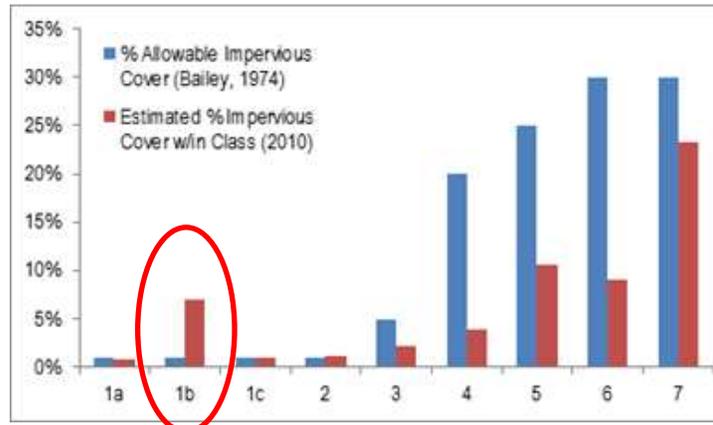


## 2.3 Soil Conservation and Land Coverage

TRPA maintains strict Threshold Standards for soils and land coverage, especially on sensitive lands. The primary Threshold attainment challenge involves Class 1b Lands (Stream Environment Zones - SEZs), which have land coverage well in excess of the adopted Threshold Standard. Coverage on other sensitive lands is near Threshold Standards. Lake Tahoe's SEZs have been substantially "over covered" since TRPA was established.



Existing land coverage in the Lake Tahoe Region. Source: TRPA 2011 Threshold Evaluation.

### LAND CAPABILITY

TRPA uses a soils-based Land Capability ranking system as a regulatory tool and the starting point to determine allowable land coverage for property in the Region. Land capability is a composite measure related to slope, erosion potential, runoff potential and vegetative sensitivity. Land Capability Districts are mapped in Figure 2-6.

TRPA classifies districts 1 - 3 as "sensitive" and generally prohibits new development in those areas. The strictest regulations apply within District 1b (SEZ). Base allowable land coverage is 1 percent in Districts 1 and 2, and 5 percent in District 3. Districts 4 - 7 are considered "non-sensitive" and have less restrictive standards. Base allowable coverage is 20 percent in District 4, 25 percent in District 5, and 30 percent in Districts 6 and 7.

For sensitive lands, TRPA has programs for the transfer of development rights and existing coverage to other, less sensitive parcels. TRPA also administers an Individual Parcel Evaluation System (IPES), which ranks single family lots for development. These programs are described in the Land Use Plan below.

### SOIL TYPES

Soils in the Lake Tahoe Region were formed mainly in alluvium derived from igneous intrusive rock, like granodiorite, and igneous extrusive rock, mostly andesitic lahar. Granodiorite is easy to spot, because it is a lightly colored rock covered in small black speckles. Andesitic lahars are created from volcanic eruptions and their resulting flows, and are much darker in color. These two rock types provide parent material for most soil in the Basin, and contribute to soil characteristics. Much of the soil in the Plan area is deep, well-drained, nutrient-rich and able to support forests and other vegetation.

## SCENIC RESOURCE POLICIES

- SR-P-1 Continue to participate in the Lake Tahoe Environmental Improvement Program (EIP) and coordinate with other agencies to identify and secure funding for projects that improve scenic quality.
- SR-P-2 Accelerate scenic resource improvement by implementing incentives for redevelopment within Town Centers and the transfer of development from outlying areas to Town Centers in accordance with the Regional Plan.
- SR-P-3 Support undergrounding of overhead utility lines on a project-by-project basis, as well as through established Underground Districts.
- SR-P-4 Protect and enhance existing scenic views and vistas.
- SR-P-5 Implement site and building design standards to protect and enhance scenic views from Town Centers and nearby areas.
- SR-P-6 Manage development located between designated scenic corridors and Lake Tahoe to maintain and improve views of Lake Tahoe from the corridors.
- SR-P-7 Prioritize scenic improvement efforts at the gateways to Lake Tahoe in Tahoe City and Kings Beach.

SR-P-8 All TRPA policies, ordinances and programs related to Scenic Quality will remain in effect.

~~SR-P-8~~SR-P-9 To ensure viewshed protection and compatibility with adjacent uses, new construction of buildings must not project above the forest canopy, ridgelines, or otherwise detract from the viewshed.

Scenic Quality improvement projects and policies are identified in the Implementation Plan.

### 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~~400 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.

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.
- 2-3. Tahoe City River District Special Planning Area. This area includes properties along the segment of Highway 89 in Tahoe City that is being converted from a State Highway to a recreation-oriented County roadway as part of the SR 89/Fanny Bridge Community Revitalization Project. Planning and projects will support this area as an active, popular location with safety enhancements that encourage primary access by bicycling, walking and transit.
- 3-4. **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.
- 4-5. **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.
- 5-6. **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.

- 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.

LU-P-18 Coordinate with public agencies on community-wide snow storage solutions.

#### **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.

- 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.
- CD-P-12 Require that activities and projects within the Tahoe City River District Special Planning Area be designed to support the evolution of the area into an active, popular location with safety enhancements that encourage primary access by bicycling, walking and transit.
- ~~CD-P-11~~ CD-P-13 Require that design of projects within the Tahoe City River District Special Planning Area be compatible with the long term operational plans for the former SR 89/Fanny Bridge roadway.

## 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.

vehicular turning movements, and bicyclists. This LOS F condition occurs on peak summer days (generally early July through mid-August) from approximately 10:00 AM to 4:00 PM (Source: Fehr and Peers, 2011).

## PLANNED MAJOR ROADWAY PROJECTS

There are ~~three~~two active projects that modify the roadway network:

- Nearing completion, the **Kings Beach Commercial Core Improvement Project** changed the auto-dominated section of SR 28 between Secline Avenue on the east and Beaver Street on the west to a pedestrian- and bicycle-friendly corridor. The

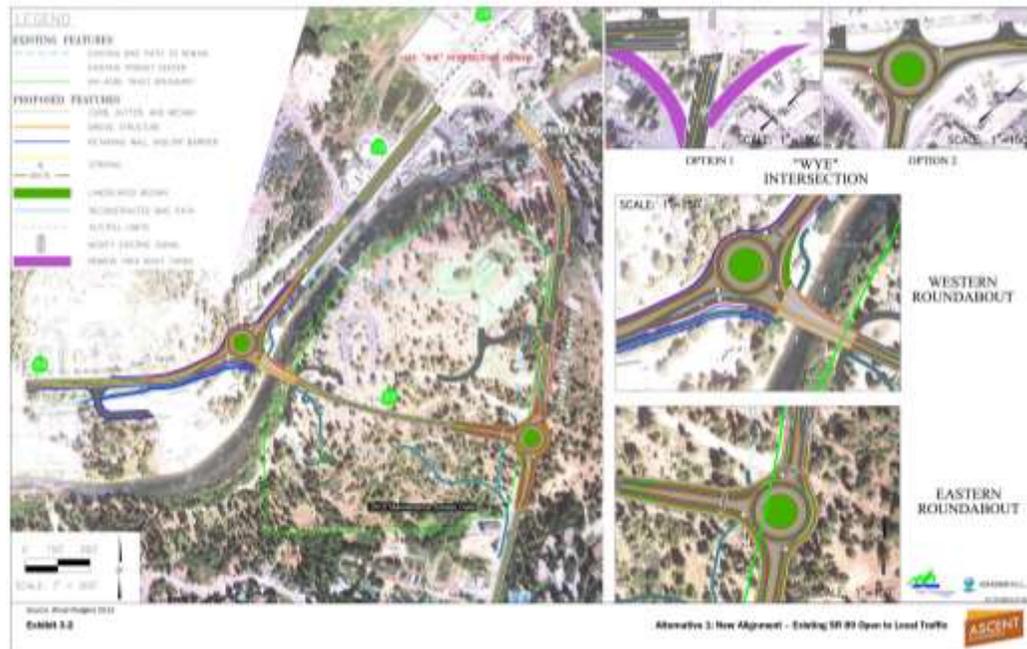


*New Kings Beach sidewalks*

- existing two travel lanes in each direction have been converted to one travel lane in each direction plus a center two-way left turn lane, sidewalks, and bicycle lanes. Roundabouts have been constructed at Bear Street and at Coon Street (replacing the existing signal at the latter cross-street). In addition, Brook Street has been converted to one-way eastbound, and extensive water quality improvements have been constructed throughout the area.
- The **Lakeside Project** is a Caltrans project that implements water quality control improvements along SR 89 between Tahoe City and Tahoma. This includes widening to provide left turn lanes in key areas such as Sunnyside and Homewood, as well as construct elements of the missing portion of multipurpose bicycle/pedestrian trail directly adjacent to the highway in the Homewood area. It is planned for completion by 2016.
- ~~In addition, t~~The **SR 89/Fanny Bridge Community Revitalization Project** has been approved by Placer County and TRPA and will be implemented by the Tahoe Transportation District (TTD). The project will address existing user conflicts and traffic congestion in the Fanny Bridge area through a new state highway alignment and bridge over the Truckee ~~R~~river to the west of the existing bridge. Construction of the new alignment ~~will allow the majority of~~provides for a traffic to bypass route so that Fanny Bridge and the adjoining roadway~~the Tahoe City wye~~ can become more user friendly for pedestrians, cyclists and transit.

New roundabouts are planned at the Tahoe City wye and at both ends of the new

roadway segment. Bike Lane and sidewalk connections will be completed between the east and wye roundabout, the west and wye roundabout and the east end of the project area on Highway 28. Multi-use trail improvements will connect the east and west roundabouts and pass under the new bridge on both sides of the Truckee river.



The Alternative 1, Option 2 design was approved in May 2015 for the SR 89/Fanny Bridge Community Revitalization Project.

To reflect community, State of California, and regional goals for reducing vehicle miles travelled and developing infrastructure that supports vibrant, environmentally and economically sustainable communities, Placer County and TRPA shall take steps to move the former State Route 89/Fanny Bridge towards a revitalized “Tahoe City River District” that evolves into an active, popular location with safety enhancements that encourage primary access by bicycling, walking, and transit.

To implement the policies of the Regional Transportation Plan, Placer County, TRPA, the Tahoe Metropolitan Planning Organization and TTD shall develop and carry out measures to revitalize the Fanny Bridge and Tahoe City River District Special Planning Area into a primarily pedestrian and bicycle zone. These measures shall be developed through active planning processes and adopted into the appropriate plans, including the Placer County Area Plan, the Tahoe City Mobility Plan, and the Corridor plan for the area. In particular, Placer County and TRPA will fully implement feasible biking, walking and transit objectives of the Mobility Plan and Area Plan consistent with RTP policies on complete streets in consultation with stakeholders. Feasibility shall take into account funding and State and local legal requirements.

~~[Note to public: Specific policies to implement the above general direction for inclusion in this Area Plan will be developed.]~~

## 5.3 Transit Network

As a recreational/resort area with a limited roadway network, public transit services are important in expanding mobility capacity and improving environmental conditions. Over the course of a decade, Placer County has delivered a level of transit improvement, service, and coordination in excess of the requirements that govern local public transit. Placer County continues to look for opportunities to enhance and expand transit services, and has prepared an April 2016 update to the TART Systems Plan. The TART System Plan Update is a culmination of work conducted by the North Tahoe Transit Vision Coalition from 2012 through 2016. The plan identifies priority transit improvement and reasonably foreseeable funding sources, including local, State, Federal and private funding to make transit improvements within the “Resort Triangle” of the North Lake Tahoe area. As discussed below and mapped in Figure 5-2, the Plan area is served by a mix of public and private transit services.

### TAHOE AREA REGIONAL TRANSIT

The Tahoe Area Regional Transit (TART) system is operated by the Placer County Department of Public Works. TART buses also accommodate bicycles. Services are as follows:

- TART’s “Main Line” route operates on SR 28 and SR 89 along the northern and western shores of Lake Tahoe from Sugar Pine Point State Park in El Dorado County on the west shore to Incline Village, Nevada on the north shore. During the summer, half-hourly service is provided between Tahoe City and Incline Village, while hourly service is provided along the west shore.



*A Tahoe Area Regional Transit (TART) bus*

- During the winter and off-season, half-hourly service is provided between North Stateline and Incline Village and hourly service is provided for the remainder of the Main Line route.
- The SR 89 route provides hourly service between Tahoe City and Truckee, via Squaw Valley, year-round.
- The SR 267 route operates hourly between Truckee, Northstar Village, Kings Beach and Crystal Bay in the winter. In summer, hourly service is provided between Northstar Village, Kings Beach and Crystal Bay. No service is operated in the spring and fall.

## 5.4 Pedestrian and Bicycle Network

### PEDESTRIAN AND BICYCLE CIRCULATION

Pedestrian and bicycle users within the Plan area are accommodated through a network of both on-road and off-road facilities. State Route 28 provides Class II bicycle lanes between Tahoe City and Kings Beach. Sidewalks are located on both sides of SR 28 in the core of Tahoe City and are currently being constructed in the core of Kings Beach.



*A Multi Use Trail in Tahoe City*

Multi-purpose trails provide for much of the connectivity within the Plan area. The Tahoe City Public Utility District (TCPUD) operates multipurpose trails along the Truckee River between Tahoe City and Squaw Valley, along the west shore between Tahoe City and Sugar Pine Point State Park (with several sections of a Class III signed route along low-volume residential streets and a missing 0.9-mile section), and along the north shore from Tahoe City to Dollar Hill. These facilities total 16.2 miles in length. TCPUD also operates a new 0.9 mile lakefront trail through the core of Tahoe City from Commons Beach to the Tahoe City marina. Figure 5-3 maps existing and proposed bicycle and pedestrian facilities in the Plan area. Additional details on this trail network are provided in Part 6, Recreation Plan.

The Region also contains an extensive network of unpaved trails, including U.S. Forest Service trails, California State Park trails, California Tahoe Conservancy trails, and 36 miles of the Tahoe Rim Trail. Portions of the Tahoe Rim Trail are also part of the Pacific Crest Trail, stretching from Mexico to Canada, which does not permit bicycle travel.

### **ACTIVE TRANSPORTATION PLANNED BICYCLE/PEDESTRIAN FACILITIES**

Placer County has taken the lead in a multiagency effort to construct the Dollar Creek Shared Use Trail. The project will construct a paved 10-foot wide and 2.2-mile long shared-use trail through the Dollar and Firestone properties extending the existing TCPUD multi-use trail that currently terminates near the intersection of Dollar Drive and SR 28 to the end of Fulton Crescent Drive. This project is the western most end of an approximately eight-mile long North Tahoe Bike Trail corridor identified by TRPA to link Tahoe City to Kings Beach. Other connections off of this facility have also been proposed to extend northward to Northstar and Truckee.

TCPUD is leading the effort to fill the “Homewood Hole”, a 0.9-mile gap in the west shore trail between Cherry Street and Fawn Street, where cyclists currently must ride along an uneven highway shoulder. Portions directly adjacent to the state highway are planned for construction as part of the Lakeside erosion control project, while another portion is planned for construction as part of development of Homewood Mountain Resort.



TCPUD is also working to construct two short Class I ~~trails~~ shared use paths in the Lake Forest area connecting the North Shore Trail with the Lake Forest Campground as well as connecting the North Shore Trail with Skylandia Park.

The National Avenue Bike Path will ultimately consist of a Class I shared use path facility along National Avenue from SR 28 to Donner Road. An initial segment adjacent to the Tahoe Vista Recreation Area parking area was constructed in 2012.

A Class I shared use path is planned along the south (lake) side of SR 28 between Chipmunk Street and Secline Street, connecting bike lanes on the discontinuous segments of Brockway Vista Road with a separated facility through the State Beach area.

*Tahoe City Sidewalks and Amenities*

The Kings Beach Commercial Core Improvement Project is constructing sidewalks along SR 28 between SR 267 and Beaver Street, as well as along portions of Brook Avenue, Steelhead Avenue, Minnow Avenue, Fox Street, Coon Street, Deer Street, Secline Street, and Chipmunk Street. Class II bike lanes ~~sidewalks~~ will be marked along SR 28.

The SR 89/Fanny Bridge Community Revitalization Project includes bike lane and sidewalk connections between the east and wye roundabout, the west and wye roundabout and at the east end of the project area on Highway 28. Multi-use trail improvements will connect the east and west roundabouts and pass under the new bridge on both sides of the Truckee river.

In an effort to build upon the SR89/Fanny Bridge Community Revitalization Project and to further improve mobility in Tahoe City, the County is also preparing a Tahoe City Mobility Plan. The Mobility Plan is intended to further design for future connectivity and advance solutions for community cohesion in downtown Tahoe City.

The Plan addresses pedestrian and bicycle corridor gaps in Tahoe City, including the



“missing link” in the Class I shared-use path between Commons Beach and the wye. Two alternatives for the missing segment of the Class I shared-use path have been identified in the Plan: a lakeside alternative and a commercial side alternative, and after receiving public input on both alternatives, the lakeside alternative was selected as the preferred alternative.

The Tahoe City Mobility Plan also provides complete street strategies to improve parking and circulation along State Route 28 near Grove Street, and to establish a vibrant pedestrian-oriented downtown with safe crossings along State Route 28 to Lake Tahoe, Commons Beach, and the Truckee River.



*Source: Tahoe City Mobility Plan*

An integrated parking scenario was identified as a preferred community mobility improvement in and around the Grove Streets parking lot, which provides opportunities for increase in parking stalls, addition of public plazas and sidewalk areas, and enhanced circulation. A Class I shared use path was also considered, which could extend between the commercial core area and the Tahoe City golf course and connect Grove Street to the proposed Tahoe City Lodge and Tahoe City golf course club house facilities.

In addition, the Tahoe City Mobility Plan included a pedestrian and bicycle roadway safety audit (PBRSA) which focused on enhancements to pedestrian and bicycle safety and connectivity within and through the Tahoe City Town Center area. Safety strategies and improvements such as upgrading signs, restriping, crosswalk illumination, and increasing sight distance was recommended in the report. Additionally, a number of specific location improvements were identified throughout the SR 28 corridor. A key pedestrian safety improvement at the Grove Street and SR 28 intersection was determined to be a high priority to improving pedestrian safety and easing traffic congestion. A pedestrian activated pedestrian hybrid beacon, including bulb outs and high visibility crosswalk markings, was identified as a preferred safety improvement at this location.



*Source: Tahoe City Mobility Plan*

The Placer County Tahoe Basin Area Plan, in conjunction with the ~~Lake Tahoe Region Bicycle and Pedestrian Plan~~ Active Transportation Plan, which provides additional information on existing and planned bike and pedestrian paths, demonstrates the commitment to improving mobility in Placer County and throughout the Tahoe Region.

## TOWN CENTER SIDEWALKS

In accordance with Regional Plan requirements, sidewalk extensions and/or shared-use paths are planned on both sides of the State Highways through the Kings Beach and Tahoe City Town Centers. Detailed plans and funding strategies for sidewalks and shared-use paths ~~plans and funding~~ will be developed by Placer County and partner agencies. The Regional Plan and this Area Plan require that sidewalk connections be constructed prior to or concurrent with Town Center development.

## 5.5 Transportation Policies

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### TRANSPORTATION NETWORK

- T-P-1 Encourage use of non-auto modes of transportation by incorporating public transit, bicycle, and pedestrian travel amenities in transportation projects and other projects that impact or connect to the transportation network.
- T-P-2 Provide for sufficient capital improvements to meet the target for vehicle miles traveled (VMT) and greenhouse gas reductions.
- T-P-3 Minimize the number of driveways and access-egress points to commercial businesses along SR 28 and SR 89 to reduce conflicts, and barriers to active transportation safety and to improve traffic flow.~~the number of turning movements, minimize the number of driveways and ingress-egress points and improve traffic flow.~~
- T-P-4 Create left turn pockets at major public road intersections along SR 28 and throughout the Plan area in cooperation with the Tahoe Metropolitan Planning Organization (TMPO) and Caltrans.
- T-P-5 Consider traffic calming and noise reduction strategies (e.g., alternate truck routes, speed reductions on SR 28 and SR 89, entry features, highlighted pedestrian cross-walks, etc.) when designing transportation improvements.
- ~~T-P-6~~ Maintain consistency with Level of Service (LOS) and quality of service standards identified in the Regional Transportation Plan (RTP), with the exception of intersections and roadway segments within the Town Center boundaries where LOS F is acceptable during peak periods. The RTP allows for possible exceptions to the LOS standards outside the Town Center boundaries including the use of alternative standards when provisions for multi-modal amenities and/or services (such as transit, bicycling and walking facilities) are incorporated and found to be consistent with policy T-10.7 of the RTP. adequate.
- ~~T-P-7~~ To increase the average vehicle ridership (AVR) for home-to-work commuting, require employers to comply with the Placer County Vehicle Trip Reduction ordinance.
- ~~T-P-8~~ Develop traffic management strategies for major temporary activities such as Temporary Outdoor Events (TOEs) and Special Event Encroachments on public roadways and facilities.
- ~~T-P-6~~~~T-P-9~~ New and/or modified development shall be assessed Traffic Mitigation Fees associated with the Placer County Tahoe Region's Capital Improvement Program. Fees shall be representative of the fair share portion of that development's impacts on the local regional transportation system.

## **PARKING**

- ~~T-P-7~~T-P-10 Encourage shared use parking facilities to more efficiently utilize parking lots.
- ~~T-P-8~~T-P-11 Pursue programs to allow properties that contribute to off-site community parking facilities or transit to be given credit for satisfying their individual parking requirements.
- ~~T-P-9~~T-P-12 Encourage consolidation of off-street parking within mixed-use areas in the Plan area.
- T-P-13 Provide suitable parking facilities for recreational areas while encouraging major commercial with recreational and/or excursion activities to provide transit services and/or incentives to patrons, such as proximate bicycle parking facilities.
- ~~T-P-10~~T-P-14 Based on community and stakeholder feedback, implement parking and circulation strategies identified in the Tahoe City Mobility Plan for the Tahoe City Town Center.

## **TRANSIT, PEDESTRIAN, AND BICYCLE**

- ~~T-P-11~~T-P-15 Require, as appropriate, bus turn-outs, shelters, park and ride lots, planned bicycle and pedestrian facilities, bicycle parking, and other related facilities or programs as conditions of approval for projects.
- ~~T-P-12~~T-P-16 Encourage TART to increase TART hours of operation and frequency of route circulation (i.e., reduce headways), provided funding is available.
- ~~T-P-13~~T-P-17 Work with public transit providers to structure fare rates and schedules in order to optimize ridership.
- ~~T-P-14~~T-P-18 Coordinate the provision of public and private transit service, where feasible, to reduce costs of service and avoid duplication of services.
- ~~T-P-15~~T-P-19 Create bicycle- and pedestrian-oriented facilities and street designs to provide safe travel through out the Plan area in both east and west directions.
- ~~T-P-16~~T-P-20 Require installation of bicycle racks or secured lockers as a condition of approval for projects and encourage transit providers to offer bicycle racks on their buses.
- ~~T-P-17~~T-P-21 Within Town Centers and in other areas where sidewalks are planned, require that projects install sidewalk(s) on-site as a condition of project approval. Include landscaping, street furniture, and lighting in accordance with the Area Plan Implementing Regulations.
- ~~T-P-18~~T-P-22 In the design of projects, provide pedestrian and bicycle connections to adjoining properties and nearby attractions where feasible.

~~T-P-19~~T-P-23 Explore strategic abandonment or priority retention of roadway rights-of-way as a means of providing pedestrian and bicycle connections throughout the Plan area, public access to Lake Tahoe, and to link the Plan area with adjacent areas including potential trail connections to USFS trails at appropriate locations.

~~T-P-20~~T-P-24 Explore funding sources to support maintenance of pedestrian and bicycle paths during snow conditions in the winter months.

~~T-P-21~~T-P-25 Preserve the condition of sidewalks and bicycle facilities and where feasible, maintain their year-round use.

~~T-P-26~~ Working with Federal, State, Local Government and Private sector partners, secure adequate funding and implement the TART Systems Plan so that transit is a viable transportation alternative within the service area.

~~T-P-27~~ Secure adequate funding for transit services so that transit is a viable transportation alternative. The County shall require fair share funding contributions by new development subject to discretionary approval or redevelopment that increases density, overall square footage and/or occupancy load for implementation of transit services to meet future demand. On-site transit systems as well as off-site transit alternatives and park and ride facilities must be demonstrated to be a viable transportation alternative and result in vehicle trip reductions for each new development.

~~T-P-28~~ Incorporate transit stops as well as bicycle and pedestrian facilities in roadway improvement projects.

~~T-P-29~~ On an annual basis, Placer County, in consultation with the Tahoe Regional Planning Agency, shall identify fiscal year priorities and develop an implementation strategy within current available funding to meet the overall priorities identified in the TART Systems Plan, including the following:

- Winter 30 Minute Service on North Shore
- Off Season Evening Service South of Squaw and Northstar
- Winter 30 Minute Service South of Squaw and Northstar
- Winter and Summer 30 Minute Service South of Squaw Valley and Northstar
- Eliminate transit fares

~~T-P-30~~ Implement safety and wayfinding for pedestrian and bicycle routes and maximize the visibility of bike/pedestrian and vehicle conflict areas through increased signage and facility/roadway design.

~~T-P-31~~ Based on community and stakeholder input, implement multi-modal and complete street strategies identified in the Tahoe City Mobility Plan for the

Tahoe City Town Center. Implementation shall include construction of the shared-use path gap between Commons Beach and the Wye, and pedestrian crossing improvements along State Route 28 to Lake Tahoe, Commons Beach, and the Truckee River.

T-P-32 Revitalize the Tahoe City River District Special Planning Area as a pedestrian and bicycle friendly zone. Work with public and private entities to coordinate special event and peak season traffic operation for the Tahoe City River District Special Planning Area to encourage pedestrian and bicycle access while considering vehicular activity. Employ traffic management procedures for special events which may include partial or full temporary roadway closures(s) of old SR 89 and Fanny Bridge as well as peak season traffic control strategies if necessary. Traffic management should include public notification of temporary closures and/or alternative travel options through roadside changeable message signs.

~~In accordance with TRPA conditions of approval for the SR 89/Fanny Bridge Community Revitalization Project and to implement the policies of the Regional Transportation Plan, Placer County, TRPA, the Tahoe Metropolitan Planning Organization and TTD shall develop and carry out measures to revitalize the Fanny Bridge and Tahoe City River District into a pedestrian and bicycle friendly zone. These measures shall be developed through active planning processes and adopted into the appropriate plans, including the Placer County Area Plan, the Tahoe City Mobility Plan, and the corridor plan for the area.~~

~~Based on community and stakeholder feedback, applicable roadway vehicle codes, and future available funding, Placer County, TRPA, the Tahoe Metropolitan Planning Organization and TTD shall jointly pursue development of a scope of work for a community planning process and environmental analysis to refine the long term operational plan for the former SR 89/Fanny Bridge road segment and carry out measures to support the evolution of the area into an active, popular location with safety enhancements that encourage primary access by bicycling, walking and transit. The community planning process should be conducted following completion of the SR 89/Fanny Bridge construction project. The measures to be considered include but are not limited to include:~~

~~Phase 1 (1-3 years after completion of construction)~~

~~(a) In addition to event closures, selected closures of existing SR 89 during weekends to be determined by public agencies and community/business leaders.~~

~~(b) Use changeable message signs to alert drivers of all temporary closures and alternative access options.~~

~~(c) Use one way street or other strategies that support local business vehicle traffic only and enhance walkability of the Tahoe City River District, e.g. Mackinaw Street into one way street.~~

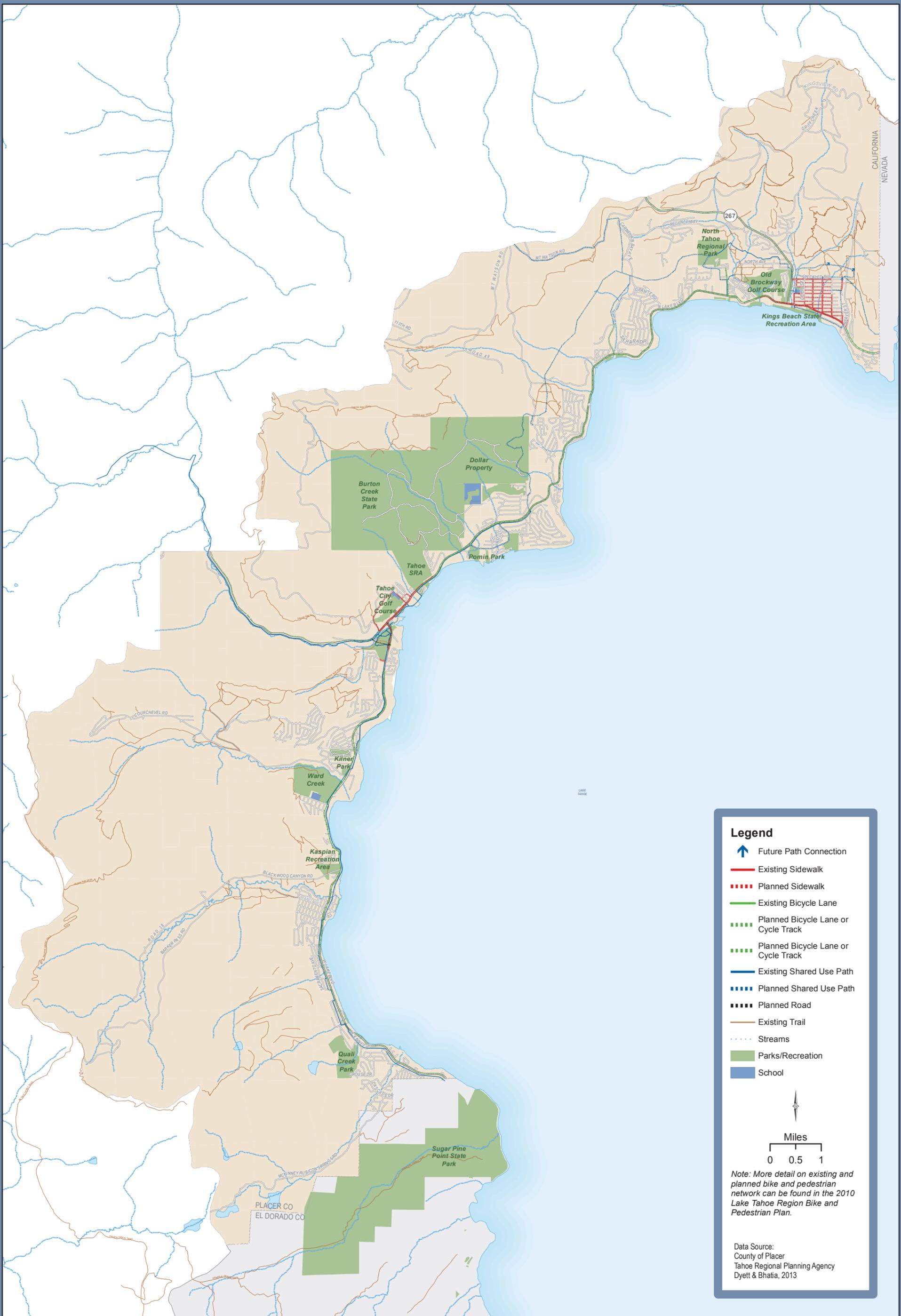
~~(d) Monitor and report for all phases and adaptively manage roadways predicated on both successful and unsuccessful outcomes/results and public input. Monitoring would include changes to auto, bicycling, and walking rates, and sales tax revenues or other measure of business impacts.~~

~~Phase 2 (3-5 yrs)~~

~~(a) In consultation with stakeholders, extend closures of existing SR 89.~~

~~Phase 3 (5yrs +)~~

~~(a) In consultation with stakeholders, fully implement biking, walking and transit objectives of the Mobility and Area Plans consistent with RTP policies on complete streets.~~



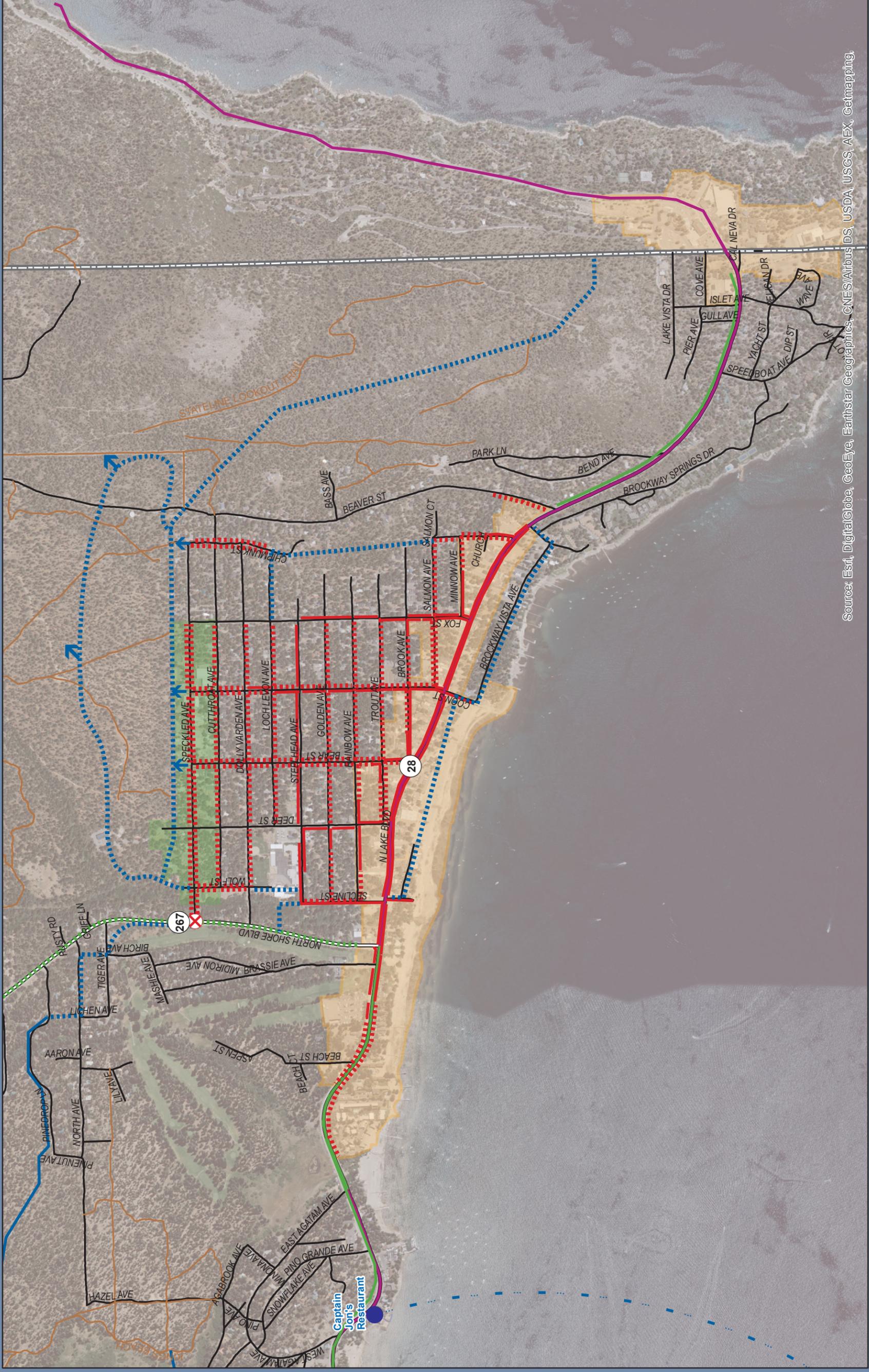
**Legend**

- Future Path Connection
- Existing Sidewalk
- Planned Sidewalk
- Existing Bicycle Lane
- Planned Bicycle Lane or Cycle Track
- Planned Bicycle Lane or Cycle Track
- Existing Shared Use Path
- Planned Shared Use Path
- Planned Road
- Existing Trail
- Streams
- Parks/Recreation
- School

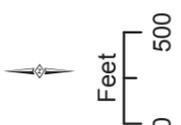
Miles  
 0 0.5 1

*Note: More detail on existing and planned bike and pedestrian network can be found in the 2010 Lake Tahoe Region Bike and Pedestrian Plan.*

Data Source:  
 County of Placer  
 Tahoe Regional Planning Agency  
 Dyett & Bhatia, 2013



- Legend**
- Existing Sidewalk
  - Planned Sidewalk
  - Existing Bicycle Lane
  - Planned Bicycle Lane or Cycle Track
  - Existing Shared Use Path
  - Planned Shared Use Path
  - Future Path Connection
  - Planned Pedestrian Crossing
  - Existing Trail
  - TART Mainline
  - Water Shuttle
  - Water Shuttle Service
  - Town Center
  - Industrial Area
  - County Boundary

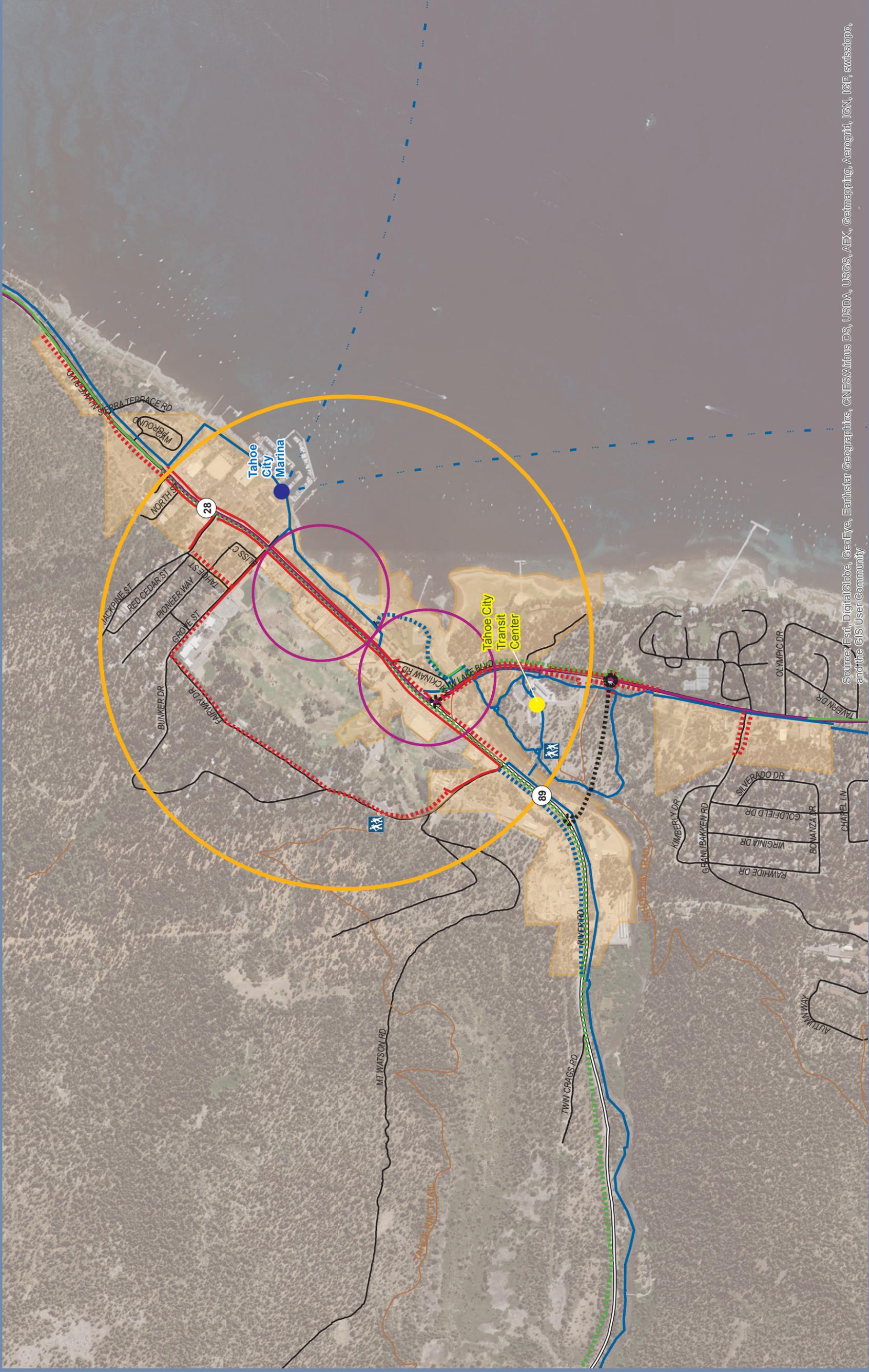


Data Source:  
 County of Placer  
 Tahoe Regional Planning Agency  
 USDA Forest Service  
 Environmental Systems Research Institute

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping,

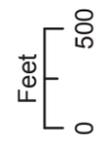
# Tahoe Basin Area Plan

Figure 5-4  
 Kings Beach  
 Transportation Infrastructure & Improvements



**Legend**

- Existing Sidewalk
- Planned Sidewalk
- Existing Bicycle Lane
- Planned Bicycle Lane or Cycle Track
- Existing Shared Use Path
- Planned Shared Use Path
- Planned Road
- Existing Trail
- TRT Trailhead
- TART Mainline
- Transit Center
- Water\_Shuttle
- Water Shuttle Service
- Mobility Priority Areas
- Complete Street Priority Area
- Town Center

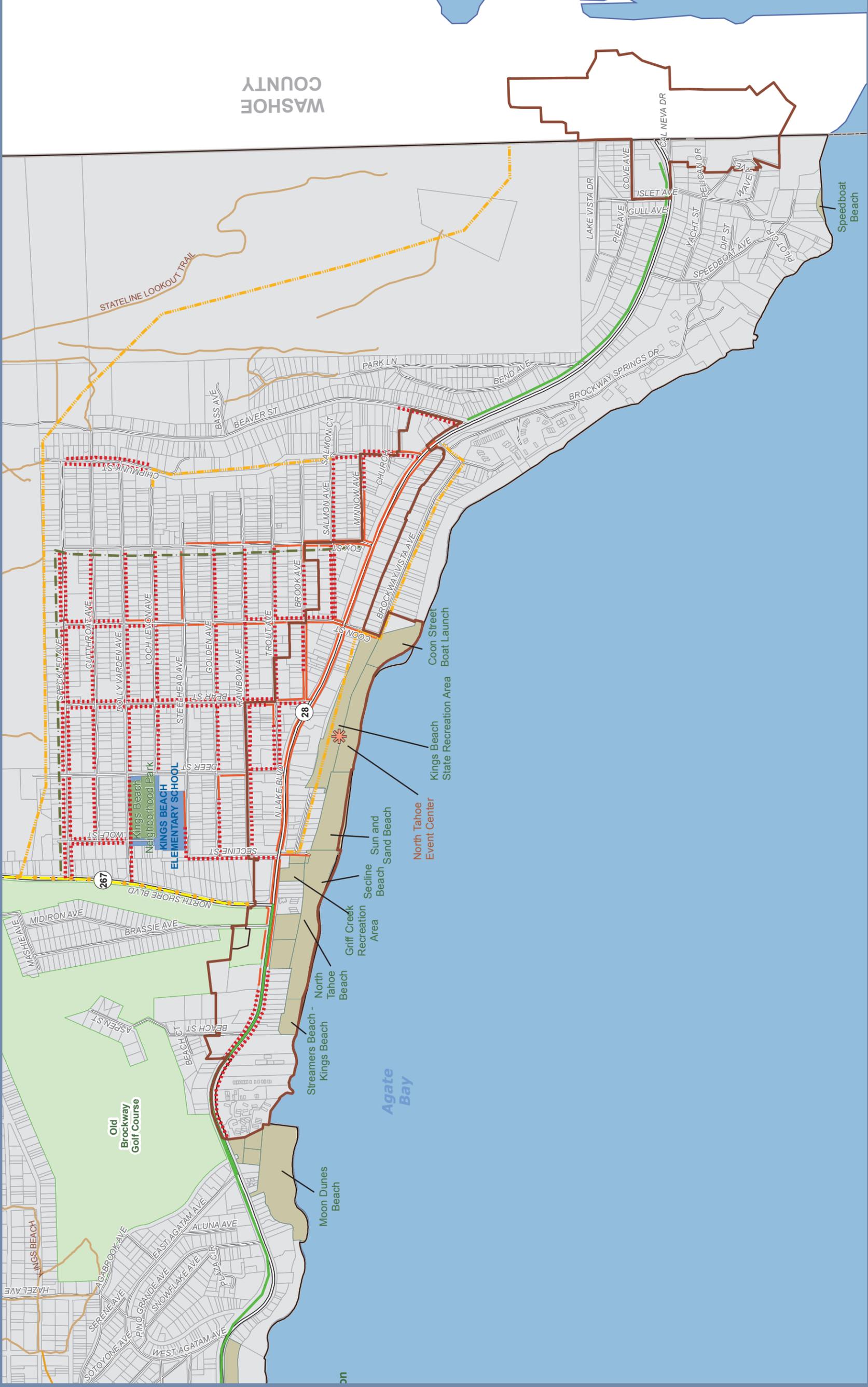


Data Source:  
 County of Placer  
 Tahoe Regional Planning Agency  
 USDA Forest Service  
 Environmental Systems Research Institute

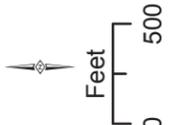
Source: Esti, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

# Tahoe Basin Area Plan

Figure 5-5  
 Tahoe City  
 Transportation Infrastructure & Improvements



- Legend**
- Community Centers
  - Sidewalk
  - Planned Sidewalk
  - Bike Lane
  - Planned Bike Route
  - Shared Use Path
  - Planned Shared Use Path
  - Planned Bicycle Lane or Cycle Path
  - Existing Trails
  - Parks
  - Recreation (Beaches, Campgrounds)
  - Golf Course
  - Schools
  - Town Center



Data Source  
County of Placer  
Tahoe Regional Planning Agency

**Figure 6-2**  
**Kings Beach**  
**Recreation Infrastructure & Improvements**

**Tahoe Basin**  
**Area Plan**

<p>be developed and processed as Area Plan amendments in accordance with TRPA Chapter 13. Priority will be given to sites with interested property owners, in high pollution loading catchments and within Town Centers.</p>	
<p><u>Area-Wide Water Quality Treatment (BMP) Districts:</u> Evaluate the feasibility of and pursue grant funding to establish Area-Wide water quality treatment districts within portions of the Tahoe City and Kings Beach Town Centers. Within a district, water quality facilities would be jointly funded in lieu of certain parcel-specific BMP requirements.</p> <p>Priority will be given to sites with interested property owners, in high pollution loading catchments, on SEZ lands and within Town Centers. For planning and grant funding purposes, the preliminary planning areas for area-wide water quality treatment districts include all properties in the Tahoe City and Kings Beach Town Centers. Planning areas will be refined in coordination with TRPA, property owners and other stakeholders.</p> <p><u>Any future area-wide water quality treatment districts will be developed and processed as Area Plan amendments in accordance with TRPA Code of Ordinances, Chapter 13: Area Plans.</u></p>	<p>Placer County TRPA</p>
<p><u>Stormwater Districts:</u> Evaluate the feasibility of establishing one or more stormwater districts to construct and maintain stormwater facilities in the Plan area.</p>	<p>Placer County</p>
<p><u>Placer County SR 89 Water Quality Improvement Project:</u> This project is in Placer County on SR 89 from the El Dorado county line to Tahoe City. The main project goals are to reconstruct drainage systems and construct stormwater improvements. The project will also include shoulder widening and a signed bike lane through the community of Homewood.</p>	<p>Placer County</p>
<p><u>Lake Forest Water Quality Improvement Project:</u> Runoff from the Lake Forest subdivision deposits sediment into roadside ditches and drainage ways has caused localized flooding and contributes fine sediment and nutrient loading to Lake Tahoe. Construction is expected to continue through 2015.</p>	<p>Placer County</p>
<p><u>West Sunnyside Water Quality Improvement Project, Phase I &amp; II:</u> The West Sunnyside area includes steep hillside terrain and a lack of improved drainage conveyance facilities. The project has re-evaluated and investigated effective ways to maximize source control, decrease potential for erosive surface flows, and infiltrate/treat stormwater runoff. The project includes rock-lined channels, piped drainage systems,</p>	<p>Placer County</p>

<p><u>Kings Beach Library Relocation</u>: In conjunction with Griff Creek improvements, the Kings Beach library is planned to be relocated from SEZ to high capability lands.</p>	<p>Placer County</p>
<p><u>Tahoe Livable Communities Program</u>: The California Tahoe Conservancy’s Tahoe Livable Communities Program could significantly reduce greenhouse gas emissions, restore environmentally sensitive lands, and help revitalize the Lake Tahoe Basin’s urban centers. This program will refocus the Conservancy’s land acquisition and marketable right programs to:</p> <ol style="list-style-type: none"> <li>1) Acquire and restore aging developed properties on environmentally sensitive lands and retire or transfer the development rights to Town Centers;</li> <li>2) Sell, lease, or exchange vacant Conservancy land in these Town Centers; and</li> <li>3) Acquire the remaining private properties in several of Lake Tahoe’s roadless subdivisions to remove the threat of development.</li> </ol>	<p>CTC</p>
<p><b><u>Transportation Projects</u></b></p>	
<p><u>The Kings Beach Commercial Core Project</u>: This project will change the current auto-dominated section of SR 28 between Secline Avenue on the east and Beaver Street on the west to a pedestrian- and bicycle-friendly corridor. The existing two travel lanes in each direction will be converted to one travel lane in each direction plus a center two-way left turn lane, sidewalks, and bicycle lanes. Roundabouts will be constructed at Bear Street and Coon Street (replacing the existing signal at the latter cross-street). In addition, Brook Street will be converted to one-way eastbound, and extensive water quality improvements will be constructed throughout the area.</p>	<p>Placer County</p>
<p><u>Lakeside Project</u>: This is a Caltrans project that will implement water quality control improvements along SR 89 between Tahoe City and Tahoma. This will include widening to provide left turn lanes in key areas such as Sunnyside and Homewood, as well as construct elements of the missing portion of multipurpose bicycle/pedestrian trail directly adjacent to the highway in the Homewood area. It is planned for completion by 2016.</p>	<p>Caltrans</p>
<p><u>TART Systems Plan Update</u>  <u>The Placer County TART Systems Plan Update (2016) is a culmination of work conducted by the North Tahoe Transit Vision Coalition from 2012 through 2016. The plan outlines priority transit service improvements and also identifies funding sources to expand and enhance transit service within the “Resort Triangle” area of North Lake Tahoe. Funding opportunities could be generated from local, State,</u></p>	

<p><u>and Federal sources, as well as private contributions through development and redevelopment.</u></p>	
<p><u>SR 89/Fanny Bridge Community Revitalization Project: This project is a roadway modification and community revitalization plan, approved in May 2015 and developed by the Tahoe Transportation District (TTD) and Placer County for the Fanny Bridge area in Tahoe City. It addresses existing traffic congestion and poor bicycle/pedestrian conditions with a new State highway alignment and bridge over the Truckee River to the south of the existing Fanny Bridge, along with significant pedestrian and bicycle improvements. Construction is scheduled to begin in 2016.</u></p> <p><u>The project was approved with the Alternative 1, Option 2 design. New roundabouts are planned at the Tahoe City wye and at both ends of the new roadway segment. Bike Lane and sidewalk connections will be completed between the east and wye roundabout, the west and wye roundabout and the east end of the project area on Highway 28. Multi-use trail improvements will connect the east and west roundabouts and pass under the new bridge on both sides of the Truckee River.</u></p> <p><u>It is the joint desire of TRPA, The Tahoe Metropolitan Planning Organization, Tahoe Transportation District (TTD) and Placer County to revitalize the Fanny Bridge and Tahoe City River District Special Planning Area into a pedestrian and bicycle friendly zone. After completion of construction of the SR 89/Fanny Bridge Community Revitalization Project, the County shall consider special outdoor events and roadway closures of the old SR 89/Fanny Bridge area thru temporary outdoor event permits, special event encroachment permits, and selected closures determined by Placer County. Potential impacts to local businesses and traffic impacts associated with special events shall be considered and accommodated where feasible on a case by case basis.</u></p> <p><u>In order to monitor activity in the SR 89/Fanny Bridge area, volume count stations will be installed with the SR 89/Fanny Bridge Community Revitalization Project. The County will make collected data from count stations available to local jurisdictional partners upon request. Initial peak and non-peak hour volume data will be obtained after completion of the SR 89/Fanny Bridge Revitalization Project to establish a volume and mode baseline. Additional monitoring of bicycle and pedestrian activity, sales tax receipts, and other data will be coordinated with TRPA and TTD. Future volume monitoring will be performed on a 3-year cycle, consistent with the County roadway and</u></p>	<p>TTD, TRPA, Placer County</p>

<p><del>active transportation monitoring practices.</del></p> <p><del>Alternative 1 retains local vehicular traffic on the former SR 89/Fanny Bridge roadway segment. Conditions of approval for the project outline operational measures to revitalize the roadway segment pedestrian and bicycleover time, as reflected in Policy T-P-24 of this Area Plan. Future planning efforts will further define long term operational plans for the former SR 89/Fanny Bridge roadway segment. This project is currently under development by the Tahoe Transportation District (TTD) and Placer County Department of Public Works. It addresses existing traffic congestion and poor bicycle/pedestrian conditions in the Fanny Bridge area through either improvements to the existing roadway or a new state highway alignment to the west of the existing bridge. The TTD and its consultants are currently preparing an EIR/EIS.</del></p>	
<p><del>Tahoe City Mobility Plan Improvements: The Tahoe City Mobility Plan is intended to further design for future connectivity and advance solutions for community cohesion in downtown Tahoe City. The Plan addresses pedestrian and bicycle corridor gaps in Tahoe City, including the “missing link” in the shared use path between Commons Beach and the wye. The Plan also provides complete street strategies to improve parking and circulation along SR 28 near Grove Street, and to establish a vibrant pedestrian-oriented downtown with safe crossings along SR 28 to Lake Tahoe, Commons Beach and the Truckee River. Options will be analyzed to enhance mobility in Tahoe City, including expanded parking, trails and sidewalks. The improvements will supplement the sidewalks, trails and parking areas that have already been established in Tahoe City.</del></p>	Placer County
<p><del>Kings Beach Mobility Improvements: Options will be analyzed to enhance mobility in Kings Beach, including trails, shared use paths, and parking and circulation improvements. expanded parking, trails and sidewalks. Focus will be on implementation of a shared use path or boardwalk along the lake side between Secline Beach to the west and Chipmunk Street to the east, better utilization and integration of the Kings Beach State Recreation Area parking lot, improved circulation and pedestrian and bicycle safety around the SR 28/SR 267 intersection, and improved trail connections within the Kings Beach community. The improvements will supplement the sidewalks, trails and parking areas that have already been established and are being built as part of the Kings Beach Commercial Core Improvement Project.</del></p>	Placer County
<p>SR 28 Tahoe City to SR 276 Intersection: The project area is along 9 miles of SR 28 in Placer County from Tahoe City to the intersection of SR 267 at Kings Beach. Road runoff treatment and erosion control</p>	Caltrans

facilities need to be installed.	
<u>SR 28 Tahoe State Park to SR 276</u> : The intersection of SR 28 and SR 267 will be <u>analyzed for options to add-improved-with</u> turn lanes to aid traffic flow, <u>and to improve pedestrian and bicycle safety, and mobility-</u>	Caltrans
<u>Kings Beach Industrial</u> : Drainage conveyance stabilization, revegetation, road runoff treatment, and pavement modifications are needed in this project area.	Placer County
<u>Kings Beach CCIP: Beaver Street</u> : This project includes constructing erosion source controls and stormwater treatment facilities associated with the County roadway. Improvements will include revegetation of disturbed soils, drainage stabilization, and infiltration and sediment ponds.	Placer County
<u>Lake Tahoe Waterborne Transit and North Lake Tahoe Water Shuttle</u> : Future extensions of this existing service are possible, pending dock improvements and new funding sources. Additionally, TTD is conducting a study for a larger waterborne transit service that could connect the north shore and the south shore.	TTD
<u>Regional Transit Improvements</u> : Placer County is engaged with local stakeholders in developing the North Tahoe Resort Triangle Transit Vision. The Vision Plan would increase transit service by 70% for Placer County's Tahoe Area Regional Transit service by adding over 18,000 vehicle revenue hours of transit service.	TART Placer County
<u>Bus Stop Improvements: West Slope and Tahoe</u> : This project involves the addition or retrofit of public bus shelters for Placer County Transit (West Slope) and Tahoe Area Regional Transit (TART). This project represents an ongoing effort to replace or add shelters to enhance transit ridership throughout the County.	TART Placer County
<u>California Passenger Facilities Project</u> : From 2011–2016, the Tahoe Transportation District is constructing transit passenger facilities at strategic locations around the California side of the Basin that are served by fixed routes and transit services.	TTD
<u>West Shore Transit</u> : This project will reduce air and water quality impacts, reduce VMTs (Vehicle Mile Trips), and provide public transportation to recreation opportunities along the West Shore.	TTD
<u>Basin-Wide Transit Operations</u> : In partnership with regional transit providers, this project promotes and enhances public transit opportunities within the Lake Tahoe Basin to reduce private vehicle use.	USFS
<u>North Shore Roads Access and Travel Management Plan-Utility Access</u> : Funding would cover analyzing utility access needs, existing approved	USFS

Part 8: Implementation Plan  
Placer County Tahoe Basin Area Plan

<u>Skylandia Park Public Access Improvements</u> : This project involves the reconstruction of water lines to provide for fire protection and the construction of a picnic pavilion with ADA access.	TCPUD
<u>Mount Watson</u> : This is a project to develop a Coordinated Management Plan for California State Parks and CTC properties in the Mount Watson area, for management of natural resources utilizing an ecosystem/adaptive management approach.	California State Parks
<u>Speedboat Beach Master Plan</u> : Park, Beach and Lake Access improvements at Speedboat Beach.	Placer County
<u>West Shore Trail Access and Travel Management- Tahoma Trail</u> : This project is planned to begin in 2017 and implements reconstruction and BMP installation on existing trails within the Tahoe Shore Trail Access and Travel Management Plan. Unauthorized trails would be evaluated based upon existing land use patterns.	California State Parks
<u>Burton Creek State Park Development</u> : California State Parks will implement improvements at Burton Creek State Park and Tahoe State Recreation Area, as planned in the General Plan for Burton Creek State Park.	California State Parks
<del><u>Campground at North Tahoe Regional Park</u>: This project would construct an undetermined number of RV and tent spaces at the North Tahoe Regional Park. Restrooms, shower, and rental facilities would be included to serve users.</del>	<del>California State Parks</del>
<u>Tahoe Vista Recreation Area (TVRA) Phase 2</u> : The North Tahoe Public Utility District acquired a 3.6 acre parcel with financial assistance from the California Tahoe Conservancy for completion of Phase 2 of the project. Phase 2 will include the addition of parking (24 vehicle with trailer pull-through spaces and 41 vehicle spaces, 65 total), bicycle trails, a bus pullout and transportation shelter, infrastructure for future 2,200 square foot concession space and restrooms, and landscaping. TVRA cannot be fully utilized by the limited parking that was permitted and constructed on the lakeside of the project. The project was approved with the understanding that project support parking would be built on the westerly side of National Avenue to serve the parking needs of the boat launch facility.	NTPUD, CTC
<u>North Tahoe Beach Lake Access Improvements</u> : CTC will improve lake access, install day-use amenities, restrooms, picnic and interpretive amenities, and parking at the foot of Brockway Summit in Kings Beach.	CTC
<u>Tahoe Vista Beach Improvements</u> : The California Tahoe Conservancy will construct additional site improvements at Tahoe Vista Beach,	CTC