Part 4 Land Use Plan

This Land Use Plan is intended to restore the environment, enhance community character, and improve socio-economic conditions. Development will be managed in accordance with the Regional Plan and the environmental Threshold standards.

Lake Tahoe's dam and outlet in Tahoe City

The regulatory foundation for this Plan is the Regional Plan growth management system and TRPA development standards. Changes from the previous plans include: 1) implementation of the approved 2012 Regional Plan amendments; and 2) incorporation of program and project ideas generated by the subarea working groups and in the vision plans for Tahoe City and Kings Beach.

The updated Regional Plan land use policies are an important aspect of the region's environmental improvement strategy and were embraced in the vision plans. Many of the policies can only be implemented in an Area Plan that conforms with the Regional Plan.

4.1 Land Use Strategy

This Land Use Plan promotes redevelopment of the built environment, multi-modal transportation options and enhanced economic conditions. Regional Plan incentives for compact and environmentally sensitive redevelopment are applied in the Town Centers of Tahoe City, Kings Beach and North Stateline. Incentives to transfer development from sensitive lands and outlying areas to these Centers are also provided.

Additional amendments are implemented for the lower intensity Village Centers throughout the Plan area. In these traditionally commercial nodes, the Plan promotes mixed land uses, environmental gain and high quality design. Village Centers include Tahoma, Homewood, Sunnyside, Lake Forest/Dollar Hill, Carnelian Bay and Tahoe Vista.

In the existing single family neighborhoods, development standards remain largely unchanged and environmental restoration is emphasized. To provide housing for the area's workers, additional opportunities for secondary dwelling units are provided on properties near the Village Centers and transit services.

4.2 Existing Land Use

LAND USE MIX

Existing land uses are listed on Table 4.2-A and are mapped on Figures 4-1 (Plan area map), 4-2 (Kings Beach map) and 4-3 (Tahoe City map).

Over 85 percent of the Plan area includes undeveloped and protected land.

About 75 percent of the Plan area is used for conservation and backcountry purposes. Conservation lands include U.S. Forest Service lands within the Tahoe National Forest and open spaces that are managed by other agencies. About 4 percent of the conservation lands are privately owned and used primarily for timber production.

Table 4.2-A: Existing Land Uses

Land Use	*Acres*	*Percent*
Residential	3,558	7.7%
Commercial	177	0.4%
Tourist Accommodations	75	0.2%
Industrial	48	0.1%
Public Services	313	0.7%
Vacant	1,247	2.7%
Recreation	4,744	10.2%
Conservation/Backcountry	35,030	75.4%
Right of Way	1,209	2.6%
Total	**46,402**	**100.0%**

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

An additional 10.2 percent of the Plan area is used for Recreational purposes - primarily as state parks, local parks, beaches, ski areas and golf courses. The main ski area is Homewood Mountain Ski Resort on the west shore. The Northstar and Alpine Meadows ski areas extend into the western portions of the Plan area, but are mostly located outside the Lake Tahoe Basin. Tahoe City and Kings Beach each have nine-hole golf courses.

PUBLIC LAND

Since adoption of the 1987 Regional Plan, public agencies have been acquiring private land throughout the Lake Tahoe Basin. During this time, about 8,360 residential parcels have been acquired for environmental purposes.

These efforts have increased public land ownership in the Plan area to over 83 percent. Table 4.2-B lists public and private lands in the Plan area. Most of public land is federally owned and included in the Tahoe National Forest.

Table 4.2-B: Property Ownership

Property Ownership	*Parcels*	*Acreage*
Private	13,299	7,718.9
Federal	595	31,392.1
State	1,624	6,349.5
Local	204	701.5
Total	**15,722**	**46,162**

Source: Placer County GIS, 2015.

State lands include Burton Creek State Park, Kings Beach State Recreation Area and numerous smaller properties that are managed by the California Department of State Parks (State Parks) and the Tahoe Conservancy (CTC). State Parks and CTC remain active in the Lake Tahoe Region and continue to expand their holdings and complete improvements, as funding permits. Lake access locations and SEZs are top acquisition priorities.

There are many local parks and beaches within the Plan area. These are managed by Placer County, the public utility districts for Tahoe City and North Tahoe, and through cooperative agreements with other public agencies. Public lands and recreational uses are further described in the Recreation Plan.

DEVELOPMENT PATTERN

Developed areas are concentrated near the shoreline of Lake Tahoe, with neighborhoods extending into the lower foothills. Almost all of the development predates the Regional Plan. New subdivisions have been prohibited for decades, with exceptions for modifications to existing development. A significant amount of development is located on SEZs that are now protected for environmental purposes.

Prior to 1930, the majority of residential development (65 percent) occurred along the west shore between Tahoma and Tahoe City. Between 1930 and 1959, Kings Beach, Tahoe Vista, Tahoe City, Dollar Point, and Carnelian Bay experienced significant growth. Most residential development within the Plan area occurred between 1960 and 1989. During this period, the Tahoe City and Dollar Hill areas developed rapidly with additional growth in the north shore communities.

Many of the older residential structures have gradually been replaced with rebuilt or substantially remodeled homes, which tend to be larger and more expensive. Commercial areas have been slower to redevelop and are a focus of the new planning strategies.

Non-residential development is located in a series of towns and villages along the Highway 28 and 89 corridors, which together with Highway 50 form the 71 mile loop road around Lake Tahoe.

The communities of Kings Beach and Tahoe City together account for more than 60 percent of the permanent population and have concentrated non-residential Town Centers. Regional Plan regulations have made it difficult to redevelop the Town Centers, as current development exceeds that allowed by TRPA. The Town Centers continue to include substantial non-conforming development and land coverage - and are a major source of pollution.

Smaller communities include Tahoma, Homewood, Sunnyside, Dollar Hill / Lake Forest, Carnelian Bay, Tahoe Vista and Stateline. Each of these communities has a small non-residential core surrounded by residential neighborhoods. In many cases, the neighborhoods grew together to form a nearly continuous strip of development from Tahoma to the Nevada State line. Some of the more sensitive areas have been acquired and/or restored.

There are relatively few apartments and condominiums when compared to other mountain resort communities. About 88 percent of existing residential land within the Plan area is single-family development, followed by duplex (five percent), multi-family (four percent), and mobile homes (three percent).

Nearly all of the Plan area was developed before TRPA was established and with few environmental standards. Communities were not built with sidewalks, trails or water quality improvements. Environmentally beneficial “retrofits” have been pursued for decades.

Tourist accommodations are generally located along the highways, primarily in Tahoe City, Kings Beach and Tahoe Vista. Small quantities of industrial uses are located along Highway 89 west of Tahoe City, south of Highway 89 in Lake Forest, and in upper portions of Kings Beach.

Highways 89 and 267 are the main gateway routes into the Plan area and provide convenient access from the Interstate 80 corridor, Squaw Valley, Northstar, and Truckee.

Kings Beach

Kings Beach is located around the intersection of Highways 28 and 267. The land use pattern includes commercial and tourist accommodation uses along Highway 28, residential uses extending upslope in a grid pattern, and light industrial uses near the top of the “grid”. Most of Kings Beach was subdivided in 1926 as part of the “Brockway Vista” subdivision. The residential area north of Highway 28 was subdivided into rectangular lots 125 feet deep and as narrow as 25 feet. Many of the lots are 50 or 75 feet wide. The small lot sizes have constrained redevelopment in Kings Beach.

Over the last 25 years, the primary changes in Kings Beach have included waterfront improvements at the Kings Beach State Recreation Area, streetscape improvements and sidewalks along Highway 28, and water quality improvements. There has been very little private redevelopment in the Town Center.

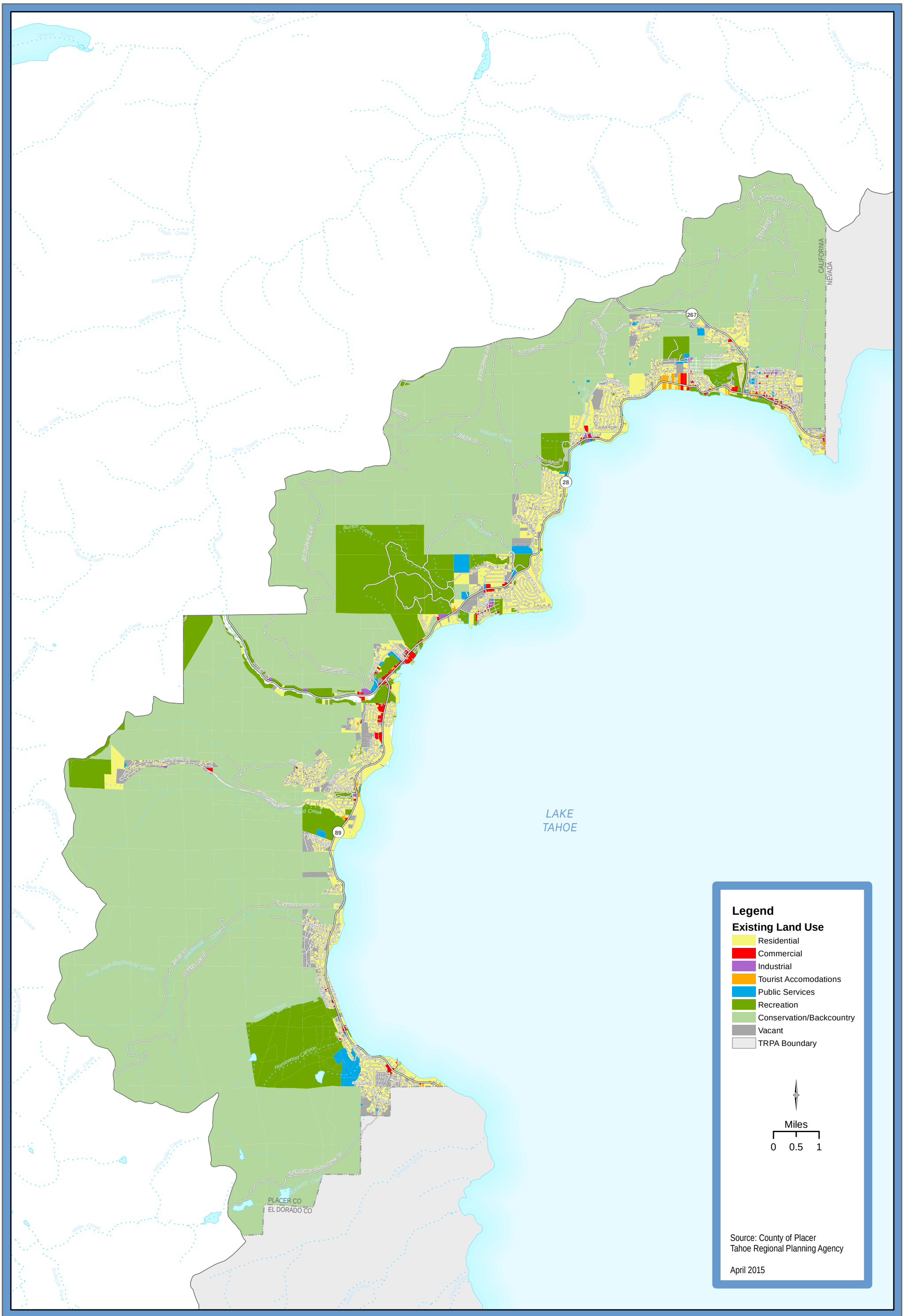
Kings Beach Town Center

Tahoe City

Tahoe City is located around the intersection of Highways 89 and 28. Similar to Kings Beach, the majority of commercial and tourist accommodation uses in Tahoe City are located along the State Highways. Improvements in Tahoe City have focused on Town Center sidewalks, water quality improvements and new public land amenities, including the new lakefront trail, expansions to Commons Beach, and the 64 acre park.

Tahoe City Town Center

Tahoe City has seen a little more private redevelopment than Kings Beach, although most private development remains largely unchanged from the pre-TRPA period. The golf course was recently acquired by Placer County and partner agencies and provides an opportunity to support community enhancements.



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Tahoe Basin Area Plan

Figure 4-1
Existing
Land Use

Legend

Existing Land Use

- Residential
- Commercial
- Industrial
- Tourist Accomodations
- Public Services
- Recreation
- Conservation/ Backcountry
- Vacant
- Sensitive Lands
- SEZ
- 20 Foot Contours
- IPES Score 726 and below
- IPES Score 726 and above
- Town Center

Feet

0 500

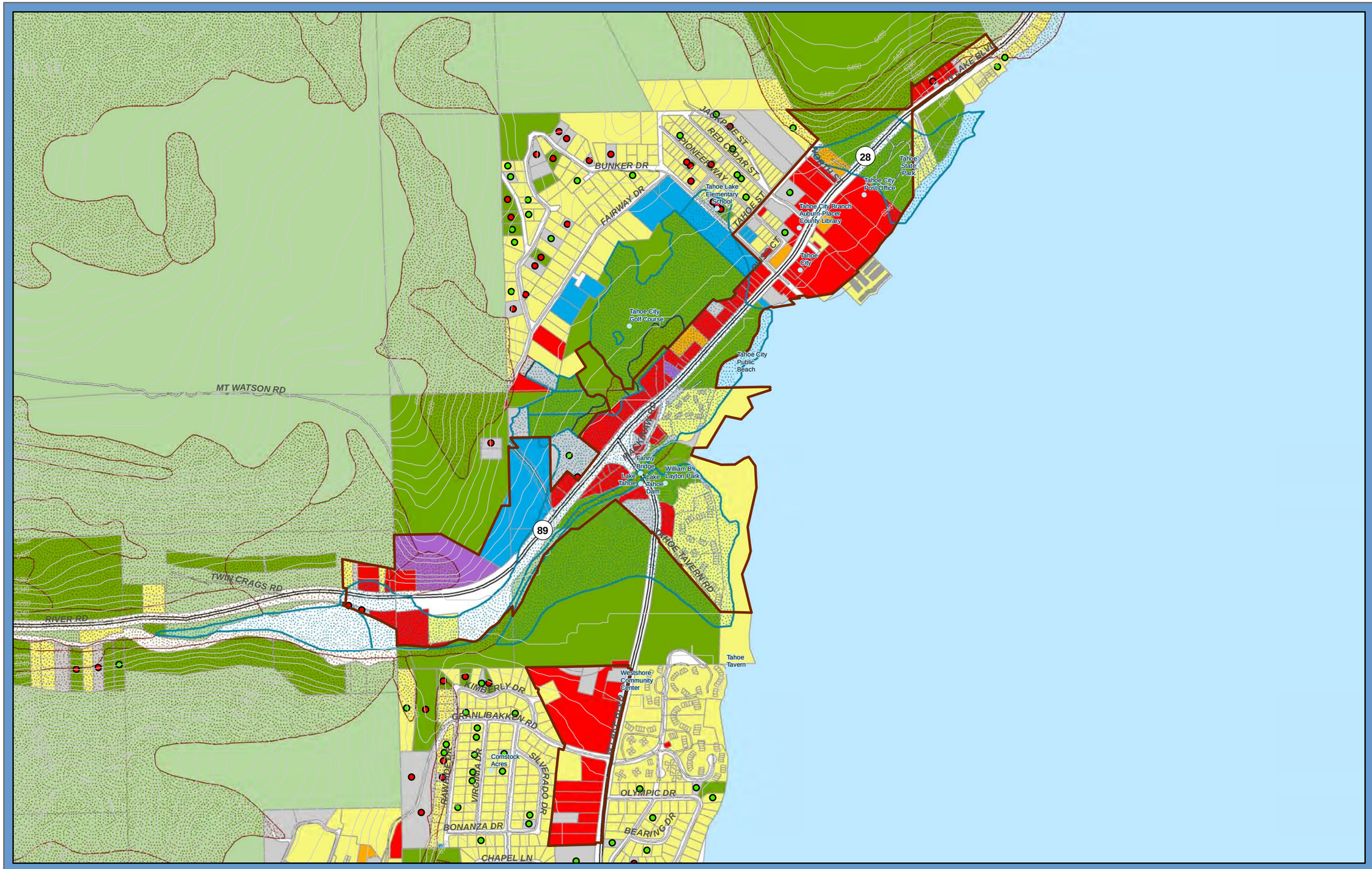
Source: County of Placer
Tahoe Regional Planning Agency

April 2015

PLACER COUNTY
COMMUNITY DEVELOPMENT RESOURCE AGENCY
GEOGRAPHIC INFORMATION SYSTEM DIVISION

Tahoe Basin Area Plan

Figure 4-2
Kings Beach
Existing Land Use



Legend

Existing Land Use

- Residential
- Commercial
- Industrial
- Tourist Accomodations
- Public Services
- Recreation
- Conservation/ Backcountry
- Vacant
- Sensitive Lands
- SEZ
- 20 Foot Contours
- IPES Score 726 and below
- IPES Score 726 and above
- Town Center

Feet
0 500

Source: County of Placer
Tahoe Regional Planning Agency

April 2015

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COMMUNITY DEVELOPMENT RESOURCE AGENCY
GEOGRAPHIC INFORMATION SYSTEM DIVISION

Tahoe Basin Area Plan

Figure 4-3
Tahoe City
Existing Land Use

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4.3 TRPA Growth Control System

TRPA has implemented a strict growth control system under the Bi-State Compact and Regional Plan. The system is designed to complement the region's development standards and improvement programs to achieve and maintain the Thresholds. Programs described in this section are outlined in TRPA Code Chapters 39 through 53, which remain in place under this Area Plan.

Upon adoption, certain aspects of the TRPA growth control program were litigated extensively, appealed to the U.S. Supreme Court, and ultimately upheld as lawful.

At a basic level, TRPA administers a cap-and-trade system for different types of development rights and for land coverage. These "commodities" can be bought and sold separately from the property from which they originate. In some cases, the commodities can be "transferred" to other locations, "banked" for future use or "converted" into other types of commodities. Overall, the TRPA growth control system limits the Region's capacity for development.

Amendments in the 2012 Regional Plan and this Area Plan are targeted to specific issues and do not alter the comprehensive foundations of the regional growth management framework, which includes the following components:

- Subdivisions that would create new development potential are prohibited.
- Parcels that legally existed prior to July 1, 1987 were either assigned one residential development right (which may or may not be constructed on site) or were authorized for non-residential development.
- In order to construct a residential unit, tourist unit or commercial space, development allocations must be obtained. Allocations are released slowly through a complicated system that requires various forms of environmental improvement in exchange for development allocations. Maximum build out of the Region is established with caps for all land use commodities, which include residential units (residential development rights and allocations), commercial floor area (CFA), and tourist accommodation units (TAUs).
- TRPA permits the phased construction of development over many years by slowly releasing non-residential and residential development allocations.
- The land capability system is used to limit land coverage based on its ecological importance and sensitivity to degradation. Base allowable coverage ranges from 30 percent on non-sensitive land to 1 percent on the most sensitive lands, including SEZs. Additional land coverage can be transferred from more sensitive to less sensitive lands, with certain restrictions. The land coverage program was adjusted in 2012 to accelerate the coverage mitigation and removal from sensitive lands.
- The Individual Parcel Evaluation System (IPES) is a land capability based system to determine development suitability on single family parcels. Many vacant parcels continue to be unbuildable under IPES. As environmental improvements are implemented, the "IPES line" for each jurisdiction can drop to a point of allowing

development on all single family lots with a development right except in Stream Environment Zones.

- A development transfer program encourages the relocation of existing development and development rights from sensitive areas to properties that are more suitable for development. Development rights on the most sensitive properties may only be used if transferred to more suitable sites. The development transfer program was adjusted in 2012 to incentivize transfers from sensitive lands and outlying areas to Town Centers by awarding bonus units for such transfers.
- Multi-Residential and Tourist Accommodation Bonus Units are awarded to projects as an incentive to achieve certain desired policy results (e.g., affordable housing or environmental improvements). In 2012, the bonus unit program for development transfers to Town Centers was established. A bonus unit pool for CFA was also created.
- Recreational capacity is limited by the "Persons At One Time (PAOT)" system. PAOT allocations identify the maximum recreational capacity allowed by TRPA and are distributed with approval of projects that expand recreational capacity. There are separate PAOT limitations for overnight facilities, summer day use facilities and winter day use facilities.

RESIDENTIAL DEVELOPMENT

Upon adoption of the 1987 Regional Plan, new subdivisions were prohibited and each vacant residential parcel was assigned one residential development right. To build a home, a property owner must have a development right, a "buildable" IPES number and a residential allocation. Alternatively, multi-family units can be created in appropriately zoned areas by completing certain environmental enhancements and obtaining a multi-residential bonus unit from TRPA. In February 2015, there were 1,094 vacant residential parcels (development rights) in the Plan area.

A new single family house

Individual Parcel Evaluation System (IPES)

Between 1987 and 1988, vacant residential parcels in the Tahoe Region were evaluated for land capability and scored under TRPA's Individual Parcel Evaluation System (IPES).

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 most local jurisdictions, the IPES Line has dropped to a score at which every vacant parcel that is not located in a SEZ is buildable. However, because of historic development patterns and the way the IPES system has been implemented, the Placer County IPES Line remains at 726.

IPES scores also indicate the percentage of allowable coverage on a site. In some cases, additional coverage can be purchased and transferred to a site. 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 that may occupy the parcel.

Table 4.3-A: 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.

As shown in Table 4.3-A, the Plan area contains 441 vacant residential parcels with an IPES score equal or greater to 726. These vacant sites are mapped in Figure 4-5 and are considered "buildable" home sites. Additional home sites may also be "buildable" under TRPA programs or if the Placer County IPES line drops.

The vacant sites range in size from 0.1 acres to nine acres. 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.

Residential Allocations

TRPA distributes residential allocations to local governments in proportion to the capacity for development and environmental performance. When allocations are available, property owners may obtain one from the County with a building permit.

TRPA maintains a general release rate of 130 residential unit allocations per year for the region, which is expected to continue through 2032. Placer County generally receives 22.5 percent of the allocations from TRPA - about 29 units per year on average.

For 2015-16, Placer County received 74 allocations (37 per year) – somewhat more than the expected annual average. With leftover units from prior years, the County has 134 residential

allocations available for 2015-16 (as of February 2015). An additional 506 allocations are expected to be received through 2032.

Development Transfers and Bonus Units

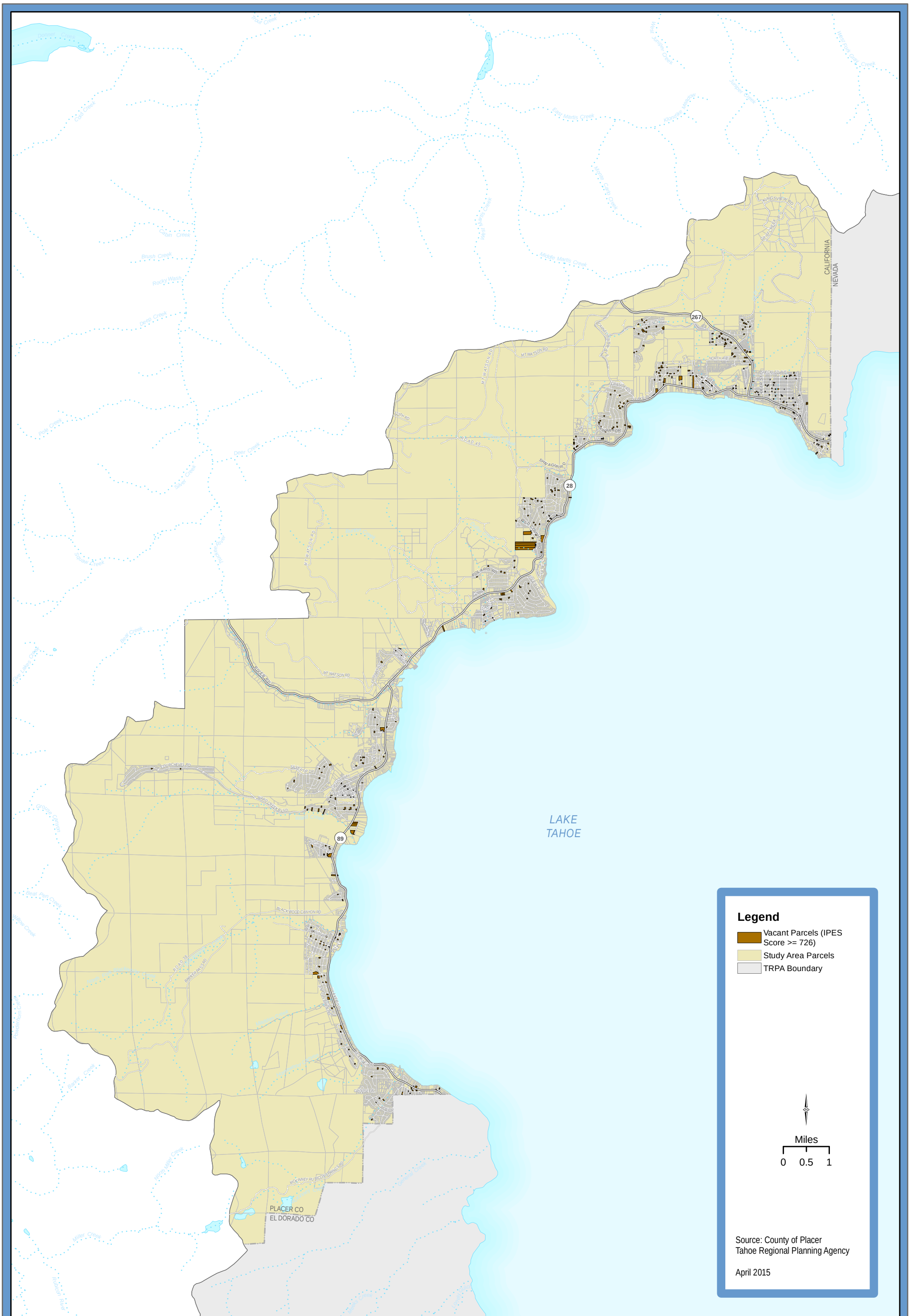
Residential Development rights may be transferred to certain non-residential and multi-family parcels. The program is intended to direct development to the most suitable locations.

The initial development transfer program was infrequently utilized, so more aggressive incentives were established in 2012. A property owner can now receive residential bonus units when transferring development rights from environmentally impactful locations to a Town Center. The bonus unit award is based on sensitivity (for water quality) and remoteness (for air quality) of the sending parcel. In effect, one development right/allocation in an impactful location can be converted to multiple residential units in a Town Center. TRPA has over 1,200 residential bonus units available, 600 of which can only be used for transfers to Centers. The remaining units can also be earned by completing certain environmental improvements.

The development transfer incentives also apply to existing development, with a greater transfer ratio and restoration requirements for the sending site. Transfer ratios for development rights and existing development are depicted on Tables 4.3-B and 4.3-C below.

TABLE 4.3-B: TRANSFER OF DEVELOPMENT RIGHTS TO CENTERS	
Step 1: Determine applicable transfer ratio based on sending parcel.	
Sending Parcel	Transfer Ratio
SEZ	1:1.5
Other Sensitive Lands	1:1.25
Non-Sensitive Lands	1:1
Step 2: For transfers of residential development rights, determine additional transfer ratio based on distance from centers and/or primary transit routes.	
Distance	Additional Transfer Ratio
Less than ¼ mile, or on the lake-ward side of primary transit routes	1:1
¼ mile to ½ mile	1:1:25
½ mile to 1 mile	1:1.5
mile to 1½ mile	1:1.75
Greater than 1½ mile	1:2
Step 3: Multiply the applicable ratios from Steps 1 and 2 to determine the applicable transfer ratio.	
Source: TRPA Code of Ordinances Table 51.3.6-1.	

TABLE 4.3-C: TRANSFER OF EXISTING DEVELOPMENT TO CENTERS	
Step 1: Determine applicable transfer ratio based on sending parcel.	
Sending Parcel	Transfer Ratio
SEZ	1:3
Other Sensitive Lands	1:2
Non-Sensitive Lands	1:1
Step 2: For transfers of existing residential development, determine additional transfer ratio based on distance from centers and/or primary transit routes.	
Distance	Additional Transfer Ratio
Less than ¼ mile, or on the lake-ward side of primary transit routes	1:1
¼ mile to ½ mile	1:1:25
½ mile to 1 mile	1:1.5
mile to 1½ mile	1:1.75
Greater than 1½ mile	1:2
Step 3: Multiply the applicable ratios from Steps 1 and 2 to determine the applicable transfer ratio.	
Source: TRPA Code of Ordinances Table 51.5.3-1.	



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Tahoe Basin Area Plan

Figure 4-4
Vacant Sites

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NON-RESIDENTIAL DEVELOPMENT

Allocations are required for new non-residential development. TRPA classifies uses as Commercial Floor Area (CFA), Tourist Accommodation Units (TAUs), Recreation Facilities and Public Service Facilities.

CFA and TAUs are most tightly regulated, and are summarized below. Recreation Facilities are limited with People at One Time (PAOT) allocations, which reflect the design capacity of expanded recreational facilities. These are described in the Recreation Plan. Public Service facilities are allowed without numeric caps when there is a community need and other ordinances are addressed.

The supply of CFA and TAUs are limited - and like residential development - can be transferred between properties through Regional Plan programs. For transfers to Town Centers, the ratios are 1:3 for SEZ lands and 1:2 for other sensitive lands. There is no distance multiplier.

Commercial Floor Area (CFA)

Placer County's CFA supply totals 72,609 square feet (Feb 2015). Placer County may assign this CFA with project approvals. Some CFA is reserved for certain areas and some is available throughout the Plan. The County's current CFA supply is listed on Table 4.3-D.

TRPA also has a CFA supply that is used for development transfer bonus units and other programs. The TRPA supply totals 160,347 square feet for the region (Nov 2015). TRPA has an additional 200,000 square feet that may be used once the current supply is exhausted. Utilization of new CFA has been slow.

Table 4.3-D: Placer County CFA Supply

Location of Use	*Square Feet*
Kings Beach	20,816
Tahoe City	20,699
Carnelian Bay	1,250
Tahoe Vista	0
Stateline	4,500
Kings Beach Industrial	3,456
Area-Wide	21,888
Total	**72,609**

Source: Placer County and TRPA, 2015.

Tourist Accommodation Units (TAUs)

The supply of TAUs is more restricted than the supply of CFA. Placer County retains 25 TAUs from original 1987 allocations and has since acquired property with additional TAUs. The potential supply for new projects is shown on figure 4.3-E. The TRPA supply for development transfer incentives is only 122 for the entire region.

Table 4.3-E: Placer County TAU Supply

Location of Use	*Units*
Tahoe City – Remaining from 1987 Plan	25
Kings Beach - Kings Beach Center	10
Kings Beach - Owned by Redevelopment Successor Agency; Eastern Gateway	6
Kings Beach – Units committed and in process; Community House	8
Total Available or in Process	**49**

Source: Placer County and TRPA, 2015.

Many tourist facilities are in need of improvement. Projects have changed little under the 1987 Regional Plan and the "bed base" has migrated to the surrounding communities of Truckee, Squaw Valley, and Northstar. Many old motels are now blighted, environmentally impactful, and would benefit from redevelopment. The south shore has an abundant supply of motels and high vacancy rates, but the north shore supply is more limited and quality units are needed. The demand for improved lodging in the Plan area provides a significant redevelopment opportunity.

With a limited supply of TAUs, there is a concern that the TRPA transfer program may not work as intended without additional TAUs or expanded land use conversion programs.

LAND USE CONVERSIONS

The Regional Plan allows land use conversions through several programs. These programs allow TAUs to be converted to either CFA or Residential Units, but do not allow CFA to be converted to TAUs. A process to convert the some of the regional bonus unit pool of CFA to TAUs is being developed by TRPA.

This Area Plan expands upon the TRPA programs with a pilot program for on-site conversions from CFA to TAUs and conversions of the Placer County supply. The program is intended to facilitate the most likely redevelopment projects and is described below in the Area Plan Program section.

SHOREZONE DEVELOPMENT

The shorezone of Lake Tahoe is regulated in detail by TRPA. The regulations are intended to protect Lake Tahoe and its spectacular lake scenery and apply to piers, buoys, marinas and boating activities in the "Lakezone"; as well as "Shorezone" development extending 300 feet inland from the high water mark. TRPA Code Chapters 80 through 86 will continue to govern development on Lake Tahoe and in its Shorezone. All projects which fall within this area shall be referred to the TRPA for review.

The shorezone in winter

4.4 Area Plan Programs

The Lake Tahoe shorezone at sunset

In response to the continued ecological degradation of Lake Tahoe and its environs, in large part due to 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.

The Regional Plan maps and defines land use classifications and priority redevelopment areas, including Town Centers, as areas where sustainable redevelopment is encouraged, subject to design and development requirements. Placer County has three designated Town Centers – Tahoe City, Kings Beach and North Stateline. The Regional Plan requires that Area Plans "preserve the character of established residential areas outside of Centers, while seeking opportunities for environmental improvements".

Programs in this Area Plan conform to the Regional Plan policies and include the topics described below. These programs are further defined in the Area Plan Implementing Regulations.

Redevelopment Incentives for Town Centers:

The Area Plan implements Regional Plan redevelopment incentives in Town Centers. Regional Plan standards will be used for building height (3-4 stories), density (25 units/acre for residential and 40 units/acre for tourist) and maximum land coverage (50-70 percent of non-sensitive lands). The above described development transfer incentives also become effective upon adoption of this Area Plan.

Environmental improvements are identified and Code standards applied in accordance with the Regional Plan. The following are important requirements for Area Plan approval:

- Identify and support environmental improvement projects.
- Direct development away from stream environment zones.
- Require that projects in disturbed stream environment zones reduce coverage and enhance natural systems.
- Include site and building design standards addressing ridgeline and viewshed protection.

- Promote walking, bicycling, transit use and shared parking, including continuous sidewalks on both sides of state highways in Town Centers.
- Ensure adequate capacity to receive development transfers.
- Require variations in building height and transitional height limits adjoining properties outside Town centers.
- Include an integrated community strategy for coverage reduction and enhanced stormwater management.
- Demonstrate that all development activity within Town Centers will provide for and not interfere with Threshold Gain.

Mixed Use Zoning

Consistent with the Regional Plan, residential and mixed uses will be allowed in existing commercial districts. These centrally located areas were changed from Commercial to Mixed-Use in the 2012 Regional Plan.

This amendment will allow housing in proximity to employment and multi-modal transportation facilities. Over time, this will reduce automobile dependency, improve air quality, and accelerate redevelopment and BMP installation.

Revised Parking Regulations

The Area Plan modifies parking standards to reduce minimum parking in some cases, promote shared parking, and consider the future development of parking assessment districts and/or in-lieu payment systems. Amendments were developed as part of a comprehensive parking study and are consistent with Regional Plan parking amendments, including TRPA Code Section 13.5.3.B.2 encouraging alternative parking strategies. Future development of parking assessment districts and/or in-lieu payment systems may also involve amendments to this Area Plan.

Reductions in minimum parking standards and shared parking options are intended to reduce land coverage and make more efficient use of land for parking and pedestrian uses. Future consideration of parking assessment districts and/or in-lieu systems would further consolidate parking and reduce vehicle trips.

Site and Building Standards for Mixed Use Districts

The Area Plan implements new site and building design standards for Town Centers and other Mixed Use areas, including lot standards, building placement standards, building height and form standards, and site design standards.

Standards address all Regional Plan requirements and focus on improving scenic conditions and enhancing pedestrian facilities. The standards incorporate, modernize and supplement existing provisions of the Placer County Standards and Guidelines for Signage, Parking, and Design. Implementation will improve scenic quality and promote alternative modes of transportation.

Design Standards for Landscaping, Lighting and Signs

The Area Plan updates Regional Plan design standards and guidelines for landscaping, lighting and signs. Changes primarily involve modernizing the document format, graphics and references. There is also a new requirement for fully-shielded outdoor lighting fixtures. This is primarily a formatting amendment to existing design standards.

New TRPA dark sky lighting requirements are not fully addressed in the existing plans, so conforming amendments are included. Implementation will improve scenic quality.

Limited Conversion of CFA to TAU

The Area Plan establishes a pilot program for the limited conversion of CFA to TAUs for existing development (held by property owners) and for the CFA supply held by Placer County. The program builds upon the conversion standards currently being developed for the TRPA pool of CFA and Tourist Bonus Units. Limitations include:

- Converted units may only be used in Placer County Town Centers;
- Sites must have BMP Certificates;
- Sites must have sidewalk access;
- Sites must be within ¼ mile of a transit stop;
- No more than 400 additional TAUs may be established in Placer County through this pilot program and other actions combined; and,
- The program will be periodically monitored for efficacy, possible extension and consideration of program adjustments.

An existing lodging project

The conversion rate is consistent with the conversion rate being developed by TRPA for bonus units: 1 TAU = 454 square feet of CFA.

This amendment is needed because the current supply of TAUs in Placer County is insufficient to accommodate redevelopment projects with new lodging units, creating a barrier to environmental development.

Studies have shown that there is a land use imbalance in the Area Plan, primarily involving a shortage of lodging compared to visitation levels and other uses. The current pattern of visitors staying outside the Tahoe basin and driving to and from activities at Lake Tahoe is environmentally and economically impactful.

This amendment recognizes the uneven distribution of commodities and allows Placer County to establish a more balanced land use pattern over time. It promotes redevelopment of Placer County's Town Centers, which will improve environmental conditions and support the local economy.

Non-Contiguous Project Areas in Town Centers

This program allows a project site to include non-contiguous parcels within Town Centers. To utilize this program, all project components must be located on developed land in a mixed use zoning district within a Town Center, and all applicable development standards still apply. Projects utilizing this option will require TRPA approval.

Placer County's Town Centers are subdivided into small parcels, most of which have more land coverage than is currently allowed. Assembling a large enough project area can be a significant impediment to redevelopment. This amendment will allow property owners to assemble non-contiguous parcels for different project components, thereby accelerating redevelopment, BMP installation and related environmental benefits. A comparable ordinance was used in the South Lake Tahoe Redevelopment Plan Area.

Secondary Residences

This program expands upon TRPA Code Section 21.3.2 to allow market-rate secondary residences on certain residential parcels less than one acre in size, subject to BMP certificates, TRPA code requirements (including allocations), and supplemental design standards.

To qualify for the program, properties must be located within one-quarter mile of a mixed use zoning district or primary transit route (see Figure 4-8). Secondary residences may not be used as tourist units or converted to TAUs.

Consistent with State Law, Placer County's Housing Element promotes residences to provide housing at affordable and moderate cost levels. TRPA Code currently prohibits secondary residences on parcels less than one acre in size, except for deed-restricted units. The amendment promotes quality housing and improved environmental conditions by reducing the need for the Region's employees to commute daily from housing outside the Region.

This program is consistent with Regional Plan Policy HS-3.1, which directs TRPA to work with local jurisdictions to remove identified barriers preventing the construction of necessary affordable housing in the region, including workforce and moderate-income housing, secondary residential units and long-term residency in motel units.

4.5 Land Use Diagram

The Area Plan Land Use Diagram (Figure 4-5) depicts the Regional Plan land use designations and Town Centers, along with Village Centers identified by this Area Plan. More detailed zoning maps are included in the Area Plan Implementing Regulations.

REGIONAL PLAN LAND USE DISTRICTS

Regional Plan Policy LU-4.1 describes land use designations and acceptable uses as follows:

LU-4.1: THE REGIONAL PLAN LAND USE MAP IDENTIFIES GROUPINGS OF GENERALIZED LAND USES AND PRIORITY REDEVELOPMENT AREAS IN THE REGION. AREAS OF SIMILAR USE AND CHARACTER ARE MAPPED AND CATEGORIZED WITHIN ONE OR MORE OF THE FOLLOWING EIGHT LAND USE CLASSIFICATIONS: WILDERNESS, BACKCOUNTRY, CONSERVATION, RECREATION, RESORT RECREATION, RESIDENTIAL, MIXED-USE, AND TOURIST. THESE LAND USE CLASSIFICATIONS SHALL DICTATE ALLOWABLE LAND USES. EXISTING URBANIZED AREAS ARE IDENTIFIED AS CENTERS AND INCLUDE TOWN CENTERS, THE REGIONAL CENTER AND THE HIGH DENSITY TOURIST DISTRICT. CENTERS ARE THE AREAS WHERE SUSTAINABLE REDEVELOPMENT IS ENCOURAGED.

Since the development permitted under this plan is generally limited to the existing urban boundaries in which uses have already been established, the concept of this land use plan is directed toward encouraging infill and redirection. The intent of this system is to provide flexibility when dealing with existing uses, continuation of acceptable land use patterns, and redirection of unacceptable land use patterns. Implementation regulations set forth the detailed management criteria and allowed uses for each land use classification.

This Area Plan includes Conservation, Backcountry, Recreation, Residential, Mixed Use and Tourist districts, along with the Tahoe City, Kings Beach and North Stateline Town Centers. Not included in the Plan are Wilderness, Resort Recreation, Regional Centers or High Density Tourist Districts. Policy LU-4.1 describes the districts as follows.

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 include (1) public lands already set aside for this purpose, (2) high-hazard lands, stream environment zones, and other fragile areas, without substantial existing improvements, (3) isolated areas which do not contain the necessary infrastructure for development, (4) areas capable of sustaining only passive recreation or non-intensive agriculture, and (5) areas suitable for low-to-moderate resource management.

Backcountry

Backcountry areas are designated and defined by the U.S. 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.

Recreation

Recreation areas are non-urban areas with good potential for developed outdoor recreation, park use, or concentrated recreation. Lands which this plan identified as recreation areas include (1) areas of existing private and public recreation use, (2) designated local, state, and federal recreation areas, (3) areas without overriding environmental constraints on resource management or recreational purposes, and (4) areas with unique recreational resources which 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 non-residential uses that complement the residential neighborhood. These lands include: (1) areas now developed for residential purposes; (2) areas of moderate-to-good land capability; (3) areas within urban boundaries and serviced by utilities; and (4) areas of centralized location in close proximity to commercial services and public facilities.

Mixed-Use

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 service, light industrial, office, and residential uses. The purpose of this classification is to concentrate higher intensity land uses for public convenience, and enhanced sustainability.

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 Bi-State Compact as suitable for gaming. These lands include areas that are: already developed with high concentrations of visitor services, visitor accommodations, and related uses; of good to moderate land capability (land capability districts 4-7); with existing excess land coverage; and located near commercial services, employment centers, public services and facilities, transit facilities, pedestrian paths, and bicycle connections.

Town Center District

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.

VILLAGE CENTERS

The smaller Village Centers of Tahoma, Homewood, Sunnyside, Lake Forest/Dollar Hill, Carnelian Bay and Tahoe Vista contain a variety of uses but are not identified in the Regional Plan or eligible for its Town Center incentives. Village Centers face many of the same challenges as the larger Town Centers, including development in SEZs, excess land coverage, scenic non-attainment ratings and a general need for property upgrades.

This Area Plan encourages redevelopment in the Village Centers and implements the programs that are allowed under the Regional Plan. Area Plan programs that apply in the Village Centers include mixed use zoning, revised parking regulations, new design standards and secondary dwelling units. Also included are plans to complete trail connections, enhance transit service, and advocate for additional redevelopment incentive programs in the Regional Plan.

RESIDENTIAL, RECREATION AND CONSERVATION AREAS

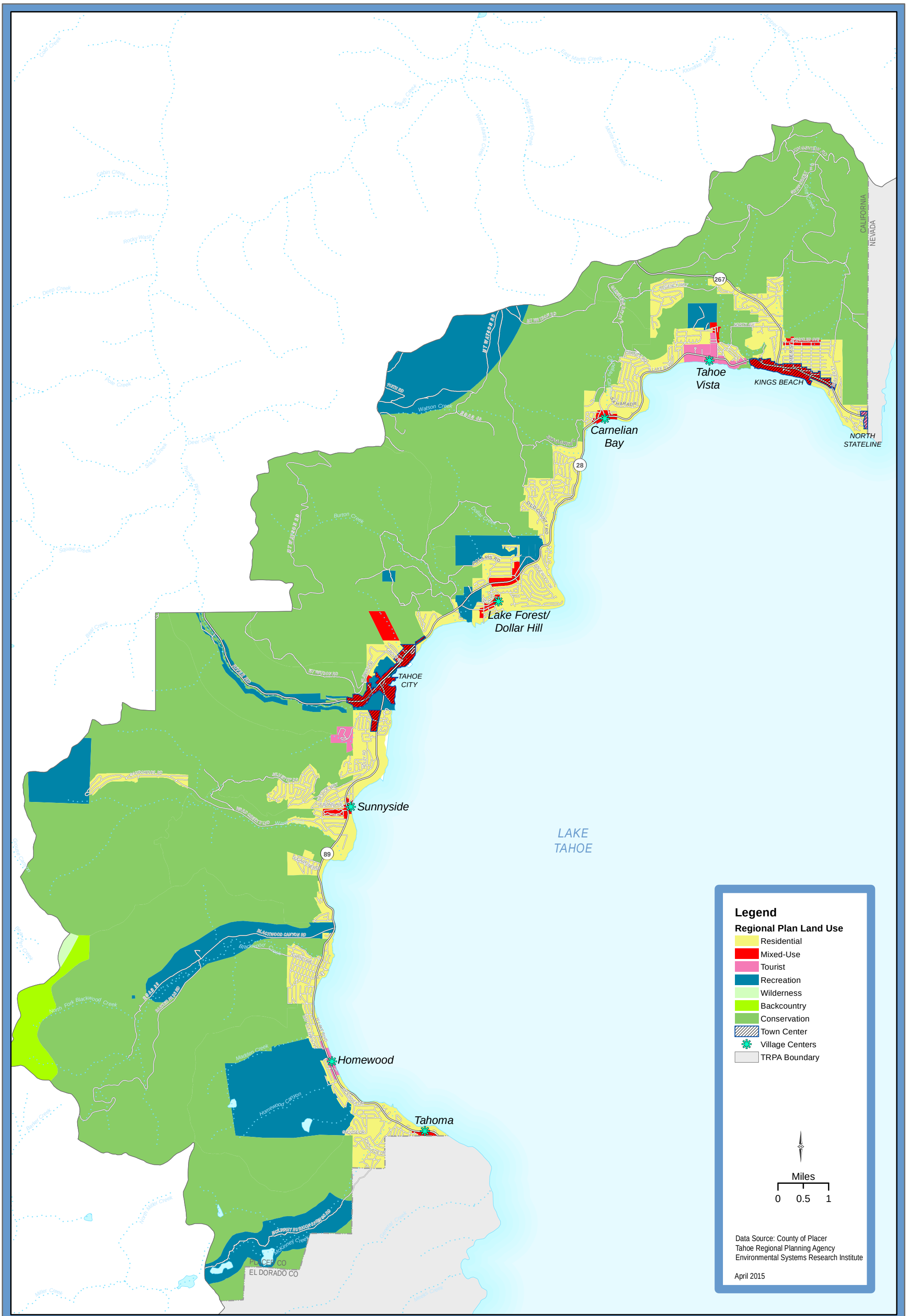
The Area Plan Implementing Regulations identify residential, recreation and conservation "Sub-Districts" that maintain zoning standards from the prior plans related to land uses, density and other environmental standards. Property owners may apply for zoning map amendments subsequent to adoption of this Area Plan.

OPEN SPACE

The Area Plan calls for the maintenance and expansion of planned open spaces, including public lands managed for environmental purposes, areas where additional development is not allowed (stream environment zones, steep slopes, etc) and connections between these areas. In accordance with Regional Plan Policy CD-2.1, Area Plan requirements supplement Regional Plan Policies to strategically identify areas where open spaces are planned to

connect sensitive areas within Centers to undisturbed areas outside of Centers. Examples include:

- Residential and Commercial uses are no longer allowed at the Tahoe City Golf Course, establishing an open space / recreation connection between the Town Center and U.S. Forest Service lands to the north. Town Center development within the Tahoe City Golf Course Special Planning Area must also include SEZ restoration.
- To utilize Town Center incentives, properties within the Tahoe City Western Entry Special Planning Area shall provide public access and amenities along the river, thereby extending the Truckee River trail and open space corridor to the 64 acre park and Town Center.
- To utilize Town Center incentives, properties within the Kings Beach Entry Special Planning Area shall remove development from the Griff Creek floodplain and restore lands in the floodplain and other SEZ areas.
- Zoning for parks and beaches in Kings Beach is changed from mixed use to recreation.
- To utilize Town Center incentives, properties within the North Stateline Special Plan Area shall prepare a detailed Town Center plan addressing TRPA requirements, including for Open Space.



PLACER COUNTY
COMMUNITY DEVELOPMENT RESOURCE AGENCY
GEOGRAPHIC INFORMATION SYSTEM DIVISION

Tahoe Basin Area Plan

Figure 4-5
Area Plan
Land Use

Document Path: C:\Users\conesi\Documents\ArcGIS\Packages\Figure 4-5 Area Plan Land Use Map1\v101\Figure 4-5 Area Plan Land Us

4.6 Town Center Plans

The Town Center Plans for Tahoe City and Kings Beach share a number of objectives and plan designations, but maintain variations to reflect the unique character and setting of each community. Each Town Center Plan is heavily influenced by the Vision Plans that are summarized in the introduction to this Area Plan. Vision Plan priorities are reflected in the Area Plan Implementing Regulations and the projects described in the Implementation Plan. The Town Center Plans are depicted on Figures 4-6 and 4-7.

Recent improvements in the Kings Beach Town Center

The Town Center of North Stateline includes a relatively small area that adjoins and is integrated with larger Town Center properties on the Nevada side of the state line. The Area Plan is focused on Town Center planning efforts within Kings Beach and Tahoe City. A Town Center plan was not prepared for North Stateline. Instead, property owners may continue to operate under existing land use provisions, or may apply for a Special Plan as outlined below to implement the Town Center incentives and address the Regional Plan requirements.

Core and Transition Areas

Each Town Center has Core and Transition areas. Core areas are the center of each community with compact development, continuous sidewalks and improved public spaces. The full suite of Regional Plan incentives apply in these areas.

Transition Areas are located within walking distance of each Core area, but have lower intensity development patterns, incomplete sidewalk networks and fewer public spaces. In accordance with Regional Plan requirements, these areas have transitional building heights (3 stories) and requirements to complete sidewalk (or multi-use trail) connections to core areas prior to or concurrent with projects utilizing the Regional Plan redevelopment incentives.

Town Center Zoning

Town Centers include zoning districts for Mixed Use, Residential and Recreation areas. The zoning ordinances describe the allowed land uses in more detail. Minor Regional Plan land use amendments are also included to be consistent with parcel lines and Town Center boundaries.

Town Center Boundaries

The Tahoe City Town Center boundary is modified to exclude about 3.4 acres at the Fairway Community Center and about 3.6 acres of restored SEZs along Highway 89 - and to include about 4.2 acres at the Tahoe City Golf Course clubhouse as a mixed use area subject to Special Planning Area requirements as outlined below. Areas excluded from the Town Center are primarily SEZ. Areas added are more suitable for development. The Kings Beach Town Center remains unchanged from the Regional Plan.

Tahoe City Golf Course

Lake Tahoe View Protection

Protecting and enhancing views to Lake Tahoe is a high priority in the Plan area. The increased building heights authorized in Town Centers of this Plan are intended to provide capacity for development transfers and redevelopment, while at the same time encouraging enhancement of views to Lake Tahoe. TRPA findings require, among other items, that three and four-story buildings in Town Centers demonstrate "no net loss" of views to Lake Tahoe and other scenic resources. Implementing Regulations for this Area Plan expand upon the TRPA finding to require that any proposed four-story project on the Lake side of highways either maintain 35 percent of the site as open view corridors to Lake Tahoe, or if existing development does not comply, increase the width of open view corridors by ten percent or more.

Special Planning Areas

Special Planning Areas are identified for more detailed future planning, or where additional environmental performance standards apply. Where applicable, performance standards may be addressed in a special plan for an area, or with individual projects. Special Planning areas include:

1. **Kings Beach Entry Special Planning Area.** This Special Planning Area is located at the northern gateway to Kings Beach at the intersection of Highways 267 and 28. The Special Plan should address redeveloped project sites, scenic enhancements, coordinated site planning with public and private landowners, environmental improvements, and enhanced lake access. Area-wide water quality improvements and/or coverage management plans should be considered. Future Town Center boundary modifications may also be appropriate. The Kings Beach Fire Station, North Tahoe Beach, Secline Beach and Griff Creek are important community amenities. Redevelopment should

complement these assets. Implementing Regulations for the area retain current development standards and allow the use of Town Center incentives as part of a Special Plan. This is a scenic non-attainment area.

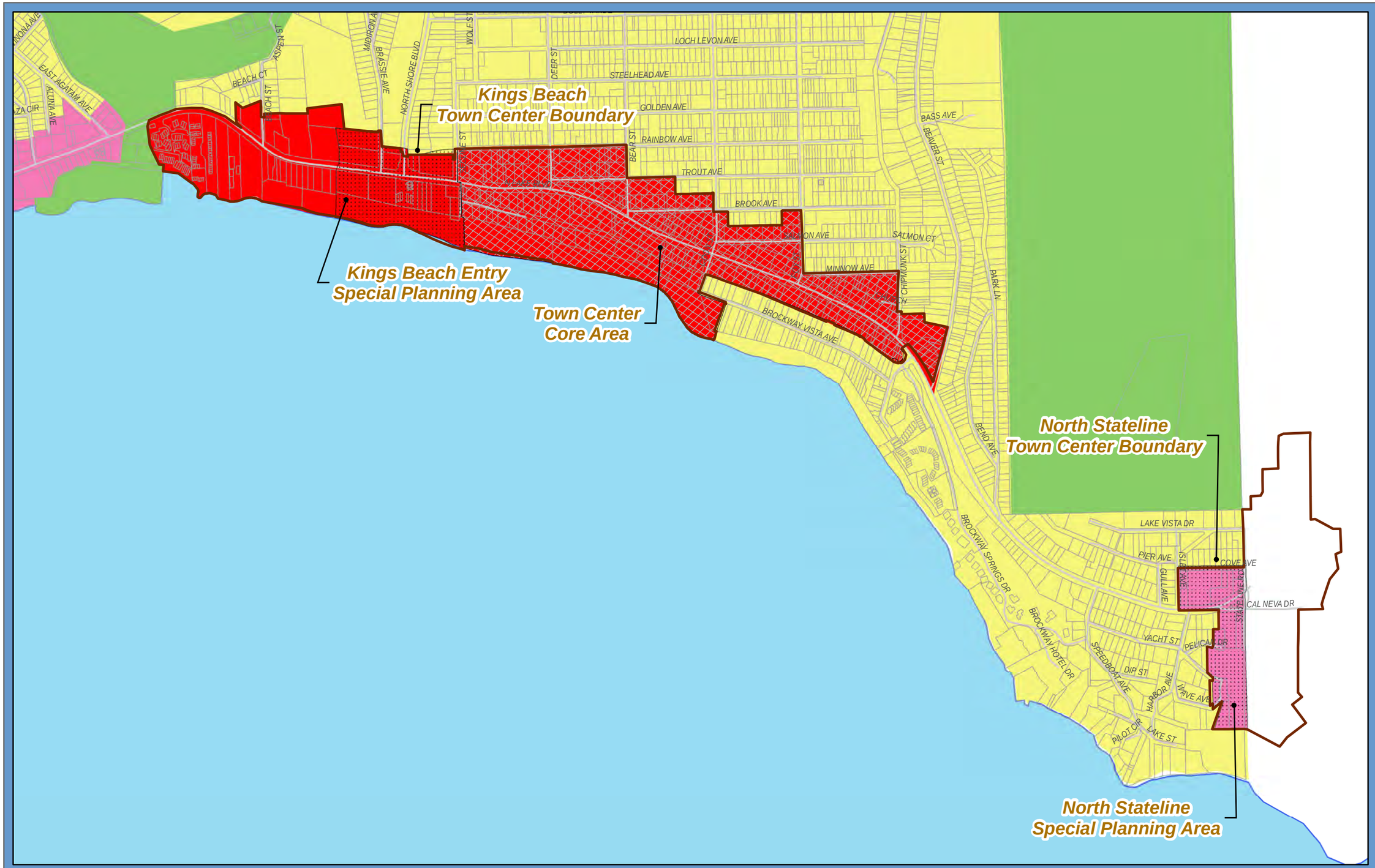
2. **Tahoe City Western Entry Special Planning Area**. This Special Planning Area is considered the western gateway to Tahoe City along Highway 89. In this area, riverfront restoration and public access is required if Town Center incentives are used. This is a prominent gateway to Lake Tahoe. The properties are developed with commercial and light industrial uses, including a Caltrans facility and lumber yard along the River frontage. This is a scenic non-attainment area.
3. **Tahoe City Golf Course Special Planning Area.** This area encompasses an area around the Tahoe City Golf Course clubhouse, where off-site SEZ restoration is required if Town Center incentives are used. This part of the Town Center boundary modifications is described above. It is intended to be used for public uses and shared use facilities with Town Center redevelopment projects.
4. **North Stateline Special Planning Area**. This area includes the North Stateline Town Center, where the requirements of TRPA Chapter 13 need to be addressed if Town Center incentives are used.
5. **Truckee River Corridor Special Planning Area.** This area includes the Truckee River Corridor from the Tahoe City Town Center to the Plan boundary near Alpine Meadows. This area will be reviewed with a goal of updating zoning and development standards to promote the environmental redevelopment and design improvements on non-residential properties.

Town Center Opportunity Sites and Tahoe City Lodge Pilot Project

Key sites within the Town Centers of Tahoe City and Kings Beach are identified for future environmental redevelopment opportunities, as shown on Figures 4-9 and 4-10. The Kings Beach Center is a conceptual design for mixed-use environmental redevelopment and SEZ restoration on a 4-acre, 16 parcel site (the former BBLC County Redevelopment Agency site, along with a former County Redevelopment Agency site along the south side of North Lake Boulevard, and the existing County Kings Beach library site) and is analyzed at a programmatic level in the EIR/EIS.

The Kings Beach Center design concept includes hotel, commercial, professional office, government services, public plaza, and community park uses on the former County Redevelopment Agency sites, and removal and relocation of the existing County Kings Beach library and SEZ restoration of the site.

A second site in Tahoe City is a proposed redevelopment project, the Tahoe City Lodge, and is analyzed as a pilot project in the EIR/EIS. The Tahoe City Lodge involves environmental redevelopment of the old “Henrikson” site with new tourist accommodations and amenities, as well as renovations to the Tahoe City Golf Course clubhouse. The EIR/EIS analysis and review of the Kings Beach Center opportunity site and the Tahoe City Lodge pilot project is intended to evaluate projects that may be built under this plan and promote future environmental redevelopment and revitalization of the Town Centers.



Legend

Regional Plan Land Use

- Residential
- Mixed-Use
- Tourist
- Conservation
- Town Center
- Core Area
- Special Planning Areas

Feet
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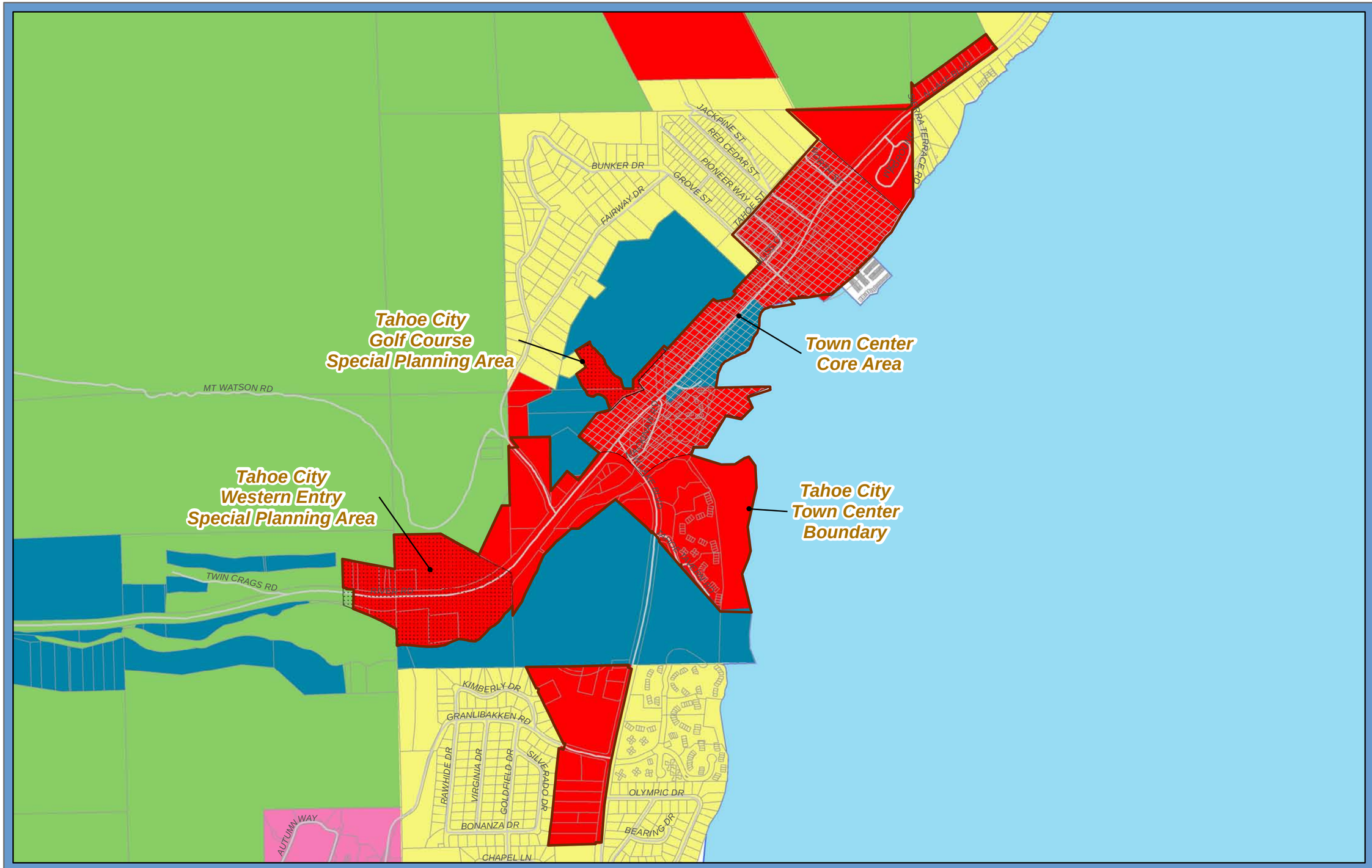
Source: County of Placer

April 2015

PLACER COUNTY
COMMUNITY DEVELOPMENT RESOURCE AGENCY
GEOGRAPHIC INFORMATION SYSTEM DIVISION

Tahoe Basin
Area Plan

Figure 4-6
Kings Beach
Land Use Diagram



Legend

Regional Plan Land Use

- Residential
- Mixed-Use
- Tourist
- Recreation
- Conservation
- Town Center
- Core Area
- Special Planning Areas

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Source: County of Placer

April 2015

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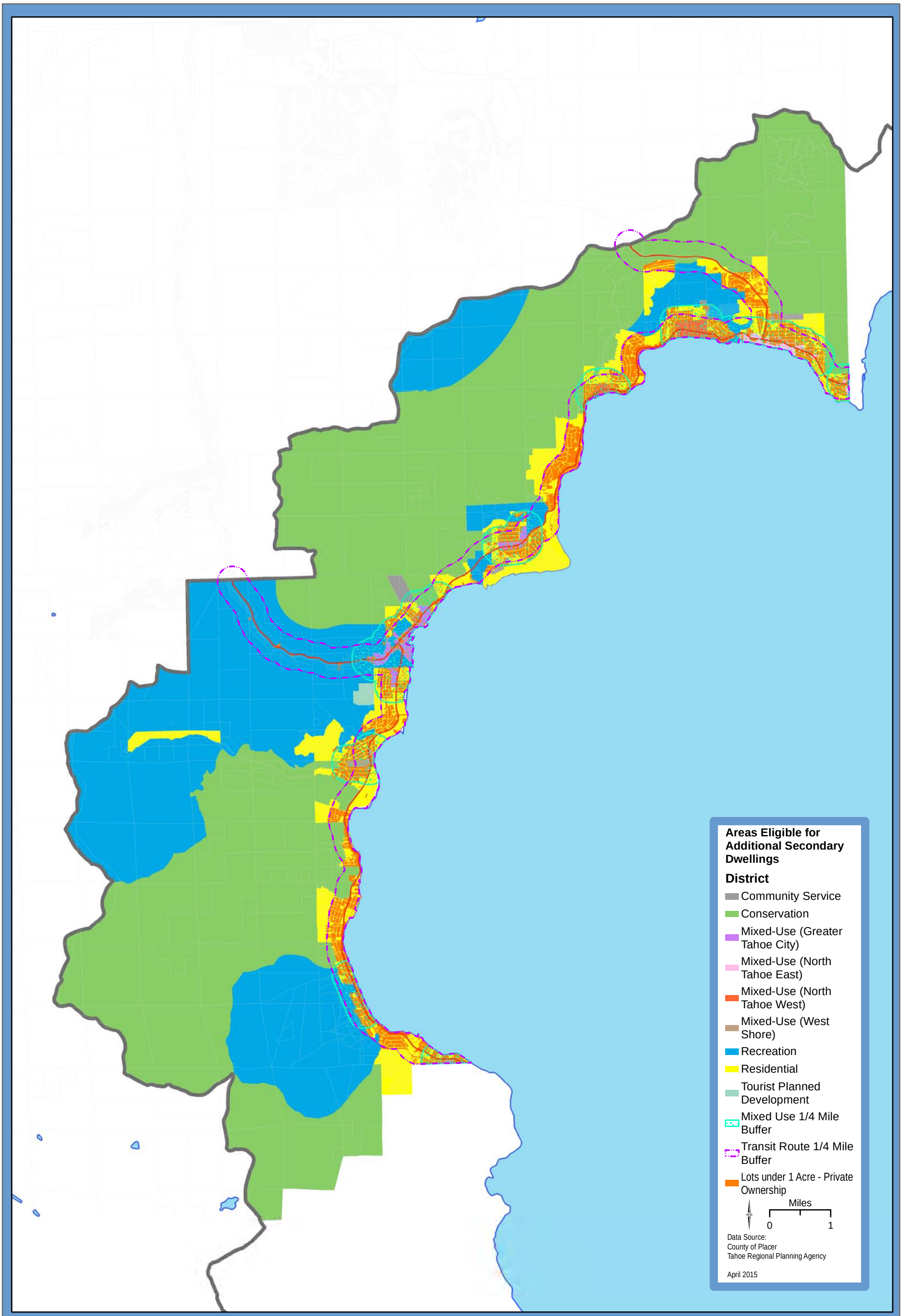
Tahoe Basin
Area Plan

Figure 4-7
Tahoe City
Land Use Diagram



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COMMUNITY DEVELOPMENT RESOURCE AGENCY
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Tahoe Basin Area Plan

Figure 4-8
Secondary Units
on lots under 1 Acre
Potentially Eligible Areas

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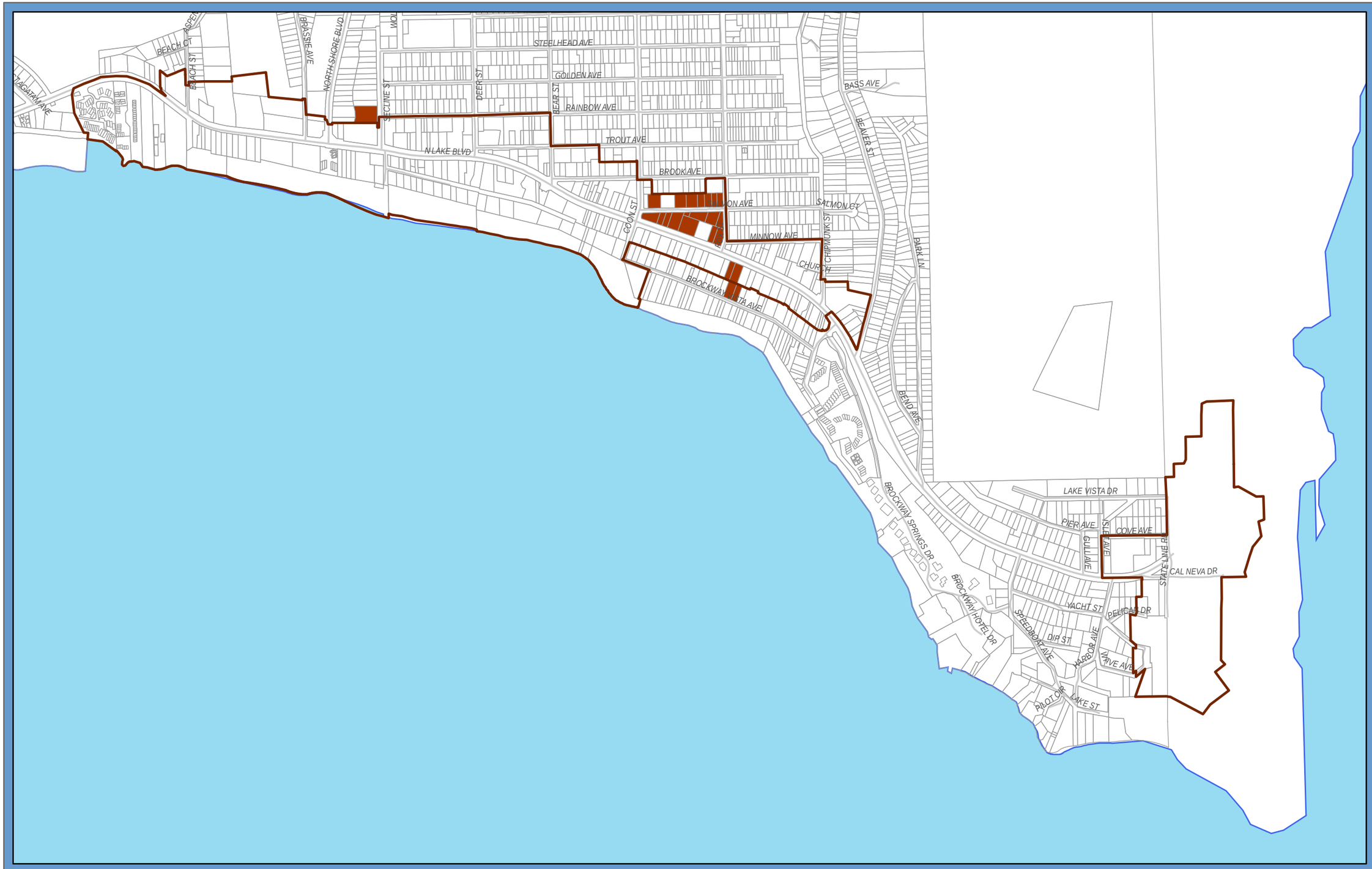

Legend

- Kiings Beach Opportunity Site
- Town Center

Feet
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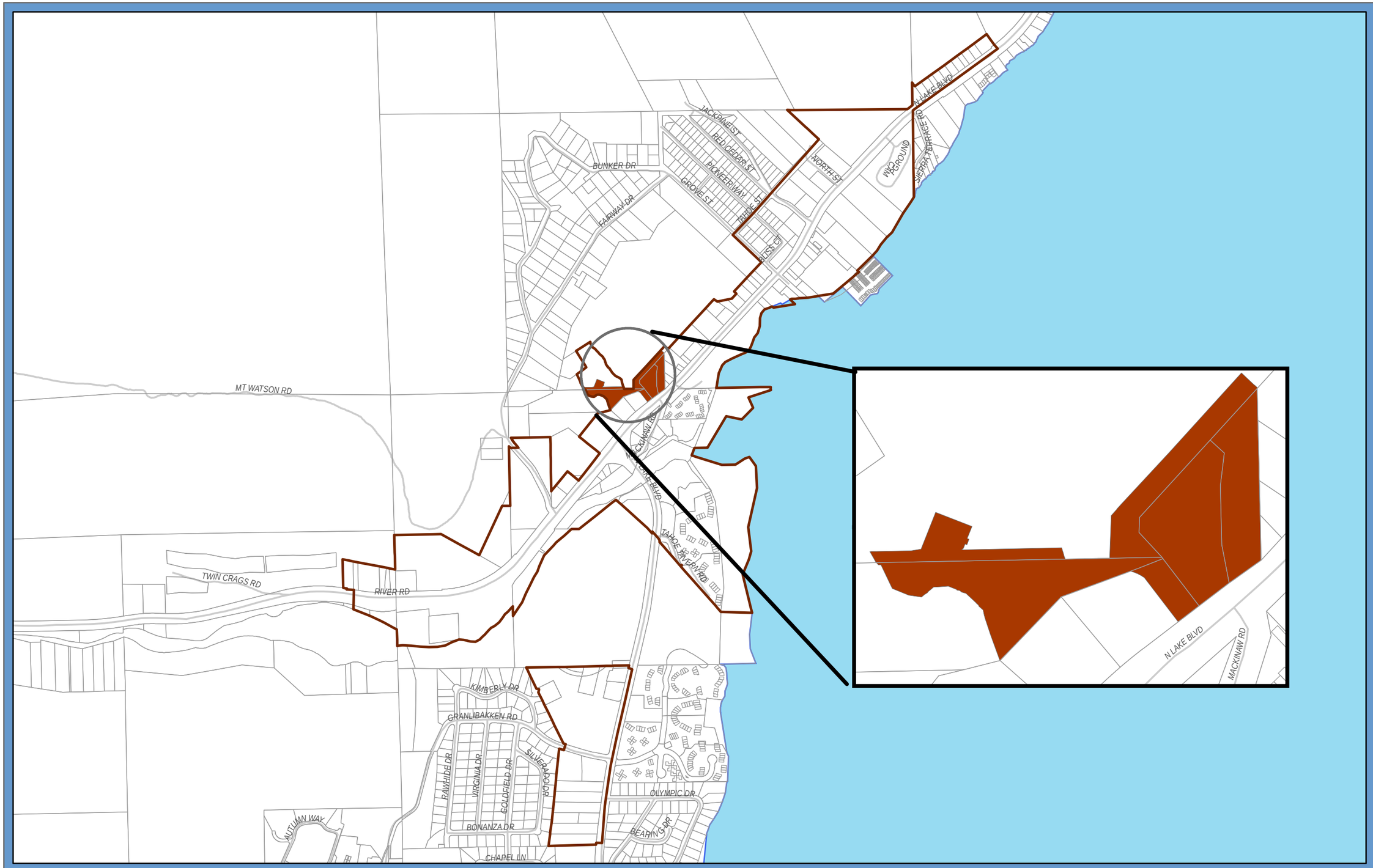
Source: County of Placer
Auerbach Engineering

April 2015

PLACER COUNTY
COMMUNITY DEVELOPMENT RESOURCE AGENCY
GEOGRAPHIC INFORMATION SYSTEM DIVISION

Tahoe Basin
Area Plan

Figur 4-9
Kings Beach
Opportunity Site



Legend

- Tahoe City Lodge Pilot Project
- Town Center

Feet

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Source: County of Placer
Auerbach Engineering

April 2015

PLACER COUNTY
COMMUNITY DEVELOPMENT RESOURCE AGENCY
GEOGRAPHIC INFORMATION SYSTEM DIVISION

Tahoe Basin Area Plan

Figure 4-10
Tahoe City
Opportunity Site

4.7 Land Use and Community Design Policies

This section outlines Land Use and Community Design Policies for the Placer County Tahoe Basin Area Plan, which supplement the Regional Plan Goals and Policies.

LAND USE

LU-P-1 Continue to implement TRPA policies, ordinances and programs related to land use and development that are in effect.

LU-P-2 Manage development in accordance with the TRPA growth control system and supplemental programs in this Area Plan, including development rights, IPES, allocations, transfers and conversions.

LU-P-3 Continue to coordinate with TRPA, the California Tahoe Conservancy, local Public Utility Districts and other agencies to acquire, improve and manage lands for public and environmental purposes.

LU-P-4 Develop zoning districts consistent with Regional Plan that reflect the unique community characteristics of the Area Plan subareas.

LU-P-5 Direct development toward Town Centers and preserve the character of surrounding neighborhoods.

LU-P-6 Direct development away from functioning stream environment zones and other sensitive areas.

LU-P-7 Require each project seeking an allocation of additional commercial floor area to contribute toward achieving community-wide improvements. Projects shall also be subject to commercial floor area allocation procedures.

LU-P-8 Coordinate with TRPA on assigning development allocations to the respective Area Plan subarea.

LU-P-9 Maintain the current allowed densities for areas outside of Town Centers.

LU-P-10 Encourage public gathering places, outdoor dining, and special event venues.

LU-P-11 Address parking, transportation, water quality, public access, SEZ restoration, land coverage, and other issues affecting the Plan area through community-wide approaches that encourage redevelopment and maximize attainment of environmental thresholds.

LU-P-12 Encourage tourist-oriented uses in areas designated as Mixed-Use or Tourist. Prioritize locating tourist retail uses on street and sidewalk frontages.

LU-P-13 Maintain and enhance open spaces in the Plan area in accordance with Regional Plan goals and policies for Open Space.

LU-P-14 Projects should include strategies for protecting undisturbed sensitive lands and, where feasible, establishing park or open space corridors connecting undisturbed sensitive areas within Centers to undisturbed areas outside of Centers.

LU-P-15 Provide areas for passive and active recreation uses and related services to improve public access and enjoyment of Lake Tahoe and the Truckee River.

LU-P-16 Support efforts to restore disturbed land and improve public access along segments of the Truckee River corridor where access is limited. Where feasible, relocate the multi-use trail to the river frontage.

LU-P-17 Consider future land use map amendments for non-conforming uses.

MIXED USE

MU-P-1 Promote the revitalization of Town Centers and Village Centers by encouraging a mixed land use pattern that combines tourist accommodation, residential, commercial, public facilities and public spaces to serve visitors and locals alike.

MU-P-2 Create distinctive, connected, and walkable districts that have a strong sense of identity.

MU-P-3 Promote site sensitive design and pedestrian-oriented activities in mixed-use developments.

MU-P-4 Foster high quality design, diversity, and a mix of amenities in new residential, commercial and tourist accommodation, where appropriate.

MU-P-5 Establish design standards for mixed-use tourist districts that build on the existing tourist recreation theme with high-quality storefronts designed to attract tourists, and meet the needs of local residents.

MU-P-6 Support future Regional Plan amendments that promote redevelopment of Village Centers and other mixed use areas that are not included in a Town Center.

TOWN CENTER

TC-P-1 Reform Town Center development standards to minimize barriers to environmentally beneficial redevelopment in accordance with the Regional Plan.

TC-P-2 Implement Regional Plan incentives for the transfer of development from sensitive and outlying areas to Town Centers.

TC-P-3 Establish building height and density standards for Town Centers that support a high-quality, compact, pedestrian-scaled environment.

TC-P-4 Require that development have variations in height and provide transitional height limits adjoining property outside Town Centers.

TC-P-5 Require that any four story buildings between the Highways and Lake Tahoe enhance views from the highway to the lake.

TC-P-6 Complete the sidewalk network in Town Centers.

TC-P-7 Address environmental and economic enhancements in Town Centers through community-wide, locally sustained programs and projects, such as community parking management, area wide coverage management programs, and area wide water quality improvement programs.

TC-P-8 Reduce land coverage through environmental redevelopment and transfers of development from sensitive and remote property to Town Centers.

TC-P-9 Emphasize compact form and pedestrian orientation in Town Centers, in locations that many residents reach on foot, by bicycle, on transit, or by short drives.

COMMUNITY DESIGN

CD-P-1 Require that building and site designs be consistent with the Scenic Quality Thresholds and standards.

CD-P-2 Limit unbroken length of buildings and articulate building entrances with recesses, projections, overhangs, and architectural details in order to create a pleasant and engaging experience for pedestrians.

CD-P-3 Require landscaping with both private and public development projects. Protect existing trees of importance, size, age, and value to the maximum extent feasible with the goal of ensuring their long-term survival.

CD-P-4 Upgrade commercial properties in the Plan area that are in need of scenic restoration through remodeling, renovation, screening, landscaping, and, in some cases, through complete removal of the use or activity.

CD-P-5 Require new and redeveloped commercial, tourist accommodation, or multi-family residential projects in the Plan area to go through the Design Review process and meet applicable design standards and guidelines.

CD-P-6 Buffer adjacent residential uses from the commercial, tourist and public service uses of Town Centers through site design, transitional height limits, landscaping, vegetation, and screening.

CD-P-7 Require projects to provide landscape screening of on-grade parking areas that consist of either manmade or plant materials, or combinations of both, effective year round.

CD-P-8 Encourage commonly designed architectural monuments throughout the Plan area, particularly at gateways.

CD-P-9 Encourage use of architectural designs and materials that are unique to each Plan area.

CD-P-10 Encourage the upgrading or replacement of commercial advertising signs that detract from the aesthetic appearance of the community.

CD-P-11 Provide on-site pedestrian facilities with non-residential, mixed-use and multi-family projects and encourage multi-use paths between uses within the Plan area.

REDEVELOPMENT

DP-P-1 Provide incentives to encourage rehabilitation and/or remodeling of commercial, tourist, recreation, public service, and residential properties. Prioritize projects that emphasize rehabilitation by replacement or remodeling of substandard and inefficient development.

DP-P-2 Consider development of an allocation strategy that assigns priority of commercial floor area (CFA) to projects that emphasize remodeling and rehabilitation of substandard development.

DP-P-3 Encourage consolidation of development and restoration of sensitive lands to a naturally-functioning condition through transfer of development rights and transfer of land coverage programs.

DP-P-4 Pursue a program for land use conversions that minimize barriers to inter-jurisdictional transfers and allow the conversion of commercial floor area to tourist accommodation units.

DP-P-5 Pursue the acquisition of tourist accommodation units (TAUs) on sensitive lands and obtain TAU bonus units from TRPA to incentivize high priority redevelopment projects that participate in community-wide improvements as determined by the County.

HOUSING

HS-P-1 Provide affordable and employee housing within the Plan area and encourage employee shuttles to major employers, such as ski resorts and casinos.

HS-P-2 Require larger scale commercial, recreational, and tourist accommodation projects to contribute their fair share toward providing employee housing.

HS-P-3 Multi-residential bonus units may be utilized for affordable and/or employee housing projects.

HS-P-4 Provide opportunities for affordable housing, including senior housing in appropriate areas where public transportation is easily available, close to neighborhood serving retail facilities, and where such development will be compatible with surrounding land uses.

HS-P-5 Allow for secondary residences on parcel sizes less than one acre in size within ¼ mile of Mixed Use areas and transit routes and restrict such units to residential use.

HS-P-6 Pursue TRPA-Certified Local Governing Housing Programs pursuant to Sections 21.3.2.B, 52.3.4 and 52.3.6 of the TRPA Code of Ordinances to provide additional opportunities for deed-restricted affordable and moderate income housing.

HS-P-7 Evaluate housing needs in the region in coordination with TRPA. Consistent with Regional Plan Housing Policy HS-3.1, update TRPA policies and ordinances as necessary to achieve state, local and regional housing goals. Future housing efforts should seek to remove identified barriers preventing the construction of necessary affordable housing in the region including, but not limited to, workforce and moderate -income housing, secondary residential units and long -term residency in motel units.