APPENDIX F

Summary of Community Plan Performance Measures and Completed Environmental Improvement Projects

Summary of Community Plan Performance Measures				
Community Plan	Project Name	Acreage of SEZ Restored	Acreage of Coverage Removed	Implementing Agency
Carnelian Bay Community Plan	Waterman's Landing	2.8		CTC
	Individual Parcel Evaluation System	0.5		TRPA
	Bailey Land Scoring System	0.2		TRPA
Tahoe Vista Community Plan	Snow Creek Restoration	5		Placer County
	Upper National SEZ (Snow Creek)	40	40	Private
	National Avenue Erosion Control Project	0.5		Placer County
	NTRP Soccer Field	1		NTPUD
	Tahoe Vista Recreation Area Phase 2	1		NTPUD
	Bailey Land Scoring System	2		TRPA
Kings Beach Industrial Community Plan	Griff Creek Watershed Water Quality Project	0.2		Placer County
Kings Beach Community Plan	Griff Creek Watershed Quality Project	9.2		Placer County
	Kings Beach Water Quality Improvement Project	10		Placer County
	Kings Beach Commercial Core Improvement Project	1	1.0	Placer County
	Brook, Minnow, Rainbow, Christmas Tree Parking Lots	1		Placer County
Tahoe City Community Plan	Tahoe City Wetlands Project	3		Placer County
	Tahoe Pines Area Water Quality	0.1		Placer County
	Tahoe City Residential Water Quality	0.05		Placer County
	Tahoe City to Kings Beach WQ		0.5	CalTrans
	Lake Forest Erosion Control/Water Quality	24		Placer County
	Blackwood Creek Restoration	1,240 linear feet of creek restored		CTC
	Blackwood Creek Restoration	3,960 linear feet of creek restored		USFS

Completed Environmental Improvement Projects	
Project	**Implementing Agency**
Bailey Land Scoring System: TRPA uses the Bailey Land Capability System as the starting point to determine the land capability and allowable coverage for a site on which a project is proposed. This system assigns a score (the Bailey score) to parcels that range from land capable of tolerating a high degree of interference without permanent damage to water quality or land productivity to land that should remain in its natural condition. For parcels with Bailey scores 1 through 3, the TRPA Code of Ordinances allows for the transfer of development rights to other, less sensitive parcels. Development can be moved away from the most sensitive areas and property owners can still realize value from their land. Total allowable land coverage in the Community Plan Area is 4,657 acres.	TRPA and Placer County
Environmental Redevelopment: The TRPA Regional Plan Update identifies environmental redevelopment of existing Town Centers as a high priority and allows for higher intensities than exist in other areas of the Region. Encouraging mixed-use development within Town Centers encourages redevelopment, improves public access, and reduces VMTs by placing commercial and retail projects within residential areas.	TRPA and Placer County
Individual Parcel Evaluation System (IPES): TRPA identifies tracks, ranks, and evaluates vacant residential parcels for land capability and are scored under TRPA's Individual Parcel Evaluation System. IPES assigns a numerical score to vacant parcels and ranks the parcels within each local jurisdiction according to their relative suitability for development.	TRPA and Placer County
EIP Program Administration and Annual Reporting: Since 2012, TRPA has provided oversight of the EIP Program and Annual reporting and coordination. This includes management of performance measures, annual list update, and partnership and coordination of EIP project delivery.	TRPA
Annual EIP Accomplishment Report: Since 2012, TRPA produces, conducts technical review, and prints the Annual EIP Accomplishment Report.	TRPA
EIP Public Outreach and Education: Since 2012, TRPA has engaged educating the public about the EIP. The success of many elements of the EIP depends upon the actions of local residents and visitors. The EIP public outreach project will educate target audiences on actions they can take to protect the Lake and help meet goals of the EIP focus areas. Program areas include: water quality best management practices; defensible space; forest fuel reduction; invasive species; and protecting the Lake and the ecological health of the Basin.	TRPA
National Avenue Water Treatment Plant Improvements- Phase I: This project was completed in 2013 and is part of the NTPUD Capital Improvement Program (CIP). This project involved communications improvements, and PLC replacement.	NTPUD
Brook Avenue Sewer Main Replacement Project: This project involved the replacement and installation of approximately 1,600 linear feet of sewer mains in Brook Avenue, Coon Street, and SR 28 between Coon Street and Bear Street.	NTPUD
Tahoe City Transit Center: This completed project was for a transit transfer and park and ride station in Tahoe City off of Highway 89. The transit center provides an interior waiting area, restrooms, bike lockers, bus arrival information, and a TART pass/bike locker pass vending machine. The project improves transit ridership and reduces dependency on private vehicles while alleviating traffic congestion along the roadway	Placer County

corridors on the North Shore.	
Tahoe City Lakeside Trail: Completed in 2012, this trail involved the construction of an approximately 1-mile extension of Class 1 Lakeside Trail connecting to the existing Class 1 trails on the North Shore, West Shore, and Truckee River.	TCPUD
Snow Creek Restoration Project: Completed in 2014, restoration included restoring natural wetlands features and vegetation. In 2008, Placer County purchased this former TNT concreate batch plant property in Tahoe Vista. The property was a source of pollution upgradient of Snow Creek Wetlands. Storm water runoff flowed through the property and discharged into the wetlands untreated. Previous industrial use of the property dramatically impacted wetlands with fill material and encroached into the riparian zone. The project removed soil and fill material, construct engineered wetlands to treat storm water prior to discharging into the Snow Creek tributary, and restored functioning wetlands. Ancillary project components included sidewalks and a non-motorized shared-use path connection from the Tahoe Vista Recreation Beach to the North Tahoe Regional Park cross-country ski and mountain bike trails. An interpretive area boardwalk overlooking the restored wetlands was also included as an educational component. A public art piece was also included in the project. Restoration of the property resulted in a contiguous public-owned riparian wetland area with adjacent California Tahoe Conservancy and US Forest Service Parcels.	Placer County
Tahoe City Residential Erosion Control Project: Completed in 2011, this project added sidewalks, access control, reconfigured parking and provided for better control and collection of runoff along the North Shore of Lake Tahoe from Fairway Drive to Jackpine Street in Tahoe City. Scenic improvements were also made.	Placer County and TCPUD
Tahoe Pines Erosion Control Project: This project was completed in 2012, and involved stormwater treatment and slope stabilization through revegetation, rock slope protection, retaining walls, curb and gutter, and sediment basins.	Placer County
Brockway Erosion Control Project: This project, in coordination with the adjacent Boulder Bay development, is completed. The improvements capture and treat sediment and other pollutants drained directly into Lake Tahoe. Project components included: sediment source controls, paved roadways, stabilized stormwater conveyances, enhanced stream environment zones, infiltration facilities on County and Conservancy-owned lands, and improved access to Speedboat Beach. This project reduces fine sediment particle loading to Lake Tahoe.	Placer County
Lake Tahoe (208) Water Quality Management Plan: 208 Plans are required for certain areas by the Federal Clean Water Act (section 208). These plans promote efficient and comprehensive programs for controlling water pollution in a defined geographic area. The Lake Tahoe Water Quality Management Plan (WQMP) is a framework that sets forth the components of the water quality management system in the Lake Tahoe Region, the desired water quality outcomes for the Tahoe Basin, and the mechanisms adopted by all the relevant entities to achieve and maintain those outcomes.	TRPA
Low-Impact Development Guidebook: This guidebook provides information on how to implement measures to handle stormwater runoff, including how to integrate landscaping and building measures with BMPs to treat stormwater in developed areas that will minimize negative impacts to natural runoff and filtration processes.	Placer County
TRPA BMP Handbook: The BMP Handbook assists in the implementation of the Clean Water Act mandates by providing technical and planning guidance, to landowners, private businesses, agencies, and jurisdictions for water quality improvement projects.	TRPA

The handbook is part of the Lake Tahoe EIP Stormwater Management Program.	
TRPA BMP Permits: To evaluate and install BMPs, TRPA maintains a set of requirements depending on the property activity type. These requirements include site assessments for land coverage and land capability, Residential Paving Permits, BMP Retrofit Permits, Soils Hydrology Reports, and Shorezone Permits.	TRPA Placer County
US Army Core of Engineer (USACOE) and Lahontan Regional Water Quality Control Board (LRWQCB) Permits: In addition to TRPA permits for the installation of BMPs, USACOE and the LRWQCB issue permits for BMP-related activities. USACOE requires permits for projects in wetlands and within stream channels. LRWQCB requires permits for the excavation and removal of contaminated soil, projects that disturb greater than one acre, marina and dredging projects, sites with Waste Discharge Requirements, discharge of stormwater from industrial sites, and underground storage tanks. The goal of these permits is to serve a regulatory function and to ensure environmental thresholds are met.	USACOE LRWQCB
Lower Blackwood Creek Restoration: Blackwood Creek has been severely degraded by over a century of disturbance. The Lower Blackwood Creek Restoration Project built upon restoration projects that the US Forest Service completed along the creek. The project re-established a stable channel and created small floodplain areas to provide riparian habitat and allow sediment deposition. Installation of a variety of structures made of natural materials will both stabilize eroding banks and provide habitat for fish and wildlife. Other project elements included enhancing aspen stands and re-routing eroding trails to the adjacent Eagle Rock. This project was completed in 2013 and contained watershed function improvements in addition to wildlife benefits.	CTC and USFS
Scenic Roadway Unit #20D- Tahoe Vista, North Casino Core, Cal Neva Tower: In 2010, this project painted the Cal-Neva tower dark green, improved signage, and upgrades hotels and casino facades along the roadway unit.	Private
SR89 Utility Undergrounding: Granlibakken Road Area: This private project improved the scenic quality along the scenic roadway by undergrounding overhead utility lines along SR 89 from Granlibakken Road to Sequoia Avenue.	Private
Tahoe Vista Utility Undergrounding: In 2012, Placer County formed an undergrounding district. Sierra Pacific Power (SPP) and other utilities undergrounded overhead utilities along SR 28 in Tahoe Vista in two phases: Phase 1 from Secline Street to National Avenue, and Phase 2 from National Avenue to Estates Drive.	Placer County
Public Recreation Area Thresholds Additions: In 2013, TRPA planned to update the Lake Tahoe Scenic Resource Evaluation to add newly acquired public recreation sites, developed scenic overlooks, major public gathering areas, extensions of existing bike trails, and new bike trails to assure timely threshold protection.	TRPA
Placer County Pollutant Load Reduction Plan: This plan was created in 2013 to comply with MS4 permit requirements for TMDL's in Lake Tahoe. Based on assessment methods for estimating pollutant load discharge, the Placer County pollutant loading was found to be 516,000 pounds per year of fine sediment particles (FSP), 10,220 pounds per year of total nitrogen (TN) and 2,450 pound per year of total phosphorous (TP). The permit requires a 10% FSP reduction, 7% TP reduction, and 8% TN reduction from baseline pollutant loading by September 30, 2016.To meet permit requirements, the County has developed the Pollutant Load Reduction Plan. The County intends to meet the TMDL requirements in this permit term through registration of WQIP catchments, implementing pollutant control measures in road maintenance	Placer County

operations, and quantifying clarity credits from completed private development and redevelopment projects located in registered catchments.	
Lake Tahoe TMDL Management System: This system includes a handbook, performance report, annual strategy, and an annual findings report. The TMDL Management System carries out recommendations for continuous improvement and adaptive management of the Lake Tahoe TMDL and Lake Clarity Crediting Program and associated tools.	LRWQCB, NDEP, TRPA, EPA
Ward Creek Road and Trail Sediment Reduction: Completed in 2013, this project reduced stream bank erosion and enhanced aquatic and terrestrial habitat along the lower reaches of Blackwood Creek. The project is located along Blackwood Creek and includes the Eagle Rock trails system. The project enhanced aquatic and riparian conditions and provided water quality benefits by enhancing the natural function of a highly degraded stream. The floodplain areas were excavated, toe revetments and debris structures and in-channel riffles were installed, the banks and floodplains were revegetated, and trails sections were rerouted. Trail BMPs were applied by removing encroaching conifers from aspen stands.	California State Parks
Ward Creek-Stanford Rock Road Crossing: This project eliminated 400 lineal feet of road, restored disturbed natural drainage patterns, restored wet meadows and wetlands, and reduced flow entering a deeply incised gully that discharges to Ward Creek. About 0.915 acres of desiccated SEZ was improved by this project. SEZ vegetation is expected to be reinvigorated from a higher groundwater table as a result of this project. The project was completed in 2013.	CTC
Griff Creek Restoration at Old Kingswood 500,000 Tank: This project removed a 500,000 water tank and booster station within Griff Creek, and restored the portion of Griff Creek where the access road currently goes through the creek to the tank and restored the area where the tank and booster station were located. The access road to the old tank and booster station goes through Griff Creek, which is a direct tributary to Lake Tahoe. The restoration was necessary to satisfy TRPA permit requirements.	USFS
Purchase of High Efficiency Street Sweeper: Placer County purchased a high efficiency street sweeper.	Placer County
Sustainability Action Plan: The Sustainability Action Plan provides tools to assist local governments, agencies, businesses, residents, visitors and community groups with prioritizing and adopting consistent sustainability actions throughout the region. The Sustainability Action Plan represents an integrated approach to reducing GHG emissions and striving toward zero-impact in all aspects of sustainability. The plan includes a GHG emissions inventory (informed by *A Regional GHG Emissions Inventory for the Lake Tahoe Basin* [CTC 2013]), reduction targets, and climate change and adaptation strategies vetted through the Lake Tahoe Sustainability Collaborative and the Tahoe Basin Partnership for Sustainable Communities.	Lake Tahoe Sustainable Communities Program (TRPA, El Dorado County, Placer County, City of South Lake Tahoe, SNA, CTC, TMPO, NLTRA)
Lake Tahoe Regional Greenhouse Gas Inventory: To address a fundamental knowledge gap regarding direct and indirect GHG emissions in the Lake Tahoe Basin, regional GHG inventories were developed for baseline years 2005 and 2010 and future years 2020 and 2035. This effort was designed to establish baseline information on current and forecasted GHG emissions by source sector to enable planning agencies in the Lake	CTC TRPA

Tahoe Basin to set emission targets, develop mitigation strategies, establish incentive programs within the regional planning process, and fulfill their legal compliance obligations under California Assembly Bill 32 (Global Warming Solutions Act) and Senate Bill 375 (Sustainable Communities and Climate Protection Act). The inventory is the product of efforts by the California Tahoe Conservancy, Tahoe Regional Planning Agency, and other partners.	
Public Transit Improvements: Placer County, Tahoe Area Regional Transit, Tahoe Transportation District, and the US Forest Service have either completed or in the process of completing public transit improvements. Encouraging public transportation reduces vehicular travel, which relies on burning fossil fuels. Reducing vehicular travel has the overall benefit of improving air quality and reducing GHG emissions in the Lake Tahoe Basin. For a description of public transit improvement projects in the Basin, see "Public Transit Improvements."	Placer County TTD TART USFS
TART Utilization of Compressed Natural Gas (CNG): Tahoe Area Regional Transit utilized CNG instead of fossil fuels.	TART
SAP GHG Reduction Implementation Measure for Buildings: This is a TRPA Regional Plan Update EIS mitigation measure that addresses GHG emission reductions from construction activity and building operations. In response to this measure, TRPA added a new policy that requires Area Plans to include a strategy to reduce GHG emissions from the operation or construction of buildings (for example, through the establishment of an energy efficient retrofit program). In addition, TRPA amended the code to remove barriers for green building techniques such as by exempting solar panels and alternative energy equipment from certain requirements, encouraging vegetated roof materials, and allowing additional height for wind turbines/renewable power facilities as long as they comply with scenic provisions and other requirements.	TRPA
Lake Tahoe Basin 10-Year Multijurisdictional Fuel Reduction and Wildfire Prevention Strategy: In 2008, the Tahoe Fire & Fuels Team was formed to implement this Basin-wide wildfire strategy. This strategy involves a number of members throughout the Basin, including all of the fire departments in the Basin, California State Parks, and TRPA, and the CTC. The purpose of this plan is to create Community Defensible Space, to comprehensively display all proposed fuel reduction treatments, and to facilitate communication and cooperation among those responsible for plan implementation. The strategy was updated in August of 2014.	USFS
Tahoe City Public Utility District Forest Fuels Reduction: The purpose of this project, completed in 2011, was to address fire protection and prevention needs within the Lake Tahoe Basin in conformance with California Proclamation 9722, reducing fuel load near residential areas. Implementation on District-owned properties involved: removal of dead trees, thinning of small forest trees, chipping of flammable brush, and removal of dead wood on the forest floor.	TCPUD
Cal Fire Lake Tahoe Fuels Reduction Program: From 2011-2014, Cal Fire funded the North Tahoe Fire Protection District Hazardous Fuel Reductions Chipper Program.	CAL FIRE
Fire Adapted Communities Guide: In 2014, the Tahoe Fire & Fuels Team (TFFT) released this document for wildfire preparedness efforts in the Tahoe Basin. It includes information on how communities should prepare for wildfire, how to create defensible space, and how to safely evacuate.	TFFT
Emergency Preparedness and Evacuation Guide: This is a document from the North Tahoe Fire Protection District (NTFPD) aimed at residents in the jurisdiction of the	NTFPD

NTFPD. It provides information on evacuation routes and shelter locations. It also provides information on what to do before, during, and after natural disasters that may occur in the Basin including wildfires, earthquakes, avalanches, tsunamis/seiches, or flood events. This document encourages emergency preparedness and also provides phone numbers and websites for emergency personnel. The NTFD jurisdiction spans communities from Tahoma to the state line east of Kings Beach.	
Carnelian Bay Access East: This area, a former wetland, had been covered up with up to five feet of fill to accommodate commercial and industrial uses. The project removed more than 10,000 cubic yards of material to reestablish wetland function. The restored environment provides a natural setting for improved access to the Lake. A number of public amenities, including pathways, benches, picnic tables, barbeques, parking, restrooms, and a car-top boat launch have been provided as a result of the project. In addition, through coordination with neighboring businesses, access to day use mooring buoys, a pier and a beachfront trail is now open to the public.	CTC
Eagle Rock Trail Improvements: In 2011, CTC and California Conservation Corps crews constructed a new trail. The new trail is designed to maximize soil stability and user enjoyment, implementing advanced erosion control techniques to stabilize eroding areas and disperse concentrated water flows. The summit of Eagle Rock can now be reached in approximately 20 minutes using the new trail. The project also included parking improvements.	CTC California Conservation Corps
Pine Drop Bike Trail Railings and Repairs: The NTPUD replaced safety railings and asphalt repairs on the Pine Drop Bike Trail in 2012.	NTPUD