

# Tahoe City Community Plan

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TAHOE  
REGIONAL  
PLANNING  
AGENCY

February, 1994



**TAHOE CITY COMMUNITY PLAN**

***February, 1994***

**ADOPTED BY TAHOE REGIONAL PLANNING AGENCY  
FEBRUARY 23, 1994**

**ADOPTED BY PLACER COUNTY  
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**TAHOE CITY COMMUNITY PLAN**

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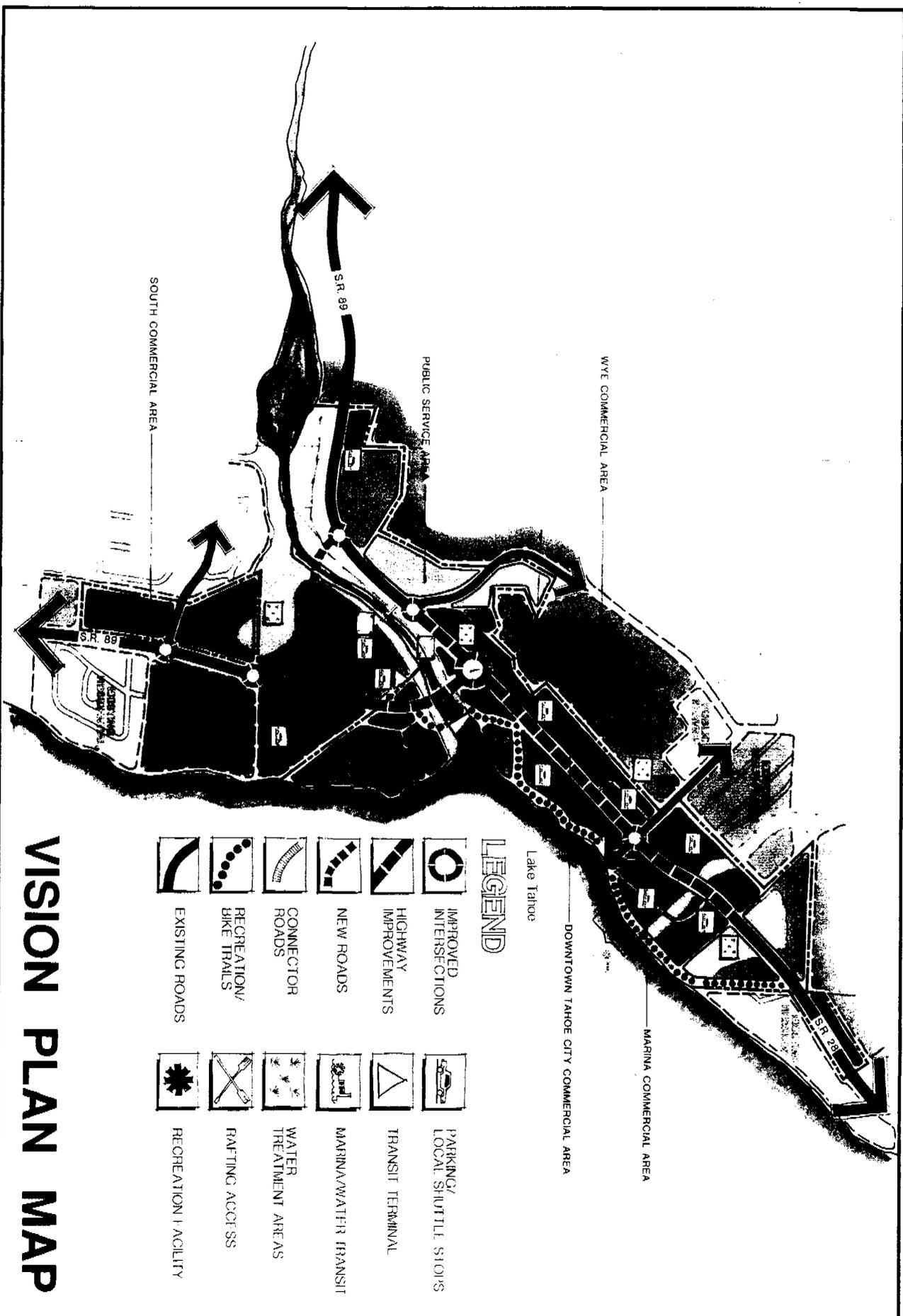


Photo Credit: from *Saga of Lake Tahoe*, Vol. 2

## Old Tahoe City - The Gateway



# CHAPTER I



**LEGEND**

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**VISION PLAN MAP**

Adopted by TRPA: 02-23-94  
 Adopted by Placer County: 03-07-94

Figure 2

## CHAPTER I INTRODUCTION

### A. PURPOSE

Tahoe City has historically served as the gateway to North Lake Tahoe. (Figure 1). In its early years Tahoe City was primarily a resort for lengthy summer vacations with seasonal occupancy by second homeowners. In more recent times, particularly since the completion of Interstate 80, Tahoe City and its surrounding environs have developed into a popular weekend, year around residential area, and day use area. Day use and vacations of shorter duration have, in large measure, been the result of significant growth in the communities of the Sierra foothills, the Reno-Sparks area and the Sacramento, Washoe and Carson valleys. These pressures have increased the problems of traffic congestion, and inadequate parking and threatened many of the natural resources of the region. The community believes a comprehensive plan to deal with these and related issues is necessary to protect the quality of life, guide the limited amount of new commercial growth available and improve both economic vitality and the ability of the region to once again serve as a major destination resort.

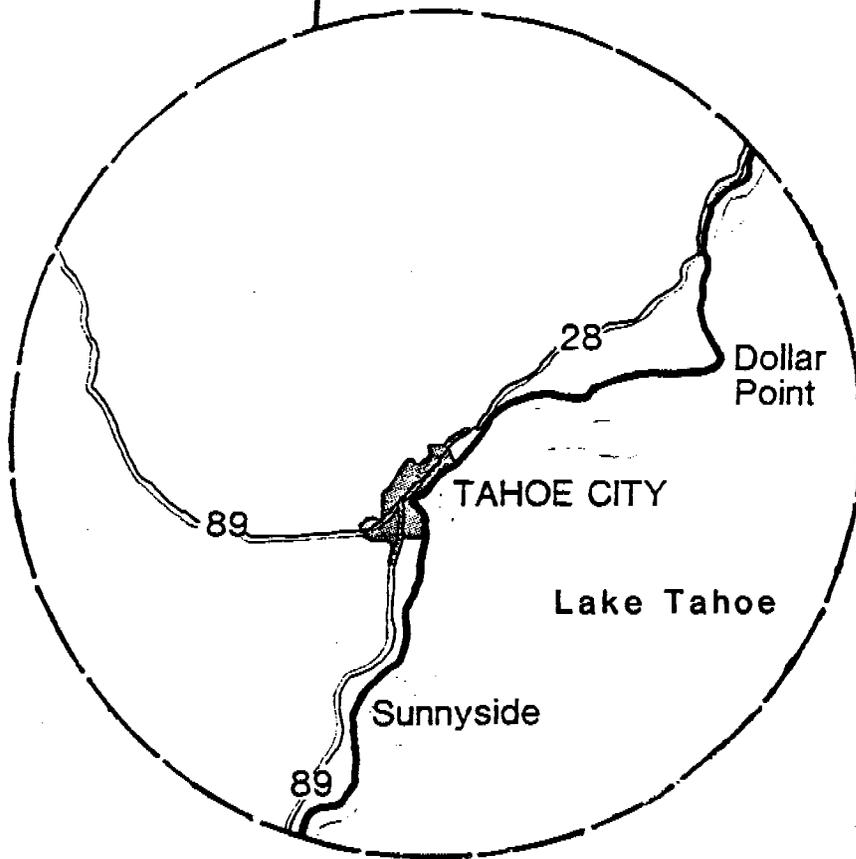
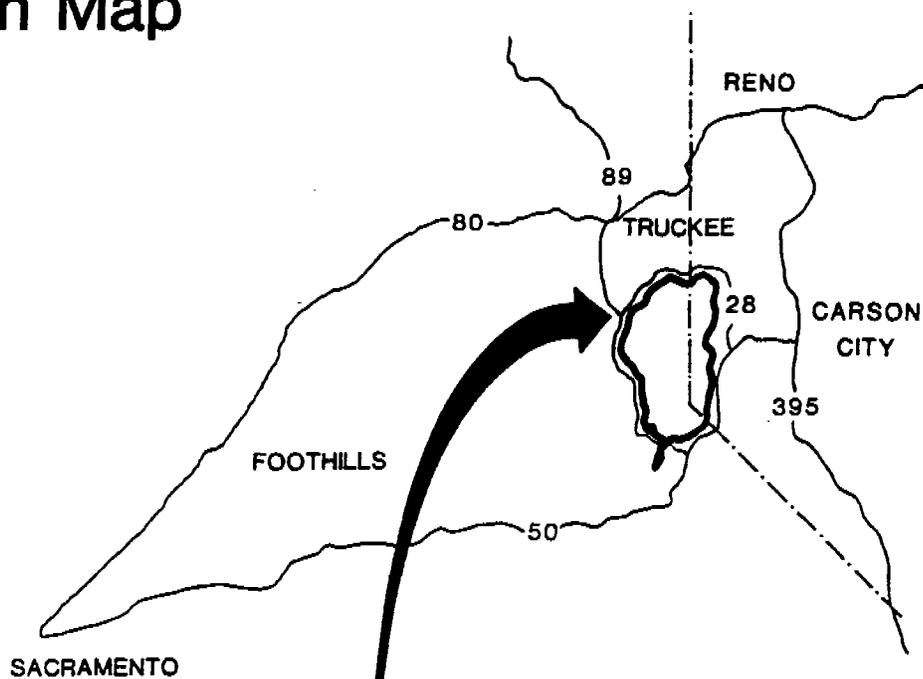
The Tahoe City Community Plan is designed and proposed to serve as the guiding doctrine for commercial allocations and the rehabilitation of the community for the next ten years. The Plan establishes goals and objectives, special policies, programs, and strategies for funding and implementation. Elements of the plan address land use, transportation, conservation, recreation, and public service.

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

### B. BACKGROUND

The Plan was prepared as a joint effort between the Tahoe Regional Planning Agency (TRPA), Placer County and the community of Tahoe City. This proposal is the product of numerous workshops, public meetings and input from a wide range of agencies, organizations and individuals. Work on the plan was guided by a Planning Team comprised of representatives from Placer County staff, members of the Tahoe City Advisory Council (TCAC), and TRPA staff. The TCAC was a citizen's group appointed by the Placer County Board of Supervisors which served as a forum for public comment on the plan.

# Tahoe City Location Map



Along with preparation of the Tahoe City Community Plan, community planning was conducted concurrently for the Lake Forest area and the Tahoe City "Industrial" Tahoe City Location Map area. Consideration has also been given to the Dollar Hill area as an additional Community Plan Area. As a part of this planning process, Placer County has prepared a Greater Tahoe City Area General Plan that will apply to surrounding properties outside the boundaries of areas designated by TRPA as Community Plan Areas.

C. COMMUNITY PLAN GOALS AND OBJECTIVES

A fundamental cornerstone of this Community Plan is the conviction that Tahoe City should continue as a major commercial, cultural, recreational and tourist center. To accomplish this goal, policies must stimulate the rehabilitation of the existing community and together point to a high quality destination resort community, of limited scale, which would still retain the character of the existing community.

Destination tourism demands a full complement of goods, services, and recreational opportunities located within an easily accessible area. The destination tourist travels further, stays longer, is more likely to utilize transportation systems, and spends more in the local economy than the short-term or day-use visitor. Tahoe City must be planned to maximize the opportunities for destination visitors and minimize the impacts created by the increasing numbers of day-users. Tahoe City already has many of the goods, services and recreational opportunities needed for a destination resort, but these elements are not easily accessible. Efforts must focus on developing transportation systems that will tie the many opportunities together.

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

In addition to the goals of the Compact and the goals of the Regional Goals and Policies Plan, the following goals are adopted for the Tahoe City Community Plan. The related objectives for the goals are listed in the Community Plan Elements. The objectives are implemented by specific and enforceable policies.

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

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

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

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

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

**D. VISION FOR 2007 AND BEYOND**

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

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

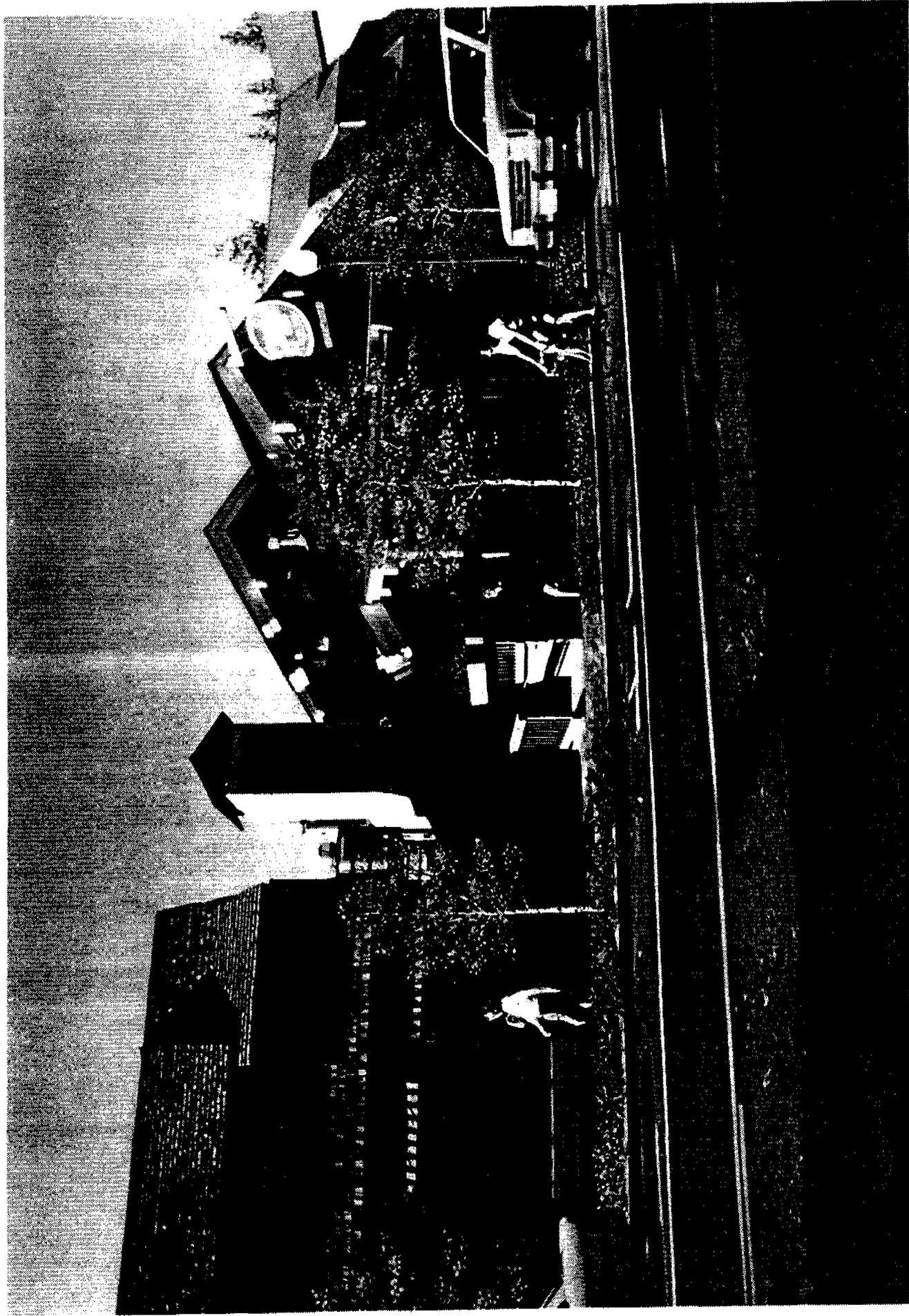
The text, map, and accompanying illustrations in this section are provided to indicate the overall planning direction of the Community Plan and the related plan areas (PAS 174 and 002). The text and maps are intended for planning purposes and not as a specific set of enforceable standards. The actual standards of the Community Plan are found in the following Community Plan Elements and the Appendix. Plan Area Statements 174 and 002 contain the standards specific to their areas.

**Vision For Land Use:**

1. Rehabilitation of Downtown Tahoe City Businesses on State Route 28 - A key part of the plan is to provide the opportunity and incentive to maintain (in some cases upgrade) and expand the businesses of Tahoe City. The map suggests this commercial area builds on its small town main street theme by adding the required improvements (e.g. sidewalks and drainage, Illustration 1), and suggested amenities (e.g. community parking lots, Illustration 2). The design concept is to provide a pedestrian link between the anchors of activity at each end of the main street.

**Possible features:**

- a. **Rehabilitation of Substandard Buildings** - The vision map indicates that buildings may be rebuilt, upgraded and expanded.



Omni Means 1989

## Sidewalk Improvements

Illustration 1



# Downtown Sidewalk

Omni Means 1989

Illustration 2

- b. **Community Improvements** - Illustration 3 and the Vision Map illustrate the implementation of the highway and sidewalk improvements, the shift to parallel parking, the use of community parking lots (Illustration 4), the development of service drives and the construction of area wide drainage facilities.
2. **Redevelopment of the Wye Area** - The Plan identifies redevelopment potential in the area of the existing Wye. The concept is to build on the recreation attractions that exist today such as the Truckee River, the bridge and dam, the historic sites, the rafting, the open space, and the intersection of two major roads. Opportunities exist because of substandard development; significant land holdings by Caltrans, Lands of Sierra, and the State of California; proximity to key recreation; the need for parking; and the long term need to redesign the Wye intersection.

Possible features:

- a. **Redevelop Rafting Area** - The Vision Map indicates private redevelopment by the two rafting companies and Lands of Sierra could result in new commercial buildings, raft launch areas, and a river parkway.
  - b. **Create a Visitor Center/Transit Facility/Parking/Special Event Area** - The Vision Map suggests that the power transmission facilities be relocated and the property south of Fanny Bridge be used as a visitor center area with transit facilities (Illustration 5).
  - c. **Enhance the California State Park's Property** - The Vision Map suggests that the Gate Keepers Cabin, the Bridge Tender, the Dam, the river corridor, and the parking should be enhanced and in some cases upgraded to promote public access.
  - d. **Redevelop the Mackinaw Area** - The Vision Map suggests there are opportunities to increase public access to the river and lake and to provide more commercial retail opportunities in this area through redevelopment.
3. **Redevelopment of the Marina Area** - The Plan identifies the potential to upgrade and expand the Marina Area. This area includes the Boat Works, the Boat Company, the Lighthouse, and the lower Grove Street developments. The concept is to build on the existing retail, tourist accommodation, and marina facilities (Illustration 6).
- a. **Expand the Marina** - The Vision Map suggests that if the environmental impacts can be mitigated through a master plan, the marina should be expanded up to 400 additional slips. The design should minimize fishery, water quality impacts, and scenic impacts and maximize recreation and transit opportunities.





Omni Means 1989

# Grove Street Parking Lot

— Develop visitor center and transit stop with screened parking lot



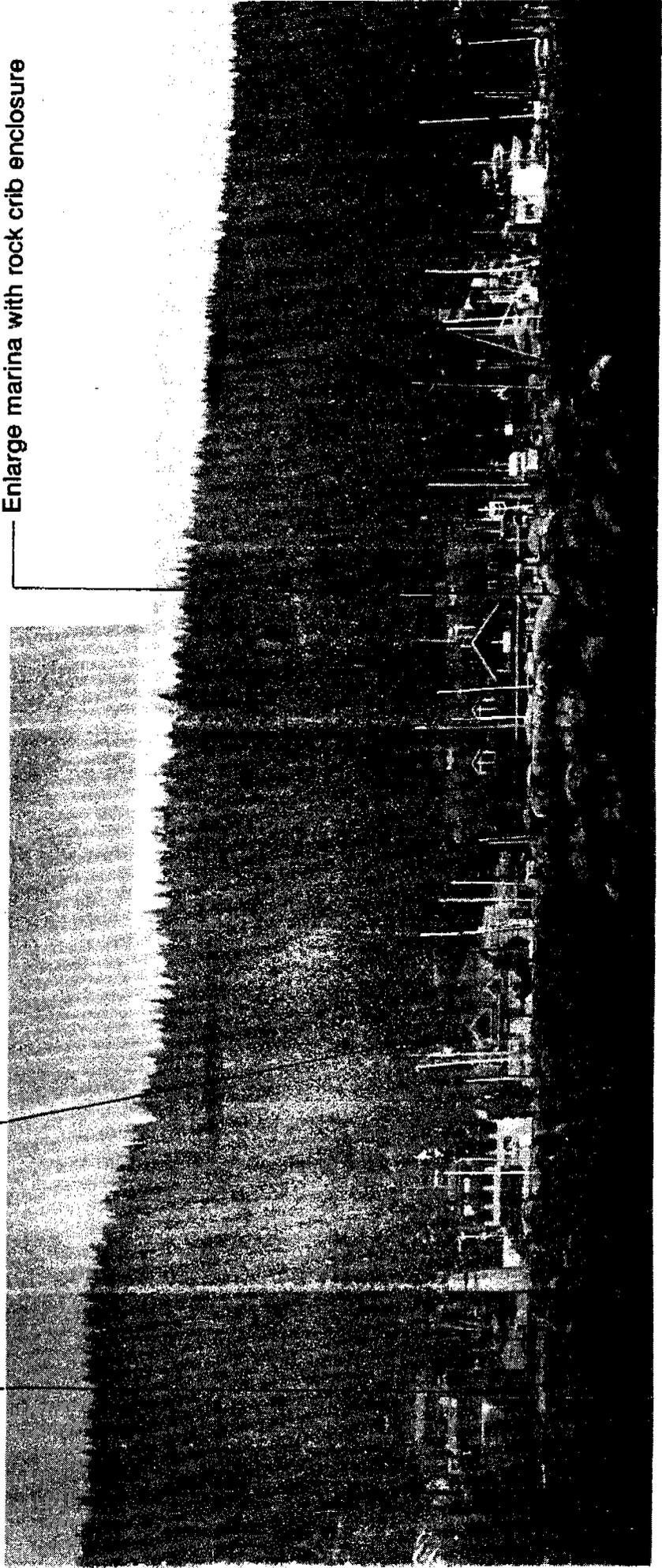
PROPOSED WYE AREA

Illustration 5

— Add bike trail with fence

— Replace boat storage building with office/parking garage

— Enlarge marina with rock crib enclosure



PROPOSED MARINA EXPANSION

Illustration 6

4. Community Parking Lot System and Shuttle - To meet parking requirements and to provide parking for additional development, the Plan requires additional parking. The Vision Map illustrates the concept of using community parking lots. Some lots, such as the Grove Street and Jack Pine lots, are specific in design and location while others are conceptual and will require further study.
  - a. Redevelop Grove Street - The Vision Map suggests that the lower portion of Grove Street be redeveloped to promote retail/restaurant commercial. A key feature is to provide pedestrian access to Lake Tahoe and water borne transit via a pier at the end of Grove Street.
  - b. Upgrade the Commercial/Tourist Accommodations - The Vision Map suggests that by using cooperative efforts (e.g. community parking, service roads, drainage systems, and pedestrian facilities) additional tourist accommodations and retail commercial could be added to this area.
3. Improved Entrance to Tahoe City - The Plan presents the opportunity to improve State Route 89 entrance to Tahoe City. Opportunities exist for scenic improvement, i.e., relocation or screening of non-compatible uses, SEZ restoration, increased recreation, land coverage reduction and transfer present great opportunities to meet the Community Plan target. Future relocation of the Wye intersection, upgrades of S.R. 89, and construction of drainage improvements are key opportunities for area improvements. The Vision Map demonstrates minor changes during the next 10 years to implement this concept.

Transportation:

1. State Route 28 Improvements - The construction of sidewalks, curbs, drainage system, parallel parking spaces, landscaping, bike lanes, two travel lanes and a center turn lane are Plan requirements.
2. Downtown Connector Roads - Although the construction of connector drives throughout Tahoe City are encouraged, the construction of two connector drives at the Grove Street parking lot and through marina areas are Plan requirements. The Vision Map shows the improvements in concept.
3. State Route 89 Bypass - The Plan allows for a future bypass of the existing Wye by relocating the State Routes 89/28 intersection to the location of the existing Caltrans yard. Since the Plan does not specify the exact alignment, the alignment shown on the map is for illustrative purposes.
4. Community Parking Lot System and Shuttle: To meet parking requirements and to provide parking for additional development, the Plan requires additional parking. The Vision Map illustrates the concept of using community parking lots. Some lots, such as the Grove Street and Jack Pine lots, are specific in design and location while others are conceptual and will require further study.

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

**Conservation:**

1. Area-Wide Drainage System - the Plan requires the implementation of Best Management Practices throughout the Community Plan Area. The Vision Map shows ponding and treatment areas, but does not show individual lot improvements which cannot be shown at this scale, or improvements such as pipes which are not visible.
2. Stream Zone Restoration - The Plan sets forth requirements for SEZ restoration. The Vision Map indicates where possible major SEZ restoration projects may occur.
3. Scenic Improvements - The Plan requires attainment of the scenic thresholds through a series of improvements. The Vision Map, along with streetscape and shoreline illustrations indicate what might happen, for illustrative purposes.

**Recreation:**

1. Improved River and Lake Access - The Plan requires an increase in Truckee River and Lake Access. Some of the possibilities shown on the Vision Map are the USFS interpretive center, a linear river park, increased trails and parking, and increased marina use through an expanded joint use facility.
2. Recreational Trail System - The Plan requires the implementation of a recreational/bike trail system located mostly along the river, on the 64-Acre Tract, and possibly along the Tahoe City lake front. The Vision Map shows possible alignments.
3. USFS 64-Acre Tract Plan - The Community Plan is coordinated with the United States Forest Service plan for the 64-Acre Tract. The Vision Map represents a three phase plan which is specific as to rafting parking and trails and less specific as to interpretive centers and community parking.
4. Visitor Center - The Plan calls for a visitor information center, however, the location is not yet known. For illustrative purposes it is shown at the Fanny Bridge area of the 64-Acre Tract.
5. Golf Course Improvements - The Plan calls for the retention of the Tahoe City Golf Course. Future water quality treatment improvements may be designed and constructed in cooperation with the golf course owners to enhance the community's water treatment capabilities, the aesthetics, and playability of the golf course.

Public Service:

1. TCPUD Expansion - The Vision Map suggests that if the Tahoe City Public Utility District should expand, a possibility is the expansion of its existing facilities using a portion of the USFS Chimney site.
2. Firehouse Relocation - The relocation of the firehouse in downtown Tahoe City to the Chimney site would be acceptable under the Plan.
3. Relocate Power Substation - If possible, the relocation of the electrical substation by Fanny Bridge to the Chimney Site would be encouraged.



## **CHAPTER II**

## CHAPTER II LAND USE ELEMENT

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

### A. TAHOE CITY COMMUNITY PLAN LAND USE REGULATIONS

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

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

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

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

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

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

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

**B. TAHOE CITY COMMUNITY PLAN AREA STATEMENT**

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

**PLAN DESIGNATION:**

- Land Use Classification - COMMERCIAL/PUBLIC SERVICE
- Management Strategy - REDIRECTION
- Special Designation - TDR RECEIVING AREA FOR:
  - 1. Existing Development
  - 2. Multi-Residential UnitsSCENIC RESTORATION AREA  
PREFERRED AFFORDABLE HOUSING AREA  
MULTI-RESIDENTIAL INCENTIVE PROGRAM

**DESCRIPTION:**

Location: This Plan Area is split by the Truckee River near its outlet and is located on TRPA map C-7 and Placer County zoning map 28.

Existing Uses: This area encompasses most of the commercial uses in Tahoe City, and also includes some condominiums, the State Park Campground, and the Commons Beach. This area serves as the commercial center for the northwest portion of the Tahoe Region. This area serves as one of the main entrances and arrival points to the Tahoe Region. The commercial area is 70 percent built out.

Existing Environment: Much of this planning area borders both the Truckee River and Lake Tahoe. Development has mostly taken place in stream environment zones. The area is 55 percent SEZ (mostly disturbed), 35 percent low hazard, and the rest is high or moderate hazard. The land coverage ranges from 60 percent in the downtown area to 9 percent in the recreation areas. Much of the SEZ area drains directly to the Truckee River, instead of Lake Tahoe.

PLANNING STATEMENT: This area should continue to serve the commercial needs of the northwest portion of the Tahoe Region and act as the scenic gateway to Lake Tahoe for visitors and residents arriving through the Truckee River corridor.

**PLANNING CONSIDERATIONS:**

1. A large portion of the land area classified as SEZ has a high percentage of coverage. Also, a significant portion of this CP drains directly into the Truckee River, and thus does not directly affect the water quality of Lake Tahoe.
2. Overall town planning is inconsistent and inefficient, particularly in older areas that have not been remodeled or renovated recently. However, the influence of Design Guidelines and local advisory committees has resulted in improvements in recent years.

3. There is traffic congestion and inadequate parking for the commercial and recreational areas.
4. Scenic Roadway Units 14, 15, and 42 and Scenic Shoreline Unit 15 are within this Plan Area and are targeted for scenic restoration as required by the scenic threshold.

**OBJECTIVES AND SPECIAL POLICIES:**

**Urban Design and Development:**

1. The overall theme for the Tahoe City Community Plan is "Major Tourist Accommodation, Retail, and Services." The themes for subareas of the Community Plan are implemented through the Special Areas. Commercial activities which cater primarily to tourist accommodations, retail, and services should be located in the downtown area of the Tahoe City. Heavy commercial, industrial, or public service facilities, that are visually obtrusive uses should be encouraged to locate in other, more suitable locations, and revisions or expansions should be prohibited from direct frontage on the State Highways. River and lake frontages should be reserved for a variety of uses that encourage the public to utilize these areas.
  - A. Policy: In Special Area 1 (Retail/Tourist Area), tourist oriented uses are encouraged by the permissible use list. Priority should be given to locating tourist retail uses on street and sidewalk frontages.
  - B. Policy: In Special Area 2 (Public Service/Industrial Area), public service and light industrial services are encouraged by the permissible use list. Such projects shall not be visible or shall be screened from view from the scenic corridors.
  - C. Policy: In Special Area 3 (Recreation Area), public outdoor recreation uses are encouraged by the permissible use list. This area is targeted for increased public access to lake and river access.
  - D. Policy: In Special Area 4 (Tourist/Residential Area), tourist and residential uses are encouraged by the permissible use list.
  - E. Policy: In Special Area 5 (Retail/Service Area), resident oriented commercial uses are encouraged by the permissible use list.
2. The urban design concept is to build on Tahoe City's small town main street theme by providing anchors of activity on each end of the main street. Further, the unity and continuity of the downtown commercial area shall be provided through development on a human scale of uniform sidewalk improvements, signing, landscaping, and street lighting program.

- A. Policy: All projects, as a condition of approval, shall implement or commit to a five year schedule to implement, the sidewalk improvements noted in CP Transportation Policy 4 A and B. This condition may be waived if the project is in an assessment district already committed to the improvements.
3. Encourage rehabilitation by the remodeling, upgrading, and aesthetic improvement of buildings and structures in need of such improvements.
- A. Policy: All projects shall be subject to the Placer County Standards And Guidelines For Signage, Parking And Design (Appendix B).
  - B. Policy: For the Placer County project review process for design review and signage, retain the existence and participation of the Tahoe City Design Review Committee. TRPA should consider the recommendations of the Committee prior to taking action on any project subject to Committee review.
  - C. Policy: Projects which provide substantial rehabilitation by remodeling, upgrading, or other aesthetic improvements shall be eligible for the incentives listed in Incentive Subelement of the Implementation Element.
  - D. Policy: If and when a redevelopment agency is created, the focus should be on the Wye area and other areas in need of upgrading. Upon a request by the redevelopment agency, this Plan Area shall be considered by TRPA for a Special designation as Eligible for Redevelopment Plans.
  - E. Policy: TRPA and Placer County staff should provide quick and responsive project review through a coordinated review process.
4. Encourage the upgrading or replacement of commercial advertising signs that detract from the aesthetic appearance of the community.
- A. Policy: Outdoor advertising shall be subject to the standards and guidelines established in the Placer County Standards And Guidelines For Signage, Parking and Design (Appendix B).
  - B. Policy: Nonconforming signs shall be subject to an amortization plan and incentive program to provide for the eventual elimination or replacement of such signs.
5. Complete the undergrounding of overhead utilities for downtown Tahoe City.
- A. Policy: Pursuant to the general recommendations for scenic improvements in Chapter IV, all projects within the scenic corridor shall be responsible for removing, relocating or screening overhead utilities as a condition of project approval. TRPA may waive this requirement if the project is

part of an undergrounding program or the under grounding has been determined by TRPA not to be necessary to meet the scenic targets of this Plan.

6. Integrate more landscaping into both private development and public projects.
  - A. Policy: Projects with existing coverage in excess of 75% of their project area, shall be required to provide an increase in landscaping equal to 5% of the project area. The landscaping requirement shall be met within the project area or, if not feasible, off-site in a related area. This condition may be waived by the Design Review Committee, if the project is part of an assessment district which is providing the required increase in landscaping or the landscaping requirement has been met by a previous approval.
7. Implement the recommendations described in the Conservation Element, Scenic Target, for improving overall scenic quality.
  - A. Policy: The Design Review Committee shall consider the recommendations of the Scenic Target section of Chapter IV when reviewing projects and where appropriate, incorporate conditions of approval to implement the recommendations of the Scenic Target section or the equal or superior recommendations of the applicant.
8. Preserve and enhance scenic views to Lake Tahoe and to other prominent areas of special interest.
  - A. Policy: Projects located between the designated scenic corridors and Lake Tahoe or the Truckee River shall not cause a reduction of the views of Lake Tahoe or the Truckee River from the corridors. TRPA may consider as an alternative, offsite improvements if it is determined there is a net increase in the lake views or river views within the scenic unit.
9. Provide a gateway entrance to Lake Tahoe at the Wye intersection by providing visitor information services, scenic improvements, and transportation facilities and services.
10. When and if a suitable access can be provided, consider PAS 001B for inclusion as a special area in this Community Plan.

Commercial Development:

1. Encourage development and/or activities that will enhance the "year round" economy.
2. Special event area for arts and crafts shows, seasonal sales, and other similar events shall be established.
  - A. Policy: Special event area for arts and crafts shows, seasonal sales, farmer's market, and other similar events shall be considered as part of the proposed community parking lot on the

64-Acre Tract. The design and regulation of the area by the USFS or TCPUD should allow such events to occur as activities not subject to TRPA review.

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

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

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

PERMISSIBLE USES: Pursuant to Chapter 18 PERMISSIBLE USES and if applicable, Chapter 51 PERMISSIBLE USES AND ACCESSORY STRUCTURES IN THE SHOREZONE AND LAKEZONE, the following primary uses may be permitted within all or a portion of the Community Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

Special Area #1 (Retail/Tourist Area): The following list of permissible uses is applicable throughout the Special Area. All special uses (S) are to be processed as Minor Use Permits (MUP), unless otherwise noted as a Conditional Use Permit (CUP).

- |                              |   |
|------------------------------|---|
| <b>Residential</b>           | - Employee housing (S).   |
| <b>Tourist Accommodation</b> | - Bed and breakfast facilities (A); hotel, motel, and other transient dwelling units (A); timesharing (hotel/motel design) (S); time-sharing (residential design) (S).  |
| <b>Commercial</b>            |   |
| A. Retail                    | - Auto, mobile home and vehicle dealers (S); building materials and hardware (S); eating and drinking places (A); food and beverage retail sales (A); furniture, home furnishings and equipment (A); general merchandise stores (A); mail order and vending (A); nursery (S); outdoor retail sales (S), service stations (S). |
| B. Entertainment             | - Amusements and recreation services (S); privately owned assembly and entertainment (S).   |
| C. Services                  | - Auto repair and service (S); broadcasting studios (A); business support services (A); contract  |

construction services (A);  
financial services (A); health care  
services (A); laundries and dry  
cleaning plant (S); personal  
services (A); professional offices  
(A); repair services (A); schools  
business and vocational (A);  
secondary storage (S).

D. Light Industrial

- Printing and publishing (A).

E. Wholesale/Storage

- Vehicle storage and parking (S).

#### Public Service

A. General

- Churches (S); cultural facilities  
(A); day care centers/ pre-schools  
(A); government offices (S); local  
assembly and entertainment (S);  
local post office (A); local public  
health and safety facilities (A);  
membership organizations (S);  
publicly-owned assembly and  
entertainment (S); regional public  
health and safety facilities (S);  
social services organizations (S);  
collection stations (S).

B. Linear Public  
Facilities

- Pipeline and power transmission  
(A); transit stations and terminals  
(A); transportation routes (A);  
transmission and receiving  
facilities (S).

#### Recreation

- Day use area (A); recreation  
centers (S); participant sports  
facilities (S); sport assembly (S);  
beach recreation (A); boat launching  
facilities (A); cross country skiing  
courses (S); golf courses (S); group  
facilities (S); outdoor recreation  
concessions (A); marinas (S/CUP);  
riding and hiking trails (A);  
rural sports (S); snow mobile  
courses (S); visitor information  
center (A).

#### Resource Management

- Reforestation (A), sanitation  
salvage cut (A), special cut (A),  
thinning (A), tree farms (A), early  
successional stage vegetation  
management (A), nonstructural fish  
habitat management (A), nonstruc-

tural wild life habitat management (A), structural fish habitat management (A), structural wildlife habitat management (A), fire detection and suppression (A), fuels treatment (A), insect and disease suppression (A), sensitive plant management (A), uncommon plant community management (A), erosion control (A), SEZ restoration (A), and runoff control (A).

**Special Area #2 (Public Service/Industrial Area):** The following list of permissible uses is applicable throughout the Special Area.

**Residential**

- Employee housing (S).

**Commercial**

**A. Retail**

- Building materials and hardware (S); nursery (S); outdoor retail sales (S); service stations (S).

**B. Services**

- Animal husbandry services (S); auto repair and service (S); business support services (A); contract construction services (S); professional offices (A); repair services (S); sales lots (S); secondary storage (S).

**C. Light Industrial**

- Food and kindred products (S); fuel and ice dealers (A); industrial services (A); printing and publishing (A); small scale manufacturing (A).

**D. Wholesale/Storage**

- Storage yards (S); vehicle and freight terminals (A); vehicle storage and parking (S); warehousing (S); wholesale and distribution (S).

**Public Service**

**A. General**

- Collection stations (A); cultural facilities (A); government offices (S); local public health and safety facilities (A); public utility centers (A); regional public health and safety facilities (S).

**B. Linear Public -**

Pipelines and power transmission (S); Facilities transit stations and terminals (A); transportation routes (A); transmission and receiving facilities (S).

**Recreation**

- Day use areas (A), cross country skiing courses (S); golf courses (S); outdoor recreation concessions (S); riding and hiking trails (S); snowmobile courses (A); visitor information centers (S).

**Resource Management**

- Same as Special Area #1.

**Special Area #3 (Recreation Area):** The following list of permissible uses is applicable throughout the Special Area. All special uses (S) are to be processed as Minor Use Permits (MUP), unless otherwise noted as a Conditional Use Permit (CUP).

**Residential**

- Employee housing (S).

**Commercial**

**A. Retail**

- Eating and drinking places (S); food and beverage retail sales (S); general merchandise stores (S); nursery (S).

**B. Wholesale/Storage**

- Vehicle parking and storage (S).

**Public Service**

**A. General**

- Cultural facilities (A); day care centers/pre-schools (S); government offices (S); local assembly and entertainment (S); local post office (S); local public health and safety facilities (S); publicly owned assembly and entertainment (S); public utility centers (S); regional public health and safety facilities (S); collection stations (S).

**B. Linear Public Facilities**

- Pipelines and power transmission (S/CUP); transit stations and terminals (A); transportation routes (A); transmission routes (A); transmission and receiving facilities (S).

**Recreation**

- Day use area (A); recreation centers (A); participant sports facilities (A); sport assembly (S);

beach recreation (A); boat launching facilities (A); cross country skiing courses (A); developed campground (S); group facilities (S); outdoor recreation concessions (S); marina (S); recreational vehicle park (S); riding and hiking trails (A); rural sports (A); snow mobile courses (S); visitor information center (A).

**Resource Management**

- Same as Special Area #1.

**Special Area #4 (Tourist/Residential Area):** The following list of permissible uses is applicable throughout the Special Area.

**Residential**

- Employee housing (S); multiple family dwelling (A); single family dwelling (A).

**Tourist Accommodation**

- Bed and breakfast facilities (A); hotel, motel, and other transient dwelling units (A); timesharing (hotel/motel design) (S); time-sharing (residential design) (S).

**Commercial**

**A. Retail**

- Eating and drinking places (S); food and beverage retail sales (S); general merchandise stores (S); financial services (S).

**Public Service**

**A. General**

- Churches (S); cultural facilities (A); day care centers/pre-schools (S); government offices (S); local assembly and entertainment (S); local post office (A); local public health and safety facilities (A).

**B. Linear Public Facilities**

- Pipelines and power transmission (A); transit stations and terminals (S); transportation routes (A); transmission and receiving facilities (S).

**Recreation**

- Day use areas (A); recreation centers (S); beach recreation (A); boat launching facilities (A); cross country ski courses (A); outdoor recreation concessions (S);

marinas (S); riding and hiking trails (A); visitor information center (S).

Special Area #5 (Retail Area): The following list of permissible uses is applicable throughout the Special Area. All special uses (S) are to be processed as Minor Use Permits (MUP), unless otherwise noted as a Conditional Use Permit (CUP).

**Residential**

- Employee housing (A); multiple family dwelling (A); nursing and personal care (S); residential care (S), and single family dwelling (A)\*.

**Tourist Accommodation**

- Bed and breakfast facilities (A); hotel, motel, and other transient dwelling units (S); timesharing [hotel/motel design] (S/CUP); timesharing [residential design] (S/CUP).

**Commercial**

**A. Retail**

- Auto mobile home and vehicle dealers (S); building materials and hardware (S); eating and drinking places (A); food and beverage retail sales (A); furniture, home furnishings and equipment (A); general merchandise stores (A); mail order and vending (A); nursery (S); outdoor retail sales (S); service stations (A).

**B. Entertainment**

- Amusements and recreation services (A); privately owned assembly and entertainment (S).

**C. Services**

- Animal husbandry services (S); auto repair and service (S); broadcasting studios (A); business support services (A); contract construction services (A); financial services (A); health care services (A); laundries and dry cleaning plant (S); personal services (A); professional offices (A); repair services (S); schools - business and vocational (A); secondary storage (S).

**D. Light Industrial**

- Printing and publishing (A).

**E. Wholesale/Storage**

- Vehicle storage and parking (A).

\* Single family use is an allowed use under Placer County's General Plan/zoning laws. However, it is NOT an allowed use under TRPA's Community Plan.

**Public Service**

**A. General**

- Churches (S); cultural facilities (A); day care centers/pre-schools (A); government offices (S); local assembly and entertainment (S); local post office (A); local public health and safety facilities (A); membership organizations (A); publicly owned assembly and entertainment (S); regional public health and safety facilities (S); social services organizations (A); collection stations (S).

**B. Linear Public Facilities**

- Pipeline and power transmission (A); transit stations and terminals (A); transportation routes (A); transmission and receiving facilities (S).

**Recreation**

- Day use areas (A); recreation centers (S); participant sports facilities (S); sport assembly (S); cross country skiing courses (S); group facilities (S); outdoor recreation concessions (A); riding and hiking trails (A); rural sports (S); snow mobile courses (S); visitor information center (A).

**Resource Management**

- Same as Special Area #1.

**Shorezone:** Within the specified shorezone tolerance district, the following primary uses may be permitted in the backshore, nearshore, and fore shore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with Chapter 18. The following structures may be permitted in the shore zone as an allowed (A) or special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

Tolerance Districts 4, 6, & 7

**Primary Uses**

- Water oriented outdoor recreation concessions (A); beach recreation (A); water borne transit (A); tour boat operations (A); safety and navigation facilities (A); marinas (S/CUP); boat launching facilities (S); and construction equipment storage (S).

**Accessory**

- Buoys (A); piers (A); fences (S); boat structures ramps (A); floating docks and platforms (A); breakwaters or jetties (S); shoreline protective structures (A); and water intake lines (A).

**MAXIMUM DENSITIES:** Pursuant to Chapter 21 DENSITY, the following list establishes the maximum allowable densities that may be permitted for any parcel located within the Community Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive programs, special use determinations, allocation limitations, and general site development standards.

**USE**

**MAXIMUM DENSITY**

**Residential**

Single family dwelling	1 unit per parcel
Multiple family dwelling	15 units per acre
Multi-person dwelling	25 people per acre
Nursing and personal care	25 people per acre
Residential care	25 people per acre
Employee housing	As per the limitations above

**USE**

**MAXIMUM DENSITY**

**Tourist Accommodation**

Bed and breakfast facilities	10 units per acre
Hotel, motel and other transient units	
- with less than 10% of units with kitchens	40 units per acre
- with 10% or more units with kitchens	15 units per acre
Timeshare	15 units per acre

**Recreation**

Developed campgrounds	8 sites per acre
Group facilities	25 persons per acre
Recreation vehicle park	10 sites per acre

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

**TOURIST ACCOMMODATION BONUS UNITS:** Pursuant to Chapter 35 of the TRPA Code of Ordinances, the maximum number of tourist accommodation bonus units which may be permitted for this Community Plan Area is 25 units.

**ADDITIONAL DEVELOPED OUTDOOR RECREATION:** The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 13 to be located within this Community Plan Area. Specific projects and their timing are addressed in Chapter V and the

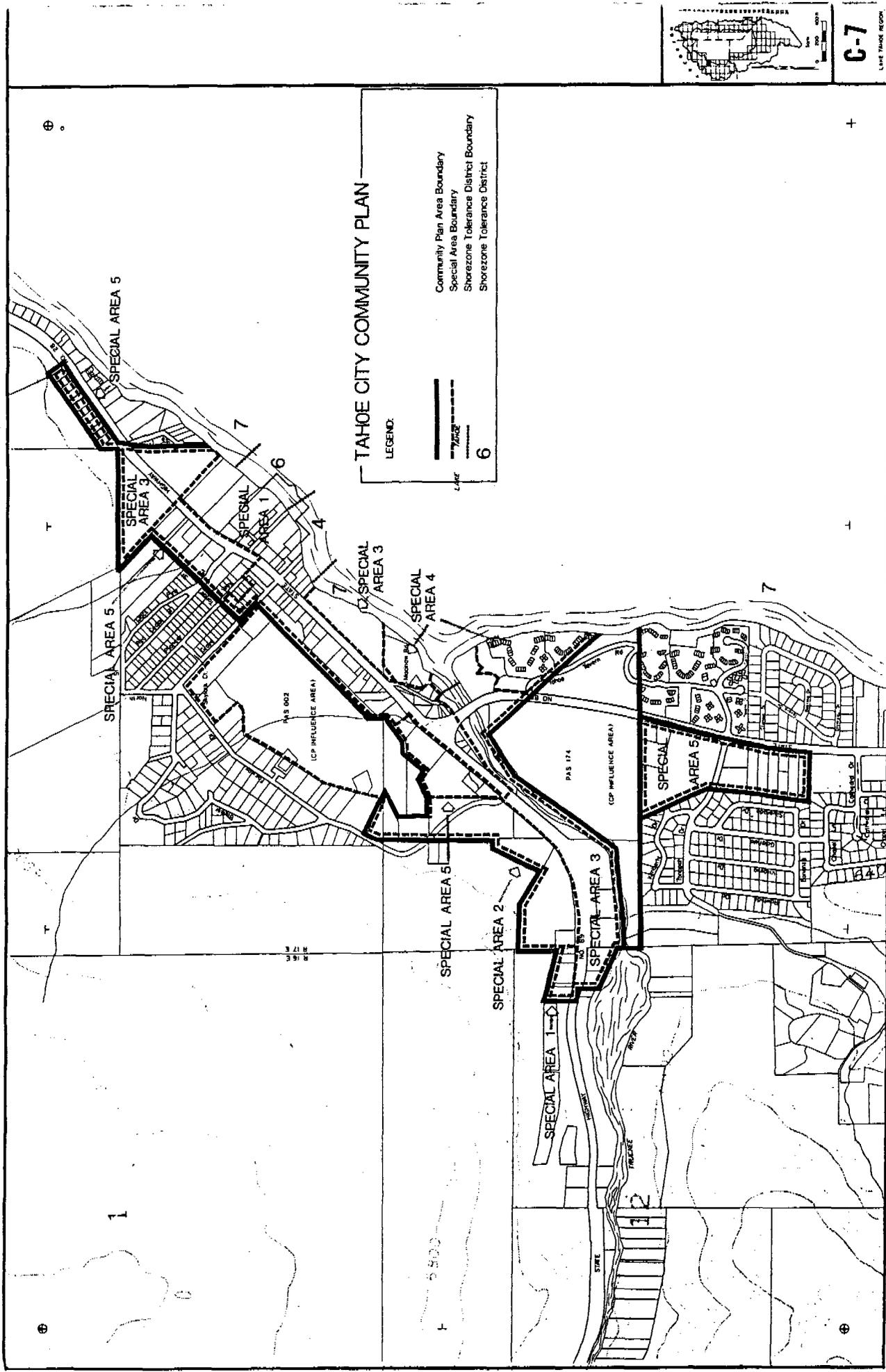
TRPA Five-Year Recreation Program pursuant to Chapter 33 Allocation of Development. The following additional capacities allowed are measured in persons at one time:

SUMMER DAY USES	600 PAOTs	WINTER DAY USE	0 PAOT
OVERNIGHT USES	0 PAOT		

**COMMERCIAL FLOOR AREA ALLOCATION:** Pursuant to Chapter 33 of the TRPA Code of Ordinances, the maximum amount of commercial floor area which may be allocated for additional development in the Community Plan Area until December 31, 1996, is 50,000 square feet.

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

1. Where applicable, a maximum 55 CNEL override for the Highway 28 and Highway 89 corridors is permissible.
2. The maximum CNEL for Special Areas #3 and #4 and #5 is 55 CNEL.
3. The maximum CNEL for all areas of the community plan except as noted in 1 and 2 above is 65 CNEL.
4. The maximum CNEL for Shorezone Tolerance Districts 4, 6 and 7 is 55 CNEL and the maximum for the lakezone is 50 CNEL.



TAHOE CITY COMMUNITY PLAN

LEGEND:

- Community Plan Area Boundary
- Special Area Boundary
- Shorezone Tolerance District Boundary
- Shorezone Tolerance District

6

C-7

LAKE TAHOE REGION

TAHOE REGIONAL PLANNING AGENCY

Adopted by TRPA: 02-23-94  
 Adopted by Placer County: 03-07-94

Figure 3

DL 9/89  
 PAS 10/90



# **CHAPTER III**

## CHAPTER III TRANSPORTATION ELEMENT

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

### A. EXISTING TRANSPORTATION SYSTEM

#### Streets and Highways

The private automobile is the primary mode of transportation in the Lake Tahoe Basin. State Routes 28 and 89 are the main vehicle routes in and through the Tahoe City Community Plan area.

State Route 28 is the link between Incline Village, Nevada and Tahoe City, California along the north shore of Lake Tahoe. It has a terminus at the Wye where it meets State Route 89. Within the plan area, State Route 28 consists of three travel lanes, one through lane each direction, with a central continuous turn lane.

State Route 89 is the major link between Tahoe City and South Lake Tahoe along the west shore of the Lake. At the junction at the Wye with State Route 28, route 89 continues north as the link to the town of Truckee. Along this route are the entrances to Squaw Valley and Alpine Meadows ski resorts. Within the plan area, State Route 89 is primarily a two-lane facility.

#### Parking Facilities

Parking within the Community Plan area is composed of a mixture of public parking (located in the State Route 28 and 89 rights-of-way) and private parking. Currently, during peak periods, there is a shortage of parking spaces in the downtown area. There are approximately 270 public spaces. These spaces are a combination of parallel and angled spaces located adjacent to the State Route travel lanes. Parking movements into and out of these public spaces are often in conflict with the State Route 28 through movements. There are approximately 2500 private spaces in the Plan area.

### Transit Facilities

The Tahoe City Community Plan Area is currently serviced by the Tahoe Area Regional Transit (TART) system. This is the only regularly scheduled public transit system provided on the North and West Shores. TART currently operates six days a week from 6:30 AM to 6:30 PM and services the entire plan area along State Routes 28 and 89. Service headways are every 60 minutes. The present route locations within the area are shown on Figure 4.

Other transit systems available within the plan area include a demand responsive social service system provided by the Volunteer Center of Placer County. This service is available to clients over 60 years of age, handicapped, and low income residents. Many ski resorts also provide a ski shuttle service. Additionally, limited use of waterborne transit has been used for shuttling skiers from South to North Shores.

### Pedestrian Facilities

With the exception of the five hundred feet stretch of boardwalk adjacent to State Route 28, the sidewalk on Fanny Bridge and a few designated crosswalk areas, pedestrian facilities are almost nonexistent in the Plan area. Pedestrians often share the same right-of-way as the highway and bicycle traffic which presents safety concerns and reduces highway capacity. The bike paths (see Figure 8) within the Plan area are used by both cyclists and pedestrians with an associated reduction in safety.

### Bicycle Facilities

Presently, designated bicycle facilities are provided from the south end of the Plan area along State Route 89 to the Wye, at the west end of the Plan area along a portion of the Truckee River, and at the east end of the Plan area at the State Recreation Area. There are no designated bicycle facilities connecting these segments through the commercial area. Bicyclists through the commercial core are forced to share the same right-of-way as the highway traffic adjacent to the angled parking spaces, which presents safety concerns.

### Existing Traffic Conditions

The existing traffic conditions within the Community Plan area have recently been evaluated as a part of the Tahoe City Traffic Mitigation Project. A performance standard approach was used whereby a level of service was evaluated at specific sites within the Plan area. Level of Service (LOS) is a quantitative and qualitative measure of traffic conditions on isolated sections of roadway or intersections, LOS ranges from "A": (with no congestion) to "F" (where the system fails with gridlock or stop-and-go conditions prevailing). The quantitative basis for determining LOS is the V/C ratio, defined as the ratio of traffic volume (V) and the facility capacity (C). The existing peak-hour roadway level of service on Highway 28 through the commercial core is calculated to be 0.96, which corresponds to an LOS of "F".

## B. TRANSPORTATION OBJECTIVES AND POLICIES

The following numbered objectives relate to the Transportation goals found in the Community Plan Goal section of Chapter I of this Plan. To meet the Objectives, the following specific policies are adopted as standards.

1. Provide a safe and efficient transportation system for the residents of the Tahoe City area and the others who use the system.
  - A. Policy: Provide a transit oriented transportation system for Tahoe City.
  - B. Policy: The level of service on major roadways (i.e., arterial and collector routes) shall be LOS D, and signalized inter-sections shall be at LOS D. (Level of service "E" may be acceptable during peak periods, not to exceed 4 hours per day).
  - C. Policy: Separate the various functions currently accommodated in the Highway 28 right-of-way (through vehicle traffic, parking search, pedestrian activity, bicyclists, and parking.)
2. Provide for sufficient capital improvements to meet the level of service target, meet target VMT reductions, and provide adequate parking facilities as development occurs in the community plan area.
  - A. Policy: A first priority for available funds shall be for projects listed in the implementation program as these projects and programs help reduce congestion, and meet other objectives in the Plan.
  - B. Policy: All projects shall analyze and mitigate their traffic quality impacts pursuant to Chapter 93 of the TRPA Code of Ordinances. The improvements listed in this element shall be added to the list of mitigation measures in Subsection 93.3.C(2) and (3).
  - C. Policy: Preserve the option to develop the State Route 89 Bypass linking State Route 89 in the vicinity of Granlibakken Road to State Route 89 west of the Wye at the existing Caltrans yard, to separate the flow of traffic and to relieve the bottle neck created at the existing Wye.
  - D. Policy: Improve State Route 28 to include a minimum of three lanes and two bikeways. Where diagonal parking results in conflict with bicycles or through traffic, it should be converted to parallel parking, or eliminated. The conversion shall be consistent with E. below, and shall be phased to be in balance with the community parking lot system.
  - E. Policy: Implement a parking management program that provides: adequate parking, limits traffic conflicts, considers connections between parking lots, reduces congestion, minimizes land coverage, and complements transit. Allow businesses or properties which contribute toward the development of such a parking

program to be given some proportionate credit for satisfying their individual parking requirements at such off-site locations and through contributions to transit. Highway parking realignments shall be coordinated with parking lot development so that parking spaces are created in lots concurrently with the loss of spaces in the right-of-way.

- F. Policy: Further transportation studies will be required prior to implementing any significant traffic improvements beyond those listed in this Plan.
3. Provide funding to finance a sufficient number of projects and programs to meet the objectives of the Transportation Element.
    - A. Policy: The appropriate level of mitigation shall be determined through project and environmental review pursuant to Chapter 93 of the TRPA Code of Ordinances to ensure that each project contributes its share and that specific project impacts are addressed.
    - B. Policy: All projects shall be subject to the TRPA traffic/air quality mitigation fee program (Chapter 93).
  4. Pedestrian and bicycle facilities identified in the Plan shall be further studied and implemented where appropriate.
    - A. Policy: Develop sidewalks in the downtown area. The conceptual design of part of the sidewalk system is shown on the Tahoe City Community Plan Design Standards and Guidelines and includes landscaping, lighting, trash receptacles, and bike racks.
    - B. Policy: To improve circulation, reduce vehicle trips, and improve public access to the Truckee River and Lake Tahoe, a network of recreation trails should be constructed connecting the key recreation areas. Improvements for areas shown on Figure 4 shall be at a minimum 8' asphalt pathways with landscaping on both sides. On street bicycle paths shall be included adjacent to the travel lanes through the downtown area.
  5. Public and private transit shall be encouraged by the Plan.
    - A. Policy: Implement strategies to increase ridership of mass transit to encourage less reliance on private automobiles. Develop a free transit shuttle bus system serving the Tahoe City commercial core during peak summer and winter visitation periods. Coordinate transit with neighboring ski resorts and the gaming industry. Coordinate staging areas for mass transit with improvements in the pedestrian circulation network.
    - B. Policy: Bus turn-outs, shelters, park and ride lots, and other related facilities or programs may be required at appropriate locations as conditions of approval for projects.

6. Transportation systems management (TSM) strategies shall be encouraged to reduce peak-period traffic and total vehicle miles traveled.
  - A. Policy: All transportation entities servicing the Community Plan area should become members of the Truckee-North Tahoe Transportation Management Association (TNT/TMA).
  - B. Policy: The TNT/TMA shall implement the recommendations of the this Chapter and the TNT/TMA Project List (1990) where applicable. Distribution of traffic onto the road network from major traffic generators shall be managed to avoid peak periods.

C. **PROPOSED TRANSPORTATION IMPROVEMENTS**

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

**Streets and Highways**

1. **State Route 28 Improvements** - Policy 2.D indicates that State Route 28 shall be improved to include three lanes (one in each direction with a center turn lane), Class II bikeways on each side, and parallel parking where appropriate. The construction of the highway improvements will be in conjunction with the construction of sidewalks, curbs, drainage system, landscaping, utility undergrounding and lighting, and shall be phased as described elsewhere in this plan. Intersection improvements at Grove Street and S.R. 28 (and possibly at Jack Pine Street) will be needed including a Traffic Control Officer or traffic signal. Figure 4 shows the location of the improvements in concept.
2. **State Route 89 Improvements** - The section of S.R. 89 from the Wye to Fairway will be improved to include travel lane improvements, bike trails, etc.
3. **State Route 89 Bypass** - Policy 2.C requires the Plan to preserve the option for the construction of a bypass of the existing Wye by re locating the State Route 89/28 intersection to the location of the existing Caltrans yard. This route will allow traffic on State Route 89 to bypass the existing Wye, thereby reducing the traffic volume and congestion at the intersection, and improving traffic flow from the ski areas and Truckee to the West Shore.

4. Intersection Improvements - Critical intersections can be improved through the addition of turning lanes and roadway widening. Traffic flow can be smoothed and provisions for bicycles/pedestrians can be provided. The most serious congestion problem is forecast for the intersection of Grove Street and State Route 28. Many other intersections on S.R. 28 and S.R. 89 would also benefit from future improvements.
5. Parking Lot Connectors - Parking lot connectors would provide vehicular, pedestrian, and bicycle access between parking lots. The purpose of the connectors would be to reduce congestion and VMT while improving the access to parking for the public. Parking lots on both sides of S.R. 28 have opportunities for connection.

#### Parking Facilities

1. Parking Standards and Guidelines - Application of the Parking Standards and Guidelines through Project Review will require:
  - a. Parking spaces and non-parking areas should be clearly delineated and enforced. Vehicles parking at improper locations impede traffic flow and reduce safety. Physical barriers, such as curbing or planters, may be necessary.
  - b. The location, layout, and number of spaces should be planned to reduce highway conflicts.
  - c. The operation of parking lots be modified to reduce impacts.
2. Community Parking Lot System and Shuttle - To meet parking requirements, mitigate State Route 28 improvements, achieve targets, and provide for additional development, a series of parking lots are required under Policy 2.E. The Grove Street and Jack Pine lots are specific in design and location. In addition, other lots conceptual in design and location will be utilized for public use, thereby increasing the availability of public spaces in the mid-town area.

The east-end intercept lot is conceptual in design and location, and will require further study. Additionally, the location and design of a west-end intercept lot will require further study. Also, many of the lots may be used as Park and Ride lots.

3. State Route 28 Improvements - Conversion of on-street parking from diagonal to parallel with mitigation can reduce roadway friction, increase speeds, and help safety.

#### Transit Facilities

1. TART Expansion - Policy 5.A calls for increased service from TART by increasing headway, by increasing the variety of vehicles, and by increasing the hours of operation. An improved maintenance facility for servicing transit vehicles is an important component to any increase in service. transit are included in the area of the

marina. Possible locations of routes, bus stops, terminals and parking lots are shown in Figure 4 and further described in the Chapter VII.

2. Downtown Shuttle - Policy 5.A requires the implementation of a shuttle system to provide transit service to parking lots indicated in Figure 4 during the summer and during peak periods in the winter. As part of this service, bus stop locations should be designated as appropriate through the commercial core.

Intercept parking lots should be provided at the east and west ends of town to allow motorists to park before entering the commercial area, and then use pedestrian facilities or the shuttle for transportation. This concept would work especially well for employees who could be required to utilize a system such as this.

3. Water Transit Terminal - Opportunities for a water transit are included in the area of the marina and the U.S. Forest Service Interpretive Center.
4. Transit Terminals - Policy 5.B calls for the study and the construction of transit facilities. It is recommended that a multi-modal transit terminal be constructed next to the community parking lot on the 64 Acre Tract. This terminal will connect with other terminals throughout the Region.
5. Lake Tour Bus - An around-the-Lake bus system provides longer range trips for visitors and residents.
6. Truckee Shuttle - Tour bus service, and a connection to the train in Truckee, could provide congestion relief.
7. Ski Tour Shuttles - Coordination of transit services to recreational destinations (i.e., ski bus) could provide improvements during critical winter peaks.

#### Pedestrian Facilities

1. Downtown Sidewalk Facilities - Policy 4.A requires the construction of sidewalks in the downtown area. The conceptual design of the sidewalk system is shown on the Tahoe City Community Plan Design and Sign Standards and Guidelines and includes: landscaping, lighting, trash receptacles, and bike racks.
2. Wye Area Sidewalks - Policy 4.A requires the construction of sidewalks in the Wye area.
3. Other Sidewalks - In order to encourage the use of the sidewalk system, surfaced pathways to connect various uses will be considered when any project is proposed pursuant to the Tahoe City Community Plan Design and Sign Standards and Guidelines. Openings between buildings and/or adjacent to driveways will be reviewed for the needs of pedestrians. Pedestrian facilities will be considered when constructing bike trails.

4. Crosswalks - The number and location of crosswalks are an important element of any pedestrian system.

#### Bicycle Facilities

1. Lake Access Trail - To improve circulation and lake access, a lake access trail as shown on Figure 4 will be considered.
2. 64-Acre Trail - To improve circulation, reduce vehicle trips, increase safety and improve public access to the Truckee River and Lake Tahoe, Policy 4.B calls for construction of the conceptual trail system in the 64-acre tract area shown in Figure 4.
3. Highway 28 Bike Lanes - To increase safety and provide convenient bicycle access throughout the commercial core, on-street bike lanes should be provided along both sides of Highway 28 between the Wye and the State Recreation Area.
4. Bikeway Redesign at the State Recreation Area - A "jughandle" design should be constructed at the terminus of the off-street bike path at the State Recreation Area to encourage westbound cyclists to cross the highway and ride through the commercial core on the proper side.

#### Other Transportation Mitigation Measures

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

7. Transportation Management

- a. The State mandated Congestion Management Program (CMP) includes a section on Trip Reduction Ordinances (TRO). The County is required to have a TRO by June, 1993, which will apply to this area. The goal of the TRO is to have employers educate, coordinate, and encourage strategies to reduce congestion and improve air quality. Working with employees at the work place can be an effective method because of the common destination point and hours of employment. Employers could institute a program with provisions beyond those required by the TRO.
- b. The Truckee-North Tahoe Transportation Management Association (TNT/TMA) is a group of Public Agencies and private firms which have joined together to develop and implement programs and projects to reduce congestion and provide for the transportation needs of residents, visitors, and employees in the Lake Tahoe area. The TMA is an active and important coalition that is successfully addressing regional transportation problems. Membership and participation in the TMA can be a positive step for businesses, agencies, and individuals to take.
- c. Incentives to ride transit can be implemented by employers and commercial/recreational related businesses. The incentives could be financial or convenience related. A disincentive would be to discontinue parking subsidies to employees and customers.





## **CHAPTER IV**

## CHAPTER IV CONSERVATION ELEMENT

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

### A. CONSERVATION OBJECTIVES AND POLICIES

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

1. Ensure the attainment and maintenance of the environmental threshold related targets established for the Community Plan.
  - A. Policy: Community Plan projects may rely on the incentives listed in Subelement D of Chapter VII once a public entity (Placer County, TCPUD, or an assessment district) makes an irrevocable commitment (all the necessary funding and approvals) to implement the improvements noted as mandatory in the Target Matrix. These improvements are initially described in the Chapter VII Improvement Program and will be further defined when approved by TRPA as a project. Commercial allocations pursuant to Appendix C may be reserved for properties participating in the mandatory projects.
  - B. Policy: TRPA may review progress on target attainment periodically and make adjustments to the targets and implementation schedules. However, once the irrevocable commitment in Policy A above has been made, the incentives (except for substitute mitigation fees) shall be in effect until December 31, 1996.
  - C. Policy: The mitigation measures listed in the Target Matrix as subject to project review shall be given priority for mitigation over other similar listed mitigation measures. Projects approved by Placer County or TRPA shall not preclude future implementation of required mitigation measures. The amount of mitigation shall be commensurate with the magnitude, the impacts, and the incentives related to the proposed project.

### B. ENVIRONMENTAL TARGETS

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

## TAHOE CITY CP REQUIREMENTS LIST FOR ACHIEVEMENT OF TARGETS

(Symbols are explained in text following the matrix)

Tahoe City CP Requirements	NEEDED FOR	CP TARGET	PROJECT REVIEW	CP CIP	CP EIS MITIGATION	THRESHOLD FINDINGS	TRPA REQUIREMENTS	SUB. WATER QUALITY FEE	SUB. AIR QUALITY FEE	COVERAGE FEE	START PLAN	ALLOCATIONS
CP MEASURES												
<b>A. TRAFFIC/AIR QUALITY</b>												
1. LOS D POLICY		R	X		X		RTP					
2. Highway Improvements												
S.R. 28 Improvements		R	X	X	X	X	RTP		X		M	X
S.R. 89 Improvements		E	X	X					X			X
S.R. 89 Bypass		E		X			RTP					
Grove Street Intersection		R <sup>1</sup>		X	X		RTP		X			X
Jack Pine Intersection		R <sup>1</sup>			X							
Granlibakken Intersection		R	X	X			RTP					
Wye Intersection		O		X			RTP					
Park Lot Connectors		E					RTP					
Connector #1		R	X	X	X				X			X
Connector #2		R	X	X	X				X			X
3. Parking Program												
Parking SIDS & Guidelines		R	X			X	RTP					
CP Parking Lots		E					RTP					
Grove St. Area Lot		R		X	X				X			X
Jack Pine Area Lot		R		X	X				X			X
Midtown Area Lot		R		X	X				X			X
Commons Area Lot		E	X	X	X				X			
64 Acre Area Lot		R		X	X	X	RTP		X			X
Marina Area Lot		E	X	X					X			X
East End Lot		R	X	X	X				X			X
4. Transit Improvements												
TART Expansion		R		X	X	X	RTP					
Downtown Shuttles		R		X	X	X	RTP		X			X
Water Transit Terminals		E				X	RTP		X			X
Ski/Tour Shuttles		E	X		X	X	RTP		X			X
Truckee Shuttle		E		X	X	X	RTP		X			X
Transit Terminal		R		X	X	X	RTP		X			X
Lake Tour Bus		R		X		X	RTP		X			X
Gondola to Alpine		O					RTP		X			X

1. May only require traffic control officer at the intersection.

Tahoe City CP Requirements												
CP MEASURES	NEEDED FOR	CP TARGET	PROJECT REVIEW	CP CIP	CP EIS MITIGATION	THRESHOLD FINDINGS	TRPA REQUIREMENTS	SUB. WATER QUALITY FEE	SUB. AIR QUALITY FEE	COVERAGE FEE	START PLAN	ALLOCATIONS
5. Sidewalk Improvements												
Downtown Sidewalks		R	X	X	X	X	RTP		X		M	X
Wye Area Sidewalks		R	X	X	X	X	RTP		X			X
Other Sidewalks		R	X		X	X	RTP		X			X
6. Recreation Trail Improvements												
Lake Access Trail		E		X	X				X			X
64 Acre Area Trails		R		X	X				X			
S.R. 28 Bike Trail		R		X	X	X	RTP		X		M	X
State Park Trail Fix		E		X					X			
7. Mitigation/Fee Program (Chapter 93)		R	X		X	X	CDE					
8. Other Trans. Mitigation												
TMA Membership/Management		E	X									
Ridership Incentives		E	X		X	X	RTP		X			
Mini Van Pools		E	X		X	X	RTP		X			
Traffic Control Officer		R			X				X			
Truck Access Improvements		R	X			X	RTP		X			
Access Improvements		R	X			X	RTP		X			X
Home Mail Delivery		E				X	RTP		X			
Information Contingency Plans		E										
9. Land Use												
Recreation Facilities		E										
Commercial/Tourist Development		E										
Affordable Housing		E	X									
<b>B. SEZ RESTORATION</b>												
1. SEZ Target (11 ac.)												
Golf/Grove Area (5 ac.)		R		X		X	208	X	X			X
64 Acre Area (4 ac.)		R		X		X	208		X			X
California Park (1 ac.)		R		X								X
Wye Pond Area (3 ac.)		R		X				X	X		M	X
Low River Area (7.4 ac.)		E		X				X	X			X
Up River Area (5 ac.)		E		X				X	X			X
Miscellaneous Area (1 ac.)		E	X									

Tahoe City CP Requirements	NEEDED FOR	CP TARGET	PROJECT REVIEW	CP CIP	CP EIS MITIGATION	THRESHOLD FINDINGS	TRPA REQUIREMENTS	SUB. WATER QUALITY FEE	SUB. AIR QUALITY FEE	COVERAGE FEE	START PLAN	ALLOCATIONS
CP MEASURES												
<b>C. SCENIC IMPROVEMENTS</b>												
1. Design Standards & Guidelines		R	X		X	X	PLN					X
2. Sign Standards		R	X		X	X	PLN					
3. Sign Program		R	X		X	X						X
4. SQIP Program		R	X		X	X	CDE					
5. View Policy		R	X		X	X						
6. Underground Policy		R	X		X							X
7. S.R. 28 Improvements		R	X	X	X	X	SQP			X	M <sup>2</sup>	X
8. Design Review Committee		R	X	X						X		
9. Power Station Relocation		E	X	X	X					X		
10. Firehouse Relocation		E	X	X	X					X		
<b>D. LAND COVERAGE REDUCTIONS</b>												
1. L.C. Target (13.1 ac)												
California Parks (1 ac.)		R		X	X					X		
Up River Area (1 ac.)		E		X	X			X		X		
S.R. 28 Improvements (0.5 ac.)		R	X	X	X			X		X	M	
Landscape Rule (2.5 ac.)		R	X		X					X		
Lower River (5.4 ac.)		O		X				X		X		
<b>E. WATER QUALITY</b>												
1. BMPs Required		R	X		X		208					X
2. 80% Restoration Target (16 ac.)												
Golf Course (2 ac.)		R	X	X	X		CDE					X
64 Acre Area (5 ac.)		R	X		X		CDE					X
California Parks (1 ac.)		R	X		X		CDE					X
Wye Area (3 ac.)		R	X		X		CDE					X
Upper River Area (3 ac.)		E	X				CDE					X

2. Only the curbs and paved sidewalks

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

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

1. **TRAFFIC** - Traffic problems identified in the Tahoe City area and through out the region present numerous opportunities for air, water and traffic improvements.

**Base Line:** There were 1,700,000 vehicle miles traveled (VMT) in the region in 1981. Approximately 18,200 of those vehicle miles had origins or destinations in the Tahoe City Community Plan Area.

The RTP indicates that in 1985, the Tahoe City Wye intersection service level was C during the summer and the S.R. 28/Grove Street intersection was E during the summer.

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

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

**Regional Plan Requirement:** The TRPA Regional Plan requires Tahoe City to attain a level of service D on urban roads, a level of service D at key intersections (may have 4 hours of LOS E), implement parking restrictions on congested roadways, and to reduce dependency on the auto. The RTP requires implementation of improvements in the Action Element and the VMT control measures listed in the RTP EIS. Chapter 93 of the TRPA Code sets forth Mitigation Fee Program. The following LOS and VMT measures directly relate to Tahoe City:

VMT Measures

- a. Community Plans (1988 RTP, no longer required by TRPA) - 40,000 to 60,000 VMT
- b. Bus Service to Truckee (N. Shore) - 4,400 VMT
- c. Waterborne Point to Point (Region) - 11,400 VMT
- d. TART Transit Expansion (N. Shore) - 6,700 VMT  
- includes Tahoe City Transit Facility

- e. Tahoe City Intrazonal Shuttle - 50 VMT
- f. Pedestrian improvements (Region) - 6,100 VMT
- g. Bike Trails (Region) - 9,200 VMT
- h. Home Mail Delivery (Region) - 57,200 VMT
- i. Alpine Gondola - 500 VMT
- j. Transportation Demand Management (Region) - 5,800 VMT
- k. Summer Lake Tour Bus (Region) - 9,800 VMT

LOS Measures

- a. S.R. 28 Roadway Improvements
- b. Transportation System Management - Granlibakken Intersection - Wye Intersection - Grove Street Intersection
- c. Pedestrian Improvements
- d. Class II Bike Trail on S.R. 28
- e. Service Roads
- f. Consolidation of Off Street Public Parking

Tahoe City Target: The CP targets are as follows:

- a. Attain Tahoe City's fairshare of the 1988 RTP CP target by providing the local VMT improvements noted above. Also, provide assistance in implementation of the regional VMT improvements noted above. The estimated CP fairshare is six and a half percent (Tahoe City VMT/Total CP VMT and Lake Forest's share) which is estimated to be a reduction of 3900 VMT over 20 years or 1,950 for the 10 year (1997) target.
- b. Implementation of the improvements which modelling shall indicate attain the RTP LOS standards at EIS-selected monitoring points on Highway 28 and 89.

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

- a. For the VMT reductions to offset the 420 VMT increase from land use and to meet the targets, the key strategies are:
  - (1) Construct the pedestrian improvements for S.R. 28 and S.R. 89 - Estimated 550 VMT.
  - (2) Construct the transit terminal/parking lot - Estimated 4,490 VMT. Provide assistance for increased TART service, transit coordination, and waterborne transit stops as listed in the Community Plan Transportation Element and the RTP.
  - (3) Implement the Tahoe City shuttle and parking lots - Estimated 1,360 VMT for CP credit.
  - (4) Construct bike/recreation trails on S.R. 28 and 64 Acre Tract area - Estimated 280 VMT.
  - (5) Ski area and tour boat shuttles - 400 VMT.
  - (6) Home mail delivery - 200 VMT

b. For LOS targets, the key strategies are:

- (1) The construction of State Route 28 improvements.
- (2) Pedestrian facilities S.R. 28.
- (3) Intersection improvements
  - Grove Street
  - Jack Pine
- (4) Connector Roads #1 and #2
- (5) Off-Street Parking
  - Grove Street
  - Jack Pine
  - 64-Acre Tract
  - Midtown
  - East End Lot
- (6) 64 Acre Tract Trails and S.R. 28 Trails
- (7) Traffic Control Officer
- (8) Access and Truck Access Improvements

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

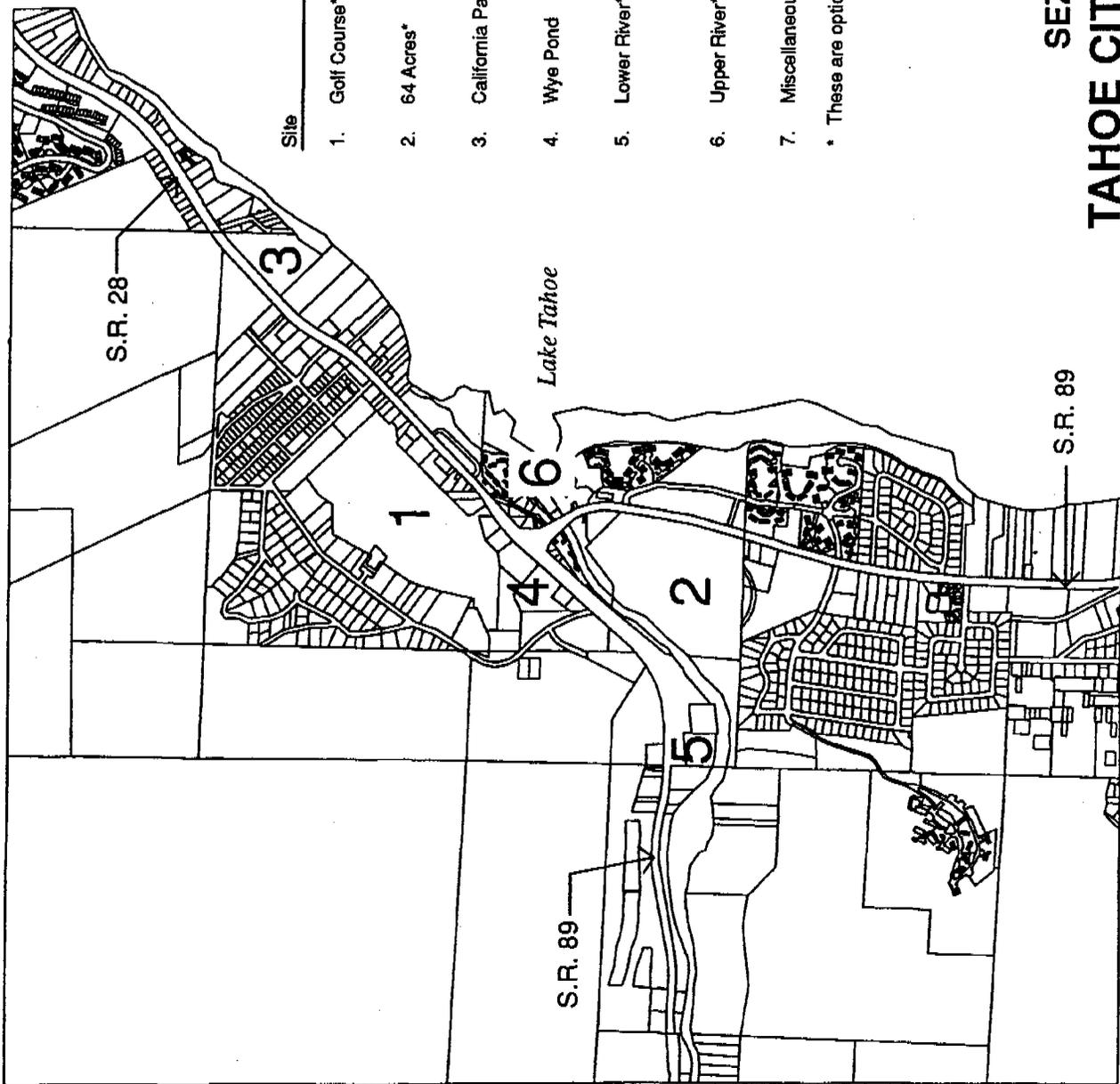
Base Line: There are approximately 85 acres of SEZ in Tahoe City of which about 69 percent, or 59.2 acres, is disturbed to some extent.

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

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

Tahoe City Target: The CP Stream Zone Restoration Program targets approximately 25 percent or 13.5 acres for restoration by 2007. The 1997 CP target is 4 acres.

Key Implementation Strategies: The following 26.4 acres are listed as possible areas for restoration. Restoration of 11 acres will occur in conjunction with implementation of the CIP and other proposed projects. Volume III, SEZ Protection and Restoration Program and this list may be updated as new information becomes available.



**Restoration**

- | Site                | Restoration   |
|---------------------|---|
| 1. Golf Course*     | 5 acres - application of BMP's, service road project, Grove Street project, school BMP's.                         |
| 2. 64 Acres*        | 4 acres - U.S.F.S. restoration and drainage system improvements.  |
| 3. California Parks | 1 acre - California Parks improvements of Tahoe Park and Gatekeepers area.  |
| 4. Wye Pond         | 3 acres - Placer County construction of downtown drainage.  |
| 5. Lower River*     | 7.4 acres - Caltrans construction of new Wye and S.R. 89 improvements, and construction of drainage improvements. |
| 6. Upper River*     | 5 acres - TCPUD bike trail construction, U.S.F.S. and Conservancy, and Redevelopment.                             |
| 7. Miscellaneous*   | 1 acre.   |

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



**SEZ RESTORATION PROJECTS  
TAHOE CITY COMMUNITY PLAN**

Figure 6

<u>Site</u>	<u>Restoration</u>
1. Golf Course	5 acres - application of BMPs, Grove Street project, school BMPs.
2. 64 Acres	4 acres - U.S.F.S. restoration and drainage system improvements
3. Calif. Parks	1 acre - Calif. Parks improvement of Tahoe Park and Gatekeepers area.
4. Wye Pond	3 acres - Placer Co. construction of downtown drainage.
*5. Lower River	7.4 acres - Caltrans construction of new Wye and S.R. 89 improvements, and construction of drainage improvements.
*6. Upper River	5 acres - TCPUD bike trail construction, USFS and Conservancy, and redevelopment.
*7. Miscellaneous	1 acre

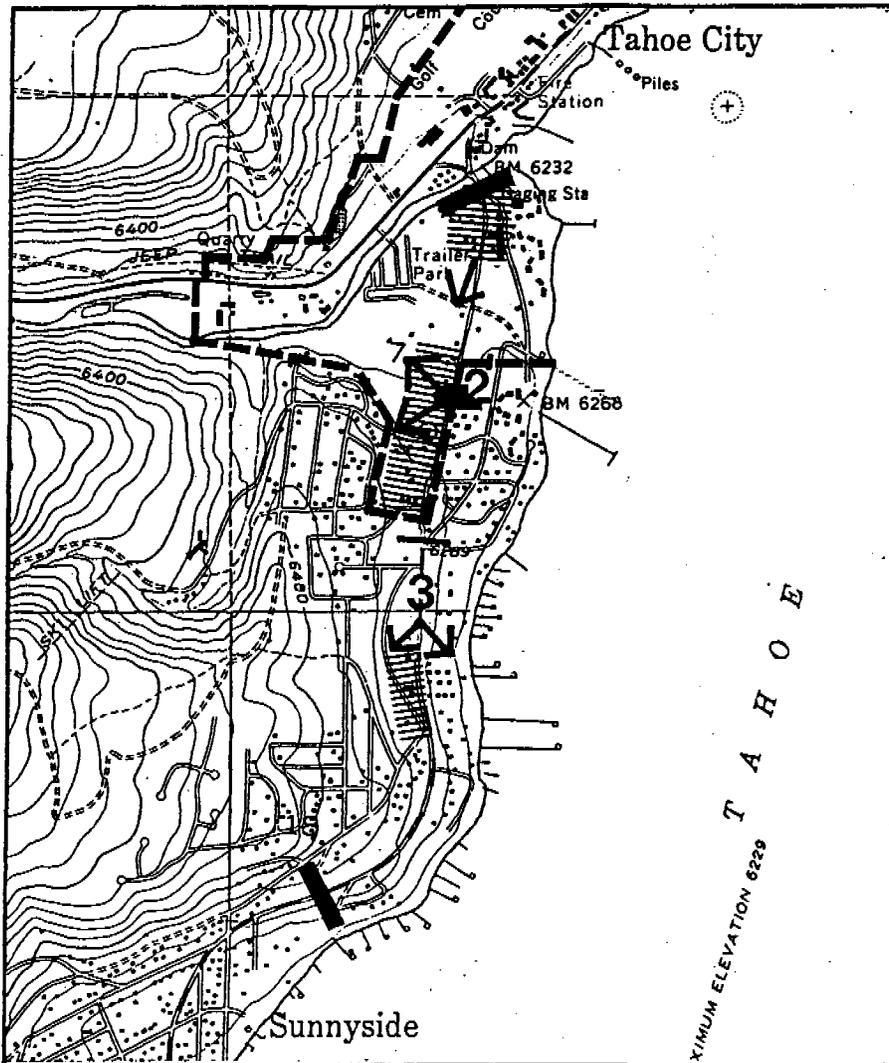
\* These are optional or reserve areas for consideration at a later date.

3. **SCENIC** - The opportunities for scenic restoration have been identified by the TRPA Scenic Thresholds. Tahoe City has been identified by the TRPA Scenic Quality Improvement Program (SQIP) as in need of scenic improvements for the highway and shoreline units.

Base Line: Tahoe City Scenic Roadway Units #14, #15, and #42 and Shoreline Unit #15 are located in this CP. The SQIP scenic scores and concerns are as follows:

- a. **TAHOE CITY COMMUNITY PLAN PORTION OF UNIT #14: TAHOE TAVERN**  
 The scenic resources identified in the 1982 Inventory for this unit include a relatively undisturbed section of pine forest with large cedar trees along the roadway (Subcomponent #3 as shown on the Roadway Unit map); an open meadow area across from Tahoe Tavern (Subcomponent #2 as shown on the Roadway Unit map); and views of residential and commercial development amongst the open pine forest (Subcomponent #1 on the Roadway Unit map). Generally however, the quality of the unit is attributable to the forest cover rather than to distinctive views or features. The 1988 travel route rating and scenic resource threshold for this unit are as follows:

- . Travel Route Rating: 13
- . Scenic Resource Threshold: 4



ROADWAY MAPS LEGEND

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

ROADWAY UNIT 14. TAHOE TAVERN

Figure 7

The chief concern with respect to the unit's scenic quality will be to maintain the forested character of the unit. Development is currently spread along much of the length of the unit, however the principal areas of concern are in the northern portion of the unit where pockets of commercial development have been introduced into the landscape. It is important that the areas in between these pockets of commercial development be sensitively developed or the area could become one long stretch of strip commercial development.

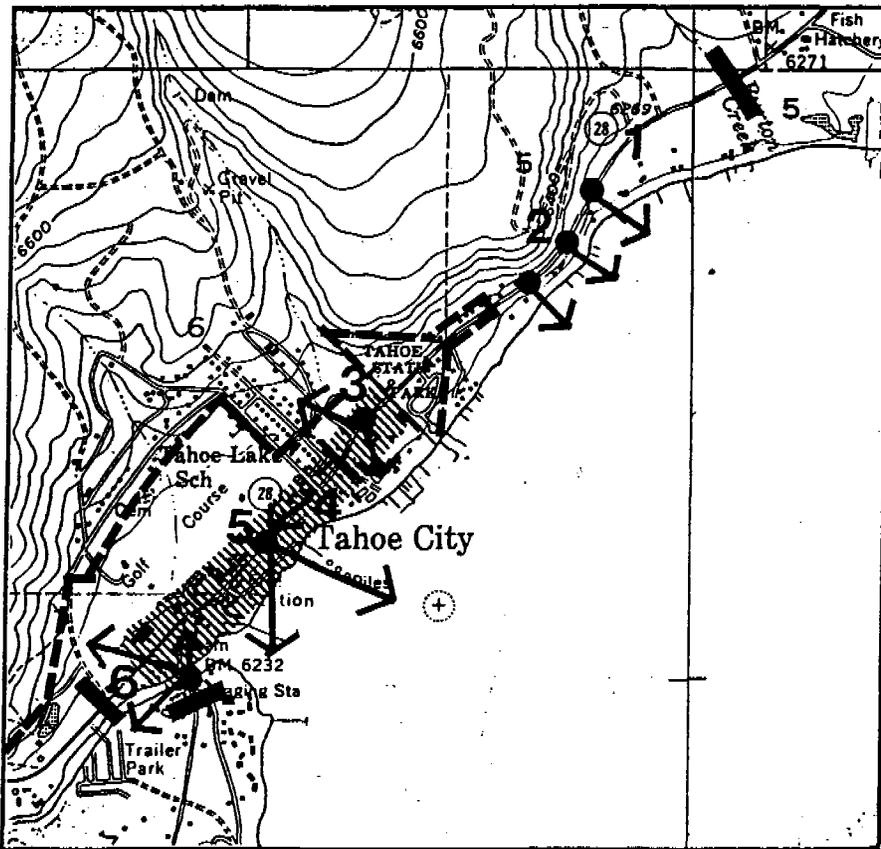
The area west of West Lake Boulevard is most susceptible to this possibility because of the existing commercial development. At the north end of the unit the intense commercial development of Tahoe City has spread to the south from the Truckee River into this unit in a haphazard fashion. This area of development lacks a consistent development character with projects like the Truckee River Bank and Tavern Shores on the east side of the road having a relatively high quality appearance and the "Deli" Restaurant, the real estate office and other miscellaneous development on the west side of the road having a haphazard development character with low quality roadside treatment.

After a short stretch of undeveloped forest area the meadow area across from Tahoe Tavern is bounded to the north and south with commercial development. The development to the north has not been well planned and visually suffers from the absence of landscaping or defined parking along its frontage and the disarray of signs.

The Timberline Center to the south of the meadow has well designed parking and signage. However, more substantial landscaping along the front would further improve the development's appearance.

- b. TAHOE CITY COMMUNITY PLAN PORTION OF UNIT #15: TAHOE CITY The scenic resources identified in the 1982 Inventory for this unit include views of the lake from downtown (Sub-component #5), the view of the Truckee River and outlet structure (Subcomponent #6), the view of the forested ridgeline west of town (Subcomponent #4) and views of the forested areas along Highway 28 between Tahoe State Park and Burton Creek (Subcomponents #1-3). The location of each subcomponent is shown on the Roadway Unit map on the following page. None of these resources was identified as being of exceptional quality and all were comprised to some degree by the presence of development. The 1988 travel route rating and scenic resource threshold for this unit are as follows:

- . Travel Route Rating: 13
- . Scenic Resource Threshold: 3



ROADWAY MAPS LEGEND

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

ROADWAY UNIT 15. TAHOE CITY

Figure 8

The principal area of concern with respect to the unit's scenic quality is the commercial development of Tahoe City, which extends from the Truckee River to Tahoe State Park. This section of roadway is intensely developed on both sides of the road except for the short stretch of roadway adjacent to Tahoe City Commons Beach, which has a boardwalk providing views out to the lake. The overall visual character of this area is somewhat cluttered and confusing.

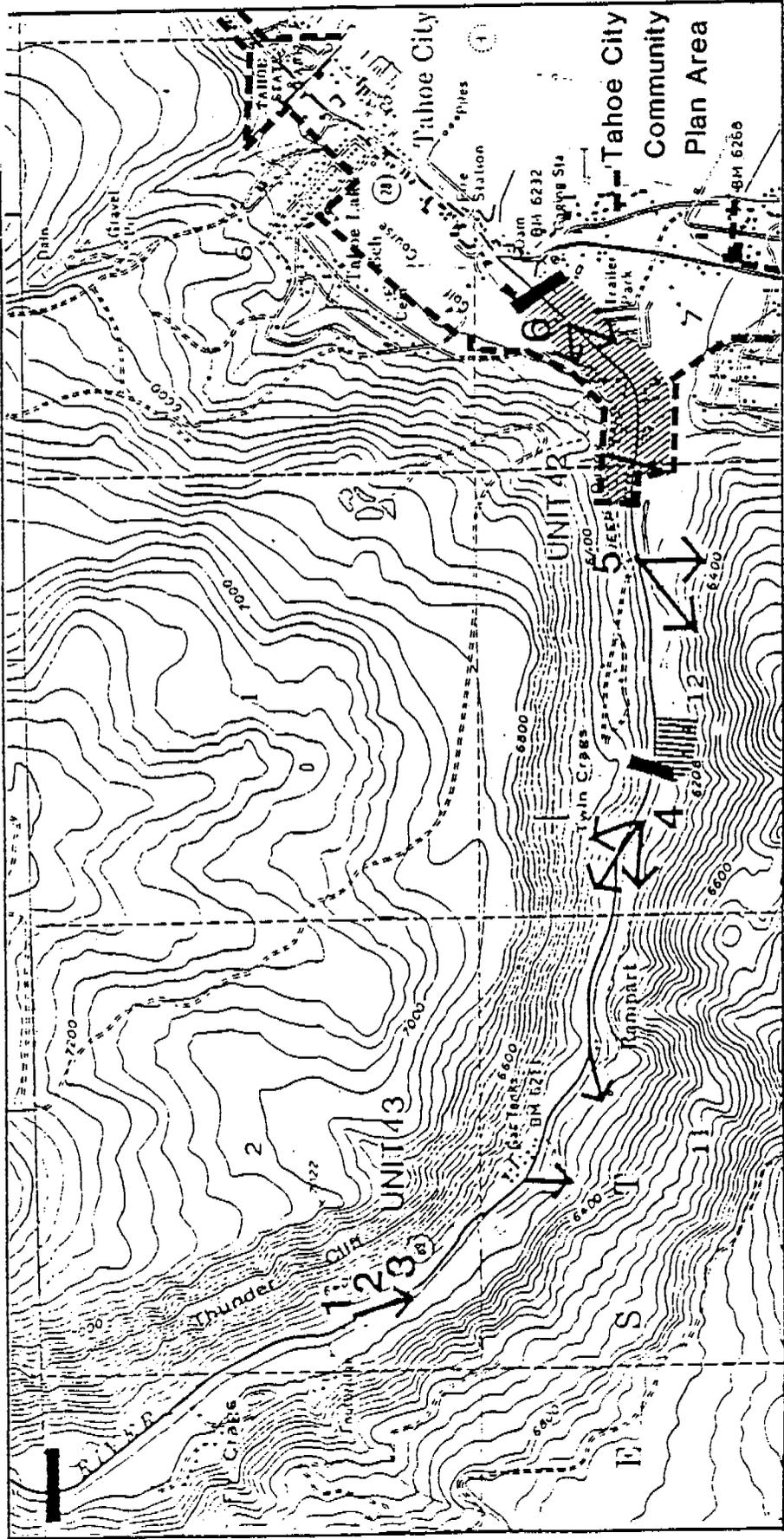
In general, the buildings have been sited very close to the roadway; parking exists on the shoulders and cars take access directly off the main roadway. There is little or no landscaping between buildings and roadway so the paved surfaces of the travel corridor predominate with little visual relief. The combination of the parking along both sides of the roadway with the continuous left turn lane down the center creates unpredictable traffic patterns, which in turn contribute to the area's visual confusion.

Other elements that detract from the overall quality of the commercial strip are the uncoordinated design and placement of signs, the overhead utility lines (although some have been removed), and the multi-story Pepper Tree Inn which is out of scale with the generally low-rise character of development in Tahoe City, and contrasts with the darker, forested background due to its relatively light color.

That portion of the unit from Tahoe State Park east to Burton Creek has generally acceptable levels of scenic quality. The roadway is forested on both sides with residential development located intermittently throughout the unit. The area has a variety of vegetation including riparian type vegetation in the Tahoe State Recreation Area lands. Only brief glimpses of the lake are provided.

- c. TAHOE CITY COMMUNITY PLAN PORTIONS OF UNIT #42: OUTLET The principal scenic resource identified in this unit during the 1982 Inventory is the wide, forested stream zone of the Truckee River which runs along the south side of State Route 89 (Sub-component #5 as shown on the Roadway Unit map). The stream zone is most visible in the western half of the unit where the river runs close to the road. In addition to the stream zone, the mid distance views (provided to westbound travelers) of forested low ridge-lines also contribute to the area's scenic quality (Sub component #6 on the Roadway Unit map). The 1988 travel route rating and scenic resource threshold for the unit are as follows:

- . Travel Route Rating: 10
- . Scenic Resource Threshold: 5



**ROADWAY MAPS LEGEND**

- 1. [Thick dashed line] Roadway Unit Boundaries
- 2. [Thin dashed line] Typical View within Segment
- 3. [Thin solid line] Roadway Segment within Unit with Consistent Character
- 4. [Arrow] View of Specific Resource
- 5. [Arrow with double lines] Panoramic View
- 6. [Hatched area] Areas of Concern

**ROADWAY UNITS 42, 43. OUTLET TO LOWER TRUCKEE RIVER**