinances—about 580 new housing units. Currently there are 441 vacant parcels in the Plan Area with an IPES score equal to or greater than 726 that range in size from 0.1 to 9 acres that could potentially accommodate between one to 11 units per acre (11 units per acre is the average density of multi-family residential development currently in the pipeline. For more information see Section 3.3 above.).

The Regional Plan Update prioritizes redevelopment of existing Town Centers at higher intensities than exist in other areas of the Region. During the next 20 years, much of the projected residential and non-residential development is expected to occur in mixed-use developments within these centers. Chapter 31 of the TRPA Code of Ordinances establishes the maximum multi-family residential density at 15 units per acre. Additionally, compliant affordable housing projects are provided a 25 percent density bonus; 100 percent within the Kings Beach Commercial Community Plan Area. Based on the existing capacity of vacant parcels located throughout the Plan Area, and TRPA policies focused on high-intensity mixed use development within centers (primarily Tahoe City and Kings Beach), there appears to be sufficient land to accommodate the projected 580 new housing units and 900,000 square feet of commercial space within the Plan Area.



3.7 Policy Context

REGIONAL PLAN

The Regional Plan defines permitted uses or other land use and design criteria for the manmade environment to achieve attainment of the environmental thresholds, aiming to ensure the use, height, bulk, texture, form, materials, colors, lighting, signing, and other design elements of new, remodeled, and redeveloped buildings be compatible with the natural, scenic, and recreational values of the Region.

In response to the continued ecological degradation of Lake Tahoe and its environs, in large part due to non-point source pollution originating from existing development, policies in the Regional Plan aim to create walkable communities, increase alternative transportation options, and facilitate “environmental redevelopment” of existing built areas—providing the regulatory structure for mixed-use development and replacing older, environmentally degrading developments with more sustainable development in infill settings. To this end, the Regional Plan maps and defines land use classifications and priority redevelopment areas, identifies Town Centers, the Regional Center, and the High Density Tourist District as areas where sustainable redevelopment is encouraged, and establishes design and development requirements. Development must be transferred in to attain new height and density allowances in Centers, with incentives for development located in environmentally sensitive areas. This discussed in further detail under Managing Development Potential and Distribution below.

Improving the Built Environment. The Regional Plan contains community design policies that establish design standards that promote the achievement of environmental thresholds for scenery, and ensure the maintenance of desired community character, land use compatibility, and coordinated project review. These encourage restoration programs where necessary to attain recommended threshold levels and list design requirements for community design, site design, building design, landscaping, lighting, signing, and Town and Regional Center boundaries. (Policies: CD-1.1, CD-1.2, CD-2.1)

Promoting Town Centers. Regional Plan policies identify allowed land uses and development standards that direct development towards Town Centers, the Regional Center, and the High Density Tourist District. In these areas, the policies promote environmentally beneficial redevelopment and revitalization and allow for a mix of uses, including housing and non-residential development, that promote pedestrian activity and transit use. Policies include building form and site design standards that support pedestrian- and transit-oriented development, reflect the unique character of each area, respond to local design issues, consider ridgeline and viewshed protection, and promote redevelopment to lessen development pressures in undeveloped areas. (Policies: CD-2.1, LU-3.3, LU-4.8, LU-4.9, LU-4.10, T-1.1)

Improving Quality for Visitors and Residents. The Regional Plan seeks to use land use policy as a means to restore, maintain, and improve the quality of the Region’s environmental, economic, and social health. It identifies the primary character of the Region as a mountain recreation area, whose economic health relies on the maintenance of scenic and natural values for tourist and recreational enjoyment. It also states that redeveloping and rehabilitating the

Region's Town Centers is a priority in order to ease development pressures in environmentally sensitive areas. (Policies: LU-1.1, LU-1.2, LU-1.3)

Managing Development Potential and Distribution. Policies establish parameters for the total additional development allowed in the Region. These affect development rights for residential, tourist accommodation, commercial, recreation, public service, and resource management uses; total development rights must not exceed those allocated to the area or jurisdiction by the Regional Plan. Uses of water bodies are restricted to protect opportunities for recreation and environmental preservation. Policies also define and discuss the treatment of nonconforming uses and structures and identify the circumstances in which continuation, expansion, alteration, or substitution is permitted.

To encourage consolidation of development and restoration of sensitive lands, policies encourage the establishment of a Transfer of Development Rights program that allows transfers of equivalent development rights to parcels in areas designated as receiving areas, encourages consolidation of development and restoration of sensitive lands, and ensures the sending lot is appropriately restricted or retired.

Policies also recommend establishing a development rights allocation and residential bonus unit program that modifies the rate of release based on performance toward environmental improvements, includes an accounting mechanism, and directs development away from environmentally sensitive lands and outlying residential areas to Town Centers, the Regional Centers, and the High Density Tourist District. (LU-2.1, LU-2.2, LU-2.3, LU-2.4, LU-2.5, LU-2.6, DP-1.1, DP-2.2, DP-2.3, DP-3.1, DP-3.2, DP-3.3, DP-3.5, DP-3.6, DP-3.7)

Improving Housing Opportunities. Policies in the Regional Plan attempt to address regional housing issues, anticipating that specifics will be addressed by individual Area Plans. Policy goals involve increasing the number of housing opportunities for full-time and seasonal residents as well as the region's workers, including those for moderate-income households. In order to accomplish this, the policies encourage incentive programs, such as offering bonus development units for affordable housing provision, and ensuring that pricing of affordable units remains affordable. Additionally, affordable or government-assisted housing is encouraged to be sited in proximity to employment centers, services, and transit. (Policies: HS-1.1, HS-1.2, HS-1.3, HS-1.4, HS-2.1, HS-2.2, HS-2.3)

PLACER COUNTY POLICY CONTEXT

The existing General Plan, Community Plan, and Plan Area Statements contain over 240 goals, objectives, and policies related to land use, community design, and development potential (See Appendix C: Existing Land Use, Community Design, and Development Potential Goals, Objectives, and Policies). Many are duplicated in numerous plans; others convey the same principles and direction using different language.

Overarching goals focus on strengthening the economy, encouraging development and activities that will enhance the "year round" economy, and strengthening the area as a destination resort area. Policies provide area specific direction improving and upgrading the quality of the built environment, enhancing community design, encouraging mixed-use areas, discouraging strip commercial development, and expanding employee, senior, and affordable hous-

ing opportunities. Community design policies address standards for community design, site design, building design, landscaping, lighting, signing and in some areas, identify a design review process. Policies also address the allocation of commercial floor area, tourist accommodation units, and residential bonus units, as well as related incentive programs. Many of these policies appear to be out of date. For example, one policy states, “from Community Plan adoption until December 31, 1996, an additional 50,000 square feet of commercial floor area may be allocated within the Tahoe City Community Plan Area.”

A number of policies are dedicated to identifying the uses appropriate for specific areas. Because the policies were written for relatively small geographic areas, they tend to be narrow in scope.

ANALYSIS

While there are a significant number of existing policies related to land use, community design, and development potential, they do not meet the community’s goals and objectives or reflect new initiatives in the Regional Plan to create walkable communities, increase alternative transportation options, and facilitate “environmental redevelopment” of existing built areas—providing the regulatory structure for mixed-use development and replacing older, environmentally degrading developments with more sustainable development in infill settings. Policies related to appropriate land uses and community design should be updated to reflect recent visioning efforts conducted as part of the Pathway 2007 Basinwide Management Plan, Kings Beach Visioning, Tahoe City Visioning, and by the Plan Area teams. The policies should also reflect the Economic and Market Analysis.

While current policies support the concept of Town Centers, they do not reflect the additional incentives and allowances established in the Regional Plan that promote environmentally beneficial redevelopment and revitalization and allow for a mix of uses, including housing and non-residential development, that promote pedestrian activity and transit use.

Goals and policies should be developed to reflect the updated community visions and more closely align with Regional Plan policies, articulating the overall direction for land use and community design. Where appropriate to address localized issues, policies applicable to specific areas should be developed. Development and design standards should not be included in the policies; rather, they should be included in the Development Code.

Policies should also be updated to reflect current policy direction for the allocation of development potential. However, policies specifying allocation distribution are more appropriate for inclusion in implementation programs.