TAHOE REGIONAL PLANNING AGENCY
P.O. Box 8896
South Lake Tahoe, California 95731
(916) 541-0246

NOTICE OF MEETING OF THE
ADVISORY PLANNING COMMISSION OF THE
TAHOE REGIONAL PLANNING AGENCY

NOTICE IS HEREBY GIVEN that on December 12, 1984, at 9:30 a.m. at the
hearing room of the Tahoe Regional Planning Agency, located at 2155 South
Avenue, South Lake Tahoe, California, the Advisory Planning Commission of said
agency will conduct its regular meeting. The agenda for said meeting is
attached to and made a part of this notice.

Date: December 3, 1984

By: [Signature]
Gary D. Midkiff
Acting Executive Director
Tahoe Regional Planning Agency

All facts for W&I Valley

un to 9500 to read
TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA Office, 2155 South Avenue
South Lake Tahoe, California

December 12, 1984
9:30 a.m.

PRELIMINARY AGENDA

I CALL TO ORDER AND DETERMINATION OF QUORUM

II APPROVAL OF AGENDA

III DISPOSITION OF MINUTES

IV PLANNING MATTERS

A. Finding of Technical Adequacy, Draft EIS, Dillingham Development Company, Cove East, City of South Lake Tahoe

B. Discussion of Interpretation of Bailey System Regarding Soil Type and Slope Combinations

C. Regional Plan Status Report
   1. Ordinances
      a. Modifications to Approved Chapters - Water Quality Mitigation and Traffic Mitigation Programs
      b. Other
   2. Plan Area Statements

D. Review of Draft Plan Area Statements
   1. City of South Lake Tahoe Draft Plan Area Statements
   2. Plan Area Amendments in Response to Public Comments

E. Review of Alternative Single Family Dwelling Evaluation Systems

F. Approval of Reasonable Further Progress Report on Attainment of Carbon Monoxide Standard Required by Federal Clean Air Act

V REPORTS

A. Status of Litigation, California Attorney General/League to Save Lake Tahoe v. TRPA

B. Staff

C. Legal Counsel
D. Public Interest Comments

E. APC Members

VI RESOLUTIONS

Former APC Member Sarah Michael

VII CORRESPONDENCE

VIII PENDING MATTERS

IX ADJOURNMENT
TAHOE REGIONAL PLANNING AGENCY
P.O. Box 8896
South Lake Tahoe, California 95731
(916) 541-0246

MEMORANDUM

December 4, 1984

TO: Advisory Planning Commission
FROM: Agency Staff

SUBJECT: Interpretation of Bailey System Regarding Soil Type and Slope Combinations

Introduction

During the spring, 1984, the Advisory Planning Commission reviewed the technical adequacy of a number of land capability redelineations recommended by Agency staff. The APC recommended that the Governing Body make a finding of technical adequacy for these redelineations on June 13, 1984.

At the June, 1984 Governing Board meeting, a question arose during the public comment period regarding the proper land capability classification of a soil with a slope greater than that described in the Soil Survey.

Specifically, public comment focused on an area in Incline Village, in the vicinity of Dale Drive, Knotty Pine Drive, and Sugarpine Drive. The staff had recommended reclassifying this area from Land Capability 4 to 2 based on the presence of Invillie coarse sandy loam (IsE) at slopes greater than 30 percent. The public commented that the Baily report doesn't cover the land capability of IsE soils over 30 percent and, therefore, these soils should be treated as a land capability 4, the normal classification for an IsE. (For further details on the position of the staff and the land capability review team, see the attached memos from John R. Munn, January 29 and February 1, 1983.)

The Governing Board discussed this matter again at the July meeting, but did not act on the staff's recommendations. The staff then placed the item on the August Board agenda, but it was subsequently removed at Board request. At this time, the staff wishes to return the issue to the APC for discussion and a recommendation before placing the issue on the Board agenda again.
Interpretation of Bailey System
Page 2

Background

The USDA Soil Survey for the Tahoe Basin Area (March, 1974) identifies 73 soil/slope combinations, including four types of Inville soils:

- **IgB**: Inville gravelly coarse sandy loam, 0 to 5 percent slopes
- **IsC**: Inville stony coarse sandy loam, 2 to 9 percent slopes
- **IsD**: Inville stony coarse sandy loam, 9 to 15 percent slopes
- **IsE**: Inville stony coarse sandy loam, 15 to 30 percent slopes

The Bailey report classifies IgB as a land capability 5, IsC as a 6, and IsD and IsE as 4's. Neither the Bailey report nor the Soil Survey designates the presence in the Tahoe region of soil mapping units with the characteristics of an Inville soil at slopes greater than 30 percent.

When field investigations reveal soil characteristics which are other than those described for a soils mapping unit in the Soil Survey, it is generally impractical for the Agency to pursue creation of a new soil mapping unit with the USDA. Therefore, the Agency must treat such situations as "inclusions," that is, soils that are not homogeneous with the identified mapping unit but that were considered too small in area to map separately. (In dealing with the related matter of land capability challenges, the Agency has said in the past it will not create new mapping units for inclusions under five acres. The disputed area in Incline Village is approximately 20 acres.)

Discussion

During the APC and Governing Board debate on this issue, the staff presented several options for resolution of the issue, including:

1. leaving the land capability unchanged from that of the larger mapping unit,

2. based on a report from a team of experts, making a Board-level decision on the land capability of each inclusion of this type, and

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AGENDA ITEM IV B.
Interpretation of Bailey System
Page 3

3. based on expert technical assistance, developing a set of specific criteria for determining the land capability of all such inclusions.

Option 2 is essentially the same as the original staff recommendation on the Incline redelineation, in which the land capability review team defined the land capability for the disputed area based on the general criteria of the Bailey classification system. (See Table 4, "Basis of capability classification for Lake Tahoe Basin lands," Bailey, 1974, attached.)

Recommendation

Based on recent study of the various options and discussions with the Soil Conservation Service, the staff recommends resolution of this issue consistent with Option 2 and the original staff position on the Incline redelineation.

Specifically, the staff recommendation is that, when necessary to assign a land capability classification to a soil/slope combination not mentioned in the Soil Survey and the Bailey report, the TRPA, in consultation with the SCS and other experts as appropriate, will assign a classification using Table 4 from the 1974 Bailey report.

The advantages of this recommendation are (1) simplicity, (2) consistency with the Bailey report, which is part of the official Agency plan, and (3) control over costs of reclassification.

The staff requests APC concurrence in this recommendation.

12/4/84

AGENDA ITEM IV B.
From: John R. Munn, Jr. - Soil Scientist  
2811 Almeria Street, Davis, California 95616

To: Tahoe Regional Planning Agency, attn: Jim Dana  
P.O. Box 8896, South Lake Tahoe, California 95731

Date: January 29, 1983

Re: Inville Soils Mapped on Slopes Steeper than 30 Percent

Dear Jim:

This memo is in response to your recent inquiry about the presence of slopes steeper than 30 percent in areas mapped by the Review Team as Inville stony coarse sandy loam, 15 to 30 percent (map symbol IsE) during last summers redelineation of the Incline Village Unit No. 1 area.

The steep slopes in question have soil profile characteristics and parent materials that are typical of the Inville soil series, but the Tahoe Basin Area Soil Survey (Rogers, 1974) did not establish a map unit for Inville soils on slopes greater than 30 percent, and the known extent of this soil and slope combination is too small to establish a new soil survey map unit. For these reasons, the Inville soils on slopes steeper than 30 percent were mapped as inclusions in the IsE unit.

Regarding your question about the land capability rating of the steeper slopes, inspection of Table 4 in Bailey's "Land Capability Classification of the Lake Tahoe Basin..." (1974) shows that Inville soils (which are in hydrologic group B) located on slopes between 30 and 50 percent should be assigned to land capability class 2, which allows only 1 percent impervious surface cover.

Please let me know if you have any further questions.

Yours truly,

[Signature]

John R. Munn, Jr.  
Soil Scientist
February 1, 1983

Tahoe Regional Planning Agency
Attention: Jim Dana
P. O. Box 8896
South Lake Tahoe, CA 95731

Re: Relative Erosion Potential of Inville Soils on Slopes Steeper Than 30 Percent

Dear Jim:

This letter is in reply to your request for an assessment of the relative erosion potential of Inville soils on slopes greater than 30 percent.

Inspection of erosion hazard and relative erosion potential interpretations listed in the "Tahoe Basin Area Soil Survey" (Rogers, 1974) and the "Geomorphic Analysis of the Lake Tahoe Basin" (Bailey, 1974) shows that the erosion hazard is rated as high for all soil units mapped on slopes steeper than 30 percent, and high erosion hazard ratings are assigned to soils that are mapped on slopes steeper than 30 percent and have profile characteristics similar to the Inville series. Therefore, Inville soils on slopes steeper than 30 percent should have a relative erosion potential rating of high. This rating is consistent with a land capability class rating of 2 as described in my memo dated January 29, 1983.

Sincerely,

John R. Munn, Jr.
Soil Scientist
2811 Almeria Street
Davis, CA 95616
Table 4. Basis of capability classification for Lake Tahoe basin lands

<table>
<thead>
<tr>
<th>Capability levels</th>
<th>Tolerance for use</th>
<th>Slope percent¹</th>
<th>Relative erosion potential</th>
<th>Runoff potential²</th>
<th>Disturbance hazards</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Most</td>
<td>0-5</td>
<td>Slight</td>
<td>Low to moderately low</td>
<td>Low hazard</td>
</tr>
<tr>
<td>6</td>
<td></td>
<td>0-16</td>
<td>Slight</td>
<td>Low to moderately low</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td>0-16</td>
<td>Slight</td>
<td>Moderately high to high</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td>9-30</td>
<td>Moderate</td>
<td>Low to moderately low</td>
<td>Moderate hazard lands</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>9-30</td>
<td>Moderate</td>
<td>Moderately high to high</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td>30-50</td>
<td>High</td>
<td>Low to moderately low</td>
<td></td>
</tr>
<tr>
<td>1a</td>
<td>Least</td>
<td>30+</td>
<td>High</td>
<td>Moderately high to high</td>
<td>High hazard lands</td>
</tr>
<tr>
<td>1b</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1c</td>
<td></td>
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</tr>
</tbody>
</table>

¹Most slopes occur within this range. There may be, however, small areas that fall outside the range given.

²Low to moderately low – hydrologic-soil groups A and B; moderately high to high – hydrologic-soil groups C and D.

³Areas dominated by rocky and stony land.
MEMORANDUM

December 4, 1984

To: The Advisory Planning Commission

From: The Staff

Subject: Regional Plan Status Report (Agenda Item IV C.)

The Regional Plan documents are at various stages of review and completion. Staff now anticipates that all the Plan documents, including Design Review Guidelines, Plan Area Statements, Regulations, and Programs, may be adopted as a package in March 1985. Meeting this deadline will still require an aggressive review schedule. At the October Governing Board meeting, the Governing Board requested the APC to complete review of the entire Code as soon as possible. The Governing Board committees were directed to continue review of the Code except for those sections which relate to the Litigation Settlement and are considered controversial.

A. Regional Goals and Policies Plan: Completed pending possible revisions because of litigation.

B. Plan Area Statements: The status of each jurisdiction at the date of this mailing is as follows:

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>1st Dft</th>
<th>Hear</th>
<th>2nd Dft</th>
<th>Workshop</th>
<th>APC*</th>
<th>GB</th>
<th>Hearing &amp; Adoption</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washoe County</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Placer County</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>South Lake Tahoe</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>El Dorado County</td>
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<td>X</td>
<td>X</td>
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<td>X</td>
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</tr>
<tr>
<td>Douglas County</td>
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<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

X = Completed Review

* APC review is complete on all Plan Area Statements except the City of South Lake Tahoe for drafting purposes with approval being reserved pending further review upon determination of the effects of settlement discussions on the Plan, ordinances and Plan Area Statements.

GWB:jf
12/4/84

AGENDA ITEM IV C.
The APC and the Governing Board have recommended that the Plan Area Statements be reviewed jurisdiction by jurisdiction for drafting purposes. Final adoption will, however, be of the total package of Plan Area Statements. At the October meeting, the Governing Board approved, for drafting purposes, all the Plan Area Statements except those for the City of South Lake Tahoe.

C. Ordinances: The nine-chapter Code of Ordinances is currently under review, and the status of each chapter is as follows:

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Staff Draft</th>
<th>APC Comm.</th>
<th>APC Rec.</th>
<th>GB Comm.</th>
<th>GB Approval</th>
<th>Legal Review</th>
<th>March Final</th>
<th>Adopt Final</th>
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</thead>
<tbody>
<tr>
<td>1 Procedure</td>
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<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>2 Land Use</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td>3 Subdivision</td>
<td>X</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>4 Shorezone</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>5 Grading</td>
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<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>6 Resource</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>7 Water</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8 Air</td>
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<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 Growth</td>
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<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

X = Completed Review

The APC and the Governing Board have recommended that the Code of Ordinances be reviewed by chapter but be adopted as a whole package. This generally is the same procedure that was followed for the Regional Goals and Policy Plan.

D. Other Regulations: In addition to the Code of Ordinances, the Plan requires the following regulatory documents to be completed:

<table>
<thead>
<tr>
<th>Document</th>
<th>Staff or Existing Draft</th>
<th>APC Comm.</th>
<th>APC Rec.</th>
<th>GB Comm.</th>
<th>GB Approval</th>
<th>Legal Review</th>
<th>Final Adoption</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Review Guidelines</td>
<td>X</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BMF's</td>
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<td></td>
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</tr>
<tr>
<td>Rules &amp; Regs.</td>
<td>X</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

X = Completed Review

12/4/84

AGENDA ITEM IV C.
E. Implementing Programs: The Plan and the Compact require the implementing programs to be included in the Plan. Following is the status of these programs:

<table>
<thead>
<tr>
<th>Monitor &amp; Evaluation</th>
<th>Existing Draft</th>
<th>APC Rec.</th>
<th>GB Approval</th>
<th>Final Adoption</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Improv.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Water</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Air</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

MOU's

Special
- I&M
- Wood Heater
- Gas Heater

X = Completed Review

F. Special Plans and Programs: To deal with specific issues, the Regional Plan calls for certain special plans or programs to be completed.

<table>
<thead>
<tr>
<th>Plan/Program</th>
<th>Staff Draft</th>
<th>APC Rec.</th>
<th>GB Approval</th>
<th>Final Adoption</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scenic Restora. Plans</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airport Master Plan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ski Area Master Plans</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Short-Range Transportation Plans</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

12/4/84

AGENDA ITEM IV C.
MEMORANDUM

December 4, 1984

TO: Advisory Planning Commission
FROM: Agency Staff
SUBJECT: Revisions to Section 7.02.00, Draft Code of Ordinances--Water Quality Mitigation

At the November APC meeting, the commissioners discussed the water quality mitigation fee schedule, and directed the staff to incorporate the concept agreed upon into the draft of Chapter 7.

In general, the APC directed the staff to base the mitigation fee schedule on a formula of the following form:

\[ \text{Fee} = \text{Constant} \times \frac{\text{TC}}{\text{TA}} \]

Where TC/TA equals the total coverage proposed on the site divided by the total coverage allowed under the Bailey system. At the November meeting, the staff proposed a constant equivalent to 15 cents, but the consensus of the APC was that this was too low, without stating a preferred constant.

The recommendations of the staff appear in the December 4 draft of chapter 7, attached. The staff will make a brief presentation on this subject at the December APC meeting. Please direct any questions or comments to Dave Ziegler at (916) 541-0249.

Attachment

D2:mlm
12/4/84
AGENDA ITEM IV C.1.
OUTLINE--CHAPTER 7

7.00.00.0 WATER QUALITY AND WATER RESOURCES PROVISIONS
7.01.00.0 WATER POLLUTION CONTROL
7.01.01.0 DISCHARGE LIMITATIONS
7.01.02.0 RUNOFF CONTROLS
7.01.03.0 SNOW DISPOSAL
7.01.04.0 SALT AND ABRASIVE CONTROL
7.01.05.0 SEWAGE SPILLS
7.01.06.0 PESTICIDE USE
7.01.07.0 VESSEL WASTES
7.01.08.0 FERTILIZER MANAGEMENT
7.01.09.0 OFF-ROAD VEHICLES
7.02.00.0 WATER QUALITY MITIGATION
7.02.01.0 REQUIRED OFFSETS
7.02.02.0 FEE SCHEDULE
7.02.03.0 FEE CONDITIONS
7.02.04.0 EXEMPTIONS
7.02.05.0 USE AND DISTRIBUTION OF MITIGATION FUNDS
7.02.06.0 MONITORING SET-ASIDE
7.02.07.0 STREAMZONE RESTORATION SET-ASIDE
7.02.08.0 ADMINISTRATION SET-ASIDE
7.02.09.0 TRPA REVENGE FUND
7.03.00.0 WATER SUPPLY AND CONSERVATION
7.03.01.0 WATER CONSERVATION DEVICES
7.03.02.0 WATER RIGHTS DEMONSTRATION
7.03.03.0 STORAGE AND DISTRIBUTION REQUIREMENTS
7.03.04.0 REPORTING REQUIREMENTS
CHAPTER 7

7.00.00.0 WATER QUALITY AND WATER RESOURCES PROVISIONS: Along with portions of Chapters 2 and 4, this chapter carries out, as appropriate, the water quality subelement and portions of the Public Services and Facilities element of the Regional Plan. This chapter also implements, in part, the Agency's programs to attain and maintain federal, state, and local water quality standards, under Article V(d) of the Tahoe Regional Planning Compact.

7.01.00.0 WATER POLLUTION CONTROL:

7.01.01.0 Discharge Limitations: The intent of this Section is to set forth standards (environmental thresholds) for the discharge of runoff water from properties in the Tahoe region, and to prohibit the discharge of domestic, municipal, or industrial wastewaters in the region. These standards and prohibitions apply to discharges to both surface waters and groundwaters. The Agency presumes that compliance with the requirements of the Regional Plan, including the application of "best management practices" (or "BMP's") will allow all persons to meet the runoff thresholds, until and unless monitoring tests prove otherwise. State water quality agencies will also issue discharge permits in the region under state and federal law, in accordance with the water quality management plan.

7.01.01.1 Applicability: All discharges to the waters of the region shall not exceed the following standards:

a. Surface Runoff: Pollutant concentrations in surface runoff shall not exceed the following readings at the 90th percentile:

<table>
<thead>
<tr>
<th>Constituent</th>
<th>Maximum Concentration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dissolved Inorganic Nitrogen as N</td>
<td>0.5 mg/l</td>
</tr>
<tr>
<td>Dissolved phosphorus as P</td>
<td>0.1 mg/l</td>
</tr>
<tr>
<td>Dissolved Iron as Fe</td>
<td>0.5 mg/l</td>
</tr>
<tr>
<td>Grease and Oil</td>
<td>2.0 mg/l</td>
</tr>
<tr>
<td>Suspended Sediment</td>
<td>250 mg/l</td>
</tr>
</tbody>
</table>

1) If the constituent levels of water entering a site from upstream areas are of a superior or equal quality to the above, those waters should meet the quality level listed above prior to discharge from the site.
2) If the constituent levels of waters entering a site do not meet the above, there should be no more than a 10% increase in the concentrations of these constituents in water discharged from the site, based on a 24 hour average.

b. Discharges to Groundwaters: Waters infiltrated into soils should not contain excessive concentrations of nutrients which may not be effectively filtered out by soil and vegetation and shall not exceed the following maximum constituent levels:

<table>
<thead>
<tr>
<th>Constituent</th>
<th>Maximum Concentration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Nitrogen as N</td>
<td>5 mg/l</td>
</tr>
<tr>
<td>Total Phosphate as P</td>
<td>1 mg/l</td>
</tr>
<tr>
<td>Iron</td>
<td>4 mg/l</td>
</tr>
<tr>
<td>Turbidity</td>
<td>200 JTU</td>
</tr>
<tr>
<td>Grease and Oil</td>
<td>40 mg/l</td>
</tr>
</tbody>
</table>

Where there is a direct and immediate hydrologic connection between ground and surface waters (i.e., saturated flow conditions), discharges to groundwater shall meet the standards for surface runoff. This part includes maximum turbidity values to protect infiltration devices from siltation. Persons shall utilize sediment traps consistent with the Handbook of Best Management Practices upstream of infiltration devices which may be subject to excessive levels of siltation.

c. Prohibition of Wastewater Discharge: The discharge of domestic, municipal or industrial wastewater to Lake Tahoe, its tributaries, the groundwaters of the Tahoe region, or the Truckee River within the Tahoe region is prohibited, except for discharges existing on the date of adoption of this Code under alternative plans for wastewater disposal approved by the state agency of appropriate jurisdiction.
1) **Holding Tanks and Other No-Discharge Systems**: To avoid a discharge of wastewater that is prohibited under Subsection 7.01.01.0, holding tanks in existence on the date of adoption of this Code and approved by the state agency of appropriate jurisdiction are permitted. New holding tanks or other no-discharge systems may be used, only in the following instances:

i. As a temporary measure associated with a temporary use, including but not limited to sporting events, community events, and construction.

ii. As a permanent measure associated with remote public recreation sites, including but not limited to trailheads and undeveloped walk-in campgrounds.

7.01.02.0 **Runoff Controls**: To meet the runoff discharge standards of Subset 7.01.01.1(a) and (b), all persons who own or manage land within the region shall apply best management practices as generally set forth in the *Handbook of Best Management Practices*. BMP's consistent with the *Handbook* shall specifically be applied to all compacted areas, denuded areas, cut slopes, and fill slopes. In cooperation with other agencies, such as the Conservation Districts, the Agency shall provide technical assistance to all persons who require it for the application of BMP's. Application of BMP's shall be mandatory for all new development. With respect to existing development, the Agency shall require BMP's as set forth in 7.01.02.4. After five years, however, all persons who own or manage land within the region must either have BMP's in place, and maintain them, or have agreed to a schedule of compliance. The Agency shall develop a program to certify compliance with these requirements.

7.01.02.1 **Best Management Practices**: Best management practices as described in the TRPA Handbook of Best Management Practices shall include, at a minimum, the standards of Subset 2.03.05. Where special circumstances obviate the need for standard BMP's, the TRPA Executive Director shall prescribe required BMP's based on best professional judgment.

7.01.02.2 **Other Management Practices**: For situations not covered in the Handbook of Best Management Practices, the TRPA Executive Director may define required BMP's based on best professional judgment.
b. Minimum Requirements for Snow Storage at New Development: All new development show provide areas sufficient to contain the expected volume of snow, in accordance with data provided by the Soil Conservation Service. Plans for new development shall designate stable snow storage areas with infiltration systems of sufficient capacity for the melt volume. Acceptable storage areas shall not include areas adjoining streams or the shoreline of lakes.

c. Minimum Requirements for Streets and Highways: Public agencies performing highway and street snow removal operations shall not grade road shoulders in the process of clearing roads. To control air quality problems caused by reentrained dust, sand, cinders and other particles shall not be allowed to accumulate and shall be removed utilizing highway vacuum equipment or other equally-effective techniques for controlling dust. State and local highway maintenance crews may clear snow from unpaved road shoulders as necessary to provide safe turnouts for slow or disabled vehicles.

d. Minimum Requirements for Dirt Roads: Snow removal from dirt roads is prohibited unless authorized in a TRPA permit. Where a TRPA permit authorizes snow removal from a dirt road, it shall specify required winterization practices, necessary BMP's, the specific means of snow removal, and a schedule for either paving the dirt road or eliminating the need for snow removal.

e. Compliance with Snow Removal Minimum Requirements: Application of the minimum requirements in (a), above, shall be required as set forth in 7.01.02.4. Sections (b) through (d), above, shall take effect upon the adoption of this Code.

7.01.04.0 Salt and Abrasive Control: Salt and abrasives used to control ice on streets, highways, and parking areas shall be regulated in accordance with the following standards:

a. Storage Areas: Storage areas for deicing salt shall be in conformance with the TRPA Handbook of Best Management Practices.
7.01.02.3 Compliance with Application of Best Management Practices (BMP's): Unless specified elsewhere in this Code, application of BMP's shall be mandatory five years after the adoption of this Ordinance, unless there is a schedule of compliance approved by the Governing Body which sets a different deadline. For projects included in the Water Quality Capital Improvements Program, the schedule shall be consistent with with 20-year CIP. In addition, application of BMP's will be required as follows:

a. Under a mandatory action required to abate pollution from a gross violation requiring immediate action, pursuant to Subsection 1.16.00.0 of this Code.

b. As a mandatory condition of approval for all new development approved by the Agency. (See also 2.03.05.)

c. Under a clean-up order from the state agency of appropriate jurisdiction.

7.01.02.4 Maintenance of BMP's: All BMP's shall be maintained as described in the Handbook of Best Management Practices. For situations not covered in the Handbook, the TRPA Executive Director may prescribe appropriate maintenance practices, based on best professional judgment.

7.01.02.5 Vegetation Protection: All property owners and public property managers shall protect the vegetation on their property from damage in accordance with the provisions of Chapter 6 of this ordinance.

7.01.03.0 Snow Disposal: All persons conducting public, commercial or private snow removal operations in Tahoe Region shall dispose of snow in accordance with site criteria and management standards in the Handbook of Best Management Practices, the design review guidelines, and the criteria below.

a. Minimum Requirements for Snow Removal from Individual Parcels: Removal of snow shall be limited to structures and paved areas. No vegetation shall be removed nor shall any grading occur in the act of snow removal. The TRPA will encourage all persons to utilize appropriate provisions to confine snow removal to structures and paved areas.
b. Reporting: The Highway Departments and other large users of salt identified by the TRPA Executive Director shall initiate a tracking program to monitor the use of deicing salt in their respective jurisdictions. Annual reports shall be presented to the Agency on June 1st and shall include information on the rate, amount, and distribution of use. This information shall be presented in a format developed by TRPA, and must be verifiable.

c. Restrictions: The use of deicing salt and abrasives may be restricted where damage to vegetation in specific areas can be linked to their use, or where their use results in other environmental impacts. After consultation with salt and abrasive users, and after consideration of public safety concerns, the Agency may require mitigation for the use of road deicing salt or abrasives. Such mitigation may include requirements to use alternative substances, or changes in distribution patterns, frequency of application, and amount of application. Revegetation of some sites will be required where evidence indicates deicing salts have caused vegetation mortality.

7.01.05.0 Sewage Spills: Sewage collection, conveyance, and treatment entities shall have spill contingency, prevention, and detection plans approved by the TRPA at least every three years.

7.01.05.1 Cooperative Plans: Such agencies may join together to develop cooperative plans, provided that the plans clearly identify those agencies covered by the plan and are agreed to by each agency.

7.01.05.2 Spill Plan Criteria: Spill contingency, prevention, and detection plans shall comply with the criteria set forth by the Agency. Such plans shall include provisions for detecting and eliminating sewage exfiltration from sewer lines and facilities.

7.01.06.0 Pesticide Use: The use of insecticides and herbicides within the Tahoe Basin shall be consistent with the Handbook of Best Management Practices and shall meet the criteria set forth below:
7.01.06.1 Criteria for Agency Review:

a. Registered Chemicals: Only chemicals registered with the Environmental Protection Agency and the state agency of relevant jurisdiction shall be used and only for their registered application.

b. Alternatives: Alternatives to chemical application must be employed where feasible in terms of effectiveness, cost, and environmental impact.

c. Stream Environment Zones: No detectable concentration of any pesticide shall be allowed to enter any stream environment zone unless approved for use in accordance with a TRPA permit.

7.01.07.0 Vessel Wastes: See provisions of 4.07.02.0.

7.01.08.0 Fertilizer Management: See provisions of 6.06.02.0.

7.01.09.0 Off-Road Vehicles: See provisions of 6.05.03.0.

7.02.00.0 WATER QUALITY MITIGATION:

7.02.01.0 Required Offsets: New residential, commercial, and public projects in the Tahoe region shall offset 150% of the water quality impacts of the project through one of the following methods:

a. Mitigation Projects: Implementing off-site water quality control projects as a condition of project approval and subject to Agency concurrence as to effectiveness. Should the applicant wish to exercise this option, the plans for the offsite project must be included with the project application and be approved in conjunction with the project; or

b. Mitigation Fund: Contributing to a fund established by the Agency for implementing offsetting programs. The amount of such contributions is established in Subsection 7.02.02.0.
7.02.02.0 Fee Schedule: When a person or public entity responsible for a new residential, commercial, or public project elects to offset the water quality impacts by contributing to a fund established by the Agency for implementing such offsets, a fee shall be assessed in accordance with the following formula:

\[
\text{Fee in \$/sq.ft.} = (0.25) \times \left( \frac{TC}{TA} \right)
\]

where TC/TA equals total coverage divided by total allowable coverage according to the Bailey system.

7.02.03.0 Fee Conditions: Calculation and payment of mitigation fees shall be subject to the following conditions:

a. Payment and Refunds: Fees must be received by the Agency within 30 days of project approval or when the permit is issued, whichever is sooner. Mitigation fees are not refundable except when an approval is invalidated, or when the applicant requests revocation of the approval within three years of the approval date.

b. Inflation Adjustment: The Executive Director will adjust the fee schedule in (a) and (b), above, for inflation each year based on changes in the construction cost index of the Engineering News Record.

7.02.04.0 Exemptions. The following activities which create impervious coverage shall be exempt from water quality mitigation requirements:

a. Activities where there is a net reduction of coverage which existed prior to development of the proposed project and total resulting coverage is less than allowable coverage. (This rule shall apply to approved redevelopment plans under Section 9.05.00.0.) For the purposes of this section, coverage is defined as the footprint of existing structures and pavement.

b. Impervious coverage which is permitted as a result of transfer-of-development-rights.

c. Public projects included in the Agency’s water quality Capital Improvements Program.
7.02.05.0 Use and Distribution of Mitigation Funds: The Agency shall collect and administer mitigation fees based on the offset requirements and such fees shall be known collectively as the Water Quality Mitigation Fund. The mitigation fees shall be deposited into commercial bank accounts, liquid asset funds, and/or purchase of certificates of deposits.

Water Quality Mitigation Funds shall be disbursed to the counties or city upon request for expenditure on remedial erosion control projects within the jurisdiction of origin for such funds as set forth in the Regional Plan and with the approval of the Agency. However, in no case shall any local jurisdiction (except Carson City, Nevada) receive less than 5% nor shall any local jurisdiction receive more than 50% of the total mitigation funds disbursed in any TRPA fiscal year, provided that the jurisdiction has applied for such funds within the fiscal year.

7.02.06.0 Monitoring Set-Aside: To evaluate the effectiveness of water quality mitigation measures, 5% of collected mitigation funds will be spent on water quality monitoring under the Interagency Tahoe Monitoring Program, for carrying out, in part, the Monitoring and Evaluation Program of the Regional Plan.

7.02.07.0 Streamzone Restoration Set-Aside: To provide financial resources for implementation of the stream environment zone restoration program, a new portion of the water quality capital improvements program, 5% of collected mitigation funds will be set aside for streamzone restoration projects including in the TRPA's adopted restoration program.

7.02.08.0 Administration Set-Aside: One-half percent of the total Water Quality Mitigation fund balance per month will be utilized for the TRPA administration of the fund. However, at no time shall such administration costs exceed 1/2 of the monthly investment income.

7.02.09.0 TRPA Revolving Fund: The TRPA shall also establish a fund, to be known as the Water Quality Revolving Fund, for the purpose of depositing funds received through grants, fines, and contributions. The TRPA may make grants from this fund to units of local government, and other public entities as appropriate, for abatement and control of water quality problems in the Tahoe region.
7.03.00.0 WATER SUPPLY AND CONSERVATION:

7.03.01.0 Water Conservation Devices: All new development shall employ appropriate measures to conserve water and reduce energy consumption. Existing development shall be retrofitted voluntarily in conjunction with a public education program operated by the water purveyors and the utility districts. (See also the Design Review Guidelines, Water Conservation Element.) Implementation of these measures shall, however, be completed within 5 years of plan adoption.

7.03.02.0 Water Rights Demonstration: No additional development requiring water shall be allowed in any area unless it can be demonstrated that there is adequate water supply for that development with an existing water right. Where the adequacy of a water supply or water right is challenged by Agency staff or any other person or party, the water purveyor shall provide documentation of adequate rights and supplies prior to the issuance of a permit by the TRPA. No water purveyor shall supply or cause to be supplied water to any proposed or existing development so that the total gross diversion as stated in the Nevada-California Interstate Compact (1969) is exceeded.

7.03.03.0 Storage and Distribution Requirements: No additional development requiring water shall be allowed in any area unless there exist adequate storage and distribution systems to deliver adequate quantity and quality of water for domestic consumption and fire protection. The Agency shall not accept applications for new developments without adequate proof from the appropriate fire protection agency. Proof of adequate water supply and distribution systems is addressed in Subset 3.06.02.2.

7.03.06.0 Reporting Requirements: The TRPA, water purveyors, and the states shall monitor the use of water within the Tahoe region and evaluate conformance with the California-Nevada Interstate Compact (1969) which addresses water diversions in the Basin. The water purveyors and the states shall observe the following reporting requirements:

7.03.06.1 Water Purveyors. All water purveyors shall report their total gross diversion for use for the previous water year (October through September) to the TRPA and the states by February 1 each year. The TRPA will make available to the purveyors the desired format of this report.
7.03.05.2 State Agencies. The California State Water Resources Control Board and the Nevada State Engineer shall report to the TRPA on the total gross diversion for use within the Tahoe region by June 1 of each year. The TRPA will make available to the state agencies the desired format of this report.
MEMORANDUM

Date: December 5, 1984

To: TRPA Advisory Planning Commission

From: Agency Staff

Subject: Modifications to Chapter 8 - Air Quality/Transportation Ordinance

At the last APC meeting, staff was directed to investigate an incentive program of credits or reduced fees for projects that reduce trips through a change in use.

The transportation planning staff is considering incentive strategies outside designated nodal areas. Nodal area strategies are presently being developed in litigation settlement negotiations.

Staff feels that cash incentives are not feasible. However, other strategies may be available such as: (1) providing bus tokens or discount transit fares for employees and customers; and (2) reduced on-bus advertising rates for eligible businesses.

The staff will make a brief presentation on this topic on December 12, and ask for APC comments. Please direct questions or comments to Jim Brennan at (916) 541-0249.

JB:bl
12/5/84
MEMORANDUM

December 4, 1984

To: The Advisory Planning Commission
From: The Staff

Subject: City of South Lake Tahoe Draft Plan Area Statements
(Agenda Item IV D. 1.)

The November APC packet contained the draft Plan Area Statements for the City of South Lake Tahoe. The APC failed to take action on these statements due to a lack of a quorum; therefore, the item has been continued to the December meeting. The APC should review the November draft plus the modifications proposed in agenda item IV D. 2.

GWB:jf
12/4/84

AGENDA ITEM IV D. 1.
MEMORANDUM

December 4, 1984

To: The Advisory Planning Commission

From: The Staff

Subject: Plan Area Statement Amendments in Response to Public Comment
(Agenda Item IV D. 2.)

Agency staff has included in this packet copies of Plan Area Statements that have been amended in response to public comments and with which Agency staff concurs. Each attached Plan Area Statement has the date of amendment and an asterisk (*) denoting the area changed.

Agency staff requests APC recommendation for concurrence with the modified drafts.

AGENDA ITEM IV D. 2.
PLAN DESIGNATION:

Land Use Classification - COMMERCIAL/PUBLIC SERVICE
Management Strategy - REDIRECTION
Special Designation - ELIGIBLE FOR REDEVELOPMENT PROJECTS
TDR RECEIVING AREA FOR:
1. Existing Development
2. Residential Bonus Units
3. Land Coverage
4. Allocations
SCENIC RESTORATION AREA
PREFERRED AFFORDABLE HOUSING AREA

DESCRIPTION:

Location: This planning area is split by the Truckee River near its outlet and is located on TRPA map C-7.

Existing Uses: This area encompasses most of the commercial uses in Tahoe City but also includes some condominiums, the state campground, and the Commons Beach. This area serves as the commercial center for the northwest portion of the Basin. The area is 70% built out.

Existing Environment: Much of this planning area borders both the Truckee River and Lake Tahoe. Development has mostly taken place in stream environment zones. The area is 60% SEZ, 35% low hazard, and the rest is high or moderate hazard. The land coverage is 55% plus an additional 10% disturbed. Much of the SEZ area actually drains to the Truckee River, instead of Lake Tahoe.

PLANNING CONSIDERATIONS:

1. A large portion of the land area classified as SEZ has a high percentage of coverage and may be eligible for a man-modified designation.

2. Some of the site design is inconsistent and inefficient, particularly in older areas that have not been remodeled or renovated recently. However, the influence of Design Guidelines and local advisory committees have resulted in improvements in recent years.

3. There is traffic congestion and inadequate parking for the commercial and recreational areas.

4. A portion of the U.S.-owned 69 acre tract is in this area.

5. Scenic Roadway Unit(s) 15 and 42 and Scenic Shoreline Unit 15 are within this Plan Area.
PLANNING STATEMENT: This area should continue to serve the commercial needs of the northwest portion of the Tahoe Region.

SPECIAL POLICIES:

* 1. The 1975 TRPA/Placer County Urban Design Plan shall be used as a guideline for future planning considerations with appropriate revisions to bring the design plan up to date. Implementation of the concepts of the Tahoe City Urban Design Study should result in a pedestrian-oriented, high quality tourist-commercial core area. The main focus of commercial activity should be on redevelopment, while some redirection may be appropriate. This policy applies to surrounding planning areas affected by the Urban Design Plan.

2. Implementation of the transportation proposals of the Tahoe City Urban Design Study is considered a priority project in order to alleviate traffic congestion problems, to improve air quality, and to encourage pedestrian and mass transit use in the core area.

3. Plan Area 001, or its immediate vicinity is a prime location for convention facilities. Such a use, subject to site specific review, should be found to be consistent with the Plan Area.

* 4. While legally established uses are considered conforming, new uses on the main highways should be primarily tourist-service in nature. Heavy commercial uses should be located off of the main highways.

* 5. Public Recreation opportunities on the Lake and Truckee River should be generally encouraged; however, use of the Truckee River for commercial rafting is already at a maximum desirable level. Parking for commercial rafting should be relocated either to the "64-acre" tract, south of the river, or to sites away from the "wye" area, with bus service into town.

6. Man-modified SEZ should be evaluated and restored to the extent which is practical and consistent with the TRPA SEZ restoration program.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Commercial/Redirection in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Mobile home developments and single family dwellings are prohibited.</td>
</tr>
<tr>
<td>Commercial</td>
<td>Batch plants, vehicle and freight terminals, and recycling and scrap are prohibited.</td>
</tr>
</tbody>
</table>

PAS 001
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Ordinance Standards: The standards as set forth in the TRPA Code of
Ordinances shall apply in this Plan Area except as follows:

Land Coverage - Off- and on-site scenic restoration and
    landscaping shall be considered when approving land coverage in excess of the Bailey
    coefficients.

Noise - The maximum cumulative noise level for this
    Plan Area is 60 CNEL. The maximum cumulative
    noise level for the Highway 28 and Highway 89
    corridors is 60 CNEL.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall
apply in this Plan Area except as follows:

1983 Recommendation - The recommendations for preserving scenic
    quality of this Plan Area as described on
    Pages 152, 153, 162 and 163 of the Lake Tahoe
    Basin Scenic Resource Evaluation 1983 shall
    be included.

Scenic Restoration - There will be strict adherence to the
    TRPA Design Review Guidelines until prepara-
    tion of the scenic restoration plan.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or
additional development that may be permitted in this Plan Area. Transfer of
existing development or construction of vested development is not considered new
for purposes of this section.

Residential: None.

Tourist: None.

Commercial: 60,000 square feet of gross floor area.

Recreation: No new developed facilities.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs
required by the Regional Goals and Policies Plan for this area shall be imple-
mented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on
    Figure VIII-11 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation
    Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone
    Restoration Program. (To be completed.)

4. The scenic restoration and landscaping improvements indicated in the
    restoration plan for the Highway 89 and Highway 28 corridors. (To be
    completed.)
PLAN DESIGNATION:

- Land Use Classification: RESIDENTIAL
- Management Strategy: MITIGATION
- Special Designation: TDR RECEIVING AREA FOR:
  1. Allocations
  2. Multi-Residential Units

DESCRIPTION:

Location: This area is located north of the Tahoe City commercial area and is found on TRPA map C-7.

Existing Uses: This low density residential area includes a golf course and an elementary school. Older, lower cost homes are located in the flat area near the school. The area is 80% built out.

Existing Environment: The land capability classification of this area is 40% low hazard, 15% moderate hazard, 40% SEZ and 5% high hazard. The disturbance risk is high in the vicinity of the school and moderate in the back hilly areas. The land coverage is 10% with an additional 10% disturbed.

PLANNING CONSIDERATIONS:

1. The golf course uses a large amount of fertilizer within the SEZ.
2. There is low efficiency use of the existing school facilities.
3. Subdivision improvements within the planning area are not adequate with respect to drainage, infiltration and slope stabilization.

PLANNING STATEMENT: This area should continue to serve as a residential neighborhood, maintaining the existing character.

SPECIAL POLICIES:

1. The golf course area should be continued as a buffer/open space area to the commercial development of Tahoe City.
2. The 1975 TRPA/Placer County Urban Design Plan shall be used as a guideline for future planning considerations with appropriate revisions to bring the Design Plan up to date. This policy applies to the surrounding Plan Areas affected by the Urban Design Plan.
3. Man-modified SEZ's should be evaluated and restored to the extent practical and consistent with the TRPA SEZ program.
4. Areas zoned for multiple residential under pre-existing County zoning may be considered for such.

5. The Elks Lodge has been included as part of Plan Area 001 since the facilities, as built, may not be suitable for single family dwelling use and are equipped to provide recreation, public service, or professional office use. If residential use is proposed, a plan area boundary adjustment should be done to include it in this Plan Area.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Residential/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

- Residential: Caretaker, employee housing, domestic animal raising, mobile home developments and dwellings, nursing and personal care, multi-person dwellings, residential care, and summer homes are prohibited.
- Tourist: Hotel, motel and other transient dwellings and resorts are prohibited.
- Commercial: All commercial uses are prohibited.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

- Noise: The maximum cumulative noise level for this Plan Area is 55 dNHL.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

- Residential: One unit per lot or parcel, plus 50 multi-residential units.
- Tourist: None.
- Commercial: None.
- Recreation: None.
IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-11 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - RECREATION
Management Strategy - REDIRECTION
Special Designation - SCENIC RESTORATION AREA
                    - SCENIC HIGHWAY CORRIDOR - HIGHWAY 89

DESCRIPTION:

Location: This area is located within the canyon area of the Truckee River between Tahoe City and River Ranch and is depicted on the following Agency maps: B-7, B-8, C-7, C-8 and the Tahoe City Quadrangle.

Existing Uses: Except for a few commercial and residential uses, this planning area is mostly undeveloped and in public ownership. The existing uses mostly occur in areas of poor land capability and along the highway corridor. Access to the areas not directly fronted by the highway is limited to unimproved roads. Recreational activities include river rafting, fishing, hiking, and biking.

Existing Environment: Most of the land in this area is classified as high hazard. The plant composition is dominated by mature stands of mixed conifer. The river and forested backdrop of the canyon combine to create a scenic entrance to the Basin.

PLANNING CONSIDERATIONS:

1. Most of the residential and commercial facilities are located within high hazard lands and detract from the scenic quality of the highway corridor.

2. Inadequate parking facilities along the highway contribute to visual and water quality problems.

3. The roadway unit leading into Tahoe City (Scenic Roadway Unit 42, 43) is targeted for scenic restoration by the adopted threshold standards.

4. The capacity of the highway is exceeded during peak use periods.

5. Drainage in this Plan Area flows to the Truckee River and away from Lake Tahoe.

PLANNING STATEMENT: This area should be managed for recreational uses that are compatible with the special scenic and resource values of the planning area. Existing developed facilities that contribute to scenic degradation in the area should be relocated to other suitable areas outside the planning area.
SPECIAL POLICIES:

* 1. Redirect existing commercial uses out of the planning area to Tahoe City. Since no new areas for heavy commercial use are not identified at this time in the Tahoe City area, relocation, although desirable, may not be feasible. Improved visual buffers may have to be relied on, instead, for scenic restoration. Relocation should be encouraged when appropriate sites can be found.

2. Provide suitable parking facilities for recreational users of the river.

3. Coordinate with the USFS and operators of the Deer Park ski facility to assess the feasibility of expanding the Deer Park operations into this planning area.

4. Optimize recreation and travel use of the river corridor to that which maintains its attractiveness and environmental stability.

5. Provide opportunities for low to moderate resource management in the plateau area.

6. Restrict the number of commercial rafts operating on the Truckee River to 200 or less.

7. Any improvements to Highway 89 must be compatible with the plans for the Tahoe City By-Pass.

8. No special distinctions relative to the implementation of the Regional Plan shall be made between lands in this Plan Area that drain or don't drain into Lake Tahoe.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Recreation/Redirection in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>All uses are prohibited except for single family homes, summer homes, and accessory uses, which may be permitted as special uses.</td>
</tr>
<tr>
<td>Tourist</td>
<td>All uses are prohibited.</td>
</tr>
<tr>
<td>Commercial</td>
<td>All uses are prohibited.</td>
</tr>
<tr>
<td>Public Service</td>
<td>All uses are prohibited except for transportation routes, pipelines and power transmissions, public safety facilities, public utility centers, and transit stations, which may be permitted as special uses.</td>
</tr>
</tbody>
</table>

PAS 003
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Recreation - Marinas, participant sports, and developed campgrounds are prohibited, and outdoor recreation concessions may be permitted as special uses.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

Density - The maximum permitted residential density is 1 unit per lot or parcel.

Noise - The maximum cumulative noise level is 50 except a noise standard of 55 shall apply along the Highway 89 corridor.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area except as follows:

Scenic Restoration - There will be strict adherence to the TRPA Design Review Guidelines until preparation of the scenic restoration plan.

1983 Recommendation - The recommendations for preserving scenic quality of this Plan Area as described on Pages 162(C) and 172(A) of the Lake Tahoe Basin Scenic Resource Evaluation 1983 shall be included.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

Residential: One unit per lot or parcel.

Tourist: None.

Commercial: None.

Recreation: 4 miles of trail.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-11 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)

4. The scenic restoration and landscaping improvements indicated in the restoration plan for the Highway 89 corridor. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - CONSERVATION

Management Strategy - MITIGATION

Special Designation - TDR RECEIVING AREA FOR:
1. Multi-Residential Units (Limited)

DESCRIPTION:

Location: This area forms the headwaters to Burton Creek and is depicted on TRPA maps C-6, C-7, D-6, and the Tahoe City Quadrangle.

Existing Uses: The area is managed for public use by the USFS and State of California. The area is suitable for timber harvest, limited grazing, and dispersed recreation, but to this date, very little resource management has occurred. Developed facilities and services are lacking.

Existing Environment: The area has good plant diversity and offers excellent wildlife habitat. The vast majority of the land area is in good capability. Dominant natural features include Burton Creek and Antone Meadows.

PLANNING CONSIDERATIONS:

1. Access to the area is limited by a poorly maintained road system.

2. Recreational and resource management opportunities are constrained by road conditions and lack of rights-of-way.

3. The dam at Antone Meadows creates a fish barrier and the pipe diversion out of the dam is poorly maintained and distracts from the surrounding scenic quality.

PLANNING STATEMENT: This planning area should continue to provide a full range of low to moderate resource use including opportunities for hiking, timber harvest, wildlife management, grazing of livestock, and recreation.

SPECIAL POLICIES:

1. Provide opportunities for intensive resource management practices to include regeneration harvest and selective cutting.

2. The water diversion at Antone Meadows should be eliminated, if possible, or at the very least, the diversion pipe should be concealed to eliminate visual impacts.

3. Improvement or expansion of the road system should be compatible with the type and intensity of use. The road through the meadow should be relocated to higher ground and bridge spans should be installed where the road crosses stream channels.
4. Logging road spurs in this area should be scarified and revegetated.

5. Provide opportunities to expand public camping opportunities.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Conservation/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

   Residential  - All uses are prohibited except for summer homes, employee housing, and multi-person dwellings, which may be permitted as special uses.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

   Density  - The residential density shall be 1 unit per lot or parcel, except where otherwise permitted for employee housing.

   Noise  - The maximum cumulative noise level is 50 CNEL.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

   * Residential: One unit per lot or parcel of record, plus 4 multi-residential units for employee housing associated with State Park lands.

   Tourist: None.

   Commercial: None.

   Recreation: 12 miles of trails; 600 PAOT for developed camping on state park lands.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - RESIDENTIAL
Management Strategy - MITIGATION
Special Designation - TDR RECEIVING AREA FOR:
1. Allocations

DESCRIPTION:

Location: This area is located along Highway 28 between Tahoe City and Lake Forest and can be found on TRPA maps C-5, C-6 and D-6.

Existing Uses: This area is made up of low density residential lake front homes, planned unit residential units in the Rocky Ridge Subdivision, and a motel. The area is 90% built out.

Existing Environment: This area is 60% low hazard, 25% high hazard and 15% SEZ. Land coverage is 40% plus an additional 22% disturbed. The shorezone tolerance districts are classified 4 and 7 and contain prime fish habitat.

PLANNING CONSIDERATIONS:

1. There is residential intrusion into the SEZ's.
2. The shoreline is showing evidence of bank erosion.
3. Lake front parcel improvements are not adequate with respect to drainage, infiltration and slope stabilization.
4. Development along the shoreline has resulted in degraded fish habitat.
5. Prime fish habitat in Lake Tahoe is tentatively identified for habitat restoration.
6. Scenic Roadway Unit 15 and Scenic Shoreline Unit 15 are within this Plan Area. Both are nonattainment areas.

PLANNING STATEMENT: This area should continue to be a residential area of the same type and character that now exists.

SPECIAL POLICIES:

1. No further development should be allowed in unstable areas of the shorezone.
2. The wall barrier on Burton Creek shall be removed or otherwise renovated to facilitate upstream migration of fish.
3. This area should be reevaluated for attainment of scenic thresholds.
4. The existing motel known as the Tamarack is recognized as a valid conforming use for purposes of maintenance, repair, and reconstruction. Expansion of the facility is a special use with preference given to relocation of the facility into preferred receiving areas.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Residential/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Caretaker, employee housing, domestic animal raising, mobile home developments and dwellings, nursing and personal care, multi-person dwellings, residential care, and summer homes are prohibited.</td>
</tr>
<tr>
<td>Tourist</td>
<td>Resorts are prohibited.</td>
</tr>
<tr>
<td>Commercial</td>
<td>All commercial uses are prohibited.</td>
</tr>
<tr>
<td>Public Service</td>
<td>All Public Service uses except government offices, pipelines and power transmission, public safety facilities, public utility centers, transit stations and terminals, and transportation routes are prohibited.</td>
</tr>
<tr>
<td>Recreation</td>
<td>Outdoor recreation concessions are prohibited.</td>
</tr>
</tbody>
</table>

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density</td>
<td>The maximum permitted residential density is 1 residential unit per lot or parcel.</td>
</tr>
<tr>
<td>Noise</td>
<td>The maximum cumulative noise level for this Plan Area is 50 CNEL. The maximum cumulative noise level for the Highway 28 corridor is 55 CNEL.</td>
</tr>
</tbody>
</table>

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.
Residential: One unit per lot or parcel.
Tourist: None.
Commercial: None.
Recreation: None.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policy Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figures VIII-11 and VIII-12 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)
PLAN DESIGNATION:

Land Use Classification  -  RECREATION
Management Strategy  -  MITIGATION
Special Designation  -  TDR RECEIVING AREA FOR:
1. Existing Developments

DESCRIPTION:

Location: This planning area includes the area in and around the high school site at Dollar Point and can be located on TRPA maps D-5 and D-6.

Existing Uses: Recreational facilities at this site include tennis courts, a softball field, a soccer field, and a nordic ski center. The TCPUD helps with the maintenance of the school facilities and leases the highlands area to a concessionnaire who operates the nordic center for winter cross country skiers. The remaining area is undeveloped land fronting Highway 28.

Existing Environment: This area is mostly covered by mixed conifer fir with mountain whitethorn as the predominate understory vegetation. Developed areas are mostly associated with the high school site and several openings that were cut to accommodate a proposed golf course. Most of the area is classified as low to moderate hazard.

PLANNING CONSIDERATIONS:

1. Off highway vehicle use is an occasional problem.

2. This Plan Area may provide an alternative site for recreation or residential facilities now located in SEZ's or other unsuitable areas.

3. Scenic Roadway Unit 16 is within this Plan Area.

PLANNING STATEMENT: This area should continue to provide developed recreational facilities for the local residents.

SPECIAL POLICIES:

1. Continue to provide winter recreational opportunities for cross country skiers.

2. A secondary access to the high school should be considered.

3. Off-road vehicle use should be discouraged.

4. This area should be reevaluated for attainment of scenic thresholds.
5. Consider this area as a preferred site to relocating recreation and residential facilities now located in stream environment zones or other unsuitable areas.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Recreation/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

- Residential: Caretaker, employee housing, domestic animal raising, mobile home developments and dwellings, nursing and personal care, multi-person dwellings, residential care, and summer homes are prohibited.
- Tourist: All Tourist uses are prohibited.
- Commercial: All Commercial uses are prohibited.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

- Density: The maximum permitted residential density is 1 residential unit per lot or parcel.
- Noise: The maximum cumulative noise level for the entire Plan Area is 55 CNEIL.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

- Residential: One unit per lot or parcel.
- Tourist: None.
- Commercial: None.
- Recreation: Additional recreation facilities to accommodate 100 PAOT.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policy Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-12 of Volume I of the 208 Water Quality Plan.
2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.
PLANNING CONSIDERATIONS:

1. Extensive SEZ disturbance is evident in this area.

2. The marina structure and miniature golf course have been identified as scenic problems.

3. There is a possibility to expand public use of the beach.

4. Access to Carnelian Canyon Creek for spawning fishes is thwarted by the effects of the marina, a waterfall barrier (man-made), and an underground passage below Highway 28.

5. Scenic Roadway Unit 18 and Scenic Shoreline Unit 19 are within this Plan Area.

PLANNING STATEMENT: This area should continue to serve the commercial needs of both the tourists and residents of the area.

SPECIAL POLICIES:

1. A scenic restoration plan for this area should concentrate on landscaping and drainage improvements.

2. Support increase of public beach access on lands west of the marina.

3. New development must be found compatible with an SEZ restoration program in this area.
SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Tourist/Redirection in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

Land Coverage - Marinas in this area should be considered as a commercial use for the purposes of land coverage.

Noise - The maximum cumulative noise level for this Plan Area is 55 CNEQ.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area except as follows:

1983 Recommendation - The recommendations for preserving scenic quality of this Plan Area as described on Pages 124 and 125 of the Lake Tahoe Basin Scenic Resource Evaluation 1983 shall be included.

Scenic Restoration - There will be strict adherence to the TRPA Design Review Guidelines until preparation of the scenic restoration plan.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

* Residential: One unit per lot or parcel.

Tourist: No new tourist units except through TDR of existing units.

Commercial: 5,000 square feet of gross commercial floor area.

Recreation: Additional recreation facilities to support 200 PACT.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-12 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.
3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)

4. The scenic restoration and landscaping improvements indicated in the restoration plan for the Highway 28 corridor. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - TOURIST
Management Strategy - REDIRECTION
Special Designation - ELIGIBLE FOR REDEVELOPMENT
TDR RECEIVING AREA FOR:
1. Land Coverage
2. Existing Development
3. Multi-Residential
SCENIC RESTORATION AREA

DESCRIPTION:

Location: This includes the commercial areas along Highway 28 and National Avenue in Tahoe Vista. This area is located on TRPA maps E-3 and E-4.

Existing Uses: The majority of the commercial uses along Highway 28 are tourist oriented, i.e., motels, restaurants, and marinas. The commercial uses on National Avenue are more service industrial. The shoreline uses are generally commercial and motel. This area is 75% built out.

Existing Environment: The area is classified as 80% low hazard, 10% moderate hazard, and 10% SEZ lands. The shoreline is a modified tolerance district 1 to the west and tolerance districts 7 & 6 to the east. The land coverage for the total area is 50% plus an additional 20% disturbed. The greater concentration of coverage is in the eastern portion.

PLANNING CONSIDERATIONS:

* 1. The upgrade and improvement of some motel facilities may help improve occupancy rates.

2. High coverage exists on lands adjacent to the shoreline and in the sand dune areas.

3. Prime fish habitat in Lake Tahoe is tentatively identified for habitat restoration.

4. Scenic Roadway Unit(s) 20 and Scenic Shoreline Unit(s) 21 are within this Plan Area.

PLANNING STATEMENT: Tahoe Vista should be redeveloped to continue to serve the commercial needs of the residents and tourists of the north shore.

SPECIAL POLICIES:

1. Service and manufacturing type uses should be limited to the National Avenue area off Highway 28.
2. Redevelopment of this area should be coordinated with the redevelopment plans for the North Stateline Casino Core and Kings Beach commercial area, particularly in regards to convention facilities.

3. TDR of residential units into this area may be converted to tourist accommodation units.

4. Encourage a local sign amortization program for nonconforming signs in this area.

* 5. The motel accommodations should be upgraded where desirable to help improve occupancy rates.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Tourist/Redirection in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

Recreation - Campgrounds will be considered special uses in this area.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

Density - The maximum permitted residential density is 1 residential unit per lot or parcel.

Noise - The maximum cumulative noise level for this Plan Area is 55 CNEL.

Land Coverage - Marinas in this area should be considered as a commercial use for purposes of land coverage.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area except as follows:

1983 Recommendation - The recommendations for preserving scenic quality of this Plan Area as described on Page 114(B) of the Lake Tahoe Basin Scenic Resource Evaluation 1983 shall be included.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

Residential: One residential unit per lot or parcel.

Tourist: None.
Commercial: 40,000 square feet of gross commercial floor area.

Recreation: None.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-13 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)

4. The scenic restoration and landscaping improvements indicated in the restoration plan for the Highway 28 corridor. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - COMMERCIAL/PUBLIC SERVICE
Management Strategy - REDIRECTION
Special Designation - ELIGIBLE FOR REDEVELOPMENT
TDR RECEIVING AREA FOR:
1. Land Coverage
2. Existing Developments

DESCRIPTION:

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

Existing Uses: This area includes several contractor yards, storage buildings and other like uses. This area is 45% built out.

Existing Environment: This area is classified as low hazard with 40% land coverage and an additional 25% is disturbed.

PLANNING CONSIDERATIONS:

1. Lack of subdivision improvements, poor site planning, and architectural design are evident in this area.

2. There is considerable litter and debris in Griff Creek adjacent to houses.

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

SPECIAL POLICIES:

* 1. The precise boundaries of the Planning Area should be reexamined after a field reconnaissance of existing uses. A master plan redevelopment plan would be the optimum redevelopment approach, but individual site rehabilitation should also be encouraged.

2. Relocated industrial uses from nonappropriate areas should be given priority in the development of this area.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Commercial/Public Service/Redirection in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:
Residential - All residential uses are prohibited.
Tourist - All tourist uses are prohibited.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

Noise - The maximum cumulative noise level for this Plan Area is 65 CNEL; however, noise levels in surrounding Plan Areas may not be exceeded due to noise events in this Plan Area.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area.

ESTIMATE OF NEW DEVELOPMENT: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

Residential: None.
Tourist: None.
Commercial: 30,000 square feet of gross floor area.
Recreation: None.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-13 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - RESIDENTIAL
Management Strategy - REDIRECTION
Special Designation - ELIGIBLE FOR REDEVELOPMENT
TDR RECEIVING AREA
1. Allocations
2. Existing Development
3. Multi-Residential
4. Land Coverage
PREFERRED AFFORDABLE HOUSING AREA
SCENIC RESTORATION AREA

DESCRIPTION:

Location: This lot and block subdivision is north of the Kings Beach commercial area and is located on TRPA maps F-3 and F-4.

Existing Uses: The area is a mixture of residential uses some commercial uses. The residential uses range from trailers to apartments to cabins. The area is one of the lower income areas in the Region. This area is 75% built out.

Existing Environment: The land capability is low hazard with 35% land coverage and 25% disturbed.

PLANNING CONSIDERATIONS:

1. The quality of development needs to be upgraded.
3. There is considerable litter and debris in Griff Creek adjacent to houses.

PLANNING STATEMENT: This area should continue to be a mixed residential area with substantial improvements to upgrade the character of the area.

SPECIAL POLICIES:

1. Low income housing displacements as a result of redirection developments should be mitigated.
2. Single family residential sites should be 50 feet or more in width.
3. A scenic restoration plan for this area should be completed within two years from the adoption of this Plan Area Statement. This is not an area identified by scenic thresholds for mandatory attainment, but it does need restoration under such review criteria.
4. Multi-family dwellings are the preferred residential type of development in this area when they are found compatible with existing uses.

5. Redevelopment should be encouraged in terms of planned-unit developments that make the most efficient use of site design. Redevelopment projects should allow resubdivision of property equivalent to the numbers of units created by the old subdivision map, with reversions to acreage of the old subdivision lots. Substandard housing and mobile home and trailer park developments should be encouraged to be converted to better quality, more permanent housing stock, while emphasis is given to affordable housing developments.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Residential/Redirection in Subset 2,01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

- Residential
  - Single family houses are a special use.
- Tourist
  - Resorts are prohibited.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

- Noise
  - The maximum cumulative noise level for this Plan Area is 55 CNEQ.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area except as follows:

- Scenic Restoration
  - There will be strict adherence to the TRPA Design Review Guidelines until preparation of the scenic restoration plan.

ESTIMATE OF NEW DEVELOPMENT: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

- Residential: One unit per lot or parcel plus 250 additional multi-residential units.
- Tourist: None.
- Commercial: None.
- Recreation: None.
IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-13 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)

4. The scenic restoration and landscaping improvements indicated in the restoration plan. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - RESIDENTIAL

* Management Strategy - MITIGATION

Special Designation - TDR RECEIVING AREA FOR:
1. Existing Developments
2. Residential Bonus Units
3. Land Coverage
4. Allocations
PREFERRED AFFORDABLE HOUSING LOCATION
SCENIC RESTORATION AREA

DESCRIPTION:

Location: This is the high density residential area surrounding the commercial core in Incline Village and is located on TRPA and is located on TRPA maps G-3 and H-3.

Existing Uses: This area is a mixture of newer condominiums, apartments, timeshare and miscellaneous commercial uses. The area is 80% built out.

Existing Environment: The lands are classified 90% low hazard with 10% SEZ. The land coverage is 40% plus an additional 25% disturbed.

PLANNING CONSIDERATIONS:

1. The few remaining undeveloped sites are surrounded by multiple density residential development.

2. 'Backyard' dams and road culverts create partial barriers to fish migration on Wood Creek.

3. Scenic Roadway Unit 22 is within this Plan Area.

PLANNING STATEMENT: This area should continue to be a multi-residential area, maintaining the existing character of the neighborhood.

SPECIAL POLICIES:

1. This area is a preferred site for affordable housing.

2. Encourage accessory recreation uses for residents of this area.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.
Table of Uses: The uses listed under Residential/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area.

- **Tourist**: Hotel, motel and other transient dwelling units, hotel timeshare and recreational vehicle parks are prohibited.

- **Public Service**: All Public Service uses except government offices, pipelines and power transmission, public safety facilities, public utility centers, transit stations and terminals, and transportation routes are prohibited.

**Ordinance Standards**: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

- **Land Coverage**: Scenic restoration and landscaping shall be considered when approving land coverage in excess of the Bailey coefficients.

- **Noise**: The average noise level for the plan area including the Highway 28 corridor shall not exceed 55 CNEL.

**Design Criteria**: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area except as follows:

- **Scenic Restoration**: There will be strict adherence to the TRPA Design Review Guidelines until preparation of the scenic restoration plan.

**NEW DEVELOPMENT LIMITATIONS**: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

- **Residential**: One single family unit per lot or parcel plus 50 additional new multi-residential units.

- **Tourist**: None.

- **Commercial**: None.

- **Recreation**: Additional facilities to accommodate 100 PACT.

**IMPROVEMENT PROGRAMS**: The capital improvement and other improvement programs required by the Regional Goals and Policy Plan for this area shall be implemented. The improvements include, but are not limited to, the following:
1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-14 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)

4. The scenic restoration and landscaping improvements indicated in the Restoration Plan for the Highway 28 corridor. (To be completed.)
PLAN DESIGNATION:

Land Use Classification  -  TOURIST
Management Strategy  -  MITIGATION
Special Designation  -  TDR RECEIVING AREA FOR:
1. Existing Developments
2. Residential Bonus Units
3. Land Coverage
4. Allocations
   PREFERRED AFFORDABLE HOUSING AREA

DESCRIPTION:

Location: This area is located east of the commercial area around the Hyatt Hotel and is found on TRPA maps H-3 and H-4.

Existing Uses: The area contains some condominiums, a resort and raquet club, some retail commercial use, a hotel casino, and an IVGID beach and recreation area. There are large tracts of undeveloped land. The area is 65% built out.

Existing Environment: The area is 60% low hazard and 40% SEZ. This area does have the ability to provide extra SEZ treatment functions. The shorezone tolerance is 7. The land coverage is 30% plus an additional 10% disturbed.

PLANNING CONSIDERATIONS:

1. There is limited access to the beach and boat ramp.
2. No boat fueling facilities exist in this area.
3. There is a possible site for SEZ treatment facilities.
4. The bridges at Lakeshore Boulevard and Tahoe Boulevard act as barriers to upstream migration of fishes on Incline Creek.
5. Both Third and Incline Creeks provide migratory fish habitat and the Lake habitat is tentatively designated for habitat restoration.
6. Scenic Roadway Unit 22 and Scenic Shorezone Unit 23 is within this Plan Area. The roadway unit is nonattainment.

PLANNING STATEMENT: This area should continue to provide a mixture of resort recreation services and accommodations.

SPECIAL POLICIES:

1. Public recreation opportunities in the shorezone should be considered where lawful and feasible.
2. TDR of residential units into this area may be converted to tourist accommodation units on a one to one basis.

3. This area is designated for the location of stream environment zone treatment systems by the Regional Plan as required for mitigation of water quality problems for watershed association #4. Retirement of stream environment zone lands and restoration according to TRPA specifications may be considered in the TDR program; five units per acre not to exceed 50 total residential units.

4. This area is a preferred site for affordable housing for employees of businesses located in this plan area.

5. Placement of facilities lakeward of high water should avoid impacts to upstream migration of spawning fishes.

6. This segment of the Scenic Roadway Unit should be reevaluated.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Tourist/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

| Residential | Mobile home developments and summer homes are prohibited. |
| Commercial  | Auto, mobile home and vehicle dealers, building materials and hardware, fuel and ice dealers, outdoor retail sales, auto repairs and service, laundries and dry cleaning plants, and all Manufacturing and wholesale/storage uses are prohibited. |

* Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

| Land Coverage | The maximum coverage for Commercial and Public Service uses in the area is 50%. |
| Noise        | The average noise level for the Highway 28 corridor and the entire planning area is 55 CNEL. |

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area except as follows:

PAS 048
Page 2 of 3
1983 Recommendation - The recommendations for preserving scenic quality of this Plan Area as described on Pages 76(C) and 77(D) of the Lake Tahoe Basin Scenic Resource Evaluation 1983 shall be included.

Scenic Restoration - There will be strict adherence to the TRPA Design Review Guidelines until preparation of the scenic restoration plan.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

Residential: One unit per lot or parcel plus 100 additional multi-residential units.

Tourist: No tourist units except for the 100 residential units may be converted to tourist.

Commercial: 20,000 square feet of gross floor area.

Recreation: 100 PACT of developed facilities to support beach recreation.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policy Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-14 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)

4. The scenic restoration and landscaping improvements indicated in the Restoration Plan for the Highway 28 corridor. (To be completed.)
PLAN DESIGNATION:

- Land Use Classification: RECREATION
- Management Strategy: MITIGATION
- Special Designation: NONE

DESCRIPTION:

Location: Ski Incline is located east of Incline Village about three-quarters of a mile north of Highway 28 on Ski Way. It is located on TRPA maps H-3 and Mt. Rose Quadrangle.

Existing Uses: This area provides facilities for downhill skiing. The resort is owned and operated by Incline Village General Improvement District (IVGID). Existing facilities include six ski lifts and five buildings built in an "alpine/tyrolean" style architecture. Annual ticket sales approach 100,000.

Existing Environment: Mixed conifer fir is the dominant plant community in this planning area. Openings in the forest canopy have been made to accommodate ski trails and chair lifts. Most of the area is classified as high hazard.

PLANNING CONSIDERATIONS:

1. Incline Creek has been extensively modified in this area and placed within a culvert under the ski area parking lot.

2. The area is steep and exhibits unstable soil conditions.

3. The scenic quality of views from the ski slopes is affected by adjoining development.

4. This area is within Scenic Resource Evaluation Area 6.

PLANNING STATEMENT: This area should continue to provide downhill skiing opportunities to the extent that the associated uses can be mitigated to prevent unacceptable erosion and loss of natural vegetation.

SPECIAL POLICIES:

1. Provide opportunities for ski area expansion consistent with the need to redevelop the base facilities to enhance the scenic quality of the resort, to improve operation efficiency, and to protect water quality.

2. Operate the diversion on Incline Creek consistent with adopted in-stream flow standards.
SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Recreation/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>All uses are prohibited except temporary dwellings may be permitted as special uses.</td>
</tr>
<tr>
<td>Tourist</td>
<td>All uses are prohibited.</td>
</tr>
<tr>
<td>Commercial</td>
<td>All uses are prohibited.</td>
</tr>
<tr>
<td>Public Service</td>
<td>All Public Service uses except government offices, pipelines and power transmission, public safety facilities, public utility centers, transit stations and terminals, and transportation routes are prohibited.</td>
</tr>
<tr>
<td>Recreation</td>
<td>All but the following uses are prohibited: Cross country skiing courses, day use areas, downhill skiing areas, riding and hiking trails, snowmobile courses, and temporary events.</td>
</tr>
<tr>
<td>Resource Management</td>
<td>Regeneration harvest and Range Uses are prohibited.</td>
</tr>
</tbody>
</table>

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

- **Noise**
  - The plan area shall have a 55 CNEL limitation.

- **Density**
  - The maximum permitted residential density is 1 residential unit per lot or parcel.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area except as follows:

- **1983 Recommendation**
  - The recommendations for preserving scenic quality of this Plan Area as described on Pages 68(B) and (C) of the Lake Tahoe Basin Scenic Resource Evaluation 1983 shall be included.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.
Residential: None.
Tourist: None.
Commercial: None.
Recreation: Increased downhill skiing capacity to accommodate an additional 500 PAOT; 4 miles of trail on USFS lands.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-14 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - RECREATION
Management Strategy - MITIGATION
Special Designation - SCENIC CORRIDOR - HIGHWAY 28
TDR RECEIVING AREA FOR:
1. Multi-Residential Units (Limited)

DESCRIPTION:

Location: This area is situated on the lakeward side of a line 300 feet east of Highway 28 and extends from Rocky Point to Skunk Harbor. The mapped boundaries of this area are depicted on TRPA maps H-4 and the Marlette Lake Quadrangle.

Existing Uses: Lake Tahoe forms the western boundary of this planning area and for this reason the area is popular for scenic driving, fishing, sunbathing, boating, and swimming. The largest portion of the planning area is managed for recreational use by the USFS and Nevada State Parks. Sand Harbor is a developed recreational site that provides day use facilities for beach and boat users. Much of the remaining shoreline is used less intensively by swimmers and sunbathers. Private areas include the Rocky Point Subdivision, Whittell’s Thunderbird Lodge, and a small parcel with 2 cabins in the vicinity of Secret Harbor. In addition, State Park employee residences are also within this Plan Area.

Existing Environment: The shoreline is rocky, often steep in places, and is classified as moderate to high hazard. The backshore is covered by large pine and fir trees with a moderate to dense understory of shrub vegetation. The only known active osprey nest site in Nevada is located in this Plan Area.

PLANNING CONSIDERATIONS:

1. Trails to the shoreline are creating erosion problems.

2. Parking for access to the shorezone is primarily on the highway shoulder and is contributing to water quality problems and detracts from the scenic drive.

3. Residential development contributes runoff directly to the Lake.

4. Undeveloped parcels at Rocky Point are located on high hazard lands, with some lacking adequate improvements.

5. There is a barrier to fish migration where Tunnel Creek passes under Highway 28.

6. There are 2 water filings on Marlette Creek that could cause problems with late summer flows.
7. The slopes extending up from Highway 28 are highly visible from paths leading down to Hidden Beach and other areas along the Lake.

8. There are localized sanitary problems along the shorezone due to the popularity of the area and lack of toilet facilities.

9. Scenic Roadway Units 26 and 27, Scenic Shoreline Units 24 and 25, and Scenic Resource Evaluation Areas 4 and 5 are within this Plan Area.

PLANNING STATEMENT: Developed recreation facilities shall be limited to existing sites and the remainder of the area should be managed for dispersed recreation consistent with the tolerance capabilities of the shorezone. Existing residential uses shall be allowed to remain.

SPECIAL POLICIES:

1. Access to the undeveloped portions of the shorezone should be restricted to a developed system of trails.

2. Disturbing activities shall be minimized in the vicinity of the osprey nest sites.

3. Offsite parking in association with transit service and ecologically designed trails to the shorezone should be provided to improve shorezone access where recreation capacity remains in combination with roadway parking controls to eliminate parking problems.

4. The placement of a vault toilet that can be serviced via a maintenance road/trail should be considered for Hidden Beach. Such road and facility shall be set back from the edge of the bluff.

5. Highway 28 should be managed as a scenic corridor with special emphasis placed on stabilization and revegetation of road cuts. Attractive wooded barricades should be placed along the roadway where parking is contributing to erosion or vegetation damage. Paved pullouts should be established for short-term parking where deemed appropriate by personnel of the USFS or State Parks.

6. Pullout facilities along Highway 28 should provide opportunities for scenic viewing and picture taking and should be designed to blend in with the natural features of the area.

7. Road cuts along Highway 28 should be stabilized and revegetated to enhance the scenic quality of views from the roadway, lake, and trails.

8. Development should not be permitted where tree cover is too sparse to visually absorb new structures, road cuts, and other attendant improvements.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

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Page 2 of 4
Table of Uses: The uses listed under Recreation/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

- Residential: All uses are prohibited except for single family houses, caretaker residences, employee housing, and summer homes, which may be permitted as special uses. All existing residential uses are allowed uses.
- Tourist: All Tourist uses are prohibited.
- Commercial: All Commercial uses are prohibited.
- Public Service: All Public Service uses except government offices, pipelines and power transmission, public safety facilities, public utility centers, transit stations and terminals, and transportation routes are prohibited.
- Resource Management: Regeneration harvest and Range Uses are prohibited.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

- Land Coverage: The maximum coverage for all land uses other than regional transportation facilities shall be as per the Bailey coefficients.
- Density: The maximum permitted residential density is 1 unit per lot or parcel, except where otherwise permitted for employee housing.
- Noise: The maximum cumulative noise level is 50 CNEL. The maximum cumulative noise level for the Highway 28 corridor is 55 CNEL.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area except as follows:

- 1983 Recommendation: The recommendations for preserving scenic quality of this Plan Area as described on Pages 52(D) and 60(A), (C), and (D).

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

- Residential: One residential unit per lot or parcel plus 10 additional multi-residential units for employee housing.
- Tourist: None.
- Commercial: None.
- Recreation: Improvement to existing unimproved pullout facilities; 8 miles of trail on USFS lands.
IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII 15 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.
PLAN DESIGNATION:

- Land Use Classification: RECREATION
- Management Strategy: MITIGATION
- Special Designation: SCENIC CORRIDOR - HIGHWAY 50
  TDR RECEIVING AREA FOR:
  1. Existing Development
  2. Multi-Residential Units

DESCRIPTION:

Location: This area is located on both sides of Highway 50 in the vicinity of Zephyr Cove and is depicted on TRPA map H-14.

Existing Uses: This area includes the federally-owned Zephyr Cove Resort and Marina, which includes the mooring location of the M. S. Dixie Tour Boat, the Douglas County offices, an elementary school and a high school, a Douglas County park, and a large estate. The area is approximately 50% built out. The shoreline is 50% in public ownership.

Existing Environment: The lands are classified as 10% high hazard, 25% SEZ, 30% moderate hazard and the remaining as low hazard. The shorezone tolerance districts are 1, 7, and 8. The land coverage and disturbance is moderate to high. Habitat for Porippa subumbellata is found in limited areas on the beach.

PLANNING CONSIDERATIONS:

1. Traffic congestion at the resort aggravates pedestrian and vehicular safety.
2. The public beach near Skyland is not readily accessible.
3. There are at least two barriers to fish migration on Zephyr Creek and several water filings have the potential to dry the creek up in late summer.
5. The campground, roads, and portions of parking at the resort are contributing to water quality problems.
6. Scenic Roadway Unit 30, Shoreline Units 28 and 29, and Scenic Resource Evaluation Area 2 are within this Plan Area.
SPECIAL POLICIES:

1. Bring all road and parking areas up to 208 water quality standards, prevent vehicular access to open space lands, and restore disturbed SEZ's whenever possible to their naturally functioning capabilities.

2. Improve the traffic flow between the resort and highway.

3. Certain areas of the beach should be managed for the protection of Rorippa.

4. Expansion of access to public beach areas should be a high priority.

5. The Douglas County Park Master Plan should be used as a planning guide for the County lands.

6. The Zephyr Cove Resort is a preferred area for tour boat operations.

7. Existing residential uses, outside publically-owned lands, shall be allowed to remain as allowed uses with opportunities for expansion consistent with Agency regulations. New single family houses permitted through TDR shall not be eligible for multi-residential bonus units.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

* Table of Uses: The uses listed under Recreation/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

  Resource Management - Regeneration harvest is prohibited.

* Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

  Noise - The maximum cumulative noise level for this Plan Area is 55 CNEL. The maximum cumulative noise level along Highway 50 is 65 CNEL.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area except as follows:

1983 Recommendation - The recommendations for preserving scenic quality of this Plan Area as described on Pages 30(B) and (C) of the Lake Tahoe Basin Scenic Resource Evaluation 1983 shall be included.
NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

- **Residential:** One unit per lot or parcel, plus 2 additional multi-residential units.
- **Tourist:** None.
- **Commercial:** None.
- **Recreation:** 560 additional PAOT for Zephyr Cove overnight/day use on USFS-managed lands and 2 miles of trail.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-17 of Volume I of the 208 Water Quality Plan.
2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.
3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)
PLAN DESIGNATION:

Land Use Designation - RECREATION
Management Strategy - MITIGATION
Special Designation - SCENIC CORRIDOR - HIGHWAY 50

DESCRIPTION:

Location: This area extends from McPaul Creek to Elks Point Road, generally west of Highway 50. The mapped boundaries of this area are located on TRPA map H-15.

Existing Uses: The area is generally undeveloped except for the old Round Hill resort and a few private residences.

Existing Environment: 33% of the area is high hazard, while the remainder is classified as moderate. The shorezone tolerance is rated as 1 and 8. There is a large meadow at the north end. The land coverage and disturbance is low to moderate.

PLANNING CONSIDERATIONS:

1. The USFS has recently purchased the majority of the area within this Plan Area.
2. A land capability challenge has been approved for a portion of the property.
3. Scenic Roadway Unit 30 and Scenic Shoreline Unit 29 are within this Plan Area.

PLANNING STATEMENT: This area should be managed for recreational opportunities including provisions for increased public access to the shoreline.

SPECIAL POLICIES:

1. A recreation master plan should be prepared for the public lands in this Plan Area. Such plan shall include a detailed description of the historical level of use, proposed long-term recreation improvements, water quality improvements (BMP's), and mitigation programs.
2. Until such time as a master plan is approved for the public lands in this area, the site should be managed consistent with the level of historic use. Allowances to increase the use capacity of the site beyond historical levels shall be approved in conjunction with the adoption of the master plan.
3. Boat docking and mooring facilities should be provided but boat launching facilities will be discouraged until ingress/egress problems are resolved.
SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Recreation/Mitigation in Subsection 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

- **Residential**: Home occupations and mobile home dwellings are prohibited.
- **Tourist**: All uses are prohibited except resorts may be permitted as special uses.
- **Commercial**: All uses are prohibited.
- **Public Service**: All uses are prohibited except for churches, government offices, public safety facilities, transit stations, and transportation routes, which may be permitted as special uses.
- **Recreation**: Participant sports, skiing facilities, and snowmobile courses are prohibited.
- **Resource Management**: Regeneration harvest and selection cuts are prohibited.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

- **Density**: The maximum permitted residential density is 1 residential unit per lot or parcel.
- **Noise**: The maximum cumulative noise level for this Plan Area is 50 CNEL. The maximum cumulative noise level for the Highway 50 corridor is 65 CNEL.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

- **Residential**: One unit per lot or parcel.
- **Tourist**: None.
- **Commercial**: None.
- **Recreation**: Developed facilities to accommodate an additional 100 PAOT; 3 miles of trail.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:
1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-17 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)
PLAN DESIGNATION:

Land Use Designation - RECREATION
Management Strategy - MITIGATION
Special Designation - SCENIC CORRIDOR - HIGHWAY 50

DESCRIPTION:

Location: This area includes the Edgewood golf course area at south Stateline. The boundaries of this area are depicted on TRPA map H-16.

Existing Uses: The area contains the Edgewood Golf Course, the 4-H camp, and some miscellaneous private uses.

Existing Environment: Approximately 60% of the area is classified SEZ, and 40% is low hazard. The shorezone tolerance district is 1. The land coverage and disturbance are low. Habitat for *Rorippa subumbellata* is found on the beach.

PLANNING CONSIDERATIONS:

1. Problems associated with the golf course include fertilizer application in close proximity to surface water.

2. Edgewood Creek has been diverted, placed in culverts, and rerouted throughout this area and may be receiving large amounts of nutrients from the golf course.

3. Scenic Roadway Unit 32 and Scenic Shoreline Unit 30 are within this Plan Area.

4. The golf course provides a useful recreational service to the casino patrons.

PLANNING STATEMENT: The area should continue to be a recreation area with a golf course being the primary use.

SPECIAL POLICIES:

1. A fertilizer management program should be initiated at the golf course and the course redesigned to provide for natural buffers of vegetation along the creek and pond areas, wherever possible.

2. Protect the *Rorippa* populations in this beach area adjoining the mobile home park.

3. A master plan should be prepared for the 4-H Camp to outline the long-term improvements, management, and uses of the entire facility.
SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Recreation/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Use Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>All uses are prohibited except for single family homes and summer homes which may be permitted as special uses.</td>
</tr>
<tr>
<td>Tourist</td>
<td>All uses are prohibited.</td>
</tr>
<tr>
<td>Commercial</td>
<td>All uses are prohibited except for eating and drinking places and nurseries, which may be permitted as special uses.</td>
</tr>
<tr>
<td>Public Service</td>
<td>Cemeteries, churches, cultural facilities, hospitals, membership organizations, public assembly and entertainment facilities, schools, and social service organizations are prohibited.</td>
</tr>
<tr>
<td>Recreation</td>
<td>Golf courses are an allowed use.</td>
</tr>
</tbody>
</table>

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density</td>
<td>The maximum permitted residential density is 1 residential unit per lot or parcel.</td>
</tr>
<tr>
<td>Noise</td>
<td>The maximum cumulative noise level for this Plan Area is 55 CNEL, except a noise standard of 65 shall apply to the Highway 50 corridor.</td>
</tr>
</tbody>
</table>

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

<table>
<thead>
<tr>
<th>Category</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>One unit per lot or parcel.</td>
</tr>
<tr>
<td>Tourist</td>
<td>None.</td>
</tr>
<tr>
<td>Commercial</td>
<td>None.</td>
</tr>
<tr>
<td>Recreation</td>
<td>None.</td>
</tr>
</tbody>
</table>

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

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Page 2 of 3
1. Improvements required by the Surface Water Management Plan as shown on Figures VIII-17 and -18 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - TOURIST
Management Strategy - MITIGATION
Special Designation - TDR RECEIVING AREA FOR:
1. Land Coverage
2. Existing Tourist Units
SCENIC RESTORATION AREA

DESCRIPTION:

Location: This is the hotel and gaming area of South Stateline, Nevada and is located on TRPA map H-16.

Existing Uses: This area includes four major hotel casinos, and one smaller casino, together with some miscellaneous uses.

Existing Environment: The lands are classified as 60% low hazard and 40% SEZ. The land coverage is approximately 70% with 10% disturbed.

PLANNING CONSIDERATIONS:

1. This area has traffic congestion problems as peak periods. This area is the major traffic generator within the Basin.

2. Compact provisions related to gaming must be followed.

3. Harvey's Hotel and Casino expansion and three parking garage approvals could have impacts on the area.

4. Transportation element identifies a possible transit terminal for this area.

5. This plan area is within Scenic Roadway Unit 31.

6. This area has a number of large boilers that may, in the future, require some controls.

PLANNING STATEMENT: This area should continue as a gaming area and the facilities devoted to unrestricted gaming activities shall be allowed to continue pursuant to the limitations set forth in the TRPA Compact as amended.

SPECIAL POLICIES:

* 1. Caesars Tahoe open space as set forth in that certain recorded instrument dated the _______ day of ________, recorded in Book 1078, Page 634, of the Official Records of Douglas County, should be continued to be maintained as a scenic view corridor and any and all activities taking place on the Caesars Tahoe property should be viewed in light of said open space.
2. The area within the confines of the Loop Road is a suitable receiving zone for the transfer of existing tourist units and land coverage.

3. A special Stateline transportation plan should be developed for this and adjacent plan areas. The transportation plan should be integrated with the other objectives of the Regional Plan such as scenic restoration, SEZ restoration, open space, etc., and shall consider a pedestrian mall and transit terminal.

4. Scenic Roadway Unit 31 should be reviewed and reclassified according to planning area segments. The scenic restoration should consider the nature and scale of this segment when evaluating attainment of the scenic thresholds.

5. Consideration shall be given to designating the Loop Road as a transportation corridor after the same is in full use.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall be reviewed after adoption for applicability to this Plan Area.

Table of Uses: The uses listed under Tourist/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

- Residential: All Residential uses are prohibited.
- Commercial: Gaming is an allowed use. All retail uses except eating and drinking places, food and beverage retail sales, general merchandise stores, and service stations are prohibited. All service commercial except financial, offices, and personal services are prohibited. All Manufacturing and Wholesale/Storage uses except those related to gaming are prohibited.
- Public Service: Cemeteries, churches, and schools are prohibited.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

- Noise: The maximum cumulative noise level for this Plan Area is 55 CNEL except for the Highway 50 corridor which shall be 65 CNEL. Consideration shall be given to designating the Loop Road as a transportation corridor after the same is in full use.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area except as follows:
Scenic Restoration - There will be strict adherence to the TRPA Design Review Guidelines until preparation of the scenic restoration plan.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer modification of existing or approved development, or construction or modification of vested development, or internal modifications of structures housing gaming under a nonrestricted license are not considered new for purposes of this section.

Residential: One unit per lot or parcel.

Tourist: No new tourist accommodation units.

Commercial: 25,000 square feet of gross floor area.

Recreation: No new developed recreation.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-2 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan and the pedestrian separation between High Sierra and Caesars and Harrah's Loop Road access.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)

4. The scenic restoration and landscaping improvements indicated in the restoration plan for the Highway 50 corridor. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - CONSERVATION
Management Strategy - MITIGATION
Special Designation - NONE

DESCRIPTION:

Location: This is a large undeveloped area south of the City of South Lake Tahoe. The area is depicted on TRPA maps G-20, G-21, H-18, H-19, and the South Lake Tahoe and Freel Peak Quadrangles.

Existing Uses: Most of this area is in public ownership and is managed by the USFS for low to moderate resource use. Forest practices include range allotment, timber harvest, wildlife habitat improvements, and dispersed recreation management. Recreational activities include hiking, fishing, cross country skiing, and off-road vehicle use.

Existing Environment: The land capability of this area is a mixture of low, moderate, and high hazard. Creeks passing through this area include Heavenly Valley, Cold, Trout, and Saxon. Dominant plant species include red and white fir, lodgepole pine, willow, greenleaf manzanita, and Basin Sagebrush.

PLANNING CONSIDERATIONS:

1. Off-road vehicle use is creating localized erosion problems and nuisances.
2. Access to Star Lake and Freel Peak is through private land with no public right-of-way.
3. Close interface with urban areas provides potential for developed recreation sites.
4. The future status of a Caltrans right-of-way through this Area is uncertain.

PLANNING STATEMENT: This area should continue to be managed for low to moderate resource use to include timber, grazing, recreation, and wildlife habitat management.

SPECIAL POLICIES:

1. Reduce user conflicts between adjoining residents and off-road vehicle users.
2. Improve the instream habitat for fishes in the various creeks that pass through this area.
3. Low hazard lands adjacent to the Sierra Tract should be considered for development of urban recreation uses.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Conservation/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

Density
- The maximum permitted residential density is 1 residential unit per lot or parcel.

Noise
- The maximum cumulative noise level for this Plan Area is 50 CNEL.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area.

ESTIMATE OF NEW DEVELOPMENT: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

Residential: One unit per lot or parcel of record.

Tourist: None.

Commercial: None.

Recreational: A campground at Trout Creek to accommodate 490 PAOT; Trout Creek winter parking to accommodate an additional 16 PAOT; City Park to accommodate 240 PAOT; and 10 miles of trail.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - RECREATION
Management Strategy - MITIGATION
Special Designation - NONE

DESCRIPTION:

Location: This area includes most of the meadow area north of Montgomery Estates along Bijou Creek and is delineated on the following Agency maps: G-17, G-18, and H-18.

Existing Uses: Most of this area is undeveloped although there are some residential uses and other developed facilities that include Bijou golf course, a cemetery, radio transmission towers, and emergency sewage holding ponds. An important recreation use in the winter is cross country skiing.

Existing Environment: More than half of this area is classified as SEZ. Good capability lands account for 43% of the planning area. Dominant plant species include lodgepole pine, willow, and marsh vegetation.

PLANNING CONSIDERATIONS:

1. The SEZ has been encroached upon by intensive uses and has been extensively modified in localized areas. The nutrient cleansing capacity of Bijou Creek has been significantly reduced.

2. There is widespread insect infestation.

3. Lodgepole pine are gradually encroaching upon the meadow vegetation.

4. The area offers excellent and cost effective opportunities for stream zone restoration.

5. The future status of a Caltrans right-of-way through this Area is uncertain.

6. A regional city park is being considered for this Area.

PLANNING STATEMENT: The SEZ of this planning area should be restored through redirection of existing uses and preserved as a natural functioning stream environment zone.
SPECIAL POLICIES:

1. No new facilities shall be developed within a SEZ. The existing golf course may be retained, and improved to executive course standards (target greens), so long as maintenance practices are implemented to prevent nutrients from reaching Lake Tahoe, and such is necessary to successful completion of a TRPA approved master plan.

2. The vegetation should be managed to control the insect/disease problems.

3. Uses within the SEZ should compliments objectives related to the natural treatment of water, scenic quality, vegetation preservation, and wildlife movement.

4. Developed facilities adjacent to the stream environment zone shall be screened from views originating from within the stream environment zone.

5. Development of city park facilities should be restricted to areas of good land capability and the recreation capacity of new recreation facilities shall be approved pursuant to an approved master plan.

6. The TRPA Basin-wide bicycle and pedestrian facility plan should consider the construction of new bike trails crossing the meadow, specifically Pioneer Village to Glenwood, and offset mitigation measures, if any, shall be consistent with the Code of Ordinances.

7. New roadway alignments through SEZ's are to be discouraged.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Recreation/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Employee housing, domestic animal raising, mobile home dwellings, and summer homes are prohibited.</td>
</tr>
<tr>
<td>Tourist</td>
<td>All Tourist uses are prohibited.</td>
</tr>
<tr>
<td>Commercial</td>
<td>All Commercial uses are prohibited.</td>
</tr>
</tbody>
</table>

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density</td>
<td>The maximum permitted residential density is 1 unit per lot or parcel.</td>
</tr>
<tr>
<td>Noise</td>
<td>The maximum cumulative noise level is 50 CNEL.</td>
</tr>
</tbody>
</table>

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area.
NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

Residential: One unit per lot or parcel.

Tourist: None.

Commercial: None.

* Recreation: City Park facilities to accommodate 400 PAOT.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-2 of Volume I of the 208 Water Quality Plan.

2. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)

3. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.
PLAN DESIGNATION:

Land Use Classification - RESIDENTIAL
Management Strategy - MITIGATION
Special Designation - TDR RECEIVING AREA FOR:
1. Allocations
2. Land Coverage
3. Multi-Residential Units
4. Existing Development

DESCRIPTION:

Location: This Plan Area is the man-made lagoon area adjacent to Lake Tahoe 2 miles north of the South Lake "Y". The area is located on TRPA maps F-17, F-18, G-17 and G-18.

Existing Uses: Uses consist of single family residences, townhouses, a four-plex, recreation facilities including a clubhouse, pool and tennis courts, and a marina. Another dominant feature of the area includes a water circulation facility. Agency approval has been granted for a neighborhood convenience center. The area is 60% built out.

Existing Environment: The area consists of fill land of which the Tahoe Keys Homeowner's Association land has been classified as man-modified and is considered as land capability 6 for purposes of assigning land coverage. In addition, approximately 13 additional acres known as "parcels 2 and 3" along Venice Drive East have been designated "man-modified class 1b lands" pursuant to Resolution No. 82-11 of the California Regional Water Quality Control Board - Lahontan Region. In separate actions, pursuant to a litigation settlement, specific coverage allowances have been identified for parcels 2 and 3 and for parcel 4 which is also known as Cove East. No man-modified determination has been made for the marina parcel or Cove East. The lagoon water is treated by a water treatment facility. The shorezone tolerance district is 1. The land coverage is 20% plus an additional 20% disturbed.

PLANNING CONSIDERATIONS:

1. The disturbed area on undeveloped lots is extensive. Many areas of the Tahoe Keys development are in need of revegetation and have the potential for SEZ restoration.

2. A 26 lot subdivision is under consideration for this area as part of a litigation settlement, subject to reasonable conditions upon the development which are consistent with the goals and policies of the Regional Plan.
3. The marina is currently over-covered.

4. There is need for additional public parking in the marina area.

PLANNING STATEMENT: This area should continue to maintain the existing residential and commercial character of the neighborhood.

SPECIAL POLICIES:

1. Uses and expansion of the marina should be in conformance with the uses and expansion phases which are set forth in a TRPA approved marina master plan. Such plan shall give priority to uses which are water or marina dependent.

2. Except as otherwise provided by the Dillingham/CTRPA/California Settlement Agreement, new development will be subject to a special water quality mitigation fee designed to offset the filled area's adverse impacts on water quality consistent with the Agency's recognition of portions of the SEZ as man-modified.

3. A Planned Unit Development of 26 single family dwellings is an appropriate use.

4. Land coverage limitations for areas not covered by the Tahoe Keys Homeowners approval of man-modification shall be subject to the TRPA/Dillingham litigation settlement or further determinations on man-modification.

5. Tahoe Keys Property Owners Association regulations for piers should be used by the Agency for review of all piers in the Tahoe Keys area.

6. Parking facilities for public use of the Upper Truckee River, Lake Tahoe Beach, and temporary boat trailer parking should be encouraged in the area of the Marina consistent with the provisions of the Dillingham/CTRPA/California Settlement Agreement.

7. Duplex dwellings may be allowed with TDR on the 9 remaining undeveloped lots in that area bounded by Venice Drive, Tahoe Keys Blvd., Monterey Drive, and Danube Way.

8. Additional structure height may be allowed for unique situation in the Marina area consistent with ordinance provisions for additional height. In no instance shall height exceed 36 feet.

9. All ordinance standards, Design Review Criteria, New Development Limitations, and other regulations of the Agency shall apply to this Plan Area except as otherwise exempted by the Dillingham/CTRPA/California Settlement Agreement.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below or when consistent with Special Policy #9.
Table of Uses: The uses listed under Residential/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Domestic animal raising, mobile home developments, mobile home dwellings, summer homes, and temporary dwellings are prohibited.</td>
</tr>
<tr>
<td>Tourist</td>
<td>All uses are prohibited.</td>
</tr>
<tr>
<td>Public Service</td>
<td>Cemeteries, cultural facilities, hospitals, membership organizations, and public assembly and entertainment facilities are prohibited.</td>
</tr>
</tbody>
</table>

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Coverage</td>
<td>The existing marina may be permitted the land coverage permitted for commercial uses if the site is determined to be man-modified.</td>
</tr>
<tr>
<td>Density</td>
<td>The maximum permitted residential density is 1 residential unit per lot or parcel, except where otherwise permitted for multiple residential units.</td>
</tr>
<tr>
<td>Noise</td>
<td>The maximum cumulative noise level for this Plan Area is 55 CNEL.</td>
</tr>
</tbody>
</table>

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

<table>
<thead>
<tr>
<th>Type</th>
<th>Limitation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>One unit per lot or parcel of record plus 26 additional residential units as approved by litigation settlement between TRPA and Dillingham plus 9 other multiple residential units consistent with Special Policy #7.</td>
</tr>
<tr>
<td>Tourist</td>
<td>None.</td>
</tr>
<tr>
<td>Commercial</td>
<td>3,000 square feet of gross floor area.</td>
</tr>
<tr>
<td>Recreation</td>
<td>Marina expansion pursuant to an approved master plan.</td>
</tr>
</tbody>
</table>

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Page 3 of 4
IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-2 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - RESIDENTIAL

Management Strategy - REDIRECTION

* Special Designation - REDEVELOPMENT

TDR RECEIVING AREA FOR:
1. Existing Development
2. Land Coverage
3. Multi-Residential
4. Allocations

PREFERRED AFFORDABLE HOUSING LOCATION

DESCRIPTION:

Location: This area is located south of Highway 50 between the Truckee River and Trout Creek and is located on TRPA map G-18.

Existing Uses: This area is a mixture of apartments and single family dwellings.

Existing Environment: The area is classified as 15% SEZ and 85% low hazard. The land coverage is 40% plus an additional 25% disturbed.

PLANNING CONSIDERATIONS:

1. This area has flooding and SEZ encroachment problems.

2. This area is in need of additional fire hydrants and water system improvements.

PLANNING STATEMENT: This area should continue to be a residential area, improving the character of the neighborhood.

SPECIAL POLICIES:

1. New multi-family dwelling including affordable housing should be limited to lots located within two blocks of Plan Area 103 and those fronting Sierra Blvd.

2. Encourage stream restoration in this area in conjunction with the improvement of existing drainage problems.

3. Encourage the improvement of multiple housing units and protection of open space.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.
Table of Uses: The uses listed under Residential/Redirection in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Mobile home developments and temporary dwellings are prohibited.</td>
</tr>
<tr>
<td>Tourist</td>
<td>All Tourist uses are prohibited.</td>
</tr>
<tr>
<td>Commercial</td>
<td>All Commercial uses are prohibited.</td>
</tr>
<tr>
<td>Public Service</td>
<td>Cemeteries, cultural facilities, hospitals, membership organizations, and public assembly and entertainment facilities are prohibited.</td>
</tr>
</tbody>
</table>

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise</td>
<td>The maximum cumulative noise level for this Plan Area is 55 CNEQ.</td>
</tr>
</tbody>
</table>

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

- **Residential:** One unit per lot or parcel plus 200 new multi-residential units.
- **Tourist:** None.
- **Commercial:** None.
- **Recreation:** None.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-2 of Volume I of the 208 Water Quality Plan.
2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.
3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - RECREATION
Management Strategy - MITIGATION
Special Designation - NONE

DESCRIPTION:

Location: This planning area is located along the Highway 50 corridor behind Barton hospital and adjacent to the airport. The boundaries of this area are shown on TRPA map G-14.

Existing Uses: The planning area contains the Tahoe Valley private commercial campground and undeveloped tourist commercial property.

Existing Environment: Most of the land area associated with the campground is intensively managed for high density use. Overstory vegetation is dominated by pine trees.

PLANNING CONSIDERATIONS:

1. There is a general lack of adequate drainage and infiltration improvements associated with impervious coverage.

2. The campground is located adjacent to the Highway 50 corridor which experiences traffic congestion.

3. The area is readily accessible by public mass transit.

PLANNING STATEMENT: Camping uses should be the priority for this area with expansion of the camping facilities permitted to accommodate projected demand.

SPECIAL POLICIES:

1. Improvements to or expansions of the campground facility shall be consistent with an Agency-approved master plan of the site.

2. Natural areas, where human encroachment is restricted, should be retained within the campground, especially in the area adjacent to the Upper Truckee Marsh.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Recreation/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:
Residential - All uses are prohibited except for caretaker residences and employee housing, which may be permitted as special uses.

Tourist - All uses are prohibited except for a recreation vehicle park, which may be permitted as a special use.

Commercial - All uses are prohibited except for food and beverage retail sales and recreation services.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

Noise - The maximum cumulative noise level for this Plan Area is 55 CNEL.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

Residential: None.

Tourist: None.

Commercial: None.

Recreational: None.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VII-2 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)
PLAN DESIGNATION:

Land Use Classification    -  RESIDENTIAL
Management Strategy        -  MITIGATION
Special Designation        -  SCENIC RESTORATION AREA
                           TDR RECEIVING AREA FOR:
                           1.  Land Coverage
                           2.  Allocations
                           PREFERRED AFFORDABLE HOUSING

DESCRIPTION:

Location: This planning area is located north of the South Tahoe "Y" and
south of the Tahoe Keys, and is located on TRPA maps G-18 and F-18.

Existing Uses: The predominant use of this area is residential although
non-residential development includes motels, restaurants, and a heavy
equipment and storage area. The area is approximately 70% built out.
Residential density is primarily one single family dwelling per parcel
although some high densities are associated with duplexes, apartment
buildings, and a planned unit development.

Existing Environment: Nearly half of this area (250 acres) is classified
as SEZ, including Tallac Lagoon which is substantially disturbed by exist-
ing development. Undeveloped lots within SEZ's total 322. The balance
of the area is low hazard land with 238 undeveloped lots remaining. Over half
of the planning area is disturbed with hard and soft coverage. Vegetation
consists of fir, lodgepole pine, willow, and marsh grasses.

PLANNING CONSIDERATIONS:

1. There is an excess of land coverage and disturbance within SEZ's.
2. Portions of the area are subject to flooding.
3. This area contains a site reserved for possible affordable housing.
4. Additional fire hydrants and water system improvements are needed in
   this area.
5. This area is the location of Tahoe Valley ball field and Tallac Park
   (20 acres).
6. Thresholds require the scenic restoration of the Highway 89 corridor.

PLANNING STATEMENT: This area should continue to be residential, maintaining
the existing character of the neighborhood.
SPECIAL POLICIES:

1. Drainage problems on developed parcels should be remedied.

2. Restoration of disturbed SEZ's and reduction of soft coverage have high priority.

3. Redevelopment is encouraged along Highway 89 consistent with a City of South Lake Tahoe redevelopment plan. Noncommercial and tourist accommodation uses permitted in this area should be located on Highway 89.

4. Expansion of the the Tahoe Valley Ball Field and Tallac Park may be permitted consistent with a TRPA approved master plan, which specifies the PAOT capacity of the improvements.

5. A senior citizen affordable housing project, of up to 80 units, may be permitted to be developed on a six acre parcel optioned to the City in this Area. Such option must be exercised by the City prior to 1987 or the land reverts to Dillingham for any use then authorized by law.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Residential/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

| Residential                                      | Caretaker, employee housing, domestic animal raising, mobile home developments and dwellings, nursing and personal care, multi-person dwellings, residential care, and summer homes are prohibited. |

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

| Land Coverage | Commercial and tourist uses may be permitted to transfer land coverage up to 50% on parcels fronting Highway 89. |
| Density       | The maximum permitted residential density is 1 residential unit per lot or parcel, other than affordable housing. |
| Noise         | The maximum cumulative noise level for this Plan Area is 55 CNEL. The maximum cumulative noise level for the Highway 89 corridor is 55 CNEL. |

Design Criteria: The criteria of the TRPA Design Review Guidelines shall
Scenic Restoration - There will be strict adherence to the TRPA Design Review Guidelines until preparation of the scenic restoration plan.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

* Residential: One unit per lot or parcel, plus 80 additional units for affordable housing.

Tourist: None.

Commercial: 5,000 square feet of gross floor area.

* Recreation: Maintain at current capacity.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-2 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)

4. The scenic restoration and landscaping improvements indicated in the restoration plan for the Highway 89 corridor. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - RESIDENTIAL
Management Strategy - MITIGATION
Special Designation - SCENIC RESTORATION AREA
TDR RECEIVING AREA FOR:
1. Land Coverage
2. Allocations

DESCRIPTION:

Location: This planning area is located northwest of the South Tahoe "Y" on the lower end of Gardner Mountain and is located on TRPA maps F-18 and F-19.

Existing Uses: This is a residential area composed primarily of single family residences and duplexes. A portion of the planning area along Highway 89 contains tourist and commercial uses. The area is 70% built out. The high school and ski hill are also in this area.

Existing Environment: The land capability of this area is approximately 75% low hazard, 20% moderate hazard, and 5% SEZ. Vegetative cover is dominated by lodgepole pine on both developed and undeveloped properties. Portions of the area slope up steeply to the south. The land coverage is 25% plus an additional 25% disturbed.

PLANNING CONSIDERATIONS:

1. There is a general lack of drainage improvements on private properties and local streets.

2. Some development has occurred on SEZ lands.

3. Thresholds require scenic restoration of the commercial area along Highway 89.

4. The planning area is not up to minimal BMP standards.

5. This area is in need of fire hydrants and an improved water system.

PLANNING STATEMENT: This planning area should continue to be residential, maintaining the existing character of the neighborhood.

SPECIAL POLICIES:

1. Redevelopment is encouraged along Highway 89 consistent with redevelopment plans. New commercial/tourist uses should be located on Highway 89.
2. Improvements and expansion of existing recreational facilities associated with the high school and ski hill should be permitted pursuant to a TRPA approved recreation master plan, which specifies the PAOT capacity of the improved facilities.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Residential/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Caretaker, employee housing, domestic animal raising, mobile home developments and dwellings, nursing and personal care, multi-person dwellings, residential care, and summer homes are prohibited.</td>
</tr>
</tbody>
</table>

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Coverage</td>
<td>Commercial and tourist uses may be permitted to transfer land coverage up to 50% on parcels fronting Highway 89.</td>
</tr>
<tr>
<td>Density</td>
<td>The maximum permitted residential density is 1 residential unit per lot or parcel.</td>
</tr>
<tr>
<td>Noise</td>
<td>The maximum cumulative noise level for this Plan Area is 55 CNEL. The maximum cumulative noise level for the Highway 89 corridor is 55 CNEL.</td>
</tr>
</tbody>
</table>

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scenic Restoration</td>
<td>There will be strict adherence to the TRPA Design Review Guidelines until preparation of the scenic restoration plan.</td>
</tr>
</tbody>
</table>

ESTIMATE OF NEW DEVELOPMENT: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

- **Residential:** One unit per lot or parcel.
- **Tourist:** None.
- **Commercial:** 1,000 square feet of gross floor area.
- **Recreation:** Maintain at existing capacity.
IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-2 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)

4. The scenic restoration and landscaping improvements indicated in the restoration plan for the Highway 89 corridor. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - COMMERCIAL-PUBLIC SERVICE
Management Strategy - REDIRECTION
Special Designation - SCENIC RESTORATION AREA
ELIGIBLE FOR REDEVELOPMENT PROJECTS
TDR RECEIVING AREA FOR:
1. Existing Development
2. Land Coverage

DESCRIPTION:

Location: This area includes the airport area and surrounding area along Highway 50. This area is located on TRPA maps G-19 and G-20.

Existing Uses: This area includes the airport, a concrete batch plant, old borrow areas, and miscellaneous commercial uses. The area is approximately 40% built out if the airport runways are excluded.

Existing Environment: The lands are classified 70% SEZ, 20% low hazard and 10% high hazard. The area is 20% covered with an additional 60% disturbed.

PLANNING CONSIDERATIONS:

1. There is extensive disturbed areas (Px) classified as high hazard.
2. There are scenic problems associated with the existing commercial area.
3. Service levels are not yet established for the airport.
4. A noise corridor is not yet established for the airport area.
5. Plans are proposed for a privately sponsored airport related hotel and office development.

PLANNING STATEMENT: This area should be rehabilitated to provide appropriate commercial services. The airport should continue to provide services within the environmental constraints.

SPECIAL POLICIES:

1. New development will be subject to a rehabilitation plan and mitigation measures emphasizing scenic and disturbed land restoration. To facilitate this process, the area west of Highway 50 should be evaluated for a man-modified determination.
2. Redevelopment, including development of tourist/office/and commercial facilities on areas which do not meet scenic threshold criteria, shall be encouraged.

3. Review and adopt those portions of the Lake Tahoe Airport Master Plan that are consistent with Environmental Thresholds and the Regional Plan.

4. This area should be considered as a multi-modal transportation node.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Commercial/Public Service/Redirection in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

- Residential: All uses are prohibited except caretaker residences.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

- Noise: The maximum CNEL for this Plan Area is 65 CNEL.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area except as follows:

- Scenic Restoration: There will be strict adherence to the TRPA Design Review Guidelines until preparation of the scenic restoration plan.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

- Residential: None.
- Tourist: None.
- Commercial: 60,000 square feet of gross floor area.
- Recreation: None.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:
1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-3 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)

4. The scenic restoration and landscaping improvements indicated in the restoration plan for the Highway 50 corridor. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - CONSERVATION

Management Strategy - MAXIMUM REGULATION

Special Designation - NONE

DESCRIPTION:

Location: This is a large planning area that forms the headwaters of Saxon and Trout Creeks. The boundaries of this area are depicted on the following Agency maps: F-21, F-22, F-23, F-24, G-20, H-19, and the Freel Peak, South Lake Tahoe, and Echo Lakes Quadrangles.

Existing Uses: This area is managed by the USFS for low level recreation use and grazing. Some helicopter skiing also takes place in this area. An electronic site is located on Freel Peak.

Existing Environment: Most of this planning area is classified as high hazard. Access is limited to trails except for an unimproved dirt road in the vicinity of Fountain Place. The plant composition is dominated by a few species that include white and red fir, greenleaf manzanita, pinemat manzanita, and basin sagebrush. Dominant natural features include Star Lake, Freel Peak, and Hell Hole.

PLANNING CONSIDERATIONS:

1. There is a lack of improved access to Star Lake and Freel Peak.

2. Off-road vehicle use is a nuisance to adjacent urban areas and is creating erosion problems.

3. A private parcel is located in the vicinity of Fountain Place.

4. The entire area lacks significant improvements and largely exhibits natural landscape characteristics.

PLANNING STATEMENT: This area should be reserved for low to moderate level resource use and dispersed types of recreation.

*SPECIAL POLICIES:

1. Improve dispersed recreation access by providing appropriate facilities such as trails and trailhead parking.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Conservation/Maximum Regulation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area.
Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

Noise - The maximum cumulative noise level for this Plan Area is 45 CNEQ.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

Residential: One residential unit per lot or parcel.

Tourist: None.

Commercial: None.

Recreational: Parking at Fountain Place to accommodate 65 additional PACT; 30 miles of trail.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - CONSERVATION
Management Strategy - MAXIMUM REGULATION
Special Designation - SCENIC CORRIDOR - HIGHWAY 50

DESCRIPTION:

Location: This area extends from Echo Summit to Luther Pass and south to the Basin Boundary. The mapped boundaries are depicted on TRPA maps F-22, F-23, F-24 and the Freel Peak and Echo Lake Quadranglars.

Existing Uses: This area is remote and lacks any type of developed services and facilities. Predominant uses include grazing, hiking, primitive camping, fishing, and nature study.

Existing Environment: This area has many natural features that include high mountain ridges, meadows, lakes, and expansive forests. The composition of vegetation in the planning area is largely distributed among the following species: white fir, red fir, willow, greenleaf manzanita, mountain whitehorn, pinemat manzanita, basin sagebrush, cushion plants, and perennial grass. The area is suitable for reintroductory of both peregrine falcons and Lahontan cutthroat trout.

PLANNING CONSIDERATIONS:

1. The area is remote and absent of roads.

2. The California Department of Fish and Game is interested in reintroductory the threatened Lahontan cutthroat trout into the headwaters of the Upper Truckee River.

3. This area is popular for fishing, hiking, and primitive camping.

4. Scenic Roadway Unit 37 is within this Plan Area.

PLANNING STATEMENT: This area should continue to provide high quality, back country recreational opportunities consistent with wilderness-type experiences.

*SPECIAL POLICIES:

1. The Lahontan cutthroat trout should be reintroduced into the headwaters of the Upper Truckee River.

2. Access into the area should be restricted to planned footpaths.
SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Conservation/Maximum Regulation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

Noise - The maximum cumulative noise level for this Plan Area is 45 CNEL. The maximum cumulative noise level for the Highway 50 corridor is 65 CNEL.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

Residential: None.
Tourist: None.
Commercial: None.
Recreational: 11 miles of trail.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented.
PLAN DESIGNATION:

Land Use Classification - TOURIST
Management Strategy - REDIRECTION
Special Designation - ELIGIBLE FOR REDEVELOPMENT
TDR RECEIVING AREA FOR:
1. Land Coverage
2. Existing Developments
SCENIC RESTORATION AREA

DESCRIPTION:

Location: This area is located along Highway 89 between Obexer's Marina and Homewood ski area and is located on TRPA map C-11.

Existing Uses: The area is a mixture of small commercial uses, 2 marinas, sea plane base, motel facilities and some residential use. The area is 90% built out.

Existing Environment: The area is 70 low hazard, 10% high hazard and 10% SEZ. The shorezone has a tolerance district 7. The land coverage and disturbance is high.

PLANNING CONSIDERATIONS:

1. Prime fish habitat in Lake Tahoe is tentatively identified for habitat restoration.

2. Scenic Roadway Unit(s) 11 and Scenic Shoreline Unit(s) 12 are within this Plan Area.

3. Ownership of a narrow littoral strip is unknown.

4. Facilities at Obexer's marina are in poor condition.

5. There are no runoff containment facilities at the marinas and the sea plane base parking facilities are inadequate.

PLANNING STATEMENT: This area should continue to be a tourist commercial area; however there is a need for rehabilitation while maintaining the scale and character of the west shore.
SPECIAL POLICIES:

1. Planning for development of this area should include consideration of the adjoining ski areas.

2. A master plan and noise corridor shall be established for the sea plane base.

* 3. This area should be considered for a major water borne transit stop.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Tourist/Redirection in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

Density

- The maximum permitted residential density is 1 residential unit per lot or parcel.

Noise

- The maximum cumulative noise level for this Plan Area is 55 CNEL. The maximum cumulative noise level for the Highway 89 corridor is 55 CNEL.

Land Coverage

- Marinas in this area shall be considered a commercial use for purposes of land coverage.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area except as follows:

Scenic Restoration

- There will be strict adherence to the TRPA Design Review Guidelines until preparation of the scenic restoration plan.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

Residential: One unit per lot or parcel.

Tourist: None.

Commercial: 40,000 square feet of gross floor area.

Recreation: None.
IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VII-9 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)

4. The scenic restoration and landscaping improvements indicated in the restoration plan for the Highway 89 corridor and shoreline. (To be completed.)
PLANNING CONSIDERATIONS:

1. Some of the area contains seeped soils which exhibit lower land capability characteristics than the capability district mapped.

2. Strip of backshore land of unknown ownership currently used by individual land owners.

3. Several parcels off Highway 89 are not served by road or other essential public services.

4. Madden Creek Water Co. diverts water from Madden Creek causing it to dry up during the summer.

5. Scenic Roadway Unit(s) 11 and Scenic Shoreline Unit(s) 12 are within this Plan Area. These units are nonattainment.

6. Prime fish habitat in Lake Tahoe is tentatively identified for habitat restoration.
PLANNING STATEMENT: The unit should remain a low density residential area while upgrading the area in character with the West Shore.

SPECIAL POLICIES:

1. Regulate the lake front strip of land as a multi-use area for residents of the subdivision until the ownership is resolved. No new structures shall be permitted; however, repairs may be permitted on all structures until the issue is resolved.

2. TDR of allocations are allowed to be located only in areas served with paved road, water, power and sewer service.

3. The Scenic Roadway and Shoreline Units should be reevaluated for attainment in this area.

* 4. The uses on the site known as Swiss Lakewood Lodge Restaurant are recognized as valid conforming uses in this residential district. Ordinary maintenance and repairs, including structural, may be permitted. Expansions will be considered under the provisions for special uses.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Residential/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Caretaker, employee housing, domestic animal raising, mobile home developments and dwellings, nursing and personal care, multi-person dwellings, residential care, and summer homes are prohibited.</td>
</tr>
<tr>
<td>Commercial</td>
<td>All Commercial uses are prohibited, except eating and drinking places and professional offices.</td>
</tr>
<tr>
<td>Public Service</td>
<td>All Public Service uses except government offices, pipelines and power transmission, public safety facilities, public utility centers, transit stations and terminals, pre-school, and transportation routes are prohibited.</td>
</tr>
</tbody>
</table>

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density</td>
<td>The maximum permitted residential density is 1 residential unit per lot or parcel.</td>
</tr>
<tr>
<td>Noise</td>
<td>The maximum cumulative noise level for this Plan Area is 55 CNEL.</td>
</tr>
</tbody>
</table>

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Page 2 of 3
Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area except as follows:

1983 Recommendation - The recommendations for preserving scenic quality of this Plan Area as described on Page 200(B) of the Lake Tahoe Basin Scenic Resource Evaluation 1983 shall be included.

ESTIMATE OF NEW DEVELOPMENT: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

    Residential: One unit per lot or parcel.
    Tourist: None.
    Commercial: None.
    Recreation: None.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policy Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VII-9 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program.
PLAN DESIGNATION:

Land Use Classification - RESIDENTIAL

Management Strategy - MITIGATION

Special Designation - TDR RECEIVING AREA FOR:
1. Allocations
   SCENIC CORRIDOR - HIGHWAY 89

DESCRIPTION:

Location: The Sunnyside/Skyland unit is located on the west shore of Lake Tahoe from the Sunnyside resort area on the north to the USFS/Kaspian Picnic Area on the south. The area may be located on TRPA maps C-8 and C-9.

Existing Uses: The primary use of the unit is residential. Many "estate" type homes and lots exist in this unit. Density is one single family dwelling per parcel of record, although guest houses are allowed on some parcels within this unit. Some of the parcels are quite large. The entire shoreline in this unit is privately owned.

Existing Environment: The unit is comprised of about 10% SEZ lands, 15% moderate hazard lands with the remainder being low hazard. The unit is 12% covered and 20% disturbed. The shorezone tolerance districts are 7, 6, and 4.

PLANNING CONSIDERATIONS:

1. Ownership of beach is private although Highway 89 is within a few feet of the shoreline.

2. Scenic Roadway Unit(s) 13 and Scenic Shoreline Unit(s) 14 are within this Plan Area. The roadway unit is nonattainment.

3. Prime fish habitat in Lake Tahoe is tentatively identified for habitat restoration.

PLANNING STATEMENT: The area should remain residential, maintaining the existing character of the neighborhood.

SPECIAL POLICIES:

1. The Scenic Roadway Unit should be reevaluated for attainment in this area.

2. The existing motel known as the Town and Country Lodge is recognized as a valid conforming use for purposes of maintenance, repair, and reconstruction. Expansion of the use is a special use with preference given to relocation of the facility to preferred receiving areas.
SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Residential/Mitigation in Sub sect 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

- Residential: Caretaker, employee housing, domestic animal raising, mobile home developments and dwellings, nursing and personal care, multi-person dwellings, residential care, multi-family, and summer homes are prohibited.
- Commercial: All Commercial uses are prohibited.
- Public Service: All Public Service uses except government offices, pipelines and power transmission, public safety facilities, public utility centers, transit stations and terminals, and transportation routes are prohibited.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

- Density: The maximum permitted residential density is 1 residential unit per lot or parcel.
- Noise: The maximum cumulative noise level for this Plan Area is 55 CNEL.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area except as follows:

1983 Recommendation: The recommendations for preserving scenic quality of this Plan Area as described on Pages 180(B) and 190(A) of the Lake Tahoe Basin Scenic Resource Evaluation 1983 shall be included.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

- Residential: One unit per lot or parcel.
- Tourist: None.
- Commercial: None.
- Recreation: None.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policy Plan for this area shall be implemented. The improvements include, but are not limited to, the following:
1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-11 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program.
PLAN DESIGNATION:

Land Use Classification - RESIDENTIAL
Management Strategy - MITIGATION
Special Designation - TDR RECEIVING AREA FOR:
1. Allocations (Limited)
   SCENIC CORRIDOR - HIGHWAY 89

DESCRIPTION:

Location: The Timberland planning area is an older subdivision located approximately one mile south of the Sunnyside Resort area along Highway 89, and can be located on TRPA maps B-9 and C-9.

Existing Uses: The major use is residential, consisting primarily of single family dwellings. The subdivision is approximately 60% built out.

Existing Environment: The Timberland unit is located in a mixed fir forest with a medium to heavy understory. The area is about 50% high hazard and 50% low hazard. There is a small amount of SEZ in the unit also. The unit is 15% covered and 20% disturbed.

PLANNING CONSIDERATIONS:

1. Steep and eroding cut banks are common in this area.
2. There are some dirt roads which are a continuing erosion source.
3. The subdivision does not meet minimal BMP standards.
4. Scenic Roadway Unit(s) 13 is within this Plan Area. This unit is nonattainment.

PLANNING STATEMENT: This area should remain residential, maintaining the existing character of the neighborhood.

SPECIAL POLICIES:

1. TDR of allocations should only be allowed in areas served by paved road, sewer system, electricity and water.
2. The Scenic Roadway Unit should be reevaluated for attainment in this area.
3. The Rideout School, located in this Planning Area, is currently unoccupied but presents a potential resource in terms of its facilities. Being in the middle of a residential zone district, careful attention should be given to its future uses; however, options for some type of public use should be kept open.
SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Residential/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

- Residential: Caretaker, employee housing, domestic animal raising, mobile home developments and dwellings, nursing and personal care, multi-person dwellings, residential care, and summer homes are prohibited.

- Tourist: Hotels, motels and other transient dwelling units, resorts, and timeshares are prohibited.

- Commercial: All commercial uses are prohibited.

- Public Service: All Public Service uses except government offices, pipelines and power transmission, public safety facilities, public utility centers, transit stations and terminals, schools (pre through secondary), and transportation routes are prohibited.

- Recreation: Outdoor recreation concessions are prohibited.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

- Density: The maximum permitted residential density is 1 residential unit per lot or parcel.

- Noise: The maximum cumulative noise level for this Plan Area is 50 CNEL. The maximum cumulative noise level for the Highway 89 corridor is 55 CNEL.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

- Residential: One unit per lot or parcel.

- Tourist: None.

- Commercial: None.

- Recreation: None.
IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policy Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-11 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program.
PLAN DESIGNATION:

Land Use Classification  -  RECREATION
Management Strategy   -  MITIGATION
Special Designation    -  NONE

DESCRIPTION:

Location: This area forms the headwaters to Ward Creek and is depicted on TRPA maps A-6, B-7, B-8, B-9, and the Tahoe City Quadrangle.

Existing Uses: The most westerly part of this planning area is an extension of the Alpine Meadow Ski Area. Timber management is practiced by the Forest Service. Ward Creek offers fishing opportunities, and other recreational activities in the area include hiking and primitive camping.

Existing Environment: Most of this area is in public ownership and classified as high hazard. A single paved road provides vehicular access to the area. Except for a subdivision (Plan Area 167) and developed ski slopes, this area is relatively undisturbed. Stream environment zones are abundant, but most of the area is covered by mature stands of red and white fir. The Paige Meadow Creek and associated plant communities provide excellent habitat for a wide variety of wildlife species.

PLANNING CONSIDERATIONS:

1. There has been some interest expressed by the Alpine Meadows Ski Area to expand lift and run facilities in the area.

2. Road access into the area is served by a dead-end road, which has limited vehicular capacity to accommodate additional development in the area.

3. Ward Creek offers spawning habitat to fishes migrating from Lake Tahoe.

4. Except for the main road which services the subdivision in Plan Area 167, most of the area is remote and not easily accessible.

5. Status of Talmont Subdivision Unit #5 is in question.

*PLANNING STATEMENT: Manage for a variety of dispersed and developed recreational opportunities consistent with the need to protect natural environmental qualities and to limit increased vehicle miles of travel. The boundaries of this Plan Area do not coincide with the scale of any future ski area development. Instead, the Plan Area boundary serves as a planning guide for selecting a ski area site within the much larger Plan Area.
SPECIAL POLICIES:

1. Expansion of downhill ski opportunities may include such facilities as warming huts, first aid, food service, and minor lift maintenance facilities but shall prohibit such base facilities as lodges, parking lots and ticket sales. In-Basin access to skiers via Ward Valley Road shall be prohibited except for limited exceptions specified in the ski area master plan, which may recommend access to the ski area for local residents of Plan Area 167 and to a limited number of individuals arriving via approved mass transportation.

2. A high priority should be given to the maintenance of Ward Creek as a fishery.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Recreation/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

- Residential: All uses are prohibited except for single family houses, which may be permitted as a special use.
- Tourist: All uses are prohibited.
- Commercial: All uses are prohibited.
- Public Service: All uses are prohibited except for public safety facilities, public utility centers, transit stations, and transportation routes.
- Recreation: Urban Recreation uses are prohibited and developed campgrounds may be permitted as special uses.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

- Density: The maximum permitted residential density is 1 residential unit per lot or parcel.
- Noise: The maximum cumulative noise level for this Plan Area is 50 CNEL.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.
Residential: One unit per lot or parcel.

Tourist: None.

Commercial: None.

Recreational: Rim Trail;
280 PAOT's for Paige Meadow Campground;
Up to 3,500 additional PAOT's for in-Basin ski terrain
associated with Alpine Meadow Ski Area;
Expansion of Paige Meadow winter parking to accommodate an
additional 14 PAOT; 11 miles of hiking trails.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs
required by the Regional Goals and Policies Plan for this area shall be imple-
mented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on
   Figure VIII-10 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation
   Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone
   Restoration Program. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - TOURIST
Management Strategy - MITIGATION
Special Designation - TDR RECEIVING AREA FOR:
1. Allocations
2. Existing Developments

DESCRIPTION:

Location: This area is located south of Tahoe City and can be found on TRPA maps C-7 and C-8.

Existing Uses: This area is a planned unit development that contains condominiums, a hotel, and numerous recreational facilities including a small ski lift. This area is 60% built out.

Existing Environment: The lands in this area are classified 65% SEZ and high hazard and 35% low and moderate hazard. The land coverage is 10% and disturbance approaches 20% largely due to the ski area.

PLANNING CONSIDERATIONS:

1. Legal or vested status of the Granlibakken future development is the subject of a lawsuit.

PLANNING STATEMENT: This area should continue as a multi-use tourist-oriented planned unit development.

SPECIAL POLICIES:

1. Development of this area shall be as per the TRPA approved litigation settlement.

2. Consolidation of undeveloped lots should be encouraged.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.

Table of Uses: The uses listed under Tourist/Mitigation in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

Residential - Caretaker, employee housing, domestic animal raising, mobile home developments and dwellings, nursing and personal care, multi-person dwellings, residential care, and summer homes are prohibited.
Public Service  - All Public Service uses except government offices, pipelines and power transmission, public assembly and entertainment facilities, public safety facilities, public utility centers, transit stations and terminals, and transportation routes are prohibited.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

Noise  - The maximum cumulative noise level for this Plan Area is 55 CNEL.

BMP's  - The ski area shall be revegetated and otherwise stabilized so that sediment and nutrient discharge rates do not exceed that of the surrounding, undisturbed areas.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area except as follows:

1983 Recommendation  - The recommendations for preserving scenic quality of this Plan Area as described on Pages 172(A) and (B) of the Lake Tahoe Basin Scenic Resource Evaluation 1983 shall be included.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

Residential: As per the TRPA litigation settlement.

Tourist: None.

Commercial: None.

Recreation: None.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policy Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-11 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program.
PLAN DESIGNATION:

Land Use Classification - RECREATION
Management Strategy - REDIRECTION
Special Designation - SCENIC RESTORATION AREA

DESCRIPTION:

**Location:** This area is the federally owned land south of the Truckee River outlet and is located on TRPA map C-7.

**Existing Uses:** This site contains a 100 unit mobile home park and miscellaneous commercial uses.

**Existing Environment:** This area is mostly classified as SEZ. The area has river frontage and some Lake frontage. The land coverage and disturbance is moderate to high.

PLANNING CONSIDERATIONS:

1. Interest has been expressed for the development of a visitor information center and a Tahoe City Bypass.

2. There are unauthorized private uses on federal land.

3. Scenic Roadway Unit(s) 14 and Scenic Shoreline Unit(s) 14 are within this Plan Area.

PLANNING STATEMENT: This area should be redeveloped into a public recreation area consistent with the overall design plan for Tahoe City.

SPECIAL POLICIES:

*1. The 100 unit mobile home park and miscellaneous commercial uses shall be considered nonconforming. Any lease agreements for these uses should be allowed to expire. Options should be considered for relocating the non-conforming uses. In the event of the termination of the mobile home park, replacement with affordable multi-family residential may be considered in this Plan Area or nearby Plan Areas.

2. The 1975 TRPA/Placer County Urban Design Plan and the EIS prepared by the Bureau of Reclamation should be used as a guideline for future planning considerations. This policy applies to the surrounding Plan Areas.

SPECIAL REGULATIONS: All ordinance standards, Design Review Criteria, or other regulations of the Agency shall apply to this Plan Area unless otherwise stated below.
Table of Uses: The uses listed under Recreation/Redirection in Subset 2.01.03.4 of the TRPA Code of Ordinances shall apply to this Plan Area except as follows:

- Residential: All residential uses are prohibited except caretaker and employee housing.
- Tourist: All Tourist uses are prohibited except recreational vehicle parks and resorts.

Ordinance Standards: The standards as set forth in the TRPA Code of Ordinances shall apply in this Plan Area except as follows:

- Noise: The maximum cumulative noise level for this Plan Area is 55 CNEP. The maximum cumulative noise level for the Highway 89 corridor is 55 CNEP.

Design Criteria: The criteria of the TRPA Design Review Guidelines shall apply in this Plan Area except as follows:

- Scenic Restoration: There will be strict adherence to the TRPA Design Review Guidelines until preparation of the scenic restoration plan.
- 1983 Recommendation: The recommendations for preserving scenic quality of this Plan Area as described on Page 162(B) of the Lake Tahoe Basin Scenic Resource Evaluation 1983 shall be included.

NEW DEVELOPMENT LIMITATIONS: The following limits represent the maximum new or additional development that may be permitted in this Plan Area. Transfer of existing development or construction of vested development is not considered new for purposes of this section.

- Residential: None.
- Tourist: None.
- Commercial: None.
- Recreation: Day-use facilities to accommodate 245 PAOT; 2 miles of trails.

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:
1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-11 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan including the Tahoe City by-pass realignment.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)

4. The scenic restoration and landscaping improvements indicated in the restoration plan for the Highway 89 corridor. (To be completed.)
MEMORANDUM

Date: December 4, 1984

To: TRPA Advisory Planning Commission

From: Agency Staff

Subject: Review of Alternative Single Family Dwelling Evaluation Systems

The APC Land Use Committee is currently considering Chapter 9 of the TRPA Code of Ordinances which contains the SFD Lot Evaluation System. The Committee has considered various proposed systems and has narrowed the alternatives to 3 systems which are:

1. TRPA Staff System
2. Soil Survey Based System
3. Hybrid California System

Staff has included a summary of the Regional Plan requirements and the three systems. Staff will make a presentation and request an APC recommendation as to the preferred system to be included in the TRPA Code of Ordinances. The final system will require further APC action as part of the APC review of Chapter 9.
SUMMARY OF PROPOSED TRPA
SFD LOT EVALUATION SYSTEMS

I. REGIONAL PLAN REQUIREMENTS - The Goals and Policies Plan in the Implementation Element sets forth the need and the basic requirements of the Evaluation System.

A. BASIC REQUIREMENTS
1. Passing lots must have the "characteristics" of a land capability 4-7 in first 5 years.
2. Evaluation must first consider review criteria B1 and B2 below.
3. Review criteria B3 and B4 may be considered on marginal lots.
4. The California review system will be used until this system is adopted.

B. REVIEW CRITERIA SUBJECT AREAS
1. Environmental
2. Subdivision
3. Site design
4. Mitigation

C. CALIFORNIA REVIEW SYSTEM (Adopted Interim System)
1. Environmental - Bailey system with field verification.
2. Subdivision - 3 out of 4 basic subdivision requirements which are paved roads, sewer, electricity, and water.
3. Site design and Mitigation - Not considered.
4. Minimum land coverage of 1,200 sq. ft. as per Bailey.

D. LAND COVERAGE LIMITS UNDER THE 1984 PLAN
1. Bailey limits; or
2. Table of land coverage for SFD's.

II. IMPORTANT CONSIDERATIONS FOR THE SFD LOT EVALUATION SYSTEM

A. REGIONAL PLAN LIMITATIONS ON 1-3 LANDS
1. Year 1 and 2 of Plan considers mapped 4-7 only.
2. Year 3 of Plan considers mapped 4-7 + 100 capability 3 lots with 4-7 characteristics.
3. Year 4 and 5 of Plan considers mapped 4-7 + 100 capability 1-3 lots with 4-7 characteristics.

B. RELATIONSHIP TO PERMIT REVIEW PROCESS

C. RELATIONSHIP TO ALLOCATION SYSTEM
1. 1800 residential units for next 3 years.
2. All lots eligible for allocation.

D. PERMITTED LAND COVERAGES

E. ABILITY TO USE
1. Staff
2. Lot owner

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AGENDA ITEM IV E.
III. PROPOSED SYSTEMS FOR SFD EVALUATION

A. TRPA STAFF SYSTEM

This evaluation system utilizes the land capability system, other environmental information, and subdivision improvements for review of single family lot development. It is outlined in Chapter 9, Section 9.04.03.0 in the draft Code of Ordinances dated 4/3/84.

The framework consists of environmental setting, area and subdivision improvements, mitigating points for marginal lots and standard development criteria.

### ENVIRONMENTAL SETTING (90 Points Total)

<table>
<thead>
<tr>
<th>A. Land Capability Rating</th>
<th>1 to 30 points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Based on TRPA land capability maps</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>B. Lot Review Criteria</th>
<th>RANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Based on case by case review</td>
<td></td>
</tr>
<tr>
<td>1. Slope (2% intervals)</td>
<td>-50 to 30 points</td>
</tr>
<tr>
<td>Broken out to upslope and downslope parcels</td>
<td></td>
</tr>
<tr>
<td>2. Access</td>
<td>-20 to 10 points</td>
</tr>
<tr>
<td>a) Amount of road cut or fill</td>
<td></td>
</tr>
<tr>
<td>b) Driveway cut already existing</td>
<td></td>
</tr>
<tr>
<td>3. Soil &amp; Vegetation Characteristics</td>
<td>-10 to 15 points</td>
</tr>
<tr>
<td>a) Rockiness</td>
<td></td>
</tr>
<tr>
<td>b) Vegetation Coverage</td>
<td></td>
</tr>
<tr>
<td>4. Hydrologic Factors</td>
<td>-10 to 5 points</td>
</tr>
<tr>
<td>Affected by seep or SEZ</td>
<td></td>
</tr>
</tbody>
</table>

### SUBDIVISION AND AREA IMPROVEMENTS (60 Points Total)

<table>
<thead>
<tr>
<th>A. General Subdivision Elements (15 points total)</th>
<th>RANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Proximity to Transit</td>
<td>0 to 5 points</td>
</tr>
<tr>
<td>2. Within Residential Area</td>
<td>-10 to 5 points</td>
</tr>
<tr>
<td>3. Condition of Coverage for Watershed Association</td>
<td>-5 to 5 points</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>B. Level of Subdivision Improvements</th>
<th>RANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evaluated from 208 Maps (45 points total)</td>
<td></td>
</tr>
<tr>
<td>1. Stable, Cut and Fill Slopes in Subdivision</td>
<td>0 or 10 points</td>
</tr>
<tr>
<td>2. Stable Roadside Drainage</td>
<td>0 or 10 points</td>
</tr>
<tr>
<td>a) curb &amp; gutter</td>
<td></td>
</tr>
<tr>
<td>b) rocklined ditch</td>
<td></td>
</tr>
<tr>
<td>c) infiltration trench</td>
<td></td>
</tr>
<tr>
<td>3. Storm Drainage</td>
<td>0 or 10 points</td>
</tr>
<tr>
<td>a) culverts</td>
<td></td>
</tr>
<tr>
<td>b) rocklined drainage</td>
<td></td>
</tr>
<tr>
<td>c) evaluation downstream impacts</td>
<td></td>
</tr>
<tr>
<td>d) energy dissipators</td>
<td></td>
</tr>
<tr>
<td>4. Road Placement in Relation to Natural Features</td>
<td>0 or 10 points</td>
</tr>
<tr>
<td>5. Maintenance of Existing Facilities</td>
<td>0 or 5 points</td>
</tr>
</tbody>
</table>

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AGENDA ITEM IV E.
Mitigation (15 points possible)
Applies to lots in marginal category.

A. Site Design
   1. Minimize Coverage to 1,700 sq. ft. 0 to 5 points
   2. Pole Foundation to Reduce Disturbance 0 or 2 points
   3. Solar Design & Orientation 0 or 2 points
   4. Hand Dug Foundations 0 or 2 points

B. Off-Site
   1. Lot Retirement 0 to 15 points
   2. SEZ Restoration 0 to 15 points
   3. Payment Into Off-Site Mitigation Fund Beyond the Required 150%. Can Include Installation of Facilities Consistent With 208 Plans. 0 to 5 points

BASIC DEVELOPMENT CRITERIA

Required for all Single Family Dwelling Proposals
- Subdivision contains paved roads, utilities, sewers and water
- Coverage within allowable
- Height within allowable
- Excavation minimized to the extent possible -- allowed only for off street parking that which is necessary for stepped foundation
- Vegetation removal minimized to the extent possible
- Provide a drainage system which is capable of infiltrating all runoff from impervious surface (including driveways and decks) for a 20 year 1 hour storm event
- Stabilize all cut and fill slopes adjacent to parcel (existing and created)
- Provide a revegetation plan for all disturbed areas, created and existing emphasizing native species
- Provide temporary erosion control during construction to prevent sediment and runoff from leaving the site
- Provide vegetation to define limits of construction access
- Provide material storage in an area which will not increase area of disturbance necessary for construction of the foundations
- Provide a disposal container during construction to collect construction waste and keep the site clear from debris
- Collect a security to insure that all BMP's are properly installed at the time of foundation inspection
- Compliance with TRPA Standard Conditions of Approval for single family dwellings
- All fees payable prior to issuance of TRPA approval
- Once construction has begun all work must be complete within ___ months
- Condition of approval shall require permission for access to install BMP's should the applicant fail to do so
TRPA STAFF SYSTEM

ADVANTAGES

- eliminates those lots mapped high capability which do not exhibit characteristics
- passes those marginal lots which truly exhibit characteristics of 4-7
- takes into consideration upslope and downslope lots
- takes rockiness factor into consideration
- most progress in development
- based on staff SPDD and case by case experience
- review criteria generally numeric and measurable
- does not require "experts" for evaluation
- considers Bailey along with other factors

DISADVANTAGES

- repeats the Bailey System
- review criteria is not directly related to soil survey
- complex weighting system
- unfamiliar to general public

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AGENDA ITEM IV E.
B. SOIL SURVEY BASED SYSTEM

This SFU lot evaluation system differs from the TRPA staff system in the environmental setting section and is based on comments from the Evaluation System Subcommittee. It relies on the soil survey for 50 of the possible 85 points in the environmental setting section. Points are assigned according to the mapped soil type, rate of transmission of water through the soil, slope, SCS vegetative group, plant cover, access, and water influence. The Subdivision Improvement Section, Mitigation Section, and Redevelopment Criteria Section are the same as the TRPA staff system.

<table>
<thead>
<tr>
<th>ENVIRONMENTAL SETTING (85 Points Total)</th>
<th>RANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A. Soil Characteristics</strong></td>
<td>5 to 20 points</td>
</tr>
<tr>
<td>Points assigned depending on general infiltration qualities of soil series. Soils with highest rate of water transmission receive more points than those with slow rates. Fill and beach soils, although exhibiting rapid infiltration, are penalized due to close contact with ground and surface water.</td>
<td></td>
</tr>
<tr>
<td><strong>B. Slope (5% intervals)</strong></td>
<td>-50 to 30 points</td>
</tr>
<tr>
<td>Points are assigned to either upslope or downslope parcels</td>
<td></td>
</tr>
<tr>
<td><strong>C. Land Capability</strong></td>
<td>-10 to 0 points</td>
</tr>
<tr>
<td><strong>D. Vegetation (20 points)</strong></td>
<td></td>
</tr>
<tr>
<td>Points are assigned relative to the land's ability to support vegetation, and to a lesser degree, on vegetation currently existing throughout the parcel.</td>
<td></td>
</tr>
<tr>
<td>1. Soil Vegetative Group</td>
<td>0 to 15 points</td>
</tr>
<tr>
<td>2. Existing Coverage</td>
<td>-10 to 5 points</td>
</tr>
<tr>
<td><strong>E. Water Influence</strong></td>
<td>-10 to 5 points</td>
</tr>
<tr>
<td>New development may occur on parcels with streamzone if development can be located away from water influence areas.</td>
<td></td>
</tr>
<tr>
<td><strong>F. Access (10 points)</strong></td>
<td></td>
</tr>
<tr>
<td>1. Based on road cut height from road fronting parcel (upslope lot), or depth of fill of road fronting parcel (downslope),</td>
<td>-25 to 10 points</td>
</tr>
<tr>
<td>or</td>
<td></td>
</tr>
<tr>
<td>2. Existing access, or roadcut present for driveway</td>
<td>-20 to 10 points</td>
</tr>
</tbody>
</table>

**SUBDIVISION AND AREA IMPROVEMENTS (60 Points Total)**
- Same as TRPA staff system

**MITIGATION (up to 15 Points)**
- Same as TRPA staff system

**BASIC DEVELOPMENT CRITERIA**
- Same as TRPA staff system
SOIL SURVEY BASED SYSTEM

ADVANTAGES
- uses SCS soil survey as source of reference
- considers other factors than Bailey criteria
- utilizes most of TRPA staff system except for environmental criteria
- eliminates those lots mapped high capability which do not exhibit characteristics
- passes those marginal lots which truly exhibit characteristics of 4-7.

DISADVANTAGES
- soil scientist may necessary for field verification
- all lots must be verified for soil
- no analysis in the field at this time
- not completely worked through
- complex weighting system
- unfamiliar to general public
C. HYBRID CALIFORNIA SYSTEM

This SFD evaluation system is based on the 1982 California side Single Family Development Criteria. In the Environmental Setting Section, a field check is performed on lots mapped land capability 4-7. If the mapped land capability is verified in the field, subdivision improvements are evaluated. If the lot does not exhibit the characteristics of land capability 4-7, a field evaluation similar to that used in the soil survey based system will be performed. When allowed for review, lots mapped land capability 1-3 will also be evaluated using this system. If a lot passes this environmental review, subdivision improvements are then evaluated. Basic development criteria is the same as the TRPA staff system.

<table>
<thead>
<tr>
<th>ADVANTAGES</th>
<th>DISADVANTAGES</th>
</tr>
</thead>
<tbody>
<tr>
<td>based on system used in California for some time and familiar to general public</td>
<td>soil scientist may be necessary for those lots not mapped 4 - 7</td>
</tr>
<tr>
<td>will eliminate some lots mapped as good capability which do not exhibit characteristics</td>
<td>not as sensitive as the point system to various factors</td>
</tr>
<tr>
<td>minimal &quot;review: for good 4-7 lots</td>
<td>more absolute criteria</td>
</tr>
<tr>
<td>minimal departure from review procedures established</td>
<td></td>
</tr>
</tbody>
</table>

12/4/84

AGENDA ITEM IV E.
MEMORANDUM

December 5, 1984

To: The Advisory Planning Commission

From: The Staff

Subject: Approval of Reasonable Further Progress ("RFP") Report on Attainment of Carbon Monoxide Standard

The Federal Clean Air Act of 1977 requires states violating Federal air quality standards to develop plans which demonstrate attainment of these standards by 1987 (for carbon monoxide and ozone). The Act also requires the states to make "reasonable further progress" in annual emission reductions to ensure attainment of the standard by the statutory deadline.

The Lake Tahoe Air Basin is not attaining the Federal standard for carbon monoxide. On August 26, 1982, the TRPA adopted an air quality plan which provides for the attainment of the CO standard by 1987. California submitted the plan to the EPA as a revision to the State Implementation Plan (SIP) in December, 1983; and EPA approved the SIP revision in February, 1984.

The EPA requires an annual report on progress toward attainment of the carbon monoxide standard. This report must contain an evaluation of both air quality trends and control measures.

TRPA staff prepared a draft 1982 report, but this report was not finalized or submitted to the EPA. The staff is now working on a combined 1982-83 report which it will provide to the APC on December 12. The staff will make a brief presentation on the draft report and request APC approval.

Please direct any questions or comments on this issue to Dave Ziegler or Tony VanCuren at (916) 541-0249.
TAHOE REGIONAL PLANNING AGENCY
SPECIAL LITIGATION COMMITTEE

TRPA Office, 2155 South Avenue
South Lake Tahoe, California

November 21, 1984

MINUTES

The Regional Plan Litigation Committee meeting began at 10:20 a.m. The following Board members, plaintiffs, staff, APC members and interested public were in attendance:

Board Members: Mr. Sevison, Mr. Gibbs, Ms. Twedt, Mr. Reed
Plaintiffs: Mr. Shute and Mr. Martens (League to Save Lake Tahoe),
            Mr. Skinner (California Attorney General's Office)
Staff: Mr. Midkiff, Mr. Ziegler, Mr. Barrett, Mr. Greer, Ms. Scholley
APC: Mr. Popoff, Mr. Combs
Other: Mr. Frizzie, Mr. Crabb, Mr. Hoffman

It was generally agreed that there should be an additional meeting of the Committee prior to the end of the year and after the "product" is on the table. This will allow the loose ends to be cleaned up. Mr. Shute indicated he was unable to meet on November 29 after the regular Board meeting. The Committee agreed to meet tentatively on December 5 and 6.

Mr. Skinner raised, as a first item of discussion, the memorandum of understanding and delegation area. The plaintiffs' objection to TRPA's direction derives from the uncertainty of the ordinances with respect to many of the Plan's details, i.e. Plan Areas and specific zoning, design criteria (height, setback). It is unclear how much is to be delegated to local governments and how much is to be retained by TRPA for a variety of items. Much of this concern can be resolved by putting the "guidelines" in ordinance form. This will accomplish the goal of defining standards in sufficient fashion so that the standard is the same throughout the Basin. As far as delegation of authority, the Compact says TRPA must make V(g) findings for all approvals, including single family homes. Because of this, the responsibility for the findings can't be handed away to local governments. What can be delegated, after the standard has been set, is the initial evaluation of applications. The problem of delegation tends to disappear if the standards are well defined at the Agency level. Final signoff must be a TRPA function.

Mr. Sevison suggested that, once a foundation is complete, TRPA should inspect the site to certify that all erosion control is completed and the site is stable. This is one point where the local jurisdictions tend to fall down, and the quality of on-site work will be improved a great deal by having the Agency involved at this point. It was pointed out that the proposed ordinances require a completion schedule and a deadline for completion of a structure once construction has commenced. Discussion followed on what provisions (bond, security) could be established to ensure that if a structure is not completed it is removed and the site restored. Mr. Skinner commented that his major concern was abandoned foundations. If the allocation isn't going to be used, it should be sold; a foundation which is intended to be abandoned should be sold. Ms. Twedt suggested that the Governing Board had already resolved this issue by
agreeing to a reasonable construction schedule for completion of a structure.

While Mr. Skinner agreed that a cooperative effort between the Agency and local governments was very desirable, the nondelegable duties must be retained by the Agency because of its mandate, its data and its incentive. Allocations must be based on the ability to make V(g) findings. TBAG can give the Agency advice on the allocation, but TRPA is to hand out the allocations based on V(g) findings. If things go wrong, TRPA is "holding the bag". In this case, Mr. Sevison suggested that the MOU's would have to be tailored to fit the jurisdictions. Staff suggested that the system could provide for an MOU to set forth the responsibilities of TBAG and TRPA. Mr. Skinner commented that TBAG must come to TRPA with its recommended distribution; if it is consistent with the Regional Plan, TRPA will sign off on it. The actual distribution of the allocation, whether first come-first served or by drawing, is up to the local governments and TBAG. There must be a means, however, for TRPA to track the final numbers.

On the subject of design guidelines vs. ordinance regulations, Mr. Sevison asked that local design boards be a part of the process and serve as an advisory body to the Agency. Mr. Skinner agreed that this would alleviate a lot of pressure on the Agency.

The next issue addressed was incentive zones or commercial nodes. The plaintiffs and staff previously visited these zones in the South Shore area. The idea of nodes, their size, number and location, goes hand in glove with the commercial allocation. Mr. Shute explained that he did not necessarily accept a link between so many single families equaling so many square feet of commercial. Instead, new commercial should be limited to the nodes which previously have been identified, in large part, as redirection areas. Any coverage overrides in the first stages of the Plan (five years) should be concentrated in these areas that are close to transit centers near existing urban development. One problem, as pointed out by Mr. Sevison, is that, historically, redevelopment areas have been viewed as areas that are already developed and which are being rehabilitated. An example is the top of Dollar Hill which is shown as a development node, although it is not a redevelopment area. There must be further study and concurrence with the plaintiffs on specific areas which have been pinpointed according to certain criteria. If the APC planners are to get involved in this, they will have to fit into the previously approved schedule, i.e. December 5 and 6 to get down to the specifics for preparation of a final package. Staff suggested that it would take care of boundary and other details once the plaintiffs' incentive zones are identified.

Mr. Skinner first explained the fundamental thought that incentives and the development allowed will be concentrated in the nodes. Developing outside these nodes in the next five years is a different decision to be made at a later time. The first perception is that new commercial is not needed to satisfy market demand at Lake Tahoe. There is enough existing commercial to serve the community. Second, it is questionable that new commercial development will solve transit problems. New commercial should not be used as an excuse for alleviating the VMT problem. There are two types of nodes. One is a multi-use; the other is tourist commercial. The multi-use nodes would emphasize concentrations of shopping (including retail shop, commercial service, accountant, bank, professional services, auto repair/supply), public service,
employment and affordable housing. The South Tahoe Y area (Plan Area 110) is an example of this. Mr. Sevison suggested that many of the uses which were used as examples were not compatible with each other and had been separated at the local level to eliminate visual problems. These include automotive service, painting, plumbing etc. This has been a very successful effort. These uses should not be in the same node with a grocery store or a bank. Mr. Skinner suggested that the circle around the node could be drawn such that these uses would be included but not be right next door. The larger the circle is, however, the less of a node one has. There should be a concentration element involved. Incentives, such as second stories on shopping centers, residential uses above commercial facilities, were briefly discussed as options. With regard to existing commercial zoning outside the nodes, the Board can choose to continue it but not to allocate development rights to it. Or the Board can allow other, less intensive uses in these areas. The point is not to find everything outside these nodes as inappropriately zoned commercial. As an example, the Meyers area is, in effect, a neighborhood center for the people that live in that area and is appropriate for commercial zoning, but commercial development should not be intensified in that area during this first phase. Commercial expansion in the first phase would not be permitted, but the commercial zoning would remain. Staff agreed that this concept was not a foreign one.

The meeting recessed for a lunch break from 12:15 p.m. to 1:35 p.m.

After lunch, Mr. Skinner identified those areas around the Basin which fit the category of multi-use nodes as described. In addition to the South Y area, there is Plan Area 098 (Bijou, Al Tahoe) which includes Payless/Lucky's, the post office, the government center, and the community college area. There is a recognition of the public service aspects in this location. This is an area where multiple family housing may be appropriate. The next commercial area is Plan Area 045 (Incline) which is based around the Raley's Shopping Center. The fourth is Plan Area 029 (Kings Beach) and the fifth one is Plan Area 001 (Tahoe City). With the latter, there is a concern that concentrated development not be located in the south portion of the Plan Area but in the north area.

Considerable discussion followed on the Tahoe City node, the transportation bypass as an alternative to the existing route, proposed transit improvements, the adopted Tahoe City Urban Design Study, the status of planning programs, and pending litigation with the Forest Service on the 64 acres. Mr. Sevison explained that plans for this area have made good progress and have involved many entities. Before today, there has been no opposition or concern. Mr. Skinner suggested that he needed to be apprised of what the goals and plans are for this area, and there must be agreement on what is proposed. Mr. Combs suggested that the proposals for this area could be discussed in more detail in upcoming Plan Area Statement meetings. Mr. Ziegler explained that staff, too, must be assured that what is proposed will improve traffic and air quality.

Moving on to the tourist commercial nodes where there is emphasis on motel units and visitor-serving commercial, Mr. Skinner identified Plan Area 91 (Ski Run) along Highway 50 and up Ski Run (not down toward the Lake) and Plan Area 896 (California South Stateline resort area). Plan Areas which were looked at but which were not identified as areas where commercial development should be intensified included: 1) Plan Areas 104 and 105 (Sierra Tract) which contain strip commercial development but which do not seem to have the kind of
development intensity found elsewhere; 2) the highly developed and covered casino core area in South Shore; 3) the Kingsbury Grade/Highway 50 intersection and on up the hill; 4) the area near the Hyatt Hotel in Incline; 5) the North Shore casino area which contains existing development; and 6) the complex Kings Beach area (Plan Areas 28 and 29). If development is to be concentrated in this latter node, it should be on the Safeway side of the Plan area and not towards the Nevada side. Mr. Sevison suggested that there should not be any disturbance towards the Safeway site because of poor capability. It is much better to rehabilitate the Kings Beach area which is already disturbed than to go after vacant property. Mr. Skinner advised he was somewhat open on this and would discuss it further. All agreed that Kings Beach was a split node with a gap in the middle of it and there needed to be more discussion. Mr. Skinner asked the Agency to put together its ideas on what it envisioned for this area.

Mr. Barrett explained that other nodes which were looked at include Heavenly Valley, Marla Bay, and Tahoma. It was agreed that these were not of the same scale as those previously noted, although they were recognized as small commercial areas.

In summary, Mr. Shute explained that the plaintiffs were of the opinion that new commercial for the first five years should be in these nodes. Any other areas which the Agency feels should be placed in this category should be identified. There is a "finite pie" of commercial square footage and it should be allocated to these nodes in the early stages of the Plan. The incentives and overrides should take place only within the nodes. Mr. Shute commented that it appeared the Kings Beach node was the only one that provoked concern at this stage. The League would be willing to consider treating this as a planning and boundary issue. Before conceptual agreement can be reached, there must be agreement on where the nodes are and a general idea of their boundaries.

Mr. Sevison suggested that the Plan include a statement that for the first five years nodes would receive first priority for commercial allocation. Areas outside these nodes would only be able to proceed if allocation is available and without incentives. Mr. Skinner asked for time to study this concept. Mr. Shute commented that any exceptions for development outside the nodes should be tied to better attainment of thresholds than using the allocation in the nodes. Because the usual pattern in the recent past has been to add on to existing uses, Mr. Combs asked that the option be kept open to permit minor expansions, where necessary, to commercial outside the nodes. Mr. Skinner explained that he would be willing to discuss such a concept.

Mr. Hoffman suggested that concentrating the commercial allocations in these few areas will get the incentives in the Plan to upgrade other existing commercial areas. Ms. Tweedt explained that, if a project is proposed which will reduce existing coverage, this should be a legitimate approach to encourage upgrading. Mr. Skinner commented that, if upgrading is permitted, the objective is to require environmental improvement. Mr. Shute suggested that a "redevelopment" project in the Kings Beach area might make a good pilot project in the first five years. Staff has been asked to put together a list of public service uses for the first decade and these will be sited as best as possible.
Mr. Shute commented that the next Committee meeting would be an important one, and it is hoped that everything can be put on the table on the first day of the two-day session. Discussion followed on what the next steps would be. Mr. Shute suggested he was not interested in going to the Governing Board with loose ends that would necessitate reopening the discussion. It is hoped that the Committee members can reach a conceptual agreement which will be embodied in a letter or in a memorandum of understanding between the Committee and the plaintiffs. The League is not ready to start over again. Mr. Sevison concurred that the goal is to come up with a package that the full Committee can agree on. This, then, will be presented to the Board. Mr. Shute explained that, if the Board then accepts the agreement, staff would be directed to start amending Plan and language to conform to the understanding. Mr. Sevison asked that an outline be put together of all the concerns that have been raised to date at the Committee meetings. Mr. Barrett explained that Mr. Ziegler had kept notes of the Committee meetings and had put together a summary on all the issues. After the upcoming meetings, this can be expanded for Board consideration.

The Committee meeting concluded at 3:00 p.m.

Respectfully submitted,

Julie D. Frame
Administrative Assistant
TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

RESOLUTION NO. 84 - 19

WHEREAS Sarah Michael was appointed by the Governing Body of the Tahoe Regional Planning Agency on February 23, 1983 to serve as a lay member representing the citizens of the State of California on the Advisory Planning Commission (APC); and

WHEREAS the APC, during Sarah's tenure, participated in the preparation of the Regional Plan for the Lake Tahoe Basin and said Regional Plan was to be designed to protect and enhance the quality of Tahoe's water, air, land, recreation, and wildlife; and

WHEREAS the bistate Compact directed that the Regional Plan was to be a single enforceable plan and was to include a transportation element for the integrated development of a regional system of transportation, including but not limited to parkways, highways, transportation facilities, transit routes, waterways, navigation facilities, public transportation facilities, bicycle facilities, and appurtenant terminals and facilities for the movement of people and goods within the region; and

WHEREAS, because of her expertise in the field of transportation, Sarah was instrumental in the preparation of the aforementioned Transportation Element of the Regional Plan adopted by the Tahoe Regional Planning Agency in April, 1984; and

WHEREAS, again, because of her experience and technical knowledge, Sarah was asked to chair the APC's Air Quality and Transportation Committee charged with drafting and placing into final form the Air Quality and Transportation Chapter of the Code of Ordinances, a document designed to implement the Transportation Element of said Regional Plan; and

WHEREAS, in addition to these specific duties, Sarah aided the Commission in its assigned task of analyzing and transmitting information on all important planning matters to the Agency's Governing Body; and

WHEREAS Sarah has submitted her resignation from the Advisory Planning Commission;

NOW, THEREFORE, BE IT RESOLVED that the Advisory Planning Commission does hereby thank Sarah for her valued contributions to the planning process and for her efforts on behalf of the citizens of the State of California.

PASSED and ADOPTED by the Advisory Planning Commission of the Tahoe Regional Planning Agency at its regular meeting on , 1984.

Michael A. Harper, Chairman
Advisory Planning Commission