

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

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

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

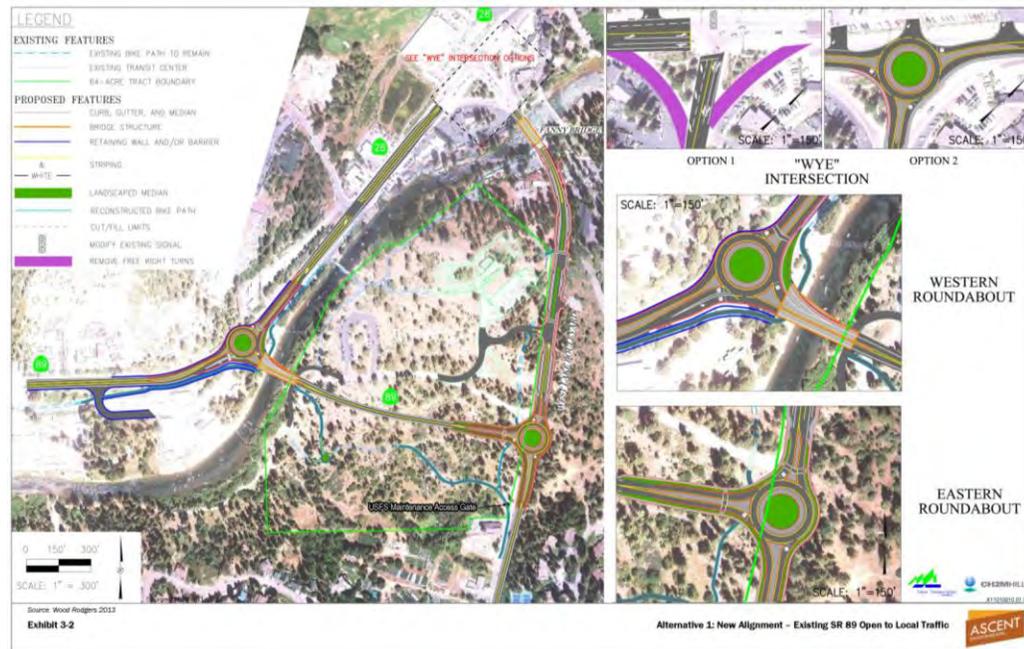
The existing two travel lanes in each direction have been converted to one travel lane in each direction plus a center two-way left turn lane, sidewalks, and bicycle lanes. Roundabouts have been constructed at Bear Street and at Coon Street (replacing the existing signal at the latter cross-street). 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 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 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 and Area plans consistent with RTP policies on complete streets in consultation with stakeholders. Feasibility shall take into account funding and State and local legal requirements.

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

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 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 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 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.

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 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.](#)

The Lake Tahoe Region Bicycle and Pedestrian Plan provides additional information on existing and planned bike and pedestrian paths in Placer County and throughout the Tahoe Region.

TOWN CENTER SIDEWALKS

In accordance with Regional Plan requirements, sidewalk extensions are planned on both sides of the State Highways through the Kings Beach and Tahoe City Town Centers. Detailed sidewalk 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.



Tahoe City Sidewalks and Amenities

- T-P-12 Encourage TART to increase TART hours of operation and frequency of route circulation (i.e., reduce headways), provided funding is available.
- T-P-13 Work with public transit providers to structure fare rates and schedules in order to optimize ridership.
- T-P-14 Coordinate the provision of public and private transit service, where feasible, to reduce costs of service and avoid duplication of services.
- T-P-15 Create bicycle- and pedestrian-oriented facilities and street designs to provide safe travel through the Plan area in both east and west directions.
- T-P-16 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 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 In the design of projects, provide pedestrian connections to adjoining properties and nearby attractions where feasible.
- T-P-19 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 Explore funding sources to support maintenance of pedestrian and bicycle paths during snow conditions in the winter months.
- T-P-21 Preserve the condition of sidewalks and bicycle facilities and where feasible, maintain their year-round use.
- T-P-22 Secure adequate funding for transit services so that transit is a viable transportation alternative.
- [T-P-23](#) 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-24](#) [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:

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

- (a) In addition to event closures, consider 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) ~~(a)~~ In consultation with stakeholders, consider extending closures of existing SR 89.
- (b) In consultation with Caltrans, TRPA, TTD, state and federal agencies, residents and stakeholders, conduct a Project Study Report to evaluate the relocation of the Caltrans Maintenance Yard along the Truckee River and identify new locations on non-sensitive land.

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.

<p>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"> 1) Acquire and restore aging developed properties on environmentally sensitive lands and retire or transfer the development rights to Town Centers; 2) Sell, lease, or exchange vacant Conservancy land in these Town Centers; and 3) Acquire the remaining private properties in several of Lake Tahoe’s roadless subdivisions to remove the threat of development. 	
<p>Transportation Projects</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>SR 89/Fanny Bridge Community Revitalization Project</u>: This project is a roadway modification and community revitalization plan 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 bike improvements. Construction is scheduled to begin in 2016.</p> <p>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</p>	<p>TTD, TRPA, Placer County</p>

<p><u>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>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 to enhance and expand pedestrian and bicycle activity over 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.</u></p>	
<p><u>Tahoe City Mobility Improvements:</u> 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.</p>	Placer County
<p><u>Kings Beach Mobility Improvements:</u> Options will be analyzed to enhance mobility in Kings Beach, including expanded parking, trails and sidewalks. 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.</p>	Placer County
<p><u>SR 28 Tahoe City to SR 276 Intersection:</u> 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 facilities need to be installed.</p>	Caltrans
<p><u>SR 28 Tahoe State Park to SR 276:</u> The intersection of SR 28 and SR 267 will be improved with turn lanes to aid traffic flow.</p>	Caltrans
<p><u>Kings Beach Industrial:</u> Drainage conveyance stabilization, revegetation, road runoff treatment, and pavement modifications are needed in this project area.</p>	Placer County
<p><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</p>	Placer County