TRPA
APC
PACKETS

NOVEMBER
1984
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 November 14, 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: November 2, 1984

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

I. Call to Order and Determination of Quorum

II. Approval of Agenda

III. Disposition of Minutes

IV. Appeals
   A. Donald M. Schulz, Appeal of Agency Approval of Zephyr Cove Buoy Field, Douglas County

V. Planning Matters
   A. Draft EIS, Dillingham Development Company, Cove East, City of South Lake Tahoe
   B. Draft Water Quality Ordinance, Chapter 7
   C. Draft Transportation Portions of Chapter 8
   D. Status of Litigation, California Attorney General/League to Save Lake Tahoe v. TRPA
   E. Regional Plan Status Report
      1. Ordinances
      2. Plan Area Statements
   F. 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

VI. Reports
   A. Governing Body Request for APC Comments on Lay Member Alternates
   B. Staff
   C. Legal Counsel
   D. Public Interest Comments
   E. APC Members
VII RESOLUTIONS

Former APC Member Sarah Michael

VIII CORRESPONDENCE

IX PENDING MATTERS

X ADJOURNMENT
Donald M. Schulz, Appeal of Agency Approval of Zephyr Cove Buoy Field, Douglas County

History:

In August of 1981, the TRPA received an application from the Zephyr Cove Property Owner's Association requesting the Agency to authorize 74 existing mooring buoys, a swim float and swim line located lakeward of the beach area in front of lots 1-A through 11 of the Zephyr Cove Property Subdivision in Douglas County. Upon review of the application and other Agency records, Agency staff could not verify that the beach property was legally owned by the association. Agency staff notified the applicant that until proof of ownership was provided, the application could not be processed.

On December 13, 1982, Gordon B. Severance, President of the Zephyr Cove Property Owner's Association, submitted a copy of a Quitclaim Deed from Zephyr Cove Properties, the original subdivision in 1929, to the Zephyr Cove Property Owner's Association for the beach property in question. The Quitclaim Deed was executed on November 26, 1982 and recorded November 29, 1982 in the County Recorder's Office of Douglas County, Nevada, as Instrument #73526 in Book 1182, Page 1266.

In addition to the Quitclaim Deed, the applicant submitted the following information:

1. A copy of an insurance policy in the amount of $1,000,000.00 in which the Nevada Division of State Lands was named as additional insured in order to indemnify the State of Nevada against public liability.

2. Amendments (Article VIII) to the By-Laws of the Association setting forth specific rules governing the use of the buoys by the members of the Association. These amendments were adopted by the Board of Directors in a special meeting on March 1, 1983.

Agency Approvals:

On April 8, 1983, the Division of State Lands issued a permit (#L 0135) to the Zephyr Cove Property Owner's Association the for 74 buoys, swim float and swim line for the benefit of Association members. This permit expires on April 7, 1988.

On March 16, 1983, the U. S. Army Corps of Engineers issued a permit (#7699) for the buoy field, swim float and swim line. The permit contained a condition requiring all existing buoys to be relocated to conform to the approved drawing by June 30, 1983.

On June 27, 1983, a TRPA permit was issued for the buoy field, swim float and swim line.

GG:bl
11/7/84

AGENDA ITEM IV A.
Donald M. Schulz
Appeal of Agency Approval of Zephyr Cove Buoy Field
Page Two

Appeal:

Donald M. Schulz has made individual appeals to the Nevada Division of State Lands, U. S. Army Corps of Engineers and TRPA requesting that each agency revoke its permit. Mr. Schulz bases his request on a number of factors which Agency staff has attempted to summarize below:

1. Mr. Schulz contends that no legally constituted home owners entity exists as recognized by State law or the Internal Revenue Code of 1954 as amended.

2. Mr. Schulz contends that the Association does not represent every lot owner in the subdivision, and that some members do not own property in the subdivision.

3. Mr. Schulz contended that the Association does not legally own the beach property. Mr. Schulz claims to have a Quitclaim Deed that purports to convey an area in front of Lot 1-A through Lot 11. Mr. Schulz also claims ownership to the beach area in front of his property base on the State, in July of 1979, conveying, by statues, the property above 6223 to the adjoining land owner. Mr. Schulz claims that Douglas County has ruled that, unless individual surveys are made, the County need only mark on its maps that adjoining property as recorded extended to 6223.

4. Mr. Schulz believes that the buoy field creates a visual contamination of the area.

5. Mr. Schulz claims he was not given adequate notice prior to the project being approved.

In response to complaint #5, Agency staff did not notify Mr. Schulz individually based on representations that he was a member of the Association.

Both the Nevada Division of State Lands and the Army Corps of Engineers have considered Mr. Schulz’s complaints and have refused to revoke their permits.

Mr. Schulz and a representative of the Association will be present at the APC meeting to present additional information.
MEMORANDUM

Date: November 7, 1984

To: TRPA Advisory Planning Commission

From: Agency Staff

Subject: Draft EIS, Dillingham Development Company, Cove East, City of South Lake Tahoe

Copies of the subject draft EIS were previously mailed to APC members under separate cover. A presentation will be made at the APC meeting regarding the subject document. APC members wishing to comment on the draft EIS prior to the scheduled APC meeting should contact Greg George of the Agency staff.
MEMORANDUM

Date: November 7, 1984

To: TRPA Advisory Planning Commission

From: Agency Staff

Subject: Draft Water Quality Ordinance, Chapter 7

All commissioners should have a copy of the 9-1-84 draft of Chapter 7. Based on comments made at the August APC meeting, changes were made to the sections on runoff controls (7.01.02.0), snow disposal (7.01.03.0), pesticide use (7.01.06.0), and mitigation fees (7.02.02.0).

In response to requests from the water quality subcommittee, the staff has developed several alternative mitigation fee schedules. The memorandum entitled "Alternative Water Quality Mitigation Fee Schedules", dated October 9, 1984, has been slightly revised to reflect discussions between the California Attorney General's office and the TRPA pertaining to the litigation settlement. The revised memo is attached.

We hope to obtain APC concept approval of the draft language of Chapter 7 on November 14, 1984. Please contact Dave Ziegler or Jon Hoefer (544-6420) if you have any questions or comments.
TAHOE REGIONAL PLANNING AGENCY
P.O. Box 8896
South Lake Tahoe, California 95731
(916) 541-0246

MEMORANDUM

November 7, 1984

TO:     Advisory Planning Commission
FROM:   Agency Staff
SUBJECT: Alternative Water Quality Mitigation Fee Schedules [Revised;
Original Date of Memo was October 9, 1984]

Introduction

Although the Water Quality Subcommittee has cleared the draft of Chapter 7 of
the Code of Ordinances for full APC review, the Subcommittee has asked the staff
to continue to explore alternative water quality mitigation fee schedules. The
subcommittee feels that the recommended schedule may not constitute a
strong-enough disincentive for development on sensitive lands or in excess of
the Bailey coefficients.

Current Proposed Fee Schedule

The proposed fee schedule in the draft ordinance is based on estimates of the
suspended sediment yields from land coverage on various land capabilities, and
the cost of removing this sediment yield from runoff. The staff derived the
sediment yields from Figure B-1 of the SWRCB's Water Quality Plan for the Tahoe
Basin (1980). The costs of control are from Table III-17 in the SWRCB's Plan,
adjusted for inflation to 1987, the midpoint of Phase I of the TRPA Regional
Plan.

The proposed fee schedule appears in section 7.02.02 of the draft Code, included
in your packet for the October meeting.

Alternative Fee Schedules

One alternative fee schedule uses the same basic approach as above, but uses the
relationship between development and suspended sediment concentrations in
streams from the Regional Plan EIS (TRPA, 1983). If one approximates the
suspended sediment relationship in Figure 6 of the EIS (p. 38) with a straight
line, one may conclude that:

\[
\text{Mean Suspended Sediment Concentration in mg/l} = 190(\text{TC/TA}) \quad [1]
\]

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

To convert the mean SS concentration to a SS yield, we use this equation:

\[
\text{Suspended Sediment Yield} = Pk[SS] \tag{2}
\]

where \( P \) equals total precipitation, \( k \) equals the mean annual runoff coefficient, and \([SS]\) is the mean suspended sediment concentration. To arrive at a mitigation fee schedule, we use this equation:

\[
\text{Fee} = (\text{suspended sediment yield}) \times (\text{cost of control}) \times 150\% \tag{3}
\]

Applying typical values for \( P \) (30") and \( k \) (1.0), and using the same cost of control as the current proposal ($7.50/kg), we arrive at this expression for the mitigation fee:

\[
\text{Fee in } $/\text{sq.ft.} = (0.15)(TC/TA) \tag{4}
\]

The implication of equation [4] is that the base mitigation fee for development in compliance with the Bailey system would be 15¢ per square foot. Development in excess of the Bailey coefficients would increase the fee substantially. For example, development of a Capability 1 parcel at 30% coverage would result in a mitigation fee of $4.50 per square foot.

If, in the opinion of the APC, the base fee of 15¢ per square foot is too low, the staff recommends that the APC consider the addition of safety factors as expressed in equations [5] and [6] below:

\[
\text{Fee in } $/\text{sq.ft.} = (15\%) (TC/TA) \times \text{safety factor} \text{ (e.g., 2.0)} \tag{5}
\]

\[
\text{Fee in } $/\text{sq.ft.} = (15\%) (TC/TA) \text{ or 25¢/square foot, whichever is greater} \tag{6}
\]

Although equation [4] indicates that a base fee of 15¢/sq.ft. is theoretically sound, a safety factor may be appropriate to ensure that the funds generated are adequate to mitigate the impacts of development given the uncertainty involved.

In discussions with the California Attorney General's office and the League to Save Lake Tahoe pertaining to the litigation settlement, the plaintiffs have suggested that it may be appropriate to add a surcharge or adjustment to the mitigation fee schedule to provide additional funds for SEZ restoration. This surcharge could be expressed either as a flat fee or a percentage of the fee calculated in [4], [5], or [6]. If the APC agrees with the concept of a surcharge for SEZ restoration, the staff would suggest a 5% surcharge, so that the resultant fee schedule would read (as an example):

\[
\text{Fee in } $/\text{sq.ft.} = (15\%) (TC/TA) \text{ or 25¢/square foot, whichever is greater, plus 5\% SEZ restoration surcharge} \tag{7}
\]
Recommendation

The staff recommends that the APC either confirm the current proposed fee schedule, or select an alternative schedule from equations [4], [5], [6], or [7]. The chart, attached, shows a comparison of typical fees generated by schedules [4] and [6] and draft section 7.02.02.

attachment
ALTERNATIVE MITIGATION FEE SCHEDULES

ASSUME: LOT SIZE = ¼ ACRE
FOOTPRINT = 3300 ft²

FEE
($ x 1000)

7.02.02
(6)
(4)

TC/TA

JOB NO.
SUBJECT
DATE
SHEET NO.
MEMORANDUM

Date: November 6, 1984

To: TRPA Advisory Planning Commission

From: Agency Staff

Subject: Draft Transportation Portions of Chapter 8

Enclosed in your packet is the transportation portion of the Transportation/Air Quality Ordinance, Chapter 8. Also, please find a copy of the Trip Table 8-1 attached. Since the last APC meeting, staff has redrafted the ordinance taking into account the comments from the APC and the October 25th subcommittee meeting.
<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Kilograms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nitrogen oxides</td>
<td>-</td>
</tr>
<tr>
<td>Particulate matter</td>
<td>-</td>
</tr>
<tr>
<td>less than 10 microns</td>
<td>-</td>
</tr>
<tr>
<td>Hydrocarbons</td>
<td>-</td>
</tr>
<tr>
<td>Sulfur dioxide</td>
<td>-</td>
</tr>
<tr>
<td>Carbon monoxide</td>
<td>-</td>
</tr>
</tbody>
</table>

8.05.02.0 **Environmental Impact Analysis:** The Agency shall require preparation of an environmental impact analysis checklist for new and modified stationary sources of air pollution that, with application of Best Available Control Technology, increase emissions for the peak 24-hour period more than the limits below. Additional emission reductions shall be required if warranted by the demonstration of significant impact through the checklist.

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Kilograms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nitrogen oxides</td>
<td>-</td>
</tr>
<tr>
<td>Particulate matter</td>
<td>-</td>
</tr>
<tr>
<td>less than 10 microns</td>
<td>-</td>
</tr>
<tr>
<td>Hydrocarbons</td>
<td>-</td>
</tr>
<tr>
<td>Sulfur dioxide</td>
<td>-</td>
</tr>
<tr>
<td>Carbon monoxide</td>
<td>-</td>
</tr>
</tbody>
</table>

8.05.03.0 **Exemptions:** Emergency power generators are exempt from the requirements of Subsection 8.05.01.0.

8.05.04.0 **Enforcement Provisions:**

a. The appropriate state and/or local air pollution control agencies shall enforce these provisions in their respective jurisdictions. The TRPA shall seek agreements and/or regulatory changes to make these provisions enforceable in the Basin. The Agency will enforce these provisions if such agreements or regulatory revisions are not made within one year of the date of this ordinance adoption.

b. This Agency will develop a policy for allowing emission offsets as conditions for allowing new or modified stationary sources in the region within 120 days after the adoption of this ordinance. Such policies will allow for economic growth without conflicting with attainment of the thresholds.

8.06.00.0 **TRAFFIC MITIGATION PROGRAM:** This rule provides for offsets of the impacts from new development on traffic volumes and movement in the Tahoe region. The rule applies when a proposed project will result in an increase in vehicle trips. New development shall also observe the requirements of the Design Review Guidelines to avoid adverse traffic impacts. Vehicle trips will be determined from trip generation rates in the official trip table 8-1.

*Traffic Mitigation Program, Transportation Systems Management, and Aviation Facilities are still in the process of APC Subcommittee Review.
8.06.01.0 Capacity Planning Areas: The Agency will develop and maintain a list of Plan Areas which contain or are proximate to intersections or roadway segments where the 30th-highest hour-of-the-preceding-12-month-period-average peak hour of travel (for the aggregate of peak hours, June 1 - August 30) exceeds Level of Service D. These Plan Areas will be known as "Capacity Planning Areas". The Agency will also identify the remaining capacity of key intersections and highway segments, defined as the difference between volume at the 30th-highest peak hour and Level of Service E.

8.06.02.0 Traffic Reports: The Agency shall require the preparation of a traffic report after consultation with the applicant, in a format specified by the Agency, for any project located in a Capacity Planning Area if the project's peak hour trips, as determined from the trip table, 20% of the project's new trips-per-day exceed 20% of the remaining capacity of any key intersection or highway segment as determined in Subsection 8.06.01.0. The Agency shall also require a traffic report if the project is located outside a Capacity Planning Area and generates more than 200 trips per day. This will not apply to a single family dwelling.

8.06.02.1 Contents: The traffic report will address ingress and egress characteristics, trip generation rates, and trip assignment patterns. A certified transportation professional or qualified individual on a TRPA list of approved consultants shall attest to the information in the report.

8.06.02.2 Agency Review: The Agency shall review, in consultation with the applicant, based on the traffic report, impacts on intersections and highway segments, alternatives to the proposed project to lessen the impacts, and measures necessary to mitigate the impacts. If, after consultation with the applicant, the Executive Director finds that the project's assigned peak hour trips 20% of the project's-assigned-new-trips-per-day exceed 20% of the remaining capacity in any key intersection or highway segment, he shall require the preparation of an EIS as set forth in 8.06.03.0.

8.06.03.0 Environmental Impact Statements: The Agency shall require the preparation of an Environmental Impact Statement under the rules and regulations of the TRPA for any project in which:

a. The applicant was directed to prepare an EIS under section 8.06.02.2. The EIS shall identify, at a minimum, all traffic and air quality impacts, provide for mitigation of all such impacts, and evaluate alternatives.

b. The traffic report identifies a significant impact, which in the opinion of the Executive Director, justifies preparation of an EIS.
8.06.04.0 Mitigation Fees: In addition to the mitigation measures required in 8.06.02.0, and except as provided in 8.06.04.2, all new development in the region shall pay a mitigation fee as a condition of Agency approval at the time of such approval, according to the schedules below. The Agency will distribute funds generated to public agencies implementing transportation improvement programs under the Regional Plan Goals and Policies.

8.06.04.1 Fees: The mitigation fees for new development in the Tahoe region shall be calculated using the following table of charges. The number of trips shall be determined, as necessary, from the Trip Table (Table 8-1).

<table>
<thead>
<tr>
<th>Type of Use</th>
<th>Charge (units)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>$1000/unit; $100/trip</td>
</tr>
<tr>
<td>Tourist</td>
<td>$1000/unit</td>
</tr>
<tr>
<td>Campsite</td>
<td>$500/site</td>
</tr>
<tr>
<td>Recreational</td>
<td>$35/trip</td>
</tr>
<tr>
<td>Commercial</td>
<td>$35/trip</td>
</tr>
<tr>
<td>Public Service</td>
<td>$35/trip</td>
</tr>
<tr>
<td>Industrial</td>
<td>$35/trip</td>
</tr>
<tr>
<td>Institutional</td>
<td>$35/trip</td>
</tr>
</tbody>
</table>

8.06.04.2 Exemptions: Erosion control projects and public projects included in the Agency’s Transportation Capital Improvements Program, Air Quality Plan and consistent with the Regional Plan shall be exempt from traffic mitigation fees. Also highway projects which improve internal traffic flow without increasing capacity to-the-basin shall be exempt from mitigation fees.

8.06.04.3 Debits and Credits: Certain features of development, such as drive-up windows, shall be considered in the determination of trips, only as set forth in the Trip Table (Table 8-1).

8.06.04.4 Change in Use: The fee for a change in use of any development shall be based on the net increase in trips using the unit charges set forth in 8.06.04.1. The net increase in trips shall be calculated from the Trip Table (Table 8-1). After an improved site is vacant for one year, the mitigation fee for a new use of that site shall be computed under 8.06.04.1.
8.06.04.5 Transportation Systems Management Credit: The Agency shall reduce the mitigation fee for tourist, commercial, or public service projects by 5% if the applicant agrees to assist the Agency in implementing distributing information on TSM measures to employees and the public.

8.06.05.0 Mitigation Fund Management:

8.06.05.1 Administration: The Agency shall collect and administer the mitigation funds, which shall be known collectively as the Air Quality Mitigation Fund. The funds shall be deposited in commercial bank accounts, liquid asset funds, or certificates of deposit.

8.06.05.2 Distribution: Air quality mitigation funds shall be disbursed to public agencies implementing air quality and traffic mitigation projects called for in the Regional Plan, including units of local government and the Tahoe Transportation District, as follows:

a. The Agency shall accept applications from implementing agencies for the use of mitigation funds on an annual basis. Such applications shall be submitted no later than February 1 of each year.

b. Agency staff shall rank the applications in priority order, based on the Regional Plan Goals and Policies and other criteria to be developed by the Agency. The Agency shall disburse the mitigation funds to the highest-priority projects as funds are available through the following January 31.

c. No implementing agency shall receive more than 50% of the total mitigation funds disbursed on an annual basis, and no implementing agency (except for Carson City, Nevada) shall receive less than 5%.

d. If an implementing agency (except for Carson City, Nevada) fails to submit an acceptable application for 5% of the mitigation funds available in a given year, the TRPA will hold the funds in trust for future use by the implementing agency.

e. An implementing agency may transfer their mitigation fund balance to another implementing agency with approval from the TRPA.

*{This needs more discussion at the Subcommittee level}
8.06.03 Monitoring Set-Aside: To evaluate the effectiveness of traffic mitigation measures, up to 5% of collected mitigation funds will be spent by TRPA on transportation monitoring for carrying out, in part, the Monitoring and Evaluation Program of the Regional Plan.

8.06.04 Administration Set-Aside: One-half percent of the total Traffic 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.

8.07.06 TRANSPORTATION SYSTEMS MANAGEMENT: Both the Regional Plan Goals and Policies and the 1982 Air Quality Plan adopt transportation-systems management (TSM) measures to help attain and maintain air-quality standards. The Air Quality Plan adopts TSM programs in the areas of ridesharing, pedestrians, driver advisories, and parking management. The Agency will implement these TSM measures through the design-review guidelines, intergovernmental-coordination, and a remedial-program.

8.07.08 TSM Measures for New Development: All permits for new development issued under this Code shall require application of the Design-Review Guidelines for parking, design, ingress/egress, street and highway construction, and participation in ridesharing programs.

8.07.09 TSM Measures for Existing Uses: [Reserved]

8.07.00 AVIATION FACILITIES: In accordance with the Regional Plan Goals and Policies, Transportation Element, this section limits aviation facilities to the existing facilities in the Tahoe region. This limitation is necessary to meet noise thresholds and reduce other impacts of aviation facilities.

8.08.01 General: Aviation facilities shall be limited to the locations shown on the Aviation Facilities Map (Figure 8-1). This map identifies all TRPA- and FAA-approved facilities in existence as of April 26, 1984.

8.08.01.1 Periodic Update: The Agency shall update the Aviation Facilities Map as appropriate to reflect abandonment of aviation facilities. The Agency shall consider an aviation facility abandoned if it is unused for two years.

8.08.01.2 Exemptions: Aviation facilities used solely for search and rescue operations by public entities are exempt from the provisions of this section.

8.08.01.3 Facility Expansion: The Agency shall consider expansion of existing aviation facilities under the provisions of Chapter 2 of this Code, Land Use.
Table 8-1 - Trip Table

<table>
<thead>
<tr>
<th>Type of Generator</th>
<th>Peak Hour Percent</th>
<th>TRPA Staff Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Residential Uses)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Family</td>
<td>1 - 11.0 %</td>
<td>10/Unit</td>
</tr>
<tr>
<td>Multi Family</td>
<td>2 - 11.0 %</td>
<td>7/Unit</td>
</tr>
<tr>
<td>Multi Family-Apartment</td>
<td>3 - 11.0 %</td>
<td>7/Unit</td>
</tr>
<tr>
<td>Condominium</td>
<td>4 - 11.0 %</td>
<td>7/Unit</td>
</tr>
<tr>
<td>Timeshare</td>
<td>5 - 11.0 %</td>
<td>10/Unit</td>
</tr>
<tr>
<td>Mobile Home</td>
<td>6 - 11.0 %</td>
<td>6/Unit</td>
</tr>
<tr>
<td>Residential Care Facility</td>
<td>7 - 11.0 %</td>
<td>3.5/Unit or Bed (As Appropriate)</td>
</tr>
<tr>
<td>(Industrial Type Uses)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rental-Retail</td>
<td>8 - 15.0 %</td>
<td>50/K</td>
</tr>
<tr>
<td>Rental-Storage</td>
<td>9 - 15.0 %</td>
<td>3/K (Vault = 100 sq.ft.)</td>
</tr>
<tr>
<td>Industrial &amp; Public Service</td>
<td>10 - 20.0 %</td>
<td>4/E + 10/Vehicle</td>
</tr>
<tr>
<td>Other Industry</td>
<td>11 - 20.0 %</td>
<td>6/K</td>
</tr>
<tr>
<td>(Office Uses)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Government - Public</td>
<td>12 - 16.0 %</td>
<td>150/K</td>
</tr>
<tr>
<td>Government - Quasi-Public</td>
<td>13 - 16.0 %</td>
<td>65/K</td>
</tr>
<tr>
<td>Private - Public Contact</td>
<td>14 - 19.0 %</td>
<td>35/K</td>
</tr>
<tr>
<td>Other - No Public Contact</td>
<td>15 - 15.0 %</td>
<td>20/K</td>
</tr>
<tr>
<td>Medical Office</td>
<td>16 - 15.0 %</td>
<td>55/K</td>
</tr>
<tr>
<td>(Institutional Uses)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hospital</td>
<td>17 - 12.0 %</td>
<td>9.5/Bed</td>
</tr>
<tr>
<td>Child Day Care Center</td>
<td>18 - 20.0 %</td>
<td>3.0/Student</td>
</tr>
<tr>
<td>Elementary School (K-9)</td>
<td>19 - 20.0 %</td>
<td>1.0/Student</td>
</tr>
<tr>
<td>Secondary School (9-12)</td>
<td>20 - 20.0 %</td>
<td>1.3/Student</td>
</tr>
<tr>
<td>Community College</td>
<td>21 - 12.0 %</td>
<td>1.6/Student</td>
</tr>
<tr>
<td>Public Library</td>
<td>22 - 16.0 %</td>
<td>55/Employee</td>
</tr>
<tr>
<td>Place of Worship</td>
<td>23 - **</td>
<td>Case-by-Case (on own merits)</td>
</tr>
<tr>
<td>Special Event Center</td>
<td>24 - **</td>
<td>Case-by-Case (on own merits)</td>
</tr>
</tbody>
</table>

(K = 1,000 sq. ft.; E = Employee)
### Restaurant/Bar Uses

<table>
<thead>
<tr>
<th>Use</th>
<th>Low Turnover</th>
<th>High Turnover</th>
</tr>
</thead>
<tbody>
<tr>
<td>Table Serv.</td>
<td>25</td>
<td>12.5%</td>
</tr>
<tr>
<td>Counter Serv.</td>
<td>26</td>
<td>12.5%</td>
</tr>
</tbody>
</table>

### Hotel/Motel/Gaming Uses

<table>
<thead>
<tr>
<th>Use</th>
<th>Unit Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hotel/Motel</td>
<td>10/Unit</td>
</tr>
<tr>
<td>Casino</td>
<td>Case-by-Case (on own merits)</td>
</tr>
</tbody>
</table>

### Commercial Uses

<table>
<thead>
<tr>
<th>Use</th>
<th>Unit Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Shp. Ctr.</td>
<td>155/K</td>
</tr>
<tr>
<td>Community Shop. Center</td>
<td>50/K</td>
</tr>
<tr>
<td>Pharmacy &amp; Discount St.</td>
<td>50/K</td>
</tr>
<tr>
<td>Discount Store W/Super-</td>
<td></td>
</tr>
<tr>
<td>Market</td>
<td>82/K</td>
</tr>
<tr>
<td>Supermarket</td>
<td>135/K</td>
</tr>
<tr>
<td>0-16 hr. Convenience</td>
<td></td>
</tr>
<tr>
<td>Market</td>
<td>322/K</td>
</tr>
<tr>
<td>24 hr. Convenience Mkt.</td>
<td>577/K</td>
</tr>
<tr>
<td>Financial Institution</td>
<td>225/K</td>
</tr>
<tr>
<td>Service Station</td>
<td>100/Pump</td>
</tr>
<tr>
<td>Car Dealer (w/service)</td>
<td></td>
</tr>
<tr>
<td>10/K (Actual Coverage)</td>
<td></td>
</tr>
<tr>
<td>Car Dealer (w/o serv.)</td>
<td></td>
</tr>
<tr>
<td>8/K (Actual Coverage)</td>
<td></td>
</tr>
<tr>
<td>Car &amp; Truck Rental</td>
<td></td>
</tr>
<tr>
<td>2/Vehicle (Permitted Rental)</td>
<td></td>
</tr>
<tr>
<td>Low Commercial</td>
<td>25/K</td>
</tr>
<tr>
<td>Medium Commercial</td>
<td>40/K</td>
</tr>
<tr>
<td>High Commercial</td>
<td>90/K</td>
</tr>
</tbody>
</table>

(K = 1,000 sq. ft.; E = Employee)
(Recreation Uses)

Visitor Information
Center  47  -  15.0 %  -  600/K
Marina  48  -  12.0 %  -  18.5/Acre + 4/berth or Buoy
Ski Resort  49  -  **  -  Case-by-Case (On own Merits)
Golf Course  50  -  15.0 %  -  200/Nine Holes
Day Use Picnic Area/Beach  51  -  **  -  Case-by-Case (On own Merits)
Mixed Use Picnic Area  52  -  **  -  Case-by-Case (On own merits)
Overnight Use Camp-ground  53  -  **  -  Case-by-Case (On own merits)
Aviation Facility  54  -  **  -  Case-by-Case (On own merits)
Tour Vehicle or Ride  55  -  20.0 %  -  (Approved Ave. Daily Cap./Veh. occ.) *2
Playground/Ballpark  56  -  14.0 %  -  26.5/Acre
Amusement Facility  57  -  15.0 %  -  35/Lane, 20/Cage,
Health Club, Gym, etc.  58  -  15.0 %  -  10/Game, Rides @ #55
                                     45/K

(Other Generators/Credits)
ATM Machine  A  -  (Same-as-use)  -  (100 - 200 per day)
More than 16 hours ser.  B  -  (Same-as-use)  -  +5% (per hour over 16)
Drive through lane  C  -  (Same-as-use)  -  +10% (of background use)
Private Shuttle Credit  D  -  **  -  Case-by-Case (On own merits)
Rideshare Credit  E  -  **  -  Case-by-Case (On own merits)
Bicycle Facilities Credit  F  -  **  -  Case-by-Case (On own merits)

* Guide only - To be discussed with the applicant

** Peak hour percentage to be determined at time of application

(K = 1,000 sq. ft.; E = Employee)
### Table 8-1 - Definitions

2) A dwelling unit sharing walls or roofs with one, two, or three other units.

5) A dwelling unit owned by a number of individuals, families, or corporations.

7) Includes "Retirement Villages" and "Rest Homes".

8) Includes tool and equipment rental, sales associated with rental.

9) Includes vault and bulk storage facilities.

10) Including but not limited to those uses with a fleet-type operation such as public and private utilities, electrical and plumbing contractors, ambulance companies, and other fleet service facilities.

12) Including but not limited to motor vehicle departments, unemployment offices, and other public building with high public usage.

13) Including but not limited to public safety facilities, USFS offices, and other public buildings with moderate public usage.

14) Including but not limited to real estate offices, tax services, and other office-type uses with public access.

15) Examples include administrative office space and other office type uses not normally open to the public.

16) Including but not limited to dentists, doctors, physical therapy centers, out-patient surgery clinics, and other medical-type uses without overnight bed space.

24) Including but not limited to community centers, indoor and outdoor arenas and theatres, and other facilities intended primarily for public events.

26) Including but not limited to delicatessans (with retail sales), coffee shops, bars, cocktail lounges, and other similar food service establishments.

27) Including but not limited to high volume food service establishments with little or no seating or less that 1,000 sq. ft. in gross floor area (e.g., Ice Cream Parlors, Donut Shops).

28) Including but not limited to all "fast food" restaurants with over the counter food service or ordering.

32) A multi-commercial/retail facility less than 100,000 sq. ft. GFA.

33) A multi-commercial/retail facility greater than 100,000 sq. ft. GFA.
44) Including but not limited to Lumber Yards and Wood Lots.

45) Including but not limited to Department Stores.

46) Including but not limited to Electronics and Auto Parts.

47) Including but not limited to USFS visitor information centers, coupon distribution centers (e.g., "Casino Coupons"), other information-type centers.

48) Facilities which rent or sell berths, buoys, or other means of docking, anchoring, or launching boats.

49, 50) All other uses (restaurants, pro shops, cocktail lounges, etc.) are additive.

55) Including but not limited to tour boats, seaplane and helicopter tours, boat tours, and amusement rides.

57) Including but not limited to amusement arcades, miniature golf courses, and bowling alleys.

A) Any machine dispensing cash or crediting accounts normally operated by a plastic card.

B) More than 16 hours open to customers within a 24 hour period.

C) A lane, machine, or window where goods or services are provided to an occupant of a motor vehicle.

A, B, C) Each additional machine, lane, window, or hour will be added to that of previous machines, lanes, windows or hours.

D) This credit may be applied to those nonresidential uses which can demonstrate that a significant portion of their customers utilize a supplied shuttle service. This factor will vary but will not exceed a reduction of 10%. This factor will apply only if the commercial use served funds the entire cost of providing the service, with no cost to the passenger.

E) This credit may be applied to those nonresidential uses which can demonstrate that a significant portion of their employees utilize an employer sponsored and coordinated ride sharing program. This factor will vary but will not exceed 10% of the total trips, or 25% of employee trips, whichever is less.

F) This credit may be applied to those nonresidential uses which develop bicycle facilities consistent with TRPA Design Review Guidelines. This factor will vary but will not exceed a reduction of 10%.

D, E, F) None of these reductions are meant to be applied to reduce the compliance needed to meet other standards, regulations, or ordinances of the TRPA or any other agency. Where applicable, if an applicant modifies the use or program originally approved, the reduction may be modified and retroactive fees may be assessed.
Table 8 - 1 - Sources

1) Quick Response, 14th Progress Report.

2) Quick Response.

3) 1979 ISR.

4) 1979 ISR.

5) Past Basin approvals at Hotel/Motel rate.

6) 1979 ISR.

7) Quick Response, 14th Progress Report.

8) 125% of Medium Commercial rate or 100% of Discount Store rate to reflect dual use of floor area and high rental traffic.

9) 14th Progress Report adjusted to trips/1,000 sq. ft.

10) Quick Response.

11) Quick Response, Placer County.

12) 14th Progress Report.

13) 14th Progress Report.

14) 1979 ISR.

15) Quick Response, 14th Progress Report.

16) Quick Response, 1979 ISR.

17) 14th Progress Report.

18) Telephone Survey.

19) 14th Progress Report.

20) Quick Response, 14th Progress Report.

21) Quick Response, 14th Progress Report.

22) Quick Response, 14th Progress Report.

23) 11th Progress Report.

24) No applicable universal rate.

25) Quick Response
26) Quick Response, 1979 ISR.

27) Past Basin applications indicate need for rate between 200 and 550 trips per 1,000 sq. ft.

28) Quick Response, 1979 ISR.

29) Quick Response, 14th Progress Report.

30) Caltrans (from TRTS) with an adjustment to not double count Hotel/Motel unit trips.

31) Caltrans (from TRTS).

32) 1979 ISR.

33) Quick Response.

34) Quick Response.

35) Quick Response.

36) Quick Response, 1979 ISR.

37) Quick Response.

38) Quick Response.

39) Quick Response adjusted to 14th Progress Report average.

40) Quick Response adjusted by past Basin applications.

41) Past Basin Applications adjusted to trips/1,000 sq. ft.

42) As above, reduced to compensate for lack of service.

43) Past Basin Applications.

44) 14th Progress Report.

45) Quick Response.

46) Quick Response.

47) USFS rate adjusted to trips/1,000 sq. ft.

48) Quick Response, 14th Progress Report.

49) No applicable universal rate.

50) 14th Progress Report.

51) No applicable universal rate.

52) No applicable universal rate.
53) No applicable universal rate.
54) No applicable universal rate.
55) No applicable universal rate.
56) Quick Response.
57) 14th Progress Reports, past Basin approvals.
58) Past Basin Approvals.

Clarification of Sources

4) Placer: Transportation Improvement Ordinance, Chapter 4, Subchapter VI, 1984.
MEMORANDUM

November 5, 1984

To: The Advisory Planning Commission

From: The Staff

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

At the meeting in October, the APC requested that representatives from the California Attorney General's office and the League to Save Lake Tahoe be invited to attend the APC meetings to discuss the subject litigation. Attached is a letter from Chairman Mike Harper to all parties involved explaining the APC's position and a letter in response from Mr. Rick Skinner of the California Attorney General's office.

Staff will be prepared to discuss this further at the November 14 meeting.

Attachments

jf
October 22, 1984

E. Clement Shute, Esq.
(League to Save Lake Tahoe)
Mihaly & Weinberger
Attorneys-at-Law
396 Hayes Street
San Francisco, California 94102

Mr. Dwight C. Steele
(League to Save Lake Tahoe)
1924 Tice Valley Boulevard
Walnut Creek, California 94595

Mr. M. Richard Skinner
Deputy Attorney General
California Department of Justice
1515 "K" Street -- Suite 511
Sacramento, California 95814

Dear Messrs. Shute, Steele and Skinner:

At its regularly-scheduled meeting of October 10, 1984, the Advisory Planning Commission of the Tahoe Regional Planning Agency passed a motion respectfully inviting you to each regularly-scheduled Advisory Planning Commission meeting. The purpose of this invitation is to offer you the opportunity to discuss with the Advisory Planning Commission your positions and ideas regarding the current litigation and settlement agreement process between your respective organizations and the Tahoe Regional Planning Agency.

The Advisory Planning Commission wants to assure you that this invitation is not a request to negotiate any agreements or deal with legal matters that cannot be appropriately discussed at this forum. This invitation is intended to establish a regular opportunity for the exchange of information and ideas. As you are aware, the Advisory Planning Commission has been intimately involved with all of the various aspects of the planning process in the Lake Tahoe basin. Unfortunately, as it proceeds with the final components of the planning process -- ordinances, planning area statements and operating procedures -- the Advisory Planning Commission feels that it is lacking firsthand knowledge of the issues raised through your lawsuits brought against the Tahoe Regional Planning Agency. It is the consensus of the Advisory Planning Commission that to function as fully-informed
technical advisors to the Governing Board, the Advisory Planning Commission must be provided with firsthand knowledge of your concerns. The Advisory Planning Commission also believes that it can offer a considerable amount of expertise for the review of solutions through its collective professionalism.

The Advisory Planning Commission therefore respectfully invites you to attend its regularly-scheduled monthly meetings in order that information and ideas can be more fully and productively exchanged. It is the Advisory Planning Commission's belief that this will assist in expediting a resolution to the issues in which we are all vitally interested.

Sincerely,

Michael A. Harper, Chairman
Advisory Planning Commission

MAH/mt

Xc: Norman Woods, Chairman, TRPA
    Bill Combs, APC Vice Chairman
    Gary D. Midkiff, TRPA Acting Exec. Dir.
    Tom Martinez, League to Save Lake Tahoe
    Susan E. Scholley
    Sam McMullen, APC
October 25, 1984

Michael A. Harper
Chairman
Advisory Planning Commission
Tahoe Regional Planning Agency
P.O. Box 8896
South Lake Tahoe, CA 95731

Dear Mr. Harper:

Re: TRPA

Thank you for your letter of October 22, 1984, regarding your invitation to us to attend regularly scheduled meetings of the Advisory Planning Commission (APC) of the Tahoe Regional Planning Agency (TRPA). I personally believe the APC, with its extensive involvement in the planning issues we are currently disputing with TRPA, may be of great assistance in helping all of us try to reach a negotiated settlement of our current litigation. From our point of view, it would thus be helpful if the APC could designate one of its members to attend our litigation negotiating meetings with the TRPA Litigation Subcommittee. It is my understanding, from the Governing Board meeting of October 24, 1984, that the Governing Board has extended an invitation to the APC to do just that.

Ordinarily, I would be delighted to attend regularly scheduled APC meetings for the benefits such attendance would provide. However, we are presently meeting at least weekly with either TRPA staff or the Litigation Subcommittee and are also having to deal with an incessant flow of development requests from project proponents around the Basin who seek exemptions under the preliminary injunction. In addition, the litigation with TRPA has its own demands, as various intervenors bring motions which require our response, and the TRPA's appeal begins to heat up.
In short, I find my time could easily be entirely devoted to various meetings, leaving no time to devote to some of the other tasks which need to be done if we are to solve some of the most pressing problems confronting us. As an alternative to committing to some regular attendance at your meetings, I would be happy to work with APC to set up some time where we could attend one of your meetings and provide our views of the current situation. If you think that would be helpful, please give me a call at (916) 324-5496. I think that approach, in combination with your delegated attendance at our negotiating sessions, may be the best alternative available to improving APC's input to and understanding of the process we are engaged in.

Thank you for your consideration of the foregoing. If you have any questions, please let me know.

Very truly yours,

JOHN K. VAN DE KAMP
Attorney General

RICHARD M. SKINNER
Deputy Attorney General

RMS: dgg

cc: E. Clement Shute, Esq.
    Dwight C. Steele, League to Save Lake Tahoe
    Norman Woods, Chairman, TRPA
    Bill Combs, APC Vice Chairman
    Gary D. Midkiff, TRPA Acting Exec. Dir.
    Tom Martens, League to Save Lake Tahoe
    Susan E. Scholley, Esq.
    Sam McMullen, APC
MEMORANDUM

November 7, 1984

To: The Advisory Planning Commission

From: The Staff

Subject: Regional Plan Status Report

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.

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>Final Adopt</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Procedure</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Land Use</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Subdivision</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Shorezone</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Grading</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Resource</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Water</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8 Air</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 Growth</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</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.

11/7/84
Memo to the APC
Regional Plan Status Report
November 7, 1984
Page Two

Plan Area Statements: The status of each jurisdiction at the date of this APC 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>X</td>
<td>X</td>
</tr>
<tr>
<td>Placer County</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>South Lake Tahoe</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>El Dorado County</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Douglas County</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

X = Completed Review

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 Governing Board meeting, the Governing Board approved, for drafting purposes, all the Plan Area Statements except the City of South Lake Tahoe.

DG:jf

11/7/84
PLAN DESIGNATION:

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

DESCRIPTION:

Location: This area is located above Pioneer Trail by the Heavenly Valley Ski Area on TRPA maps H-17 and H-18.

Existing Uses: This area contains a mixture of residential uses such as single family dwellings, apartments, and condominiums. There are some isolated commercial uses and a large timeshare project. The area is 65% built out.

Existing Environment: The land is classified as 50% high hazard, 35% moderate hazard and the rest SEZ. The land coverage is 20% plus an additional 25% disturbed.

PLANNING CONSIDERATIONS:

1. Some areas are not up to minimal BMP standards.
2. The legal status of the Powderhorn Subdivision is unresolved.
3. There are traffic and parking problems in the areas adjacent to Heavenly Valley and Tahoe Seasons Resort.
4. Two sites included in the City of South Lake Tahoe's Open Space and Community Park Plan are in this area.
5. Future use of the Caltrans highway right-of-way is not resolved.
6. This area is affected by drainage problems originating adjacent to the Heavenly Valley Ski Area parking lot.
7. The future status of a Caltrans right-of-way through this Area is uncertain.

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

SPECIAL POLICIES:

1. The Caltrans right-of-way should be maintained for future transportation needs.
2. Support continuation of public transit services to this area.

3. Preserve the areas of open space identified in the City of South Lake Tahoe's Open Space and Community Park Plan.

4. Projects proposed within this Plan Area shall be required to mitigate existing noise, traffic, and parking problems near the Heavenly Valley Ski Area. Such mitigation and remedial action shall be coordinated with the adjoining Plan Area, 087.

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>Use Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Caretaker residences, domestic animal raising, mobile home developments, temporary dwellings, nursing and personal care, multi-person dwellings, residential care, and summer homes 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>
<tr>
<td>Recreation</td>
<td>Day-use areas, outdoor concessions, and riding and hiking trails 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:

- **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.

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 accommodation units.
- **Commercial**: 1,000 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-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 is the Heavenly Valley Ski area located on the California side of the Basin. It is located on TRPA maps H-17, H-18 and generally corresponds to the U. S. Forest Service lease area.

Existing Uses: This plan area includes the base facilities and several ski runs for the Heavenly Valley Ski area.

Existing Environment: Most of the area is classified as high hazard and SEZ. The land coverage is high at the base facility and low in other portions of this area. The disturbance is high.

PLANNING CONSIDERATIONS:

1. There is greater opportunity for year-long use of the base facilities.
2. There are noise, traffic, and parking problems at peak ski periods in and around this Plan Area.
3. The heliport may be a significant local source of noise.
4. Visual quality is significantly affected by ski trails.
5. Heavenly Valley Creek has been placed in culverts and rerouted to accommodate ski area objectives.
6. Water quality standards are not being attained during certain periods of the year.
7. This area has been considered for conference facilities, some requiring new construction.
8. Ski related parking overflows into adjacent areas during peak periods.

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. Significant modifications or expansions of existing ski facilities may be permitted based upon a master plan for the entire ski area. The plan must demonstrate: 1) consistency with the other goals and policies of the Regional Plan and the requirements of the Compact; 2) that the expansion is consistent with the availability of accommodations and infrastructures to support visitors when they are off the ski area; and 3) expansion of existing parking facilities for day use does not occur. The master plan will assist in laying out the most efficient operation and the least environmental disturbance, and will direct the phased development where such is appropriate. The master plan shall also consider affects of the ski area on adjoining Plan Areas.

2. Since automobile access to and parking at ski area base facilities has been the source of many problems, new facilities should be planned to avoid these problems. Enlargements of, or new facilities, to provide shelter, sanitation, food service, and first aid would be permitted to serve skiers on the mountain, but enlarged parking lots would not be permitted. Continued expansion shall be contingent on improving access to the ski area by transit services, including tramways.

3. Encourage year-round use of the ski resort base facilities.

4. Reevaluate existing CNEL levels and uses relative to the thresholds.

5. The U. S. Forest Service Master Erosion Control Plan for this area should be used as a guideline for remedying erosion and water quality problems. Continue to implement drainage improvements for the Heavenly Valley parking lot.

6. Ski area facilities shall be limited to areas so designated on the Plan Area maps. This does not preclude the use of nondesignated areas for dispersed recreation/cross country skiing.

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 temporary dwellings and caretaker residences which may be permitted as special uses.
- Tourist - All uses are prohibited.
- Commercial - All uses are prohibited except general merchandise stores, eating and drinking places, amusement and recreation services, and storage.
Public Service - All uses are prohibited except transit stops, existing heliports, pipelines and power transmission, public safety, transmission and receiving facilities, and public assembly and entertainment facilities which may be permitted as special uses.

Recreation - All but the following uses are prohibited: temporary events, cross-country skiing courses, day-use areas, downhill skiing areas, riding and hiking trails, and outdoor recreation concessions.

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:

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 Recommendations - The recommendations for preserving scenic quality of this Plan Area as described on Pages 352 (A), (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: 3,000 square feet of gross floor area.

Recreation: Downhill skiing facilities to accommodate an additional 5,400 PAOT; 5 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 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 - TOURIST
Management Strategy - REDIRECTION
Special Designation - ELIGIBLE FOR REDEVELOPMENT
TDR RECEIVING AREA FOR:
1. Existing Development
2. Land Coverage
3. Residential Bonus Units
SCENIC RESTORATION AREA
PREFERRED AFFORDABLE HOUSING LOCATION

DESCRIPTION:

Location: This is the California side, hotel/motel area of South Stateline and is located on TRPA maps H-16 and H-17.

Existing Uses: This area includes numerous motels, the Crescent V shopping center, Lakeside Marina, numerous commercial establishments, and some older residences. The area is 95% built out.

Existing Environment: The land classification of this area is a mixture of high and low hazard. The shorezone tolerance district is 1. Land coverage and disturbance is high.

PLANNING CONSIDERATIONS:

1. This area has traffic congestion problems at peak periods.
2. This area is the major traffic generator in the Basin.
3. There is a disturbed barrier beach with littoral drift problems.
4. This area has scenic problems and exhibits generally poor site design.
5. This area has some drainage problems on Pine Boulevard.
6. There is a need for affordable housing in this Plan Area.
7. There are pedestrian access problems in the vicinity of the post office.

PLANNING STATEMENT: This area should continue as a tourist area with an emphasis on redirection through redevelopment.

SPECIAL POLICIES:

1. The redirection of this area should be consistent with an adopted redevelopment plan, which will include consideration of additional building height consistent with that permitted by the Code of Ordinances.
2. The Lakeside Marina harbor and barrier should be redesigned to mitigate littoral drift problems. Appropriate private and/or public financial incentives to accomplish the redesign shall be provided.

3. A special Plan Area transportation plan should be developed for this Plan Area to include consideration of alternative transportation modes, transit terminals, more efficient vehicular and pedestrian access, and movement and parking for tour and other buses outside the Stateline area.

4. Restoration of the barrier beach/SEZ area should be a high priority.

5. This area should be considered for affordable housing for casino employees, on a fair share basis with the Nevada Plan Areas.

6. Additional pedestrian crossings should be considered in this area, especially near the Stateline post office.

7. The Crescent V Center and adjacent areas should have a high priority for initial redirection activities.

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:

Commercial - All Retail uses except eating and drinking places, food and beverage retail sales, general merchandise stores, and service stations are prohibited. All Service Commercial uses except financial, offices, and personal services are prohibited. 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 - Marinas shall be considered commercial for purposes of land coverage.

Noise - The average noise level for the Plan Area is 55 CNEL. The highway 50 corridor shall not exceed 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: One unit per lot or parcel plus 200 new multi-residential units.

Tourist: No new tourist accommodation units.

Commercial: 45,000 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 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-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 including the loop road.

3. Stream environment 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 - RESIDENTIAL
Management Strategy - MITIGATION
Special Designation - SCENIC RESTORATION AREA

DESCRIPTION:

Location: This area is located north of Highway 50 between Ski Run Boulevard and Park Avenue and is located on TRPA maps H-16 and H-17.

Existing Uses: This is an older subdivision that was designed for summer home use. The area is mostly built out with a mixture of old cabins and newer homes. Use of the open space and beaches within the subdivision is limited to the residents of the area.

Existing Environment: The area is mostly SEZ with some low hazard land. The shoreline is classified as Tolerance District 1. The land coverage and disturbance are low to moderate. Habitat for Sorippa subumbellata is found on the beach.

PLANNING CONSIDERATIONS:

1. There is some flooding of houses and dewatering activities in the area of the barrier beach meadow.

2. Fire protection facilities are inadequate and standard subdivision improvements are lacking.

3. Littoral drift problems along the barrier beach are subject to a lawsuit with Ski Run Marina.

4. Uses within the Tahoe Meadows Subdivision are regulated, in part, by the Tahoe Meadows Protective Convenant.

5. This area is being considered as part of an overall solution to runoff problems in the watershed.

PLANNING STATEMENT: This area should continue to be a residential recreation area, maintaining the established rustic character.
SPECIAL POLICIES:

1. The TRPA, in cooperation with the Tahoe Meadows Homeowner's Association, will develop a restoration plan to help identify opportunities for SEZ restoration and improvement. Proposals for additional development or disturbance must be in substantial compliance with the approved restoration plan.

2. Special design standards should be established for review of all development in this area. These standards shall preserve and enhance the existing old Tahoe style summer recreation atmosphere that has been established at Tahoe Meadows. The Tahoe Meadows Homeowner's Association's Building and Design Standards may serve as a guideline for development of TRPA approved design standards for this area.

3. The Tahoe Meadows homeowners should cooperate with city and CALTRANS officials and with the preparation of a Scenic Restoration Plan for the Highway 50 corridor to help resolve the visual problems associated with the barbed wire fence that borders the property.

4. The Tahoe Meadows homeowners should continue to cooperate with public efforts to resolve drainage problems in the watershed.

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>All residential uses except single family houses, caretaker residences, residential accessory uses, and summer homes are prohibited.</td>
</tr>
<tr>
<td>Tourist</td>
<td>All tourist accommodations are prohibited.</td>
</tr>
<tr>
<td>Commercial</td>
<td>All commercial uses are prohibited.</td>
</tr>
<tr>
<td>Public Service</td>
<td>All uses are prohibited except for existing transportation routes, public utility centers, public safety facilities, pipelines, and transit stations, which may be permitted as special uses.</td>
</tr>
<tr>
<td>Recreation</td>
<td>Temporary events, marinas, and 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>
</tbody>
</table>
Noise - The maximum cumulative noise level for this Plan Area is 55 CNEL. The maximum cumulative noise level for the Highway 50 corridor is 65 CNEL.

Design Criteria: Special design standards will be developed for this area to supplement the TRPA Design Review Guidelines. These standards shall preserve and enhance the existing old Tahoe style of the 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.
- **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.)

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

DESCRIPTION:

Location: This is the commercial strip along both sides of Ski Run Boulevard and extending in both directions down Highway 50 from the intersection of Ski Run Boulevard and Highway 50 and is located on TRPA maps H-17 and G-17.

Existing Uses: This area includes numerous motels, Ski Run Marina, miscellaneous commercial services and a few residential uses. The area is 95% built out. The beach area near Ski Run Marina is in private ownership but is accessible by the public.

Existing Environment: The area is classified as about 75% SEZ, with the other 25% being low hazard. The shoreline is Tolerance District 1. The land coverage is 65% plus an additional 20% disturbed.

PLANNING CONSIDERATIONS:

1. Extensive modifications to the SEZ and barrier beach have occurred.
2. Local flooding problems exist.
3. Traffic congestion and noise problems are common along Highway 50.
4. Extensive water quality, dredging, siltation, and parking problems exist at the marina.
5. This area has carbon monoxide violations.
6. Additional fire hydrants are needed in this area.
7. The SEZ in this area should be considered for reclassification to man-modified.
8. This Area would be a good location for a redevelopment demonstration project.

PLANNING STATEMENT: This area should be redeveloped to continue to provide tourist accommodations and services with scenic and environmental improvements.
SPECIAL POLICIES:

1. Redirection of this area should be consistent with all adopted redevelopment plans. Redevelopment plans should consider long term improvements anticipated for the Heavenly Valley Ski Area base facility.

2. The SEZ's in this area shall be evaluated and restoration and/or reclassification should be encouraged.

3. The Ski Run Marina area should be retained as a view point to the lake and any expansion or modification should be consistent with an approved marina master plan.

4. Undergrounding of utilities in this area should be encouraged.

5. Additional public/private parking should be authorized on a special use basis.

6. Redirection of development should initially occur by means of a special design district and public/private development agreements.

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:

- **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 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 the Highway 50 corridor is 65 CNEL. The remaining area is 55 CNEL.

- **SEZ**
  - Modifications of the Ski Run harbor as part of an SEZ restoration project may be permitted.

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.

PAS 091
Page 2 of 3
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:** 70,000 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-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 50 corridor. (To be completed.)
PLAN DESIGNATION:

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

DESCRIPTION:

Location: This is the residential area enclosed by Highway 50, Ski Run Boulevard and the Caltrans right-of-way for the by-pass (runs parallel to Pioneer Drive). This area is located on TRPA map H-17.

Existing Uses: This area contains a mixture of old and new residential uses, from summer cabins to condominiums. This area has some motel and commercial uses. Portions of this area are 50% built out.

Existing Environment: This area is 30% SEZ and the rest is classified low hazard. The land coverage is 40% with an additional 20% disturbed.

PLANNING CONSIDERATIONS:

1. This area is characterized by poor subdivision design with small lot grid design.

2. Traffic congestion is a recognized problem on Pioneer Trail. This traffic impacts adjacent residential areas.

3. Local flooding is a frequent problem in this area, especially in those areas near Highway 50.

4. Alignment of a Highway 50 by-pass road is proposed to pass through this area.

5. The neighborhood areas are in a declining state and Pioneer Trail is nonattainment in scenic thresholds.

6. This area has CO violations.

7. Residents of the area are frequent transit users.

8. The overcrowding of residential units is a recognized problem.
PLANNING STATEMENT: This area should continue to be a residential area with improvements made to upgrade that character.

SPECIAL POLICIES:

1. Redevelopment of this area should be consistent with all adopted redevelopment plans.

2. Evaluation of SEZ's in this area and encouragement of restoration and/or reclassification should be a high priority.

3. Consolidation of Plan Area Statements 90 and 92 may be required for effective redevelopment.

4. Uses within the by-pass corridor are limited to residential units without permanent foundation pending resolve over the future use of the by-pass corridor.

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
  - Domestic animal raising, mobile home developments, mobile home dwellings, organizational houses, summer homes and temporary dwellings are prohibited.

- Commercial
  - Outdoor retail sales and service stations are prohibited.

- Public Service
  - All public service uses are prohibited except for churches, transit stations and terminals, post office facilities, public safety facilities, schools, social service organizations, and transportation routes.

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 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 plus 225 additional units for affordable housing.

Tourist: None.

Commercial: 1,000 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-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 Pioneer Trail. (To be completed.)
PLAN DESIGNATION:

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

DESCRIPTION:

Location: This area is located south of Highway 50 between Ski Run Boulevard and Bijou Meadow and is located on TRPA maps G-17 and H-17.

Existing Uses: This is an older residential area of mixed residential uses and includes the Bijou Elementary School. The area is 90% built out.

Existing Environment: The lands in this area are classified as 70% low hazard and 30% SEZ. The area has 30% hard coverage with an additional 20% disturbed.

PLANNING CONSIDERATIONS:

1. The SEZ has been altered due to single family development.
2. This area has deteriorating housing.
3. There is a major drainage problem in this area.

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

SPECIAL POLICIES:

1. Encourage stream restoration in this area in conjunction with the improvement of existing drainage problems.
2. Encourage the improvement of multiple housing units.
3. Encourage the consolidation of small parcels through the redevelopment process.
4. Retain Bijou school and mini-park as recreation areas. Provide opportunities for expansion.

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>Domestic animal raising, mobile home developments, mobile home dwellings,</td>
</tr>
<tr>
<td></td>
<td>summer homes, and temporary dwellings are prohibited.</td>
</tr>
<tr>
<td>Tourist</td>
<td>Hotels, motels and other transient dwelling units 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 are prohibited, except for churches, transit stations</td>
</tr>
<tr>
<td></td>
<td>and terminals, post office facilities, public safety facilities, schools,</td>
</tr>
<tr>
<td></td>
<td>social service organizations, and transportation routes.</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 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.

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

DESCRIPTION:

Location: This area is located near Pioneer Trail between Glenwood and Blackwood Avenues and is located on TRPA maps H-17, H-18, G-17, and G-18.

Existing Uses: This residential area includes newer single family dwellings (both subdivisions and mobile home parks). The area is 65% built out.

Existing Environment: The lands are classified as 25% high hazard, 30% SEZ, 15% moderate hazard and 30% low hazard. The land coverage is 20% with an additional 25% disturbed.

PLANNING CONSIDERATIONS:

1. The SEZ has been altered by the development of single family housing.
2. A conflict exists between the need to make improvements to Pioneer Trail because of increasing traffic and the existing residential character of the area.
3. The future status of a Caltrans right-of-way through this Area is uncertain.
4. Drainage problems exist in the area.

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

SPECIAL POLICIES:

1. Pioneer Trail improvements must be compatible with the neighborhood.

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, 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.
Public Service – Cemeteries, cultural facilities, hospitals, membership organizations, and public assembly and entertainment facilities 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:

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

- 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.

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 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 - 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; 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: RESIDENTIAL
- Management Strategy: MITIGATION
- Special Designation: TDR RECEIVING AREA FOR:
  1. Allocations

DESCRIPTION:

Location: This area is located off of Al Tahoe Boulevard and south of Johnson Avenue. The area is depicted on TRPA maps G-18 and H-18.

Existing Uses: This is a newer residential single family dwelling subdivision. The area is 95% built out.

Existing Environment: The land is classified as 70% low hazard and 30% SEZ. The area has 30% hard coverage and an additional 20% disturbance.

PLANNING CONSIDERATIONS: No planning considerations.

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

SPECIAL POLICIES: No special policies.

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 residences, domestic animal raising, employee housing, mobile home developments, mobile home dwellings, multi-family dwellings, multi-person dwellings, nursing and personal care, residential care, summer homes, and temporary dwellings are prohibited.

- **Tourist**
  - All tourist commercial accommodation 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 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 residential 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 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 - MITIGATION

Special Designation - TDR RECEIVING AREA FOR:
1. Allocations

DESCRIPTION:

Location: The Bijou Pines area is located east of the Al Tahoe subdivision in between Highway 50 and Johnson Boulevard. Access to this area is generally from Rufus Allen Boulevard. This Plan Area is located on TRPA map G-17.

Existing Uses: The existing use of this area is generally residential. The area is approximately 90% built out.

Existing Environment: This area is 12% SEZ lands and 88% low hazard. The area is currently 40 percent covered and 23% disturbed.

PLANNING CONSIDERATIONS:

1. There are drainage problems in the SEZ areas.

2. There is deteriorating housing stock in the older subdivision portions of this area (old Bijou Pines Subdivision).

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

SPECIAL POLICIES:

1. The old Bijou Pines Subdivision should encourage rehabilitation while maintaining the summer tract character.

2. Existing drainage problems should be addressed, specifically in the old Bijou Pines Subdivision.

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 and resorts are prohibited.

Commercial - Food and beverage retail sales, outdoor retail sales, service stations, business support services, financial services, health care services, repair services, and temporary construction yards are prohibited.

Public Service - All uses are prohibited except for churches, transit stations and terminals, pipelines and power transmission lines, schools, transportation routes, social service organizations, and public utility centers.

Recreation - All 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 this Plan Area is 50 CNEL.

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

**Historic** - The design guidelines for the Al Tahoe Historical District shall be considered for developments in the Bijou Pines 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 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: COMMERCIAL/PUBLIC SERVICE
- Management Strategy: REDIRECTION
- Special Designation:
  - ELIGIBLE FOR REDEVELOPMENT PROJECTS
  - TDR RECEIVING AREA FOR:
    1. Existing Development
    2. Land Coverage
    3. Multi-Residential
    4. Allocations
  - PREFERRED AFFORDABLE HOUSING AREA
  - SCENIC RESTORATION AREA

DESCRIPTION:

Location: This area is located along Highway 50 from Bijou Creek to Trout Creek. This also includes the adjoining areas along Al Tahoe Boulevard. This area is located on TRPA maps G-17 and G-18.

Existing Uses: The uses in the area are diverse. The major uses include large motels, two schools, a sewer plant, a college site, government offices, a recreation center and campground, a marina and boat ramp, public beach, and several shopping centers. The area is 65% built out.

Existing Environment: The area is 10% SEZ and 90% low hazard. The land coverage is 35% with an additional 15% disturbed. The Shorezone Tolerance Districts are 1 and 4.

PLANNING CONSIDERATIONS:

1. Development encroaches on Bijou Creek and Trout Creek.
2. This area has traffic congestion and air quality problems.
3. Status of mobile home park on Rufus Allen is undetermined.
4. This area is impacted by the Caltrans right-of-way.
5. This area needs improved access to the beach areas.

PLANNING STATEMENT: This area should be developed to provide commercial and public services.

SPECIAL POLICIES:

1. The commercial strip from Al Tahoe to Bijou along Highway 50 should be redirected through an adopted redevelopment plan.
2. Future development and planning should consider improved access to beach areas and needs to strengthen visual ties with the lake.

3. Flooding problems at Lyons and Rufus Allen need to be addressed.

4. The trailer units existing in the trailer park on Rufus Allen should be converted to affordable housing consistent with the requirements of the Plan. Also a roadway connecting Rufus Allen with Treehaven should be considered.

5. The American Legion Tract is designated as an Historical District. Property owners in this area should be encouraged to maintain and/or upgrade the existing structures to keep them in a "rural" Tahoe style.

6. Community cultural facilities should be considered in redevelopment plans.

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.

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 CNEQ. The maximum cumulative noise level for the Highway 50 corridor is 65 CNEQ.

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

- 1983 Recommendations: The recommendations for preserving scenic quality of this Plan Area as described on Pages 334(A) and 344(B) and (C) 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: None.

Commercial: 70,000 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-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 50 corridor. (To be completed.)
PLAN DESIGNATION:

Land Use Classification - RESIDENTIAL

Management Strategy - REDIRECTION

Special Designation - ELIGIBLE FOR REDEVELOPMENT PROJECTS

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

PREFERRED AFFORDABLE HOUSING AREA

DESCRIPTION:

Location: The Al Tahoe area is roughly a triangular area bordered by the Trout Creek/Upper Truckee meadow, the Lake, and Highway 50. It is located approximately midway between the south WYE and Stateline and is located on TRPA maps G-17 and G-18.

Existing Uses: The Al Tahoe area has a mix of residential uses including single family dwellings, duplexes, apartment buildings, condominiums, and various commercial uses, including motels. Densities differ according to the uses described above. The area is currently slightly over 80% built out. A portion of the area has significant historical architectural value.

Existing Environment: The unit is made up of 5% SEZ lands and 95% low hazard lands. The area is currently about 45% covered and 35% disturbed. The Shorezone Tolerance District is 4.

PLANNING CONSIDERATIONS:

1. This area is a mixed use area with a wide range of densities.
2. This area has many older substandard structures.
3. The shoreline is eroding and public access is poor.
4. A small portion of this area is impacted by the airport transportation corridor.

PLANNING STATEMENT: The area should remain residential with upgrading in those areas identified as substandard.

SPECIAL POLICIES:

1. The area in between Highway 50 and Freeland Peak Avenue and in between Tulare Avenue and Los Angeles Avenue contains some historical significance and is designated as an Historical District. Property owners in this area should be required to maintain and/or upgrade the existing structures to keep them in a "rural" Tahoe style.
2. Access to and parking for the Barton Beach area should not be improved. This beach is designated for access from the lake only.

3. Encourage redevelopment in those areas close to transportation corridors and in those areas with substandard houses.

4. Address drainage problems in this area including the problem of standing water at Freel Peak and Los Angeles Streets.

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>Use</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Domestic animal raising, mobile home developments, mobile home dwellings, organizational houses, and temporary dwellings 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 are prohibited except for churches, transit stations and terminals, post office facilities, public safety facilities, schools, social service organizations, and transportation routes.</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>Standard</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, other than for affordable housing.</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 50 corridor is 65 CNEL.</td>
</tr>
</tbody>
</table>

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

1983 Recommendations - The recommendations for preserving scenic quality of this Plan Area as described on Pages 334, 335, and 344(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 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 - CONSERVATION
Management Strategy - MAXIMUM REGULATION
Special Designation - SCENIC RESTORATION AREA

DESCRIPTION:

Location: This is the stream environment zone adjoining the Upper Truckee River from Lake Tahoe to a point just below the airport and along Trout Creek north of Pioneer Trail. The boundaries of this area are depicted on the following Agency maps: G-17, G-18, G-19, and H-19.

Existing Uses: This area has limited use due to poor drainage. Recreational uses include rafting, bird watching, cross country skiing, hiking, fishing, and some sunbathing along the shoreline of Lake Tahoe. Grazing of livestock occurs in the meadow areas. The Tahoe Keys Homeowner's lease a maintenance area south of Venice Drive East.

Existing Environment: This area is classified as stream environment zone. Marsh and deciduous riparian vegetation dominate the vegetative composition. Excellent habitat is provided for a wide variety of different wildlife species. Bald eagles use the area in the fall and winter months. Habitat for Rorippa subumbellata is found on the beach.

PLANNING CONSIDERATIONS:

1. Commercial and residential uses infringe upon the stream environment zone.
2. Highway crossings over the Upper Truckee River and Trout Creek restrict the natural functioning capacity of the SEZ's.
3. Important wildlife habitat adjoins the airport.
4. Parking problems are created by people wishing to raft the Upper Truckee River.
5. Dogs from nearby residential areas harass wildlife.
6. Fish habitat has been degraded in the Upper Truckee River and Trout Creek due to sediment deposition.
7. Many fishes from the Lake migrate up the streams to spawn.
8. There are localized problems of bank slumping and erosion.
9. Access to Barton Beach is extremely limited.
10. Cold Creek is diverted to create Lake Christopher.

11. This area is impacted by the airport transportation corridor.

12. Cattle are occasionally released into the meadow areas when the meadows are saturated with water.

13. Approximately 150 acres adjacent to the Tahoe Keys may be transferred to public ownership pursuant to a litigation settlement.

14. The future status of a Caltrans right-of-way through this area is uncertain.

PLANNING STATEMENT: This area should be managed primarily for its natural values including those management practices which contribute to the quality of fish and wildlife habitat, support dispersed recreation, and maintain the nutrient catchment capacity of the stream environment zone.

SPECIAL POLICIES:

1. Stream zones should be restored where Highway 50 crosses the Upper Truckee River and Trout Creek.

2. Stream environment zones should be restored in the vicinity of the crossings of Trout Creek at U.S. Highway 50 and at Black Bart Road.

3. Banks along both creeks should be stabilized.

4. Instream habitat should be improved through artificial creation of deep pools and removal of obstructions.

5. The Upper Truckee Marsh should be buffered from other, more intensive land uses.

6. Final determination by the City on the long term use and maintenance of Lake Christopher should include consideration for SEZ restoration and relocation of Cold Creek to its original channel.

7. Grazing of livestock should be conditional upon the use of acceptable management practices.

8. The diversion structure used to irrigate the Upper Truckee Meadow south of Highway 50 should be eliminated.

9. Wildlife habitat improvement projects, to include waterfowl nesting platforms, should be undertaken for the Upper Truckee Marsh.

10. New roadway alignments through stream environment zones are to be discouraged.

11. No new uses should be approved that would degrade the high scenic quality of Shoreline Unit No. 33 or contribute to the further degradation of Roadway Unit No. 35.
12. Developed facilities adjacent to the view corridors along Highway 50 at the Upper Truckee River and Trout Creek must conform to special design guidelines to improve the scenic quality rating of these areas.

13. The Upper Truckee River should be designated as a catch and release 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 Conservation/Maximum Regulation 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>Public Service</th>
<th>Expansion/improvement of existing transportation routes may be permitted as a special use.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recreation</td>
<td>Undeveloped campgrounds are prohibited.</td>
</tr>
<tr>
<td>Resource Management</td>
<td>Special cuts, early successional stage vegetation management, nonstructural fish habitat management, nonstructural wildlife habitat management, structural fish habitat management, and range improvement may be permitted as special uses.</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 maximum cumulative noise level for this Plan Area is 50 CNEL except a noise standard of 60 CNEL shall apply to areas within approved flight paths and a standard of 65 CNEL shall be applied to the Highway 50 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. |

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: No developed facilities.

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 50 corridor.
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 compliment 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:

- Residential: Employee housing, domestic animal raising, mobile home dwellings, 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 unit per lot or parcel.
- 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.

Tourist: None.

Commercial: None.

Recreation: See Special Policy #5.

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
                         4.  Existing Development

DESCRIPTION:

Location: This Plan Area is the man-made lagoon area adjacent to Lake Tahoe 2 miles north of the South Tahoe "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>Use</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, churches, cultural facilities, hospitals, membership organizations, public assembly and entertainment facilities, schools, and social service organizations 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>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>Use</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>
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 - COMMERCIAL/PUBLIC SERVICE

Management Strategy - REDIRECTION

Special Designation - ELIGIBLE FOR REDEVELOPMENT PROJECTS

TDR RECEIVING AREA FOR:
1. Existing Development
2. Land Coverage
   SCENIC RESTORATION

DESCRIPTION:

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

Existing Uses: This area contains a mixture of commercial uses including motels. The area is 90% built out.

Existing Environment: The lands are classified 10% SEZ and 90% low hazard. The land coverage is 70% plus an additional 10% disturbed.

PLANNING CONSIDERATIONS:

1. The area experiences periods of traffic congestion.
2. The area is recognized as having scenic problems and nonattainment under the scenic threshold.
3. Within this area, major development is located in the SEZ.
4. The present community college location is more suitable to commercial businesses.
5. Additional fire hydrants and water system improvements are needed in this area.

PLANNING STATEMENT: This area should continue to provide commercial services for the residents and visitors of the region.

SPECIAL POLICIES:

1. A redevelopment plan is the preferred method of guiding new development.
2. Uses incompatible with the Scenic Restoration Plan should be encouraged to relocate off Highway 50.

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 - Mobile home developments, mobile home dwellings, and single family 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:

Noise - The maximum cumulative noise level for this Plan Area is 65 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 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 VII 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 - RESIDENTIAL
Management Strategy - MITIGATION
Special Designation - TDR RECEIVING AREA FOR:
   1. Allocations

DESCRIPTION:

Location: The Highland Woods unit is the residential area located north of Highway 50 in between the Truckee River and Trout Creek and is located on TRPA map G-18.

Existing Uses: The primary use of the area is residential. The primary density is one single family dwelling per lot or parcel. Several apartment buildings, a planned unit development and several duplexes also exist. These higher density uses are located primarily near the Highway 50 corridor. The area is 70% built out.

Existing Environment: The Highland Woods unit is comprised of 10% SEZ lands and 90% low hazard lands. The land coverage is 30% plus an additional 25% disturbed.

PLANNING CONSIDERATIONS:

1. This area is impacted by the airport transportation corridor.

2. Additional fire hydrants and water system improvements are needed in this area.

PLANNING STATEMENT: The area should remain residential area maintaining the existing character of the neighborhood.

SPECIAL POLICIES:

1. The area adjacent to the Highway 50 corridor should be considered in redevelopment plans for Plan Area 103.

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 - All Tourist uses are prohibited.

Public Service - Cemeteries, cultural facilities, hospitals, membership organizations, and public assembly and entertainment facilities 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.

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 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 - 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>Use</th>
<th>Requirement</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>Use</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<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>Use</th>
<th>Limitation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>One unit per lot or parcel plus 200 new multi-residential units.</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:

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 - MITIGATION

Special Designation - TDR RECEIVING AREA FOR:
                      1. Allocations

DESCRIPTION:

Location: This planning area is located south of Highway 50 adjacent to
the meadow surrounding the Upper Truckee River and is located on TRPA maps
G-18 and G-19.

Existing Uses: The area is approximately 75% built out with residential
uses. The primary use is single family residences.

Existing Environment: The area is primarily low hazard with 10% of the
land identified as SEZ. Existing hard coverage is 30% plus an additional
15% disturbed.

PLANNING CONSIDERATIONS:

1. This area has a lack of adequate drainage improvements.

2. This area is in need for additional fire hydrants and an improved
   water system.

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

SPECIAL POLICIES: No special policies.

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:

Tourist - All uses are prohibited.
Commercial - All uses are prohibited.
Public Service - Cemeteries, cultural facilities, hospitals,
                 membership organizations, and public assembly
                 and entertainment facilities 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.

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 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: (PAOT allocation to be completed.)

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

DESCRIPTION:

Location: The area is the commercial area around the Highway 50 - Highway 89 intersection in South Lake Tahoe. This area is located on TRPA maps G-18, G-19, F-18, and F-19.

Existing Uses: The area is a mixture of commercial, tourist, residential and public service uses. The area is 80% built out.

Existing Environment: The area is classified as 65% low hazard, 10% moderate hazard and 50% SEZ. The land coverage is 55% with an additional 20% disturbed.

PLANNING CONSIDERATIONS:

1. The area experiences traffic congestion and air quality problems during peak periods.
2. There are identified scenic problems and the Highway 50/89 corridor is identified as nonattainment under the scenic thresholds.
3. There are access and parking problems along Highways 50 and 89.
4. There are flooding and SEZ encroachment problems.
5. There are noise and odor complaints directed at the refuse company.
6. Barton Hospital operates a waste incinerator and gas-fired boiler.
7. The northern portion of this area is in need of additional fire hydrants and water mains.

PLANNING STATEMENT: This area should continue to be a regional commercial area but should be redeveloped for more efficient use of the area.
SPECIAL POLICIES:

1. A redevelopment plan is the preferred method of guiding new development.

2. Redevelopment should emphasize commercial activity centers, transit-oriented services, multi-family housing, and SEZ restoration.

3. Uses incompatible with the scenic restoration plan should be encouraged to relocate off of Highways 50 and 89.

4. Properties fronting Ruth, James, and Eloise Avenues should be considered a preferred area for industrial type uses.

5. Properties fronting Barton, Helen, Jean, South, Fourth, and Second Streets should be considered a preferred area for multi-residential, professional offices and hospital related 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 Commercial/Public Service/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:

Noise - The maximum cumulative noise level for this Plan Area is 65 CNEL. The maximum cumulative noise level for the portion of the Plan Area southeast of the Highway 50 corridor is 55 CNEL. The maximum cumulative noise level for Highways 50 and 89 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.

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, including affordable housing.

Tourist: None.

Commercial: 182,000 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-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 50 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
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 existing 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 50 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 apply in this Plan Area except as follows:

PAS 111
Page 2 of 3
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 50 additional units for affordable housing.

Tourist: None.

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

Recreation: (PAOT capacity to be completed.)

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:

- 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.

- 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 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.
- Tourist: None.
- Commercial: 1,000 square feet of gross floor area.
- Recreation: (PAOT capacity to be completed.)
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/REFORESTATION
TDR RECEIVING AREA FOR:
1. Land Coverage

DESCRIPTION:

Location: This planning area is located 1 mile southwest of the South Tahoe "Y" in the City of South Lake Tahoe and is located on TRPA map F-19.

Existing Uses: Existing uses consist of a combination of commercial industrial and public services. Commercial and industrial uses include materials storage, warehouse, automobile repair and storage, and an asphalt plant. Public services include the city bus maintenance yard. The area is 55% built out.

Existing Environment: This area is relatively flat and forms the upper portion of the Tahoe Valley drainage basin. Commercial operations have disturbed a substantial amount of the soil and vegetation. Vegetation consists of pine trees, willows, native grasses, wild flowers and scattered man made plantings on developed properties. The area is 55% SEZ, 35% low hazard and 10% high hazard. The land coverage is 50% plus an additional 20% disturbed.

PLANNING CONSIDERATIONS:

1. The area has a high water table and is subject to localized short-term flooding.

2. There is a lack of adequate on-site drainage devices for improved properties and there is excessive disturbance associated with the open space areas.

3. The asphalt plant emits nitrogen oxides and particulate matter. It may be possible to reduce these emissions.

4. A "Mike Ryan Park" is proposed in this area.

PLANNING STATEMENT: This area should continue to serve as a commercial and industrial area for the south shore area.

SPECIAL POLICIES:

1. Industrial uses presently located in the highway 50/89 corridor or in predominately residential neighborhoods will be encouraged to relocate to this area. New development, and modifications to existing development, will be allowed subject to an area-wide land capability reclassification, SEZ restoration, and/or coverage transfer where feasible.
2. A high water table is prevalent in this area. Flooding problems could be minimized by drainage improvements in the adjacent county 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 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 except caretakers residences are prohibited. |
| Tourist     | All uses are prohibited.                                        |

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

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:        | 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-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 (including reforestation) and landscaping improvements indicated in the specific restoration plan for this plan area. (To be completed.)
PLAN DESIGNATION:

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

DESCRIPTION:

Location: This 192 acre planning area is located adjacent to the South Tahoe "Y" and is located on TRPA maps F-19 and G-19.

Existing Uses: This planning area primarily contains residential uses including single family residences, apartments and a large trailer park. There is also some commercial use. The area is 80% built out.

Existing Environment: This area is covered with a mixed age stand of pine trees, and varying understory vegetation. There is one large SEZ which traverses the planning area that includes 76 undeveloped residential lots. The area is 40% SEZ, 55% low hazard, and 5% moderate or high hazard. The land coverage is 30% plus an additional 30% disturbed.

PLANNING CONSIDERATIONS:

1. The large SEZ in this area may represent a constraint on additional development depending on the extent of modification.

2. The SEZ drainage area results in periodic flooding in the area and is extensively disturbed.

3. Periodic flooding occurs in the SEZ drainage area.

4. There is a significant lack of adequate drainage improvements on existing developed properties and roads.

5. The Highway 50 corridor is in need of restoration but how much can be done may be limited by the extreme width of the Caltrans right-of-way.

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

SPECIAL POLICIES:

1. The upper Bonanza area is characterized by high erosion. A revegetation program in this area would help reduce the problem.

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: Domestic animal raising and temporary summer homes are prohibited.
- Commercial: All Commercial uses are prohibited.
- Public Service: Cemeteries, cultural facilities, hospitals, membership organizations, and public assembly and entertainment facilities are prohibited.
- Recreation: All Recreation 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 this Plan Area is 55 CNEIL. The maximum cumulative noise level for the Highway 50 corridor is 65 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: 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.)
4. The scenic restoration and landscaping improvements indicated in the restoration plan for the Highway 50 corridor. (To be completed.)
PLAN DESIGNATION:

<table>
<thead>
<tr>
<th>Land Use Classification</th>
<th>COMMERCIAL-PUBLIC SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management Strategy</td>
<td>REDIRECTION</td>
</tr>
<tr>
<td>Special Designation</td>
<td>SCENIC RESTORATION AREA</td>
</tr>
<tr>
<td></td>
<td>ELIGIBLE FOR REDEVELOPMENT PROJECTS</td>
</tr>
<tr>
<td></td>
<td>TDR RECEIVING AREA FOR:</td>
</tr>
<tr>
<td></td>
<td>1. Existing Development</td>
</tr>
<tr>
<td></td>
<td>2. Land Coverage</td>
</tr>
</tbody>
</table>

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 (Fx) 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. (To be distributed at the APC meeting.)

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.)
MEMORANDUM

Date: November 7, 1984

To: TRPA Advisory Planning Commission

From: Agency Staff

Subject: Plan Area Amendments in Response to Public Comments

Agency staff is now considering amendments to the following Plan Area Statements based on recent comments. When the revised drafts are agreed upon, Agency staff will schedule these for APC consideration.

<table>
<thead>
<tr>
<th>PAS</th>
<th>Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>008</td>
<td>Table of Uses</td>
</tr>
<tr>
<td>048</td>
<td>Management Strategy</td>
</tr>
<tr>
<td>055</td>
<td>Development Limits</td>
</tr>
<tr>
<td>066</td>
<td>Table of Uses</td>
</tr>
<tr>
<td>129</td>
<td>Land Use Classification</td>
</tr>
<tr>
<td>086</td>
<td>Table of Uses</td>
</tr>
<tr>
<td>087</td>
<td>Land Use Classification</td>
</tr>
<tr>
<td>116</td>
<td>Boundary</td>
</tr>
<tr>
<td>001</td>
<td>Plan Statement</td>
</tr>
<tr>
<td>022</td>
<td>Boundary</td>
</tr>
<tr>
<td>026</td>
<td>Special Policy - Airport Plan</td>
</tr>
<tr>
<td>028</td>
<td>Considerations</td>
</tr>
<tr>
<td>159</td>
<td>Special Policies</td>
</tr>
<tr>
<td>160</td>
<td>Special Policy</td>
</tr>
<tr>
<td>165</td>
<td>Development Limits</td>
</tr>
<tr>
<td>173</td>
<td>Special Policy</td>
</tr>
<tr>
<td>174</td>
<td>Permitted Uses</td>
</tr>
<tr>
<td></td>
<td>Special Policies</td>
</tr>
<tr>
<td></td>
<td>Special Regulations</td>
</tr>
<tr>
<td></td>
<td>Special Policy</td>
</tr>
</tbody>
</table>

GWB:b1 11/7/84

AGENDA ITEM V F. 2.
TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

RESOLUTION NO. 84 -

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 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

AGENDA ITEM VII