

3 PROPOSED PROJECT AND ALTERNATIVES

3.1 OVERVIEW

Placer County and the Tahoe Regional Planning Agency (TRPA) have prepared the Placer County Tahoe Basin Area Plan to implement the TRPA Regional Plan and Regional Transportation Plan (RTP), adopted on December 12, 2012, and to implement the Placer County General Plan in the Tahoe Basin portion of Placer County. The proposed Area Plan consolidates and updates existing community plans, general plans, and 51 plan area statements (PASs) that currently serve as the local planning guidance documents for the Tahoe Basin portion of Placer County. The proposed Area Plan includes policies, implementing regulations, an updated land use diagram, and an updated zoning district map that refine and provide area-specific context to the Lake Tahoe Regional Plan and Placer County General Plan policies. Once adopted, the Area Plan would become a component of the Regional Plan and the Placer County General Plan.

A key objective of the Regional Plan is to focus redevelopment within town centers. To achieve this goal, the 2012 Regional Plan provides incentives to encourage such redevelopment within town centers, in exchange for providing environmental benefits such as improved stormwater controls, public transit facilities, SEZ restoration, and the like. This approach, to encourage redevelopment, while aiming to achieve environmental threshold gain, has been termed “environmental redevelopment.” Regional Plan incentives include allowing increased density and height. The Regional Plan provides that these incentives will be implemented through the adoption of Area Plans by local jurisdictions and TRPA.

In accordance with Regional Plan objectives, the proposed Area Plan emphasizes redevelopment within the Kings Beach and Tahoe City Town Centers. These town centers include sites that provide particular opportunities for environmental redevelopment and revitalization. Two sites specifically, one each within the Kings Beach and Tahoe City Town Centers, were identified as “opportunity sites” in the Area Plan, and were the subjects of additional design and planning. The Tahoe City Lodge and the Kings Beach Center design concept provide specific examples of implementation of Area Plan provisions to achieve projects that reflect the region’s planning and environmental goals. By virtue of their more detailed development, albeit to varying degrees, they allow a more thorough environmental review that provides the public and decision-makers with examples of the likely effects of Area Plan development and design standards.

A project application has been submitted to Placer County and TRPA for the proposed Tahoe City Lodge, which proposes to rely on certain Regional Plan incentives. Because a project application is under consideration and sufficient detail is known about the proposed lodge, project-level environmental review is included in this EIR/EIS for that project. The Kings Beach Center design concept, however, is just that—a conceptual proposal for which no project application has been submitted, and for which project-level detail is not available. Accordingly, the EIR/EIS offers a more general environmental analysis of the Kings Beach Center, and supplemental environmental review may be required as design and planning for this site progress.

As described above, the Tahoe City Lodge is proposed in conjunction with the Placer County Tahoe Basin Area Plan, which assumes that the county and TRPA will adopt the Area Plan, thereby providing the incentives upon which the project relies. However, the Tahoe City Lodge could be approved even if the county and TRPA do not adopt the Placer County Tahoe Basin Area Plan. To do so, however, the Tahoe City Lodge would require amendments to the Regional Plan and Code of Ordinances, as well as several planning documents associated with the 1987 Regional Plan. It is anticipated that TRPA would need to amend PAS 002 (Fairway Tract) and the Tahoe City Community Plan to provide the same density and height allowances that are provided in the proposed Placer County Tahoe Basin Area Plan. The amendments would be narrowly tailored to the Tahoe City Lodge project site.

This chapter describes the proposed Area Plan, including its policies, implementation plan, and implementing regulations, and a range of alternatives that would meet its basic goals and objectives. While each Area Plan alternative represents a comprehensive plan for the entire area of Placer County within the Tahoe Basin, many provisions of the proposed Area Plan are also reflected in the alternatives. Therefore, the description of each alternative focuses on those elements that are substantively different than existing plans and ordinances. This chapter also describes the Tahoe City Lodge and a range of alternatives that would meet that project's objectives.

The range of alternatives described in this chapter complies with Section 15126.6 of the State CEQA Guidelines, Article VII(a)(3) of the Tahoe Regional Planning Compact, and Section 3.7 of the TRPA Code of Ordinances. Each alternative is potentially feasible, based on relevant economic, environmental, social, technological, and legal factors. The alternatives were presented and accepted by the Regional Plan Implementation Committee (RPIC) at the RPIC Meeting at the North Tahoe Events Center in Kings Beach on September 24, 2015. A reasonable range of alternatives that best met the Area Plan and Tahoe City Lodge project objectives, and that offered an environmental advantage over the proposed project by avoiding or reducing at least one significant impact were selected.

Four alternatives are evaluated in this EIR/EIS, each of which is described in detail below. The proposed Area Plan and proposed Tahoe City Lodge are evaluated together as Alternative 1. Other alternatives include reasonable variations in features of both the Area Plan and Tahoe City Lodge. Because the Kings Beach Center design concept is more fluid at this stage, no specific design alternatives are offered and the concept is unchanged in each of the action alternatives. Alternatives include:

- ▲ **Alternative 1: Proposed Area Plan and Tahoe City Lodge:** This alternative includes the proposed Area Plan as reflected in the June 2015 Public Review Draft and the refinements made in response to stakeholder input in the version released concurrent with this EIR/EIS, and the Tahoe City Lodge as submitted in the project application, with the exception of a more clearly defined project description, including details on the SEZ restoration area and a project scale of 118 lodge units (where 120 were included at the time of submittal) and proposed by the applicant.
- ▲ **Alternative 2: Area Plan with No Substitute Standards and Reduced Scale Lodge:** This alternative applies the maximum development standards (e.g., height, density) allowed under the Regional Plan and includes no specific Area Plan programs or substitute standards (e.g., special planning areas, commercial floor area [CFA] to tourist accommodation unit [TAU] conversion, non-contiguous project areas). Alternative 2 includes a modified and reduced-scale Tahoe City Lodge with a reduced number of lodging units.
- ▲ **Alternative 3: Reduced Intensity Area Plan and Reduced Height Lodge:** This alternative would reduce the maximum coverage in town centers allowed under the Regional Plan and implement community-specific height standards with reduced lake side heights. Substitute standards would be implemented requiring higher environmental performance in some cases. The height of the Tahoe City Lodge would be reduced from four to three stories and the building footprint would be expanded to allow the same number of lodging units as the proposed project.
- ▲ **Alternative 4: No Project:** This alternative would retain the existing community plans, PASs, and Placer County zoning with no changes; the Area Plan would not be implemented. This alternative does not include redevelopment of the Tahoe City Lodge project site, but reflects a condition in which the project applicant could renovate the existing commercial center to increase occupancy relative to existing conditions.

3.2 LOCATION

The Area Plan would become a component of the Regional Plan and the Placer County General Plan. The Plan area includes the portions of Placer County located within the Regional Plan area, including the North and West Shores of Lake Tahoe. The Area Plan encompasses 46,162 acres (72.1 square miles) and had 9,716 full-time residents according to the 2010 U.S. Census. The boundaries are the El Dorado County line to the south, the Nevada state line to the east, and the Sierra Nevada to the north and west. The communities of Kings Beach/North Stateline and Tahoe City account for more than 60 percent of the permanent population. Other communities include Carnelian Bay, Dollar Point, Sunnyside, Homewood, Tahoe Vista, and Tahoma. The Plan area is depicted on Exhibit 1-1 in Chapter 1, "Introduction."

Exhibit 1-1 also shows the location of the Kings Beach Center design concept, which is located within the heart of the Kings Beach Town Center. The site is located between Fox Street and Coon Street and is located adjacent to the mountain side of SR 28 and along both sides of Salmon Street. Exhibit 3-1 shows the boundaries of the Kings Beach Center design concept and surrounding land uses. (The existing post office and miniature golf course parcels are not part of the site.) The Kings Beach Center design concept includes properties owned by Placer County, and with the following Assessor's Parcel Numbers (APNs):

▲ 090-126-020	▲ 090-126-040	▲ 090-133-009
▲ 090-126-021	▲ 090-133-003	▲ 090-133-011
▲ 090-126-022	▲ 090-133-005	▲ 090-133-015
▲ 090-126-024	▲ 090-133-006	▲ 090-133-016
▲ 090-126-025	▲ 090-133-007	▲ 090-133-019
▲ 090-126-039	▲ 090-133-008	▲ 090-133-021

Exhibit 1-1 also shows the location of the Tahoe City Lodge, located east of the intersection of SR 28 and SR 89 near the western gateway to Tahoe City. The site is located within the Tahoe City Town Center at 255 and 265 North Lake Boulevard (SR 28). Exhibit 3-2 shows the boundaries of the Tahoe City Lodge project site, the three buildings that comprise the existing two-story commercial center on the property, and surrounding land uses. The lodge site includes APNs 094-070-001 and -002 owned by Kila Tahoe, LLC. The project site also includes two existing easements on adjacent properties (one from the Tahoe City Golf Course and one from the parcel to the west of the project site).

3.3 PROJECT OBJECTIVES

The process of selecting alternatives begins with establishing project objectives. Placer County, TRPA, and the Tahoe City Lodge project applicant are undertaking the proposed Area Plan and Tahoe City Lodge projects for a variety of reasons, many interrelated. The project objectives of the lead agencies and applicant are described below.

3.3.1 Placer County Tahoe Basin Area Plan – Project Objectives

The objectives of the Placer County Tahoe Basin Area Plan, as stated by Placer County and TRPA, are as follows:

- ▲ through the Area Plan, update the community plans, PASs, general plans, and parking and design standards of the Placer County portion of the Tahoe Basin in collaboration with TRPA to implement the goals of the 2012 Regional Plan and promote environmental threshold gain and improved lake clarity;
- ▲ use the Placer County Tahoe Basin Area Plan to guide development decisions and to promote public health, safety, welfare, and aesthetics of the Tahoe Basin portion of Placer County;

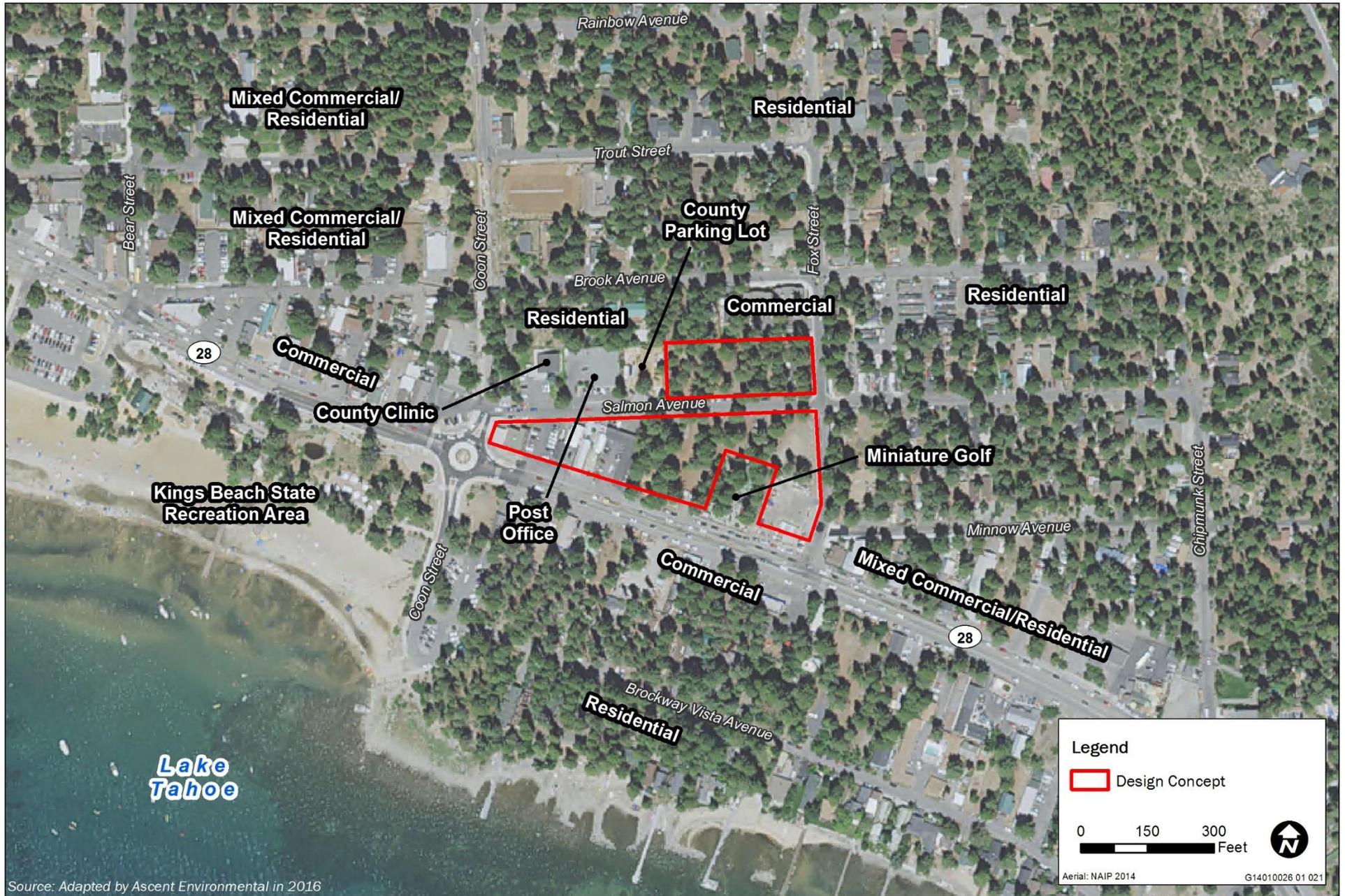


Exhibit 3-1

Kings Beach Center Design Concept – Site Boundaries and Surrounding Uses





Exhibit 3-2

Tahoe City Lodge – Site Boundaries and Surrounding Uses



- ▲ revise the county's planning documents in the Tahoe Basin to modernize its planning goals, policies, standards, and guidelines and to create documents that are user-friendly and easy to navigate;
- ▲ eliminate regulatory barriers for land owners to facilitate environmental redevelopment;
- ▲ preserve environmentally sensitive areas and corridors while improving recreational opportunities and public access to the lake;
- ▲ allow for redevelopment to create higher and better uses within the Kings Beach and Tahoe City Town Centers, with an emphasis on mixed-use and pedestrian-oriented uses to foster revitalization;
- ▲ encourage mixed-use development in designated areas to allow people to live, work, and play in close proximity while minimizing conflicts between land uses;
- ▲ protect the visual character of the communities and scenic resources within the Tahoe Basin;
- ▲ encourage a range of housing types in close proximity to employment centers to reduce vehicle miles traveled and provide for related environmental benefits;
- ▲ incorporate low-impact development principles into the county's planning documents in the Tahoe Basin to improve environmental conditions, including water quality;
- ▲ enhance all modes of transportation and mobility within the Plan area and connectivity to surrounding land uses; and
- ▲ emphasize redevelopment efforts through investment in opportunity sites within the town centers as a means to remove development from sensitive lands.

3.3.2 Tahoe City Lodge Objectives

The objectives for the Tahoe City Lodge project, as stated by the applicant, are to:

- ▲ Act as a project that will work as a major step forward towards eliminating blight in Tahoe City that currently has adverse impacts on the scenic quality of the area;
- ▲ create a project design that is sensitive to scale and massing and that improves the scenic quality of the project area and Tahoe City in general;
- ▲ eliminate a portion of the built environment that has an adverse impact on water quality in the Tahoe Basin;
- ▲ enhance the community character of Tahoe City;
- ▲ develop high quality tourist accommodations and tourist amenities in the town center;
- ▲ create a project that substantially contributes to Threshold Attainment as envisioned by the Regional Plan;
- ▲ in collaboration with Placer County and TRPA, create a project that develops an improved and more efficient entitlement process leading to increased interest in environmental redevelopment in the Tahoe Basin portion of Placer County;
- ▲ demonstrate the potential for economic revitalization of Tahoe City;

- ▲ provide new jobs, increased property and Transit Occupancy Taxes, and other positive economic impacts on the local and surrounding communities;
- ▲ create a project with connections to pedestrian, bicycle, and multimodal transportation opportunities;
- ▲ enhance circulation and improve pedestrian safety and traffic flow, especially with respect to the Tahoe City Golf Course;
- ▲ build an energy efficient and environmentally sensitive project using Green Building Design methods and features in addition to operating the facility according to green hotel standards;
- ▲ reduce impervious surfaces and improve water quality, including the capture of fine sediment;
- ▲ connect the project site to locally accessible recreation opportunities via bicycle and pedestrian pathways;
- ▲ minimize vehicle miles traveled;
- ▲ enhance the visitor and local resident experience;
- ▲ contribute to enhanced recreational facilities available to users of the Tahoe City Golf Course;
- ▲ provide mechanisms for restoration of sensitive lands, both in and outside of the town center; and
- ▲ promote the transfer of development out of stream environment zone (SEZ) lands into the downtown center of Tahoe City through the transfer of TAUs and restoration of lands where the TAUs came from.

3.4 PROPOSED PLACER COUNTY TAHOE BASIN AREA PLAN

A complete draft of the proposed Area Plan is available for review on the county's website at: <http://www.placer.ca.gov/departments/communitydevelopment/planning/tahoebasinareaplan>.

3.4.1 Organization of the Area Plan

The Area Plan consolidates and replaces the following planning documents: six community plans; the Placer County Standards and Guidelines for Signage, Parking and Design; 51 PASs; and two Placer County General Plans. The Area Plan consists of a policy document containing eight parts and a separate volume of implementing regulations. Background studies and reference documents used to prepare the Area Plan (such as an existing conditions report and a study prepared to consider economic development incentives for town centers) are included as appendices to the Area Plan. The elements of the Area Plan are summarized below.

- ▲ **Part 1. Introduction:** Provides an overview of the regulatory framework, planning process, and Area Plan content.
- ▲ **Part 2. Conservation Plan:** Describes current environmental conditions and outlines policies and programs to protect, preserve, and enhance the natural and cultural resources of the Plan area. Implements the Regional Plan at the local level to achieve and maintain environmental threshold standards. Topics addressed include water quality, soil conservation and land coverage, stream environment zones (SEZs), air quality, scenic resources, vegetation, fisheries and aquatic resources, wildlife resources, noise, cultural resources, and natural hazards.

- ▲ **Part 3. Socioeconomic Plan:** Describes existing conditions related to population trends, housing, employment, and commute patterns within the Plan area and within the region. This section characterizes economic development feasibility and includes policies aimed at improving socioeconomic conditions and supporting economic development.
- ▲ **Part 4. Land Use Plan:** Describes existing and planned land uses and development. Policies and programs to promote redevelopment of the built environment, multi-modal transportation options, and enhanced economic conditions in town centers, mixed-use districts, village centers, and other existing built areas are identified. The Land Use Plan also includes land use diagrams showing the distribution of land uses and locations of town centers, mixed-use districts and village centers. (Note: The village center terminology was developed by the West Shore Plan Team to characterize the communities that include Sunnyside, Tahoe, and Homewood. Each of these village centers is similar to a mixed-use district elsewhere in the Area Plan).
- ▲ **Part 5. Transportation Plan:** Describes existing and planned multi-modal transportation facilities and services. Transportation Plan policies address roadway, transit, pedestrian, and bicycle improvements, as well as parking and transportation demand management strategies.
- ▲ **Part 6. Recreation Plan:** Identifies existing and planned recreation facilities and services. Recreation Plan policies outline the management framework and improvement plan for recreation facilities in the area.
- ▲ **Part 7. Public Services and Facilities Plan:** Describes existing and planned public services and facilities. Policies focus on the provision of public services and facilities that satisfy existing and future demands and are consistent with the Regional Plan.
- ▲ **Part 8. Implementation Plan:** The Implementation Plan consists of Area Plan implementation policies, a list of planned environmental improvement projects, and a summary of TRPA performance measures and benchmarks used to evaluate environmental progress towards the goals of the 2012 Regional Plan and the Area Plan.
- ▲ **Area Plan Implementing Regulations:** The Area Plan Implementing Regulations consist of zoning districts, land use regulations, and development standards and design guidelines.

3.4.2 Features of the Area Plan

The Area Plan consolidates and reorganizes existing plans and in many places carries forward existing provisions without change. The Area Plan's substantive changes are focused on mixed-use areas both within designated town centers, and mixed-use areas outside of town centers, including some referred to as village centers and others as mixed-use districts. Zoning and development standards for lands designated as residential, tourist, recreation, conservation, wilderness, and backcountry are unchanged, except as noted below. Other substantive changes in the Area Plan are also described below.

MAP REVISIONS AND LAND USE CHANGES

The Area Plan maintains existing permissible uses outside of designated mixed-use areas (i.e., town centers, mixed-use districts, and village centers) and includes several amendments to map designations to implement Regional Plan policies, promote redevelopment and restoration, and reflect existing conditions. The Plan area contains 51 PASs and/or community plans. Tables showing use changes in PASs or community plans where changes would occur are included in Appendix B; the analysis of land use classification changes in the Kings Beach and Tahoe City Town Centers is discussed in Chapter 5, "Land Use."

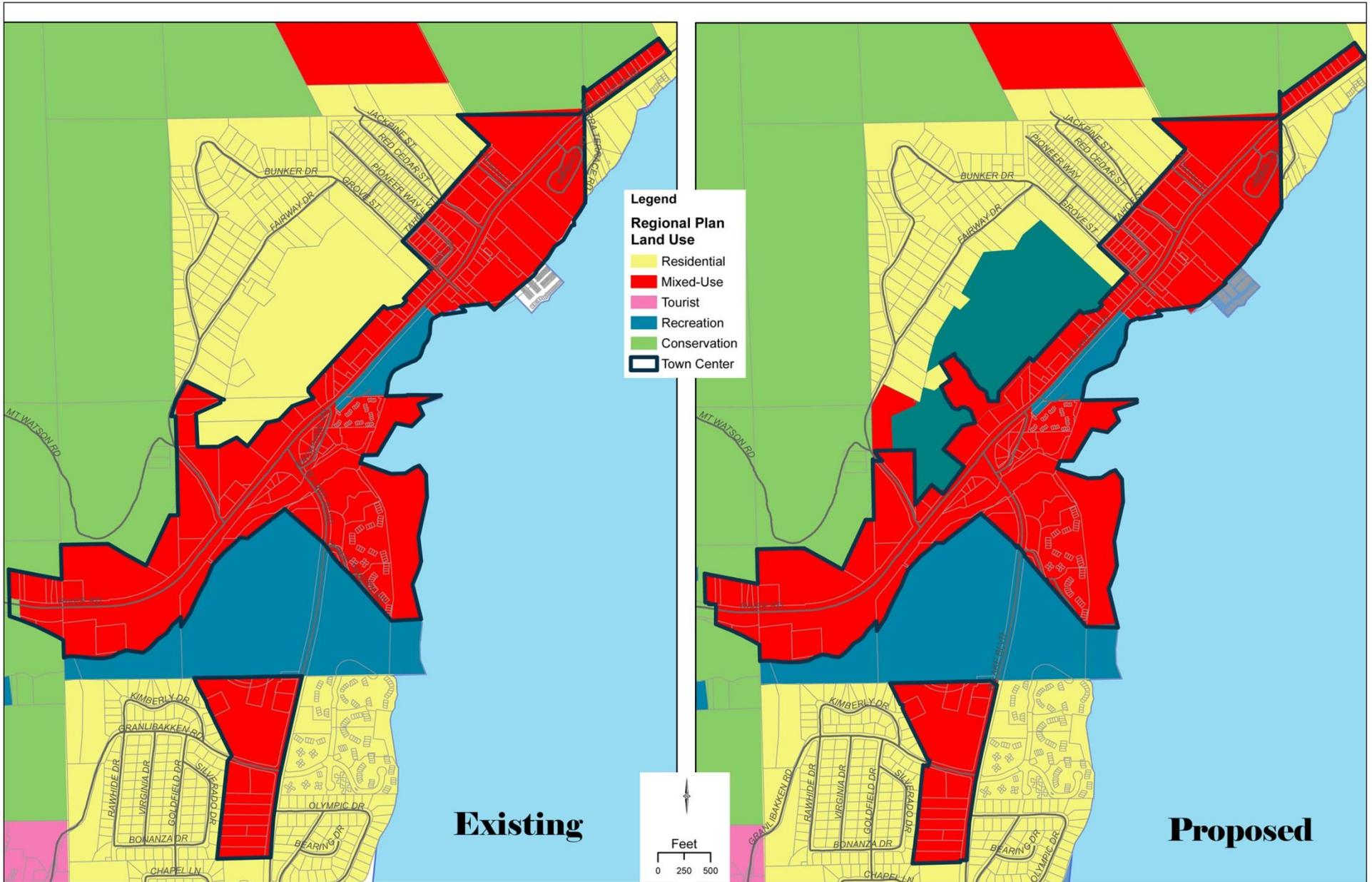
- ▲ **Tahoe City Town Center Boundary:** The Area Plan would modify the Tahoe City Town Center boundary to remove 7.12 acres of property surrounding the Fairway Community Center and the Placer County Tahoe City Wetlands Basin (a water quality wetland treatment area), and add 4.2 acres surrounding the Tahoe City Golf Course clubhouse. These changes would result in a net reduction of 2.91 acres in the town center. The Area Plan would also modify Regional Plan land use designations and zoning within the Tahoe City Town Center to change: (1) the land use designation of land added to the town center from Residential to Mixed Use; (2) the land use designation of the Placer County Tahoe City Wetlands Basin located adjacent to the golf course from Mixed Use to Recreation; and (3) the land use designation of the remainder of the Tahoe City Golf Course from Residential to Recreation. Exhibit 3-3 shows these proposed boundary and land use changes.
- ▲ **Kings Beach Town Center Land Use Classification Cleanup Revision:** The Area Plan proposes a land use classification change that is a cleanup revision from the Regional Plan. Exhibit 5-1 in Chapter 5, “Land Use,” shows the locations where the land use classification would be changed from Residential to Mixed Use. The total area of the three parcels that would be affected is approximately 1 acre.

In addition, the Kings Beach Town Center boundary map was corrected to maintain consistency with mapped parcel boundaries that were recently refined based on survey data and recorded documents. To represent an accurate town center boundary in relationship to parcels, the town center boundary was adjusted to match the updated parcel boundaries. The correction ensures that only those parcels that were intended to be included in the town center under the adopted Regional Plan are shown within the town center boundary in the Area Plan. This correction decreases the overall acreage of the Kings Beach Town Center from the 127.24 acres that were mapped as part of the Regional Plan to 127.15 acres. This map correction would have no environmental effects.

Zoning Districts: The town center zoning districts would include several mixed-use subdistricts and areas zoned for Residential and Recreation uses. Allowable land uses correspond to use definitions in Chapter 21 of the TRPA Code. Zoning changes outside of town centers are limited to the inclusion of residential uses in mixed-use districts and village centers; roadway design standards; parking access standards and guidelines; and design guidelines. Exhibits 3-4 through 3-7 depict the proposed mixed-use subdistrict boundaries in town centers, mixed-use districts, and village centers, and show the limits of the three town centers (Tahoe City, Kings Beach, and California North Stateline). For each mixed-use subdistrict, the Area Plan Implementing Regulations specify the types of uses that are allowed; the development standards (such as height and density) and the placement standards and guidelines (i.e., setbacks) that apply; streetscape and roadway design standards; parking access standards and guidelines; and design guidelines.

- ▲ **Recreation and Conservation Lands:** The Area Plan would amend the zoning designations to include approximately 200 acres of land acquired for environmental or recreational purposes in Conservation or Recreation districts. The amendments include changing PAS 174 (64 Acre Tract) from Residential to Recreation (approximately 61 acres) and changing PAS 024B (Snow Creek) from Residential to Conservation (approximately 138 acres).
- ▲ **Core and Transition Areas:** Within the Kings Beach and Tahoe City Town Centers, the Area Plan would establish zoning overlay districts for two Community Structure Areas (Exhibits 3-4 and 3-6) that include:

 - Core Areas, in which the full range of Regional Plan incentives would apply; and
 - Transition Areas, which include requirements for transitional building heights (maximum of three stories) and requirements to complete sidewalk or multi-use trail connections to core areas prior to, or concurrent with, projects using the Regional Plan redevelopment incentives.



Source: County of Placer 2015

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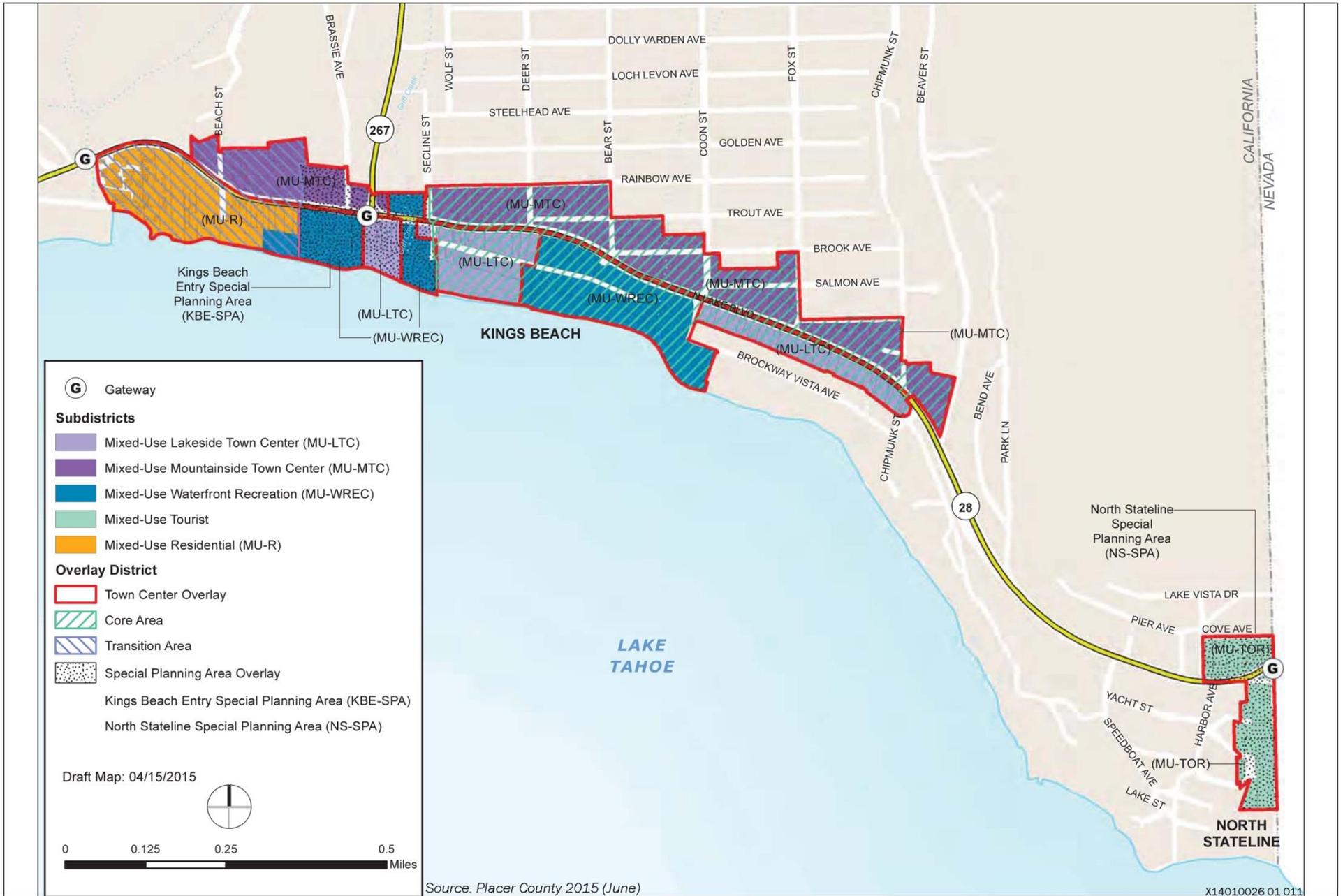
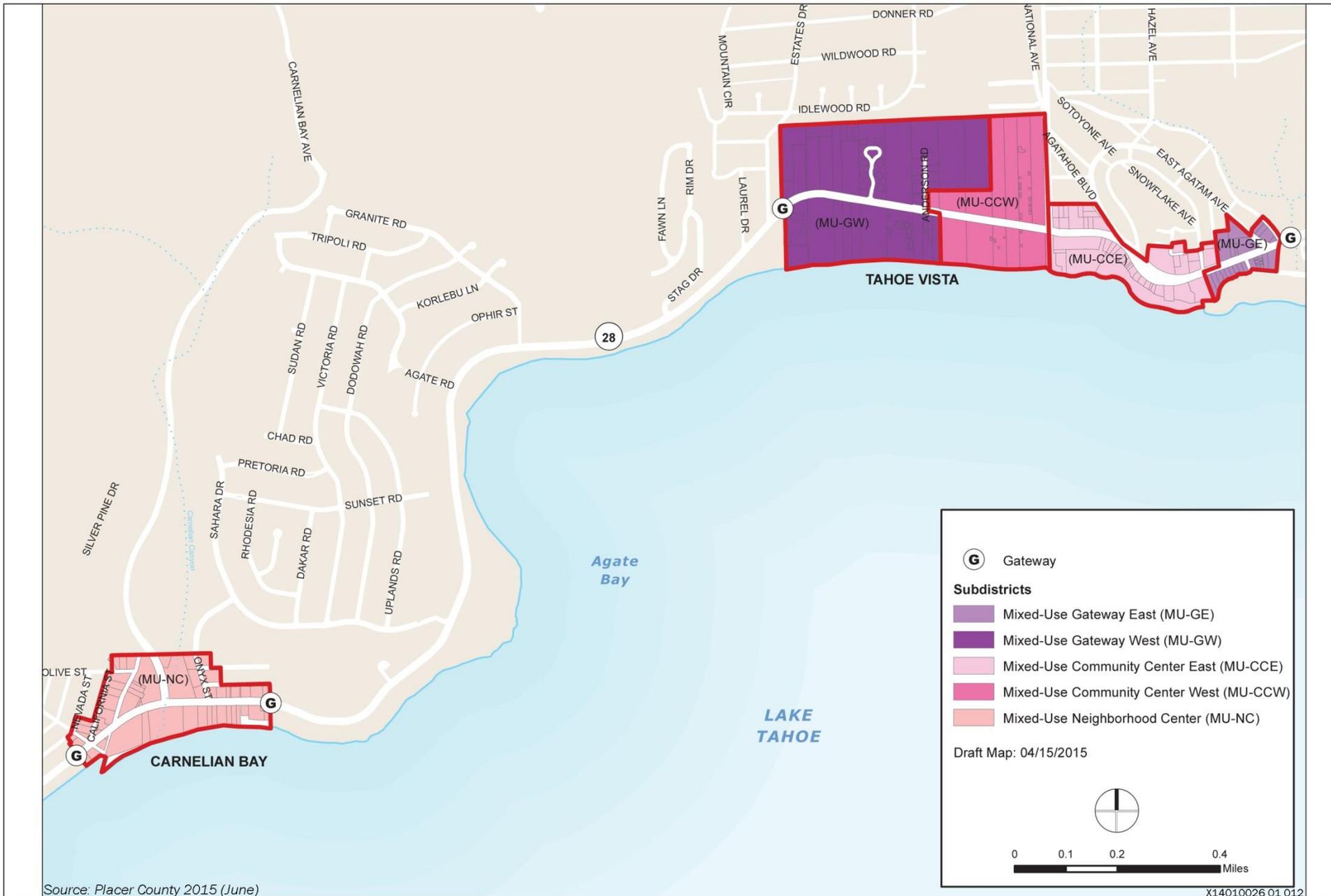


Exhibit 3-4

North Tahoe East Mixed-Use Subdistricts





Source: Placer County 2015 (June)

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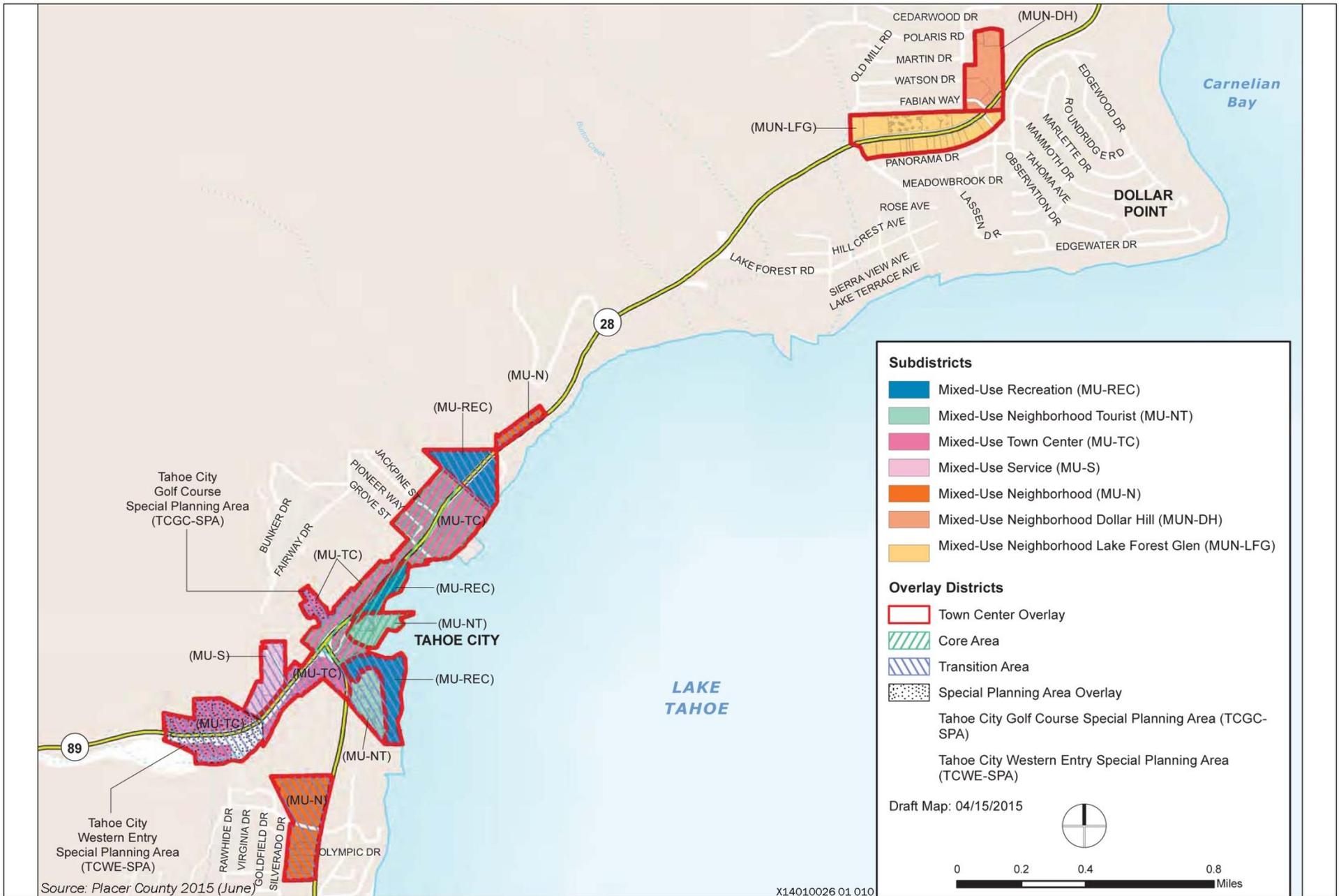


Exhibit 3-6

Greater Tahoe City Mixed-Use Subdistricts





Exhibit 3-7

West Shore Mixed-Use Subdistricts



- ▲ **Special Planning Areas:** Special planning areas (SPAs) are, with limited exception, subsets of town centers where projects must meet additional environmental standards to make use of the town center redevelopment incentives. The proposed Area Plan designates six SPAs (four in or near the Tahoe City Town Center, one in the Kings Beach Town Center, and one in the California North Stateline Town Center) for more detailed future planning, or where additional environmental performance standards apply. SPAs include the following:

 - Tahoe City Western Entry Special Planning Area – the purpose of this SPA is to promote SEZ restoration along the Truckee River in conjunction with any development using town center redevelopment incentives.
 - Tahoe City Golf Course Special Planning Area – the purpose of this SPA is to promote redevelopment in the Tahoe City Town Center, shared-use projects, and accelerated SEZ restoration.
 - Tahoe City River District Special Planning Area – This area includes properties along the segment of SR 89 in Tahoe City that is being converted 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.
 - Truckee River Corridor Special Planning Area – the purpose of this SPA is to improve the planning framework for two pockets of industrial and commercial use sites along SR 89 between Tahoe City and Alpine Meadows. Following adoption of the Area Plan, the county will develop an updated plan for these sites that recognizes existing industrial and commercial uses and establishes zoning designations and development standards that focus on environmental redevelopment, restoration, and consistency with the Regional Plan Goals and Policies. The plan for this SPA would be processed as a future Area Plan amendment.
 - Kings Beach Entry Special Planning Area – the purpose of this SPA is to promote integrated development addressing land use, design, circulation, recreation, public services, and natural resources. Coordinated preparation of a SPA is encouraged and if developed would be processed as a future Area Plan Amendment.
 - California North Stateline Special Planning Area – the purpose of this SPA is to maintain the validity of existing plans and development approvals, while encouraging the development of an integrated town center plan in coordination with property owners. Coordinated preparation of a SPA is encouraged, and if developed, would be processed as an Area Plan amendment.

No changes to existing development standards (e.g., height, density, and coverage) apply in these areas unless specific performance standards are met in which case town center redevelopment incentives would apply. Applicable performance standards for the six SPAs are summarized below (Table 3-1). The full text of SPA performance standards is included in Section 2.09.B of the Area Plan Implementing Regulations.

Table 3-1 Area Plan Performance Standards for Special Planning Areas

Special Planning Area	Performance Standards
Tahoe City Western Entry	<ul style="list-style-type: none"> ▲ Remove coverage and restore SEZ areas within 30 feet of the Truckee River high water mark. ▲ Provide a multi-use public trail connection and other public access amenities within 30 feet of the Truckee River high water mark.
Tahoe City River District	<ul style="list-style-type: none"> ▲ Demonstrate compatibility with SR 89/Fanny Bridge pedestrian operational plans.
Tahoe City Golf Course	<ul style="list-style-type: none"> ▲ Restore disturbed SEZ at a ratio of 1 sq. ft. of restored SEZ for each sq. ft. of the SPA included in a project area. Half of the restored SEZ must be within 0.5 mile of the project area and the other half must be within the same Hydrologically-Related Area (HRA).

Table 3-1 Area Plan Performance Standards for Special Planning Areas

Special Planning Area	Performance Standards
	▲ Provide continuous sidewalks or paved multi-use trails connecting the project site to existing sidewalks.
Truckee River Corridor	The county must develop a future Area Plan Amendment that recognizes existing uses and establishes zoning and development standards that promote Regional Plan goals and policies.
Kings Beach Entry (SR 267 and SR 28 intersection)	<ul style="list-style-type: none"> ▲ Provide continuous sidewalks or paved multi-use trails connecting the project site to existing sidewalks. ▲ Remove development within the project area from the 100-year floodplain of Griff Creek and restore SEZs within the floodplain and where feasible in other areas. ▲ Redevelopment projects must improve scenic conditions through site improvements.
California North Stateline	The county must develop a future Area Plan Amendment that meets the TRPA Code requirements for an Area Plan in a town center.

Source: Placer County and TRPA 2015: 263-264, Adapted by Ascent Environmental in 2015

REGIONAL PLAN IMPLEMENTATION MEASURES

The Area Plan includes redevelopment incentives and new development and design standards for mixed-use areas. These provisions are intended to implement Regional Plan policies promoting the redevelopment of existing town centers to improve aesthetic conditions, restore sensitive lands, enhance recreation opportunities, and improve multi-modal transportation options.

- ▲ **Maximum Building Height and Density:** The Area Plan designates Core Areas within town centers and Transition Areas along the periphery of town centers. As discussed below, the Area Plan includes additional scenic requirements that may reduce maximum building heights on the lake side of SR 28 or SR 89 (Table 3-2).

Table 3-2 Area Plan Height and Density Standards

	Town Center Core Areas	Town Center Transition Areas	Special Planning Areas	Outside of Town Centers
Height	56 feet and 4 stories	46 feet and 3 stories	No change unless performance standards are met. If performance standards are met the applicable Core or Transition area standards would apply, or other standards adopted through an Area Plan amendment.	TRPA Code Chapter 37
Tourist Density	40 units/acre	40 units/acre		Same as PAS or CP
Residential Density ¹	25 units/acre	25 units/acre		Same as PAS or CP

¹ Single-family residential is limited to one dwelling unit per acre.

Source: Placer County and TRPA 2015

- ▲ **Maximum Transferred Coverage:** Consistent with Regional Plan allowances within town centers, project sites that are greater than 300 feet from Lake Tahoe or on the mountain side of SR 89 or SR 28 could receive transferred coverage to a maximum of 70 percent coverage on high capability lands (land capability districts [LCDs] 4 through 7). Project sites within 300 feet of Lake Tahoe and on the lake side of SR 89 or SR 28 could receive transferred coverage to a maximum of 50 percent coverage on high capability lands.
- ▲ **Allow Mixed-Use Development and Other Use Changes:** Consistent with the Regional Plan Land Use map, the Area Plan would allow housing within existing commercial districts, in close proximity to employment and multi-modal transportation facilities. A complete list of permissible uses changes is included in Appendix B. Mixed-used development would be allowed in town centers as well as in the mixed-use and commercial areas of Carnelian Bay, Tahoe Vista, Lake Forest Glen, Dollar Hill, Sunnyside, Homewood, and Tahoma. Table 3-3 summarizes the land use changes proposed as part of the Area Plan, and the relevant

PASs and community plans in which these changes would occur. PASs for which no changes are proposed are not shown.

Table 3-3 Summary of Area Plan Land Use Changes

Existing PAS or Community Plan	Summary of Proposed Use Changes
PAS 001A – Tahoe City Community Plan	New residential uses throughout the PAS; new tourist accommodation and commercial uses in existing Special Area #2, and portions of existing Special Area #3; new recreation uses in existing Special Area #2; some industrial uses eliminated in portions of existing Special Area #2
PAS 002 – Fairway Tract	New residential, tourist accommodation, and commercial uses in the portion of existing Special Area #2 within the Tahoe City Town Center; new tourist accommodation uses in the portion of existing Special Area #2 designated for recreation
PAS 022 – Tahoe Vista Community Plan	New use includes single-family dwellings in existing Special Area #2
PAS 026 – Kings Beach Industrial	Single-family dwellings permitted if accessory to a commercial use
PAS 029 – Kings Beach Community Plan	New tourist accommodation, commercial, and public service uses in existing Special Area #1 and the town center portion of existing Special Area #2; many commercial and public service uses eliminated in the Recreation portion of existing Special Area #2
PAS 032 – California North Stateline Community Plan	Indoor and outdoor retail sales, government offices, membership organizations, and recreation centers allowed as new uses under certain conditions
PAS 159 – Homewood Commercial	New uses limited to multi-family dwellings and secondary dwellings
PAS 169 – Sunnyside	New uses limited to multi-family dwellings
<p>Note: This table is intended to provide a summary of use changes and is not all inclusive. Refer to the change in use tables in Appendix B for additional details.</p>	
<p>Source: Placer County and TRPA 2015, Adapted by Ascent Environmental in 2015</p>	

- ▲ **Building and Site Design Standards:** The Area Plan would consolidate and update existing standards. It would include new standards that would:

 - Add site design and building form standards to create visual interest and pedestrian activity within some core mixed-use areas by including maximum building setbacks, limiting blank walls, requiring minimum amounts of windows on building frontage, and requiring minimum amounts of building articulation.
 - Add requirements for improvements to the street frontage between the building and public roads and sidewalks in some mixed-use areas. Requirements vary by subdistrict, but address street trees, connections between buildings and sidewalks or paths, and pedestrian streetlights.
 - Additional lighting standards to prevent light pollution and trespass. The standards include details on permissible and prohibited lighting, restrictions on uses and materials that produce daytime glare, and measureable limits for off-site light trespass. The full text of the lighting standards is included in Section 3.09.D of the Area Plan Implementing Regulations.

AREA PLAN PROGRAMS AND SUBSTITUTE STANDARDS

The Area Plan would include the programs and substitute standards that would modify portions of the TRPA Code within the Area Plan limits.

- ▲ **Limited Conversion of CFA to TAUs:** The Area Plan would establish 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. (Note: TRPA Code Section 50.10.1 currently permits the opposite conversion, TAUs to CFA.) Limitations on the program include:

 1. The conversion ratio shall be 450 square feet of CFA = 1 TAU;

2. Converted units may only be used in Placer County Town Centers;
 3. Sites must have best management practice (BMP) certificates;
 4. Sites must have sidewalk access;
 5. Sites must be within 0.25 mile of a transit stop;
 6. No more than 400 additional TAUs may be established in Placer County through this pilot program and other programs combined; and
 7. The program would be periodically monitored for efficacy, possible extension and consideration of program adjustments.
- ▲ **Non-Contiguous Project Areas:** The Area Plan would allow projects within town centers to use a non-contiguous project area with TRPA approval. To use a non-contiguous project area, all project components must be located on already developed mixed-use lands within a town center and all applicable development standards would apply. TRPA currently permits the use of non-contiguous parcels for development projects that are linked to implementation of one or more EIP improvement projects (TRPA Code Section 15.6).
 - ▲ **Revised Level of Service (LOS) Standards:** The Area Plan proposes to modify the current LOS standards as follows in Policy T-P-6:
 - Maintain consistency with 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.
 - ▲ **Revised Parking Regulations:** The Area Plan modifies parking standards to reduce the minimum number of parking spaces that must be provided by some development projects, promote shared parking, and to consider the future development of parking assessment districts and/or in-lieu payment systems. In addition, a parking waiver provision was added for town centers, where required parking for new development may be waived for projects on parcels less than 25,000 square feet which contribute annually to transit. Amendments to the parking regulations were developed as part of a comprehensive parking study and are consistent with Section 13.5.3.B.2 of the TRPA Code, which encourages the development of alternative parking strategies. These revisions are intended to reduce land coverage and make more efficient use of land for parking and pedestrian uses.
 - ▲ **Implement Tahoe Area Regional Transit (TART) Systems Plan:** The Area Plan proposes to implement the April 2016 Placer County TART System Plan by: (1) funding public transit to make it a viable transportation alternative; (2) implementing transit improvements described in the 2016 TART System Plan; (3) implementing developer funding mechanisms (such as service area zones of benefit); and (4) linking increased transit services with increases in transit demand.
 - ▲ **Secondary Residences:** The Area Plan would expand upon Section 21.3.2 of the TRPA Code to allow market-rate secondary residential units on certain residential parcels less than 1 acre in size, subject to BMP certification, TRPA Code compliance (including allocations and development rights), and supplemental design standards. To qualify for the program, properties must be located within 0.25 mile of a mixed-use zoning district or primary transit route. Secondary units may not be used as tourist units or converted to TAUs. The full text of applicable requirements for secondary units is provided in Section 3.01 of the Area Plan Implementing Regulations.

- ▲ **View Corridors:** The Area Plan would add view corridor standards that require four-story buildings in town centers on the lake side of SR 89 or 28 to maintain 35 percent of the site as open view corridors, or increase existing view corridors by 10 percent.
- ▲ **Ridgeline Protections:** In accordance with TRPA regulation, the proposed Area Plan would require that all new buildings with three or more stories meet the TRPA Code Section 37.7 findings 1, 3, 5, and 9 for additional height. This provision would prevent buildings from projecting above the forest canopy or ridgelines and would protect viewsheds. These regulations are reiterated in the Area Plan to emphasize the importance of ridgeline protections.

3.5 KINGS BEACH CENTER DESIGN CONCEPT

LOCATION

The Kings Beach Center design concept site includes 16 parcels, totaling approximately 4 acres, owned by Placer County on the mountain side of North Lake Boulevard (SR 28), between Fox and Coon streets. County-owned parcels, including those that comprise the Kings Beach Center design concept, are shown in Exhibit 3-8. The site could incorporate the adjacent Placer County Department of Public Works and Facilities (DPWF) parking lot that could be used for shared-use parking, and additional county-owned properties could be incorporated into the design concept in the future, subject to subsequent environmental review. These additional properties include the following:

- ▲ Placer County Health and Human Services (HHS) Clinic on Salmon Avenue,
- ▲ Placer County Kings Beach Library on Secline Drive, and
- ▲ Placer County Successor Agency Town Center South vacant lots on the lake side of SR 28.

DESIGN CONCEPT OVERVIEW

The Kings Beach Center design concept parcels are currently leased to residential and commercial tenants. The collective parcels represent an opportunity for a mixed-use environmental redevelopment project in this town center location. It is the county’s intent to market the 16 parcels in 2016 to secure a developer for future redevelopment of the site.

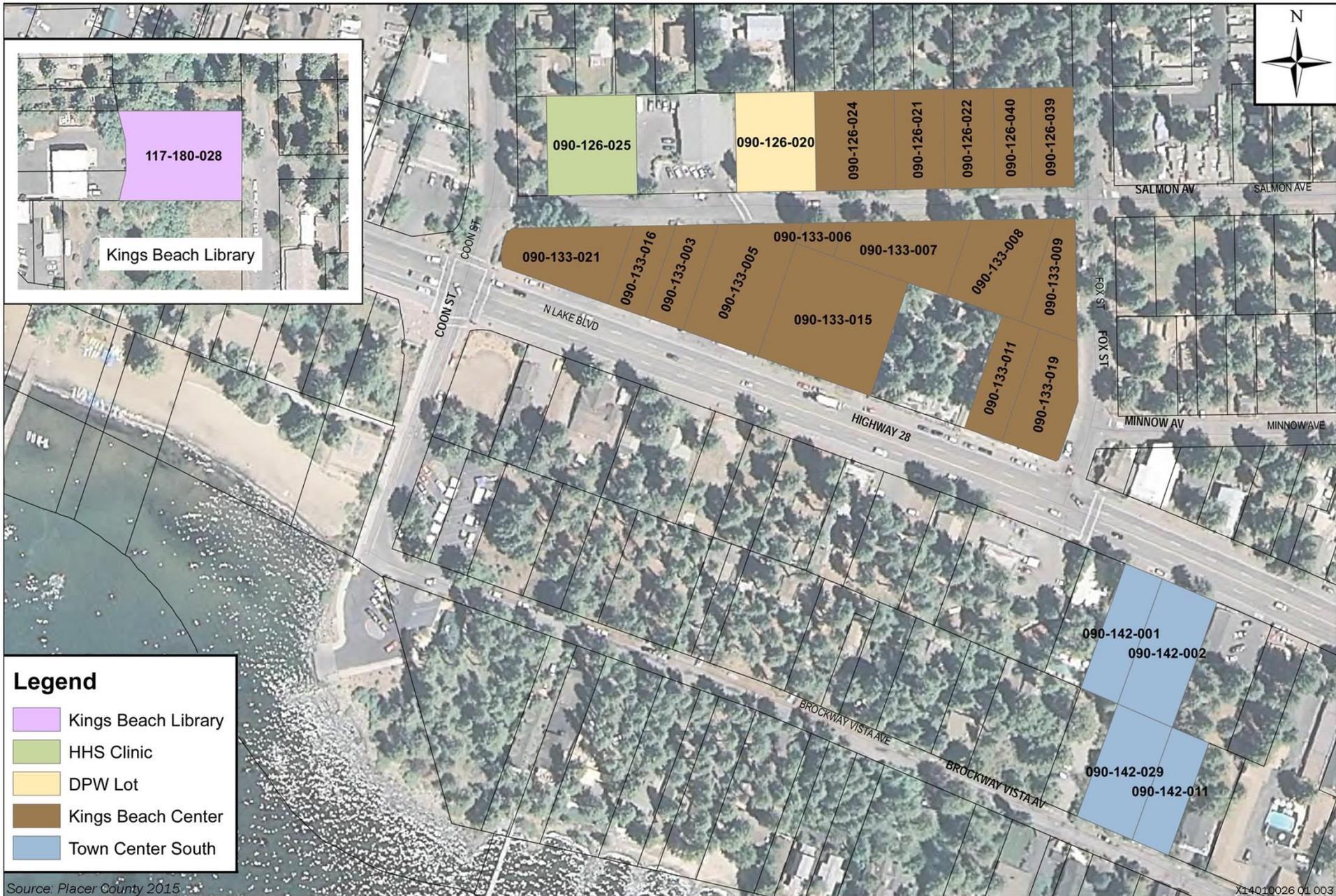
For the purposes of evaluation, the county has developed two conceptual proposals that involve a combination of hotel, commercial, professional office, and retail uses. Both options include a government service building, public plaza, community park, and parking. Option A includes a smaller number of hotel units coupled with a larger amount of commercial/retail space than Option B; the hotel complex in both options could include condominiums or privately-owned units. Table 3-4 below compares the potential redevelopment scenarios under both options. Exhibits 3-9 and 3-10 show the conceptual layout of Options A and B.

Table 3-4 Kings Beach Center Design Concept Options

Potential Uses	Option A	Option B
Hotel (TAUs)	80	110
Professional Office (sf)	8,515 sf	4,771 sf
Retail and Various Uses (sf)	42,385 sf	27,879 sf
Public Service Building (sf)	8,000 sf	8,000 sf

sf = square feet

Source: Placer County 2015



Legend

- Kings Beach Library
- HHS Clinic
- DPW Lot
- Kings Beach Center
- Town Center South

Source: Placer County 2015

X14010026 C1 003

Exhibit 3-8

Kings Beach Center Design Concept – County Parcels





Source: Placer County 2015

X14010026 01.004



Source: Placer County 2015

X14010026 01.005

3.6 TAHOE CITY LODGE

Kila Tahoe LLC, the project applicant for the Tahoe City Lodge and owner of the subject property at 255 and 265 North Lake Boulevard, is a member of a group of companies that owns and operates hotels in vacation destinations in Northern California.

The Tahoe City Lodge site currently includes a partially occupied 2-story commercial complex, comprised of three buildings. At the center of the site is a dilapidated outdoor glass enclosed pool area; the pool is now filled with dirt. TRPA has verified 26,304 square feet of existing commercial floor area at the site. Commercial uses at the site include three restaurants, three furniture stores, a massage studio, a coffee shop, a catering business, a building materials/lumber store, and two specialty retail stores. Other relevant characteristics of the site (e.g., history, land coverage, employees) are described under the header “Environmental Setting” in Chapters 5 through 18 of this EIR/EIS.

In addition to the lodge itself, the project includes elements on the Tahoe City Golf Course property, which is managed and operated by the Tahoe City Public Utility District (TCPUD). TCPUD is a party to a Memorandum of Understanding (MOU) signed in March 2012 with the other investment partners in the property, including Placer County, the Tahoe Truckee Airport District, and the North Lake Tahoe Resort Association. The MOU sets forth each party’s expectations and goals for the property, including a cooperative understanding that their public acquisition of the property could provide numerous public benefits.

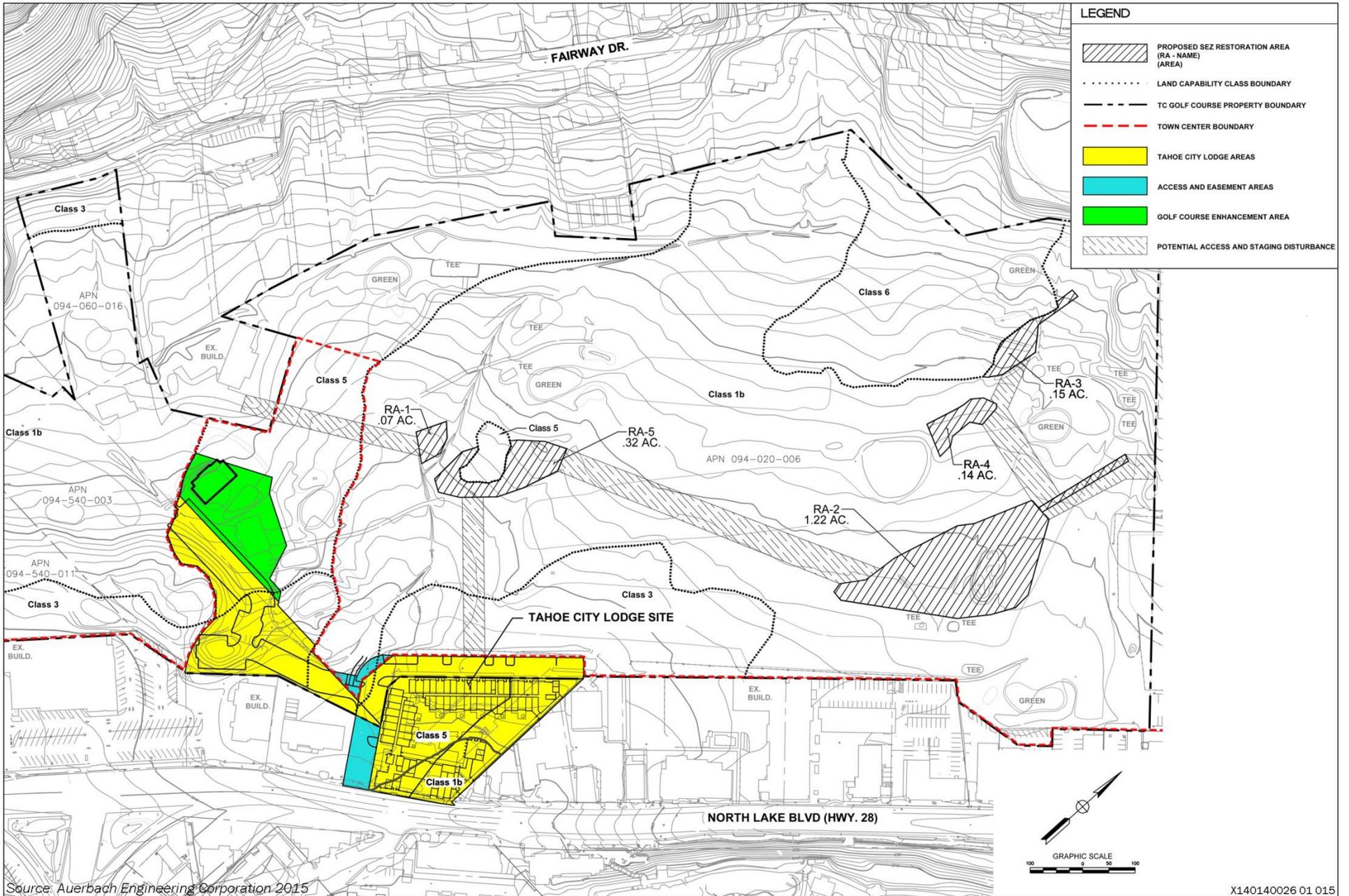
3.6.1 Project Characteristics

The whole of the Tahoe City Lodge is shown on Exhibit 3-11. The lodge project includes the lodge component itself, golf course enhancements, and SEZ restoration on the Tahoe City Golf Course as described in detail below. The project site, excluding the SEZ restoration area, is about 3.9 acres (168,500 square feet). The portion of the Tahoe City Lodge located on the Tahoe City Golf Course (approximately 1.7 acres) is within the Tahoe City Golf Course SPA.

LODGE COMPONENT

The proposed Tahoe City Lodge would redevelop an existing commercial complex into a 118-unit lodge that would include a mix of hotel rooms and 1- and 2-bedroom suites. The project would operate as a “condo hotel,” meaning that the 1- and 2-bedroom suites would be sold to private individuals. For the proposed project, this means that 78 suites (66 percent of the total units) would be sold, and 40 hotel units would be retained by the lodge. The sold units would have restrictions on the number of nights a buyer can occupy the unit, which would be addressed in a deed restriction as a condition of project approval. A condo hotel is a building that is legally a condominium, but operated as a hotel, offering short-term rentals. When the owner is not using the condominium unit, the owner can allow the hotel to market and manage the unit. Based on experience at other condo hotels with similar ownership structure (e.g., limits on buyer occupancy), nearly all of these units are expected to be put into a rental pool and be rented out through the hotel, subject to Transit Occupancy Tax (TOT) like other hotel rooms.

Exhibit 3-12 shows the proposed site plan (concept plans for the lodge site, including a utility plan, snow management plan, drainage plan, and other details are included in Appendix D). Lodging unit sizes would range from approximately 390 to 1,000 square feet. The hotel units would not include kitchens, but each of the 1- to 2-bedroom suites would include a kitchen. The 2-bedroom units would also include two bathrooms and a TRPA-compliant, gas-burning fireplace. Fireplaces would also be located in the multi-purpose area of the main lodge building and potentially in the outdoor common areas, subject to final design.



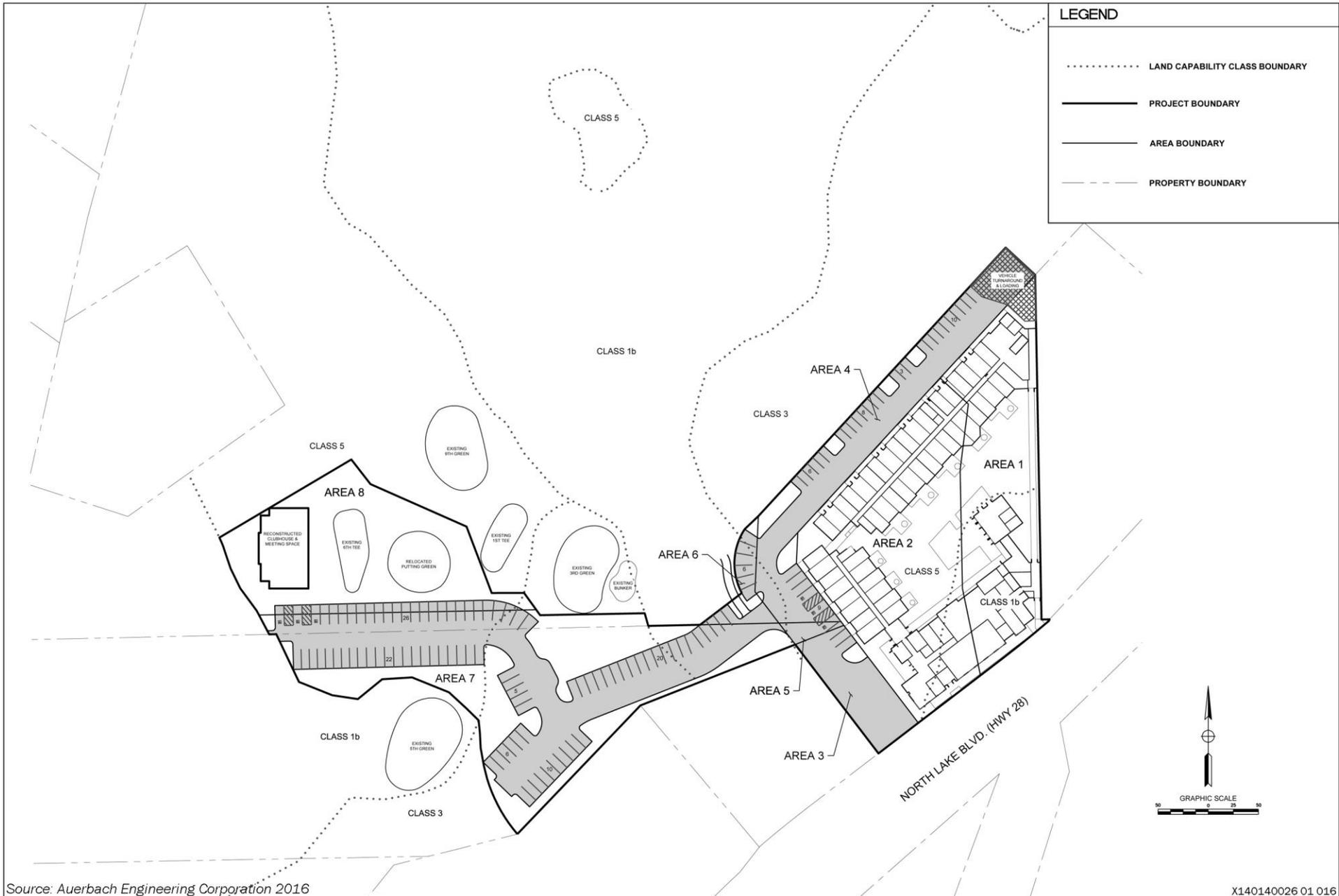
Source: Auerbach Engineering Corporation 2015

X140140026 01 015

Exhibit 3-11

Tahoe City Lodge Overview





Source: Auerbach Engineering Corporation 2016

X140140026 01 016

Exhibit 3-12

Proposed Tahoe City Lodge Schematic Site Plan (Alternative 1)



Project design would adhere to TRPA height and mass standards with buildings ranging in height from 1 to 4 stories; the lodge buildings would be limited to a height of 56 feet. The buildings would be configured to have a reduced height and mass at the SR 28 street frontage, and would transition to increased heights further from the street and closer to the golf course. Proposed floor plans are included in Appendix C.

Table 3-5 summarizes development details of the Tahoe City Lodge tourist units. The total number of bedrooms associated with the proposed project would be 171.

Table 3-5 Tahoe City Lodge Unit Development Summary by Alternative

Lodge Unit Type	Alternative 1 (Proposed Project)		Alternative 2		Alternative 3		Alternative 4
	Number of Units	Average Size	Number of Units	Average Size	Number of Units	Average Size	
Hotel units	40	390 sf	20	375 sf	40	375 sf	NA
1-bedroom suites	31	650 sf	16	676 sf	31	676 sf	
2-bedroom suites	50	1,000 sf	20	1,014 sf	35	1,014 sf	
1-bedroom with den/Type 1	-	-	-	-	3	1,138 sf	
1-bedroom with den/Type 2	-	-	-	-	3	1,036 sf	
2-bedroom with den/Type 1	-	-	-	-	3	1,310 sf	
2-bedroom with den/Type 2	-	-	-	-	3	1,333 sf	
Total Units	118		56		118		

Square feet = sf
Source: Kila Tahoe, LLC 2015

The proposed lodge units would be concentrated in three buildings on two parcels, APNs 094-070-001 and -002. The buildings set back from SR 28 behind the main lodge building would include mainly tourist units and back of the house functions, (i.e., no accessory uses); both of these buildings would be four stories. The main lodge building fronting SR 28 would be three stories tall with rooftop amenities. In addition to tourist units, the lodge buildings would include the following features:

- ▲ 3,981 sf ground-floor restaurant and kitchen;
- ▲ 1,163 food and beverage deck;
- ▲ 6,587 sf roof-top terrace, swimming pool, and bar;
- ▲ 636 sf lobby area; and
- ▲ office and back of the house uses

In addition to these three buildings, the lodge component of the project includes:

- ▲ maintenance and expansion of the Tahoe City Sidewalk Beautification Project;
- ▲ drainage and water quality improvements;
- ▲ reduction in land coverage on APNs 094-070-001 and 094-070-002 relative to existing conditions; and
- ▲ parking contained within the project area coupled with shared-use parking on the Tahoe City Golf Course (a total of 131 surface parking spaces are shown on Exhibit 3-12).

As illustrated in the schematic site plan in Exhibit 3-12, the project site would be accessed via a single main entrance driveway on SR 28, just west of the main lodge building. The driveway access also provides access to the golf course and clubhouse and is located on a private easement from the adjacent parcel immediately west of the proposed lodge that includes the Bechdolt building. The Bechdolt building is shown on the adjacent property to the west (Exhibit 3-13).

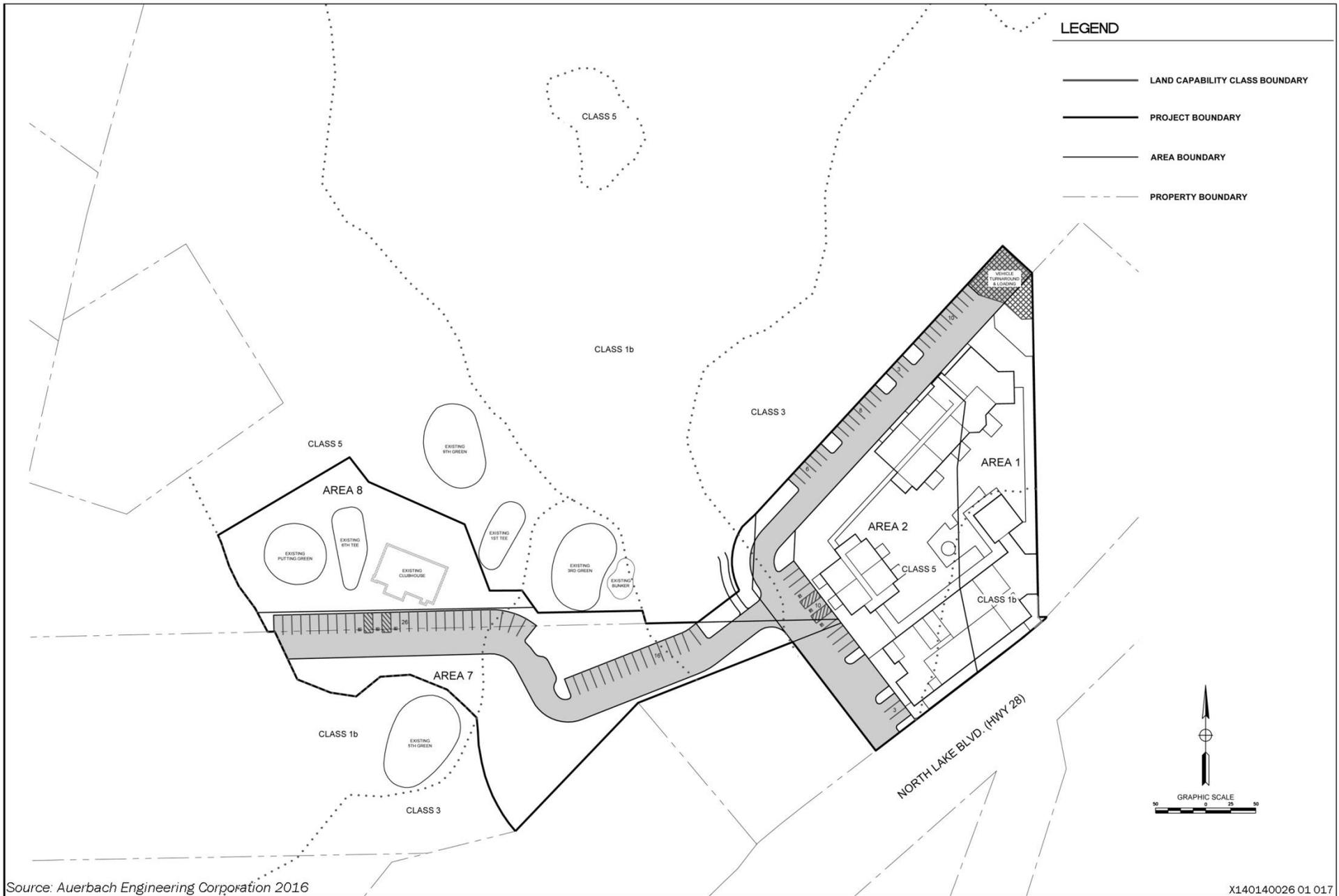


Exhibit 3-13

Tahoe City Lodge Schematic Site Plan – Alternative 2



Building Design

The proposed lodge architecture is reminiscent of some of the memorable Tahoe structures of the past. The use of heavy timber, stone, and wood sheathing with accents of steel and boardform concrete area is associated with the strong materiality and rootedness of the mountains. This building would be designed in a context-sensitive nature so as to blend with the existing landscape.

The three proposed lodge buildings would be positioned to form a central court. Each building would be positioned separately to articulate its form and visually reduce its scale. A key design element would be the “front porch” of the building fronting SR 28, which has precedent in Tahoe City and in other historical Tahoe buildings and would be an extension of the ground floor lobby and restaurant. As weather permits, dining would extend out into this area and activate the streetscape. The roofs of the three buildings would be defined by shallow 3:12 split-shed form with gable end dormers. The snow management goal would be to hold the snow in place on these shallower 3:12 roofs augmented by snow clips and snow fences. Pedestrians would be further protected from snow dump by canopies at the ground level entries.

Lighting

The proposed lighting strategy would address the practical lighting needs of the site and TRPA Code requirements for exterior lighting while preserving the dark night sky. The proposed light fixtures would include shields to prevent outward glare. The proposed lighting plan would create low-level illumination indirectly lighting building entries, walkways and landscape features rather than allowing uncontrolled spread of light beyond the property.

The project applicant is planning to build the project to Leadership in Energy and Environmental Design (LEED) standards and proposes to use “Credit SS8.0-Light Reduction,” which the U.S. Green Building Council (USGBC) defines to include lighting intended to increase night sky access, improve nighttime visibility, and reduce the consequences of development for wildlife and people (USGBC 2016). Credit SS8.0-Light Pollution Reduction provides numerous strategies for achieving many of the aforementioned goals via the use of cutoff luminaires, low reflectance surfaces, and low angle spotlights.

GOLF COURSE COMPONENT

The golf course component includes:

- ▲ demolition, reconstruction, and expansion of the golf course clubhouse to include new conference facilities and meeting space (the proposed clubhouse would be two stories and 6,738 sf, an expansion of 3,858 sf);
- ▲ relocation of the golf course putting green (the locations of the reconstructed clubhouse and putting green would be swapped to enhance golf play);
- ▲ a deed restriction on future development on the portion of the golf course outside of the Tahoe City Town Center. TCPUD would deed restrict parcels outside of the Tahoe City Town Center boundary lines to be designated and zoned in perpetuity for recreation, public service, and conservation use(s) only, to prevent future expansion of the town center boundary and to continue the golf course and other recreational uses. The document would restrict uses on the subject TCPUD parcels, but would not hinder public services, recreation, or conservation uses. No future commercial development, residential development, mixed-use development, tourist accommodation development, changes in zoning, or zoning other than recreation, public service, and conservation would be allowed;
- ▲ improved entryway and signage for the golf course; and
- ▲ SEZ restoration (described in more detail below).

The ground floor of the new clubhouse building would contain similar uses and square footage as the existing golf course clubhouse. The second floor would include approximately 3,000 square feet of new conference facilities and meeting space with a capacity for 207 persons. The conference facilities would be constructed as a shared accessory use for the Tahoe City Lodge and the Tahoe City Golf Course. The conference facilities would attract events during shoulder and off season periods when the lodge is not operating at peak capacity. Tahoe City Lodge would have priority use of the conference space for functions associated with the lodge, and TCPUD would use the space for activities accessory to the golf course or for public service/governmental functions.

Pursuant to an agreement between the project applicant and TCPUD, to be finalized at a future date, the applicant's use of the space would have priority over other uses. Additionally, TCPUD would not hold events in the space during peak times to reduce parking demand. As a result, there would not be an increase in the peak parking requirements for events unrelated to the Tahoe City Lodge. The approvals for the Tahoe City Lodge would be conditioned accordingly. The final agreement language would be similar to the following:

If an event that uses the conference room space: 1) includes attendees, fewer than 50 percent of which are guests of the Tahoe City Lodge, 2) occurs on weekend days in June and on any day from July 1 through Labor Day, and 3) occurs on a day prior to which Tahoe City Lodge occupancy is forecast to be more than 80 percent, then the Tahoe City Lodge or the organizer of the event shall be required to make arrangements to mitigate the parking demand by providing adequate off-site parking within a 400-foot walking distance of the site, valet parking, or transit shuttle service to the site.

Golf Course SEZ Restoration Component

The shared-use parking, golf course enhancements, and clubhouse reconstruction elements of the project are located within the Tahoe City Golf Course SPA (the Tahoe City Town Center boundary modification area) and subject to the SEZ restoration requirement described in the Area Plan Implementing Regulations (Placer County and TRPA 2015: 263). The Area Plan provisions require that an equal or greater area of disturbed SEZ land is restored prior to or concurrent with development, and that at least 50 percent of the restoration areas must be within 0.5 mile of the project site.

Because the Tahoe City Lodge would use approximately 1.7 acres of land within the Tahoe City Golf Course SPA, the SEZ restoration requirement is 1.7 acres. Exhibit 3-11 shows the five areas on the golf course (1.9 acres in total, 1.7 of which will be restored) proposed for restoration; all five locations are within 0.5 mile of the project site boundaries. The areas targeted for restoration are not areas used by the golf course; they are largely outside of the main golf course playing areas and restoration of these areas would not affect golf course operations. Access locations to complete the restoration are also shown on Exhibit 3-11.

Hydrologic function in the SEZ restoration areas is considered to be highly impaired (Integrated Environmental Restoration Services, Inc. [IERS] 2015). Most of the existing soil at the golf course is extremely compacted, nearly impermeable to water, and difficult for plant roots to penetrate and access existing groundwater. The proposed restoration activities would involve the removal and storage of the uppermost 12 inches of soils, followed by mechanical loosening of the sub-soil to a depth of 24 to 48 inches using a bucket excavator (wood chips or other soil amendments may be added at this time to add organic material, increase water storage and transmissivity, and maintain lower soil density over time). Salvaged topsoil would then be reapplied and gently mixed with the loosened subsoil. Where fill material exists (primarily in Areas 2 and 5), this material would be reconfigured into upland berms within the restoration areas; the berms would be oriented to avoid interruption of any seasonal water flow paths or drainages. (IERS 2015)

Vegetation re-establishment would be achieved through a combination of seeding and planting of sod plugs harvested from existing wet meadow sod onsite. A wet meadow (not riparian) seed mix would be finalized and approved by TRPA before construction. (IERS 2015)

The goal of the restoration would be to restore hydrologic function throughout the soil profile in the five restoration areas. Post-construction monitoring would be conducted in early summer for 2 years following construction. Specific and measurable success criteria would be developed prior to construction and would include metrics in the following categories: soil density; infiltration rates; vegetation (cover, species composition, survivorship, and weed management); soil moisture; and groundwater elevations. Each success criteria would be coupled with management responses—that is, actions to be taken if success criteria are not met. (IERS 2015)

Long-term management of the restoration areas would be the responsibility of TCPUD as part of ongoing golf course operations. Ongoing maintenance activities are expected to be minimal (likely limited to weed management). Ongoing irrigation would not be required after the plant establishment period is complete.

3.6.2 Proposed Sources of Allocations

The Tahoe City Lodge project site has 26,304 square feet of legally existing CFA associated with the existing commercial complex (TRPA 2015). CFA is defined in Chapter 90 of the TRPA Code to include “the gross square footage of floor area within the outer wall of a commercial building, not including stairwells and airshafts...”

Tourist accommodation uses and tourist accommodation units (TAUs) are defined in Chapter 90 of the TRPA Code, as follows:

- ▲ **Tourist Accommodation:** Uses, facilities, and activities primarily pertaining to the occupation of buildings for eating, sleeping, and living on a temporary basis by persons whose permanent residence is elsewhere.
- ▲ **Tourist Accommodation Unit:** A unit, with one or more bedrooms and with or without cooking facilities, primarily designed to be rented by the day or week and occupied on a temporary basis.

Because there are no existing TAU allocations associated with the project site, the project would acquire all needed TAUs. Each of the 118 lodge units would require a TAU allocation. The project applicant proposes to obtain the required TAUs in two ways: through the Area Plan’s proposed pilot program allowing for the conversion of on-site CFA to TAUs, and through purchase and transfer. Using the proposed Area Plan conversion ratio (450 square feet of CFA = 1 TAU), the 26,304 square feet of CFA would yield 58 TAUs (with 204 square feet of CFA remaining after the conversion). The additional 60 TAUs are anticipated to be purchased and transferred to the property through a TRPA transfer application and corresponding deed restriction process in accordance with TRPA Code. The project applicant would coordinate with Placer County to determine: (1) whether allocations could be assigned to the site from the county’s limited supply; (2) the location of sending parcels and TAUs available for transfer; and/or (3) the location of sending parcels and CFA available for transfer and conversion. All TAU transfers must be approved prior to TRPA permit acknowledgement and project construction.

The proposed restaurant, lobby area, and roof-top terrace, swimming pool, and bar would be considered accessory uses to the lodge, and subject to TRPA provisions that apply to accessory uses (Section 21.3 of the TRPA Code), but would not require CFA or TAU allocations. The golf course clubhouse conference facilities would also be considered accessory to the golf course and lodge and would not require an allocation.

3.6.3 Construction Schedule and Activities

Construction of the project would commence soon after project approval and acquisition of permits and would be completed over the course of 16 to 18 months. Initial construction could begin as early as 2017.

Construction activities would be continuous, except during winter months when activities may cease for a period of time. Construction staging would be accomplished on the project site or on the adjacent TCPUD maintenance facility at the golf course—all staging would be on previously disturbed lands.

Project construction would require between 100 and 120 workers at any one time during peak periods. Construction equipment would include large excavating backhoes, a bulldozer, loaders, all-terrain rubber tired cranes, and concrete mixers. No special construction techniques (e.g., pile driving) are anticipated to be required.

Project construction would involve material haul trips to the Tahoe Truckee Sierra Disposal Facility in Truckee, about 12 miles from the project site. Demolition and site clearing activities would require disposal of approximately 6,000 cubic yards (CY) of material (2,875 CYs of building remnants, 1,750 CYs of concrete, 1,019 CYs of asphalt paving, and 437 CYs of site clearing material). Some of the asphalt paving and concrete demolition material can be crushed and recycled for the structural fill beneath the proposed buildings. The anticipated amount of recycled material is estimated at 1,000 CYs.

3.7 ALTERNATIVES

This EIR/EIS evaluates four alternatives. Alternatives 1 through 3 are action alternatives (including the proposed project) that involve a range of options for implementation of the Area Plan and Tahoe City Lodge. The Kings Beach Center design concept options are consistent for each of the action alternatives described below. Alternative 4 is the no-project alternative. (Note: Table 3-8 later in this chapter compares the attributes of the Area Plan and Tahoe City Lodge alternatives.)

3.7.1 Alternative 1: Proposed Area Plan/Proposed Lodge

Alternative 1 would implement the Area Plan, the Kings Beach Center design concept, and the Tahoe City Lodge as described above in Sections 3.4 through 3.6. This would include the proposed Tahoe City Town Center boundary changes, the establishment of special planning areas, implementation of the Regional Plan policies specific to new Area Plans, implementation of all Area Plan Programs and Substitute Standards, and redevelopment of the Tahoe City Lodge site as proposed by Kila Tahoe, LLC.

Alternative 1 represents the Area Plan as proposed by Placer County. Its goal is to facilitate environmental redevelopment of urban areas and to implement the compact land use and mixed-use concepts proposed by the Regional Plan. The substitute standards and map changes proposed in this alternative are new elements not contemplated in the Regional Plan, but are intended to incentivize environmental redevelopment in specific areas.

3.7.2 Alternative 2: Area Plan with No Substitute Standards/Reduced Scale Lodge

Alternative 2 was developed in response to scoping comments concerned with the potential environmental effects of the substitute standards included in the proposed Area Plan. Rather than creating new development standards, Alternative 2 uses existing TRPA standards, which results in a reduced scale Tahoe City Lodge.

Specifically, Alternative 2 would differ from the proposed Area Plan (Alternative 1) in the following ways:

- ▲ the Tahoe City Town Center boundary would not be altered;
- ▲ no special planning areas would be developed;
- ▲ no conversion of CFA to TAUs would be allowed;

- ▲ no allowance for non-contiguous project areas would be granted; and
- ▲ secondary housing units on parcels less than one acre would only be allowed under a TRPA-certified housing program; however, the TRPA incentive for affordable housing would apply (TRPA Code Section 21.3.2.A.2).

Like the proposed project (Alternative 1), Alternative 2 would implement Regional Plan measures, including mixed-use development in the town centers and neighborhood commercial areas, increased building height, density, and coverage in town centers, and updated building and site design standards.

Because Alternative 2 would not include a town center boundary change, the lodge project area would be limited to the existing commercial center site. Therefore, the project area used to estimate the maximum number of units would be the approximately 1.4 acres (61,700 square feet) that comprise the parcels at 255 and 265 North Lake Tahoe Boulevard. Based on the highest allowable density and size of the site, the lodge under Alternative 2 would have a maximum of 56 units (40 units/acre x 1.4 acres = 56 units).

Table 3-5 summarizes development details associated with the Tahoe City Lodge tourist units with Alternative 2. The total number of bedrooms associated with Alternative 2 would be 76 (56 units total). The lodge units would be similar to those described in Alternative 1, that is, concentrated in three four-story buildings set back from SR 28. With Alternative 2, 36 suites (64 percent of the units) would be sold (condo hotel units), and 20 hotel units would be retained by the lodge. The percentage of units sold would be slightly lower with Alternative 2 than Alternative 1.

The main lodge building would be three stories tall with rooftop amenities. The lodge restaurant, lobby area, and roof-top amenities would be similar in size as proposed with Alternative 1. Appendix C includes conceptual floor plans for Alternative 2. Exhibit 3-13 shows a schematic site plan for the lodge under Alternative 2. Alternative 2 would not include reconstruction and expansion of the clubhouse or other golf course enhancements. The golf course clubhouse would remain in its current condition. Also, because the Area Plan under Alternative 2 would not include SPAs, the SEZ restoration requirement would not apply. Accordingly, Alternative 2 does not include this element. As with Alternative 1, Alternative 2 would include:

- ▲ maintenance and expansion of the Tahoe City Sidewalk Beautification Project;
- ▲ drainage and water quality improvements;
- ▲ reduction in land coverage on APNs 094-070-001 and 094-070-002 relative to existing conditions; and
- ▲ onsite parking coupled with shared-use parking on the Tahoe City Golf Course (a total of 82 surface parking spaces are shown on Exhibit 3-13).

Other attributes of the lodge under Alternative 2 (e.g., building design, lighting, and types of construction activities and schedule) would be similar to Alternative 1. Because the Area Plan under Alternative 2 would not include conversion of CFA to TAUs, the project applicant would not convert existing CFA but would purchase and transfer the 56 TAUs to the site, or coordinate with the county to determine whether TAU allocations could be assigned from its supply.

3.7.3 Alternative 3: Reduced Intensity Area Plan/Reduced Height Lodge

Alternative 3 includes all the elements of Alternative 1, the proposed project, but certain aspects have been modified to respond to scoping comments related to potential effects on scenic resources, water quality, air quality, and affordable housing. Modified elements are as follows:

MAP REVISIONS

Special Planning Areas: Alternative 3 would include the special planning areas described in the proposed alternative and shown in Table 3-1, but would expand the environmental performance standards to include those shown in Table 3-6 below.

Table 3-6 Alternative 3 Additional Performance Standards for Special Planning Areas ¹

Special Planning Area	Additional Performance Standards
Tahoe City Western Entry	<ul style="list-style-type: none"> ▲ Remove coverage and restore SEZ areas within 50 feet of the Truckee River high water mark. ▲ Provide a multi-use public trail connection and other public access amenities within 30 feet of the Truckee River high water mark. ▲ Redevelopment projects must improve scenic conditions through site improvements. ▲ Projects on the mountain side of SR 89 must provide a multi-use public trail connection
Tahoe City River District	<ul style="list-style-type: none"> ▲ Demonstrate compatibility with SR 89/Fanny Bridge pedestrian operational plans.
Tahoe City Golf Course	<ul style="list-style-type: none"> ▲ All of the restored SEZ must be within 0.5 mile of the project area. ▲ Provide continuous sidewalks or paved multi-use trails connecting the project site to existing sidewalks.
Truckee River Corridor	The county must develop a future Area Plan Amendment that recognizes existing uses and establishes zoning and development standards that promote Regional Plan goals and policies.
Kings Beach Entry (SR 267 and SR 28 intersection)	<ul style="list-style-type: none"> ▲ Provide continuous sidewalks or paved multi-use trails and other public access amenities connecting the project site to existing sidewalks. ▲ Remove development within the project area from the 100-year floodplain of Griff Creek and restore SEZs within the floodplain and where feasible in other areas. ▲ Properties along Griff Creek must add interpretive features, bicycle racks, and other trailhead amenities. ▲ Redevelopment projects must improve scenic conditions through site improvements.
California North Stateline	The county must develop a future Area Plan Amendment that meets the TRPA Code requirements for an Area Plan in a town center.

¹ These are in addition to the Area Plan performance standards for SPAs in Table 3-1.

Source: Developed by Placer County in 2016

REGIONAL PLAN IMPLEMENTATION MEASURES

As with the proposed project, Alternative 3 would include town center redevelopment incentives and new development and design standards for mixed-use areas. Alternative 3 would differ from the proposed alternative with respect to building height and density, and the maximum transferred coverage allowed in town centers.

- ▲ **Maximum Building Height and Density:** As compared to the proposed project, Alternative 3 would allow for an increase (up to 25%) in residential unit density in town centers for affordable housing projects. Alternative 3 would also limit maximum height in town centers, village centers, and in the Tahoe Vista and Carnelian Bay Mixed-Use Districts (Table 3-7), with greater limits placed on projects on the lake side of SR 28.
- ▲ **Maximum Transferred Coverage:** Alternative 3 would limit land coverage to a maximum of 50 percent for all parcels within town centers. This is a reduction in coverage compared to Alternative 1, which would allow up to 70 percent coverage for parcels within town centers that are greater than 300 feet from Lake Tahoe or on the mountain side of SR 89 or SR 28.

Table 3-7 Alternative 3 Height Limits and Maximum Number of Stories

Development Area	Mountain Side Parcels	Lake Side Parcels
Tahoe City Town Center	56 feet in core areas 46 feet in transition areas 3 stories	46 feet and 3 stories
Kings Beach Town Center	48 feet Number of stories controlled by height limit	36 feet Number of stories controlled by height limit
California North Stateline Town Center	48 feet ¹	36 feet (CalNeva allowed 48 feet) ¹
West Shore Village Centers (Sunnyside, Tahoma, and Homewood)	2 stories, 3 stories in specific areas for Homewood	2 stories
Tahoe Vista, Carnelian Bay Mixed-Use Districts	3 stories	2 stories

¹ Under Alternative 3, the California North Stateline Tahoe Center would be in a SPA. Therefore, these height limits would be considered during a subsequent planning process, and would not go into effect if Alternative 3 were adopted.

Source: Placer County 2015

AREA PLAN PROGRAMS AND SUBSTITUTE STANDARDS

Alternative 3 includes the Area Plan programs and substitute standards that would modify portions of the TRPA Code within the Plan area. Under this alternative, the CFA to TAU conversion program and the secondary housing unit program have been modified.

- ▲ **Limited Conversion of CFA to TAUs:** Alternative 3 would limit the pilot program for conversion of CFA tourist TAUs to a maximum of 200 units within Placer County. Additionally, the maximum size of a TAU developed through the pilot program would be between 850 to 1,800 square feet, based on the criteria defined in TRPA Code of Ordinances Section 51.5.2.K.
- ▲ **Secondary Residences:** Alternative 3 would allow market rate secondary residential units in all residential areas, subject to TRPA's requirements pertaining to building allocations and development rights. This modification removes the requirement for secondary housing units to be placed within 0.25 mile of a mixed-use zoning district or primary transit route. Secondary units may not be used as tourist units or converted to TAUs.

KINGS BEACH CENTER DESIGN CONCEPT

Because Alternative 3 would not provide increased coverage limits as a redevelopment stimulus, the approximate square footage of the design options shown in Table 3-4 would not be permissible. Further development of the Kings Beach Center design concept would require modification of the development concept options to meet the coverage limits of Alternative 3.

TAHOE CITY LODGE

As with Alternative 1, Alternative 3 would allow redevelopment of the commercial complex at the Tahoe City Lodge site. However, because the Area Plan under Alternative 3 would limit building heights to three stories in the Tahoe City Town Center, the lodge complex buildings would also be limited to three stories, but would occupy a larger footprint so as to maintain up to 118 units.

Table 3-5 summarizes development details of tourist units under Alternative 3. The total number of bedrooms would be 159. The lodge units would be similar to those described in Alternative 1, but would also 1- and 2-bedroom units with dens; these added unit types would be larger than the average unit under Alternative 1. The twelve units with dens are proposed to offset the loss in revenue associated with the rooftop features (e.g., bar, terrace, pool, and food and beverage deck) that are not associated with

Alternative 3. With Alternative 3, 78 suites would be sold, and 40 hotel units would be retained by the lodge—the percentage of units sold with Alternative 3 would be the same as Alternative 1 (66 percent).

Under Alternative 3, the lodge development would be a single connected building, rather than the three buildings proposed in Alternative 1. The building would be uniform in height, with three stories at the SR 28 frontage and in the interior of the site. While Alternative 3 would include a restaurant and lobby area, it would not include the roof-top amenities (i.e., terrace, pool, and bar). A pool would be located at ground level in the center of the lodge building. Appendix C includes conceptual floor plans and Exhibit 3-14 shows a schematic site plan for the Alternative 3 lodge.

Alternative 3 would include reconstruction and expansion of the clubhouse, golf course enhancements, and golf course SEZ restoration, consistent with Alternative 1.

As with Alternative 1, Alternative 3 would include:

- ▲ maintenance and expansion of the Tahoe City Sidewalk Beautification Project;
- ▲ drainage and water quality improvements;
- ▲ reduction in land coverage on APNs 094-070-001 and 094-070-002 relative to existing conditions, but less than in Alternative 1; and
- ▲ parking at the Tahoe City Lodge site coupled with shared-use parking on the Tahoe City Golf Course (a total of 125 surface parking spaces are shown on Exhibit 3-14).

Other attributes of the lodge in Alternative 3 (e.g., building design, lighting, sourcing of allocations, and types of construction activities and schedule) would be similar to Alternative 1.

3.7.4 Alternative 4: No Project

Alternative 4 is the no project alternative. This alternative would include no Area Plan and no Tahoe City Lodge project. The existing Regional Plan, six community plans, 51 PASSs, and Placer County zoning regulations would remain unchanged. Under this scenario, it is expected that the project applicant for the Tahoe City Lodge would renovate the existing commercial center to increase occupancy relative to existing conditions.

3.7.5 Alternatives Comparison

Table 3-8 provides an overview and comparison of the project alternatives.

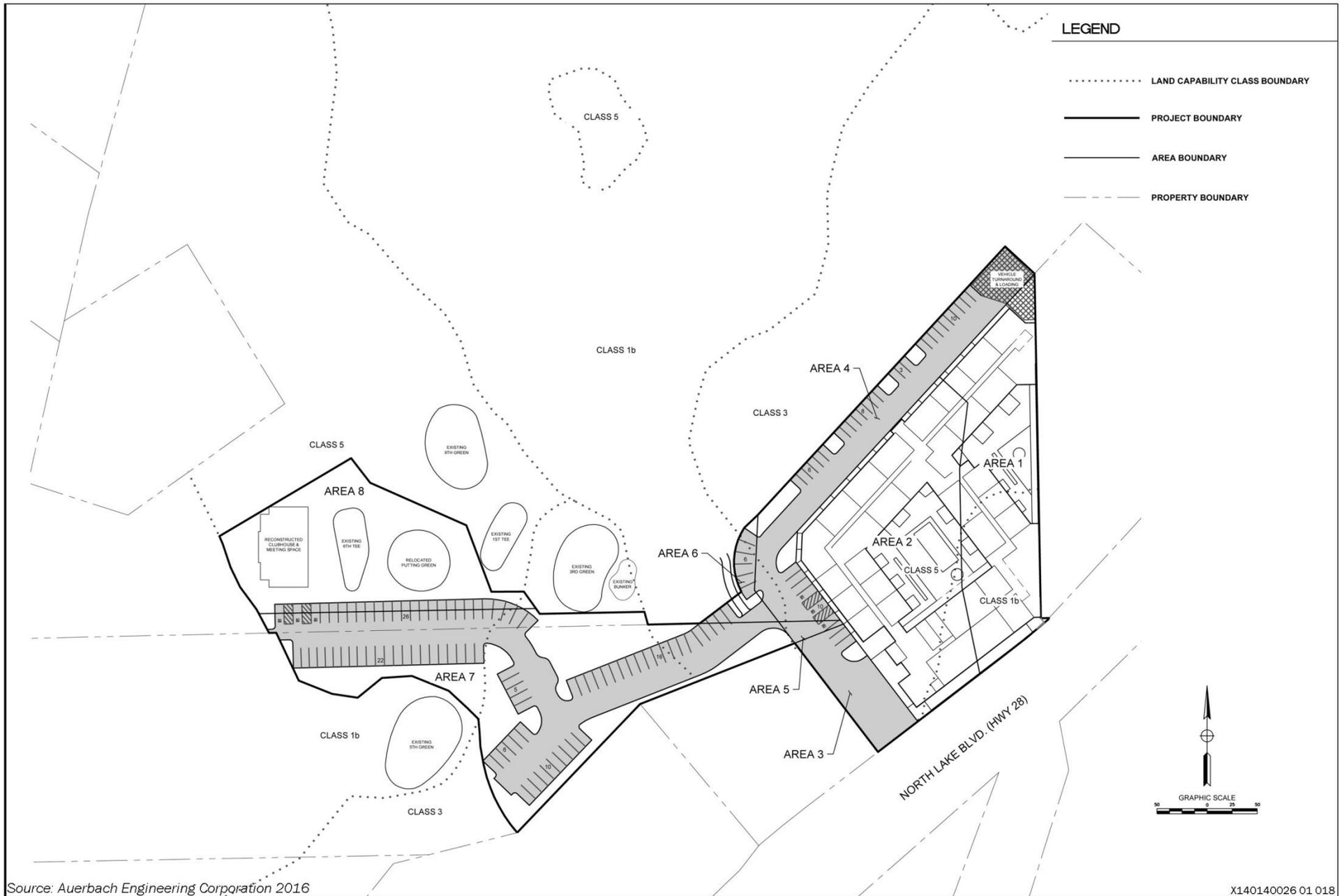


Exhibit 3-14

Tahoe City Lodge Schematic Site Plan- Alternative 3



Table 3-8 Alternatives Comparison

	Alternative 1 Proposed Area Plan/ Proposed Lodge	Alternative 2 Area Plan with No Substitute Standards/Reduced Scale Lodge	Alternative 3 Reduced Intensity Area Plan/ Reduced Height Lodge	Alternative 4 No Project
AREA PLAN				
Coverage Limits in Town Centers (Max Transferred Coverage)	Up to 50% within 300 feet of the lake; up to 70% elsewhere	Same as Alternative 1	50% max on all parcels	Up to 70% on vacant parcels; up to 50% on redeveloped parcels
Height Limits in Town Centers (Max Height)	56 feet in core areas 46 feet in transition areas (subject to special plan area and scenic limits)	Same as Alternative 1	Tahoe City Town Center: Similar to Alternative 1, except height limited to 46 feet lake side of SR 28 Kings Beach Town Center: 48 feet mountain side of SR 28 36 feet lake side of SR 28 California North Stateline Town Center: 48 feet mountain side of SR 28 36 feet on lake side of SR 28; CalNeva at 48 feet	42 feet
Max Number of Stories	<u>Inside Town Centers</u> 4 stories in core areas, 3 stories in transition areas <u>Outside Town Centers</u> Number of stories controlled by height limits	Same as Alternative 1	<u>Inside Town Centers</u> Tahoe City Town Center: 3 stories Kings Beach/California North Stateline Town Centers: Number of stories controlled by height limits <u>Outside Town Centers</u> West Shore Village Centers: 2 stories for Sunnyside and Tahoma 2 stories for Homewood, except 3 stories in specific areas Tahoe Vista/Carnelian Bay: 3 stories mountain side of SR 28 2 stories lake side of SR 28	Number of stories controlled by height limits
Density Limits in Town Centers	Tourist: 40 units/acre Residential: 25 units/acre (subject to special plan area limits)	Tourist: 40 units/acre Residential: 25 units/acre	Similar to Alternative 1, except residential density can be increased up to 25% for affordable housing	Tourist: 15-40 units/acre Residential: 15 units/acre

Table 3-8 Alternatives Comparison

	Alternative 1 Proposed Area Plan/ Proposed Lodge		Alternative 2 Area Plan with No Substitute Standards/Reduced Scale Lodge		Alternative 3 Reduced Intensity Area Plan/ Reduced Height Lodge		Alternative 4 No Project
MAP DESIGNATIONS							
Tahoe City Town Center Boundary Change	Yes		No		Yes		No
Updated Uses in Mixed-Use Areas	Yes		Yes		Yes		No
New Special Planning Areas	Yes		No		Yes (with additional environmental performance standards)		No
CFA Conversion to TAUs	Yes (with limitations; max 400 units)		No		Yes (Similar to Alternative 1, except limited to max 200 units and size of TAU)		No
Non-contiguous project areas	Yes		No		Yes		No
Secondary Housing on < 1 acre	Market rate within 0.25 mile of transit subject to limitations (requires allocation + dev right)		Deed-restricted affordable allowed with proposed TRPA-certified housing program (TRPA bonus unit incentive applies)		Market rate allowed wherever residential is allowed (requires allocation + dev right)		Not allowed (county does not have a TRPA-certified housing program)
TAHOE CITY LODGE							
Uses on Lodge Property	Hotel rooms	40 units	Hotel rooms	20 units	Hotel rooms	40 units	Retain and rehabilitate the center under existing rules. No additional CFA; existing CFA verified at 26,304 sf. Increase in occupancy rates through renovation.
	1-bedroom suites	31 units	1-bedroom suites	16 units	1-bedroom suites	37 units	
	2-bedroom suites	47 units	2-bedroom suites	20 units	2-bedroom suites	41 units	
	Total	118 units	Total	56 units	Total	118 units	
	Restaurant and kitchen	3,981 sf	Restaurant and kitchen	2,625 sf	Restaurant and kitchen	2,625	
	Food and beverage deck	1,163 sf					
	Lobby	636 sf	Lobby	1,762 sf	Lobby	1,762	
	Terrace/pool/bar (Roof Top)	6,587 sf	Terrace/pool/bar (Roof Top)	1,304 sf	Terrace/pool/bar (Roof Top)	-	
Number of buildings / Number of stories	3 buildings / all buildings are 4 stories, except the building fronting SR 28 is set back relative to other stories		2 buildings / both buildings are 4 stories, except the portion of the building fronting SR 28 is 3 stories		1 building / entire building is 3 stories		Existing buildings are 2 stories
TAHOE CITY GOLF COURSE CLUBHOUSE							
Relocation and expansion?	Yes		No		Yes		No
Clubhouse size	6,738 sf		Same as Alternative 4		Same as Alternative 1		2,880 sf
Source: Placer County 2015							

3.7.6 Alternatives and Alternative Components Considered but Dismissed from Further Evaluation

During development of the Area Plan, several alternative approaches or components were considered but eliminated from further study due to the potential for environmental impacts, the potential for inconsistency with the Regional Plan, or other concerns identified by Placer County, TRPA, and the public. These alternatives or alternative elements include the following:

- ▲ **Four Separate Area Plans:** An initial Notice of Preparation (NOP) was circulated on July 16, 2014. This NOP reflected the development of four separate Area Plans that together would cover the same area as the proposed Area Plan. These included: 1) West Shore Area Plan, 2) Greater Tahoe City Area Plan, 3) North Tahoe West Area Plan, and 4) North Tahoe East Area Plan. This alternative would have included a shared policy document that applied to all of the Area Plans but separate permissible uses and development standards within each Area Plan.

During development of the four Area Plans, it was determined that many provisions would likely be identical for all four Area Plans, creating unnecessary redundancy. Placer County and TRPA also determined that the unique provisions identified for each district geographic area could be retained in one consolidated plan. Many public and agency comments expressed concern about the organization of four separate Area Plans with a shared policy document. These comments noted that the structure of the Area Plan would be different than Area Plans under preparation in other jurisdictions, which could create confusion in their interpretation. For these reasons, Placer County modified its approach to pursue a single Area Plan.

- ▲ **Density Modifications in Town Centers:** The initial Area Plan proposal reflected in the NOP from July 2014 contemplated density modifications within the Tahoe City and Kings Beach Town Centers. This Area Plan component would have modified the distribution of density in the town centers such that priority redevelopment areas would be allowed an increase in density with a corresponding reduction in allowable density in other areas, such as some gateway areas and lakefront properties.

During public scoping, members of the public and affected property owners expressed concerns over the proposal. These comments focused on concerns over impacts to property values and the redevelopment potential of properties that received reduced density; as well as concerns over visual and other impacts of allowing increased density in priority redevelopment areas. In response to these comments, density modifications in town centers were eliminated from further evaluation.

- ▲ **Additional Opportunity Sites:** The initial Area Plan proposal from July 2014 also envisioned redevelopment scenarios for nine opportunity sites. Similar to the Kings Beach Center design concept in the proposed Area Plan, these would have provided more detailed examples of potential redevelopment scenarios under the Area Plan. However, after initial research into likely future redevelopment scenarios at these sites, it was determined that sufficient information was not available to provide additional detail on realistic future redevelopment scenarios at these sites. As a result, only the Kings Beach Center design concept, where a conceptual redevelopment design was available, and the Tahoe City Lodge, where an actual project proposal and application have been submitted, were retained for further evaluation.
- ▲ **Expanded Town Center Boundaries:** Expansions of town center boundaries were considered as part of the Area Plan. In particular, expansion of the Tahoe City Town Center to include the entirety of the Tahoe City Golf Course was considered. The rationale for the expansion was to reflect the important role of the Golf Course as part of the center of Tahoe City, and to facilitate its integration into surrounding redevelopment projects. After consideration, this proposal was rejected because it would include additional sensitive land in the town center, would potentially increase the total amount of development

possible within the Tahoe City Town Center, and was not necessary to achieve the plan's objectives or integrate surrounding redevelopment projects with the Golf Course.

- ▲ **Re-Zoning to Consolidate Permissible Uses in Residential and Conservation Areas:** Consolidation of existing residential and conservation plan area statements (PASs) and special areas was considered. This proposal would make the uses allowed within different residential or conservation areas more consistent with each other. Consolidating permissible uses in these areas could simplify the plan by reducing the number of similar, but slightly different, zoning subdistricts. Consolidating these subdistricts could also make the organization of zoning within the Area Plan more consistent with the approach used elsewhere in Placer County, potentially improving the efficiency of plan administration.

However, changes to permissible uses in residential and conservation areas could result in the prohibition of uses that are currently allowed, which could adversely affect established businesses, public services, or other uses. Consolidating uses could also allow new uses, such as commercial services or schools, in areas where they are currently not allowed, which could result in incompatible uses in close proximity. For these reasons, this proposal was eliminated from further evaluation.

- ▲ **Land Use Changes Outside Town Centers:** The initial Area Plan proposal sought to modify land uses and development standards outside town centers to reconcile discrepancies with legal, non-conforming properties. The intent was to recognize existing land uses and densities on sites which are not consistent with either existing PASs or TRPA Code. After considering this proposal, it was rejected because of concern related to the overall scale of changes outside of town centers and the inconsistency with the goals of the Regional Plan. For these reasons, this proposal was eliminated from the proposed Area Plan and further consideration in this EIR/EIS.