

Kings Beach Industrial Community Plan



KINGS BEACH COMMUNITY PLAN

April, 1996

Prepared for Placer County
and the
Tahoe Regional Planning Agency
by the
North Tahoe Community Plan Team

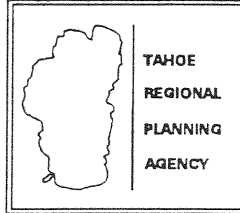
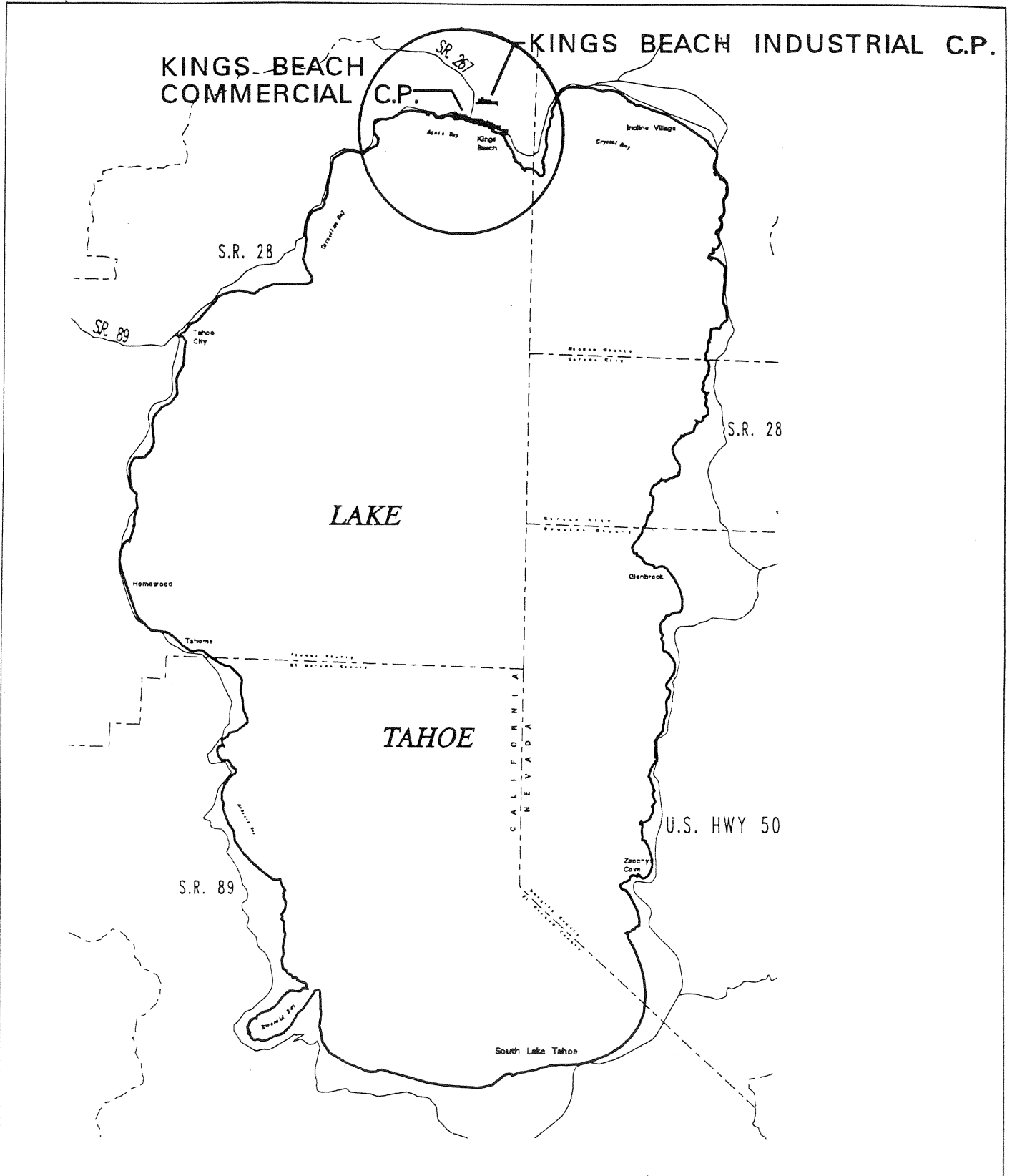
Janet Mize, Chairperson
Lane Lewis
Ellen McBride
Hugh McBride
Virginia Walsh
Leah Kaufman
Ken Foster
Jack Shumate
Bob McCormick
Faradg Gilanfarr
Bill Combs
Gordon Barrett

CONTENTS

The format and content of the Kings Beach Community Plan area as follows:

| | <u>Page</u> |
|--|-------------|
| CHAPTER ONE: INTRODUCTION | I |
| A. PURPOSE | I-1 |
| B. BACKGROUND..... | I-1 |
| C. COMMUNITY PLAN GOALS | I-2 |
| All of the goals of the Community Plan which provide guidance for plan preparation and implementation. | |
| D. VISION FOR 2007 | I-3 |
| A description and map of what should happen to Kings Beach by the year 2007 or later, if the Plan is implemented. | |
| CHAPTER TWO: LAND USE ELEMENT | II |
| Consistent with the Land Use Element of the TRPA Goals and Policies Plan and the Placer County General Plan, this element set forth the land use regulations of the Community Plan. | |
| A. KINGS BEACH COMMUNITY PLAN LAND USE REGULATIONS | II-1 |
| This section indicates which standards are applicable for review of projects within the CP area. | |
| B. COMMUNITY PLAN AREA STATEMENT (CPS) AND MAP | II-2 |
| This CPS replaces the previously applicable PASs. Like PASs, the CPS establishes special designations, special policies, permissible uses, permissible densities, noise limits and development limitations. | |
| CHAPTER THREE: TRANSPORTATION ELEMENT | III |
| Consistent with the Regional Transportation Plan, this element generally describes transportation improvements needed to implement the Community Plan. | |
| A. EXISTING TRANSPORTATION STUDY | III-1 |
| B. TRANSPORTATION OBJECTIVES AND POLICIES | III-2 |
| Specific and enforceable objectives and policies related to transportation. | |
| C. CONTROL PROGRAM/ACTION ELEMENT | III-4 |
| Improvements required to meet the transportation related targets and the policies of the Plan. | |
| CHAPTER FOUR: CONSERVATION ELEMENT | IV |
| Consistent with the Conservation Element of Plan, of the TRPA Goals and Policies Plan and the Placer County General Plan, this element establishes the environmental targets for the CP and updates the land capability and 208 SEZ mapping for the Community Plan Area. | |
| A. CONSERVATION OBJECTIVES AND POLICIES | IV-1 |
| Specific and enforceable objectives and policies related to conservation. | |

| | |
|--|------------|
| B. ENVIRONMENTAL TARGETS | IV-1 |
| These are the environmental targets which the community plans and programs shall attain. | |
| CHAPTER FIVE: RECREATION ELEMENT | V |
| Consistent with the Recreation Element of Plan, of the TRPA Goals and Policies Plan and the Placer County General Plan, this element more specifically identifies recreational objectives for the Community Plan. | |
| A. EXISTING RECREATION FACILITIES | V-1 |
| B. RECREATION OBJECTIVES AND POLICIES | V-2 |
| Specific and enforceable objectives and policies related to recreation. | |
| C. PROPOSED RECREATION IMPROVEMENTS | V-3 |
| Improvements required to meet the recreation related targets and the policies of the Plan. | |
| CHAPTER SIX: PUBLIC SERVICE ELEMENT | VI |
| Consistent with the Public Service Element of Plan, of the TRPA Goals and Policies Plan and the Placer County General Plan, this element more specifically identifies and schedules key public service facilities. | |
| A. EXISTING PUBLIC SERVICES..... | VI-1 |
| B. PUBLIC SERVICE OBJECTIVES AND POLICIES..... | VI-2 |
| Specific and enforceable objectives and policies related to public services. | |
| C. PROPOSED PUBLIC SERVICE IMPROVEMENTS..... | VI-2 |
| Improvements required to meet the policies related to public services. | |
| CHAPTER SEVEN: IMPLEMENTATION ELEMENT | VII |
| Consistent with the Implementation Element of Plan, of the TRPA Goals and Policies Plan, this element establishes implementation programs and schedules and monitoring provisions for the Community Plan. | |
| A. IMPLEMENTATION OBJECTIVES AND POLICIES..... | VII-1 |
| B. IMPROVEMENT PROGRAM | VII-2 |
| A list of projects that need to be implemented to achieve the Goals and Targets. | |
| C. MITIGATION FEE PROGRAMS | VII-10 |
| Alternative mitigation fee programs for the Community Plan. | |
| D. INCENTIVE PROGRAM | VII-11 |
| A list of incentives or benefits for the Community Plan. | |
| E. MONITORING PROGRAM | VII-13 |
| APPENDIX | |
| A. APPLICABLE STANDARDS CHECKLIST | |
| B. COMMUNITY PLAN SIGNAGE, PARKING DESIGN GUIDELINES | |
| C. KINGS BEACH COMMERCIAL ALLOCATION GUIDELINES | |
| AMENDMENTS | |
| 1. Ordinance 2000-04, Chapter II, Land Use Element March 22, 2000 | |



Kings Beach Community Plans LOCATION MAP

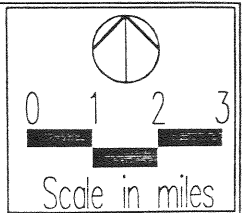
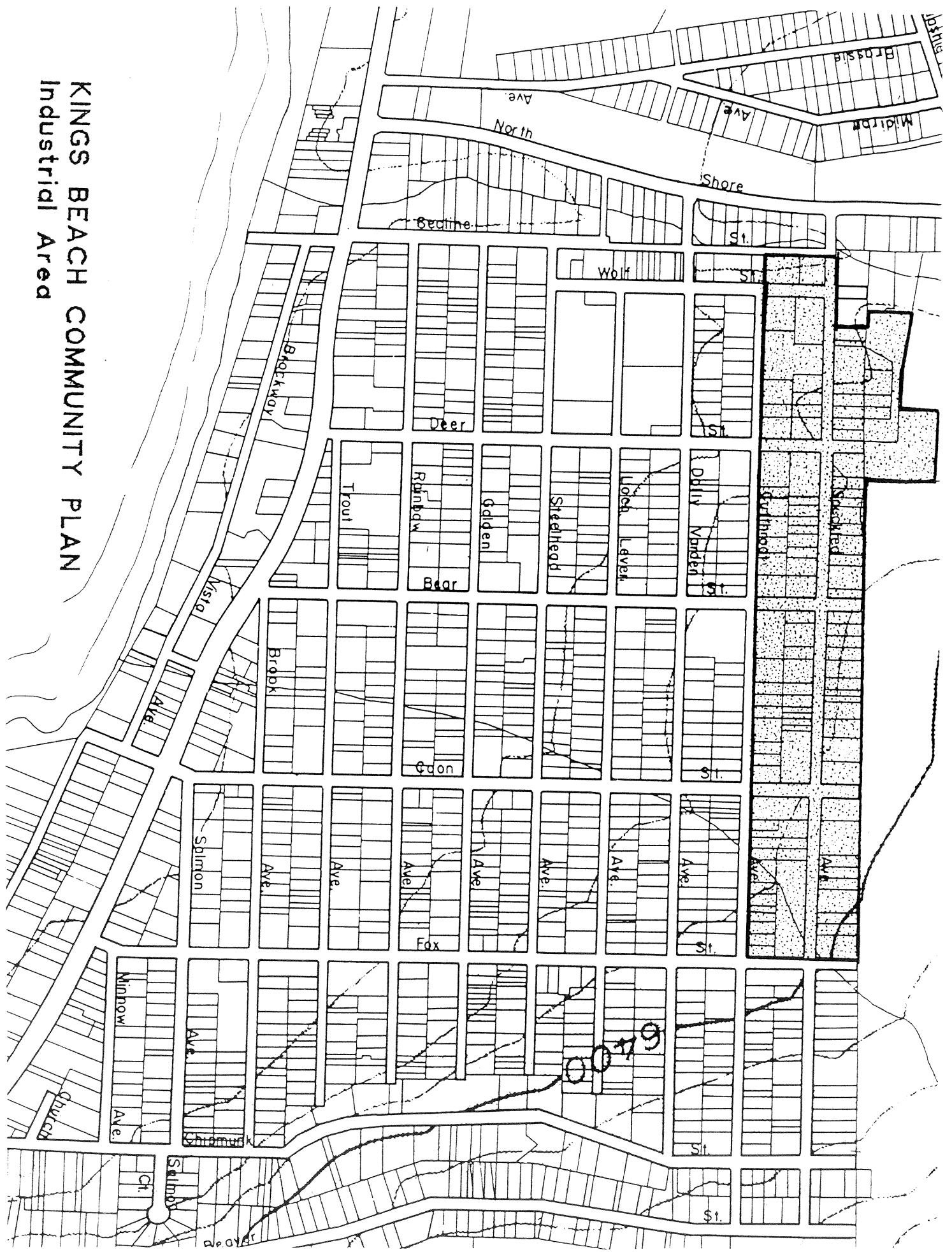


FIGURE 1



KINGS BEACH COMMUNITY PLAN Industrial Area



Chapter I

INTRODUCTION

A. PURPOSE

The "Kings Beach Industrial" Community Plan (CP) is designed to serve as the guiding doctrine for land use related decisions in the area for the next ten years, approximately. In addition to the CP for the Kings Beach Industrial area, CP's have also been prepared for the Tahoe Vista area, Stateline area, downtown Kings Beach, and the Carnelian Bay area.

The Plan establishes goals and objectives, special policies, programs, and strategies for funding and implementation. Elements of the Plan address land use, transportation, conservation, recreation, and public service.

The Plan further serves to assign commercial allocations, and to direct the redevelopment and rehabilitation of the community.

Pursuant to Chapter 14 of the TRPA Code of Ordinances, the Kings Beach Industrial Community Plan supersedes certain plans and regulations established by the TRPA Plan Area Statements (PAS) and the TRPA Code for the area within the Community Plan boundaries. For purposes of Placer County land use regulation, the Community Plan and the Placer County General Plan and implementing ordinances shall become one and the same. Upon adoption, the Community Plan (CP) is intended to serve as the mutual plan for all regulatory authorities.

B. BACKGROUND

The Plan was prepared as a joint effort between the Tahoe Regional Planning Agency (TRPA), Placer County and the community of North Tahoe. This is the product of numerous workshops, public meetings and input from a wide range of agencies, organizations and individuals. Work on the plan was guided by a Planning Team comprised of representatives from Placer County staff, TRPA staff, and citizens appointed by the Placer County Board of Supervisors. The Plan Team meetings served as a forum for public comment on the Plan.

The citizen volunteers of the Team included Janet Mize (Chairperson), Leah Kaufman, Lane Lewis, Ellen McBride, Hugh McBride, Virginia Walsh, Ken Foster, Jack Shumate, Bob McCormick, and Faradg Gilanfarr.

The Planning Team provided input on all of the CP's previously identified, as well as on the Plan Area Statement updates on areas surrounding the CP's for the Placer County General Plan.

This CP area is generally defined geographically as the block of parcels north of Speckled Avenue to the north, Cutthroat Avenue to the south, Secline Street to the west, and a few parcels east of Coon Street to the east.

The area is located at the northern end of what is generally defined as the town of Kings Beach, and is laid out in the "grid" subdivision configuration typical of Kings Beach, comprised generally of small lots of 25' x 125' in dimension.

Characteristic of some of the other older communities around the Lake, which developed from the 1930's through the 1960's during an era of a more "laissez-faire" approach to planning, the community is a mix of commercial and residential uses.

This CP represents the most sizeable area in the north shore that has been zoned for heavy commercial as well as general commercial use, and has developed predominantly in that manner. Interspersed with commercial uses, however, are some residential uses, primarily in older structures.

The inventory of existing development identified a total of approximately 70,000 sq. ft. of service and industrial commercial floor space in this CP, along with 29 residential structures.

The vast majority of land area in this CP is high capability land (Class 5 and 6), with some minor intrusions of stream environment zones.

In terms of recommended boundaries, the Planning Team has attempted to carefully scale back the boundaries of the present commercial zoning in those areas that have been developed to exclusively residential use. It has been the intent of the team, however, to retain a commercial base in much of the area, recognizing that the types of heavy commercial services provided are needed to serve the existing and projected population base.

For those areas remaining in a commercial classification, the Plan gives a strong emphasis on the need for visual enhancement, with increased screening, landscaping, and general buffering of commercial activities from roadways and adjoining residential uses.

C. COMMUNITY PLAN GOALS

It is a primary goal of the Community Plan that the commercial properties in the area be visually upgraded. Many of the commercial properties in this Plan area are in need of scenic restoration. This should be accomplished through remodeling, renovation, screening, landscaping, and, in some cases, through complete removal of the use of activity. Given the interrelationship of residential uses in this area, it is particularly important that commercial properties be retrofitted as much as possible to be aesthetically compatible with adjacent land uses and from roadways through the CP.

D. VISION FOR 2007 AND BEYOND

This section deals with the "vision" for the Kings beach Industrial area to the year 2007 (or beyond), and represents possibilities for the future. The "vision" plan largely reflects the Community Plan Goals and Objectives portion of the Plan, detailed in other Chapters, but is intended more the illustrative purposes rather than strictly administered regulatory requirements.

The vision for the Kings Beach Industrial area is one of a community of better managed, more aesthetic, and better interrelated land uses. It will remain one of the few (though needed) heavy commercial and service related communities for the intended life of the Plan.

Service commercial activities provide an essential ingredient to the needs of a community. Many such uses, however, do not offer (nor should be expected to offer) a high degree of visual attractiveness. Some such uses may further have the potential for being offensive to neighboring properties in other ways as well, such as by the noise they generate.

Under the vision for Kings Beach Industrial, increased emphasis will be placed on implementation of measures to provide the needed visual screening and/or buffering to make needed service-oriented commercial activities more harmonious with neighboring properties, and more environmentally responsive.

Because much of this community is already developed, an implementation strategy that is only made operative from Plan adoption forward will not meet the Plan's objectives. For this reason, the Plan provides for, through the Land Use Element and Goals and Policies section, requirements for the retrofit of certain properties with screening and/or buffering requirements.

It is the intention of this Plan that Kings Beach Industrial be transformed, with the tool of redevelopment playing a potentially important role, into a more organized, more aesthetically pleasing, and more efficient "industrial-park" type of community.

Chapter II

LAND USE ELEMENT

This Land Use Element is a supplement to the Land Use Element of the TRPA Goals and Policies Plan. Consistent with the Regional Plan, this Element sets forth the land use regulations for the Community Plan and provides a Community Plan Area Statement which replaces the existing Plan Area Statement.

A. KINGS BEACH INDUSTRIAL COMMUNITY PLAN LAND USE REGULATIONS

Community planning is an option in which the local community in partnership with TRPA and local government may prepare their own plans and to some extent their own standards.

Chapter 14 of the TRPA Code of Ordinances sets forth the provisions for community planning. This section indicates what provisions of the TRPA Regional Plan are applicable and what standards are replaced with equal or superior standards.

This is a brief summary of standards applicable to the Kings Beach Industrial Community Plan. In general the standards of the TRPA Code apply except as noted by:

1. the Policies of the Elements of this plan,
2. the proposed mitigation fee program,
3. the Community Plan Sign Ordinance,
4. the Community Plan Parking Ordinance, and
5. the Community Plan Design Review Guidelines.

Pursuant to Subsection 14.5.B of the Code, the following Community Plan Statement replaces the TRPA Plan Area Statements' regulations for this area.

B. KINGS BEACH INDUSTRIAL COMMUNITY PLAN AREA STATEMENT

This Community Plan Area Statement supersedes TRPA Plan Area Statements and Placer County Zoning within the Community Plan boundaries.

PLAN DESIGNATION:

| | |
|-------------------------|---|
| Land Use Classification | COMMERCIAL/PUBLIC SERVICE |
| Management Strategy | REDIRECTION |
| Special Designation | PRELIMINARY COMMUNITY PLAN AREA TDR RECEIVING AREA FOR: 1. Existing Development |

DESCRIPTION:

Location: This area comprises several blocks located at the north end of Kings Beach and is located on TRPA maps F-3 and F-4.

Existing Uses: This area includes generally service-commercial types uses, including buildings, auto repair, boat storage, and other similar uses. There is some residential development interspersed with commercial.

Existing Environment: This area is classified generally as low hazard. The land coverage is approximately 40 percent with additional 25 percent disturbed.

PLANNING STATEMENT: This area should be redeveloped to provide a location for the service/industrial needs of the area.

PLANNING CONSIDERATIONS:

1. Lack of subdivision improvements and poor site planning and architectural design are evident in this area.
2. There is considerable litter and debris in Griff Creek adjacent to houses.

OBJECTIVES AND SPECIAL POLICIES:

1. It is a primary goal of the Community Plan that the commercial properties in the area be visually upgraded. Many of the commercial properties in this Plan area are in need of scenic restoration. This should be accomplished through remodeling, renovation, screening, landscaping and, in some cases, through complete removal of the use or activity. Given the interrelationship of residential uses in this area, it is particularly important that commercial properties be retrofitted as much as possible to be aesthetically compatible with adjacent land uses and from roadways through the CP.

This policy will be implemented through the Design Review process, the Conditional Use Permit process, and through the code enforcement process.

The County's Redevelopment Agency and its authority should also be used as an

implementing tool.

2. It is a policy of the Community Plan that uses with a greater potential for impacts or conflict with neighboring uses be made discretionary in nature (identified as "Special" rather than "Allowed"). By having a use designated as "Special", a public hearing is involved and a greater opportunity for conditioning a project exists.
3. This Community Plan area should be considered as a potential site of the location of the County's criminal justice facilities as well as Tahoe Area Regional Transit (TART) facilities and other public service uses.
4. Speckled Avenue, currently a designated "Truck Route," should retain that classification for local commercial uses only. Highway 267 should continue to be the primary north-south connection to Highway 28.
5. It is the policy of this Plan that the Sign Ordinance and Design Guidelines, included in the Appendix of this document, shall pertain to all commercial, industrial, and public service projects.
6. This Plan establishes a proposed allocation allotment of 13,000 sq. ft. of new commercial floor space from the time of Plan adoption until 1997.
7. This Plan establishes a program for the retro-fit of certain types of commercial activities to screening/buffering requirements. Effective within three (3) years of adoption of this Plan, all activities that involve outdoor storage are required to provide screening of the stored material along their entire road frontage, and, in the case of such uses that adjoin residentially zoned or residentially developed properties, along such side or near property lines.

Failure to comply with the requirements of this Section may result in either (a) Conditional Use Permit revocation (b) Business License revocation, or (c) other actions deemed appropriate by Placer County.

Screening shall be accomplished by means of a solid wood or masonry fence, a minimum of 6 feet in height. A height greater than 6 feet may be required, based on topographic conditions or the size and nature of the materials to be screened, based on the decision of the Design/Site Review Committee (D/SRC) in consultation with the North Tahoe Design Review Committee (NTDRC).

Fencing in excess of 6 feet, when deemed appropriate by the aforementioned parties, will not be subject to fence/height regulations found elsewhere in Placer County Code.

The design of the fencing shall be subject to the review and approval of the D/SRC, in consultation with the NTDRC.

Wood fencing shall either be of cedar or redwood, stained with a natural-type finish, unless other materials or colors are deemed appropriate by the DSRC/NTDRC. Masonry fencing shall either be brick, or split face or solid concrete block finished in an earth-tone color.

For screening along road frontages, fencing shall be set back a minimum of 5 feet from the edge of the right-of-way, with a minimum landscaping strip of 5 feet provided. The landscaping plan for this zone shall be subject to the review and approval of the DSRC/NTDRC in keeping with the provisions of the Design Review Guidelines (Appendix D).

For screening along side or near property lines, landscaping need not be provided.

Solid fencing is not required for the outdoor storage of plant materials, because of the special nature of this activity and the natural-appearance of the product.

Businesses that include a mix of outdoor storage and non-outdoor storage are responsible only for the screening of the outdoor portion of the property.

PERMISSIBLE USES: Pursuant to Chapter 18 PERMISSIBLE USES, the following primary uses may be permitted within all or a portion of the Community Plan Area. The list indicates if the use is allowed (A) or must be considered under the provision for a special use (S). Special uses require either a "Conditional Use Permit" (CUP), or "Minor Use Permit" (MUP), as set forth in the Placer County Zoning Ordinance. The following "S" uses shall be MUPs unless otherwise noted. Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

The definitions of terms used in the Section on Permissible Uses are those found in Chapters 2 (Definitions), and 18 (Permissible Uses), of the TRPA Code.

Residential

New single family dwellings that are not accessory to a commercial use are not permitted. However, single family dwellings existing as of the date of Plan adoption are not assigned nonconforming status. Single family dwellings in existence as of the date of Plan adoption may be reconstructed on the same parcel(s). Single family dwellings in conjunction with a valid commercial enterprise are considered an accessory use and follow the permit requirements of the primary use.

Commercial

A. Retail

Auto, mobile home and vehicle dealers (A), Building materials and hardware (A), Eating and drinking places (A), Food and beverage retail sales (A), Furniture, home furnishings and equipment (A), General merchandise stores (A), Mail order and vending (A), Nursery (A), Outdoor retail sales (S), Service stations (S),

- B. **Services**
 Animal husbandry services (A), Auto repair and service (A) [except body work and spray painting (S)], Broadcasting studios (A), Business support services (A), Contract constructions services (S), Financial services (A), Health care services (A), Laundries and dry cleaning plant (S), Personal services (A), Professional offices (A), Repair services (S), Sales lots (A), Schools - business and vocational (A), Schools - pre-schools (A), Secondary storage (A), Light Industrial Batch plants (S), Food and kindred products (A), Fuel and ice dealers (S), Industrial services (S), Printing and publishing (A), Recycling and scrap (S), Small scale manufacturing (A)
- C. **Wholesale/Storage**
 Storage yards (A), Vehicle and freight terminals (A), Vehicle storage and parking (S), Warehousing (A), Wholesale and distribution (A)

Public Service

- A. **General**
 Churches (S), Collections stations (A), Cultural facilities (A), Day care centers (S), Government offices (S), Hospitals (A), Local assembly and entertainment (A), Local post office (A), Local public health and safety facilities (S), Membership organizations (A), Power generating (S), Publicly owned assembly and entertainment (A), Public utility centers (S), Regional public health and safety facilities (S), Social service organizations (A), Schools -kindergarten through secondary (A)
- B. **Linear Public Facilities**
 Pipelines and power transmission (A), Transit stations and terminals (A), Transportation routes (S/CUP), Transmission and receiving facilities (A)

Resource Management

- A. **Watershed Improvements**
 Erosion control (A), Runoff control (A), Stream environment zone restoration (A)

MAXIMUM DENSITIES: Pursuant to Chapter 21, DENSITY, the following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive program, special use determinations, allocation limitations and general site development standards.

| USE | MAXIMUM DENSITY |
|------------------|------------------------|
| Employee Housing | 15 units per acre |

COMMERCIAL FLOOR AREA ALLOCATION: Pursuant to Chapter 33, the maximum amount of commercial floor area which may be allocated for additional development in the Community Plan area until December 31, 1996, is 13,000 sq. ft.

MAXIMUM COMMUNITY NOISE EQUIVALENT LEVEL: The maximum community noise equivalent level for this Plan area is 65 CNEL.

The following noise standards shall also be met:

Performance standards for stationary or industrial noise sources or projects affected by stationary or industrial noise sources (as measured the property line of a noise-sensitive receiving use):

| <u>Noise level descripton</u> | <u>Daytime (7a.m. – 7p.m.)</u> | <u>Nighttime (7p.m. – 7 a.m.)</u> |
|-------------------------------|------------------------------------|---------------------------------------|
| Hourly L _{eq} , dB | 55 | 45 |
| Maximum Level, dB | 75 | 65 |

Each of the noise levels specified above should be lowered by five dB for simple tone noises. Noises consisting primarily of speech or music, or for recurring impulsive noises.

MINIMUM LOT SIZE: The minimum lot size requirement shall be as follows: 6,000 sq. ft. for corner lots, 5,000 sq. ft. for interior lots, for all commercial uses. For residential uses, 10,000 sq. ft. shall apply.

Chapter III

TRANSPORTATION ELEMENT

This Transportation Element is a supplement to the TRPA Regional Transportation Plan (RTP/AQP) and the Circulation Element of the Placer County General Plan. Consistent with the RTP, this element lists the specific objectives and policies applicable to the Kings Beach Industrial Community Plan and describes the improvements recommended to implement the Plan. Specific capital improvements and schedules are found in Chapter VII, Implementation Element.

A. EXISTING TRANSPORTATION SYSTEM

Streets and Highways

The Kings Beach Industrial Community Plan area is served by a grid system of streets. The Plan Area is centered around Speckled Avenue, an east-west oriented roadway which extends from State Route 267 on the west to Chipmunk Street on the east. Speckled Avenue is a two lane roadway, generally 30 to 40 feet wide, within a 50 foot right-of-way. The roadway is characterized by numerous driveway access to adjacent properties. This access function of the roadway inhibits the ability of the roadway to serve through traffic movements. Speckled Avenue carried approximately 900 vehicle per day just east of State Route 267 in 1988, the last year from which counts are available.

Speckled Avenue is intersected by Wolf, Deer, Bear, and Coon Street within the Plan area. Each of these roadways are north-south oriented roadways, with all except Wolf Street extending from State Route 28 in the Kings Beach Commercial area to Speckled Avenue. All of these roadways are two lane roadways within the Plan area and are generally 24 feet wide within a 50 foot right-of-way. There are no curb, gutter or sidewalk facilities on any of these roadways. Traffic volumes are low on all of these roadways. Although recent counts are not available, the traffic volumes are estimated to be well under 1,000 vehicles per day.

West of the Kings Beach Industrial Plan area, Speckled Avenue intersects with State Route 267, a two lane conventional highway which links the Kings Beach area with the Town of Truckee, in Nevada County.

Transit Services

The Kings Beach area is served by the Tahoe Area Regional Transit (TART) public transit system. TART provides service seven days per week from 6:20 A.M. to 6:30 P.M. Service is provided along State Route 28 through the Kings Beach area. TART does not presently provide service within the Plan area.

The nearest private transit in the vicinity of the Plan area is a ski shuttle operated by Northstar along State Route 267, just west of the Plan area.

Parking Facilities

Parking within the Plan area is provided by each individual property and is governed by Placer County Code. There are presently no public off-street parking facilities.

Pedestrian Facilities

Pedestrians presently use the roadway rights of way or traveled way. There are no sidewalks or off-street pedestrian facilities within the Plan area.

Bicycle Facilities

Bicycles are presently accommodated within the Plan area on the existing street system. There are no designated on-street bike routes, bike lanes, nor any off-street bike paths.

B. TRANSPORTATION OBJECTIVES AND POLICIES

1. Provide a safe and efficient transportation system for the residents of the Kings Beach area and others who use the system.
 - a. Policy: The level of service on roadways within the Plan area shall not be worse than level of service "C."
 - b. Policy: Organize the various functions currently accommodated in the public rights of way (e.g. through traffic volumes, local traffic, pedestrian and bicycle activity and parking).
2. Provide for sufficient capital improvements to meet the level of service target, meet the target for VMT reductions, and to provide adequate off-street parking facilities as development occurs in the Plan area.
 - a. Policy: All land development activities shall analyze and mitigate their traffic/air quality impacts pursuant to Chapter 93 of the TRPA Code of Ordinances. Improvements listed in this element shall be added to the list of mitigation measures in Subparagraphs 93.3.C (2) and (3).
 - b. Policy: All land development projects shall be subject to the TRPA traffic/air quality mitigation fee program. (Chapter 93 of the TRPA Code.)
 - c. Policy: Provide for sufficient funding to finance the projects in the capital improvement program (CIP).
3. The Kings Beach Industrial Community Plan shall promote land use changes and developments which will encourage the use of alternative transportation modes and reduce travel distances within the Community Plan.
 - a. Policy: The Plan shall provide for the infill of existing land areas, utilizing existing transportation facilities while promoting alternatives to the private automobile.
4. The Kings Beach Industrial Community Plan shall encourage the use of public and private transit.
 - a. Policy: Placer County Transit shall investigate the provision of a Kings

Beach Community shuttle which would serve the Industrial Plan area.

- b. Policy: The provision of public and private transit service shall be coordinated to reduce the costs of service and avoid the duplication of services.
5. The Kings Beach Industrial Community Plan shall encourage bicycling and walking as alternative modes of travel.
 - a. Policy: Placer County shall investigate the provision of bicycle lanes along Speckled Avenue.
 - b. Policy: Placer County shall investigate strategic abandonment of roadway rights of way as a means of providing pedestrian facilities to link the Plan area with adjacent areas and possibly the Kings Beach Commercial Downtown District.
 6. The Community Plan should implement transportation demand management measures to reduce the number of vehicle travelling within the Plan area.
 - a. Policy: Reduced transit fares and transit fare subsidies should be used to encourage transit use.
 - b. Home mail delivery should be provided throughout the Plan area.

C. PROPOSED TRANSPORTATION IMPROVEMENTS

The following improvements are a list of improvements needed to implement the policies listed above. A further description, including cost estimates, of the improvements described below may be found in the Implementation Element.

Streets and Highways

The projected level of development within the Plan area is not anticipated to result in the exceedance of level of service "C" traffic conditions. Therefore, no capacity increasing capital improvements are necessary.

Parking Facilities

Public off-street parking facilities are not necessary within the Plan area. All new development/redevelopment will be required to provide adequate off-street parking.

Transit Facilities

Placer County Transit shall investigate the need for public transit in the Plan area, preferably as part of a feasibility analysis of a Kings Beach Community Shuttle.

Pedestrian Facilities

Placer County Department of Public Works will evaluate the feasibility of abandoning dedicated public rights of way to provide pedestrian facilities which link the Plan area with the downtown Kings Beach area.

Other Transportation Mitigation Improvements

1. Information and Contingency Plan - The Truckee-North Tahoe Transportation Management Association (TNT/TMA) shall develop a faster and more accurate traffic information system for the travelling public and develop contingency plans for road closure and congested conditions.
2. Information and Contingency Plan - To insure that the ability of Speckled Avenue to safely and adequately serve through traffic and local traffic, driveway consolidation and will be actively pursued through the land development review process.
3. Home Mail - Mail delivery should be provided throughout the Plan area.
4. Transportation Management
 - a. The State mandated Congestion Management Program (CMP) includes a requirement for a trip reduction ordinance (TRO).
 - b. The TNT/TMA is a group of public agencies and private companies which have joined together to develop and implement programs and projects to reduce congestion and provide for the transportation needs of the residents, visitors, and employees in the Lake Tahoe area. Large employers in the Plan area are encouraged to join this association.
 - c. Incentives to ride transit can be implemented by commercial, office, industrial, public service, and recreation employers. The incentives could be financial or convenience related. Disincentives to the use of the private automobile could also be pursued.

CHAPTER IV

CONSERVATION ELEMENT

This Conservation Element is a supplement to the Conservation Element of the TRPA Goals and Policies Plan. This element lists the required environmental targets which the Community Plan is to achieve. Also this element describes area-wide drainage systems, scenic improvements, and a land capability and stream zone analysis updating the TRPA Land Capability Overlay Maps for this area.

A. CONSERVATION OBJECTIVES AND POLICIES

The following numbered objectives relate to the Conservation goal found in the Community Plan Goals section of Chapter I. To meet the objective, the following specific policies are adopted as standards:

1. Ensure the attainment and maintenance of the environmental threshold related targets established for the Community Plan.
 - a. Policy: Community Plan projects may rely on the incentives listed in Subelement D of Chapter VII once a public entity (such as Placer County, NTPUD, or an assessment district) makes an irrevocable commitment to implement the specific improvements as required in the Start Plan of the Target Matrix. These improvements are described in Chapter VII, Improvement Program, and will be further defined when approved by TRPA as a project.
 - b. Policy: TRPA may review progress on target attainment periodically and make adjustments to the targets and implementation schedules. However, once the irrevocable commitment in Policy a above has been made, the incentives (except for substitute mitigation fees) shall be in effect until December 31, 1996.
 - c. Policy: The mitigation measures listed in the Target Matrix as subject to project review shall be given priority for mitigation over other similar listed mitigation measures. Projects approved by Placer County or TRPA shall not preclude future implementation of required mitigation measures. The amount of mitigation shall be commensurate with the magnitude, the impacts, and the incentives related to the proposed project.

B. ENVIRONMENTAL TARGETS

The following represents an identification of opportunities for environmental improvement associated with the Kings Beach Industrial Community Plan. Achievement of the environmental targets is an important consideration for approving CPs. Therefore, development bonuses are linked to key implementation strategies.

KINGS BEACH INDUSTRIAL COMMUNITY PLAN FOR ACHIEVEMENT OF TARGETS
(symbols are explained in the text following the matrix)

| KINGS BEACH INDUSTRIAL CP MEASURES | PROJECT REVIEW | | | | CTHRESH. FIND | TRPA REQ. | SUB WQ FEE | SUB AQ FEE | COV. FEE | START PLANS | ALLOCATIONS |
|--|----------------|--------|--------|---------|---------------|-----------|------------|------------|----------|-------------|-------------|
| | CP TARGETS | CP CIP | CP EIS | EIR MIT | | | | | | | |
| A. TRAFFIC/AIR QUALITY | | | | | | | | | | | |
| 1. <u>LOS Policy</u> | R | X | | X | | RTP | | | | | |
| 2. <u>Highway Improvements</u> | | | | | | | | | | | |
| Local Street Improvements | R | X | X | X | | | X | | | | |
| S.R. 28/267 Intersection | R | | X | X | | RTP | | | | | |
| Coon Street Intersection | R | | X | X | | | X | | | | X |
| Bear Street Intersection | R | | X | X | | | X | | | | X |
| Truck Route/By-Pass | O | | | | | | | | | | |
| Service Alleys | R | | X | X | | | X | | | | X |
| 3. <u>Parking Program</u> | | | | | | | | | | | |
| Parking Standards and Guidelines Ordinance | R | X | | X | X | RTP | | | | | |
| Multi-Use Parking Lots | O | | X | X | | RTP | X | | | | X |
| 4. <u>Transit Improvements</u> | | | | | | | | | | | |
| TART Expansion | R | | X | X | X | RTP | | | | | X |
| KB/TV Shuttles | R | | X | X | X | RTP | X | | | | X |
| Water Transit | E | | | | X | RTP | X | | | | X |
| Ski/Tour Shuttles | R | | X | | X | RTP | X | | | | X |
| Truckee Shuttle | R | | X | X | X | | X | | | | X |
| Lake Tour Bus | R | | X | | X | RTP | X | | | | X |
| 5. <u>Pedestrian Improvements</u> | | | | | | | | | | | |
| Local Street Sidewalks | R | X | X | X | X | RTP | X | | | | X |
| 6. <u>Recreation Trail Improvements</u> | | | | | | | | | | | |
| S.R. 28 Trail | R | X | X | X | X | RTP | X | | | | X |
| School Trail | O | | | | | | | | | | |
| 7. <u>Mitigation Fee</u> | R | X | | X | X | CDE | | | | | |
| 8. <u>Transportation Management Strategy</u> | | | | | | | | | | | |
| Mini Vans | R | | | | | | X | | | | |
| Information/Contingency | R | X | | X | X | RTP | X | | | | |
| Access Control | R | X | | X | X | RTP | | | | | |
| Traffic Control Officer | E | | | | | | | | | | |
| 9. <u>Land Use</u> | | | | | | | | | | | |
| Recreation Facilities | E | | | | | | | | | | |
| Commercial/Tourist Development | E | | | | | | | | | | |
| Affordable Housing | E | | | | | | | | | | |

KINGS BEACH INDUSTRIAL COMMUNITY PLAN FOR ACHIEVEMENT OF TARGETS
(symbols are explained in the text following the matrix)

| KINGS BEACH INDUSTRIAL CP MEASURES | CP TARGETS | PROJECT REVIEW | CP CIP | CP EIS EIR MIT | CTHRESH. FIND | TRPA REQ. | SUB WQ FEE | SUB AQ FEE | COV. FEE | START PLAN | ALLOCATIONS |
|--|------------|----------------|--------|----------------|---------------|-----------|------------|------------|----------|------------|-------------|
| B. SEZ RESTORATION | | | | | | | | | | | |
| 1. <u>SEZ Target (.4 acre)</u> | R | | X | | X | 208 | X | | X | | |
| Baldy Creek (.2 acre) | R | | X | | X | 208 | | | X | | X |
| Griff Creek (.2 acre) | R | | X | | X | 208 | | | X | | X |
| C. SCENIC IMPROVEMENTS | | | | | | | | | | | |
| 1. Design Standards & Guidelines | R | X | | X | X | PLN | | | | | X |
| 2. Sign Standards | R | X | | X | X | PLN | | | | | X |
| 3. Sign Program | R | X | | X | X | | | | | | X |
| 4. Underground Policy | R | X | | X | X | | | | | | X |
| 5. Design Review Committee | R | X | X | X | | | | X | | | X |
| D. LAND COVERAGE REDUCTIONS | | | | | | | | | | | |
| 1. <u>L.C. Target (.5 acre)</u> | O | X | | | | | | | X | | |
| 5% Rule (.5 acre) | O | X | | | | | | | X | | |
| E. WATER QUALITY | | | | | | | | | | | |
| 1. BMPs Required | R | X | | X | | 208 | | | | | X |
| 2. <u>80% Restoration Target (.5 acre)</u> | R | X | X | | | CDE | | X | X | | |
| Backstreets (.5 acre) | R | X | X | | | CDE | | X | X | | |
| 3. <u>Area-wide Drainage System</u> | R | | | | | 208 | | X | | | |
| Kings Beach Industrial System | R | X | X | | | 208 | | X | | M | X |
| Dear Street System | R | X | X | | | 208 | | X | | M | X |
| Wolf Street System | R | X | X | | | 208 | | X | | M | X |
| F. NOISE | | | | | | | | | | | |
| 1. Noise Limits & Performance Standards | R | X | | | X | | | | | | |
| G. FISHERIES | | | | | | | | | | | |
| 1. Griff Creek | R | | X | | X | PLN | | | | | |

The matrix indicates the projects and regulations considered for the achievement of environmental and recreational targets. The matrix indicates if the measure is (N) needed, (E) encouraged, or (O) optional for a target achievement. An (M) indicates that the measure is needed and must have an irrevocable commitment prior to utilizing the incentive program. The (X) indicates that the measure is either considered for threshold findings, is an EIS assumption or mitigation measure, is linked to the allocation of units of use, or is linked to the substitute mitigation fees. The matrix also notes if the improvement is required by other plans, e.g. 208 Plan (208), Regional Transportation Plan (RTP), TRPA Code (CDE), or TRPA/Placer County Plans (PLN).

The accompanying text in this Subelement and Chapter V further explains the matrix. Chapter VII provides further details on the key implementation strategies.

1. **Traffic** - The traffic situation in the Kings Beach area and throughout the region present opportunities for improvements.

Base Line - There were 1,700,000 vehicle miles traveled (VMT) in the region in 1981. Approximately 25,625 of those vehicle miles had origins or destinations in the Kings Beach Community Plan Commercial and Kings Beach Industrial Community Plan Areas.

TRPA model data indicates that in 1990, the Highway 267/State Route 28 intersection operated at level of service B during the summer.

Local air quality, i.e. carbon monoxide, is not a problem and this area is being considered for designation as an attainment area based on TRPA recommendation.

TRPA Threshold: TRPA Thresholds require a 10% reduction in Region-wide VMT. Thresholds also require attainment and maintenance of state and federal water and air quality standards.

Regional Plan Requirement: The TRPA Regional Plan requires the Kings Beach Community Plans to attain a level of service D at key intersections (may have 4 hours of LOS E). It further requires parking restrictions on congested roadways, and reduced dependency on the auto. The RTP requires implementation of improvements in the Action Element and the VMT control measures listed in the RTP EIS. The following LOS and VMT measures directly relate to Kings Beach:

VMT Measures

- a. Community Plans (1988 RTP, no longer required by TRPA) - 40,000 to 60,000 VMT.
- b. Bus Service to Truckee (N. Shore) - 4,400 VMT.
- c. Waterborne Point to Point (Region) - 11,400 VMT.
- d. TART Transit Expansion (N. Shore) - 6,700 VMT.
- e. Tahoe Vista/KB Shuttle - 100 VMT.

- f. Pedestrian improvements (region) - 6,100 VMT.
- g. Bike Trails (Region) - 9,200 VMT.
- h. Home Mail Delivery (Regional) -57,200 VMT.

LOS Measures

- a. S.R. 28 roadway and parking improvements and use of service roads
- b. Pedestrian improvements
- c. Class II bike trail on S.R. 28.

Kings Beach Industrial Target: The CP targets are as follows:

- a. Attain Kings Beach's fair share of the CP VMT target and provide assistance in implementation of improvements in a. through h. above. The estimated CP fair share is estimated to be a reduction of 1,600 VMT over 20 years or 800 for the 10 year (1997) target.
- b. Implementation of the improvements which modeling shall indicate attain RTP level of standards at EIS-selected monitoring points on S.R. 28.

Key Implementation Strategies: The following improvements are key strategies to achieving the above targets:

- a. For the VMT reductions, the key strategies are:
 - (1) Construct the pedestrian improvements for S.R. 28 and the commercial back streets - Estimated 280 VMT.
 - (2) Implement the Tahoe Vista/Kings Beach shuttle - Estimated 55 VMT for CP credit.
 - (3) Land use changes (e.g. relocating uses, concentrating uses and balancing productions and attractions) to Kings Beach - Estimated 3,592 VMT for CP fair share credit.
 - (4) Construct bike/recreation trails on S.R. 28 - Estimated 120 VMT.
 - (5) Provide assistance for increased TART service, transit coordination, and waterborne transit stops as listed in the CP Transportation Element and the RTP - 140 VMT.
 - (6) Home mail delivery - 3,246 VMT.
- b. For LOS targets, the key strategies are:
 - (1) S.R. 28 Parking and Pedestrian/Bicycle Improvements
 - (2) Local Street Improvements

- (3) S.R. 28/267 Intersection Improvements
- (4) Coon Street Intersection Improvements
- (5) Bear Street Intersection
- (6) Truckee Route/By-Pass Improvements

2. **Stream Environment Zones** - There has been extensive disturbance of stream environment zones (SEZ) throughout the Region and Kings Beach. The identification and mapping of SEZs in the Kings Beach Industrial Community Plan indicates there are restoration opportunities.

Base Line: There is approximately one acre of SEZ in the Kings Beach Industrial Community Plan of which about 41.4% percent is disturbed to some extent.

TRPA Threshold: TRPA thresholds require restoration of 25% of disturbed SEZ in the Region within the 20 year life of the Regional Plan. According to the Volume III of the 208 Plan, urban areas are targeted for 1,153 acres of restoration. Of this amount, 600 acres are required to be restored by the land acquisition agencies.

Regional Plan Requirement: TRPA 208 SEZ Restoration Program initially targets 25 acres of SEZ restoration for this general area by nonacquisition agencies and property owners. The 208 Plan does not have an amount specified for the acquisition agencies in the Kings Beach area.

Kings Beach Industrial Target: The CP Stream Zone Restoration Program targets approximately 40 percent or 0.4 acres for restoration in the next 20 years. Restoration required as offset mitigation for projects is not counted toward the restoration target.

Key Implementation Strategies: The following 0.4 acres are listed as possible areas for restoration. Restoration of three acres will occur in conjunction with implementation of the CIP and other proposed projects. Volume III, SEZ Protection and Restoration Program and this list may be updated as new information becomes available.

| Site | Restoration |
|-------------|-------------|
| Baldy Creek | 2 acres |
| Griff Creek | 2 acres |

3. **Land Coverage** - The opportunities to mitigate excess land coverage are numerous throughout Kings Beach. The Conservancy, NTPUD, and Placer County have done extensive restoration work.

Base Line: Based on the updated Land Capability Map, the allowable land coverage is estimated to be 6 acres. The estimated land coverage in the Community Plan area is 47 percent or 12.5 acres.

TRPA Threshold: TRPA Thresholds limit new land coverage to the Bailey coefficients (1% to 30%).

Regional Plan Requirement: For the next 20 years, the Regional Plan requires the implementation of an excess coverage mitigation program. This program is in Chapter 20 of the Code. Based on two million dollar construction estimates, this program would achieve a 0.5 acre coverage reduction if applied to CP development.

Kings Beach Industrial Target: The ten year target for the excess coverage is 2.5 acres of hard coverage.

Key Implementation Strategies: The following projects will be implemented as part of project approval or CIP implementation. Those contributing to these projects may credit the contribution toward the excess coverage mitigation fee. This list may be updated as new information becomes available.

| Site | Hard Coverage |
|---------|---------------|
| 5% Rule | 0.5 acre |

4. **Water Quality** - The opportunities to implement area-wide BMPs, such as drainage systems, paved parking areas, revegetation/landscaping, and slope stabilization are numerous throughout the area.

Base Line: Less than 28% of the privately owned parcels have full BMPs.

TRPA Threshold: TRPA Discharge Standards found Chapter 81 of the Code must be attained.

Regional Plan Requirement: The Regional Plan requires the application of Best Management Practices (BMPs) to all properties within 20 years. The Regional Plan also requires the restoration of 80% of the disturbed lands within the Region. (See Chapter VII for cost estimates for curb and drainage improvements needed in the Kings Beach area.)

Kings Beach Commercial and Industrial Target: The CP shall implement area-wide drainage systems where noted in Figure 6 and implement onsite BMPs to 50% of the properties through project review or CIP programs by 1997. The 1997 CP target is a 2.5 acres reduction in disturbed lands through revegetation.

Key Implementation Strategies: The following programs and improvements are key strategies to achieving the above targets:

- a. Area-wide Solutions: When on-site solutions are not effective, the Plan proposes the option to construct a series of detention basins and wetlands, interconnected by pipes and stream channels. The basic design principles of this Plan are as follows:
 - (1) Use of infiltration or artificial wetlands is the preferred method for retention and treatment of storm runoff. Restored wetlands and engineered solutions may be considered as alternatives.

- (2) Users and contributors to the area-wide solutions will be exempt from water quality mitigation fees and BMP infiltration requirements related to storm water storage and treatment.
 - (3) Implementation and maintenance by a one responsibility entity is preferred. Where feasible the system should be designed to be implemented in phases consistent with these design principles. However, upon completion it must operate as one unified system.
- b. **On-site Solutions:** In addition to the area-wide solutions identified above, each project within the Community Plan Area shall be subject to Chapter 25 requirements for paving parking and drives, slope stabilization, revegetation, and providing snow storage areas.

In cases where property is not considered part of an area-wide system, drainage improvements will be required pursuant to Chapter 25.

In cases where property is part of the area-wide drainage system, but the area-wide drainage system requires onsite improvements or recommends onsite retention systems to reduce loadings, mitigation funds should be made available.

5. **Noise** - TRPA has established noise standards in community noise equivalent levels (CNEL) measured in dBA over a 24 hour period. TRPA thresholds establish different limits for different uses.

Base Line: The North Shore Community Plan EIS measured CNEL for Kings Beach Commercial in 1991 is as follows: 54 CNEL.

TRPA Threshold: The TRPA thresholds set the following limits: 65 CNEL for commercial areas, 55 CNEL for residential and urban recreation, and 55 CNEL for highway corridors.

Regional Plan Requirement: The Regional Plan pursuant to the Compact, requires TRPA to attain and maintain the thresholds.

Kings Beach Commercial and Industrial Target: The CP shall stay within the designated noise limits set in the CP Statement.

Key Implementation Strategies: The following programs and improvements are key strategies to achieving the above targets:

- a. TRPA shall require application of techniques for noise control such as use of setbacks, use of barriers, site design, use of vegetation, use of sound absorbing materials, and building design.
- b. TRPA shall require application of techniques for noise control such as use of setbacks, use of barriers, site design, use of vegetation, use of sound absorbing materials, and building design.

- c. TRPA will adopt noise performance standards as recommended by the CP EIR/EIS.

6. Fisheries - TRPA has identified streams in the Region and has rated them as to habitat quality.

Base Line: The existing Stream Habitat Quality rating for Griff Creek is good (51 points). There are no other rated streams in the CP area.

TRPA Threshold: TRPA thresholds require the maintenance of 75 miles of excellent, 105 miles of good and 38 miles of marginal stream habitat. Griff Creek is designated to be improved to a status of excellent (71 points).

Regional Plan Requirement: The Regional Plan pursuant to the Compact, requires TRPA to attain and maintain the thresholds.

Kings Beach Commercial and Industrial Target: The CP shall attain a stream habitat status of excellent (71 points) for migratory fish habitat.

Key Implementation Strategies: The following programs and improvements (see TRPA restoration program for details) are key strategies to achieving the above targets:

1. Stabilize channel - 5 point increase
2. Remove barriers - 10 point increase
3. Remove or modify diversions - 10 point increase

Chapter V

RECREATION ELEMENT

This Element is a supplement to the Recreation Element of the TRPA Goals and Policies Plan. It is consistent with the Regional Plan, yet with greater specificity particular to the Kings Beach Industrial area. This Element describes the existing facilities, sets forth the CP Objectives and Policies, and describes new programs recommended to implement the Plan.

A. EXISTING RECREATION FACILITIES

The Kings Beach Industrial Community Plan has historically been used for a wide variety of purposes, primarily for commercial and heavy commercial purposes, but also with residential use interspersed throughout.

This CP has not seen the development of any recreation facilities, however, although adjoining Plan areas and Community Plan areas do provide recreation amenities for the resident population.

B. RECREATION OBJECTIVES AND POLICIES/PROPOSED PROGRAMS

Given the fairly close proximity to a wide variety of other recreation amenities (the State Beach in downtown Kings Beach, recreation fields at the Kings Beach Elementary School, U.S. Forest Service lands, etc.), there is not a strong need for the development of recreational amenities in this CP. The remaining undeveloped properties in this CP of high land capability should be reserved for limited future commercial growth.

Chapter VI

PUBLIC SERVICE ELEMENT

This Element is a supplement to the Public Service and Facilities Element of the TRPA Goals and Policies Plan. This Element identifies the existing public services, sets forth objectives and Policies, and identifies recommended public service facilities.

A. EXISTING PUBLIC SERVICES

The Kings Beach Industrial Community Plan area includes a power substation of the Sierra Pacific Power Company. At the present time, this represents the extent of public service facilities in the Plan area.

B. PUBLIC SERVICE OBJECTIVES AND POLICIES/PROPOSED FACILITIES

While no specific public service facilities are being targeted for this Plan area, the Land Use Element provides for that opportunity, and the area would be well suited for a variety of such activities, from office use to corporation yards. The relocation of Placer County's TART bus system has been discussed for this CP, and the CP goals and policies would provide for that.

1. The County's goals and policies with regard to public education (school sites, facilities, and funding), as detailed in the Placer County General Plan, are further incorporated by reference in all the North Tahoe Community Plans.

Chapter VII

IMPLEMENTATION ELEMENT

This Element is a supplement to the Implementation Element of the TRPA Goals and Policies Plan. This Element details the Capital Improvement Program, Mitigation Fee Programs, Incentive Programs and Monitoring Programs to implement the Community Plan and to achieve the environmental targets which may be used.

A. IMPLEMENTATION OBJECTIVES AND POLICIES

The following objectives relate to Commercial Development Goal found in the Community Plan Goals section of Chapter I. To meet the objective, the following specific policies are adopted as standards.

1. From CP adoption until December 31, 1996, an additional 13,000 sq. ft. of commercial floor area may be allocated within the Kings Beach Industrial Community Plan area. Incentive programs should assign priority to commercial development projects which emphasize area-wide improvements and rehabilitation of substandard development.
 - a. *Policy: Allocations of commercial floor area shall be issued by TRPA upon project approval pursuant to Chapter 33. However, TRPA shall only consider for approval, projects recommended by Placer County or its designee. On an annual basis, Placer County shall review proposed projects and make an appropriate recommendation. The recommendation shall expire one year after the action unless the action is renewed or the original expiration date was for a period in excess of one year. Eligibility and amount of allocation shall be established by the criteria set forth in the Kings Beach Industrial Allocation Guidelines.*
2. Provide other incentives to encourage the rehabilitation and/or remodeling of commercial, tourist, recreation, public service, residential properties in need of such attention. Incentive programs should assign priority to projects which emphasize rehabilitation by replacement or remodeling of substandard and inefficient development.

B. IMPLEMENTATION IMPROVEMENT PROGRAMS

The following projects should be implemented to achieve the Goals and Objectives of this Plan. Funding for these projects may come from Placer County funds, Tahoe Conservancy funds, Burton-Santini funds, Caltrans funds, TRPA mitigation funds, assessment district funds, private funding, and state and federal grants.

1. Traffic/Air Quality

- a. Streets and Highways

The projected level of new development within the Plan Area is not anticipated to result in the exceedance of level of service "C" traffic conditions. Therefore, no capacity increasing capital improvements are

necessary.

- b. Parking Facilities
Public off-street parking facilities are not necessary within the Plan Area. All new development/redevelopment will be required to provide adequate off-street parking.
- c. Transit Facilities
Placer County Transit shall investigate the need for public transit in the Plan Area, preferably as part of a feasibility analysis of a Kings Beach Community Shuttle.
- d. Pedestrian Facilities
Placer County Department of Public Works will evaluate the feasibility of abandoning dedicated public rights of way to provide pedestrian facilities which link the Plan Area with the downtown Kings Beach area.
- e. Pedestrian Facilities
 - (1) Information and Contingency Plan - The Truckee-North Tahoe Transportation Management Association (TNT/TMA) shall develop a faster and more accurate traffic information system for the travelling public and develop contingency plans for road closure and congested conditions.
 - (2) Information and Contingency Plan - To insure that the ability of Speckled Avenue to safely and adequately serve through traffic and local traffic, driveway consolidation and will be actively pursued through the land development review process.
 - (3) Home Mail - Mail delivery should be provided throughout the Plan Area.
 - (4) Transportation Management
 - (a) The State mandated Congestion Management Program (CMP) includes a requirement for a trip reduction ordinance (TRO).
 - (b) The TNT/TMA is a group of public agencies and private companies which have joined together to develop and implement programs and projects to reduce congestion and provide for the transportation needs of the residents, visitors, and employees in the Lake Tahoe area. Large employers in the Plan are encouraged to join this association.
 - (c) Incentives to ride transit can be implemented by commercial, office, industrial, public service and recreation employers. The incentives could be financial or convenience related. Disincentives to the use of the private automobile could also be pursued.

2. SEZ Restoration Program

Purpose: To implement the TRPA SEZ Restoration Program for the Kings Beach Industrial area and to achieve SEZ restoration.

Description of Program: To achieve the CP SEZ target, restoration of the SEZ properties at the east end of the CP should be implemented.

3. Scenic Improvements Program

Purpose: To implement the improvements needed to attain the scenic thresholds.

Program Description: This program contains several programs, including:

- a. The Sign Ordinance and Design Guidelines, included in the Appendix of this document, shall pertain to all commercial, industrial, and public service projects.
- b. This Plan establishes a program for the retro-fit of certain types of commercial activities to screening/buffering requirements. Effective within three (3) years of adoption of this Plan, all activities that involve outdoor storage are required to provide screening of the stored material along their entire road frontage and, in the case of such uses that adjoin residentially zoned or residentially developed properties, along such side or rear property lines.
- c. Sign Program - Non-conforming signs shall be removed pursuant to an amortization schedule or an individual schedule established with each of the businesses. The preferred method is to link the sign upgrading to the off-setting scenic improvements.

4. Land Coverage Reductions

Purpose: The purpose of this program is to reduce existing land coverage in or near the Kings Beach Industrial Community Plan. The Community Plan target is related to an estimate of how much hard land coverage will be needed for the substitute land coverage mitigation fee program.

5. Water Quality

a. 80% Best Management Practices Target

Purpose: The purpose of this program is to restore disturbed lands to help TRPA meet its 80% restoration target.

Program Description: In conjunction with other projects, restore the disturbed areas listed below by application of BMPs.

| <u>Improvement</u> | <u>Description</u> |
|--------------------|--------------------|
|--------------------|--------------------|

Road Network Shoulders

The shoulder areas along the County road network need BMPs. A combination of revegetation, drainage, and adequate vehicle barriers are needed.

C. MITIGATION FEE PROGRAMS

1. Excess Land Coverage Program

Purpose: The purpose of this program is to reduce excess land coverage and achieve targets in the Community Plan area and the related hydrologic area. This system is in lieu of the TRPA excess coverage program set forth in Section 20.5.

Description of Program: Pursuant to Section 20.5.A. (2) (e), a land bank accounting system is established to bank and credit to the CP all land coverage removed and lands restored as noted below. TRPA shall credit coverage reductions achieved pursuant to this Plan to a Kings Beach Industrial account. Eligible projects will not have to pay the normal Section 20.5 fees when they demonstrate that they have contributed to coverage removal projects.

- a. Public works restoration projects listed in Chapter IV A.4. Land Coverage (e.g. the area wide drainage system restoration work) may be credited to the CP account.
- b. Projects, both private and public, providing a 5% landscaping requirement will help achieve coverage reductions.

2. Water Quality Fee Program

The TRPA water quality mitigation fee program shall be employed in this area.

Description of Program: The Community Plan Drainage Subelement describes an area-wide drainage system that is to be implemented through assessment districts and public works' projects. All properties found to be served by the system will be considered as meeting the requirements of Chapter 25 for the drainage storage and treatment. Also, the contributions for off-site improvements shall substitute for the Chapter 82 off-site mitigation fee requirements. On-site BMP improvements such as paving and revegetation are still required as part of this program.

Eligibility: Properties, both public and private, which contribute to water quality improvements listed for its respective Incentive Zone, shall be exempt from further off-site water quality mitigation fees.

3. Traffic and Air Quality Fee Program

The TRPA Code program (Subsection 93.3.E) for collection of fees for off-site traffic and air quality mitigation shall be employed in this area.

D. MONITORING PROGRAM

The TRPA Code requires monitoring and periodic review of each community plan. Section 14.7 required that community plans be reviewed on five year intervals to determine conformance with approved schedules, and to check the adequacy of programs, standards, mitigation and monitoring.

The Community Plan Monitoring Program relies upon the existing TRPA Monitoring Program. The monitoring provisions of the community plan rely on certain key indicators listed in Chapter 32. The program is to measure progress in relationship to the targets established in the Conservation Element.