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***Dollar Creek Restoration***

This project will remove or remediate impacts from an abandoned dam, CTC replace undersized culverts to enhance fish passage, and enhance riparian vegetation.

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***Aquatic Organism Passage***

This project reconstructs identified road crossings of stream corridors to USFS remove barriers to aquatic organism passage.

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**Land Use Projects**

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***Continue Sensitive Land Acquisitions***

Secure funds to purchase private lands in sensitive areas from willing Placer County, sellers and in coordination with the California Tahoe Conservancy and CTC, USFS other partner organizations.

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***Implement and Monitor the Effectiveness of Regional Plan Redevelopment Incentives***

Adopting a new Area Plan that implements Regional Plan Placer County Redevelopment incentives for building height, density, land coverage, and development transfers.

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***Encourage Mixed Use Development in the Placer County Tahoe Basin Area Plan Update***

The Placer County Tahoe Basin Area Plan Update identifies Town Placer County Centers in urban areas of the Tahoe Basin for mixed use development. Compact and mixed-use development patterns enable walking and bicycling and shorter automobile trips, reducing dependency on fossil fuels for transportation and ultimately reducing greenhouse gas emissions.

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***Implement and Monitor Pilot Projects for Converting CFA to TAUs***

Area Plan provisions for the conversion of CFA to TAUs will be Placer County established, monitored for efficacy, and potentially improved based on TRPA monitoring results. The program will allow Placer County communities to achieve a more balanced land use pattern with lodging units to accommodate more of the region's visitors. The program should enable Town Center redevelopment and reduce auto dependency.

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***Parking Standard Reforms and Community Parking Options***

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Consistent with Regional Plan provisions, new shared use and site specific parking standards will be implemented in the Area Plan. Placer County Additionally, Placer County will evaluate additional community parking systems such as parking assessment districts and in-lieu parking fee systems. Amendments are intended to reduce the amount of pavement and make more efficient use of parking areas. This should benefit water quality other environmental conditions.

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***Kings Beach Library Relocation***

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In conjunction with Griff Creek improvements, the Kings Beach library is Placer County planned to be relocated from SEZ to high capability lands.

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***Tahoe Livable Communities Program***

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The California Tahoe Conservancy's Tahoe Livable Communities Program CTC could significantly reduce greenhouse gas emissions, restore environmentally sensitive lands, and help revitalize the Lake Tahoe Basin's urban centers. This program will refocus the Conservancy's land acquisition and marketable right programs to:

- 1) Acquire and restore aging developed properties on environmentally sensitive lands and retire or transfer the development rights to Town Centers;
  - 2) Sell, lease, or exchange vacant Conservancy land in these Town Centers; and
  - 3) Acquire the remaining private properties in several of Lake Tahoe's roadless subdivisions to remove the threat of development.
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**Transportation Projects**

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***The Kings Beach Commercial Core Project***

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This project will change the current auto-dominated section of SR 28 Placer County between Secline Avenue on the east and Beaver Street on the west to a pedestrian- and bicycle-friendly corridor. The existing two travel lanes in each direction will be converted to one travel lane in each direction plus a center two-way left turn lane, sidewalks, and bicycle lanes. Roundabouts will be constructed at Bear Street and Coon Street (replacing the existing signal at the latter cross-street). In addition, Brook Street will be converted to one-way eastbound, and extensive water quality improvements will be constructed throughout the area.

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***Lakeside Project***

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This is a Caltrans project that will implement water quality control improvements along SR 89 between Tahoe City and Tahoma. This will include widening to provide left turn lanes in key areas such as Sunnyside and Homewood, as well as construct elements of the missing portion of multipurpose bicycle/pedestrian trail directly adjacent to the highway in the Homewood area. It is planned for completion by 2016.

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***TART Systems Plan Update***

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The Placer County TART Systems Plan Update (2016) is a culmination of work conducted by the North Tahoe Transit Vision Coalition from 2012 through 2016. The plan outlines priority transit service improvements and also identifies funding sources to expand and enhance transit service within the “Resort Triangle” area of North Lake Tahoe. Funding opportunities could be generated from local, State, and Federal sources, as well as private contributions through development and redevelopment.

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***SR 89/Fanny Bridge Community Revitalization Project***

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This project is a roadway modification and community revitalization plan, approved in May 2015 and developed by the Tahoe Transportation District (TTD) and Placer County for the Fanny Bridge area in Tahoe City. It addresses existing traffic congestion and poor bicycle/pedestrian conditions with a new State highway alignment and bridge over the Truckee River to the south of the existing Fanny Bridge, along with significant pedestrian and bicycle improvements. Construction is scheduled to begin in 2016.

The project was approved with the Alternative 1, Option 2 design. New roundabouts are planned at the Tahoe City wye and at both ends of the new roadway segment. Bike Lane and sidewalk connections will be completed between the east and wye roundabout, the west and wye roundabout and the east end of the project area on Highway 28. Multi-use trail improvements will connect the east and west roundabouts and pass under the new bridge on both sides of the Truckee River.

It is the joint desire of TRPA, The Tahoe Metropolitan Planning Organization, Tahoe Transportation District (TTD) and Placer County to revitalize the Fanny Bridge and Tahoe City River District Special Planning Area into a pedestrian and bicycle friendly zone. After completion of construction of the SR 89/Fanny Bridge Community Revitalization Project, the County shall consider special outdoor events and roadway closures of the old SR 89/Fanny Bridge area thru temporary outdoor event permits, special event encroachment permits, and selected closures determined by Placer County. Potential impacts to local businesses and traffic impacts associated with special events shall be considered and accommodated where feasible on a case by case basis.

In order to monitor activity in the SR 89/Fanny Bridge area, volume count stations will be installed with the SR 89/Fanny Bridge Community Revitalization Project. The County will make collected data from count stations available to local jurisdictional partners upon request. Initial peak and non-peak hour volume data will be obtained after completion of the SR 89/Fanny Bridge Revitalization Project to establish a volume and mode baseline. Additional monitoring of bicycle and pedestrian activity, sales tax receipts, and other data will be coordinated with TRPA and TTD. Future volume monitoring will be performed consistent with the County roadway monitoring practices and the Region's Lake Tahoe Bicycle and Pedestrian Monitoring Protocol.

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***Tahoe City Mobility Plan***

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The Tahoe City Mobility Plan is intended to further design for future connectivity and advance solutions for community cohesion in downtown Tahoe City. The Plan addresses pedestrian and bicycle corridor gaps in Tahoe City, including the “missing link” in the shared use path between Commons Beach and the wye. The Plan also provides complete street strategies to improve parking and circulation along SR 28 near Grove Street, and to establish a vibrant pedestrian-oriented downtown with safe crossings along SR 28 to Lake Tahoe, Commons Beach and the Truckee River. Placer County

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***Kings Beach Mobility Improvements***

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Options will be analyzed to enhance mobility in Kings Beach, including Placer County trails, shared use paths, and parking and circulation improvements. Focus will be on implementation of a shared use path or boardwalk along the lake side between Secline Beach to the west and Chipmunk Street to the east, better utilization and integration of the Kings Beach State Recreation Area parking lot, improved circulation and pedestrian and bicycle safety around the SR 28/SR 267 intersection, and improved trail connections within the Kings Beach community. The improvements will supplement the sidewalks, trails and parking areas that have already been established and are being built as part of the Kings Beach Commercial Core Improvement Project.

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***SR 28 Tahoe City to SR 276 Intersection***

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The project area is along 9 miles of SR 28 in Placer County from Caltrans Tahoe City to the intersection of SR 267 at Kings Beach. Road runoff treatment and erosion control facilities need to be installed.

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***SR 28 Tahoe State Park to SR 276***

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The intersection of SR 28 and SR 267 will be analyzed for options to Caltrans add turn lanes to aid traffic flow, and to improve pedestrian and bicycle safety, and mobility

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***Kings Beach Industrial***

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Drainage conveyance stabilization, revegetation, road runoff treatment, Placer County and pavement modifications are needed in this project area.

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***Kings Beach CCIP: Beaver Street***

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This project includes constructing erosion source controls and stormwater Placer County treatment facilities associated with the County roadway. Improvements will include revegetation of disturbed soils, drainage stabilization, and infiltration and sediment ponds.

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***Lake Tahoe Waterborne Transit and North Lake Tahoe Water Shuttle***

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Future extensions of this existing service are possible, pending dock TTD improvements and new funding sources. Additionally, TTD is conducting a study for a larger waterborne transit service that could connect the north shore and the south shore.

***Regional Transit Improvements***

Placer County is engaged with local stakeholders in developing the North Tahoe Resort Triangle Transit Vision. The Vision Plan would increase transit service by 70% for Placer County’s Tahoe Area Regional Transit service by adding over 18,000 vehicle revenue hours of transit service.

TART  
Placer County

***Bus Stop Improvements: West Slope and Tahoe***

This project involves the addition or retrofit of public bus shelters for Placer County Transit (West Slope) and Tahoe Area Regional Transit (TART). This project represents an ongoing effort to replace or add shelters to enhance transit ridership throughout the County.

TART  
Placer County

***California Passenger Facilities Project***

From 2011–2016, the Tahoe Transportation District is constructing passenger facilities at strategic locations around the California side of the Basin that are served by fixed routes and transit services.

TTD

***West Shore Transit***

This project will reduce air and water quality impacts, reduce (Vehicle Mile Trips), and provide public transportation to recreation opportunities along the West Shore.

TTD

***Basin-Wide Transit Operations***

In partnership with regional transit providers, this project promotes and enhances public transit opportunities within the Lake Tahoe Basin to reduce private vehicle use.

USFS

***North Shore Roads Access and Travel Management Plan–Utility Access***

Funding would cover analyzing utility access needs, existing utility access needs, and adopting routes into the National Forest System (NFS) for management. Installation of BMPs including route relocation would occur under this project. This project is expected to begin in 2017; another USFS project under the same name is expected to begin in 2015.

USFS

***North Shore Roads Access and Travel Management Plan – Griff Creek Bridge***

This project is expected to begin in 2016 and would restore and replace the existing bridge. Funding would cover analysis, design, and replacement of an existing culvert.

USFS

***North Shore Roads Access and Travel Management Plan– Lower Watson Creek Crossing***

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This project is expected to begin in 2015 and involves a restoration and replacement of the original bridge at the lower Watson Creek crossing. Funding would cover analysis, design, and replacement of the existing culvert. USFS

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***North Shore Roads Access and Travel Management Plan– National Forest System Road 73 at Tahoe City***

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National Forest Service Road 73 connects from Tahoe City to Brockway Summit. Funding would cover analysis and implementation of BMPs and safety improvements such as turnouts. In some cases the road may be narrowed to reduce runoff volumes, where turnout guidelines may be met. USFS

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***West Shore Roads Access and Travel Management Plan***

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This project began in 2013 and funds best management practices on roads on National Forest Service Lands. USFS

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***Dollar Creek Shared Use Trail***

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This project will result in the construction of a paved 10-foot wide and 2.2 mile long shared-use trail through the Dollar and Firestone properties extending the existing TCPUD multi-use trail (that currently terminates near the intersection of Dollar Drive and SR 28) north to the end of Fulton Crescent Drive. This project is the southern segment of an approximately 8-mile long North Tahoe Bike Trail corridor identified by TRPA to link Tahoe City to Kings Beach. Other connections off of this facility have also been proposed to extend northward to Northstar and Truckee. Placer County

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***The North Tahoe Bike Trail***

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This project is a northern extension of the Dollar Creek Shared Use Trail and will result in the completion of the eight-mile long multi-purpose trail corridor identified by TRPA to link Tahoe City to Kings Beach. Placer County

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***Homewood Bike Trail Project***

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TCPUD has proposed improvements for the construction of 4,175 linear feet of Class I trail along the west side of SR 89 from Fawn Street to Cherry Street, with a short 885 linear-foot Class 3 connection between Silver Street and Trout Street along Sans Souci Terrace. The Class I bike trail will be a paved eight-foot wide path with two-foot compacted shoulders. This section requires a new bike and pedestrian bridge over Madden Creek and includes a portion of trail along the frontage of the Homewood Mountain Resort parking lot. The Class III connection along Sans Souci Terrace is a shared motor vehicle/bicycle route that will be indicated with a bike route sign. TCPUD is also leading the effort to fill the “Homewood Hole,” a 0.9-mile gap in the west shore between Cherry Street and Fawn Street. Portions directly adjacent to the state highway are planned for construction as part of the Lakeside erosion project, while another portion is planned for construction as part of development of the Homewood Master Resort.

TCPUD

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***Lake Forest Bike Trail Improvement***

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TCPUD is working to construct two short Class I trails in the Lake Forest area connecting the North Shore Trail with Skylandia Park.

TCPUD

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***National Avenue Bike Path***

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The National Avenue Bike Path will ultimately consist of a Class I facility along National Avenue from SR 89 to Donner Road. An initial segment adjacent to the Tahoe Vista Recreational Area parking area was constructed in 2012.

NTPUD

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***Chipmunk to Secline Bike Path***

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

Placer County

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***Kings Beach Commercial Core Improvement Project***

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In addition to the SR 28 improvements noted above, the Kings Beach Commercial Core Improvement Project will result in the construction of sidewalks along SR 28 between SR 267 and Beaver Street, as well as along portions of Brook Avenue, Steelhead Avenue, Minnow Avenue, Fox Street, Coon Street, Deer Street, Secline Street, and Chipmunk Street.

Placer County

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***64 Acres Bike Path Reconstruction***

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Beginning in 2016, USFS will begin to retrofit and/or reconfigure the non-motorized bike path.

USFS



**Recreation Projects (Also See Trail Projects in the Transportation Section)**

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***Recreation Master Plan***

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Following Area Plan approval, Placer County will consider an updated Placer County Recreation Master Plan for the Area Plan.

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***Regional Trail Connections***

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Placer County is coordinating with adjoining communities to plan for, Placer County construct, and maintain continuous Class 1 trail connecting Tahoe City, Kings Beach, Northstar, Martis Valley, Squaw Valley, and Truckee. The Truckee River, Dollar Creek, North Tahoe Trails, and West Shore Trails would be part of the larger trail network.

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***Kings Beach Lake Access***

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This effort is part of the California State Park's Kings Beach State CTC Recreation Area general plan. The California Tahoe Conservancy, California State Parks, California Department of Boating and Waterways, and the North Tahoe Public Utility District will plan, design and conduct environmental review and permitting for Lake access improvements between Coon Street and Griff Creek. This project will include reconstruction and modification of the existing Kings Beach Pier, land acquisitions in the Kings Beach area, and implementation of public access improvements.

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***Lake Tahoe Water Trail Recreation Signage***

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This project is a cooperative effort to design and create prototypes for, CTC plus limited implementation of, a signage program for the Lake Tahoe Water Trail.

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***Lake Forest Beach Public Access Improvements***

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This project began in 2011 and involves the extension of water lines to TCPUD provide for water service, fire protection, and permanent restrooms at Lake Forest Beach.

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***Kings Beach Day Use Area Rehabilitation and Erosion Control Retrofitting***

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This effort is part of the California State Park's Kings Beach State California State Recreation Area general plan. This project includes: the design and Parks construction of BMPs; erosion controls, including construction of a beach sand retaining wall; replacement of existing walkways to meet ADA standards; rehabilitation and replacement of park facilities including picnic sites, kiosk, miscellaneous structures, and associated parking and pier access.

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***Tahoe State Recreation Area Rehabilitation and Erosion Control***

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This project includes facilities, road and trail, and BMP planning and California State implementation for developed areas including paved roads, historic sites, Parks buildings, etc., if funding becomes available. This project excludes campgrounds rehabilitated with BMPs under separate EIP project numbers.

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***Cultural Resource Inventory- CA State Park Lake Tahoe Basin Units***

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California State Parks is conducting an ongoing cultural resource California State inventory at each Lake Tahoe Basin park unit. The information will be Parks used to protect all sites when EIP projects are implemented.

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***Tahoe State Recreation Area Pier Replacements***

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Replacement of State Recreation Area piers is being considered and California State planned, if funding becomes available Parks

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***Public Access/Recreation Acquisitions***

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The California Tahoe Conservancy will purchase property on the CTC California side of the Tahoe Region to support public access goals by providing opportunities for dispersed recreation including trails and trailheads, in natural and potential sites for day use and overnight facilities.

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***64 Acres Recreational Access Improvements***

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This project includes construction of permanent restroom facilities, TCPUD construction of additional public parking, and installation of barriers to protect vegetation and reduce compaction of natural areas.

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***Skylandia Park Public Access Improvements***

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This project involves the reconstruction of water lines to provide for fire TCPUD protection and the construction of a picnic pavilion with ADA access.

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***Speedboat Beach Master Plan***

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Park, Beach and Lake Access improvements at Speedboat Beach. Placer County

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***West Shore Trail Access and Travel Management- Tahoma Trail***

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This project is planned to begin in 2017 and implements reconstruction USFS and BMP installation on existing trails within the Tahoe Shore Trail Access and Travel Management Plan. Unauthorized trails would be evaluated based upon existing land use patterns.

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***Burton Creek State Park Development***

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California State Parks will implement improvements at Burton Creek California State State Park and Tahoe State Recreation Area, as planned in the Parks General Plan for Burton Creek State Park, if funding becomes available.

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***Tahoe Vista Recreation Area (TVRA) Phase 2***

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The North Tahoe Public Utility District acquired a 3.6 acre parcel with NTPUD, CTC financial assistance from the California Tahoe Conservancy for completion of Phase 2 of the project. Phase 2 will include the addition of parking (24 vehicle with trailer pull-through spaces and 41 vehicle spaces, 65 total), bicycle trails, a bus pullout and transportation shelter, infrastructure for future 2,200 square foot concession space and restrooms, and landscaping. TVRA cannot be fully utilized by the limited parking that was permitted and constructed on the lakeside of the project. The project was approved with the understanding that project support parking would be built on the westerly side of National Avenue to serve the parking needs of the boat launch facility.

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***North Tahoe Beach Lake Access Improvements***

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CTC will improve lake access, install day-use amenities, restrooms, CTC picnic and interpretive amenities, and parking at the foot of Brockway Summit in Kings Beach.

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***Tahoe Vista Beach Improvements***

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The California Tahoe Conservancy will construct additional site CTC improvements at Tahoe Vista Beach, including parking lot improvements and access to beaches. Restrooms will also be built.

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**Public Service and Facilities Projects**

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***Zone 1 Water Storage Tank Project***

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This is a project in Kings Beach to install a new 1.3 million gallon NTPUD water tank in Zone 1 to help meet storage deficiency in Zone 1, and install a booster pump station to boost potable water from Zone 1 to the Zone 2 water tank.

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***Carnelian & Dollar Sewer Pump Station Design- Phase I***

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This project is for a rehabilitation design of the Carnelian and Dollar NTPUD Main Sewer Pump Stations. Due to the direct relationship between the two stations, they need to be designed together, though construction will be done separately.

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***Satellite Station Bypass & Valve Replacements- Phase I***

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This project is the result of field work and condition assessments of all the satellite pump stations. It involves the installation of several check valves and gate valves at all satellite stations and install bypass valve galleries at high-flow satellite stations. NTPUD

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***Brockway ECP Sewer/Water Improvements***

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Relocations of some utilities is required due to the improvements proposed as part of the Brockway Erosion Control Project. Additionally, replacement of some District facilities due to their age and close proximity to the proposed improvements is also necessary. NTPUD

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***Base Facilities Site Design***

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This project is necessary to replace outdated buildings and involves the design of an office building to house District operations, recreation, engineering, and administrative staff. NTPUD

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***Dollar Pump Station Rehabilitation***

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This project involves the replacement of an intertie valve between the Dollar Main and Dollar Addition wet wells, demolition of HVAC appurtenances, installation of VFD, demolition of Q-cells and appurtenances, removal and replacement of the #3 pump discharge valve, installation of pressure transducers, grouting floor voids, stabilizing the retaining wall, and SCADA integration. NTPUD

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***Kings Beach Watershed Improvement***

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This project involves the replacement of water and sewer mains as part of the Kings Beach Commercial Core Improvements and Watershed Improvement Projects. NTPUD

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***CIP Sewer Projects Slurry Seal***

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Slurry seal of pavement to be done one year after CIP project completion as required by Placer County and Caltrans Encroachment Permits. This project fulfills requirements of Placer County and Caltrans linear projects. NTPUD

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***New Kings Beach Water Storage-Zone 1***

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This project will increase storage in the system, and increase system redundancy and operating efficiencies. It involves installing a new 1.3 million gallon water tank in Zone 1 to help meet storage deficiency in Zone 1, and install a booster pump station to boost potable water from the Zone 1 to the Zone 2 water tank. NTPUD

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***Rim Drive Emergency Water Main Replacement Project***

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This project will complete the emergency water main replacement project NTPUD that was done in 2011 by replacing the lower portion of Rim Drive. On-going replacement of water mains increases system reliability and reduces leakage.

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***Dolly Varden Water Main Replacement Project***

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This project will allow the District to abandon the mid-block water main NTPUD between Cutthroat and Dolly Varden, and involves the replacement of water mains in Dolly Varden Avenue from Chipmunk to SR 267. The ongoing replacement of water mains increases system reliability and reduces leakage.

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***Carnelian to Watson Creek Water Main Replacement***

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This area has deficient water pressure to support current needs and NTPUD fire suppression. The project involves the replacement of approximately 2,400 linear feet of undersized water mains and the installation of fire hydrants along the south side of SR 28 from Carnelian Bay to Watson Creek.

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***Tahoe Vista Recreation Area Phase 2***

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This is the second phase of Tahoe Vista Recreation Area NTPUD Improvements. The project involves design and construction for the north-side parking area.

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## **8.3 Restoration Performance Targets**

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The Regional Plan and this Area Plan seek to accelerate progress toward Threshold attainment. To monitor progress towards the Goals and Policies of the 2012 Regional Plan Update, TRPA developed performance measures to be evaluated every four years. These performance measures and benchmarks are adopted by reference and summarized below.

TRPA will also evaluate and report on the Regional Plan performance measures for areas included in this Area Plan. The results of performance measure evaluations should be considered when evaluating future amendments to the Regional Plan or this Area Plan.

For each performance measure, there are level 1 benchmarks identifying the minimum level of performance that would improve upon historical trends, along with level 2 benchmarks, which reflect an aspirational goal for substantial improvement.

If TRPA updates the performance measures and benchmarks, this Area Plan section should be updated accordingly.

Performance measures include:

**Regional Land Use Patterns**

1. Distribution of development for land-use types: Increase the percent within Town Centers.
2. Annual average number of units transferred to Town Centers from sensitive and remote land: Increase the rate of transfer.
3. Retirement rate for existing non-residential units of use: Increase the rate of retirement.
4. Housing availability for residents and workers: Increase utilization of Multi-Residential Bonus Units.

**Travel Behavior**

5. Percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian): Increase non-automobile travel mode share.
6. Automobile vehicle miles traveled per capita (excluding through trips): Reduce per capita VMT.
7. Construction of pedestrian and bicycle improvements: Accelerate construction.

**Environmental Restoration**

8. Coverage removal from Stream Environment Zones and other sensitive lands (privately-funded): Increase privately funded coverage removal and mitigation.
9. Issuance of Best Management Practices (BMP) Certificates in conjunction with property improvements and area-wide BMP installations: Increase rate of BMP certification.
10. TMDL performance benchmarks: Achieve TMDL benchmarks.
11. Scenic improvement rate on urban roadways: Increase scenic improvement rate for urban roadway units.

**Effective Regional Plan Implementation**

12. Prepare and maintain Area Plans in conformance with the 2012 Regional Plan: Area Plan adoption and recertification.
13. Complete mitigation measures identified in the Regional Plan Update EIS. Completion.

**Economic Vitality**

14. Rate of redevelopment: Increase the rate of rebuild, addition & remodel” permits.