TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION
NOTICE OF MEETING

NOTICE IS HEREBY GIVEN that the Advisory Planning Commission of the Tahoe Regional Planning Agency will conduct its regular meeting at 9:30 a.m. on Wednesday, September 8, 2010 at the TRPA Offices, located at 128 Market Street, Stateline, NV. The agenda for the meeting is attached hereto and made a part of this notice.

September 1, 2010

Joanne S. Marchetta
Executive Director
AGENDA

I. CALL TO ORDER AND DETERMINATION OF QUORUM

II. APPROVAL OF AGENDA

III. PUBLIC INTEREST COMMENTS

Any member of the public wishing to address the Advisory Planning Commission on any item not listed on the agenda may do so at this time. Public comment on Public Hearing items will be taken at the time those agenda items are heard.

NOTE: THE ADVISORY PLANNING COMMISSION IS PROHIBITED BY LAW FROM TAKING IMMEDIATE ACTION ON, OR DISCUSSING ISSUES RAISED BY THE PUBLIC THAT ARE NOT LISTED ON THIS AGENDA.

IV. DISPOSITION OF MINUTES

V. PUBLIC HEARINGS

   A. Recommendation on the Placer County Preliminary Redevelopment Plan Page 1

VI. REPORTS

   A. Executive Director

   B. General Counsel

   C. APC Members

VII. ADJOURNMENT
REGULAR MEETING MINUTES

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Vice-Chair Mr. Donohue called the meeting to order at 9:30 a.m.

Members Present: Mr. Angelocci, Mr. Donohue, Mr. Greene, Ms. Huggins, Mr. Jepsen, Ms. Krause, Mr. Loftis, Mr. Maurer, Mr. McIntyre, Ms. McMahon, Mr. Riley, Mr. Thompson, Mr. Upton, Ms. Garcia for Mr. Walker

Members Absent: Ms. Kemper, Mr. Lefevre, Ms. Merchant, Mr. Plemel, Ms. Sertic, Mr. Tolhurst

II. APPROVAL OF AGENDA

Mr. Riley moved approval. Motion carried.

III. PUBLIC INTEREST COMMENTS

Jerry Porter stated he was speaking on behalf of the Marks Family. He commented on the lack of supervision by TRPA for a large project located at 204 Pine Street in Tahoma, CA.

IV. DISPOSITION OF MINUTES

Ms. Krause moved approval as amended. Mr. Loftis and Mr. Riley abstained. Motion carried.

IV. PUBLIC HEARINGS

A. Notice of Preparation (NOP) and Determination of Scope, Placer County Biomass Facility Project Environmental Impact Statement (EIS), Placer County, Assessor’s Parcel Number (APN) 090-041-006, Kings Beach, CA

John Paul Harries, consultant to TRPA, presented the proposed Placer County Biomass Facility Project EIS.

Nanette Hansel, Ascent Environmental, presented the alternatives and the EIS process and Placer County’s biomass program.
Advisory Planning Commission Comments & Questions:

Mr. Maurer asked for an explanation about what is meant by “1 to 3 megawatt plant.”

Ms. Hansel said 1 to 3 megawatt is generally characterized as a small scale plant, but the EIS will have a more definite answer as to whether or not the plant is a 1, 2 or 3 megawatt plant, because the County is still reviewing the economics of the size of the plant.

Mr. Upton asked how large the demonstration project was in 2008.

Ms. Hansel asked Mr. Upton if he was asking about how much material was processed.

Mr. Upton said he was curious about the size of the demonstration project, because of the dramatic reduction in emissions from such a small-scale plant.

Brett Story, Placer County, said it was not a large project, but the reduction was significant because of the amount of tonnage that was transported which would continue.

Mr. Upton asked about the Forest Service’s role in the project.

Mr. Story said a new long-term contract was being negotiated with the Forest Service to dispose of biomass using this process. He noted this process was only for NEPA approved projects that have been completed and not contested.

Mr. Riley asked about the size and capacity of the Carson City plant.

Ms. Hansel said it was a 1-megawatt facility.

Mr. Riley asked if the size was actually bigger than a 1-megawatt facility.

Mr. Story said the Carson City plant was a little over a 1-megawatt plant and that this facility would be similar in size, except that there would be two internal pieces of equipment.

Mr. Greene asked if the use of the word “pilot” in the verbiage: “Placer County is now proposing to construct a pilot project biomass utilization facility”, was a precursor to something else.

Mr. Story said they used the word “pilot” because this type of program has never been done in this area. Also it is because they are also looking at various sets of technology to use. He stated they would keep up-to-date on this technology, but this was not a precursor to a larger program.

Mr. Loftis said he reviewed the soil map units on the sites and noted some inconsistencies.
Mr. Donohue asked if the EIS will evaluate the sustainability of having three biomass facilities over a long-term period.

Ms. Hansel replied yes.

Mr. Donohue said there were a number of public comments regarding past projects in the Kings Beach area related to the traffic flow analysis. He asked if this was being taken into consideration with this project.

Ms. Hansel said they would review previous project analyses and the implications of those projects. She noted there had also been community concerns, at their Monday night meeting about truck traffic and turning radiuses.

Mr. Donohue said he was speaking specifically about the Kings Beach corridor traffic analysis and the alternative methodology that was presented at the eleventh hour. He requested this information be reviewed and integrated into the analysis.

Mr. Maurer asked if there had been discussion to have the plant located nearer to the processing plant to reduce the amount of truck traffic needed to transport the material.

Ms. Hansel replied yes. They would consider out-of-Basin alternatives as part of the EIS/EIR process.

Mr. Donohue asked if that would be a fourth alternative.

Ms. Hansel said that would need to be determined.

Public Comment:

Jennifer Quashnick, Tahoe Sierra Club, said a more detailed comment letter has been submitted along with questions about the project that should be analyzed in the EIS. She stated they wanted to make sure the EIS looks at separating the air basins and how the newer California designation for non-attainment for ozone affects the ability to locate the project. There was also concern about the impact from the amount of BMP hauling material sent to Cabin Creek then back to the Basin rather than just hauling the material out.

Dave McClure, North Tahoe Citizens Action Alliance, commented on the need to present technical information early. He stated Placer County has admitted that material will be incorporated from outside the Lake Tahoe Basin. The comparison of open burning with a controlled combustion versus open burning is not a valid, logical comparison of the emissions. He commented on the 20-megawatt plant facility located in the Loyalton area that was currently producing only 10 megawatts because of lack of fuel and said this information should be analyzed in the EIS. He noted forty Kings Beach residents were in attendance at the Monday meeting.
regarding this issue and there was almost unanimous opposition to the plant.

David Ian Smith commented on the potential noise from the plant for the residences in the area. He stated he was surprised by the opposition from other counties with regards to locating the plant in their respective county.

**Advisory Planning Commission Comments & Questions:**

Mr. Maurer asked if the use of the Loyalton plant, as noted by Mr. McClure, had been rejected as an alternative and, if so, why.

Ms. Hansel said that use of the Loyalton plant can be considered in the EIS/EIR.

Mr. Donohue said that issue goes along with his issue of sustainability with having three biomass power facilities in close proximity.

Ms. Hansel said this was a concern that was heard about other biomass plants.

Ms. Garcia said she thought that part of the reason for the plant was because of the cost of fuels reduction.

Mr. Upton said the Fire Commission highly encouraged a pilot project of this nature and serious review of the economics. He requested the analysis include a review of the large quantity of biomass that needs to be removed.

Ms. Hansel said the County has commissioned a study that would review fuel supply over the approximately 40-year life of the project, therefore the EIS would take that into consideration.

Mr. McIntyre said he agreed with Mr. Upton’s comments. He stated his understanding of an economic analysis was for the analysis to answer all economic questions. He said he applauded Placer County for doing what was asked of them.

Ms. Marchetta said there is a motion that needs to be made relating to the scoping item.

Mr. Wells clarified that the Executive Director of the agency sets the scope for this kind of project based on input from the APC, the Governing Board, and the public, therefore the motion was to incorporate input received today.

Mr. Upton moved to recommend approval of the determination of scope for the EIS/EIR for the Lake Tahoe Basin Biomass Energy Facility. Motion carried unanimously.
B. Recommendation on Amendments for the Shorezone Program

a. Amendment of Section 54.6 Scenic Protection and Related Chapters to modify the requirements for all projects to conform to all scenic protection requirements

b. Amendment of Section 54.9 Relocation, Transfer or Conversion of Existing Structures and Related Chapters to add standards for banking certain types of Shorezone development in order to facilitate the relocation, transfer, and conversion of such development

c. Amendment of Subsection 52.4.C Restriction to Littoral Parcels and Related Chapters to allow parcels that were modified after July 1, 1987 without an increase in development potential to qualify for approval of existing buoys

d. Amendment of PAS 008, 014, 016B, and 161 to delete or modify policies relating to “strip littoral parcels” to reflect new information in regards to ownership

e. Amendment of Section 54.12 Maintenance of Shorezone Structures and Section 54.13 Mitigation Fee Requirements and Related Chapters to allow and to establish fees for non-operational buoys

Staff member Gabby Barrett presented the proposed amendments to the Shorezone program.

Mr. Upton said transfer or conversion would provide a couple of scenic improvements, because the replacement would look better than what was originally in place.

Mr. Thompson said it was his assumption that Beaches Committee conversations were in favor of the amendment to delete or modify policies relating to “strip littoral parcels.”

Ms. Krause asked if a parcel would be allowed to keep a pier, but not buoys.

Mr. Barrett said the amendment was to define the area of the strip parcel as Aqua Drive.

Advisory Planning Commission Comments & Questions:

Mr. Riley asked if there was an estimate of the financial impact with regards to the fees for non-operational buoys.

Mr. Barrett said it would be about an 8% decrease on the annual budget, but that the amount seemed reasonable.

Mr. Greene asked why this was being done as a Code amendment.

Mr. Barrett said it was included in the Code so it can be used during economic hard times or low water conditions.
Mr. Upton asked for clarification that applicants would have to review the economics before designating non-operational buoys.

Mr. Barrett said that was correct.

Mr. Upton asked if this amendment was driven by low water conditions rather than low demand conditions.

Mr. Barrett said that would be his feeling.

Mr. Angelocci asked if current fees collected per buoy field were done on an annual basis.

Mr. Barrett said TRPA collects fees on an annual basis in January.

Mr. Angelocci asked if there was a possibility for an applicant to return later in the year to request and pay for buoy adjustments.

Mr. Barrett said that was not allowed and that APC direction could be to clarify that language to make it clearer.

Mr. Angelocci asked if there could be a refund for an applicant who returns later in the year to request less buoys than originally requested in January.

Ms. Marchetta said no because that would affect budget planning.

Mr. Upton noted that the language states the annual fee paid was for an upcoming two-year registration period.

Ms. Marchetta said the budget implications were to pay for Shorezone programs.

Ms. Quinn-Davidson clarified that Mr. Upton was reading language from Table 1 which applies to private moorings, which are paid bi-annually.

Ms. Krause said she would like to see buoy adjustments allowed, with the understanding that annual fees will still be collected at the time of the requested adjustment and that no refunds will be offered.

Mr. Angelocci said the only issue is that annual budgets are done by forecasting revenues to pay for staff.

Mr. Thompson asked if the example shown was a homeowner’s parcel or a road easement, like in Placer County.

Mr. Barrett said the strip parcel used as an example was a fee title parcel.

Mr. Thompson asked if the amendment would allow for six buoys with adjustments.

Mr. Barrett said it would allow for two buoys per parcel as written in the Code.
Mr. Thompson asked if that was for piers, as well.

Mr. Barrett clarified the basic unit is one pier with two buoys per parcel.

Mr. Thompson asked if that was for existing or proposed.

Mr. Barrett said that was for brand new, proposed. For existing, there could be adjustments.

Mr. Greene asked if climate change was taken into consideration.

Mr. Barrett said normal levels were being used.

Public Comment:

Theresa Adverall said she would like to know about the status of Homewood buoy permits.

Ms. Marchetta said staff can address that issue with Ms. Adverall offline.

Advisory Planning Commission Comments & Questions:

Mr. Donahue asked if the Commission wanted to make one motion for all amendments or motions for each individual amendment.

Mr. Upton said he would make one motion for all amendments and that he would submit modified language for consideration for applicants to pay the required $25 fee and the $175 fee, if there is a request for a readjustment of buoys during the year.

Ms. Quinn-Davidson said the motion should include direction to staff to modify the language.

Mr. Upton moved approval of all the findings with a recommendation to the Governing Board to consider modifying language for non-operational buoy fees.

Motion carried.

Mr. Jepsen abstained from Item Number 3.

C. Recommendation on Amendment of Buoy Placement Limit Line at Glenbrook and Logan Shoals to extend the line further lakeward

Staff member Gabby Barrett presented the proposed amendment to the buoy placement limit line at Glenbrook and Logan Shoals to extend the line further lakeward.
Advisory Planning Commission Comments & Questions:

Mr. Upton asked for clarification if the ten buoys in Glenbrook would have to be moved.

Mr. Barrett replied no. There are options available that would not require a change to the buoy line.

Mr. Upton asked if there would be an option for them to go beyond the 600-foot mark.

Mr. Barrett stated there is, but whether or not they can prove that they can be beyond the 600-foot mark is another issue and would have to be reviewed.

Mr. Greene asked for clarification that, to go beyond the 600-foot mark, would require a prior Nevada permit or for buoys to be in existence prior to 1972.

Mr. Barrett said because we are now under the cap, only existing buoys can apply for permits.

Mr. Greene said, that seven of them can't apply, but three of them can. So they can't have a buoy field then.

Mr. Barrett said you can have a three-buoy buoy field.

Mr. Greene said so that would be their solution to this particular problem. He asked if it would cost more to have a buoy field than not.

Mr. Barrett said the application fee is per buoy, so obviously more buoys cost more money.

Mr. Donohue said there may be additional costs if the Coast Guard or NDOW requires them to put out warning buoys on the corners.

Public Comment:

None

Advisory Planning Commission Comments & Questions:

Mr. Upton said he agreed with staff recommendation given there was a solution within the existing structure.

Mr. Upton moved to recommend that the Governing Board not adopt the proposed Ordinance.
Motion carried.
Mr. Jepsen abstained.

VI. REPORTS
A. Executive Director

Ms. Marchetta gave the Executive Director’s report.

B. General Counsel – No report was given.

Mr. Greene asked about the status of the litigation on shorezone.

Nicole Rinke reported we are still waiting on a decision from the court. She could provide a closed session discussion on the issue in September for the Commission members. There was also a new case filed against TRPA by MV Transportation.

C. APC Members

Mr. Upton asked if materials would be provided for the August 30th APC Task Force meeting.

Ms. Marchetta replied yes.

VII. ADJOURNMENT

Vice-Chair Mr. Donohue adjourned the meeting at 11:45 a.m.

Respectfully submitted,

[Signature]

Judy Nikkel
Clerk to the Advisory Planning Commission

The above meeting was taped in its entirety. Anyone wishing to listen to the tapes of the above mentioned meeting may call for an appointment at (775) 588-4547. In addition, written documents submitted at the meeting are available for review at the TRPA Office, 128 Market Street, Stateline, Nevada.
MEMORANDUM

Date: September 1, 2010

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Placer County Preliminary Redevelopment Plans

Requested Action: Advisory Planning Commission (APC) recommendation to the Governing Board on the attached Placer County Preliminary Redevelopment Plan (Preliminary Redevelopment Plan).

Staff Recommendation: Staff recommends that the APC review the attached Preliminary Redevelopment Plans and Environmental Assessment, hold a public hearing and make a recommendation to the TRPA Governing Board for approval of the Preliminary Redevelopment Plans.

Required Motion: In order to recommend approval of the Preliminary Redevelopment Plans the APC must make a motion recommending approval of the Preliminary Redevelopment Plans to the Governing Board. In order for the motion to pass, an affirmative vote of the majority of the APC is required.

Project Description/Background: Placer County has requested TRPA to consider processing and adopting the TRPA approved Redevelopment Plans for a portion of Placer County located within the Tahoe Basin. Chapter 15 of the Code of Ordinances (Code) sets forth the provisions for development and adoption of a Redevelopment Plan.

The Code authorizes the preparation of redevelopment plans in areas that are predominantly urbanized, blighted, and designated in the applicable plan area statement as eligible for redevelopment. Only public entities empowered by applicable state law to engage in redevelopment may propose redevelopment plans. Following adoption of a redevelopment plan, projects within the redevelopment plan boundaries shall be consistent with the provisions of the redevelopment plan.

A predominantly urbanized area is defined as an urbanized area in which not less than 80 percent of the privately-owned property in the redevelopment plan area has been or is currently developed for urban uses. Blighted area is defined as an area that is characterized by properties which suffer from economic dislocation, deterioration or disuse as a result of three or more of the following factors listed below that causes a reduction or lack of proper utilization of the area to such an extent that the blight constitutes a serious physical, social, environmental or economic burden on the community which cannot reasonably be expected to be reversed or alleviated by private enterprise acting alone.
The factors are:

1. The existence of parcels of irregular form and shape and inadequate size for proper usefulness and development.

2. The layout of parcels in disregard of the contours and other topographical or physical characteristics of the ground and surrounding conditions.

3. The existence of inadequate public improvements, public facilities, open space, and utilities which cannot be remedied by private or governmental action without redevelopment.

4. A prevalence of depreciated values, impaired investments, and social and economic maladjustment.

5. The existence of substandard public or private facilities or improvements, insufficient open space, poor scenic quality, insufficient transportation systems, air quality problems, or insufficient water quality protection systems, such that there is non-compliance with the applicable environmental threshold carrying capacities.

Prior to the commencement of the redevelopment plan process, the Code requires the development of a Preliminary Redevelopment Plan (Preliminary Plan) that must be approved by the TRPA Governing Board. The Preliminary Plan requires the following information:

1. An environmental assessment (EA) prepared in accordance with Subsection 5.3.A, including sufficient information, as may be required by TRPA, to allow TRPA to evaluate the proposed changes in land use and the environmental impacts that may result.

2. A description of the proposed redevelopment plan area boundaries and project area boundaries including a preliminary determination of which areas are blighted and urbanized.

3. A general statement of the proposed land uses, anticipated development, proposed targets and objectives related to attainment and maintenance of environmental thresholds, layout of the principal streets and transportation patterns, and a general description of the standards to be used for redevelopment of the area.

4. A general statement of how the proposed redevelopment plan conforms to the provisions of the Goals and Policies, the applicable plan area statements, the Code, and the environmental thresholds.

5. A general description of the provisions for existing and new affordable housing and the expected impact of the proposed redevelopment plan on the residents of the redevelopment plan area and surrounding neighborhoods.

6. A statement of how the preliminary plan differs from and conforms to the adopted community plan, including a re-evaluation of items required by Subparagraphs 14.6.C (1) through (7), inclusive, and other items prescribed by TRPA as appropriate to deal with new or changed circumstances arising subsequent to the adoption of the community plan.
7. An economic feasibility and needs assessment.

8. Such other information as TRPA may reasonably require to evaluate the proposed redevelopment plan.

9. Reasonable provisions for public participation, including notice to, and comment by, affected property owners and residents.

The Advisory Planning Commission is requested to review the Preliminary Plans and make recommendations to the Governing Board. The Governing Board will review and either approve, deny or modify the preliminary redevelopment plans. Approval of a preliminary plan allows a public entity to proceed and analyze a final redevelopment plan but does not obligate TRPA to any future approval of a final plan. The public entity has up to five years to submit a Final Redevelopment Plan and environmental documentation will be required as part of the Final Redevelopment Plan, therefore only an environmental assessment is needed at his time pursuant to Chapter 15 provisions.

The purpose of the Preliminary Plan is to serve as a checkpoint for all agencies and other parties who may be affected by it. No project approval is considered as part of the Preliminary Plan, however goals, policies and incentives will be further refined as part of the Draft Redevelopment Plan. Additional environmental documentation will be required as part of the Final Redevelopment Plan, therefore only an environmental assessment is needed at this time pursuant to Chapter 15 provisions.

In cooperation with Placer County, TRPA staff is recommending approval of the Preliminary Plans submitted by the County for consideration by the APC and the Governing Board. Placer County has submitted four Preliminary Redevelopment Plans and the associated environmental assessment for consideration by the TRPA APC and Governing Board. The four Preliminary Redevelopment Plans are as follows:

1. Tahoe City Gateway
2. Lake Forest
3. Tahoe Vista
4. Kings Beach/Stateline

Each Preliminary Plan includes the required elements described above, including an economic feasibility assessment and required blight study. The Preliminary Plans and the associated EA is attached to this staff summary (See Attachments A-E). The four plans are conceptual policy and program documents and do not identify specific project locations nor propose specific projects at this time. They do include a discussion on the intent to study and explore certain targeted redevelopment activities that will focus on enhancing the goals of the Regional Plan and environmental improvement. A brief description of each area is provided below.

**Tahoe City/ Gateway Preliminary Plan**

The Tahoe City/Gateway Preliminary Redevelopment Plan consists of approximately 328 acres and is defined as that area beginning at the western edge of Rocky Ridge Road plan area on the east to roughly the entrance to Tahoe City o the West, Olympic drive on the south. The area includes the inclusion of the Tahoe City Gold Course, and the old dumpsite located northeast of Tahoe City (See Attachment A, page 6 for a location map).
While Tahoe City does not suffer from the same type of blight conditions as some other communities in North Lake Tahoe. The greatest concern in Tahoe City is retail stagnation. Generally, a more subtle and growing problem is economic malaise associated with the loss of its longtime resident base and the economic fluctuations that are brought about by increasing seasonality. Economically, like other communities in North Lake Tahoe, the commercial district in Tahoe City reflects neglected properties in prime locations along Highway 28, including dilapidated structures and outdated facilities.

The existing streetscape improvements have been successful in promoting increased pedestrian activity in the commercial core. However, forced to compete with Squaw Valley and Northstar resorts, local businesses have struggled for survival. Some have abandoned their properties leaving them vacant and blighted, while others have tried to upgrade their properties in hopes of attracting customers and tenants. The result is that dedicated land owners are forced to survive adjacent to properties that are either abandoned or in disrepair. These conditions environmentally threaten Lake Tahoe’s clarity and beauty, which is compromised due to storm water run-off and pollution.

Lake Forest Preliminary Plan
The Lake Forest Preliminary Redevelopment Plan consists of approximately 28 acres, and centers along Lake Forest Road. The area includes Lupin Lane / Rose Avenue on the north to Sierra Vista on the South; and Manzanita on the east to Bristlecone on the west (See Attachment B, page 6 for a location map).

In 1994, the Lake Forest Commercial area was considered as a candidate for community plan area status. However, it was determined that due to the limited size of the community, the limitations on new development, and the nature of environmental improvements needed in the community, that the Plan Area Statement process was more appropriate and would attract private dollars. This investment has not occurred.

The Lake Forest Preliminary Redevelopment Plan is targeted on renovating and developing commercial property in Special Areas 1 and 2. In the years since 1994, this area has deteriorated further and without intervention will require costly resources in the future to remedy.

This area was chosen because of the blighted economic and social conditions of its commercial district, as well as the critical physical conditions leading to a lack of water quality BMPs, storm water runoff, contaminated soils, over-covered land patterns, haphazard parking, and scenic blight.

Increasingly the commercial area of Lake Forest is showing signs of an aging community facing the result of extended deferred maintenance. These conditions environmentally threaten Lake Tahoe’s primary assets, its clarity and beauty which are compromised due to storm water run-off and pollution. Economically, like other communities in North Lake Tahoe, the commercial district in Lake Forest reflects neglected properties, dilapidated structures and outdated infrastructure that exacerbate the community’s decline.

Tahoe Vista Preliminary Plan
The Tahoe Vista Preliminary Redevelopment Plan consists of approximately 85 acres and is defined as an area beginning at Donner Road south to Lake Tahoe and generally those privately owned parcels adjacent to National Avenue on the east, including parcels north of Highway 28 to Yaho Avenue, to Estates Drive on the West. The proposed Preliminary Redevelopment Plan area centers on National Avenue which is
predominately commercial/industrial in nature (See Attachment C, page 6 for a location map).
Land use patterns vary widely, commercial activity fronts along State Route 28 and there are areas which may provide opportunities for open space or environmental preserves. Additionally, there is a trailer park which may pose an opportunity for residential improvements.

The mixed residential and commercial uses in the Tahoe Vista community are showing signs of the effects of extended deferred maintenance. These conditions threaten Lake Tahoe’s primary assets, its clarity and beauty, which are compromised due to storm water run-off and pollution. While many neighborhoods located in Tahoe Vista are stable and reflect current market values, there are others which exhibit neglected properties, dilapidated structures, outdated infrastructure and a lack of public improvements that will exacerbate the community’s decline.

Similar to other communities in North Lake Tahoe, Tahoe Vista was originally developed in the 1950’s as an area of vacation cabins and motels, and has since become a year-round residential community with limited supporting commercial and public services. However, the infrastructure and environmental improvements have not been upgraded to adequately meet the increased needs of the Tahoe Vista community.

Kings Beach/Stateline Preliminary Plan
The Kings Beach/Stateline Preliminary Redevelopment Plan consists of approximately 500 acres and extends generally from Stateline to Highway 267 and from Speckled Avenue to Lake Tahoe (See Attachment D, page 11 for a location map). In a section known as the “Grid”, an area that extends from behind the commercial corridor to Speckled Avenue, there is a haphazard mix of residential, schools, motels, public uses, and private industrial uses. This area was chosen because of the blighted economic and social conditions as well as the critical physical conditions leading to storm water runoff, contaminated soils, over-covered land patterns, inadequate infrastructure, substandard housing, haphazard parking, scenic blight and a lack of water quality BMPs. The Grid is currently not included in a TRPA community plan area.

The commercial core, an area that fronts along State Highway Route 28, is marked with abandoned buildings, vacant lots, inadequate and irregular shaped parcels, and substandard public and private physical improvements, all of which contribute to the degradation of the water quality of Lake Tahoe.

Additionally, the lack of affordable housing has led to a proliferation of housing which is dilapidated, substandard, and potentially hazardous. The latest federal census estimates that 20% of all households in Kings Beach suffer from overcrowding. More recent local surveys and studies suggest that this percentage may be significantly higher.

Increasingly, the areas of Kings Beach/Stateline are showing signs of an aging community facing the result of extended deferred maintenance. Lake Tahoe’s primary assets, its clarity and beauty, have been compromised due to storm water run-off and pollution. Economically, many of the communities in North Lake Tahoe reflect the neglected properties, dilapidated structures and outdated infrastructure that exacerbate the area’s decline. Improper land uses, limited public transportation and a lack of quality affordable housing and neighborhood services contribute to the dwindling population of full-time residents who have a stake in implementing and seeing environmental and land use improvements.
What was originally developed in the 1950s as an area of vacation cabins, trailers and motels, has become a year-round residential community with limited supporting commercial and public services. However, the housing stock, commercial buildings, infrastructure and environmental improvements have not been upgraded to adequately meet the increased needs of the Kings Beach/Stateline communities.

Issues/Concerns: It should be noted that the four Preliminary Redevelopment Plans propose the inclusion of some lands that are not located within adopted community plans and some lands that are in plan areas designated as Commercial/Public Service, but have not adopted a community Plan. The Tahoe City/Gateway Preliminary Plan includes areas of the River Ranch highway corridor and the Tahoe City Golf Course. The Lake Forest Preliminary Plan currently does not have an adopted CP in place although it was originally designated as eligible for community plan development. The Tahoe Vista Preliminary Plan includes areas that are currently located within a residential plan area. The Kings Beach/Stateline Preliminary Plan includes the “Grid Streets”, a high density residential neighborhood located north of the Kings Beach community plan area. The total acreage of lands that are proposed for inclusion in the four Preliminary Redevelopment Plans that is located outside adopted community plans is approximately 324 acres. An additional 103 acres are included in the redevelopment plans, but are located within plan areas that are designated as eligible for a community plan.

Placer County is not proposing to expand the existing community plan boundaries to incorporate these additional areas, but rather to have TRPA consider these areas for redevelopment purposes. The County believes that deteriorating conditions, economic stagnation, and lack of environmental improvement make these areas potentially ideal for infusion of public funding and future incentives to improve the environmental, economic, and social conditions.

The inclusion of areas outside the community plans is currently inconsistent with the Code. Therefore, an amendment as part of the redevelopment planning process to allow designation outside community plan areas will be required if the Preliminary Redevelopment Plans are approved. The proposed Code amendment would be analyzed in the Environmental Impact Statement for the Final Redevelopment Plan.

It is anticipated that if these preliminary plans are approved by the TRPA Governing Board, the County can begin the redevelopment planning process to identify specific projects, incentives and amendments during the planning process which will be analyzed in the required Environmental Impact Statement.

Environmental Documentation: The applicant has completed an Environmental Assessment pursuant to Chapter 15 of the Code and staff has determined that the approval of the Placer County Preliminary Redevelopment Plans will not have a significant effect on the environment and a finding of no significant effect shall be prepared.

Please contact John Hitchcock, at (775) 589-5220 or jhitchcock@trpa.org if you have any questions.

Attachments:

Attachment A Preliminary Redevelopment Plan for Lake Forest
Attachment B Preliminary Redevelopment Plan for Tahoe Vista
Attachment C Preliminary Redevelopment Plan for Kings Beach/Stateline

AGENDA ITEM NO. V.A
Attachment D  Preliminary Redevelopment Plan for Tahoe City/Gateway
Attachment E  Environmental Assessment for North Lake Tahoe Preliminary Redevelopment Area Plans: Kings Beach/State, Tahoe Vista, Lake Forest, Tahoe City/Gateway
PRELIMINARY REDEVELOPMENT PLAN

TAHOE CITY GATEWAY

Prepared for: Tahoe Regional Planning Agency

Prepared by: Placer County Redevelopment Agency

May 2010
# PRELIMINARY REDEVELOPMENT PLAN

## TAHOE CITY/GATEWAY

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<td>16</td>
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<td>Economic Feasibility Assessment</td>
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PRELIMINARY REDEVELOPMENT PLAN
TAHOE CITY/GATEWAY

General Overview

Proposed Preliminary Redevelopment Plans are submitted to the Tahoe Regional Planning Agency (TRPA) pursuant to Chapter 15 of the TRPA Code of Ordinances (§15.10) (“Chapter 15”).

The Placer County Redevelopment Agency intends to submit final Redevelopment Plans for future TRPA approval after the new Regional Plan is adopted sometime over the next three to five years. These plan areas are: Kings Beach/Stateline, Tahoe Vista, Lake Forest, and, Tahoe City/Gateway. Plans for these areas will be submitted separately in accordance with TRPA’s Code of Ordinances-Chapter 15 (Chapter 15). Chapter 15 provides the opportunity for Placer County to undertake redevelopment programs within TRPA defined redevelopment areas that are found to be urbanized, blighted, and environmentally threatened.

These Preliminary Redevelopment Plans are conceptual policy and program documents; they do not identify specific project locations nor propose specific activities. They do present a discussion on the intent to study and explore certain targeted redevelopment activities that will focus and enhance the goals and objectives of the updated Regional Plan.

It is our understanding that under the new Regional Plan TRPA may provide land use incentives in TRPA redevelopment areas in order to promote the construction of environmental improvement projects. If so, the Placer County Redevelopment Agency submits these Preliminary Plans with the intent to qualify for such land use considerations.

Background

While Tahoe City does not suffer from the same type of blight conditions as some other communities in North Lake Tahoe, of greatest concern in Tahoe City is the retail stagnation. Generally, a more subtle and growing problem is economic malaise associated with the loss of its longtime resident base and the economic fluctuations that are brought about by increasing seasonality. Economically, like other communities in North Lake Tahoe, the commercial district in Tahoe City reflects neglected properties in prime locations along Hwy 28, including dilapidated structures and outdated facilities.

The new streetscape improvements have been successful in promoting increased pedestrian activity in the commercial core. However, forced to compete with Squaw Valley and Northstar resorts local businesses have struggled for survival. Some have abandoned their properties leaving them vacant and blighted, while others have tried to upgrade their properties in hopes of attracting customers and tenants. The result is that dedicated land owners are forced to survive adjacent to properties that are either abandoned or in disrepair. These conditions also environmentally threaten Lake Tahoe’s clarity and beauty, which is compromised due to storm water run-off and pollution.
Preliminary Redevelopment Plan:

TAHOE CITY/GATEWAY
Section I - (15.10.B (2))

A description of the proposed redevelopment plan area boundaries and project area boundaries including a preliminary determination of which areas are blighted and urbanized

Tahoe City/Gateway - Project Area Boundaries (See Exhibit J)

Introduction

The redevelopment area boundary proposed in this report is consistent, and within the North Lake Tahoe Redevelopment Project Area adopted by the Placer County Board of Supervisors, under California Law on July 16, 1996. However, the proposed Preliminary Tahoe City/Gateway Redevelopment Plan area is smaller than the current California redevelopment area.

Community Description

For purposes of this Tahoe City/Gateway Redevelopment Plan area, the community is defined as that area roughly beginning at the western edge of Rocky Ridge Road Plan Area Statement on the east to roughly the entrance to Tahoe City on the west; Olympic drive on the south; on Highway 28 to just south of the Wye along Highway 89 and the Tahoe City Golf Course to Lake Tahoe. The Area also includes that land identified at 001B – Commercial / Public Service northeast of the Tahoe City Golf Course. The Gateway section runs along State Route 89 as an off highway turn in, north of Twin Crags Road. State Route 28 runs through the center of the community and is the focus of commercial, residential and recreational activity.

The Tahoe City/Gateway Area consists of approximately 335 acres. The Gateway portion includes the small commercial strip between Alpine Meadows and Tahoe City along the north side of Highway 89 consisting of approximately 41 acres.

The proposed redevelopment plan in Placer County will incorporate the land use guides promoted in the updated Regional Plan. Due to the blighted condition of the properties in the proposed plan, planned land uses will align with Regional Plan goals. Land uses will exemplify development that promotes mixed-use development with a focus on creating uses that will be concentrated and encourage the use of public transportation, bicycles and walking. Live-work environments will be promoted and incentivized.

These areas were chosen because of the blighted economic and social conditions as well as the critical physical conditions leading to a lack of water quality BMPs, untreated storm water runoff, contaminated soils, over-covered land patterns, substandard housing, haphazard parking, and scenic blight. (See Adverse Conditions Study – Appendix).
Section II - (15.10.B (3))

A general statement of the proposed land uses, anticipated development, proposed targets and objectives related to attainment and maintenance of environmental thresholds, layout of the principal streets and transportation patterns, and a general description of the standards to be used for redevelopment of the area.

Land Use Plan

This section provides an overview of the proposed vision planned for the Preliminary Tahoe City/Gateway Redevelopment Plan. Additional descriptions of the environmental settings and land use elements will be discussed in detail at the time of project submittal.

Tahoe City / Tahoe City Gateway Area

This area is non-contiguous and includes parcels along Highway 28 and Highway 89 (Gateway). The community overall lacks strong organizational and land use principles resulting in social and economic maladjustment on certain parcels, a highly visible example of this is the Tahoe City Golf Course. While this could be a major community contribution, it is currently isolated, located behind a series of underutilized buildings and service areas.

Anticipated Development (See Exhibit K)

Open Space Preserve

There are large parcels of land located at the Tahoe City Golf Course that are in a Stream Environment Zone (SEZ) or have soil capability that renders them undevelopable. This Plan will examine the possibility of a land/nature preserve that includes upgraded BMPs and ensures ongoing maintenance.

See also Commercial Development, below.

Commercial Development

In addition to the parcels identified at the Tahoe City Golf Course as SEZ (see above), the location also contains large parcels which lend themselves to compact, mixed-use development. It is planned that under the Regional Plan update, land use designations would allow for resort or hotel development that meet the goals of the applicable transect.

The designated Tahoe City redevelopment area parcels suffer from under utilized commercial structures located in the urban center. Additionally, the Tahoe City Golf Course, a major land holding, suffers from the inability to incentivize private dollars to invest in renovating the environmental and economical infrastructure. Its current condition continues to worsen its environmental downward spiral.
In targeted areas located in the Town Center, the “Wye”, and the land adjacent to the dam and Fanny Bridge, there are opportunities for recreation and support retail. Acquisition of land and easements to create an open space link from the Tahoe City Marina to the Fanny Bridge State Recreation Area would open up opportunities for private development and the installation of modern BMPs.

The Tahoe City Gateway has restrictive commercial land uses due to the current local regulatory codes.

Workforce Housing

Explore opportunities for infill new construction and rehabilitated housing. The Placer County Redevelopment Agency will promote its affordable housing rehabilitation loan program where appropriate in Tahoe City, as well as examine the feasibility to construct new affordable workforce housing in Tahoe City Industrial Plan Area Statement 001B.

Attainment & Maintenance of Environmental Thresholds - Targets and Objectives

It is the goal of this plan to implement orderly growth and development consistent with the threshold carrying capacities identified through the adoption of the new Regional Plan. Infrastructure improvements will cover a variety of public works projects ranging from correcting and installing utilities, traffic capacity projects, accommodations for transit options, storm drainage, sewers, soil stabilization, etc.

The proposed redevelopment plan is targeted to the highest and most critical environmental improvement projects that will lead to the greatest benefit over the shortest period of time for the overall community. It is determined that the most efficient and effective use of public and private dollars is to focus on the objectives of the environmental improvement program as the standard for Plan evaluation.

As projects come forward for development approval they will be measured against the approved five –year environmental improvement project list. The Placer County Redevelopment Agency will provide assistance to private property owners in achieving pertinent thresholds within the proposed redevelopment area.
Transportation Patterns

SR 28 is the link between central Tahoe City and the Tahoe City Gateway. It has a terminus at the Wye where it meets SR 89. SR 89 is the major link between Tahoe City and South Lake Tahoe along the west shore of the Lake.

General Description of Redevelopment Standards

The pristine nature and fragility of the environment of North Lake Tahoe require tight controls on development. The standards that will be used for the implementation of the Preliminary Tahoe City/Gateway Redevelopment Plan area are:

1. The project must result in the upgrading and renovation of the communities’ existing building stock, and where possible, reduce the dilapidated building stock contributing to the degradation of Lake Tahoe.

2. Provisions must be made for providing affordable workforce housing in the immediate vicinity of projects, or provisions made to expand alternative public transportation to link housing with jobs and community services.

3. Redevelopment activities must result in development that is both economically attractive to private developers and will achieve and sustain correction of environmental damage to Lake Tahoe through the Achievement Activities of environmental thresholds.

4. Consideration of any substantial redevelopment undertaking must have input from the community affected by the proposed activity.
Section III - (15.10.B (4))

A general statement of how the proposed redevelopment plan conforms to the provisions of the Goals and Policies, the transects, the applicable plan area statements, the Code, and the environmental thresholds.

Conformity with Placer County and TRPA Goals, Policies, Code and Thresholds

The Redevelopment Plan for the proposed Tahoe City/Gateway community will be consistent with the Placer County General Plan, the Tahoe City General Plan, transects for areas outside community plan areas, and the Regional Plan for the Lake Tahoe Basin in effect at the time of final Redevelopment Plan approval.

Goals & Policies

The Redevelopment Agency agrees to support and promote Placer County and TRPA’s goals to maintain the significant scenic, recreational, educational, scientific, natural and public health values provided by the Region, through its development projects.

Balancing sustainable development with the above will encourage the wise use of Lake Tahoe and the resources of the area, preserve public and private investments in the community, and preserve the social and economic health of the region.

Placer County Zoning Ordinance & TRPA Code of Ordinances

The TRPA Code of Ordinances (Code) is a compilation of land use and environmental regulations for the Lake Tahoe Basin. The Redevelopment Agency’s Tahoe City/Gateway Preliminary Redevelopment Plan is in conformity with the Code.

All projects are subject to TRPA (in accordance with Chapter Four of the Code) and Placer County review. To ensure effective and efficient coordination, the Code and the Placer County Zoning Ordnance shall apply to building modifications, expansions and repairs. When a conflict presents itself, the most restrictive ordinance shall apply.

Environmental Improvement Program

The TRPA Environmental Improvement Program (EIP) encompasses hundreds of capital improvement, research, program support, and maintenance projects designed to restore and protect Lake Tahoe’s clarity.

Placer County is partner with TRPA in constructing and maintaining EIP projects of mutual benefit. Over a twenty-year period Placer County is committed to develop and construct public improvements
Thresholds

Thresholds are environmental standards adopted by TRPA to help protect Lake Tahoe. These thresholds are designed to reflect the inter-connected nature of the environment, the economy and the community’s social well-being.

The environmental threshold carrying capacities and standards for the Lake Tahoe Basin essentially define the capacity of the Region to accommodate additional land development. Threshold indicators are used as the measures of success of attaining environmental health in the region.

Placer County has identified a list of environmental improvement projects in the Tahoe City/Gateway community that address the thresholds and move forward the EIP.

<table>
<thead>
<tr>
<th>EIP PROJECT NO.</th>
<th>EIP THRESHOLD</th>
<th>PROJECT NAME</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAHOE CITY/GATEWAY</td>
<td>Water Quality</td>
<td>Tahoe City Residential ECP</td>
<td>Water quality improvements and treatment of public ROW runoff</td>
</tr>
<tr>
<td>254,231 &amp; 796.1</td>
<td>Water Quality</td>
<td>Lower Ward Valley</td>
<td>Water quality improvements and treatment of public ROW runoff</td>
</tr>
<tr>
<td>220.3</td>
<td>Water Quality</td>
<td>Tahoe City Transit Center</td>
<td>Participation in ongoing O&amp;M of built facilities</td>
</tr>
</tbody>
</table>

Threshold Achievement Criteria:

1. Projects seeking consideration under the provisions of the Plan, must contribute to the implementation of one, or more, of the Environmental Improvement Program projects above.

2. All contribution determinations and calculations shall be made by the Placer County Department of Public Works.

3. Improvement of public or private facilities, provisions of added open spaces, construction of BMPs in conformance with environmental carrying capacities established by TRPA.

4. Use of rehabilitation and façade improvement loans and grants to leverage private investment and improve commercial building conditions.
5. Implementation of a public improvement program including road grading, patching and paving; curb, gutter and sidewalk construction; and storm drain installation.

6. Potential participation in operation and maintenance of public improvements related to air and water quality through funding contribution and / or providing those services for Public Works determined projects.
A general description of the provisions for existing and new affordable housing and the expected impact of the proposed redevelopment plan on the residents of the redevelopment plan area and surrounding neighborhoods

Description of Provisions for Workforce Housing and Community Impacts

Lake Tahoe is a unique and complex regulatory environment where development of affordable housing is a challenge on a number of levels. Housing affordability pressures are particularly visible on the North Shore where the lack of current decent housing supply available for area workers appears to have provided the opportunity for property owners to rent their units to workers willing to live in substandard and overcrowded conditions.

Clearly, the need for affordable housing outpaces the available land and local state and federal dollars necessary for development. The Agency will continue on its path as defined under California Law with the North Lake Tahoe Redevelopment Project Area to expand and improve the supply of affordable housing. The impact on the redevelopment plan area and surrounding neighborhoods will be positive in nature as the Agency will continue to promote affordable housing and workforce housing opportunities for the residents and workforce of the North Lake Tahoe Area.

The TRPA Code of Ordinances establishes specific regulations and thresholds for, among other things, land use, density, rate of growth, and land coverage. TRPA has adopted programs to address the need for workforce housing units in which certain housing developments may obtain special consideration from TRPA’s allocation requirements.

In addition to a unique land use regulatory environment, Lake Tahoe has additional challenges to the creation and maintenance of affordable housing including a large seasonal tourist population and a substantial second-residence population that limits access to permanent affordable housing units. Dean Runyan Associates prepared The Economic Significance of Travel to the North Lake Tahoe Area, 1997-2002 Detailed Visitor Impact Estimates in December 2003, which noted that nearly 6 in 10 housing units in the Lake Tahoe Basin are vacation homes classified for seasonal, recreational, or occasional use.

In 2001, Placer County adopted an Inclusionary Housing Ordinance, which requires residential developers in the Area to set aside 15% of the units built as affordable to very low and moderate-income households. Redevelopment inclusionary housing units require a 45 year or 55 year long-term affordability covenant be recorded against the property for either for – sale or rental units respectively.
Program Description

The Agency plans to continue to work with developers by providing gap financing to construct new affordable rental or ownership units, rehabilitating or reconstructing existing developments, and preserving existing affordable units that are otherwise threatened. The Agency will assist in the development of mixed-use complexes to create affordable housing opportunities. The Agency will also participate in land acquisition, land-cost write-down, developer recruitment, and credit enhancements or other financing mechanisms.

The Agency’s housing rehabilitation program provides low interest loans of up to $150,000 to correct health and safety hazards, increase energy conservation, and extend the useful life of an affordable owner-occupied or rental home. Examples include correcting plumbing, electrical, or roof problems, room additions, insulation, and replacing inefficient appliances. This program extends the useful life of the affordable units occupied by low and moderate-income households and improves the quality of the neighborhoods. The Agency will continue to actively pursue State and federal grant funds to leverage the housing set aside from tax increment.

The homeownership program currently makes loans available to qualified homebuyers up to $150,000 in order to purchase a home. These loans act as assistance financing to make mortgage payments more affordable. Single family detached homes, town homes, and condominiums are eligible purchases under this program.

### BREAKDOWN OF AFFORDABILITY LEVELS

<table>
<thead>
<tr>
<th>Affordability Category</th>
<th>Percent of Median Income</th>
<th>Maximum earnings for a family of four</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Low</td>
<td>31% - 50%</td>
<td>$36,400</td>
</tr>
<tr>
<td>Low</td>
<td>51% - 80%</td>
<td>$58,250</td>
</tr>
<tr>
<td>Moderate</td>
<td>81% - 110%</td>
<td>$80,080</td>
</tr>
</tbody>
</table>

Source: State of California, Housing and Community Development 2009 income limits.
Section V - (15.10.B (6))

A statement of how the preliminary plan differs from and conforms to the adopted community plan, including a re-evaluation of items required by Subparagraphs 14.6.C (1) through (7), inclusive, and other items prescribed by TRPA as appropriate to deal with new or changed circumstances arising subsequent to the adoption of the community plan.

Conformity with Community Plan

The Redevelopment Plan (Plan) for the proposed Tahoe City/Gateway community will be consistent with: the community plans for areas within the boundaries of the plan; transects for areas outside community plan areas; and the Regional Plan for the Lake Tahoe Basin in effect at the time of final Redevelopment Plan approval.

The Tahoe City/Gateway Community Plan, under the updated Regional Plan, may include affordable housing as an allowed (and encouraged) use. This Preliminary Redevelopment Plan proposes special height, density and coverage considerations be given to projects that provide affordable housing, if eligible.

There are redevelopment opportunities on properties outside of the current Community Plan boundaries. This Plan proposes that those projects within an approved TRPA redevelopment area that meet the provisions specified in the adopted new Regional Plan, be exempt from the requirement to be located within a Community Plan area.

Consideration to Include Areas Outside a Community Plan Area (See Exhibit L)

The area within the Preliminary Tahoe City/Gateway Redevelopment Plan consists of approximately 625 acres of which the Gateway section and the Tahoe City Golf Course are outside the community plan Area.

In 1994, it was determined as part of the Tahoe City Area General Plan, that the current commercial uses were not desirable and that incentives through transfers of development rights be provided to encourage commercial uses in the Gateway to relocate. That has not occurred, primarily because incentives were inadequate and receivable areas for transfers were not identified.

The Tahoe City Golf Course consists of nine holes on approximately five acres and is located outside a community plan area. Numerous studies and financial assessments have identified the need for a feasibility evaluation to determine if golf course operations or environmental mitigation, or possibly other uses is appropriate. Currently the site lacks updated BMPs and public improvements which would make it more of a contributory site to the community.

Public intervention in the above sections, would underscore the environmental, social and economic public policy direction of the new Regional Plan, and allow discretionary actions consistent with community goals.
Section VI - (15.10.B (7))

Prepare an economic feasibility and needs assessment.

Economic Feasibility Assessment

The national economy has suffered significant financial and economic setbacks over the last eighteen months, and the real estate market on the North Shore has also been affected. Real estate sales were strong in 2005 and 2006, dropped by 34% in 2007 and 15% in 2008. In 2007 the average number of days a property was for sale improved slightly from 2006 but increased by 26% in 2008 to 121 days. During the first quarter of 2009 the number of home sales is below historical numbers however the number of marketing days is comparable at 95 days.

The highest percentages of home sales have been between $300,000 and $900,000, that includes both primary and secondary housing sales. An informal analysis indicates a greater number of homes sold are at the high range which would indicate homes sold were for secondary use.

Below is a table which reflects the historical property tax increment received in the overall California North Lake Tahoe Redevelopment Area:

<table>
<thead>
<tr>
<th>Fiscal Tax Year</th>
<th>Tax Increment Received*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007-08</td>
<td>$6,281,570</td>
</tr>
<tr>
<td>2006-07</td>
<td>$5,549,506</td>
</tr>
<tr>
<td>2005-06</td>
<td>$4,763,024</td>
</tr>
<tr>
<td>2004-05</td>
<td>$3,965,388</td>
</tr>
<tr>
<td>2003-04</td>
<td>$2,931,906</td>
</tr>
</tbody>
</table>

*Neither historical nor projected tax increment reflects charges for property tax administration fees, pass through payments, housing set-aside, or debt service

The economy of the North Tahoe area is heavily dependant upon the tourist industry; more so than other similar resort locations. The economic conditions required for a diversified economy, cost of living chief among them, are not present at this time. Redevelopment projects, supported by the County’s investment in infrastructure, which attract a greater share of the tourist market such as high quality accommodations and event facilities or meet a community need, such as workforce housing, will have the greatest immediate impact on the redevelopment area.

To the extent projects encourage year-round occupancy the retail economy will be better supported. Accommodation projects (e.g., entertainment, event/conference centers), and enhanced transit connections to ski resorts will all serve to improve the non-summer draw of those commercial centers. These facilities will also offer viable alternatives to ski-area lodging, to the benefit of the region. The existing stock of visitor accommodations in Tahoe City is non-competitive with neighboring resorts.
Developing beneficial uses will require a concerted public/private effort to reduce project risk and, potentially, to offset onerous costs associated with certain high-benefit projects. Well-conceived hotel developments and associated work force housing may be a good public-private investment opportunity. The community of Tahoe City lacks high quality tourist accommodations or facilities with marketable conference or meeting facilities. For the most part the motels which line Highway 28 are in various states of outdatedness. The buildings that house the available tourist accommodations are well past their effective building life and do not inspire the increasingly sought-after and demanding tourist.

While much of Tahoe City retail reflects the successes of Placer County investment in recent years, an ongoing goal of a redevelopment strategy would be to replace outdated, under-performing retail uses with better performing ones, resulting in increased volumes in sales in key niches. There are some buildings currently housing retail uses that were not originally constructed for that purpose and lack the space and amenities required such as display windows, restrooms, appropriate ceiling heights and so on. Building locations are not conducive to shopping and lack pedestrian connectivity.

Through inclusion in the TRPA Chapter 15 redevelopment designation the Placer County Redevelopment Agency hopes to improve its ability to impact the Lake Tahoe environmental conditions, increase the viability of tourism and retail in the community, and support development of affordable workforce housing.
Section VII - (15.10.B (9))

_Reasonable provisions for public participation, including notice to, and comment by, affected property owners and residents._

**Public Participation Provisions**

To support an emphasis on more sustainable environmental preservation and community building, concentrated communications and feedback opportunities are needed for all those who play a role including residents, business operators, developers, environmental interest groups, visitors and other stakeholders within the redevelopment plan areas. Additionally, public feedback will be sought from community business associations and Spanish speaking interest groups.

In addition to general program and project description outreach, prior to Governing Board action, the Placer County Redevelopment Agency will initiate one or more public outreach meetings with the North Tahoe Regional Advisory Council in order to receive feedback and recommendation regarding a program and/or project, including vision, processes and benefits.

This comprehensive public outreach will assist to clarify the intentions, refine an implementation plan, and ensure an informed public.
APPENDIX

ADVERSE CONDITIONS STUDY:

TAHOE CITY/GATEWAY
I. PURPOSE OF THE REPORT

Chapter 15 of the Tahoe Regional Planning Agency (TRPA) Code of Ordinances sets forth the process for adoption of redevelopment plans pursuant to the Goals and Policies of TRPA and as provided for in the plan area statements. Section 15.1 of the TRPA Code of Ordinances dictates that the applicability of Chapter 15 shall apply only to redevelopment plans which are in eligible areas; are predominantly urbanized, blighted; and designated in the applicable plan area statement as eligible for redevelopment plan, etc. This Adverse Conditions Study provides the background and data to evidence the blighted nature of the proposed Tahoe City/Gateway Preliminary Redevelopment Plan (Plan Area).

II. HISTORY AND BACKGROUND

The Placer County Redevelopment Agency (Agency) was formed in April 1991 pursuant to California Health and Safety Code Section 33300 et seq. A five-member board, which also serves as the Placer County Board of Supervisors, governs the Agency. The purpose of the Agency is to eliminate blight and support environmental improvements within the Project Area, by strengthening its economic base through building public infrastructure, supporting facility improvements, commercial/industrial development and rehabilitation, as well as providing affordable housing development and rehabilitation.

The gateway area suffers from a physical constraint to growth and generally lacks any BMPs the meet environmental threshold carrying capacities. The boundaries have been set to maximize the effectiveness of redevelopment as a tool for the revitalization of the area. The boundaries have been structured to include remaining substandard and deteriorated commercial and industrial buildings as well as residential buildings that are substandard and in need of rehabilitation.

Agency staff surveyed a sampling of the parcels within the Plan Area. Agency staff utilized this information to further refine the area boundaries to what is proposed within this report.

Agency staff reviewed several existing reports to support its conclusions noted within this report including The Preliminary North Lake Tahoe Redevelopment Project Area report dated March 1993 prepared by John B, Dykstra & Associates which was prepared for the adoption of the North Lake Tahoe Redevelopment Project Area; the North Lake Tahoe Redevelopment Area Report of Recommended Policy, Code and Regulation Changes to Facilitate Redevelopment Opportunities, dated December 15, 2005 and prepared by Design Workshop, Inc.; and the Final Report of the Implementation Strategy for the Redevelopment of Kings Beach and Tahoe City dated May 14, 2007 and prepared by Economic and Planning Systems for the Agency.
Agency staff focused its primary review on public infrastructure conditions or lack thereof, exterior conditions of each parcel surveyed as well as the usefulness of each parcel in comparison to current market standards for the respective type of use. Agency staff did not perform interior inspections of each property.

Agency staff used the information to compile a database of general observations which is summarized in the Building and Site Conditions Survey Results (Attachment A). This blight summary delineates by street, the total number of parcels, the number of blighted parcels and the percentage of blighted parcels. Following the survey results are photos taken around the proposed redevelopment area that exemplify the blight present (Attachment B).

### III. EXISTING CONDITIONS SURVEY RESULTS

From June to August 2009, Agency staff performed a windshield survey of parcels within the proposed areas to determine if those parcels meet TRPA’s definition of blight. The survey is a more informal survey and does not include interior property inspection. It is a visual assessment of conditions based upon a certain set of criteria whereby Agency staff photographed properties and recorded general observations of the properties surveyed.

Section 15.2.B of TRPA’s Code of Ordinances sets forth TRPA’s definition of blight, which is as follows:

**Blighted Area:** A blighted area is characterized by properties which suffer from economic dislocation, deterioration or disuse because three or more of the following factors cause a reduction or lack of proper utilization of the area to such an extent that the blight constitutes a serious physical, social, environmental or economic burden on the community which cannot reasonably be expected to be reversed or alleviated by private enterprise acting alone:

1. The existence of parcels of irregular form and shape and inadequate size proper usefulness and development.
2. The layout of parcels in disregard of the contours and other topographical or physical characteristics of the ground and surrounding conditions.
3. The existence of inadequate public improvements, public facilities, open space, and utilities which cannot be remedied by private or governmental action without redevelopment.
4. A prevalence of depreciated values, impaired investments, and social and economic maladjustment.
The existence of substandard public or private facilities or improvements, insufficient open space, poor scenic quality, insufficient transportation systems, air quality problems, or insufficient water quality protection systems, such that there is non-compliance with the applicable environmental threshold carrying capacities.

Section 15.2.B. of the TRPA Code of Ordinances sets forth several criteria for a blighted area by TRPA. The following provides a description of TRPA’s criteria and supporting data concluded by Agency staff during its most recent survey of parcels within the proposed Tahoe City/Gateway area to indicate that these factors still exist within the proposed boundaries.

**General**

Several buildings and public facilities were poorly constructed and / or constructed before the adoption of the TRPA Code of Ordinances, and do not comply with updated BMPs or the environmental threshold carrying capacities. This is particularly evident in one large commercial property fronting Highway 28 in the gateway area. In addition, Agency staff observed in the proposed area, a general lack of infrastructure, missing storm drain improvements, and odd shaped parcels which pose challenges to private development. While there are several properties that are improved and upgraded from a bricks and mortar perspective, most properties in the proposed area, were found to lack the private sector investment needed to mitigate deterioration and extend the useful life of the property.

Section 15.2.B. of the TRPA Code of Ordinances sets forth several criteria for a blighted area by TRPA. The following provides a description of TRPA’s criteria and supporting data concluded by Agency staff during its most recent survey of parcels within the Plan Area to indicate that these factors still exist within the proposed Plan Area.
The existence of parcels of irregular form and shape and inadequate size proper usefulness and development

The proposed Tahoe City Plan Area is a linear development area with nearly all of the primary amenities and services located along the highway frontage. Tahoe City Gateway area caters to light industrial uses and is located on the outskirts of town. The area is constrained by its position at the bottom of a hill and across from the Truckee River.

The layout of parcels in disregard of the contours and other topographical or physical characteristics of the ground and surrounding conditions

Survey results noted that industrial used fronting along the Truckee River may not be in the most suitable locations. River frontages should be encouraged for development of more public and or recreational uses. The Tahoe City Gateway is located in a hazardous area where shale falling from the adjacent hill poses a threat. The lakefront area is largely built out with tourist serving uses.

The existence of inadequate public improvements, public facilities, open space, and utilities which cannot be remedied by private or governmental action without redevelopment

The residential areas lack storm drain improvements; however the commercial frontages have sidewalks in place. The harsh weather conditions in the winter pose a problem with maintenance as curbs have been torn up from repeated snow plowing. Several of the tourist accommodation buildings are old and appear to be constructed prior to TRPA Code of Ordinances and are assumed to lack adequate environmental improvements to meet carrying capacities.

A prevalence of depreciated values, impaired investments, and social and economic maladjustment

Adverse economic conditions are evidenced by depreciated values, impaired investments and economic maladjustment. The Tahoe Basin is known for its high construction costs. High construction costs make it difficult for private sector investment.

A report prepared by Economic & Planning Systems noted that demand for local retail services has decreased and many Tahoe City businesses are struggling for survival. Some properties have been abandoned, leaving them vacant and blighted, while others have continued operations in facilities in need of rehabilitation or replacement. Still other owners have continually upgraded their properties in hopes of drawing both desirable retail tenants, and increasing their customer base. The result is that dedicated land owners are forced to survive adjacent to properties that are either abandoned or in disrepair.

One large retail development located in Tahoe City’s town center stands out as blighted, visually unappealing and negatively impacts the character of the commercial core. Additionally, several substandard commercial buildings and tourist accommodation units were noted. These tourist
accommodation buildings were older and outdated and operated at a competitive disadvantage to meet the current consumer’s demands.

The small industrial area, commonly known as the “Gateway” is outside the commercial core along Highway 89. This area currently occupies land that is adjacent to environmentally sensitive zone (Truckee River). There are several non-conforming uses present with few BMPs.

**The existence of substandard public or private facilities or improvements, insufficient open space, poor scenic quality, insufficient transportation systems, air quality problems, or insufficient water quality protection systems, such that there is non-compliance with the applicable environmental threshold carry capacities.**

As mentioned above, the proposed back-street areas lack storm drain improvements; however the commercial frontages have sidewalks in place. The harsh weather conditions in the winter pose a problem with maintenance, as some curbs have been torn up from repeated snow plowing. A few of the tourist accommodation buildings are old and appear to be constructed prior to TRPA Code of Ordinances and are assumed to lack adequate environmental improvements to meet carrying capacities.

The lakeside of Tahoe City is largely built out, with a large beach and park area operated by the Tahoe City Public Utility District. The area is served by the Tahoe Area Regional Transit system. There is a bike trail throughout most of the town, however it is disconnected by a condo/timeshare development near the Wye. The Wye area has a high degree of vehicular, pedestrian and bicycle traffic which is congested during this summer peak tourist months.
Attachment A

Building Conditions Survey Results
## Tahoe City Building/Site Conditions Survey Results

<table>
<thead>
<tr>
<th>Street Name/Location</th>
<th>Number of Parcels</th>
<th>Number of Blighted Parcels</th>
<th>Percentage of Blighted Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway 28 - North Side</td>
<td>50</td>
<td>43</td>
<td>86.0%</td>
</tr>
<tr>
<td>Highway 28 - South Side</td>
<td>26</td>
<td>8</td>
<td>30.8%</td>
</tr>
<tr>
<td>Grove Street - West Side</td>
<td>3</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Fairway Drive - East</td>
<td>19</td>
<td>1</td>
<td>5.3%</td>
</tr>
<tr>
<td>River Road</td>
<td>9</td>
<td>9</td>
<td>100.0%</td>
</tr>
<tr>
<td>West Lake Boulevard - West Side</td>
<td>7</td>
<td>7</td>
<td>100.0%</td>
</tr>
<tr>
<td>Macinaw Road</td>
<td>7</td>
<td>7</td>
<td>100.0%</td>
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<tr>
<td>Tahoe City Industrial Area</td>
<td>2</td>
<td>2</td>
<td>100.0%</td>
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<tr>
<td>Tahoe City Golf Course</td>
<td>5</td>
<td>5</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>128</strong></td>
<td><strong>82</strong></td>
<td><strong>64.1%</strong></td>
</tr>
</tbody>
</table>
Attachment B

Tahoe City/Gateway Community Photos
Tahoe City Community Pictures

Non-conforming recreational use
North of Highway 28

Non-conforming motel conversion along
Highway 28 near Wye

Along Highway 89 near Tahoe City
Gateway

Along Highway 89 near Tahoe City
Gateway
West of Fairway Drive along Highway 89

East of Fairway Drive along Highway 89

West end of Tahoe City along Highway 28; depicting non-conforming land use

East end of Tahoe City along Highway 28; depicting typical tourist accommodation units
PRELIMINARY REDEVELOPMENT PLAN

LAKE FOREST

Prepared for: Tahoe Regional Planning Agency
Prepared by: Placer County Redevelopment Agency

May 2010
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  - Description of Provisions for Affordable Housing 13
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PRELIMINARY REDEVELOPMENT PLAN  
LAKE FOREST

General Overview

Proposed Preliminary Redevelopment Plans are submitted to the Tahoe Regional Planning Agency (TRPA) pursuant to Chapter 15 of the TRPA Code of Ordinances (§15.10) (“Chapter 15”).

The Placer County Redevelopment Agency intends to submit final Redevelopment Plans for future TRPA approval after the new Regional Plan is adopted sometime over the next three to five years. These plan areas are: Kings Beach/Stateline, Tahoe Vista, Lake Forest, and, Tahoe City/Gateway. Plans for these communities will be submitted separately in accordance with TRPA’s Code of Ordinances-Chapter 15 (Chapter 15). Chapter 15 provides the opportunity for Placer County to undertake redevelopment programs within TRPA defined redevelopment areas that are found to be urbanized, blighted, and environmentally threatened.

These Preliminary Redevelopment Plans are conceptual policy and program documents; they do not identify specific project locations nor propose specific activities. They do present a discussion on the intent to study and explore certain targeted redevelopment activities that will focus and enhance the goals and objectives of the updated Regional Plan.

It is our understanding that under the new Regional Plan TRPA may provide land use incentives in TRPA redevelopment areas in order to promote the construction of environmental improvement projects. If so, the Placer County Redevelopment Agency submits these Preliminary Plans with the intent to qualify for such land use considerations.

Background

Increasingly the commercial area of Lake Forest is showing signs of an aging community facing the result of extended deferred maintenance. These conditions environmentally threaten Lake Tahoe’s primary assets, its clarity and beauty which are compromised due to storm water run-off and pollution. Economically, like other communities in North Lake Tahoe, the commercial district in Lake Forest reflects neglected properties, dilapidated structures and outdated infrastructure that exacerbate the community’s decline.

What was originally developed as an area of vacation cabins and motels, has become a year-round residential community with limited supporting commercial and public services. However, the commercial buildings, infrastructure and environmental improvements have not been upgraded to adequately meet the increased needs of the Lake Forest community.
Preliminary Redevelopment Plan:

LAKE FOREST
Section I - (15.10.B (2))

A description of the proposed redevelopment plan area boundaries and project area boundaries including a preliminary determination of which areas are blighted and urbanized

Lake Forest - Project Area Boundaries (See Exhibit G)

Introduction

The redevelopment area boundaries proposed in this report are consistent with boundaries shown under the current Lake Forest Commercial Plan Area Statement – 009A, Special Areas #1 and #2. As noted in the Tahoe City Area General Plan, this Preliminary Redevelopment Plan recognizes that the development pattern of Lake Forest continues to result in a mixture of uses that have deteriorated over the years to the point of meeting TRPA’s definition of blight.

Area Description

The Lake Forest Preliminary Redevelopment Plan area consists of approximately 28 acres, and centers along Lake Forest Road. The area includes roughly Lupin Lane / Rose Avenue on the north to Sierra Vista on the South; and Manzanita on the east to Bristlecone on the west.

In 1994, the Lake Forest Commercial area was considered as a candidate for community plan area status. However, it was determined that due to the limited size of the community, the limitations on new development, and the nature of environmental improvements needed in the community, that the Plan Area Statement process was more appropriate and would attract private dollars. This investment has not occurred.

The Lake Forest Preliminary Redevelopment Plan is targeted to renovating and developing commercial property in Special Areas 1 and 2. In the years since 1994, the area has deteriorated further and without intervention will create significant issues, and require costly resources. (See Adverse Conditions Study – Appendix).
EXHIBIT G

Legend
- Proposed Lake Forest Area Under Chapter 15

LAKE FOREST AREA - PROPOSED UNDER CHAPTER 15
Section II – (15.10.B (3))

A general statement of the proposed land uses, anticipated development, proposed targets and objectives related to attainment and maintenance of environmental thresholds, layout of the principal streets and transportation patterns, and a general description of the standards to be used for redevelopment of the area.

Statement of Proposed Land Uses

The commercial center of Lake Forest fronting Lake Forest Road (specifically PAS 009A) lacks BMPs and is in a general state of deferred maintenance and dilapidation. Redevelopment efforts would include installation of BMPs, façade updates, curb, gutters, sidewalk improvements, defined parking and landscaped areas, and screened outdoor storage areas.

This area was chosen because of the blighted economic and social conditions of its commercial district, as well as the critical physical conditions leading to a lack of water quality BMPs, storm water runoff, contaminated soils, over-covered land patterns, haphazard parking, and scenic blight.

Anticipated Development (See Exhibit H)

  
  
  Commercial Renovation

In order to achieve environmental and land use goals, any development should be focused on activities which in the short run bring about public awareness that positive change is occurring, and long term solutions to the actual construction of environmental improvement projects. The Agency proposes to focus its activities on seeking grants to support a commercial rehabilitation program and assisting developers, where appropriate, with new development.

  
  
  Attainment & Maintenance of Environmental Thresholds - Targets and Objectives

It is the goal of this plan to implement orderly growth and development consistent with the threshold carrying capacities identified through the adoption of the new Regional Plan. Infrastructure improvements will cover a variety of public works projects ranging from correcting and installing utilities, traffic capacity projects, accommodations for transit options, storm drainage, sewers, soil stabilization, etc.
EXHIBIT H

Legend

Proposed Lake Forest Area Under Chapter 15

LAKE FOREST AREA - PROPOSED UNDER CHAPTER 15
CONCEPTUAL DEVELOPMENT
The proposed redevelopment plan is targeted to attract the highest and most critical environmental improvement projects that will lead to the greatest benefit over the shortest period of time for the overall community. It is determined that the most efficient and effective use of public and private dollars is to focus on the objectives of the environmental improvement program as the standard for plan evaluation.

As projects come forward for development approval they will be measured against the approved five-­year environmental improvement project list. The Placer County Redevelopment Agency will provide assistance to private property owners in achieving pertinent thresholds within the proposed redevelopment area.

**General Description of Redevelopment Standards**

The pristine nature and fragility of the environment of North Lake Tahoe require tight controls on development. The standards that will be used for the implementation of the Lake Forest Preliminary Redevelopment Plan are:

1. The project must result in the upgrading and renovation of the communities’ existing stock, and where possible, reduce the dilapidated building stock contributing to the degradation of Lake Tahoe.

2. Redevelopment activities must result in development that is both economically attractive to private developers and will achieve and sustain correction, of environmental damage to Lake Tahoe through the achievement of environmental thresholds.

3. Consideration of any substantial redevelopment undertaking must have input from the community affected by the proposed activity.
Section III – (15.10.B (4))

A general statement of how the proposed redevelopment plan conforms to the provisions of the Goals and Policies, the transects, the applicable plan area statements, the Code, and the environmental thresholds.

Conformity with TRPA Goals, Policies, Code and Thresholds

The Redevelopment Plan for the proposed Lake Forest commercial community will be consistent with the Placer County General Plan, and the Tahoe City Area General Plan, the TRPA Code of Ordinances, transects for areas outside community plan areas, and the Regional Plan for the Lake Tahoe Basin in effect at the time of final Redevelopment Plan approval.

Goals & Policies

The Redevelopment Agency agrees to support and promote Placer County and TRPA’s goals to maintain the significant scenic, recreational, educational, scientific, natural and public health values provided by the Region, through its development projects.

Balancing sustainable development with the above will encourage the wise use of Lake Tahoe and the resources of the area, preserve public and private investments in the community, and preserve the social and economic health of the region.

Placer County Zoning Ordinances & TRPA Code of Ordinances

The TRPA Code of Ordinances (Code) is a compilation of land use and environmental regulations for Lake Tahoe Basin. The Redevelopment Agency’s North Lake Tahoe preliminary redevelopment plan is in conformity with the Code in effect at the time of plan adoption.

All projects are subject to TRPA (in accordance with Chapter Four of the Code) and Placer County review. To ensure effective and efficient coordination, the Code and the Placer County Zoning Ordinance shall apply to building modifications, expansions and repairs. When a conflict presents itself, the most restrictive ordinance shall apply.

Environmental Improvement Program

The TRPA Environmental Improvement Program (EIP) encompasses hundreds of capital improvement, research, program support, and maintenance projects designed to restore and protect Lake Tahoe’s clarity.
Placer County is partner with TRPA in constructing and maintaining EIP projects of mutual benefit. Over a twenty-year period Placer County is committed to develop and construct public improvements.

Thresholds

Thresholds are environmental standards adopted by TRPA to help protect Lake Tahoe. They are designed to reflect the inter-connected nature of the environment, the economy and the community’s social well-being.

The environmental threshold carrying capacities and standards for the Lake Tahoe Basin essentially define the capacity of the Region to accommodate additional land development. Threshold indicators are used as the measures of success of attaining environmental health in the region.

Placer County has identified a list of environmental improvement projects in the Lake Forest community that address the thresholds and move forward the EIP.

<table>
<thead>
<tr>
<th>EIP PROJECT No.</th>
<th>EIP THRESHOLD</th>
<th>PROJECT NAME</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>10144</td>
<td>Water Quality</td>
<td>Lake Forest SEZ Improvements</td>
<td>Meadow wetland restoration and water quality improvement</td>
</tr>
<tr>
<td>531</td>
<td>Water Quality</td>
<td>Lake Forest Highlands ECP</td>
<td>County ROW water quality improvements in Highlands Subdivision</td>
</tr>
<tr>
<td>10061</td>
<td>Water Quality</td>
<td>Lake Forest Commercial/Industrial ECP</td>
<td>County ROW water quality improvements primarily in commercial or industrial developed areas</td>
</tr>
<tr>
<td>287</td>
<td>Recreation</td>
<td>Lake Forest Beach Public Access Improvements</td>
<td>Extension of water lines to provide for water service, fire protection and permanent restrooms. Rebuilding of public docks.</td>
</tr>
</tbody>
</table>
Threshold Achievement Criteria

1. Projects seeking consideration under the provisions of the Plan, must contribute to the implementation of one, or more, of the Environmental Improvement Program projects above.

2. All contribution determinations and calculations shall be made by the Placer County Department of Public Works.

3. Improvement of public or private facilities, provisions of added open spaces, construction of BMPs in conformance with environmental carrying capacities established by TRPA.

4. Use of rehabilitation and façade improvement loans and grants to leverage private investment and improve commercial building conditions.

5. Implementation of a public improvement program including road grading, patching and paving; curb, gutter and sidewalk construction; and storm drain installation.

6. Potential participation in operation and maintenance of public improvements related to air and water quality through funding contribution and / or providing those services for County Department of Public Works determined projects.
Section IV - (15.10.B (5))

**A general description of the provisions for existing and new affordable housing and the expected impact of the proposed redevelopment plan on the residents of the redevelopment plan area and surrounding neighborhoods**

**Description of Provisions for Workforce Housing and Community Impacts**

The area in the Lake Forest community that is identified for redevelopment activity is commercial in nature with limited opportunity for workforce housing. Where appropriate, the Agency will assist in the development of commercial/mixed-use complexes to create affordable housing opportunities.

Regarding the surrounding residential area, the Agency currently has a housing rehabilitation program that provides low interest loans of up to $150,000 to correct health and safety hazards, increase energy conservation, install BMPs and extend the useful life of an owner-occupied or affordable rental home. Examples include correcting plumbing, electrical, or roof problems, room additions, insulation, and replacing inefficient appliances. This program extends the useful life of the affordable units occupied by low and moderate-income households and improves the quality of the neighborhoods. The Agency will continue to actively pursue State and federal grant funds to leverage the housing set aside from tax increment.

The homeownership program currently makes loans available to qualified low and moderate homebuyers up to $150,000 in order to purchase a home. These loans act as assistance financing to make mortgage payments more affordable. Single family detached homes, town homes, and condominiums are eligible purchases under this program.
Section V – (15.10.B (6))

A statement of how the preliminary plan differs from and conforms to the adopted community plan, including a re-evaluation of items required by Subparagraphs 14.6.C (1) through (7), inclusive, and other items prescribed by TRPA as appropriate to deal with new or changed circumstances arising subsequent to the adoption of the community plan.

Conformity with Community Plan

The proposed Lake Forest Preliminary Redevelopment Plan is outside a community plan Area. In 1994, the Lake Forest Commercial area was considered as a candidate for community plan area status. However, it was determined that the Plan Area Statement process was more appropriate.

The Redevelopment Plan for the proposed Lake Forest community will be consistent with the Lake Forest Commercial Plan Area Statement and the Regional Plan for the Lake Tahoe Basin in effect at the time of the final Redevelopment Plan approval.

There are redevelopment opportunities on blighted property within the Lake Forest commercial district. This Plan proposes that those projects within an approved TRPA redevelopment area that meet the provisions specified in this Plan be considered for any land use incentives and special considerations under a new updated TRPA Regional Plan.

Consideration to An Area Outside a Community Plan Area (See Exhibit I)

The proposed Lake Forest Preliminary Redevelopment Area consists of approximately 28 acres, all of which are outside a community plan area.

Fifteen years ago it was determined that the goals for the commercial community would be to encourage remodeling and rehabilitation of structures to make properties and uses more congruous. In the years since 1994, the area has deteriorated further and without intervention will continue to decline.

The lack of updated BMPs and owner/developer incentives to upgrade properties require public intervention to forestall further degradation. Adding the commercial district of the Lake Forest community which currently exists outside of a community plan area, but would reside within a TRPA redevelopment area, would underscore the environmental, social and economic public policy direction of the new Regional Plan, and allow for discretionary actions consistent with community goals.
EXHIBIT I

Legend

- Proposed Lake Forest Area Under Chapter 15

This community resides totally outside a Community Plan Area

LAKE FOREST AREA -- PROPOSED UNDER CHAPTER 15
Section VI – (15.10.B (7))

*Prepare an economic feasibility and needs assessment.*

**Economic Feasibility Assessment**

Retail opportunities in the Basin are dwindling and to increase the supply of retail in the redevelopment areas would require a strategy geared to increase demand through greater capture of the visitor market and increasing the number of year round residents in the community. The immediate goal of a redevelopment strategy would be to seek state and federal funds to provide public financial resources to assist in the renovation of out-dated, under-performing retail uses with better performing ones, resulting in increased volumes in sales in key niches. Many buildings currently housing retail uses and lack the space and amenities required such as display windows, restrooms, appropriate ceiling heights and so on. Additionally, current non-conforming uses tend to be obtrusive, and should be screened and buffered to the extent practical, to minimize obtrusiveness.

The economy of the North Tahoe area is heavily dependant upon the tourist industry; more so than other similar resort locations. The economic conditions required for a diversified economy, cost of living chief among them, are not present at this time and are unlikely to change. Redevelopment projects, supported by the County’s investment in infrastructure, which attract a greater share of the tourist market such as high quality accommodations or meet a community need, such as pedestrian customers, will have the greatest immediate impact on the redevelopment area.

To the extent projects encourage year-round occupancy the retail economy will be better supported. The proposed Preliminary Lake Forest Redevelopment Plan area lacks modern commercial facilities. Accommodation projects (e.g., entertainment, food services), and enhanced transit connections will all serve to improve the non-summer draw of those commercial centers. These activities, will be restricted to the Lake Forest Road corridor, and will also offer viable alternatives to ski-area lodging, to the benefit of the region.

Through the inclusion of the Lake Forest commercial community in TRPA’s Chapter 15, the Placer County Redevelopment Agency hopes to improve its ability to impact Lake Tahoe environmental conditions, increase the viability of tourism and support the enhancement of retail in the community.
Section VII - (15.10.B (9))

Reasonable provisions for public participation, including notice to, and comment by, affected property owners and residents.

Public Participation Provisions

To support an emphasis on more sustainable environmental preservation and community building, concentrated communications and feedback opportunities are needed for all those who play a role including residents, business operators, developers, environmental interest groups, visitors and other stakeholders within the redevelopment plan areas. Additionally, public feedback will be sought from community business associations and Spanish speaking interest groups.

In addition to general program and project description outreach, prior to Governing Board action, the Placer County Redevelopment Agency will initiate one or more public outreach meetings with the North Tahoe Regional Advisory Council in order to receive feedback and recommendation regarding a program and/or project, including vision, processes and benefits.

This comprehensive public outreach will assist to clarify the intentions, refine an implementation plan, and ensure an informed public.
APPENDIX

ADVERSE CONDITIONS STUDY:

LAKE FOREST
ADVERSE CONDITIONS STUDY:
Lake Forest

I. PURPOSE OF THE REPORT

Chapter 15 of the Tahoe Regional Planning Agency (TRPA) Code of Ordinances sets forth the process for adoption of redevelopment plans pursuant to the Goals and Policies of TRPA and as provided for in the plan area statements. Section 15.1 of the TRPA Code of Ordinances dictates that the applicability of Chapter 15 shall apply only to redevelopment plans which are in eligible areas; are predominantly urbanized, blighted; and designated in the applicable plan area statement as eligible for redevelopment plan, etc. This Adverse Conditions Study provides the background and data to support the blighted nature of the proposed Lake Forest Preliminary Redevelopment Plan area (Plan Area).

II. HISTORY AND BACKGROUND

The Placer County Redevelopment Agency (Agency) was formed in April 1991 pursuant to California Health and Safety Code Section 33300 et seq. A five-member board, which also serves as the Placer County Board of Supervisors, governs the Agency. The purpose of the Agency is to eliminate blight and support environmental improvements within the project area, by strengthening its economic base through building public infrastructure, supporting facility improvements, commercial/industrial development and rehabilitation.

The proposed Lake Forest community includes an aging and run-down commercial and industrial strip that centers along Lake Forest Road that provides evidence of impaired investments and economic maladjustment. The boundaries have been set to maximize the effectiveness of redevelopment as a tool for the revitalization of the area. The boundaries have been limited to include a targeted number of substandard and deteriorated commercial and industrial buildings.

The proposed Plan Area contains approximately 51 parcels. Agency staff surveyed a sampling of the parcels within the Project Area. Agency staff utilized this information to define the area boundaries proposed within this report.

Agency staff focused its primary review on public infrastructure conditions or lack thereof, exterior conditions of each parcel surveyed, as well as the usefulness of each parcel in comparison to current market standards for respective type of use. Staff did not perform interior property inspections. Agency staff used the information to compile a database of general observations which is summarized in the Building and Site Conditions Survey Results (Attachment A). This blight summary delineates by street, the total number of parcels, the number of blighted parcels and the percentage of blighted
parcels. Following the survey results are photos taken around the proposed redevelopment area that exemplify the blight present (Attachment B).

III. EXISTING CONDITIONS SURVEY RESULTS

From June to August 2009, Agency staff performed a windshield survey of parcels within the proposed area to determine those parcels meeting TRPA’s definition of blight. The survey did not include interior property inspection. It was a visual assessment of conditions based upon a certain set of criteria whereby Agency staff photographed properties and recorded general observations of the properties surveyed.

Section 15.2.B of TRPA’s Code of Ordinances sets forth TRPA’s definition of blight, which is as follows:

**Blighted Area:** A blighted area is characterized by properties which suffer from economic dislocation, deterioration or disuse because three or more of the following factors cause a reduction or lack of proper utilization of the area to such an extent that the blight constitutes a serious physical, social, environmental or economic burden on the community which cannot reasonably be expected to be reversed or alleviated by private enterprise acting alone:

1. The existence of parcels of irregular form and shape and inadequate size proper usefulness and development.
2. The layout of parcels in disregard of the contours and other topographical or physical characteristics of the ground and surrounding conditions.
3. The existence of inadequate public improvements, public facilities, open space, and utilities which cannot be remedied by private or governmental action without redevelopment.
4. A prevalence of depreciated values, impaired investments, and social and economic maladjustment.
5. The existence of substandard public or private facilities or improvements, insufficient open space, poor scenic quality, insufficient transportation systems, air quality problems, or insufficient water quality protection systems, such that there is non-compliance with the applicable environmental threshold carrying capacities.
Section 15.2.B. of the TRPA Code of Ordinances sets forth several criteria for a blighted area by TRPA. The following provides a description of TRPA’s criteria and supporting data concluded by Agency staff during its most recent survey of parcels within the proposed Lake Forest area to indicate that these factors still exist within the proposed boundaries.

General

A large number of buildings and public facilities were poorly constructed and/or constructed before the adoption of the TRPA Code of Ordinances, and do not comply with the environmental threshold carrying capacities. In addition, Agency staff observed a general lack of infrastructure, storm drain improvements and undergrounding of utilities, and odd shaped parcels which posed challenges development. The majority of the blighted parcels were noted along the commercial and industrial portion of Lake Forest Road, which had run down properties, boarded up properties and buildings that have outlived their useful life. While Agency staff saw several properties that were improved and upgraded from a bricks and mortar perspective, most properties were found to lack private sector investment to mitigate deterioration and extend the useful life of the buildings.

Section 15.2.B. of the TRPA Code of Ordinances sets forth several criteria for a blighted area by TRPA. The following provides a description of the adverse conditions using TRPA’s criteria:

The existence of parcels of irregular form and shape and inadequate size proper usefulness and development

Agency staff primarily focused its windshield survey to the commercial and industrial sections of Lake Forest fronting along Lake Forest Road. There were several long, narrow rectangular parcels which precipitated the linear development in the area.

The layout of parcels in disregard of the contours and other topographical or physical characteristics of the ground and surrounding conditions

The development pattern of Lake Forest, historically, has resulted in a mosaic of mixed uses that would generally be discouraged under present planning theory. The majority of construction is older, with newer construction dispersed intermittently throughout the study area. The industrial uses were abutting residential development with lakeside development catered toward recreational and large single family structures.
The existence of inadequate public improvements, public facilities, open space, and utilities which cannot be remedied by private or governmental action without redevelopment

Runoff from the Lake Forest commercial district deposits sediment into roadside ditches and drainage ways, causing localized flooding, and contributes fine sediment and nutrient loading to Lake Tahoe. Staff noted a general lack of sidewalks in the area. The problem of a lack of sidewalks is exacerbated in the winter time, when snow accumulation forces pedestrians to walk in the street and share the roadway with vehicles. The majority of both private and public facilities was constructed prior to the adoption of TRPA Code of Ordinances and do not indicate updated BMPs and was assumed not to comply with the environmental threshold carrying capacities.

Lake Forest is served by a private water company. There is a building moratorium in place due to the fact that the water line diameter, which draws water directly from Lake Tahoe, is insufficient to provide adequate water pressure for development.

A prevalence of depreciated values, impaired investments, and social and economic maladjustment

Adverse economic conditions are evidenced by depreciated values, impaired investments and economic maladjustment. The Tahoe Basin has a higher construction cost. High construction and land costs make it difficult for private sector investment.

The area’s structures have had limited renovation on individual parcels, which were largely developed around the 1960’s. There was little economic investment observed in a majority of parcels fronting along Lake Forest Road. Buildings were boarded up and there was a mix of non-conforming uses concentrated in the area. The commercial/industrial district borders on residential developments which constrain growth and uses for the area. Recreational uses are across the street. Homes located along the shoreline tend to be larger, single-family units. A large parcel owned by a utility provider is vacant.

The existence of substandard public or private facilities or improvements, insufficient open space, poor scenic quality, insufficient transportation systems, air quality problems, or insufficient water quality protection systems, such that there is non-compliance with the applicable environmental threshold carry capacities

As noted earlier, runoff from the Lake Forest community deposits sediment into roadside ditches and drainage ways, causing localized flooding, and contributes fine sediment and nutrient loading to Lake Tahoe. There is a general lack of sidewalks in the area. The problem of a lack of sidewalks is exacerbated in the winter time, when snow accumulation forces pedestrians to walk in the street and share the roadway with vehicles. It appeared that the majority of both private and public facilities were constructed prior to
the adoption of TRPA Code of Ordinances and therefore were assumed not to comply with the environmental threshold carrying capacities.

The area is served by the Tahoe Area Regional Transit (TART) system which operates in the Basin by Placer County.
Attachment A

Building Conditions Survey Results
## Lake Forest Building/Site Conditions Survey Results

<table>
<thead>
<tr>
<th>Street Name/Location</th>
<th>Number of Parcels</th>
<th>Number of Blighted Parcels</th>
<th>Percentage of Blighted Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Forest Road - North</td>
<td>26</td>
<td>12</td>
<td>46.20%</td>
</tr>
<tr>
<td>Lake Forest Road - South</td>
<td>18</td>
<td>16</td>
<td>88.90%</td>
</tr>
<tr>
<td>Hillcrest Avenue - South</td>
<td>3</td>
<td>3</td>
<td>100.0%</td>
</tr>
<tr>
<td>Rose Avenue - North</td>
<td>1</td>
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<tr>
<td>Rose Avenue - South</td>
<td>3</td>
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<td>100.0%</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>51</strong></td>
<td><strong>35</strong></td>
<td><strong>68.60%</strong></td>
</tr>
</tbody>
</table>
Attachment B

Lake Forest
Community Photos
Lake Forest Community Pictures

Lake Forest Road near Bristlecone Street

Lake Forest Road near Aspen Street

Examples of substandard improvements along Lake Forest Road within commercial area
Property along Lake Forest Road with depreciated value and disrepair

Residential property reuse for commercial
PRELIMINARY
REDEVELOPMENT
PLAN

TAHOE VISTA

Prepared for: Tahoe Regional Planning Agency
Prepared by: Placer County Redevelopment Agency

May 2010
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</tr>
<tr>
<td>Tahoe Vista Preliminary Redevelopment Plan</td>
<td>4</td>
</tr>
<tr>
<td>Project Area Boundaries</td>
<td>5</td>
</tr>
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PRELIMINARY REDEVELOPMENT PLAN

TAHOE VISTA

General Overview

Proposed Preliminary Redevelopment Plans are submitted to the Tahoe Regional Planning Agency (TRPA) pursuant to Chapter 15 of the TRPA Code of Ordinances (§15.10) (“Chapter 15”).

The Placer County Redevelopment Agency intends to submit final Redevelopment Plans for future TRPA approval after the new Regional Plan is adopted sometime over the next three to five years. These plan areas are: Kings Beach/Stateline, Tahoe Vista, Lake Forest, and, Tahoe City/Gateway. Plans for these areas will be submitted separately in accordance with TRPA’s Code of Ordinances-Chapter 15 (Chapter 15). Chapter 15 provides the opportunity for Placer County to undertake redevelopment programs within TRPA defined redevelopment areas that are found to be urbanized, blighted, and environmentally threatened.

These Preliminary Redevelopment Plans are conceptual policy and program documents; they do not identify specific project locations nor propose specific activities. They do present a discussion on the intent to study and explore certain targeted redevelopment activities that will focus and enhance the goals and objectives of the updated Regional Plan.

It is our understanding that under the new Regional Plan TRPA may provide land use incentives in TRPA redevelopment areas in order to promote the construction of environmental improvement projects. If so, the Placer County Redevelopment Agency submits these Preliminary Plans with the intent to qualify for such land use considerations.

Background

The mixed residential and commercial uses in the Tahoe Vista community are showing signs of the effects of extended deferred maintenance. These conditions environmentally threaten Lake Tahoe’s primary assets, its clarity and beauty, which are compromised due to storm water run-off and pollution. While many neighborhoods located in Tahoe Vista are stable and reflect current market values, there are others which exhibit neglected properties, dilapidated structures, outdated infrastructure and a lack of public improvements that will exacerbate the community’s decline.

Similar to other communities in North Lake Tahoe, Tahoe Vista was originally developed in the 1950’s as an area of vacation cabins and motels, and has since become a year-round residential community with limited supporting commercial and public services. However, the infrastructure and environmental improvements have not been upgraded to adequately meet the increased needs of the Tahoe Vista community.
Preliminary Redevelopment Plan:

TAHOE VISTA
Section I – (15.10.B (2))

A description of the proposed redevelopment plan area boundaries and project area boundaries including a preliminary determination of which areas are blighted and urbanize

Tahoe Vista Community - Project Area Boundaries (See Exhibit D)

Introduction

The redevelopment area boundaries proposed in this report are consistent, and within those for the North Lake Tahoe Redevelopment Project Area adopted by the Placer County Board of Supervisors under California Law on July 16, 1996. However, the proposed Preliminary Tahoe Vista Redevelopment Plan area is smaller than the current applicable California redevelopment area.

Community Description

For purposes of this Preliminary Tahoe Vista Redevelopment Plan, the community is defined as that area roughly beginning at Donner Road south to Lake Tahoe and generally those privately owned parcels adjacent to National Avenue on the east, including parcels north of Highway 28 to Yaho Avenue, to Estates Drive on the West. The proposed Preliminary Redevelopment Plan area centers on National Avenue which is predominately commercial/industrial in nature.

Land use patterns vary widely, commercial activity fronts along State Route 28 and there are areas which may provide opportunities for open space or environmental preserves. Additionally, there is a trailer park which may pose an opportunity for residential improvements.

The proposed Preliminary Redevelopment Plan area consists of approximately 85 acres of land, located in Placer County at the north shore of Lake Tahoe.
Section II – (15.10.B (3))

A general statement of the proposed land uses, anticipated development, proposed targets and objectives related to attainment and maintenance of environmental thresholds, layout of the principal streets and transportation patterns, and a general description of the standards to be used for redevelopment of the area.

Statement of Proposed Land Uses

The proposed Redevelopment Plan in Placer County will incorporate the land use guides promoted in the updated Regional Plan. With attention to blighted conditions of the properties in this proposed plan, and all planned land uses will align with the updated Regional Plan goals. (See Adverse Conditions Study – Appendix). Land uses will exemplify development in urbanized areas that promote environmentally sensitive open space, low intensity recreational uses with a focus on creating uses that will encourage the use of public transit, bicycles and walking. Live-work environments will be encouraged and incentivized.

In conformance with current community plan goals, for redevelopment purposes this section of the community is proposed to continue primarily as a regional tourist and recreation area with some industrial and commercial uses.

Anticipated Development (See Exhibit E)

This area includes parcels on the north at Donner Rd to Lake Tahoe on the south; and Anderson/Idlewood Roads on west and those privately owned parcels immediately adjacent to National Avenue on the east.

This section provides an overview of the proposed vision planned for the Tahoe Vista Preliminary Redevelopment Plan area. Additional descriptions of the environmental settings and land use elements will be discussed in detail at the time of project submittal.

Roadway / Pedestrian Improvements

Tahoe Vista Preliminary Redevelopment Plan incorporates streets that are inadequately served by pedestrian improvements. While over the years, many efforts have been made to upgrade these roads and drainage facilities, many remain substandard when viewed in terms of modern engineering and construction.

Commercial Renovation

There are a variety of privately owned commercial and industrial structures and properties in various states of disrepair and outdatedness. The Agency plans to encourage use of its commercial loan rehabilitation program and to incentivize new development where feasible.
Recreational Open Space

Although the beaches of Lake Tahoe provide spectacular recreational opportunities for residents and tourists alike, there are Tahoe Vista neighborhoods which could be served by natural preserves. It is proposed to examine the feasibility as funds become available of using redevelopment programs in conjunction with the Conservancy to develop suitable, resident serving recreational and open space preservation opportunities.

Workforce Housing

Continue to study and explore opportunities for infill new construction and rehabilitated affordable workforce housing. It is proposed to examine the opportunities for improving the community’s trailer park facilities. For purposes of this Plan workforce housing includes very low, low and moderate income levels as defined by California law.
Attainment & Maintenance of Environmental Thresholds - Targets and Objectives

It is the goal of this plan to implement orderly growth and development consistent with the threshold carrying capacities identified through the adoption of the new Regional Plan. Infrastructure improvements will cover a variety of public works projects ranging from correcting and installing utilities, traffic capacity projects, accommodations for transit options, storm drainage, sewers, soil stabilization, etc.

The proposed Preliminary Redevelopment Plan is targeted to the highest and most critical environmental improvement projects that will lead to the greatest benefit over the shortest period of time for the overall community. It is determined that the most efficient and effective use of public and private dollars is to focus on the objectives of the environmental improvement program as the standard for plan evaluation.

As projects come forward for development approval they will be measured against the approved five-year environmental improvement project list. The Placer County Redevelopment Agency will provide assistance to private property owners in achieving pertinent thresholds within the proposed redevelopment area.

Transportation Patterns

State Route 28 is the primary highway and transportation link between Kings Beach and Tahoe City. Within the Tahoe Vista proposed Redevelopment Area it consists of four travel lanes, two through lanes in each direction except for a distance after National Avenue when it narrows to three lanes: two westbound and one eastbound.

The other major roadway is National Avenue. This County road is a two lane street connecting SR 28 with the North Tahoe Regional Park and the industrial area.

The private automobile is the primary mode of transportation. Parking within the community is composed of a mixture of public parking and private parking. The Tahoe Vista community is currently serviced by the Tahoe Area Regional Transit system.

General Description of Redevelopment Standards

The standards proposed for the implementation of the Tahoe Vista Redevelopment Plan area are:

1. The project must result in the upgrading and renovation of the communities’ existing industrial, commercial, and residential building stock, and where possible, reduce the dilapidated building stock contributing to the degradation of Lake Tahoe.
2. Redevelopment activities must result in development that is both economically attractive to private developers and will achieve and sustain correction of environmental damage to Lake Tahoe through the Achievement Activities of environmental thresholds.

3. Consideration of any substantial redevelopment undertaking must have input from the community affected by the proposed activity.

4. The project should aid in the construction of the Tahoe Vista Community Plan improvements including sidewalks, lighting, undergrounding of utilities and other pedestrian improvements.

In order to achieve environmental and land use goals, any development project should focus on activities which in the short run bring about public awareness that positive change is occurring, and in the long term bring about the actual construction of environmental improvement projects.
Section III - (15.10.B (4))

A general statement of how the proposed redevelopment plan conforms to the provisions of the Goals and Policies, the Transects, the applicable plan area statements, the Code, and the environmental thresholds.

Conformity with TRPA Goals, Policies, Code and Thresholds

The Redevelopment Plan for the proposed Tahoe Vista community will be consistent with the TRPA Code of Ordinances, the Placer County General Plan, community plans for areas within the boundaries of the plan, Transects for areas outside community plan areas, and the Regional Plan for the Lake Tahoe Basin in effect at the time of Redevelopment Plan approval.

Goals & Policies

The Redevelopment Agency agrees to support and promote TRPA’s goals to maintain the significant scenic, recreational, educational, scientific, natural and public health values provided by the Region, through its development projects.

Balancing sustainable development with the above will encourage the wise use of Lake Tahoe and the resources of the area, preserve public and private investments in the community, and preserve the social and economic health of the region.

Code of Ordinances

The Code of Ordinances (Code) is a compilation of land use and environmental regulations regarding Lake Tahoe. The Redevelopment Agency’s proposed Preliminary Tahoe Vista Redevelopment Plan is in conformity with the Code.

All projects are subject to TRPA (in accordance with Chapter Four of the Code) and Placer County review. To ensure effective and efficient coordination, the Code and the Placer County Zoning Ordinances shall apply to building modifications, expansions and repairs. When a conflict presents itself, the most restrictive ordinance shall apply.
Environmental Improvement Program

The TRPA Environmental Improvement Program (EIP) encompasses hundreds of capital improvement, research, program support, and maintenance projects designed to restore and protect Lake Tahoe’s clarity.

Placer County is partner with TRPA in constructing and maintaining EIP projects of mutual benefit. Over a twenty-year period Placer County is committed to develop and construct public improvements.

Thresholds

Thresholds are environmental standards adopted by TRPA to help protect Lake Tahoe. Designed to reflect the inter-connected nature of the environment, the economy and the community’s social well-being, the environmental threshold carrying capacities and standards for the Lake Tahoe Basin essentially define the capacity of the Region to accommodate additional land development. Threshold indicators are used as the measures of success of attaining environmental health in the region.

In order to ensure that any public improvement undertaken in Placer County – North Lake Tahoe region, is targeted to the highest and most critical priority activities, and will lead to the greatest benefit over the shortest period of time for the overall community, Placer County Department of Public Works will determine the projects and activities from the approved EIP projects list.

Table A below is a listing of currently approved EIP projects for the Tahoe Vista Redevelopment Plan area:

<table>
<thead>
<tr>
<th>EIP PROJ. No.</th>
<th>EIP THRESHOLD</th>
<th>PROJECT NAME</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>716</td>
<td>Water Quality</td>
<td>Tamarack ECP</td>
<td>Water Quality improvements including treatment of public ROW runoff</td>
</tr>
<tr>
<td>149</td>
<td>Scenic Improv. Utility Underground</td>
<td></td>
<td>Undergrounding of overhead utilities along SR28 and sections of County roads near the lakeshore.</td>
</tr>
<tr>
<td>EIP PROJ. No.</td>
<td>EIP Threshold</td>
<td>Project Name</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>--------------</td>
<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td>649/436</td>
<td>Water Quality</td>
<td>Snow Creek Wetlands Restoration</td>
<td>Removal of fill material placed in SEZ and restoration of wetlands</td>
</tr>
<tr>
<td>10038</td>
<td>Recreation</td>
<td>Nat’l Ave Tahoe Vista Connection Trail</td>
<td>Class I bike trail connection between TV Recreation Beach to No. Tahoe Regional Park</td>
</tr>
<tr>
<td>748</td>
<td>Air Quality</td>
<td>Four Corners Bikeway Summit to TV Recreation Trail</td>
<td>Bike trail connection at Sawtooth Ridge into North Tahoe Regional Park</td>
</tr>
</tbody>
</table>
Threshold Achievement Criteria

1. Projects seeking consideration under the provisions of the Plan, must contribute to the implementation of one, or more, of the Environmental Improvement Program projects above.

2. All contribution determinations and calculations shall be made by the Placer County Department of Public Works.

3. Improvement of public or private facilities, provisions of added open spaces, construction of BMPs in conformance with environmental carrying capacities established by TRPA.

4. Use of rehabilitation and façade improvement loans and grants to leverage private investment and improve commercial building conditions.

5. Implementation of a public improvement program including road grading, patching and paving; curb, gutter and sidewalk construction; and storm drain installation.

6. Potential participation in operation and maintenance of public improvements related to air and water quality through funding contribution and / or providing those services for County Department of Public Works determined projects.
A general description of the provisions for existing and new affordable housing and the expected impact of the proposed redevelopment plan on the residents of the redevelopment plan area and surrounding neighborhoods

Description of Provisions for Workforce Housing and Community Impacts

Lake Tahoe is a unique and complex regulatory environment where development of affordable housing is a challenge on a number of levels. Housing affordability pressures are particularly visible on the North Shore where the lack of current decent housing supply available for area workers appears to have provided the opportunity for property owners to rent their units to workers willing to live in substandard and overcrowded conditions, while paying unaffordable rents.

Clearly, the need for affordable housing outpaces the available land and local state and federal dollars necessary for development. The Agency will continue on its path as defined under its TRPA redevelopment plans to expand, improve and preserve the supply of affordable housing. The impact on the redevelopment plan area and surrounding neighborhoods will be positive in nature as the Agency will continue to promote affordable workforce housing opportunities for the residents and workforce in the North Lake Tahoe Area, as well as provide opportunities for workers commuting into the Basin, to live closer to work.

The TRPA Code of Ordinances establishes specific regulations and thresholds for, among other things, land use, density, rate of growth, and land coverage. TRPA’s Code of Ordinances also sets maximum annual housing unit allocations, as well as density and coverage limitations on multi-family development. These ordinances are meant to ensure that environmental thresholds are adhered to and that Lake Tahoe’s water quality is protected. TRPA has adopted programs to address the need for workforce housing units in which certain housing developments may obtain special consideration from TRPA’s allocation requirements.

In addition to a unique land use regulatory environment, Lake Tahoe has additional challenges to the creation and maintenance of affordable housing including a large seasonal tourist population and a substantial second-residence population, which limits access to permanent affordable housing units. Dean Runyan Associates prepared The Economic Significance of Travel to the North Lake Tahoe Area, 1997-2002 Detailed Visitor Impact Estimates in December 2003, which noted that nearly 6 in 10 housing units in the Lake Tahoe Basin are vacation homes classified for seasonal, recreational, or occasional use. Other studies such as the Housing Demand Review, for the then Cedar Grove project, have also addressed the lack of affordable housing within the region and concluded that there is a shortage of several hundred affordable housing units in the Lake Tahoe region. Although developing long-term affordable units is difficult in Lake Tahoe, the Agency has made progress in several areas.
In 2001, Placer County adopted an Inclusionary Housing Ordinance, which requires residential developers in the Area to set aside 15% of the units built as affordable to very low and moderate-income households. Redevelopment inclusionary housing units require a 45 year or 55 year long-term affordability covenant be recorded against the property for either for – sale or rental units respectively.

<table>
<thead>
<tr>
<th>Affordability Category</th>
<th>Percent of Median Income</th>
<th>Maximum earnings for a family of four</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Low</td>
<td>31% - 50%</td>
<td>$36,400</td>
</tr>
<tr>
<td>Low</td>
<td>51% - 80%</td>
<td>$58,250</td>
</tr>
<tr>
<td>Moderate</td>
<td>81% - 110%</td>
<td>$80,080</td>
</tr>
</tbody>
</table>

Source: State of California, Housing and Community Development 2009 income limits.

Program Description

The Agency will assist in the development of mixed-use complexes to create affordable housing opportunities. Additionally, due to the high demand for lower paying service and tourism related jobs in the Lake Tahoe region, the Agency plans to continue to promote new affordable workforce housing construction.

The Agency will continue to work with developers by providing gap financing to construct new affordable rental or ownership units, rehabilitating or reconstructing existing developments, and preserving existing affordable units that are otherwise threatened. The Agency has made major financial contributions to assist in the development of potential housing sites.

The Agency’s housing rehabilitation program provides low interest loans of up to $150,000 to correct health and safety hazards, increase energy conservation, and extend the useful life of an affordable owner-occupied or rental home. Examples include correcting plumbing, electrical, or roof problems, room additions, insulation, and replacing inefficient appliances. This program extends the useful life of the affordable units occupied by low and moderate-income households and improves the quality of the neighborhoods. The Agency will continue to actively pursue State and federal grant funds to leverage the housing set aside from tax increment.

The homeownership program currently makes loans available to qualified homebuyers up to $150,000 in order to purchase a home. These loans act as assistance financing to make mortgage payments more affordable. Single family detached homes, town homes, and condominiums are eligible purchases under this program.
Section V – (15.10.B (6))

A statement of how the preliminary plan differs from and conforms to the adopted community plan, including a re-evaluation of items required by Subparagraphs 14.6.C (1) through (7), inclusive, and other items prescribed by TRPA as appropriate to deal with new or changed circumstances arising subsequent to the adoption of the community plan.

Conformity with Community Plan

The Preliminary Redevelopment Plan for the Tahoe Vista community will be consistent with: the community plans for areas within the boundaries of the plan; transects for areas outside community plan areas; and the Regional Plan for the Lake Tahoe Basin in effect at the time of Redevelopment Plan approval.

The Tahoe Vista Community Plan, under the updated Regional Plan, will include affordable housing as an allowed (and encouraged) use. This redevelopment plan proposes special height, density and coverage considerations be given to projects that provide affordable housing.

There are redevelopment opportunities on property outside of the current community plan boundaries. This Plan proposes that for those projects within an approved TRPA redevelopment area, that meet the provisions specified in the new Regional Plan, be exempt from the requirement to be located within a community plan area, if eligible.

Consideration to Include Areas Outside a Community Plan Area (See Exhibit F)

The bulk of the proposed Tahoe Vista Preliminary Redevelopment Plan area consists of approximately 85 acres of which a portion is outside the Community plan Area.

In 1996, the Tahoe Vista Community Plan envisioned a commercial/industrial village concept for the industrial and public service parcels along the eastern border of National Avenue, but left this area outside of the Community Plan. The Redevelopment Agency concurs with this assessment; however, nothing has been done toward those ends because there are no incentives to do so. The Agency would like to explore with community stakeholders, the possibilities of incorporating a broader village concept with an open space preserve.

Adding the areas which currently exist outside of a community plan area, but within a TRPA redevelopment area, would underscore the environmental, social and economic public policy direction of the new Regional Plan Update, and may allow discretionary actions consistent with community goals.
Section VI - (15.10.B (7))

Prepare an economic feasibility and needs assessment.

Assessment of Economic Feasibility

The economy of the North Tahoe area is heavily dependent upon the tourist industry; more so than other similar resort locations. The economic conditions required for a diversified economy, cost of living chief among them, are not present at this time and are unlikely to change. Redevelopment projects, supported by the County’s investment in infrastructure, which attract a greater share of the tourist market such as high quality accommodations and event facilities or meet a community need, such as workforce housing, will have the greatest immediate impact on the redevelopment areas.

To the extent projects encourage year-round occupancy the retail economy will be better supported. Accommodation projects (e.g., entertainment, event/conference centers), and enhanced transit connections to ski resorts will all serve to improve the non-summer draw of those commercial centers. These facilities will also offer viable alternatives to ski-area lodging, to the benefit of the region.

While the national economy has suffered significant financial and economic setbacks over the last eighteen months, the real estate market on the North Shore has also been affected. Real estate sales were strong in 2005 and 2006, dropped by 34% in 2007 and 15% in 2008. In 2007 the average number of days a property was for sale improved slightly from 2006 but increased by 26% in 2008 to 121 days. During the first quarter of 2009 the number of home sales is below historical numbers however the number of marketing days is comparable at 95 days.

The highest percentages of home sales have been between $300,000 and $900,000 that includes both primary and secondary housing sales. An informal analysis indicates a greater number of homes sold are at the high range which would indicate homes sold were for secondary use.

Below is a table which reflects the historical property tax increment received in the overall California North Lake Tahoe Redevelopment Area:

<table>
<thead>
<tr>
<th>Fiscal Tax Year</th>
<th>Tax Increment Received*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007-08</td>
<td>$6,281,570</td>
</tr>
<tr>
<td>2006-07</td>
<td>$5,549,506</td>
</tr>
<tr>
<td>2005-06</td>
<td>$4,763,024</td>
</tr>
<tr>
<td>2004-05</td>
<td>$3,965,388</td>
</tr>
<tr>
<td>2003-04</td>
<td>$2,931,906</td>
</tr>
</tbody>
</table>

*Historical tax increment does not reflect charges for property tax administration fees, pass through payments, housing set-aside, or debt service
Developing beneficial uses will require a concerted public/private effort to reduce project risk and, potentially, to offset onerous costs associated with certain high-benefit projects. Well-conceived hotel developments and associated work force housing may be a good public-private investment opportunity. The community of Tahoe Vista has few high quality tourist accommodations or facilities. Many of the buildings that house the available tourist accommodations are well past their effective building life and do not inspire the increasingly sought-after and demanding tourist.

Retail markets in the Basin are dwindling and to increase the supply of retail in the redevelopment areas would require a strategy geared to increase demand through greater capture of the visitor market and increasing the number of year round residents in the community. The immediate goal of a redevelopment strategy would be to replace outdated, under-performing retail uses with better performing ones, resulting in increased volumes in sales in key niches. Many buildings currently housing retail uses were not originally constructed for that purpose and lack the space and amenities required such as display windows, restrooms, appropriate ceiling heights and so on. Building locations are not conducive to shopping and lack pedestrian connectivity. Another key issue is traffic management and pedestrian safety.

Through inclusion of the Tahoe Vista Preliminary Redevelopment Plan area in TRPA’s Chapter 15, the Placer County Redevelopment Agency hopes to improve its ability to impact Lake Tahoe’s environmental conditions, increase the viability of tourism and retail in the community, improve public infrastructure, and produce sustainable affordable workforce housing.
Section VII (15.10.B (9))

Reasonable provisions for public participation, including notice to, and comment by, affected property owners and residents.

Public Participation Provisions

To support an emphasis on more sustainable environmental preservation and community building, concentrated communications and feedback opportunities are needed for all those who play a role including residents, business operators, developers, environmental interest groups, visitors and other stakeholders within the redevelopment plan areas. Additionally, public feedback will be sought from community business associations and Spanish speaking interest groups.

In addition to general program and project description outreach, prior to Governing Board action, the Placer County Redevelopment Agency will initiate one or more public outreach meetings with the North Tahoe Regional Advisory Council in order to receive feedback and recommendation regarding a program and/or project, including vision, processes and benefits.

This comprehensive public outreach will assist to clarify the intentions, refine an implementation plan, and ensure an informed public.
APPENDIX

ADVERSE CONDITIONS STUDY:

TAHOE VISTA
ADVERSE CONDITIONS STUDY:
Tahoe Vista

I. PURPOSE OF THE REPORT

Chapter 15 in the Tahoe Regional Planning Agency (TRPA) Code of Ordinances sets forth the process for adoption of redevelopment plans pursuant to the Goals and Policies of TRPA and as provided for in the plan area statements. Section 15.1 of the TRPA Code of Ordinances dictates that the applicability of Chapter 15 shall apply only to redevelopment plans which are in eligible areas; are predominantly urbanized, blighted; and designated in the applicable plan area statement as eligible for redevelopment plan, etc. This Adverse Conditions Study provides the background and data to evidence the blighted nature of the North Lake Tahoe Redevelopment Project Area (Project Area). Specifically, this report focuses on the Tahoe Vista community in the North Lake Tahoe Basin.

II. HISTORY AND BACKGROUND

The Placer County Redevelopment Agency (Agency) was formed in April 1991 pursuant to California Health and Safety Code Section 33300 et seq. A five-member board, which also serves as the Placer County Board of Supervisors, governs the Agency. The purpose of the Agency is to eliminate blight and support environmental improvements within the project area, by strengthening its economic base through building public infrastructure, supporting facility improvements, commercial/industrial development and rehabilitation, as well as providing affordable housing development and rehabilitation.

The Tahoe Vista area community under study includes an aging and run-down commercial and industrial strip adjacent to National Avenue that provides evidence of impaired investments and economic maladjustment. The boundaries have been set to maximize the effectiveness of redevelopment as a tool for the revitalization of the area. The boundaries have been structured to include a targeted number of substandard and deteriorated commercial and industrial buildings as well as residential structures that are substandard and in need of rehabilitation.

The Tahoe Vista Redevelopment Project Area contains approximately 1,909 parcels. Agency staff surveyed a sampling of the parcels within the Project Area. Agency staff utilized this information to further refine the area boundaries to what is proposed within this report.

Agency staff reviewed several existing reports to support its conclusions noted within this report including The Preliminary North Lake Tahoe Redevelopment Project Area report.

Agency staff focused its review on public infrastructure conditions or lack thereof, exterior conditions of each parcel surveyed as well as the usefulness of each parcel in comparison to current market standards for the respective type of use. Agency staff did not perform interior inspections of each property.

Agency staff used the information to compile a database of general observations which is summarized in the Building and Site Conditions Survey Results (Attachment A). This blight summary delineates by street, the total number of parcels, the number of blighted parcels and the percentage of blighted parcels. Following the survey results are photos taken around the proposed redevelopment area that exemplify the blight present (Attachment B).

III. EXISTING CONDITIONS SURVEY RESULTS

From June to August 2009, Agency staff performed a windshield survey of parcels within the proposed areas to determine if those parcels meeting TRPA’s definition of blight. The survey did not include interior property inspection. It was a visual assessment of conditions based upon a certain set of criteria whereby Agency staff photographed properties and recorded general observations of the properties surveyed.

Section 15.2.B of TRPA’s Code of Ordinances sets forth TRPA’s definition of blight, which is as follows:

**Blighted Area:** A blighted area is characterized by properties which suffer from economic dislocation, deterioration or disuse because three or more of the following factors cause a reduction or lack of proper utilization of the area to such an extent that the blight constitutes a serious physical, social, environmental or economic burden on the community which cannot reasonably be expected to be reversed or alleviated by private enterprise acting alone:

1. The existence of parcels of irregular form and shape and inadequate size proper usefulness and development.

2. The layout of parcels in disregard of the contours and other topographical or physical characteristics of the ground and surrounding conditions.
(3) The existence of inadequate public improvements, public facilities, open space, and utilities which cannot be remedied by private or governmental action without redevelopment.

(4) A prevalence of depreciated values, impaired investments, and social and economic maladjustment.

(5) The existence of substandard public or private facilities or improvements, insufficient open space, poor scenic quality, insufficient transportation systems, air quality problems, or insufficient water quality protection systems, such that there is non-compliance with the applicable environmental threshold carrying capacities.

Section 15.2.B. of the TRPA Code of Ordinances sets forth several criteria for a blighted area. The following provides an analysis of TRPA’s criteria and area supporting data determined by Agency staff during a recent survey of parcels within the proposed Tahoe Vista area, to indicate that these factors still exist within the proposed boundaries.

**General**

Several buildings and public facilities were poorly constructed and/or constructed before the adoption of the TRPA Code of Ordinances, and do not comply with the environmental threshold carrying capacities. In addition, Agency staff observed a general lack of infrastructure, storm drain improvements, and odd shaped parcels which posed challenges development particularly along National Avenue. There was a general lack of sidewalks. A common notation by Agency staff, was that there were several hotels and motels surveyed which were constructed in the around the 1960’s that front along Highway 28. However, these properties have outlasted their useful life as the consumer demands have increased for a more comprehensive hotel/motel experience. While Agency staff saw several properties that were improved and upgraded from a bricks and mortar perspective, most properties were found to lack private sector investment to mitigate deterioration and extend the useful life of the buildings. National Avenue has a mix of dwelling types, from older cottage style wood frame residences to newer homes along Toyon, to a trailer park in disrepair. Adjacent to these residential uses are the former batch plant now owned by Placer County, recreation uses, and industrial uses.

Section 15.2.B. of the TRPA Code of Ordinances sets forth several criteria for a designated blighted area. The following provides a description of TRPA’s criteria:
The existence of parcels of irregular form and shape and inadequate size proper usefulness and development

Land use patterns in the proposed area vary widely, although, the predominant theme of businesses is tourist-related, with a sizeable number of motels and restaurants along State Route 28. The area along National Avenue is industrial in nature, but abuts residential uses. Staff noted several areas in which parcels were narrow and oddly shaped and not conducive to feasible development.

The layout of parcels in disregard of the contours and other topographical or physical characteristics of the ground and surrounding conditions

The industrial area along the eastern side of National Avenue is adjacent to preserved areas owned by the California Tahoe Conservancy and designated for recreational uses. On the other side of National Avenue, residential areas abut the industrial uses. Lakeside parcels fronting Highway 28 are largely built out with aged tourist accommodation units and large vacation homes.

The existence of inadequate public improvements, public facilities, open space, and utilities which cannot be remedied by private or governmental action without redevelopment

Staff observed a general lack of infrastructure and storm drain improvements. There is a lack of sidewalks which in the winter months, when snow accumulation forces pedestrians into the roadways with vehicles, can pose a safety hazard. Several developments along National Avenue and adjacent to the lake appear older in nature, and likely developed before the TRPA Code of Ordinances took effect and are assumed not to have updated BMPs and meet environmental threshold carrying capacities.

A prevalence of depreciated values, impaired investments, and social and economic maladjustment

Adverse economic conditions are evidenced by depreciated values, impaired investments and economic maladjustment. The Tahoe Basin has a high construction cost. High construction and land costs make it difficult for private sector investment.

Homes located along the shoreline tend to be larger, newer single-family or multi-family units which cater to the vacation rental market. To the north, residences vary from newer multi-million dollar homes, to condos and timeshares to an old, run-down trailer park, to cottage style wood-frame structures. The majority of tourist accommodation units, in the proposed area, is relatively old and suffers from age and operates at a competitive disadvantage. Several of the residential developments in the area lack adequate drainage facilities.
The existence of substandard public or private facilities or improvements, insufficient open space, poor scenic quality, insufficient transportation systems, air quality problems, or insufficient water quality protection systems, such that there is non-compliance with the applicable environmental threshold carry capacities.

Staff noted a general lack of sidewalks in the area. The lack of sidewalks is exacerbated in the winter time when snow accumulation forces pedestrians to walk in the street and share the roadway with vehicles. It appeared that the majority of both private and public facilities were constructed prior to the adoption of TRPA Code of Ordinances and therefore lacked updated BMPs and were assumed not to comply with the environmental threshold carrying capacities. Many of the private parcels fronting the lake are built out. Scenic views are obstructed. The area is served by the Tahoe Area Regional Transit (TART).
Attachment A

Building Conditions Survey Results
## Tahoe Vista Building/Site Conditions Survey Results

<table>
<thead>
<tr>
<th>Street Name/Location</th>
<th>Number of Parcels</th>
<th>Number of Blighted Parcels</th>
<th>Percentage of Blighted Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anderson Road - West</td>
<td>4</td>
<td>1</td>
<td>25.0%</td>
</tr>
<tr>
<td>Anderson Road - East</td>
<td>5</td>
<td>2</td>
<td>40.0%</td>
</tr>
<tr>
<td>Donner Road - South</td>
<td>2</td>
<td>2</td>
<td>100.0%</td>
</tr>
<tr>
<td>Grey Lane - North</td>
<td>4</td>
<td>2</td>
<td>50.0%</td>
</tr>
<tr>
<td>Grey Lane - South</td>
<td>5</td>
<td>5</td>
<td>100.0%</td>
</tr>
<tr>
<td>Toyon Road - North</td>
<td>5</td>
<td>1</td>
<td>20.0%</td>
</tr>
<tr>
<td>Toyon Road - South</td>
<td>5</td>
<td>2</td>
<td>40.0%</td>
</tr>
<tr>
<td>National Avenue - East</td>
<td>51</td>
<td>19</td>
<td>37.3%</td>
</tr>
<tr>
<td>Yaho Avenue - North</td>
<td>1</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Yaho Avenue - South</td>
<td>6</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Gun Club Road - West</td>
<td>6</td>
<td>2</td>
<td>33.3%</td>
</tr>
<tr>
<td>Gun Club Road - East</td>
<td>1</td>
<td>1</td>
<td>100.0%</td>
</tr>
<tr>
<td>Highway 28-North Lake Boulevard</td>
<td>37</td>
<td>13</td>
<td>35.1%</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>132</strong></td>
<td><strong>50</strong></td>
<td><strong>37.9%</strong></td>
</tr>
</tbody>
</table>
Attachment B

Tahoe Vista
Community Photos
Tahoe Vista Community Pictures

Trailer park along National Avenue

Along National Avenue near junction with Gun Club Road

Commercial property along Gun Club Road
Example of tourist accommodation units along Highway 28 near National Avenue

Example of residence along Anderson Road and Highway 28
PRELIMINARY REDEVELOPMENT PLAN

KINGS BEACH STATELINE

Prepared for: Tahoe Regional Planning Agency
Prepared by: Placer County Redevelopment Agency

May 2010
# PRELIMINARY REDEVELOPMENT PLAN

## KINGS BEACH/STATELINE

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</table>
KINGS BEACH/STATELINE REDEVELOPMENT AREA PLAN

General Overview

Proposed Preliminary Redevelopment Plans are submitted to the Tahoe Regional Planning Agency (TRPA) pursuant to Chapter 15 of the TRPA Code of Ordinances (§15.10) (“Chapter 15”).

The Placer County Redevelopment Agency intends to submit final Redevelopment Plans for future TRPA approval after the new Regional Plan is adopted sometime over the next three to five years. These plan areas are: Kings Beach/Stateline, Tahoe Vista, Lake Forest, and, Tahoe City/Gateway. Plans for these areas will be submitted separately in accordance with TRPA’s Code of Ordinances—Chapter 15 (Chapter 15). Chapter 15 provides the opportunity for Placer County to undertake redevelopment programs within TRPA defined redevelopment areas that are found to be urbanized, blighted, and environmentally threatened.

These Preliminary Redevelopment Plans are conceptual policy and program documents; they do not identify specific project locations nor propose specific activities. They do present a discussion on the intent to study and explore certain targeted redevelopment activities that will focus and enhance the goals and objectives of the updated Regional Plan.

It is our understanding that under the new Regional Plan TRPA may provide land use incentives for TRPA redevelopment areas in order to promote the construction of environmental improvement projects. If so, the Placer County Redevelopment Agency submits these Preliminary Plans with the intent to qualify for such land use considerations.

Background

Increasingly the areas of Kings Beach/Stateline are showing signs of an aging community facing the result of extended deferred maintenance. Environmentally, Lake Tahoe’s primary assets, its clarity and beauty, have been compromised due to storm water run-off and pollution. Economically, many of the communities in North Lake Tahoe reflect the neglected properties, dilapidated structures and outdated infrastructure that exacerbate the area’s decline. Poor land uses, limited public transportation and a lack of good quality permanent affordable housing and neighborhood services contribute to the dwindling population of full-time residents who have a stake in implementing and seeing environmental and land use improvements.

What was originally developed in the 1950’s as an area of vacation cabins, trailers and motels, has become a year-round residential community with limited supporting commercial and public services. However, the housing stock, commercial buildings, infrastructure and environmental improvements have not been upgraded to adequately meet the increased needs of the Kings Beach/Stateline communities.
Preliminary Redevelopment Plan:

KINGS BEACH / STATETELINE
Section I – (15.10.B (2))

**A description of the proposed redevelopment plan area boundaries and project area boundaries including a preliminary determination of which areas are blighted and urbanized**

Kings Beach/Stateline - Project Area Boundaries (See Exhibit A)

**Introduction**

The redevelopment area boundaries proposed for Kings Beach/Stateline are consistent with the North Lake Tahoe Redevelopment Project Area adopted by the Placer County Board of Supervisors, under California Health and Safety Code Law on July 16, 1996. However, the proposed Preliminary Kings Beach/Stateline Redevelopment Plan area is smaller than the current California redevelopment area.

**Community Description**

The proposed boundary extends generally from Stateline to Highway 267 and from Speckled Avenue to Lake Tahoe. In a section known as the “Grid”, an area that extends from behind the commercial corridor to Speckled Avenue, there is a haphazard mix of residential, schools, motels, public uses, and private industrial uses. This community was chosen because of the blighted economic and social conditions as well as the critical physical conditions leading to storm water runoff, contaminated soils, over-covered land patterns, inadequate infrastructure, substandard housing, haphazard parking, scenic blight and a lack of water quality BMPs (see Appendix: Adverse Conditions Study). The Grid is currently not included in a TRPA community plan area.

The commercial core, an area that fronts along State Highway Route 28, is marked with abandoned buildings, vacant lots, inadequate and irregular shaped parcels, and substandard public and private physical improvements, all of which contribute to the degradation of the water quality of Lake Tahoe.

Additionally, the lack of affordable housing has led to a proliferation of housing which is dilapidated, substandard, and potentially hazardous. The latest federal census estimates that 20% of all households in Kings Beach suffer from overcrowding. More recent local surveys and studies suggest that this percentage may be significantly higher.
Section II – (15.10.B (3))

A general statement of the proposed land uses, anticipated development, proposed targets and objectives related to attainment and maintenance of environmental thresholds, layout of the principal streets and transportation patterns, and a general description of the standards to be used for redevelopment of the area.

Statement of Proposed Land Uses

The proposed redevelopment plan in Placer County will incorporate the land use guides promoted in the updated Regional Plan. The blighted condition of properties in this proposed plan, and all planned land uses will comply with the updated Regional Plan definitions and goals. Land uses will exemplify development in urbanized areas that promote mixed-use development with a focus on creating uses that will be concentrated, and encourage the use of public transit, bicycles and walking. Live-work environments will be promoted and incentivized.

Currently the vast majority of the Kings Beach residential area is outside of a community plan area. This exclusion has caused the need for code amendments and has affected the ability to attract the private funding needed to construct and maintain environmental improvement projects and site specific BMPs. This Preliminary Redevelopment Plan proposes that any property located inside of an adopted TRPA redevelopment plan area be exempt from a requirement to be located within a community plan area.

The proposed Kings Beach/Stateline Preliminary Redevelopment Plan area consists of approximately 484 acres in Placer County located at the north shore of Lake Tahoe. Most, if not all of Kings Beach, is laid out in a grid system of rectangular lots designed for summer cabins, most with dimensions of 25 feet in width and 125 feet in length. As a result, much of the development has been constrained by this inefficient lot size.

There are two main drainage courses affecting land capability (Griff Creek and an unnamed tributary) that run through the community, with surrounding Stream Environment Zones (SEZ) along those courses. Areas along the shoreline tend to also have sensitive land capability classifications, while most of the “Grid” is Class 5 (high capability). The final plan will present strategies for land coverage reductions, where necessary and environmentally desirable.

Recent public and private investment, under consideration, include Placer County’s Kings Beach Commercial Core Improvement Project, a major highway safety and environmental effort and the activities of a private developer working in partnership with the Placer County Redevelopment Agency, to construct over 75 units of affordable workforce housing in Kings Beach.
In response to the blighted conditions described above, the proposed Kings Beach/Stateline Redevelopment Plan calls for focusing on the following anticipated development programs:

**Anticipated Development (See Exhibit B)**

This section provides an overview of the proposed vision planned for the Kings Beach/Stateline Redevelopment Plan area. Additional descriptions of the environmental settings and land use elements will be discussed in detail at the time of project submittal.

**The Eastern Gateway**

The Eastern Gateway is marked from Stateline to approximately Fox Street.

The Redevelopment Agency has purchased abandoned contaminated gas station sites and certain nearby properties. The potential for a mixed-use / commercial retail development is supported. Development projects would compliment the mixed-use commercial and retail development planned for the town center.

The Eastern Gateway to California is known to have varying levels of blight. As one enters California and approaches Kings Beach from Nevada, the dilapidation and deterioration of land uses is quickly apparent. Near Stateline single family homes mark stable and possibly historic neighborhoods and the Agency desires to retain that character, however storm water runoff and other drainage concerns indicate an immediate need for environmental improvements. The Agency may work with other County departments to ensure public improvements are constructed and maintained.

Additionally, consolidation of land uses and construction of infrastructure improvements can be accomplished by acquisition of properties to provide and improve commercial uses in combination with low scale retail, office, multi-residential, renovated commercial development and pedestrian focused activities. While many Agency dollars have already been committed to the Eastern Gateway, a Chapter 15 plan is needed to incentivize private investment, as the need exceeds available public monies.

**The Western Gateway**

The Western Gateway centers on Secline Avenue and a 500’ radius extending from Highway 267, to Lake Tahoe and midway from Brockway Vista/Highway 28 to Rainbow Avenue.

The area serves as the western entrance to Kings Beach. It is evidenced by a gas station, local retail, visitor services, and other land use mixes which range widely in deteriorating physical condition. There is a large outdated government pumping station on the lakefront. Limited BMPs are present in the area.
The focus of any development activity will be the preservation of Kings Beach and public access to Lake Tahoe. Reducing the coverage on parcels along the lake front in exchange for resort or hotel building height, not only opens up the lake’s scenic views to the general public, but ensures that dilapidated sewer and water treatment infrastructure is replaced or updated.

As funds become available, the Redevelopment Agency is interested in pursuing site development discussions with various public agencies which own the majority of the parcels under consideration. An approved Redevelopment Plan could provide for the physical upgrade of this neighborhood to include a small lakeside community park, off-street public parking, curbs, gutters, sidewalks, lighting and landscaping.

The Kings Beach/Stateline Redevelopment Plan will provide that neighborhood improvements, in conjunction with private, mixed-use development projects; be integrated with the goals and objectives of the Kings Beach Commercial Core Improvement Project.

**Town Center**

The creation of an urban commercial center that includes live and work opportunities is a major focus of this planned activity. Town Center will include that area of Brook/Trout Ave to the Lake and east-west Fox Street to Bear Avenue.

The Plan design includes a pedestrian village serving both tourists and residents. Using an “Old Tahoe” theme oriented toward Highway 28 and Lake Tahoe, the scale will be pedestrian in nature and rely on off-street parking, public transportation, and small public plaza areas and visual corridors.

Commercial and residential development will be combined vertically with retail and office space occupying the ground floor. Residences and offices on floors above, with ground floor commercial frontages on Highway 28 will create mixed-use configurations that support the goals of compact land uses.

**Housing**

Workforce housing projects would be dispersed throughout the Kings Beach grid. The grid has random interspersed parcels of market rate housing units. These are single-family permanent and second homes, both old and new. However, much of the current housing is small cabins, trailers and converted motel rooms which have outlived their useful life. Overall the area is typified by deteriorating conditions due to a lack of off street parking, no curbs, no gutters, no sidewalks, neglected maintenance from absent landlords, overcrowding of people within each unit and non-existent BMPs.

This Plan would create opportunities for the infill of vacant lots with new housing units as well as an enhanced rehabilitation program for existing housing units. These efforts will not only improve the public infrastructure and the visual quality of the neighborhood as well as
stabilize the area from further deterioration, but will assist in the construction of community-wide environmental improvement projects.

The Plan envisions upgrading the residential sections containing outdated cabins, trailers, old motels, apartments and houses. The goal would be to increase the net number of sustainable permanent affordable housing.
Exhibit B

U. S. Forest Area

WESTERN GATEWAY
TOWN CENTER
EASTERN GATEWAY
THE GRID
STATELINE

Legend

Proposed Kings Beach/State line Area Under Chapter 15

KINGS BEACH/STATE LINE AREA -- PROPOSED UNDER CHAPTER 15
CONCEPTUAL DEVELOPMENT
Attainment & Maintenance of Environmental Thresholds - Targets and Objectives

It is the goal of this plan to implement orderly growth and development consistent with the threshold carrying capacities identified through the adoption of the new Regional Plan. Infrastructure improvements will cover a variety of public works projects ranging from correcting and installing utilities, traffic capacity projects, accommodations for transit options, storm drainage, sewers, soil stabilization, etc.

The proposed redevelopment plan is targeted to the highest and most critical environmental improvement projects that will lead to the greatest benefit over the shortest period of time for the overall community. It is determined that the most efficient and effective use of public and private dollars is to focus on the objectives of the Environmental Improvement Program as the standard for plan evaluation.

As projects come forward for development approval they will be measured against the Placer County approved five–year environmental improvement project list. The Placer County Redevelopment Agency will provide assistance to private property owners who can achieve pertinent thresholds within the proposed redevelopment area.

Transportation Patterns

Kings Beach/Stateline neighborhood streets consist of a series of north-south streets and east-west streets that result in an interconnected grid roughly eight blocks (east-west) by ten blocks (north-south) north of SR 28 and east of SR 267. In addition Brockway Vista Avenue parallels SR 28 one block to the south, between Coon and Chipmunk streets; and between Secline and Bear Streets.

These streets largely serve single-family residential land uses. The preponderance of commercial land uses is located along SR 28, or within one block of the state highway. Other important traffic and pedestrian trip generators consist of:

- The Kings Beach Elementary School, along the west side of Deer Street between Steelhead and Dolly Varden Avenue
- Light industrial land uses along Speckled Avenue and Cutthroat Avenue
- North Tahoe Event Center
- The State Recreation Area at the south end of Coon Street
- Restaurants along State Route 28
- US Post Office and County Health Clinic
- Several small churches.

The other major roadway in the proposed area is State Route 267. This road is a two lane highway connecting State Route 28 with Truckee and Interstate 80.

The Kings Beach Redevelopment Area is currently serviced by the Tahoe Area Regional Transit System (TART).
General Description of Redevelopment Standards

The standards proposed for the implementation of the Kings Beach/Stateline Redevelopment Plan area are:

1. The project must result in the construction of threshold improvement projects, and where possible, upgrade and renovate the communities’ existing dilapidated building stock on sites contributing to the degradation of Lake Tahoe.

2. Provisions must be made for providing affordable workforce housing in the immediate vicinity of development projects, or provisions made to expand alternative public transportation to link housing with jobs and community services.

3. Redevelopment activities must result in development that is both economically attractive to private developers and will achieve and sustain correction of environmental damage to Lake Tahoe through construction of environmental improvement projects (see Section III).

4. Consideration of any substantial redevelopment undertaking must have input from the community affected by the proposed activity.

In order to achieve environmental and land use goals, any development project should be focused on activities which in the short run bring about public awareness that positive change is occurring, and in the long term bring about the actual construction of environmental improvement projects.
Section III – (15.10.B (4))

A general statement of how the proposed redevelopment plan conforms to the provisions of the Goals and Policies, the transects, the applicable plan area statements, the Code, and the environmental thresholds.

Conformity with TRPA Goals, Policies, Code and Thresholds

The final Redevelopment Plan for the proposed Kings Beach /Stateline community will be consistent with the TRPA Code of Ordinances, the Placer County General Plan, community plans for areas within the boundaries of the plan, transects for areas outside community plan areas, and the Regional Plan for the Lake Tahoe Basin in effect at the time of final Redevelopment Plan approval.

Goals & Policies

The Redevelopment Agency agrees to support and promote TRPA’s goals to maintain the significant scenic, recreational, educational, scientific, natural and public health values provided by the Region, through its development projects.

Balancing sustainable development with the above will encourage the prudent use of Lake Tahoe and the resources of the area, preserve public and private investments in the community, and preserve the social and economic health of the region.

Code of Ordinances

The Code of Ordinances (“Code”) is a compilation of land use and environmental regulations regarding Lake Tahoe. The Redevelopment Agency’s North Lake Tahoe preliminary redevelopment plan is in conformity with the Code.

All projects are subject to TRPA (in accordance with Chapter Four of the Code) and Placer County review. To ensure effective and efficient coordination, the Code and the Placer County Zoning Ordinances shall apply to building modifications, expansions and repairs. When a conflict presents itself, the most restrictive ordinance shall apply.

Environmental Improvement Program

The TRPA Environmental Improvement Program (EIP) encompasses hundreds of capital improvement, research, program support, and maintenance projects designed to restore and protect Lake Tahoe’s clarity.

Placer County is a partner with TRPA in constructing and maintaining EIP projects of mutual benefit. Over a twenty-year period Placer County is committed to develop and construct public improvements.
Thresholds

Thresholds are environmental standards adopted by TRPA to help protect Lake Tahoe. Designed to reflect the inter-connected nature of the environment, the economy and the community’s social well-being, the environmental threshold carrying capacities and standards for the Lake Tahoe Basin essentially define the capacity of the Region to accommodate additional land development. Threshold indicators are used as the measures of success of attaining environmental health in the region.

In order to ensure that any public improvement undertaken in Placer County – North Lake Tahoe region, is targeted to the highest and most critical priority activities, and will lead to the greatest benefit over the shortest period of time for the overall community, Placer County Department of Public Works will determine the projects and activities from the approved EIP projects list.

Table A below is a listing of currently approved EIP projects for Kings Beach/Stateline:

**TABLE A**

<table>
<thead>
<tr>
<th>EIP PROJECT No.</th>
<th>EIP THRESHOLD</th>
<th>EIP PROJECT NAME</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>Water Quality</td>
<td>Kings Beach - Residential</td>
<td>Drainage improvements for residential area above SR 28</td>
</tr>
<tr>
<td>668</td>
<td>Water Quality</td>
<td>Stateline Area</td>
<td>Includes conveyance, stabilization, re-vegetation and road runoff treatment for sediment.</td>
</tr>
<tr>
<td>733</td>
<td>Water Quality</td>
<td>Kings Beach - Industrial</td>
<td>Drainage conveyance stabilization, re-vegetation, road runoff treatment for sediment in industrial developed area (mainly Speckled Ave).</td>
</tr>
<tr>
<td>10060</td>
<td>Water Quality</td>
<td>Kings Beach Commercial Core: Source Controls</td>
<td>Erosion source controls associated with the county and state roadways. Improvements include re-vegetation of disturbed soils, drainage stabilization and infiltration, and sediment ponds.</td>
</tr>
<tr>
<td>Code</td>
<td>Category</td>
<td>Description</td>
<td>Details</td>
</tr>
<tr>
<td>--------</td>
<td>----------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>10060</td>
<td>Water Quality</td>
<td>Kings Beach Commercial Core: Treatment controls</td>
<td>Erosion storm water treatment facilities associated with the county and state roadway. Improvements include re-vegetation of disturbed soils, drainage stabilization and infiltration and sediment ponds, as well as potential use of filtration media for treatment of fine sediment. (See below for delineation of Kings Beach watersheds)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Identified Areas to Complete Storm Water Outfall Treatment Facilities</td>
<td>Griff Watershed</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Deer Watershed</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Bear Watershed</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Coon Watershed</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fox/Chipmunk Watershed</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Chipmunk Watershed</td>
</tr>
<tr>
<td>93</td>
<td>Scenic Resources</td>
<td>Scenic Road (SR 28) –Tahoe Vista (Kings Beach) Imprv</td>
<td>Multi-phase project with landscape frontage improvement, access controls, walkways, architectural upgrades. Screen or relocate satellite dishes / sign conformance</td>
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<tr>
<td>410</td>
<td>Fisheries</td>
<td>Griff Creek-Stream Habitat restoration</td>
<td>Improve culverts for fish passage, stabilize banks with vegetation and improve substrate through urban area for spawning, for morphology and facilitate water diversity</td>
</tr>
<tr>
<td>619</td>
<td>Recreation</td>
<td>KB Recreation Area Public Pier</td>
<td>Public partners (CTC, etc.) will relocate and improve existing pier may serve water borne transit</td>
</tr>
<tr>
<td>625</td>
<td>Recreation</td>
<td>CTC Secline Beach Improvements</td>
<td>CTC will construct additional site improvements-day use recreation improvements</td>
</tr>
<tr>
<td>787</td>
<td>Air Quality/Transp</td>
<td>KB Curb, Gutters, Sidewalks &amp; Bike Trails</td>
<td>Concurrent with Water Quality Improvements (#10060) - Class II Bike Trails and Sidewalks</td>
</tr>
<tr>
<td>830</td>
<td>Air Quality/Transp</td>
<td>North Shore Trolley Service</td>
<td>Service expanded by reducing headways and adding service</td>
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<tr>
<td>838</td>
<td>Air Quality/Transp</td>
<td>Passenger Facilities</td>
<td>Region wide construction of transit shelters at existing or future transit stops</td>
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<tr>
<td>10018</td>
<td>Air Quality/Transp</td>
<td>TART Replacement Vehicles</td>
<td>Purchase and replace TART vehicles</td>
</tr>
<tr>
<td>10019</td>
<td>Air Quality/Transp</td>
<td>Transit Operating Assistance</td>
<td>Provide operating funds</td>
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<td>10020</td>
<td>Air Quality/Transp</td>
<td>Intelligent Transportation Systems (ITS)</td>
<td>Acquire equipment and technology to support ITS</td>
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<tr>
<td>Project No.</td>
<td>Category</td>
<td>Description</td>
<td>Thematic Objective</td>
</tr>
<tr>
<td>------------</td>
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<td>------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>10027</td>
<td>Air Quality/Transp</td>
<td>Water based landside facilities</td>
<td>Construct parking, transit and other related facilities to support water borne transit.</td>
</tr>
<tr>
<td>10140</td>
<td>Recreation</td>
<td>Lake Access Acquisition: Phase I</td>
<td>CTC to purchase lake front property (KB) for dispersed recreational opportunities</td>
</tr>
<tr>
<td>10149</td>
<td>Recreation</td>
<td>Lake Access Acquisition: Phase II</td>
<td>CTC to purchase and improve lake front property (KB) for dispersed recreational opportunities</td>
</tr>
</tbody>
</table>

**Threshold Achievement Criteria**

1. Projects seeking consideration under the provisions of the Plan, must contribute to the implementation of one, or more, of the Environmental Improvement Program projects above.

2. All contribution determinations and calculations shall be made by the Placer County Department of Public Works.

3. Improvement of public or private facilities, provisions of added open spaces, construction of BMPs in conformance with environmental carrying capacities established by TRPA.

4. Use of rehabilitation and façade improvement loans and grants to leverage private investment and improve commercial building conditions.

5. Implementation of a public improvement program including road grading, patching and paving; curb, gutter and sidewalk construction; and storm drain installation.

6. Potential participation in operation and maintenance of public improvements related to air and water quality through funding contribution and/or providing those services for County Department of Public Works determined projects.
Section IV – (15.10.B (5))

A general description of the provisions for existing and new affordable housing and the expected impact of the proposed redevelopment plan on the residents of the redevelopment plan area and surrounding neighborhoods

Description of Provisions for Existing and New Affordable Housing

Lake Tahoe is a unique and complex regulatory environment where development of affordable housing is a challenge on a number of levels. Housing affordability pressures are particularly visible on the North Shore where the lack of current decent housing supply available for area workers appears to have provided the opportunity for property owners to rent their units to workers willing to live in substandard and overcrowded conditions.

Clearly, the need for affordable housing outpaces the available land and local state and federal dollars necessary for development. The County, through its Redevelopment Agency will continue on its path with its Kings Beach/Stateline Redevelopment Plan to expand and improve the supply of affordable housing. The impact on the redevelopment plan area and surrounding neighborhoods will be positive in nature as the Redevelopment Agency will continue to promote affordable housing and workforce housing opportunities for the residents and workforce of the North Lake Tahoe Area.

The TRPA Code of Ordinances establishes specific regulations and thresholds for, among other things, land use, density, rate of growth, and land coverage. TRPA’s Code of Ordinances also sets maximum annual housing unit allocations, as well as density and coverage limitations on multi-family development. These ordinances are being re-evaluated to ensure that environmental thresholds do not prohibit or unduly restrict, the production of workforce housing while ensuring the water quality of Lake Tahoe is protected. TRPA has adopted programs to address the need for workforce housing units in which certain housing developments may obtain special consideration from TRPA’s allocation requirements.

California law requires that local governments have housing need allocation plans based on the following distribution.

<table>
<thead>
<tr>
<th>HOUSEHOLD TYPE</th>
<th>MINIMUM PERCENTAGE OF EXPENDITURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Low</td>
<td>24.6%</td>
</tr>
<tr>
<td>Low</td>
<td>18.9%</td>
</tr>
<tr>
<td>Moderate</td>
<td>19.8%</td>
</tr>
</tbody>
</table>

In addition to a unique land use regulatory environment, the Lake Tahoe Basin has additional challenges to the creation and maintenance of affordable housing including a large seasonal tourist population and a substantial second-residence population that limits access to permanent affordable housing units. Dean Runyan Associates prepared The Economic Significance of Travel to the North Lake Tahoe Area, 1997-2002 Detailed Visitor Impact Estimates in December 2003, which noted that nearly 6 in 10 housing units in the Lake Tahoe Basin are vacation homes classified for seasonal, recreational, or occasional
use. Other studies such as a Housing Demand Review, have also addressed the lack of affordable housing within the region and concluded that there is a shortage of several hundred affordable housing units in the Lake Tahoe region. Although developing long-term affordable units is difficult in Lake Tahoe, the Redevelopment Agency has made progress in several areas.

In 2001, Placer County adopted an Inclusionary Housing Ordinance, which requires residential developers in the Area to set aside 15% of the units built as affordable to very low and moderate-income households. Redevelopment inclusionary housing units require a 45 year or 55 year long-term affordability covenant be recorded against the property for either for – sale or rental units respectively.

<table>
<thead>
<tr>
<th>Affordability Category</th>
<th>Percent of Median Income</th>
<th>Maximum earnings for a family of four</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Low</td>
<td>31% - 50%</td>
<td>$36,400</td>
</tr>
<tr>
<td>Low</td>
<td>51% - 80%</td>
<td>$58,250</td>
</tr>
<tr>
<td>Moderate</td>
<td>81% - 110%</td>
<td>$80,080</td>
</tr>
</tbody>
</table>

Source: State of California, Housing and Community Development 2009 income limits.

Program Description

The Agency plans to continue to promote new, very low, low and moderate income housing construction, and to work with developers by providing gap financing to construct new affordable rental or ownership units, rehabilitating or reconstructing existing developments, and preserving existing affordable units that are otherwise threatened. Due to the high demand for lower paying service and tourism related jobs in the Lake Tahoe region, the Agency’s goal is to use this program to address the substantial need for employee housing. Supporting affordable senior housing is also needed. The Agency will also participate in land acquisition, land-cost write-down, developer recruitment, and credit enhancements or other financing mechanisms. Projects under this category include the construction of those projects mentioned in the previous section and other opportunities that may arise.

The Agency’s housing rehabilitation program provides low interest loans of up to $150,000 to correct health and safety hazards, increase energy conservation, and extend the useful life of an affordable owner-occupied or affordable rental home. Examples include correcting plumbing, electrical, or roof problems, room additions, insulation, and replacing inefficient appliances. This program extends the useful life of the affordable units occupied by low and moderate-income households and improves the quality of the neighborhoods. The Agency will continue to actively pursue State and federal grant funds to leverage the housing set aside from tax increment.

The Agency will assist in the development of mixed-use complexes to create affordable housing opportunities. The Agency will continue to assist the County’s Planning Department with housing expertise and drafting of the employee housing ordinance as well as implementation of employee housing requirements established on new developments by
the County’s General Plan requirements. The Agency will contribute resources toward administration and monitoring of the employee-housing program as well as to other affordable housing units located within the County. However, the Agency is currently budgeted to expend the majority of available housing funds for existing sites under Agency ownership.

The homeownership program currently makes loans available to qualified very low, low and moderate income homebuyers up to $150,000 in order to purchase a home. These loans act as assistance financing to make mortgage payments more affordable. Single family detached homes, town homes, and condominiums are eligible purchases under this program.
Section V - (15.10.B (6))

A statement of how the preliminary plan differs from and conforms to the adopted community plan, including a re-evaluation of items required by Subparagraphs 14.6.C (1) through (7), inclusive, and other items prescribed by TRPA as appropriate to deal with new or changed circumstances arising subsequent to the adoption of the community plan.

Conformity with Adopted Community Plans

The Redevelopment Plan for the proposed Kings Beach /Stateline community will be consistent with: the community plans for areas within the boundaries of the plan; transects for areas outside community plan areas; and the Regional Plan for the Lake Tahoe Basin in effect at the time of Redevelopment Plan approval.

The Kings Beach/Stateline Community Plan currently does not have provisions for construction of affordable housing to be part of new development. It is understood that a new community plan under the updated Regional Plan, will include affordable housing as an allowed (and encouraged) use. As proposed in the new Regional Plan, this redevelopment plan requests special height, density and coverage considerations be given to projects that provide affordable housing.

There are redevelopment opportunities on property outside of the current community plan boundaries. This Plan proposes that those projects within an approved TRPA redevelopment area, meeting the provisions specified in this Plan, be exempt from the requirement to be located within a community plan area.

Consideration to Include Areas Outside a Community Plan Area (See Exhibit C)

The Kings Beach/Stateline redevelopment area consists of approximately 500 acres, of which the vast majority is outside the community plan Area. The bulk of that excluded area is locally called “the Grid”, and consists largely of residences, trailer parks and outdated motels.

Twenty years ago when the TRPA Regional Plan was adopted and Placer County updated its community plan areas, affordable housing was not included as an allowable use. It is clear that the lack of safe and affordable workforce housing is a major contribution to the deteriorating state of the Kings Beach community (North Lake Tahoe Redevelopment Area, etc., Design Workshop, 2005).

The proposed Preliminary Kings Beach/Stateline Redevelopment Plan includes the Grid and would supplement the direction of the new TRPA Regional Plan, providing development incentives for height, density and coverage. It is intended that future focus would be to identify infill sites which are close to transit and services for the employee population, and where appropriate, develop mixed-use housing. The development of rental housing to serve the households who now reside in trailer parks or makeshift motel rooms, not meant to serve
as permanent housing, is critical to revitalization efforts in the Kings Beach/Stateline area (Economic & Redevelopment Strategies for Kings Beach and Tahoe City, Economic & Planning Systems, 2007).

Adding the areas which currently exist outside of a community plan area, but within a redevelopment area as defined by TRPA, would underscore the environmental, social and economic public policy direction of the new Regional Plan, and allow discretionary actions consistent with community goals.
Section VI – (15.10.B (7))

Prepare an economic feasibility and needs assessment.

Assessment of Economic Feasibility

While the national economy has suffered significant financial and economic setbacks over the last eighteen months, the real estate market on the North Shore has also been affected. Real estate sales were strong in 2005 and 2006, dropped by 34% in 2007 and 15% in 2008. In 2007 the average number of days a property was for sale improved slightly from 2006 but increased by 26% in 2008 to 121 days. During the first quarter of 2009 the number of home sales is below historical numbers however the number of marketing days is comparable at 95 days.

The highest percentages of home sales have been between $300,000 and $900,000 that includes both primary and secondary housing sales. An informal analysis indicates a greater number of homes sold are at the high range which would indicate homes sold were for secondary use.

Below is a table which reflects the historical property tax increment received in the overall California North Lake Tahoe Redevelopment Area:

<table>
<thead>
<tr>
<th>Fiscal Tax Year</th>
<th>Tax Increment Received*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007-08</td>
<td>$6,281,570</td>
</tr>
<tr>
<td>2006-07</td>
<td>$5,549,506</td>
</tr>
<tr>
<td>2005-06</td>
<td>$4,763,024</td>
</tr>
<tr>
<td>2004-05</td>
<td>$3,965,388</td>
</tr>
<tr>
<td>2003-04</td>
<td>$2,931,906</td>
</tr>
</tbody>
</table>

*Historical tax increment does not reflect charges for property tax administration fees, pass through payments, housing set-aside, or debt service

The economy of the North Tahoe area is heavily dependant upon the tourist industry; more so than other similar resort locations. The economic conditions required for a diversified economy, moderate cost of living chief among them, are not present at this time and are unlikely to change without intervention. Redevelopment projects, supported by the County’s investment in infrastructure, which attract a greater share of the tourist market such as high quality accommodations and event facilities or meet a community need, such as workforce housing, will have the greatest immediate impact on the proposed redevelopment areas.

To the extent projects encourage year-round occupancy the retail economy will be better supported. Accommodation projects (e.g., entertainment, event/conference centers), and enhanced transit connections to ski resorts will all serve to improve the non-summer draw of those commercial centers. These facilities will also offer viable alternatives to ski-area lodging, to the benefit of the region.
Developing beneficial uses will require a concerted public/private effort to reduce project risk and, potentially, to offset onerous costs associated with certain high-benefit projects. Well-conceived hotel developments and associated work force housing may be a good public-private investment opportunity. The community of Kings Beach/Stateline lacks high quality tourist accommodations or facilities with marketable conference or meeting facilities. While there has been some effort to upgrade select facilities, for the most part the motels line Highway 28 are in various states of disrepair, some illegally converted to full-time residential use, some simply closed, and others are still hanging on. Most of the buildings that house the available tourist accommodations are well past their effective building life and do not inspire the increasingly sought-after and demanding tourist.

The current workforce housing situation is challenged by the need to provide adequate permanent and seasonal living quarters that also addresses overcrowding which results from rents that exceed the median income of workers. Many of the affordable units are dilapidated and often require lengthy commutes from workers. The captive workforce housing market provides no incentive for landlords to properly maintain their rental units and does provide an incentive for owners of properties not intended for permanent housing such as trailer parks and motels to allow their properties to be used to house local workers.

Retail markets in the Basin are dwindling and to increase the supply of retail in the redevelopment areas would require a strategy geared to increase demand through greater capture of the visitor market and increasing the number of year round residents in the community. The immediate goal of a redevelopment strategy would be to replace out-dated, under-performing retail uses with better performing ones, resulting in increased volumes in sales in key niches. Many buildings currently housing retail uses were not originally constructed for that purpose and lack the space and amenities required such as display windows, restrooms, appropriate ceiling heights and so on. Building locations are not conducive to shopping and lack pedestrian connectivity. Another key issue is traffic management and pedestrian safety.

Through inclusion in the TRPA Chapter 15 redevelopment designation, the Placer County Redevelopment Agency hopes to improve its ability to impact the Lake Tahoe environmental conditions, increase the viability of tourism and retail in the community, and support development of affordable workforce housing.
SECTION VII – (15.10.B (9))

*Reasonable provisions for public participation, including notice to, and comment by, affected property owners and residents.*

Public Participation

To support an emphasis on more sustainable environmental preservation and community building, concentrated communications and feedback opportunities are needed for all those who play a role including residents, business operators, developers, environmental interest groups, visitors and other stakeholders within the redevelopment plan areas. Additionally, public feedback will be sought from community business associations and Spanish speaking interest groups.

In addition to general program and project description outreach, prior to Governing Board action, the Placer County Redevelopment Agency will initiate one or more public outreach meetings with the North Tahoe Regional Advisory Council in order to receive feedback and recommendation regarding a program and/or project, including vision, processes and benefits.

This comprehensive public outreach will assist to clarify the intentions, refine an implementation plan, and ensure an informed public.
APPENDIX

ADVERSE CONDITIONS STUDY:

KINGS BEACH/STATETELINE
ADVERSE CONDITIONS STUDY:
Kings Beach/Stateline

I. PURPOSE OF THE REPORT

Chapter 15 in the Tahoe Regional Planning Agency (TRPA) Code of Ordinances sets forth the process for adoption of redevelopment plans pursuant to the Goals and Policies of TRPA and as provided for in the plan area statements. Section 15.1 of the TRPA Code of Ordinances dictates that the applicability of Chapter 15 shall apply only to redevelopment plans which are in eligible areas; are predominantly urbanized, blighted; and designated in the applicable plan area statement as eligible for redevelopment plan, etc. This Adverse Conditions Study provides the background and data to support the blighted nature of the proposed Kings Beach/Stateline Redevelopment Project Area (Project Area).

II. HISTORY AND BACKGROUND

The Placer County Redevelopment Agency (Agency) was formed in April 1991 pursuant to California Health and Safety Code Section 33300 et seq. A five-member board, which also serves as the Placer County Board of Supervisors, governs the Agency. The purpose of the Agency is to eliminate blight and support environmental improvements within the project area, by strengthening its economic base through building public infrastructure, supporting facility improvements, commercial/industrial development and rehabilitation, as well as providing affordable housing development and rehabilitation.

The Kings Beach area includes aging and run down commercial strips that provide evidence of impaired investments and economic maladjustment. The identified boundaries have been chosen to maximize the effectiveness of redevelopment as a tool for the revitalization of the area. The boundaries have been structured to include a relatively large number of substandard and deteriorated commercial and industrial buildings as well as residential buildings that are substandard and in need of rehabilitation.

The Kings Beach/Stateline Redevelopment Plan area contains approximately 2,563 parcels. Agency staff surveyed a sampling of the parcels within the Project Area. Agency staff utilized this information to further refine the area boundaries to what is proposed within this report.

Agency staff reviewed several existing reports to support its conclusions noted within this report including The Preliminary North Lake Tahoe Redevelopment Project Area report dated March 1993 prepared by John B, Dykstra & Associates which was prepared for the adoption of the North Lake Tahoe Redevelopment Project Area; the North Lake Tahoe Redevelopment Area Report of Recommended Policy, Code and Regulation Changes to

Agency staff focused its primary review on public infrastructure conditions, or lack thereof, exterior conditions of each parcel surveyed as well as the usefulness of each parcel in comparison to current market standards for the respective type of use. Agency staff did not perform interior property inspections.

Agency staff used the survey information to compile a database of general observations which is summarized in the Building and Site Conditions Survey Results (Attachment A). This blight summary delineates by street, the total number of parcels, the number of blighted parcels and the percentage of blighted parcels. Following the survey results, are photos taken around the proposed redevelopment area that exemplify the blight present (Attachment B).

III. EXISTING CONDITIONS SURVEY RESULTS

From June to August 2009, Agency staff performed a windshield survey of parcels within the proposed areas to determine if those parcels meet TRPA’s definition of blight. The survey did not include interior property inspections. It was a visual assessment of conditions based upon a certain set of criteria whereby Agency staff photographed properties and recorded general observations of the properties surveyed.

Section 15.2.B of TRPA’s Code of Ordinances sets forth TRPA’s definition of blight, which is as follows:

**Blighted Area:** A blighted area is characterized by properties which suffer from economic dislocation, deterioration or disuse because three or more of the following factors cause a reduction or lack of proper utilization of the area to such an extent that the blight constitutes a serious physical, social, environmental or economic burden on the community which cannot reasonably be expected to be reversed or alleviated by private enterprise acting alone:

1. The existence of parcels of irregular form and shape and inadequate size proper usefulness and development.

2. The layout of parcels in disregard of the contours and other topographical or physical characteristics of the ground and surrounding conditions.
The existence of inadequate public improvements, public facilities, open space, and utilities which cannot be remedied by private or governmental action without redevelopment.

A prevalence of depreciated values, impaired investments, and social and economic maladjustment.

The existence of substandard public or private facilities or improvements, insufficient open space, poor scenic quality, insufficient transportation systems, air quality problems, or insufficient water quality protection systems, such that there is non-compliance with the applicable environmental threshold carrying capacities.

Section 15.2.B. of the TRPA Code of Ordinances sets forth several criteria for a blighted area by TRPA. The following provides a description of TRPA’s criteria and supporting data concluded by Agency staff during its most recent survey of parcels within the proposed Kings Beach/Stateline area to indicate that these factors still exist within the proposed boundaries.

**General**

A large number of buildings and public facilities were poorly constructed and/or constructed before the adoption of the TRPA Code of Ordinances, and do not have updated BMPs or comply with environmental threshold carrying capacities. In addition, Agency staff observed a general lack of infrastructure, storm drain improvements and undergrounding of utilities, as well as odd shaped parcels which posed challenges to development. There were several hotel and motels surveyed which were constructed in the 1950’s and 1960’s. However, these properties have outlasted their useful life as the consumer demands have increased for a more comprehensive hotel/motel experience. While Agency staff saw several properties that were improved and upgraded from a bricks and mortar perspective, most properties were found to lack private sector investment to mitigate deterioration and extend the useful life of the buildings. There were several properties in foreclosure.

Staff noted a high concentration of blighted properties along Highway 28 and in the Kings Beach industrial area. For instance, staff noted that approximately 51% of the properties surveyed in the industrial area along Speckled Avenue and Cutthroat Avenue were blighted.

**The existence of parcels of irregular form and shape and inadequate size proper usefulness and development**

Kings Beach as a whole was found to have a prevalence of parcels of irregular form simply by nature of its original subdivision. Most, if not all, of the town was subdivided under the
recorded Final Map of “Brockway Vista”, which recorded in 1926. That subdivision laid out a grid system of rectangular lots, with most of small dimensions of 25 feet in width and 125 feet in depth, a formation which results in blocks approximately 700 feet in length and 250 feet deep. As a result, much of the development has been constrained by this small lot pattern, with a large number of small structures, confined within their property size. Kings Beach is largely built-out. The size of parcels in Kings Beach constrains setbacks and permeable spaces. Parcels tend to have high concentrations of coverage.

The commercial core, fronting along State Highway 28, contains abandoned buildings, vacant lots, inadequate and irregular shaped parcels, and substandard public and private physical improvements, all of which contribute to the degradation of the water quality of Lake Tahoe.

**The layout of parcels in disregard of the contours and other topographical or physical characteristics of the ground and surrounding conditions**

Kings Beach is approximately 80% built-out. Much of the downtown area has a fairly high percentage of impervious land coverage, in excess of what would normally be permitted under the Bailey Land Capability System, although the Community Plan rules do allow coverage “bonuses” under certain circumstances.

There are two main drainage corridors in Kings Beach: Griff Creek and an unnamed tributary. These drainage corridors run through the community, with surrounding Stream Environment Zones along those courses. Due to the constrained nature of development in Kings Beach dictated by small lot patterns, development has occurred in or near the Stream Environment Zones. Most development occurred prior to the adoption of the TRPA Code of Ordinances and therefore is assumed not to meet environmental threshold carrying capacities.

**The existence of inadequate public improvements, public facilities, open space, and utilities which cannot be remedied by private or governmental action without redevelopment**

On some properties, there is evidence of physical improvements, including water management improvements or BMPs; however, most of the properties are in various states of disrepair. There is an overall lack of water quality BMPs, there is storm water runoff, contaminated soils and properties, over-covered land patterns, substandard housing, and scenic blight. A wide range of private facilities also do not comply with the environmental threshold carrying capacities set forth in the TRPA Code of Ordinances. Examples such noncompliance includes motels, restaurants, businesses, residential lots, and parking facilities with excessive density and / or land coverage.
A prevalence of depreciated values, impaired investments, and social and economic maladjustment

Adverse economic conditions are evidenced by depreciated values, impaired investments and economic maladjustment. The Tahoe Basin has a higher construction cost. High construction costs and land costs make it difficult for private sector investment.

The 2000 Census indicates the Kings Beach Census Designated Place population at 4,307. The median household income is $35,507, which is lower than the median household income for Placer County and the State. Approximately, 32% of the homes in the 2000 Kings Beach Census were constructed prior to 1960 with approximately 873 of the 2,259 housing units noted in the Census as being vacant. This is in large part due to the vacation rental aspect of the Tahoe economy.

The housing stock ranges from old camp cottages or Quonset huts, with no kitchens, to overcrowded trailer parks, converted motels, small cottage style single-family homes, and newer, large single-family residences. A mix of this housing stock can be found on a number of streets. Single-family homes are dispersed throughout the area. Homes located along the shoreline tend to be larger, newer single-family or multi-family units. In the Kings Beach residential grid, homes vary from newer multi-million dollar homes, to older trailer parks and modest wood-frame structures. Overcrowding was slightly more prevalent in households in the Tahoe Basin according to census figures. Seasonal and lower-income wage earners are crowding into homes, particularly in Kings Beach where overcrowding is a year round issue.

The primary tourist area is along Highway 28 near the beach. Tourist accommodations are largely one and two story motels that have surface parking lots. Nearly all of the hotel/motel stock need significant renovation or replacement to meet current market standards. The majority of tourist accommodation units is relatively old and suffers from age and physical deterioration and operates at a competitive disadvantage. There are several motels, some in the residential grid and some along Highway 28, which have been converted to full time apartments and are leased primarily to low income families and entry level workers on both a short and longer term basis. A fraction of the current tourist accommodation units are on lakefront properties and have direct views of the lake. Nearly all of the retail and commercial space in Kings Beach is housed in buildings that originally served other uses and are in critical need of upgrading or replacement. Most buildings are stand alone that have little potential for mixed-use. The industrial portion of Kings Beach supports a variety of uses including residential, light industrial and storage. There is little growth in the industrial uses as most industrial business owners can find less constrained options outside of the Lake Tahoe basin. The industrial area is also constrained by its close proximity to residential housing which is interspersed throughout the industrial area and more concentrated directly adjacent in the Kings Beach Residential grid.
In Spring 2009, the Housing Conditions in Kings Beach Survey was conducted (see Attachment C). The survey was done primarily to supplement future federal Community Development Block Grant applications. A secondary goal of the survey was to develop a database of potential housing rehabilitation opportunities for both owner occupied and owner investor households. Motels, hotels and apartment buildings were considered residential for purposes of the Housing Conditions Survey. The survey determined that the overall housing rehabilitation need in kings Beach was 42.52% of the housing units.
The existence of substandard public or private facilities or improvements, insufficient open space, poor scenic quality, insufficient transportation systems, air quality problems, or insufficient water quality protection systems, such that there is non-compliance with the applicable environmental threshold carry capacities.

Kings Beach/Stateline has public improvements that are deficient, deteriorated, or damaged, including roads, storm drainage facilities and sidewalks. It appears that the majority of both private and public facilities was constructed prior to the adoption of TRPA Code of Ordinances and therefore was assumed not to comply with the environmental threshold carrying capacities. It has been noted in several studies that most development in Kings Beach occurred before drainage issues were commonly considered from an area wide perspective. As a result, the storm water conveyance system is not sized to accommodate flows generated up-gradient and does not meet current standards.

Public transportation may be found by way of the Tahoe Area Regional Transit (TART), which operates year round. Sidewalks in Kings Beach are limited and not contiguous to each other. The problem with the lack of sidewalks is exacerbated in the winter time when snow accumulation forces pedestrians to walk in the street and share the roadway with vehicles.

There are two abandoned gasoline stations located on the eastern end of Kings Beach fronting along State Highway 28 which are in Agency ownership and are undergoing active remediation efforts. Another gasoline station in town is also undergoing remediation efforts as well.
Attachment A

Building Conditions Survey Results
# Kings Beach Building/Site Conditions Survey Results

<table>
<thead>
<tr>
<th>Street Name/Location</th>
<th>Number of Parcels</th>
<th>Number of Blighted Parcels</th>
<th>Percentage of Blighted Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway 28 - North</td>
<td>85</td>
<td>68</td>
<td>80.0%</td>
</tr>
<tr>
<td>Highway 28 - South</td>
<td>68</td>
<td>58</td>
<td>85.3%</td>
</tr>
<tr>
<td>Brockway Vista Avenue - North</td>
<td>29</td>
<td>3</td>
<td>10.3%</td>
</tr>
<tr>
<td>Brockway Vista Avenue - South</td>
<td>75</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Speckled Street - North</td>
<td>85</td>
<td>47</td>
<td>55.3%</td>
</tr>
<tr>
<td>Speckled Street - South</td>
<td>61</td>
<td>45</td>
<td>73.8%</td>
</tr>
<tr>
<td>Cutthroat Avenue - North</td>
<td>68</td>
<td>52</td>
<td>76.5%</td>
</tr>
<tr>
<td>Cutthroat Avenue - South</td>
<td>85</td>
<td>7</td>
<td>8.2%</td>
</tr>
<tr>
<td>Dolly Varden Avenue - North</td>
<td>88</td>
<td>5</td>
<td>5.7%</td>
</tr>
<tr>
<td>Dolly Varden Avenue - South</td>
<td>82</td>
<td>9</td>
<td>11.0%</td>
</tr>
<tr>
<td>Loch Levon Avenue - North</td>
<td>82</td>
<td>7</td>
<td>8.5%</td>
</tr>
<tr>
<td>Loch Levon Avenue - South</td>
<td>88</td>
<td>11</td>
<td>12.5%</td>
</tr>
<tr>
<td>Steelhead Avenue - North</td>
<td>76</td>
<td>2</td>
<td>2.6%</td>
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<tr>
<td>Steelhead Avenue - South</td>
<td>88</td>
<td>7</td>
<td>8.0%</td>
</tr>
<tr>
<td>Golden Avenue - North</td>
<td>99</td>
<td>14</td>
<td>14.1%</td>
</tr>
<tr>
<td>Golden Avenue - South</td>
<td>97</td>
<td>22</td>
<td>22.7%</td>
</tr>
<tr>
<td>Rainbow Avenue - North</td>
<td>98</td>
<td>8</td>
<td>8.2%</td>
</tr>
<tr>
<td>Rainbow Avenue - South</td>
<td>78</td>
<td>10</td>
<td>12.8%</td>
</tr>
<tr>
<td>Trout Avenue - North</td>
<td>73</td>
<td>25</td>
<td>34.2%</td>
</tr>
<tr>
<td>Trout Avenue - South</td>
<td>78</td>
<td>8</td>
<td>10.3%</td>
</tr>
<tr>
<td>Brook Avenue - North</td>
<td>61</td>
<td>3</td>
<td>4.9%</td>
</tr>
<tr>
<td>Brook Avenue - South</td>
<td>57</td>
<td>8</td>
<td>14.0%</td>
</tr>
<tr>
<td>Salmon Avenue - North</td>
<td>56</td>
<td>7</td>
<td>12.5%</td>
</tr>
<tr>
<td>Salmon Avenue - South</td>
<td>41</td>
<td>7</td>
<td>17.1%</td>
</tr>
<tr>
<td>Minnow Avenue - North</td>
<td>32</td>
<td>3</td>
<td>9.4%</td>
</tr>
<tr>
<td>Minnow Avenue - South</td>
<td>34</td>
<td>13</td>
<td>38.2%</td>
</tr>
<tr>
<td>Stateline</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Route 28 - North</td>
<td>7</td>
<td>5</td>
<td>71.0%</td>
</tr>
<tr>
<td>State Route 28 - South</td>
<td>8</td>
<td>7</td>
<td>87.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1879</strong></td>
<td><strong>461</strong></td>
<td><strong>24.5%</strong></td>
</tr>
</tbody>
</table>
Attachment B

Kings Beach/Stateline
Community Photos
Kings Beach Community Pictures

Chipmunk Street and Highway 28

Highway 28 Eastern Gateway

Highway 28 Stateline

Bank Foreclosure near Coon and Highway 28
Along Highway 28 at Eastern end of commercial area.

Near corner of Coon Street and Speckled Avenue.

Along Speckled Avenue and near Bear Street.
Trailer Park near Salmon Avenue and Fox Street

Area near Secline Street

Along Beaver Street

Along Bear Street
Dilapidated commercial use near Stateline

Poorly maintained and outdated improvements near Stateline
Attachment C

Kings Beach Housing Conditions
Survey Results
Kings Beach Housing Condition Survey – 2008-09

Survey Purpose
The Kings Beach Housing Condition Survey was conducted primarily to support future Community Development Block Grant applications. A secondary goal of this survey was to develop a database of potential housing rehabilitations for both owner occupied and owner investor households. For this survey, motels, hotels and apartment buildings were considered to be residential. The survey was conducted on all residential structures within the Census Tract 201.07, Block Groups 1, 2, 3 & 4. The special parameters and instructions for this survey were:

Rate all residential structures in the following five categories:
1. Foundations 0-25
2. Roofing 0-25
3. Siding 1-10
4. Windows 0-10
5. Electrical 0-10

The following items were also noted on the survey form:
1. Street Address
2. Structure Type
3. Number of units
4. Presence of curbs, gutters, sidewalks, paved streets adequate drainage

A photographic record was made of each unit surveyed. All units with old fashion single pane windows were scored for a complete window replacement.

Census Data
The total number of housing units was derived from the 2000 Census. The Block Group figures were for Census Tract 201.07, Block Groups 1-4.

Items not considered fully during the windshield survey (taken from a car) were the electrical, foundations and drainage. For the electrical part, since it was not practical to take the time to make individual inspections of wiring conditions, this determination was interpolated from the other factors that were visible. These factors included wiring on outside of building, size of electric lines, siding and foundations. Also the foundation was often assessed on the basis of the condition of the porch, sagging or straight. The roof was assessed on it being level, and/or showing signs of leaks in the eaves, soffits or fascias. All flat roofs were scored as needing replacements because of the heavy snow conditions in the Tahoe area. Shake roofs were scored as needing replacement due to new fire prevention standards. Masonry block buildings, most which were build in the 1950s, were assumed to be unreinforced, therefore in need of some foundation work.
Overall Rating

Sound  9 or less Structurally sound – no need for repair or signs of deferred maintenance. The foundation appears structurally undamaged and there is a straight roof line. Minor problems such as small areas of peeling paint and/or maintenance items are allowed under this category.

Minor  10 – 15 Appears structurally sound, but shows signs of deferred Maintenance i.e. roof replacement or repair needs.

Moderate  16 – 39 Repairs needed for at least one major component and other repairs, i.e. roof replacement, painting and new windows.

Substantial  40 – 55 Replacement needed for several major systems and possibly other repairs i.e. complete foundation work and roof replacement along with painting and windows.

Dilapidated  56 and Over Structurally unsound, all systems need repair, may need demolition if not major rehabilitation. These units have suffered excessive neglect and some are not fit for human habitation.

Survey Methodology
The survey was conducted starting in October 2008 and continuing until April of 2009. The majority of the survey was done by a two-person team, one driving and one recording. Some survey observation was done by walking the streets. Mobile home parks were all assumed to be in need of substantial rehabilitation or replacement. However, only homes in need of repairs were written up and photographed. The numbers of total units were taken from the 2000 Census. These numbers were adjusted by adding the number of new building permits filed, and subtracting the number of demolitions permits filed reported by the Annual California State Housing & Community Development Department Reports since 2001.

Age of Housing Stock
There were 481 total units in Kings Beach that needed some type of rehabilitation. The 2000 Census summary file 3 (SF 3) was used to determine the age of housing stock. Below is a chart of these results:

<table>
<thead>
<tr>
<th>Kings Beach - Age of Housing Stock</th>
</tr>
</thead>
<tbody>
<tr>
<td>Older than 30 Yrs.</td>
</tr>
<tr>
<td>---------------------</td>
</tr>
<tr>
<td>Census Track 201.7, Block Groups 1-4</td>
</tr>
</tbody>
</table>

So, the percent of housing units over 30 years old = Number of units built before 1970 ÷ Total number of units ~ 1,182 ÷ 1,872 = 63%
Overcrowding
The percentage of overcrowding in Kings Beach is taken from the 2000 Census Summary File 3 (SF3) and is summarized as follows:

Census Track 201.7, Block Group 1
Number with more than 1 occupant per room – 114

Census Tract 201.7, Block Group 2
Number with more than 1 occupant per room – 107

Census Tract 201.7, Block Group 3
Number with more than 1 occupant per room – 119

Census Tract 201.7, Block Group 4
Number with more than 1 occupant per room – 9

Census Tract 201.7, Block Groups 1-4 total number with more than 1 occupant per room – 349.

The total number of housing units in Kings Beach is 1,296.

The federal calculation to get the percentage of overcrowded units is: divide the number of housing units with more than one person per room by the total number of housing units.

\[
\frac{349}{1,296} = 27\%
\]

Housing Condition Survey Results

<table>
<thead>
<tr>
<th>Housing Condition</th>
<th>No. of Units Needing Rehab</th>
<th>Total Units</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dilapidated</td>
<td>109</td>
<td>NA</td>
<td>8.41%</td>
</tr>
<tr>
<td>Needs Substantial Rehabilitation</td>
<td>140</td>
<td>NA</td>
<td>10.80%</td>
</tr>
<tr>
<td>Needs Moderate Rehabilitation</td>
<td>225</td>
<td>NA</td>
<td>17.36%</td>
</tr>
<tr>
<td>Needs Minor Rehabilitation</td>
<td>77</td>
<td>NA</td>
<td>5.94%</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>551</strong></td>
<td><strong>1,296</strong></td>
<td><strong>42.52%</strong></td>
</tr>
</tbody>
</table>

The Overall Housing Rehab Need is determined to be 9.43%.
Note: 1,296 total units were used because it is the Census figure from the 100% Data Survey for QT-0HS Household Population.
### Housing Condition Survey Results  Census Tract 201.7, Block Group 1

<table>
<thead>
<tr>
<th>Housing Condition</th>
<th>No. of Units Needing Rehab</th>
<th>Total Units</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dilapidated</td>
<td>58</td>
<td>NA</td>
<td>15.85%</td>
</tr>
<tr>
<td>Needs Substantial Rehabilitation</td>
<td>2</td>
<td>NA</td>
<td>.55%</td>
</tr>
<tr>
<td>Needs Moderate Rehabilitation</td>
<td>40</td>
<td>NA</td>
<td>10.96%</td>
</tr>
<tr>
<td>Needs Minor Rehabilitation</td>
<td>6</td>
<td>NA</td>
<td>1.64%</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>106</strong></td>
<td><strong>366</strong></td>
<td><strong>28.96%</strong></td>
</tr>
</tbody>
</table>

### Housing Condition Survey Results  Census Tract 201.7, Block Group 2

<table>
<thead>
<tr>
<th>Housing Condition</th>
<th>No. of Units Needing Rehab</th>
<th>Total Units</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dilapidated</td>
<td>51</td>
<td>NA</td>
<td>11.16%</td>
</tr>
<tr>
<td>Needs Substantial Rehabilitation</td>
<td>79</td>
<td>NA</td>
<td>17.29%</td>
</tr>
<tr>
<td>Needs Moderate Rehabilitation</td>
<td>100</td>
<td>NA</td>
<td>21.88%</td>
</tr>
<tr>
<td>Needs Minor Rehabilitation</td>
<td>42</td>
<td>NA</td>
<td>9.19%</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>272</strong></td>
<td><strong>457</strong></td>
<td><strong>59.52%</strong></td>
</tr>
</tbody>
</table>

### Housing Condition Survey Results  Census Tract 201.7, Block Group 3

<table>
<thead>
<tr>
<th>Housing Condition</th>
<th>No. of Units Needing Rehab</th>
<th>Total Units</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dilapidated</td>
<td>0</td>
<td>NA</td>
<td>0%</td>
</tr>
<tr>
<td>Needs Substantial Rehabilitation</td>
<td>56</td>
<td>NA</td>
<td>18.73%</td>
</tr>
<tr>
<td>Needs Moderate Rehabilitation</td>
<td>38</td>
<td>NA</td>
<td>12.71%</td>
</tr>
<tr>
<td>Needs Minor Rehabilitation</td>
<td>17</td>
<td>NA</td>
<td>5.69%</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>111</strong></td>
<td><strong>299</strong></td>
<td><strong>37.12%</strong></td>
</tr>
</tbody>
</table>

### Survey Results  Census Tract 201.7, Block Group 4

<table>
<thead>
<tr>
<th>Housing Condition</th>
<th>No. of Units Needing Rehab</th>
<th>Total Units</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dilapidated</td>
<td>0</td>
<td>NA</td>
<td>0%</td>
</tr>
<tr>
<td>Needs Substantial Rehabilitation</td>
<td>3</td>
<td>NA</td>
<td>1.72%</td>
</tr>
<tr>
<td>Needs Moderate Rehabilitation</td>
<td>47</td>
<td>NA</td>
<td>27.01%</td>
</tr>
<tr>
<td>Needs Minor Rehabilitation</td>
<td>12</td>
<td>NA</td>
<td>6.90%</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>62</strong></td>
<td><strong>174</strong></td>
<td><strong>35.63%</strong></td>
</tr>
</tbody>
</table>
Summary

The **Age of Housing Stock** calculation indicated that 63% of housing units in Kings Beach are over 30 years old. The source of the data was the 2000 Census Summary File 3, for Census Tract 201.7.

The **Overcrowding** calculations indicated that 27% of the housing units in Kings Beach have more than 1 person per room. The source of the data was the 2000 Census Summary File 3, for Census Tract 201.7.

The overall **Housing Rehab Need** in Kings Beach was determined to be 42.52%. The source of the data was an in-house Housing Condition Survey, using CDBG Survey Forms, conducted during October 2008 – April 2009.