2012 Regional Plan Update Presentation Outline

• Regional Plan Update Process
• Context – Threshold Evaluation, Economy, Etc
• Regional Plan Update Strategies
• Regional Transportation Plan
Regional Plan Update Process

- 2004-06 - Pathway Vision Process
- 2006-07 - Place Based Planning Forums
- 2008-10 - Board Establishes Amendment Priorities
- 2009-11 - Code of Ordinances Reorganized
- 2011-12 - Draft Plan Prepared
  - Regional Plan Update Committee
- 2011-12 - Draft EIS Prepared
- 2012 - Formal Public Review of Plan, Code and EIS
- 2012 - Public Workshops with GB - Plan Refinement
- 2012 - Final EIS and Plan Adoption
Plan Update Process

Pathway / Place-Based – Public Input Summary

• Prioritize Environmental Restoration:
  – Lake Clarity
  – Forest Health/Fuels Reduction
  – Air Quality/Transportation

• Revitalize Communities
• Bike and Pedestrian Paths
• Simplify Regulations

Board Prioritizes Amendment Topics
Plan Update Process

Regional Plan Update Committee
September 2011 – March 2012

• 15 Full Day Public Meetings/Workshops
  – Agency and Public Participation
  – Collaborative Plan Drafting

• “Straw-Vote” for each Topic
  – Non-Unanimous List

• Implementing Ordinances
  – Code Amendments from Technical Working Group
Draft 2012 Regional Plan

Context for Regional Plan Update

• Threshold Evaluation

• Socioeconomic Conditions
Draft 2012 Regional Plan

Context for Regional Plan Update

• Environmental Threshold Attainment
  – Water Quality
  – Stream Environment Zone Restoration/Coverage
  – Transportation (Air Quality and Noise)
  – Scenic Quality (Developed Areas)

• Socioeconomic
  – Prosperity Plan to Address Economic Decline (November 2010)
  – Employment, Education and Housing Challenges
Context: Water Quality Threshold

(Annual Average)

Goal: Improve Water Quality
Context: Water Quality Threshold
(TMDL Sources)

Urban Upland + Atmospheric
87% of Fine Sediment
53% of Phosphorus
71% of Nitrogen

Goal: Reduce Impact from Development and Transportation
Context: SEZ Coverage Threshold

Water Quality, Soils, Vegetation, Wildlife, Scenic, etc

Goal: Accelerate Restoration of Stream Environment Zones (1B)
Context: Transportation

Traffic, Air Quality and Noise

• SB-375 - Sustainable Community Strategy
  – Requires 5% per-capita vehicular Greenhouse Gas Emission Reduction by 2035

• Transportation-Related Thresholds

Goal: Increase use of Alternative Transportation
Goal: Improve Quality of the Built Environment

Status of Road Segments

- Attained
- Not Yet Attained

Context: Scenic Quality Threshold (Developed Areas)
Context: Socioeconomic Conditions

- 20% Employment Decline - 2001-09
- 12%-19% Unemployment Rate - 2010
- Housing Prices Exceed Prevailing Wages
- 49% - 65% Second Home Ownership - 3 Schools Closed

Tahoe Region School Enrollment (2000-2010)

South Lake Tahoe Gaming Employees (1994-2010)
REGIONAL PLAN
TAHOE REGIONAL PLANNING AGENCY

REGIONAL PLAN UPDATE
COMMITTEE
PUBLIC REVIEW DRAFT
APRIL 25, 2012
Regional Plan Update Priorities

• Maintain Effective Programs
  – Growth Control
  – Strict Environmental Standards
  – Inter-Agency Partnerships

• Accelerate Threshold Gain
  – Development Transfers / Restoration
  – Redevelopment Policies
  – Alternative Transportation Options

• Focus TRPA on Regional Priorities
  – Area Plans with Streamlined Permitting
Maintain Effective Programs

TRPA Growth Control System

• Subdivision Prohibition (Multi-Family Exceptions)
• Residential Development Rights (Buildout)
  – Phasing: Residential Allocations and IPES
• Commercial Floor Area (CFA)
• Tourist Units (TAU)
• Recreational Capacity (PAOT)
• Multi-Residential Bonus Units
  – Incentive for Affordable Housing and Environmental Improvements
Maintain Effective Programs:

Growth Control – Status of Rights

<table>
<thead>
<tr>
<th></th>
<th>Residential</th>
<th>Commercial Floor Area</th>
<th>Tourist Units</th>
</tr>
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<tbody>
<tr>
<td>Built</td>
<td>47,392</td>
<td>6,416,421</td>
<td>12,399</td>
</tr>
<tr>
<td>Remaining</td>
<td>4,091</td>
<td>383,600</td>
<td>342</td>
</tr>
<tr>
<td>Percent Remaining</td>
<td>8.63%</td>
<td>5.98%</td>
<td>2.76%</td>
</tr>
</tbody>
</table>

Plus 874 Multi-Residential Bonus Units (1.7%)

- Incentive for Affordable Housing and Environmental Improvements

No New Development Rights
Maintain Effective Programs

Coverage Management System

(Water, Soils, Vegetation, Wildlife, etc)

<table>
<thead>
<tr>
<th>Land Capability District</th>
<th>TRPA Base Land Coverage Coefficients</th>
<th>Base Allowable Coverage Percent (%)</th>
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<tbody>
<tr>
<td></td>
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<tr>
<td>6, 7</td>
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<td>5</td>
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<td>4</td>
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<td></td>
<td>1</td>
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<tr>
<td>1a, 1b, 1c</td>
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<td>1</td>
</tr>
</tbody>
</table>

High Capability Land

Sensitive Land

Additional Coverage requires Transfers and net Reduction
Maintain Effective Programs

Strict Environmental Standards

• Water Quality (Chapter 60)
• Vegetation and Forests (Chapter 61)
• Wildlife, Fish and Livestock (Chapters 62-64)
• Air Quality (Chapter 64)
• Scenic (Chapter 66)
• Historic (Chapter 67)
• Noise (Chapter 68)
• Shorezone (Chapters 80-86)
• Design (Chapter 36)

All Programs Remain
Maintain Effective Programs

Inter-Agency Partnerships:

• Environmental Improvement Program
  – $1.5+ Billion Invested
  – Restoration - 15,000+ Acres
  – Forest Treatment - 45,000+ Acres
  – Erosion Control – 500+ Miles of Road
  – Public Access - 2,500+ Feet of Shoreline
  – Bike and Pedestrian – 130+ Miles of Routes

• Land Acquisitions
  – US Forest Service, Nevada State Lands, California Tahoe Conservancy
  – Acquired over 8,500 Parcels; 20,000 Acres
  – Public Land Increased from 70% in 1982 to 90% in 2012
Maintain Effective Programs

Inter-Agency Partnerships:

• Regional Transportation Programs
  – Bike and Pedestrian Plan
  – Transit Services
  – Trip Reduction Programs

• TMDL Implementation
  – Coordinated with State and Local Agencies
  – Integrated with TRPA Water Quality Programs
Regional Plan Amendment Priorities

• **Accelerate Threshold Gain**
  – Development Transfers / Restoration
  – Redevelopment Policies
  – Alternative Transportation Options

• **Focus TRPA on Regional Priorities**
  – Area Plans with Streamlined Permitting
Priority: Accelerate Threshold Gain

Development Transfers / Restoration

• Create Incentive to Relocate Impactful Development
  – Increase Transfer Ratios (currently 1:1)
  – Only from Sensitive and Remote Property to Centers
  – Use Bonus Units, CFA and TAU as Incentive

• Restoration Required at Sending Parcel

• Environmental Design in Receiving Areas
Priority: Accelerate
Threshold Gain
Development
Transfers / Restoration

Receiving Areas:
Community Centers
• 4.4% of Private Land
Priority: Accelerate Threshold Gain

Development Transfers / Restoration

Existing Conditions in Centers:

- Heavily Developed
- Excess Coverage
- Outdated Development
- Degraded Natural Systems

<table>
<thead>
<tr>
<th>Name</th>
<th>% Developed</th>
<th>% Covered</th>
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<tbody>
<tr>
<td>High Density Tourist District</td>
<td>75</td>
<td>70</td>
</tr>
<tr>
<td>Regional Center</td>
<td>85</td>
<td>80</td>
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<tr>
<td>Town Centers - South Shore</td>
<td></td>
<td></td>
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<tr>
<td>Kingsbury Commercial</td>
<td>87</td>
<td>69</td>
</tr>
<tr>
<td>Stateline/Ski Run</td>
<td>89</td>
<td>50</td>
</tr>
<tr>
<td>Bijou/Al Tahoe</td>
<td>96</td>
<td>57</td>
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<tr>
<td>South Wye</td>
<td>85</td>
<td>49</td>
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<tr>
<td>Meyers Commercial</td>
<td>72</td>
<td>55</td>
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<tr>
<td>Town Centers - North Shore</td>
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<td></td>
</tr>
<tr>
<td>Incline Village Commercial</td>
<td>90</td>
<td>57</td>
</tr>
<tr>
<td>Incline Village Tourist</td>
<td>99</td>
<td>35</td>
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<tr>
<td>North Stateline Casino Core</td>
<td>86</td>
<td>58</td>
</tr>
<tr>
<td>Kings Beach Commercial</td>
<td>89</td>
<td>43</td>
</tr>
<tr>
<td>Tahoe City</td>
<td>90</td>
<td>44</td>
</tr>
</tbody>
</table>

Private Property in Community Centers
Priority: Accelerate Threshold Gain

Development Transfers / Restoration

- Sensitivity Ratios from 1:1-1:3
- Distance Ratios from 1:0 to 1:2
- Use Bonus Units, CFA and TAU as Match
Priority: Accelerate Threshold Gain

Development Transfers / Restoration

Transfer Incentives

<table>
<thead>
<tr>
<th></th>
<th>Residential Allocations</th>
<th>Multi-Residential Bonus Units</th>
<th>Commercial Floor Area</th>
<th>Tourist Units</th>
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</thead>
<tbody>
<tr>
<td>Existing Development</td>
<td>47,392</td>
<td></td>
<td>6,416,421</td>
<td>12,399</td>
</tr>
<tr>
<td>Remaining from 1987</td>
<td>87</td>
<td>874</td>
<td>383,600</td>
<td>342</td>
</tr>
<tr>
<td>Remaining - TRPA Pool</td>
<td>0</td>
<td>629</td>
<td>24,768</td>
<td>342</td>
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<tr>
<td>2012 Releases (Alt 3)</td>
<td>2,600</td>
<td>600</td>
<td>200,000</td>
<td>0</td>
</tr>
<tr>
<td>Total Available - Alt 3</td>
<td>2,600</td>
<td>1,229</td>
<td>224,768</td>
<td>342</td>
</tr>
<tr>
<td>Percent of Total</td>
<td>5.49%</td>
<td>2.59%</td>
<td>3.50%</td>
<td>2.76%</td>
</tr>
<tr>
<td>Annual Release</td>
<td>0.27%</td>
<td>0.13%</td>
<td>0.18%</td>
<td>0.14%</td>
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</tbody>
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Use New Bonus Units, CFA and TAU as Incentive for Transfers and Redevelopment
Priority: Accelerate Threshold Gain

Development Transfers / Restoration

Summary of Benefits

• Creates Incentive to Relocate Impactful Development
• Restores Sensitive Lands
• Encourages Redevelopment of Community Centers
• Supports Alternative Transportation Systems
• Enables SB-375 Compliance
Priority: Accelerate Threshold Gain

Environmental Redevelopment

• Upgrades Built Environment
• Support Alternative Transportation
• Accelerates Threshold Attainment
• Provides Economic Opportunity
Priority: Accelerate
Threshold Gain
Redevelopment Case Study: Park Avenue

• 7.5 Scenic Rating Before Redevelopment

• 11.5 Scenic Rating After Park Avenue Redevelopment

• 14 Current Rating After Additional Redevelopment
Redevelopment Case Study: Park Avenue

Transportation Benefits:
• Pedestrian Orientation
• Transit Services
• 25% Traffic Reduction

Water Quality Benefits:
• Coverage Reduction
  – 19.8% Overall
  – 19.5% in SEZ
• Stormwater Treatment
  – 2.4 acres on-site
  – 3.2 acres off-site
• EIS Projected 63%-94% Sediment Load Reduction

Priority: Accelerate Threshold Gain
Priority: Accelerate Threshold Gain

Redevelopment Case Study: Park Avenue

Infill Development Standards:
• 6 Stories / 40 Tourist Units per acre
• 70% Coverage on Multi-Parcel Site
• Mixed Uses, Shared Parking and Coordinated Transit

Basis for Regional Center Standards
Priority: Accelerate Threshold Gain

Modify Redevelopment Barriers within Centers:

• New Development Transfer Ratios
• Increased Capacity for Transfers (Building Height and Density)
• 70% Coverage (in Class 4-7) – (Same as for New Development)
• Pedestrian, Bike and Transit Investments
• Permit Mixed Use Condominiums
• Shared Parking
• Area-wide BMP and Coverage Opportunities

Goal: Accelerate Environmental Redevelopment
Priority: Accelerate Threshold Gain

Capacity for Transfers and Redevelopment

Building Height in Community Centers:

- High Density Tourist District: Up to 197 Feet
  - Stateline Casino Core
- Regional Center: Up to 6 Stories, 95 Feet
  - South Stateline Commercial Core
- Town Centers: Up to 4 Stories, 56 Feet

Density in Community Centers:

- Residential from 15 units/acre to 25 units/acre
- Tourist Remains 40 units/acre

Requires Scenic Improvement, Compatibility Standards and Threshold Findings – Area Plans
High Density Tourist District: Existing Building Height

70% Existing Coverage (Including Sensitive)
Regional Center: Existing Height Districts

75% Existing Coverage (Including Public and Sensitive Land)
Priority: Accelerate Threshold Gain

Alternative Transportation Options

Reduce Auto Dependency

- Sidewalks and Trails
- Public Transit Investments
- Parking Management
- Trip Reduction Programs
Priority: Focus on Regional Issues

Area Plans (Code Chapter 13)

- Part of Regional Plan
- Also Part of Local, State or Federal Plans
- Plan Consistency
- Expands Existing MOU System
- One Stop Permitting for Most Projects

Implements Regional Plan more Effectively
Priority: Focus on Regional Issues

Area Planning Process (Section 13.6)

• Comprehensive Plans for Communities/Areas
  – Approval subject to Threshold Findings (Chapter 4) plus Detailed Review Standards (Chapter 13)

• Existing Plans/Standards Remain until Approval

• If Agencies “opt-out”, TRPA is Lead Agency

• Oversight System
  – Direct TRPA Review of Large Projects
  – TRPA reviews Permitting
  – Annual Recertification of Permitting Authority
Priority: Focus on Regional Issues

Area Plan Opportunities (Section 13.5)

- Parcel Rezoning
- Increase Capacity in Community Centers
  - Building Height and Density with Design and Compatibility Requirements
- Area-Wide BMPs
  - Equal or Greater Effectiveness
- Area-Wide Coverage
  - Coverage Reduction Overall and in Sensitive
- Alternative Parking (shared, off-site, etc)
- Transfer ratios for unique situations
Other Important Amendments

• Permit Minor Homeowner Improvements and Accelerate BMP Installation
  — Coverage Credits for Decks and Pervious Pavement on High Capability Land with BMPs

• Improve Fire Safety
  — Public Safety Buildings (14 foot Height Increase)
  — Defensible Space and Fire Suppression Policies

• Transition from Gaming to Recreation Focus
  — Connect Centers with Recreation – Trip Reduction
  — Accessory Recreation Uses; South Stateline Property

• Additional Process Improvements
  — Scanned Signatures, Coverage Verifications
Other Important Amendments

• Accelerate Coverage Transfers and use Coverage Mitigation Fees more Effectively
  — Remove sub-watershed (HRA) limits from coverage transfer and coverage mitigation fee programs

• Improve Air Quality Mitigation Fees Program
  — Permit a Portion of Mitigation Fees to be used for Regional Priorities across Political Boundaries
  — Extend the Business Closure timeframe before new mitigation fees must be paid (Alt 4)

• Reduce Nutrient Loading in Lake Tahoe
  — Phase out Phosphorus Fertilizer use (with limited exceptions)

• Provide Coverage Exemptions for Requirements of the Americans with Disabilities Act (Alt 4)
4-Year Adaptive Planning Process

EXTERNAL FACTORS

ENVIRONMENTAL THRESHOLDS

REGIONAL PLAN 4-YEAR UPDATE

CODE UPDATE

IMPLEMENTATION

ANNUAL REPORT

4-YEAR THRESHOLD EVALUATION REPORT
Regional Transportation Plan

Mobility 2035 is a comprehensive program to accelerate threshold attainment and implement the Regional Plan.

• Component of Regional Plan
  • Land Use Element Integration
  • Identical Transportation Policies

• Regional Transportation Strategy
  • Utilizes Multiple Authorities & Resources
  • Accelerates Environmental Gain
  • Funding and Implementation Strategy
  • SB375 - Sustainable Communities Strategy
Land Use – Transportation Policies

Regional Plan and Mobility 2035 policies that accelerate environmental restoration and provide mobility options include:

• Development Transfer Program
  – VMT reduction from the transfer of outlying development in to community centers
  – Sensitive land retirement

• Environmental Redevelopment
  – Community centers that provide sidewalk, trails, and transit access
  – Concentrated development supports transit

3% Per-capita GHG Reduction
Transportation Programs and Projects

• Corridor Revitalization
• Transit
• Bicycle and Pedestrian
• TMDL/Stormwater
• Transportation Management Program

Support regional goals:
  - Mobility options
  - System efficiency
  - Accelerate threshold attainment

(Air Quality and Water Quality)

4% Per-capita GHG Reduction
Transportation Dollars at Work

**Investments**
- Transit: 15%
- Bike/Ped: 9%
- TMDL/Stormwater Management: 27%
- Corridor Revitalization: 8%
- Transportation System Management: 1%
- Operations and Maintenance: 40%

**Revenues**
- Local: 53%
- State: 26%
- Federal: 21%
Corridor Revitalization – 8%

Goal:
Improve air and water quality, safety and efficiency for all modes of travel in identified corridors

Sample Projects:
- US 50 South Shore Community Revitalization Project
- State Route 89/Fanny Bridge Community Revitalization Project
- Kings Beach Commercial Core Project
Transit – 15%

Goal:
Provide mobility options through a convenient transit system that provides frequent service in and between community centers, connections to recreation areas, and shuttles to neighboring regions

Sample Projects:
• BlueGO and TART Enhancements
• East Shore Shuttle
• Inter-regional Services
• Lake Tahoe Waterborne Transit

+80 hours/day of additional service
Bicycle and Pedestrian – 9%

Goal:
Provide mobility options by creating a world-class network of bicycle and pedestrian paths that connects communities and destinations in the region.

Sample Projects:
• Nevada Stateline to Stateline Bikeway
• South Tahoe Greenway
• Dollar Creek Shared-Use Trail

160 miles of new bicycle and pedestrian facilities
TMDL/Stormwater – 27%

Goal:
Reduce pollutant loading in to Lake Tahoe from the roadway system through stormwater projects on state highways and local roads

Sample Projects:
• U.S. 50 - “Y” to Trout Creek
• U.S. 50 from Cave Rock to Spooner Junction
• Bijou Erosion Control Project

78 miles of WQ roadway retrofit
Transportation Management Programs –1%

Goal:
Improve air quality and safety by maximizing the operational efficiency of our existing system through the use of technology and programs

Sample Projects:
• Real-time traveler information
• US 50 Signal Synchronization
• Employer Trip Reduction Program Enhancements
Transportation Program

Policies + Programs and Projects = Environmental Gain and Vibrant Communities
Sustainable Communities Strategy (SB375)

Identifies **Land Use, Transportation, and Housing** strategies that will reduce greenhouse gas (GHG) emissions and meet other regional environmental standards

- Regional per-capita GHG reduction targets (CA portion only)
Per Capita GHG Reductions by Strategy
2035

- Land Use Policies: 3%
- Mobility Improvements: 3%
- Transportation Management Programs: 1%
- Total: 7%
GHG Reductions

Percent Reduction in Greenhouse Gas per Capita

- Without Sustainable Communities Strategy
  - 2035: 2%
  - Target: 7%
- With Sustainable Communities Strategy
  - Target: 5%

GHG Reduction Target

2035
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