

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, March 13, 2019** 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.

March 6, 2019

A handwritten signature in blue ink, reading "Joanne S. Marchetta". The signature is written in a cursive style with a long horizontal stroke extending to the right.

Joanne S. Marchetta
Executive Director

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA
Stateline, NV

March 13, 2019
9:30 a.m.

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 listed or not listed on the agenda may do so at this time. TRPA encourages public comment on items on the agenda to be presented at the time those agenda items are heard. Individuals or groups commenting on items listed on the agenda will be permitted to comment either at this time or when the matter is heard, but not both.

All public comments should be as brief and concise as possible so that all who wish to speak may do so; testimony should not be repeated. The Chair shall have the discretion to set appropriate time allotments for individual speakers (3 minutes for individuals and 5 minutes for group representatives as well as for the total time allotted to oral public comment for a specific agenda item). No extra time for speakers will be permitted by the ceding of time to others. Written comments of any length are always welcome. So that names may be accurately recorded in the minutes, persons who wish to comment are requested to sign in by Agenda Item on the sheets available at each meeting. In the interest of efficient meeting management, the Chair reserves the right to limit the duration of each public comment period to a total of 2 hours. In such an instance, names will be selected from the available sign-in sheet. Any individual or organization that is not selected or otherwise unable to present public comments during this period is encouraged to submit comments in writing to the Advisory Planning Commission. All such comments will be included as part of the public record.

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.	ADMINISTRATIVE MATTERS		
	A. Resolution recognizing Advisory Planning Commission member, Charlie Donohue, Nevada Department of Conservation and Natural Resources Representative	Approval	<u>Page 1</u>
	B. Resolution recognizing Advisory Planning Commission member, Zach Hymanson, Placer County lay member	Approval	<u>Page 3</u>
VI.	PUBLIC HEARINGS		
	A. Distribution of residential allocations to local Jurisdictions (City of South Lake Tahoe, El Dorado County, Placer County, Douglas County, and Washoe County) in the Tahoe Region for 2019 and 2020	Recommendation	<u>Page 5</u>
VII.	PLANNING MATTERS		
	A. Thresholds and Performance Management Strategic Initiative: Proposed Amendments		
	1) Conform the adopting mechanism and colocate the threshold standards and Regional Plan	Recommendation	<u>Page 17</u>
	2) Remove six narrative policy statements as threshold standards	Recommendation	<u>Page 17</u>
VIII.	REPORTS		
	A. Executive Director	Informational Only	
	1) 2018 Annual Report	Informational Only	<u>Page 371</u>
	B. General Counsel	Informational Only	
	C. APC Members	Informational Only	
IX.	PUBLIC COMMENT		
X.	ADJOURNMENT		

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA
Stateline, NV

November 7, 2018

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Teshara called the meeting to order at 9:41 a.m.

Members present: Mr. Alling, Mr. Buelna, Mr. Callicrate, Ms. Carr, Mr. Esswein, Mr. Ferry, Mr. Hitchcock, Mr. Hymanson, Mr. Larsen, Ms. Stahler, Mr. Teshara

Members absent: Mr. Cariola, Mr. Drew, Mr. Guevin, Mr. Plemel, Washoe Tribe Representative, Mr. Weavil, Mr. Young for Ms. Krause

II. APPROVAL OF AGENDA

Mr. Alling moved approval.

Mr. Ferry seconded the motion.
Motion carried unanimously.

III. PUBLIC INTEREST COMMENTS

Ms. Marchetta said there are three new City council members for the City of South Lake Tahoe: Devin Middlebrook, Cody Bass, and Tamara Wallace. TRPA looks forward to working with the new City council and other administrations that have newly elected officials. Elections are inherently divisive, and TRPA will continue to show its leadership by continuing to work and collaborate with all interested parties.

IV. DISPOSITION OF MINUTES

Ms. Stahler provided Ms. Ambler with her edit.
Ms. Carr moved approval of the October 10, 2019 as amended.
Mr. Buelna seconded the motion.
Mr. Hitchcock abstained.
Motion carried.

V. PUBLIC HEARINGS

- A. Certification of Joint CEQA Final Environmental Impact Report, TRPA Final Environmental Impact Statement, and NEPA Environmental Impact Statement for the US 50 South Shore Community

Revitalization Project. California State Clearinghouse #2011112009, TRPA File EIPC2016-0008

Ms. Marchetta said the Advisory Planning Commission is here today to discuss and provide possible recommendation on the certification of the Final Environmental Impact Statement on this South Shore Revitalization Project. The project has been in the making for a long time and today's action is an important milestone. The 1980 Compact that governs TRPA at the regional level called out the requirement to give consideration to completion of a loop road in California and Nevada. This was part of the transportation element of the Regional Plan. As a consequence, that concept has been under public discussion since the 1980s. It has been a part of the adopted Regional Plan and it has been recognized as a project for implementation in the Regional Transportation Plan for many decades. It formed the back bone of the South Shore Vision Plan which was developed by 45 various stakeholders in 2011. Then relying upon that vision plan, the Regional Plan was updated, and the project concept was then adopted into various area plans for the local jurisdictions. The project alternatives and proposals have been under development by the Tahoe Transportation District as the lead agency for the project. The draft environmental impact statement was released for public review in June 2017. Public hearings were held with the Tahoe Transportation District, the Tahoe Transportation Commission, TRPA's Advisory Planning Commission, and Governing Board. During the draft, people were able to see the plans for the reroute of US Highway 50, possible sites for housing replacement, neighborhood amenities, and provisions made for neighborhood connectivity. Since that time there has been robust refinement of some of the project details and finalizing the final environment impact statement that includes responses to comments.

TRPA team member Ms. Friedman and Ms. Hansel, Ascent Environmental provided the presentation.

Ms. Friedman said the document is a joint EIR/EIS/EIS. This project was first introduced as a mitigation measure when the casinos were expanded in the 1970s and was included in the 1980 amendment to TRPA's Compact. Attachment E in the staff report includes a list of the planning efforts that have happened since the 1970s to present day. In 2009, the Tahoe Transportation District assumed the lead for the project and at that time, the environmental scoping and environmental document development began. Between 2011 and 2017, there were 75 public meetings, 85 one on one meetings, and 14 press releases in addition to required public hearings during the scoping process and draft environmental document. The final environmental document was developed from input from these meetings and stakeholders.

There has been a lot of redevelopment that has occurred within the project that includes the Heavenly Village area, Ski Run Boulevard, the first phase of project 3 (Zalanta), recreation improvements such as Van Sickle Bi-State Park, progress on the Nevada Stateline to Stateline Bike Trail, and the Greenway shared use trail in South Lake Tahoe.

The urban design concept are corridors that implement the spine anchor connections with a spine that is a central organizing element with a reference point and adjacent are the anchors which are the major destination points, connections along the edges, and in between that it is linked to places such as natural features, mountains, and bodies of water. The Regional Plan that was developed with input from the City of South Lake Tahoe and Douglas County identified improvements within the tourist core that went along with this spine anchor connection concept. The spine would be US Highway 50 with pedestrian and transit oriented street with

retail, dining, entertainment, and events. The anchor would be the destination recreation that is within the tourist core, the resort hotels, and year round event venues. The connections would be the lake and the mountain activities. The expected results of implementing this type of plan is community revitalization and a 20 to 40 percent reduction in auto trips.

This project will implement TRPA's Regional Transportation Plan, TRPA's Regional Plan Update, Douglas County's South Shore Area Plan, and the City of South Lake Tahoe's Tourist Core Area Plan. All these plans identify this project as to how to implement the goals and policies, and visions that are within that plan.

Even with the improvements that have happened within the project area there are still outdated infrastructure such as the lack of safe and adequate bike and pedestrian facilities. There is inadequate public transit, and unaffordable housing. There is also traffic congestion at US Highway 50 along the existing corridor that is projected to get worse. This causes people to seek alternative routes through the neighborhoods. There are a lot of community revitalization elements that are incorporated into this project and the environmental document has identified and analyzed replacement housing and a Rocky Point neighborhood amenities plan. The Rocky Point neighborhood is an area that the roadway realignment will go through. There will be improved transit, bicycle and pedestrian facilities, recreation improvements, and improved connections to existing recreation amenities, including way finding signage to tie this together. The Tahoe Transportation District has made a commitment within the environmental document to replace all housing and will be an improvement to the existing condition. A lot of the housing stock is outdated and while it's surveying as affordable housing, it's not technically affordable housing. There is nothing stopping a private developer from buying a house, improving it, and turning it into a higher income property. This project will replace 109 transit oriented development residential units. One hundred two of those units will be deed restricted for low income residential and seven will be deed restricted for moderate income. Seventy six of those units will be constructed in the triangle; the intersection of US Highway 50 and Pioneer Trail, US Highway 50 and Ski Run Boulevard, and then the Ski Run Boulevard and Pioneer Trail intersection. Thirty three of the units will be constructed prior to or concurrent with the project and they will be constructed within one quarter mile of the project area boundary. The environmental document included the development and implementation of a Rocky Point neighborhood amenities plan. As this plan is developed, it will include input from neighborhood representatives. It will include items like a community park and greenspace, sidewalks, lighting, and safe connections. The safe connections will be within the neighborhood and from the neighborhood to the amenities such as places of employment, grocery stores, restaurants, and other retail.

There are several transportation improvements identified in the environmental document and the preferred alternative. The Tahoe Transportation District will be amending their transit plan to include a transit circulator within the project area and will increase the frequency and reliability of transit within the tourist core. It will also identify how transit operates on existing US Highway 50 and how it ties into transit in the project area with reference to the transit center as the mobility hub. There will be parking management included in the plan. The environmental document identified that there is adequate parking within the project area, but it's not necessarily known where that parking is or if it's being utilized to its potential. The parking management will identify where the public parking is available and will be developed and implemented in concert with that transit circulator. A goal of the parking management plan

is to have real time information about parking and transit. There will also be bike and pedestrian improvements including bike lanes on both the realigned highway and the existing US Highway 50 that will be converted to a main street. There will be improved sidewalks and connections from the tourist core to local amenities including a pedestrian bridge connecting the tourist core to the Van Sickle Bi-State Park. Way finding signage will be throughout the project area. The goal of the transportation improvements is for people to be able to go into the project area and park once and then use transit, walk, or bike.

Ms. Hansel said scoping for the environmental document was done at the end of 2011. After scoping, time was spent conducting community outreach meetings to vet the alternatives that were evaluated in the environmental document. The Tahoe Transportation District recognized that it was important for them to incorporate replacement housing as an element of the project. They identified preferred locations for the replacement housing, vetting that with the public and incorporating it into the design plans for evaluation. The draft environmental document was circulated in 2017 with three public hearings. The final environmental document was released on October 19, 2018. The environmental document looked at five alternatives: First was the no project, no action alternative; next was Alternative B as the proposed project, and then three other action alternatives were reviewed. The main features of the proposed project include realigning US Highway 50 around the tourist core on the mountain side of the casinos which would be a two lane travel in each direction. Then converting US Highway 50 into a main street with one travel lane in each direction, a center landscaped median, and turn pockets at main intersections. There would also be a class 4 bike path that would extend through the tourist core from the linear park in South Lake Tahoe to the Nevada Stateline to Stateline bikeway. In addition, there would be a roundabout constructed at the intersection of Lake Parkway and US Highway 50. Sidewalks would be built on the mountain side of the highway from US Highway 50 to State Route 207. There would be a new elevated pedestrian bridge that would connect at the visitor's center in the tourist core to Van Sickle Bi-State Park. Alternative C is the one way alternative. It has the same general alignment as the proposed project but involves a one way travel where east bound traffic would travel through the tourist core and west bound traffic would loop around the tourist core and around the casinos. Alternative D was the preferred alternative before they initiated environmental review. This emerged out of the Caltrans project study report process. It's similar to the proposed project except where it cuts through the Rocky Point neighborhood. This alternative would displace all the businesses at the triangle which are at the intersection of Pioneer Trail and US Highway 50; the Bottle Shop, the Naked Fish, and the 7-Eleven commercial strip. Alternative E involves an elevated concrete deck that would extend from a point just west of Stateline Avenue to MontBleu Resort Casino and would be for pedestrian use only. It would primarily be located near the resort casinos and would allow for the existing signal and pedestrian scramble that's between Hard Rock and MontBleu to be removed to ease some of the congestion and avoid the displacement of any businesses or residents. However, it would not meet most of the basic objectives of the project. The proposed project emerged during the scoping. It was raised by the business community and offered by the City of South Lake Tahoe as the desired alternative. This proposed alternative uses that exiting vacant redevelopment parcel behind the 7-Eleven strip mall and minimizes the business impacts. This alternative best meets the purpose, need, and project objectives, and has the best configuration of the mixed use development sites.

The environmental document found that most impacts could be reduced to a less than significant level through mitigation. It found that there would be three significant and

unavoidable impacts as described in the community impacts visual resources and noise sections of the environmental document. It also found that there would be several environmental benefits of the project. It would also physically divide an existing community and displace residents and businesses. Mitigation that is included to address some of the visual and noise impacts of the project would also minimize the effect on the community character and cohesion. However, they found that it wouldn't be sufficient to reduce this impact to a less than significant level. The physical division of that community would be a significant and unavoidable impact of the project. Environmental documents are inherently conservative when they make the impact determination. The project would substantially change the visual character of the Rocky Point neighborhood. Some might find that change to be beneficial and others may look at the highway or proposed noise barriers to be adverse. Mitigation measures are included that would involve landscape screening and some contextual design treatments for the sound barrier that would minimize that effect. They conservatively conclude that this would be a significant and unavoidable impact of the project.

Traffic is the predominate noise source in the project area with the realignment of the highway, noise would also shift with that realignment. The environmental analysis found that the project would result in a substantial increase defined as a three Community Noise Equivalent Level (CNEL) increase in noise at nearby receptor sites. They looked at a suite of mitigation measures including noise barriers such as a wall, earth and berm, reduced vehicle speeds, noise insulation at effected properties, low noise pavement, acquiring additional parcels to create a greater buffer between the noise source and the receptors. While these measures would substantially reduce the result in traffic noise levels, they're not certain that it would reduce noise to below three CNEL at every receptor site, therefore, they found this to be a significant and unavoidable impact of the project. There would be an adequate right-of-way to create a nice meandering sidewalk and landscaping. The goal was to create something that looks similar to the linear park in front of the Tahoe Meadows community. That sidewalk would extend from the intersection of Pioneer Trail and US Highway 50 to the entrance of Van Sickle Bi-State Park. Some of the beneficial effects were water quality with the addition of sediment traps at all drainage inlets within the project site and the ability to capture and treat stormwater that does not exist today. The new pedestrian bridge and enhanced bicycle and pedestrian connectivity was found to be a benefit for recreation and connectivity. The realignment would improve roadway and intersection level of service. There would be a reduction in vehicle miles traveled and corresponding greenhouse gas emissions.

Comments received on the draft environmental document are in Appendix O of the final environmental document. It also includes written responses to all comments. They received 63 comments letters, ten from public agencies and an overwhelming number of comments came from residents in the Tahoe Meadows community. The three major themes are related to access to Tahoe Meadows, the vehicle miles traveled analysis, and comments received. That resulted in refinements to the project for the better. The draft environmental document originally showed right in and right out access only at Tahoe Meadows. Also, with the realignment of the highway there was going to be an encroachment on the entrance driveway. Community members expressed concern and the Tahoe Transportation District and design engineers met with representatives of Tahoe Meadows to create solutions that would retain left in left out access and that would reduce the driveway width to a maximum of three feet. Their second topic was about a secondary access road (Lodge Road) on the eastern side of the property that is used by emergency vehicles. There was not any change in the final because the draft environmental

document already recognized that the access road would be maintained as part of the project. The US Highway 50 project would increase the travel length to .04 miles longer to go around the tourist core than to go through it. The environmental document tiered from the Regional Transportation Plan EIR/EIS which contemplated the land use changes associated with the Regional Plan as well as implementation of the transportation capital improvement projects, including the US Highway 50 project and the Fanny Bridge project in Tahoe City. In response to comments received, they did additional analysis of vehicle miles traveled for the loop road project. That analysis confirmed that the project would result in a neutral or beneficial effect on vehicle miles traveled. TRPA has added a permit condition that will include setting a performance standard for vehicle miles traveled and monitoring that vehicle miles traveled to ensure that the reduction goals are met.

The final environmental document includes additional analysis to ensure that these changes didn't result in any new significant impacts that weren't previously evaluated. When the draft environmental document was released, there was not a TRPA or City of South Lake Tahoe permit for the Gondola Vista property. Although, there was an expired permit for a former version of that project but was not known at the time it was going to move forward. They evaluated it in its old form and the newer project that has since been approved and constructed involves a setback, so the impacts are less than previously contemplated in the draft document. When the draft document was published, they considered an option to restripe Lake Parkway on the lake side to be four lanes, currently it's two lanes, one travel lane in each direction. This came at the request of Harrah's and Harvey's property owner. They wanted it to be increased to four lanes to ease egress from large summer events. In doing that they would lose the existing bike lanes on that roadway and eliminate parking for special events. Tahoe Transportation District dropped that from further consideration since there were no benefits.

After the local decisions and actions are taken, the Federal Highway Administration will act on the National Environmental Policy Act (NEPA) component of the document and issue a record of decision on the project.

Presentation can be viewed at:
[Agenda Item No V.A US 50 SSCRP](#)

Commission Comments & Questions

Ms. Stahler asked if they had received comments from the Nevada Division of State Parks and if there were project refinements or mitigation measures regarding potential beneficial or adverse recreation impacts to the Van Sickle Bi-State Park. She asked if there were others besides the pedestrian bridge.

Ms. Hansel said there were many discussions with the Nevada Division of State Parks and the California Tahoe Conservancy and refinements were made to the design to address their concerns. There will be improvements made at the main entrance points with aesthetic treatments. That will become a signalized intersection at the Heavenly Village Parkway and US Highway 50 intersection. There are also substantial context design treatments that will be implemented for the retaining walls on the mountain side of the highway.

Mr. Hymanson said the document identifies significant affects due to noise largely related to vehicles, but the vehicle miles traveled is expected to remain the same or perhaps improve. It seems that the noise and vehicle miles traveled should agree rather than moving in different directions.

Mr. Marshall said the difference between the two is that it is a context. The significant and unavoidable impact arises when the road is moved into a neighborhood. The vehicle miles traveled impact is the combination of a longer drive and elements that decrease the overall vehicle miles traveled. It's not as an increase in the number of cars on US Highway 50, it's the fact the its being moved to a new location.

Mr. Hymanson said Ms. Friedman's presentation began with saying that the concept for this project comes in part from mitigation measure discussions in the 1970s. He asked how those mitigation discussions translated into the environmental document.

Ms. Friedman said that was when the casinos were expanded, it was identified that the completion of a "loop road" could be mitigation for expanding those casinos and any associated traffic impacts. Only the portion on the Nevada side was completed so the mitigation wasn't fully realized and the mitigation in this project is mitigation based on current impacts that were analyzed.

Mr. Hymanson said a mitigation obligation is that the casinos received some benefit and to offset the impacts of that benefit, they agreed to do some mitigation.

Ms. Friedman said that is correct, it was recommended in all of those, but the entire loop road was not constructed at that time.

Mr. Marshall said there was no official mitigation as a result of casino expansions pre the 1980 Compact. In concept, the loop road was conceived to alleviate traffic through the casino core. That's why it's included within the compact to consider whether or not to do such a project.

Mr. Larsen said there is an increase in the travel length by an incremental amount for this. The analysis tiers off the Regional Transportation Plan analysis as well as some additional analysis finds that the vehicle miles traveled values decreased. He asked for further information on what that analysis included or what the measures were that achieved that reduction in vehicle miles traveled.

Ms. Friedman said the additional vehicle miles traveled analysis that was done from the draft to the final environmental document included running the TRPA traffic demand model and the trip reduction impact assessment. The trip reduction impact assessment looked at all the multi mobility enhancements that the project will implement such as increased transit, and bike and pedestrian facilities. That helps to offset the 0.4 mile increase that would result in some localized vehicle miles traveled. That additional analysis confirmed that there would not be a net increase in vehicle miles traveled or benefit.

Mr. Larsen asked if it was correct that the project improvements related to enhancement ability, whether it is the cycling lanes, pedestrian access, etc. offset any additional increase in the distance traveled.

Ms. Friedman said that is correct.

Public Comments & Questions

Matt Sanchez, Elizabeth Lodge, South Lake Tahoe said their property is in the project area and wanted to know how it would affect them.

Gavin Feiger, League to Save Lake Tahoe said the League is generally supportive and this is a unique opportunity for beneficial redevelopment and innovative transportation solutions. The definition of transit oriented development in the mitigation measures states that transit oriented development is in line with the Regional Plan goals, but in the staff report and the replacement housing section there is no definition of transit oriented development. They also asked for clarification of the bike lanes for Lake Parkway since there is mention of shoulder parking in that area. Other comments related to the draft permit were that they would like to see the parking management plan and the transit circulator operations required as a condition of the permit and the restoration plan for the stream environment zone also as a condition of the permit. In addition, they suggested that transit network companies such as Uber and Lyft are included in the planning of the main street management plan.

Duane Wallace, South Tahoe Chamber of Commerce said the parking element by itself makes the document environmentally insufficient. It appears that many of the recent projects are using the same group of parking spots to get approval as if each one owned those parking spots. If you want people to get out of their cars, there needs to be parking. There's also an increase in the vehicle miles traveled because people are turning away from the Stateline area and driving towards the Y. The timing and economy could be a problem, there is a perfect storm of projects coming forward such as this proposed project which will take approximately four years to complete, the completion of the US Highway 50 project in South Lake Tahoe, the Sierra Boulevard project, the roundabout in Meyers, and the Highway 50 project on Echo Summit. The economic analysis said it would take 12 years to see benefits from this project, it may add a decade or so in terms of getting customers to be willing to come and endure the kind of traffic they have daily at home. There was an initiative on the ballot for the City of South Lake Tahoe that was passed by residents to vote on whether they wanted a voice in this project. They surveyed 3,000 voters asking them if they were for or against the loop road as currently presented; 65.3 percent were against. The will of the community is being put to test. Eminent domain would take four fifths of the City of South Lake Tahoe's City Council to pass; two of the council members are against eminent domain which may cause a delay. In addition, lawsuits and initiatives may also cause a delay. The other is housing and neighborhood identity. There have been some changes to this plan since its conception and they've supported other redevelopment projects that have happened. The community feels that we're taking a traffic problem around the casinos and moving it into an ethnic neighborhood. Because of the language barrier, not everyone in those communities realizes what's going on even though there's been attempts by the Tahoe Transportation District to reach out. If any of the residents relocate out of town it will affect the school districts funding of \$5,000 per student, per year. The replacements might not add up to the number of homes removed although the Tahoe Transportation District made an effort to find people that are willing to try affordable housing, it's almost impossible to get anyone to bid because they can build a condominium with profit versus affordable housing that does not pencil out. There is about \$17 to 20 million dollars of

utilities that have to be moved and will California have to vote to come up with their match for the federal funds that will most likely go over because of the housing being moved.

Lew Feldman said the Tahoe Transportation District has made a commitment to construct replacement housing before anyone is displaced. The other various roadway improvements scheduled to be done in the next one to three years, will be completed before any roadway construction commences on the loop road. It will be two to three years to complete the housing commitment and there will not be any roadwork during that time. This project has an array of environmental benefits that are long overdue and will help transform this downtown core to a more intimate pedestrian oriented area. They are in support of this project.

Marcie Deerfield, South Lake Tahoe resident in the project area said she is not necessarily opposed to the project but is concerned about what cost will be to widen the road to continue the flow of the two lanes each way near the Forest Suites Resort. The drawing shows that it will narrow down in that area and will back up in the Rocky Point neighborhood. She's concerned about the amount of green space there'll be with the amount of housing being constructed. Will the existing homes get any extra insulation and new windows with double or triple panes to help with the noise reduction? Currently Fern Road is a cul-de-sac with no cut through traffic but with new design it will go through the parking area of the new affordable housing and would create a new cut through. Theoretically, it will reduce the cut through, but will it reduce access to the area? What will be the mitigation if the goals of the project vehicle miles traveled are not met?

Steve Tancredy, South Lake Tahoe resident in the project area said Chonokis Road was originally a dead end street and between 1968 and 1971, the City of South Lake Tahoe connected Montreal Road and Chonokis Road. The City of South Lake Tahoe has done nothing to curb this traffic problem. With the extension of Montreal Road (Lake Parkway) it has put more traffic on Chonokis Road. The City of South Lake Tahoe Police Department does not have the manpower to do any traffic control for the frequent speeding of vehicles down his street. Newspaper article dated October 12, 2018 had comments made by some South Lake Tahoe City Council candidates that we already have a "loop road" when asked about their position on the loop road. Traffic going through this residential neighborhood is unacceptable. He is in support of this project.

Commission & Staff Comments & Questions

Ms. Friedman said regarding the green space and the potential development sites; those were the sites that were analyzed in the environmental document for potential mixed use development and replacement housing. They were looked at in the context of the City of South Lake Tahoe Tourist Core Area Plan and what was allowed for development within that plan. Not all those sites will likely be developed. In addition, there will be an opportunity for more green and open space within the existing US Highway 50 such as a vegetated median separating the lanes, and additional landscaping throughout the casino core. Right-of-way will be acquired as part of the project and will create opportunity for landscaping and open space.

Ms. Hansel, Ascent Environmental said Ms. Deerfield's concern is that Fern Road or Echo Road could be used for a cut through where Chonokis is the current road used. The design at the end of those roads will be right in and right out access only. A vehicle would be precluded from cutting through onto those roadways from the main street and then turning left to bypass the

tourist core. The noise mitigation related to insulation is described in mitigation measure 3.15.3-a of the environmental document. It describes that the Tahoe Transportation District would offer to property owners of residences, motels, or other tourist accommodation units where the predicted interior noise level would exceed 45 community noise equivalent level (CNEL). After doing a subsequent site specific noise abatement plan, noise insulation would be done to include added insulation, upgrades to drywall, acoustical sound absorption panels, new windows, and new exterior siding. Ms. Hansel will follow up with Ms. Deerfield on her other concerns.

Mr. Teshara said in reference to Mr. Wallace's concern about the utilities, there is revised mitigation measure that addresses the utilities and the relocation of them.

Ms. Mitchell, Ascent Environmental said the environmental document analyzed potential conflicts with utilities as it relates to the transportation improvements as well as the mixed use developments. The environmental document identifies mitigation measure 3.5-1 which was developed as part of the draft and revised as a result of comments made on the draft environmental document. The Tahoe Transportation District is committed to paying for utility improvements that are the result of constructing the transportation improvements and the District is the applicant for the mixed use and would also pay for any project related improvements to utilities. All those plans would be coordinated with each of the utility districts. Additional language was added to the project description in the final environmental document for clarification.

Mr. Hasty, Tahoe Transportation District said post approval, they would start the final design process that will take one to two years. This will help refine what is going to happen and what needs to be acquired. Similarly, with the new local street, there will be design with refinements to the vision, and cost estimates, etc.

Ms. Hansel, Ascent Environmental said this is a highway realignment project and the project alone is not expected to generate new trips that would increase parking demand in the project area. The analysis found that there's an oversupply of parking primarily near the casinos. The project includes features such as the transit circulator and the Tahoe Transportation District's commitment to implement a parking strategy that improves the availability of parking and connecting that parking to where people want to go as part of the project.

Mr. Hasty, Tahoe Transportation District said part of the objective of this project is to complete the redevelopment vision of the 1987 plan which is about destination. That south shore area in today's terminology would be called Tahoe's largest mobility hub. They need to take better advantage of every that's there including the parking. They're also looking to where they can take advantage of the new local area plan and the 2012 Regional Plan that allows greater height and density and invite new public private partnerships. They're engaged in redefining the public private partnership in the way the core will operate. The stakeholders will have a role to redefine how that public private aspect of this will work for the core to work better, it's better for the businesses and community. This project will largely facilitate that interaction to arrive at what is the new operation, ultimately completing that redevelopment vision that makes that kind of destination, so people are staying longer and having more choices.

Mr. Marshall said parking for events will be addressed in the mainstreet management plan. Regarding the comment that there is an increase in overall vehicle miles traveled as a result of paid parking within the core, whether or not that's true, it is not an impact associated with the project per se.

Mr. Hitchcock said the City of South Lake Tahoe has three new city council members, therefore, City staff is waiting for direction from the new city council on the South Shore Community Revitalization Project. There are certain aspects of the project that are going to require city council approval and that support is unknown at the time. They will continue to work with TRPA staff and partners. As a city representative, they are prepared to support certification of the environmental document and the finding that it's technically adequate.

Mr. Hymanson made a motion to recommend the Governing Board make the Compact Article VII findings for the Final EIS as shown in Attachment A.

Mr. Alling seconded the motion.

Motion carried unanimously.

Mr. Hymanson made a motion to recommend the Governing Board certify the Final EIS as technically adequate.

Mr. Hitchcock seconded the motion.

Motion carried unanimously.

- B. Certification of Final Environmental Impact Statement for the Kings Beach State Recreation Area. Pier Rebuild Project Final Environmental Impact Statement/Impact Report, TRPA File EIPC2018-0003, Kings Beach, CA (Placer County APNs 090-080-016 et al)

Ms. Marchetta said the role Advisory Planning Commission is to review the environmental document and consider certification. The APC would be certifying the document as a whole for TRPA as well as for that project specific analysis. It's common to prepare a document that serves many masters, as in meeting the requirements of the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) review, and TRPA's environmental review. This document is a California Environmental Quality Act and TRPA environmental impact statement. The lead agency is the California State Parks which is proposing an amendment to its general plan. That general plan is not a TRPA plan and does not need to be reviewed or approved by TRPA. The pier rebuild and relocation is what is germane to TRPA and is part of California State Parks general plan. The State Parks Commission has already adopted the general plan amendment and certified the California Environmental Quality Act (CEQA) environmental impact report for the Kings Beach State Recreation Area general plan. The presentation will not go into a lot of detail about the general plan and will focus on the issues that are relevant to TRPA's recreation access pier rebuild project. This is a plan and a project level document for State Parks under the California Environmental Quality Act. It can also then serve as project level document for TRPA when staff analyzes the environmental issues that are specific to the pier. The document was prepared consistent with TRPA's environmental review requirements so that in the future, it can also be used when projects come forward to implement plans for State Parks. Some of those future projects may require TRPA review and approval and this will allow TRPA to tier off this document.

TRPA team member Ms. Good , Ms. Hansel, Ascent Environmental, and Mr. Musillami, California State Parks provided the presentation.

Ms. Good said the presentation will be on TRPA's role, an overview from California State Parks on the general plan revision and the pier project, a summary of the environmental analysis and final document. The document is three components; the general plan revision, the environmental analysis on the general plan revision, and the environmental analysis of the pier rebuild project. The pier rebuild project is the general plans near term implementation project. The Advisory Planning Commission will be considering certification of the document as a whole but specifically for TRPA purposes for the rebuild pier project. The general plan revision is for State Parks planning purposes. TRPA will not be adopting the State Parks general plan. The State Parks Commission unanimously voted to adopted both the general plan revision and certify the environmental document. The pier rebuild project is a TRPA environmental improvement project on the EIP five year list for recreation. The pier rebuild will improve lake access both to and from Lake Tahoe and will be accomplished through constructing a more functional public pier that also increases the use of the recreation space within the park itself. The pier will facilitate access opportunities for motorized and non-motorized users and will maintain safe navigation around the pier for swimmers and non-motorized craft. The applicant submitted an environmental improvement program application in 2017 but both the general plan revision and the pier rebuild have been in process for the past several years. The first time the Advisory Planning Commission saw the environmental document was for environmental scoping in March 2016 and the second time was to receive public comment on the draft document in June 2018. In addition, there has been agency and stakeholder workshops, questionnaires sent out, and a dedicated project webpage for an online engagement tool.

Mr. Musillami said there were three action alternatives analyzed and one no project. The three alternatives are the western pier, central pier, and the preferred alternative eastern pier. The preferred alternative has a proposed 488 foot long pier compared to the existing pier at approximately 207 feet. The parking was reconfigured to provide more recreation space. The existing motorized boat ramp will be removed and replaced with a non-motorized boat ramp next to the pier. Other facilities planned are an event center for special events, adding an additional restroom, and relocating the basketball court.

Ms. Hansel said with mitigation all impacts could be reduced to a less than significant level. Thirteen comment letters were received on the draft environmental document with oral comments heard at two public hearings during the circulation of the draft document. Those comments and written responses are provided in Chapter two of the final environmental document. Any changes to the text of the draft document are reflected in Chapter three of the final document. The two key issues for the pier are related to scenic resources and fisheries. No comments were received on the adequacy of the scenic analysis. The pier was designed to minimize scenic impacts by including a floating section with no railings and the use of single pilings. They included multiple simulations of the proposed pier and conducted visible mass calculations. The project would add visible mass associated with the pier while also removing visible mass related to the boat ramp and retaining walls in that area. It would result in a net increase of about 158 square feet of visible mass which a significant impact in the environmental document. The mitigation includes onsite landscape screening that meets the 3:1 mitigation requirement that was adopted as part of the shoreline plan. The mitigation would be achieved by screening the existing restroom, concessionaire buildings, and some rock walls on

the project site. The scenic impacts of the pier are fully mitigated. Regarding fish habitat, a site specific fish habitat verification was completed in support of the project. TRPA defines fish habitat based on the lake beds physical substrates that would likely attract native fish and not based on the presence of fish. The pier would affect approximately 5,000 square feet of feed and cover habitat related to the pier pilings and shading from the floating pier section. The shading from the pier deck could affect algae, periphyton growth while at the same time providing cover for some fish. The effect from the pier pilings is equivalent to approximately 70 square feet. The bulk of the effect is related the pier deck. The pier would not affect any spawning habitat and the affect on feed and cover habitat can be positive and negative. The impact on prime fish habitat is fully mitigated by restoring in kind feed and cover habitat at a 1.5:1 ratio which is required in the recently adopted shoreline plan. Subsequent to the publication of the final environmental document, State Parks requested that there be refinements to the mitigation language and can be found in the errata sheet provided today.

Parking is more of a general plan issue and not as much about the pier project but was the focus of several comments. The project would reduce parking at the site by approximately 20 spaces. The analysis found that the parking was adequate for the project considering the inclusion of project features that promote alternative modes of transportation and eliminate barriers to bicycling and walking to the site. Project features are the removal of the existing entry kiosk and replaced with an automatic payment system machine, new promenade shared use path that would extend parallel to the shoreline and through the length of state recreation area, new non-motorized watercraft storage, and bike racks. The project area is already served by an existing transit stop that's located on State Route 28. The State Parks and Recreation Commission deemed the parking analysis in the environmental document to be adequate for the general plan when they certified the environmental impact report last month. There was coordination with Placer County subsequent to the release of the final document to incorporate some additional general plan guidelines that speak to partnering with the County to develop and implement additional transit demand management strategies to increase the use of alternative modes of transportation to the park.

Presentation can be viewed at:

[Agenda Item No V.B KBSRA.](#)

Commission Comments & Questions

Mr. Buelna said Placer County had concerns with portions of the plan but with the inclusion of the language in the guidelines and the commitment towards a partnership with Placer County, those concerns have been addressed.

Mr. Alling referred to the errata sheet for the fish habitat replacement plan. It states that the plan needs to be prepared and approved by TRPA before permitting acknowledgment. He asked what the timing was for the mitigation.

Ms. Good said the mitigation plan will be submitted to TRPA by California State Parks and TRPA which will propose the best way to implement the fish habitat mitigation based on the construction schedule. This will be subject to TRPA staff review and approval.

Mr. Alling is concerned about a temporal loss of habitat. If the project is implemented and a few

years later the habitat is restored, there is a potential loss of a few years.

Ms. Good said the mitigation and the restoration would occur prior to or concurrent with construction of the pier and would not be something that would happen years later.

Mr. Larsen referred the errata sheet for fish habitat. Some of the proposed changes in the errata sheet seem to weaken State Parks commitment to that plan. He is concerned with the elimination of the specifics for the amount of habitat that would be restored as well as the complete elimination of any monitoring proposals. There has been continued concern about the efficacy of the ability to offset impacts to these disturbed areas. As drafted originally it seemed like a monitoring proposal to evaluate the efficacy of the mitigation as well as respond to any potential deficiencies. He asked why the monitoring proposals are being eliminated from the proposal.

Ms. Good said there was coordination with the California Department of Fish & Wildlife, TRPA, California State Parks, and other interested agencies. While TRPA doesn't necessarily evaluate fish habitat, they're looking at whether or not the fish habitat is there. The primary goal of the mitigation is to put it into place and then the monitoring will be collaborated with the California Department of Fish & Wildlife and State Parks .

Mr. Larsen asked for further information on California State Parks commitment to monitoring the long term utility of the mitigated areas.

Mr. Musillami, California State Parks said the mitigation is essentially placing material on the bed of the Lake which would be done during the construction process. Once the areas square footage is confirmed for necessary mitigation then they will GPS the boundary to confirm the dimensions and monitor in future years with the California Department of Fish & Wildlife. They will ensure that the material is in place and that the project or operation of the pier have no negative impacts.

Mr. Hymanson referred to the second paragraph in the errata sheet for fish habitat. Where it states, "Compensatory fish habitat replacement plan may....." and at the end it states, "The plan shall include." He suggested that it either should be "shall" or "may." It's inconsistent to have both.

Mr. Larsen said there is also an inconsistency with the elimination of the word "will" and replaced with "may."

Mr. Hymanson also referred to the level of commitment in the fish habitat errata sheet.

Ms. Hansel, Ascent Environmental suggested changing "may" to "will."

Public Comments & Questions

None.

Commission Comments & Questions

Mr. Larson made a motion to recommend that the Governing Board make the findings in Compact Article VII(d), Chapter 3 of the Code of Ordinances, and Article 6 of the Rules of Procedure for the Final EIS as shown in Attachment C.

Mr. Hymanson seconded the motion and asked if that included the errata sheets and the changing of “may” to “will.”

Mr. Larsen amended his motion.

Motion carried unanimously.

Mr. Larsen made a motion to recommend that the Governing Board certify the FEIS for the Kings Beach State Recreation Area Pier Rebuild Project.

Mr. Ferry seconded the motion.

Motion carried unanimously.

- C. Delegation Memorandum of Understanding between El Dorado County and the Tahoe Regional Planning Agency, consolidating two existing delegation MOUs between the County and TRPA and provide additional delegated permitting authority to the County in the Tahoe Region

TRPA team member Ms. McMahon and Mr. Ferry, El Dorado County provided the presentation.

Ms. McMahon said in 2012, TRPA adopted a new Regional Plan. The priorities of the Regional Plan were to maintain effective programs, accelerate environmental threshold gain, and focus TRPA on regional priorities. As part of the Regional Plan Update, local jurisdictions and TRPA were directed to work on the development of area plans to implement the goals and policies of the Regional Plan. The Regional Plan also called for the development of memorandums of understanding once an area plan is adopted. The purpose of the MOUs is to delegate additional permitting authority to the local jurisdictions and streamline the approval process. Once an MOU is adopted by local jurisdiction and TRPA, the respective staff will work together on procedural guidelines which outline the permitting process. TRPA provides training to the local jurisdiction and once delegation of permitting occurs, TRPA monitors permits issued by the local jurisdiction and completes an annual review. The purpose is to ensure that the permits being issued by the local jurisdiction are consistent with TRPA’s Regional Plan, the Code of Ordinances, and the local plan.

Mr. Ferry said TRPA Code of Ordinances recommend that within six months of the adoption of an area plan, a local jurisdiction should follow through with an updated memorandum of understanding. This was helpful to their jurisdiction in that they were able to discuss their procedures and commitments towards better customer service. Now, applicants often have to go to both El Dorado County and TRPA for permits and even drive to Placerville to submit an application for a permit in the Tahoe Basin. One of those customer service improvements would be the adoption of this MOU. On October 9, 2018, the El Dorado County Board of Supervisors adopted the MOU. They are reviewing those procedural guidelines provided by TRPA which are modeled after the ones adopted by Placer County. This MOU will consolidate two of three existing MOUs for the County; the 1992 and 2000 MOU. The 1992 MOU is currently still in

effect. In 2008, with the economic downturn, the County had a reduction in force of about one half of the staff. At that time, they determined that they could no longer fulfill the duties of the 2000 MOU, and it was suspended by the County and those procedures reverted to TRPA to accomplish. The third MOU for Public Works will remain in effect. The MOU is designed to have three phases for delegation. Phase one is for single-family residential permitting excluding lakefront and scenic corridors, some exempt and qualified exempt activities, and multi-family residential permitting for up to four units. Phase two would be after additional training and there are fee adjustments that the County will have to do to ensure they are recouping their costs. These would include more temporary activities such as sign permitting and getting more into the commercial arena for land capability and coverage verifications, and larger multi-family and tourist activities. Phase three will be larger commercial projects, recreation type projects, and multi-family projects. The goal would be to shift some of these projects into the Meyers town center area. They are working with the California Tahoe Conservancy on some of their key asset lands that are in the Meyers Area Plan which could open up some development opportunity for housing for larger recreation projects. There are two tables in the MOU which are for project delegation within the area plan and the second table is for delegated activities outside of area plans.

Presentation can be viewed at:
[Agenda Item No. V.C El Dorado County Delegation MOU](#)

Commission Comments & Questions

None.

Public Comments & Questions

None.

Commission Comments & Questions

Mr. Larsen made a motion to recommend approval of the Required Findings as shown in Attachment A.

Mr. Buelna seconded the motion.

Motion carried unanimously.

Mr. Larsen made a motion to recommend adoption of the proposed MOU as shown in Attachment B.

Mr. Alling seconded the motion.

Motion carried unanimously.

VI. REPORTS

A. Executive Director

Ms. Marchetta said over the past few months we have significantly advanced some very important items for the Basin and it brings closure to some of TRPA's strategic initiatives. She thanked the Advisory Planning Commission for their work on these agenda items.

1) Quarterly Report: July – September 2018

No further report.

B. General Counsel

Mr. Marshall said the deadline for any litigation to be filed on the shoreline plan is December 23, 2018.

C. APC Members

Mr. Teshara thanked outgoing Advisory Planning Commission Placer County lay member Zach Hymanson for his service on the APC.

Ms. Stahler said the Nevada Division of State Lands has an open grant round through the Lake Tahoe License Plate program that will close on November 9, 2018. It's a program that's available to public agencies who are interested in doing environmental improvement projects on the Nevada side of Lake Tahoe. There is \$315,000 of funding available.

Mr. Callicrate said he was re-elected to the Incline Village General Improvement District's Board of Trustees along with the other incumbent Kendra Wong.

Mr. Hitchcock said the City of South Lake Tahoe hired a new City Manager, Mr. Rush from North Carolina who will start on December 4, 2018.

Mr. Hymanson thanked everyone for the pleasure to serve on the Advisory Planning Commission. He is also retiring from his position of Program Officer on the Tahoe Science Advisory Council.

Mr. Buelna said Mr. Eiri, Assistant Agency Director for Operations at the Tahoe office retired from Placer County on October 26, 2018.

Mr. Larsen said the Lahontan Regional Water Quality Control Board has hired staff to assist with Lake Tahoe nearshore issues and other programs. He introduced Ms. Korman who will primarily be working on the Lake Tahoe nearshore and assisting with a variety of Tahoe permitting issues.

Mr. Teshara said the proposed repeal of Senate Bill 1 funding package on the ballot in California on November 6th as Proposition 6 was defeated. The Tahoe Transportation District Board will meet on November 9th to discuss and make a possible recommendation on the US Highway 50/South Shore Revitalization Community Project.

VII. PUBLIC COMMENT

None.

November 7, 2018
Advisory Planning Commission

VIII. ADJOURNMENT

Chair Mr. Teshara adjourned the meeting at 12:17 p.m.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Marja Ambler".

Marja Ambler
Clerk to the Board

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.

TAHOE REGIONAL PLANNING AGENCY
RESOLUTION NO. 2019 –

RECOGNIZING CHARLIE DONOHUE FOR HIS SERVICE TO THE APC

WHEREAS, Charlie Donohue was appointed to the TRPA Advisory Planning Commission on July 2, 2008 as the designee of the Director of Conservation and Natural Resources of the State of Nevada; and

WHEREAS, Charlie was elected Vice Chair by his APC colleagues, serving in that position from July 2009 through December 2011; and

WHEREAS, Charlie was subsequently elected Chair, serving from January 2012 through December 2013; and

WHEREAS, Charlie's tenure as Chair included the historic joint meetings of the APC and TRPA Governing Board in December 2012 that culminated in adoption of the 2012 TRPA Regional Plan Update; and

WHEREAS, Charlie conducted meetings with a steady hand and respectful demeanor, with doses of humor as appropriate; and

WHEREAS, over all the years when the Red Sox won championships Charlie did not taunt his APC colleagues who were fans of other unnamed teams that have not fared as well; and

WHEREAS, Charlie was 100% dedicated to serving the APC and, as a result, to the best of our knowledge he never skipped a meeting to attend a swim meet or go skiing with his son Shamus.

NOW, THEREFORE, BE IT RESOLVED that his colleagues on the Advisory Planning Commission express our sincere appreciation to Charlie Donohue for his service, his commitment, and his many value-added contributions to the APC and Lake Tahoe.

PASSED and ADOPTED by the Advisory Planning Commission of the Tahoe Regional Planning Agency this 13th day of March, 2019, by the following vote:

Ayes:

Steve Teshara, Chair
Tahoe Regional Planning Agency
Advisory Planning Commission

AGENDA ITEM NO. V.A

TAHOE REGIONAL PLANNING AGENCY
RESOLUTION NO. 2019 –

RECOGNIZING ZACHARY HYMANSON FOR HIS SERVICE TO THE APC

WHEREAS, Zach Hymanson was appointed to the TRPA Advisory Planning Commission on January 20, 2015 as the lay member representative of Placer County by the Placer County Board of Supervisors; and

WHEREAS, Zach brought a unique expertise to the APC, well versed in matters of science; and

WHEREAS, Zach arrived at meetings prepared to apply both his technical and policy expertise; and

WHEREAS, Zach never hesitated to challenge assumptions and inquire about the efficacy of monitoring efforts; and

WHEREAS, Zach could be relied on to provide a critical eye balanced with a sense of practicality; and

WHEREAS, Zach effectively bridged many management concerns to the scientific community; and

WHEREAS, Zach ended his distinguished career in public service by supporting the bi-state Tahoe Science Advisory Council, continuing his commitment to resource management supported by sound science; and

WHEREAS, Zach is expected to spend his well-earned retirement days traveling the world with his wife.

NOW THEREFORE, BE IT RESOLVED, that his colleagues on the Advisory Planning Commission express our sincere appreciation to Zach Hymanson for his service, his commitment, and his many value-added contributions to the APC.

PASSED and ADOPTED by the Advisory Planning Commission of the Tahoe Regional Planning Agency this 13th day of March, 2019, by the following vote:

Ayes:

Steve Teshara, Chair
Tahoe Regional Planning Agency
Advisory Planning Commission

AGENDA ITEM NO. V.B

STAFF REPORT

Date: March 6, 2019

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Recommendation to Distribute 2019 and 2020 Residential Allocations

Summary and Staff Recommendation:

In the Tahoe Region, residential allocations are distributed to local jurisdictions every two years from the total number of allocations released every four years by the (Tahoe Regional Planning Agency) TRPA. Distribution to the local jurisdictions is based on residential permit review and code compliance and Total Maximum Daily Load (TMDL) implementation (TRPA Code, Section 50.5). On January 30, 2019, the Performance Review Committee (PRC), comprised of staff from each participating local jurisdiction and the TRPA, reviewed the Performance Review System results for 2017 and 2018 and TMDL implementation and voted unanimously to recommend distribution of residential allocations for 2019 and 2020 to the local jurisdictions as set forth in this staff summary. Based on the PRC recommendation, staff recommends that the Advisory Planning Commission (APC) recommend that the Governing Board adopt the attached Resolution approving the proposed distribution of 2019 and 2020 residential allocations.¹

Required Motions:

In order to recommend approval of the proposed allocation distribution to the Governing Board, the APC must make the following motions, based on this staff summary and the evidence in the record:

- 1) A motion that the proposed distribution of residential allocations for 2019 and 2020 meets the requirements of Chapter 50, Section 50.5: *Allocation of Additional Residential Units of the TRPA Code of Ordinances*; and
- 2) A motion to recommend approval the attached Resolution (see Attachment A).

Residential Audits:

In 2017 and 2018, TRPA staff completed residential project review and code compliance audits for each jurisdiction (City of South Lake Tahoe, Douglas County, El Dorado County, Placer County, and Washoe County), as required by TRPA Code of Ordinances Section 50.5.2.E. The purpose of these audits is to (1) ensure residential projects reviewed and inspected by Memorandum of Understanding (MOU) partners

¹Pursuant to TRPA Code 50.5.2.A.1, TRPA will reserve 10% of each jurisdiction's annual allocations for distribution to parcels below the IPES line. Local jurisdictions that provide an equal or superior opportunity for the owners of parcels with IPES scores below the respective buildable line to receive allocation will not be subject to this set aside.

on behalf of TRPA comply with the TRPA Code and Rules of Procedure, (2) identify project review training and education opportunities for MOU partners, and (3) provide the PRC with a summary of MOU performance for the distribution of residential allocations.

The 2017 and 2018 Audit Results are provided below. Local jurisdictions were provided initial audit results in December 2017 and 2018 and provided an opportunity to work with TRPA to address comments. In jurisdictions without an active MOU, permits issued by TRPA were audited. Overall, MOU partners did an exceptional job completing TRPA environmental review, ensuring project files were complete and well organized, and completing inspections.

Table 1: 2017 & 2018 MOU Residential Project & Compliance Review Audits						
Jurisdiction	2017			2018		
	Project Review	Compliance	Average	Project Review	Compliance	Average
City of South Lake Tahoe	96%	95%	96%	97%	94%	96%
Douglas County	97%	93%	95%	99%	94%	97%
El Dorado County	98%	94%	96%	95%	95%	95%
Placer County	99%	91%	95%	93%	91%	92%
Washoe County	88%	86%	87%	87%	91%	89%

As part of the audit, TRPA identified potential training and educational opportunities the Agency could facilitate in collaboration with local jurisdictional partners to ensure successful delegation. In response, TRPA held a 3-Day TRPA Permit Review Training in December 2018 for all MOU partners and has offered to provide additional trainings in the future.

TMDL Implementation:

The City of South Lake Tahoe, El Dorado County, and Placer County have worked with the Lahontan Regional Water Quality Control Board (LRWQCB) to demonstrate compliance with all Municipal Storm Water Permit requirements, including Lake Clarity Credit elements. Water Board staff have reviewed and approved submitted Lake Clarity Credit registration information describing pollutant load reduction improvements and maintenance actions. All three California jurisdictions are in compliance with applicable requirements and have documented pollutant load reduction efforts to meet applicable Lake Tahoe TMDL targets. Similarly, Douglas County and Washoe County have performed satisfactorily in terms of conformance with their TMDL implementation obligations as specified in their respective Interlocal Agreements and therefore the Nevada Division of Environmental Protection (NDEP) supports TRPA’s finding of conformance with TMDL Implementation.²

LOS and VMT Monitoring:

Pursuant to TRPA Code, Sections 50.4.2 and 50.4.3, two years after each release of allocations, TRPA shall monitor existing and near-term LOS to evaluate compliance with applicable LOS policies. Should LOS projections indicate that applicable LOS policies will not be met, TRPA shall take action to maintain

² Source: Robert Larsen, Lahontan Regional Water Quality Control Board, and Jason Kuchnicki, Nevada Division of Environmental Protection.

compliance with LOS standards. TRPA shall also monitor VMT and only release commodity allocations upon demonstrating, through modeling and the use of actual traffic counts, that the VMT Threshold Standard shall be maintained over the subsequent four-year period.

The last release of allocations was in 2017. At that time LOS and VMT was evaluated in the *Linking Tahoe: Regional Transportation Plan and Sustainable Communities Strategy Initial Study/Mitigated Negative Declaration/Initial Environmental Checklist/Finding of No Significant Effect (RTP/SCS MND/IEC/FONSE)*, dated February 22, 2017. The analysis found that LOS would become unacceptable in some locations by 2040, but that the monitoring and responsive measures required under mitigation presented in the 2012 Regional Plan EIS and the 2017 RTP/SCS MND/IEC/FONSE would ensure compliance with LOS policies. The analysis also found that VMT is currently in Threshold attainment and would be for the subsequent four-year period and that mitigation presented in the 2012 Regional Plan EIS would adequately address future increases in VMT. The next VMT and LOS analysis is scheduled to coincide with the next 2021 allocations release/distribution process.

2017 and 2018 Performance Review System Results:

Douglas County – Base number of residential allocations is 10 per year.

- TMDL Implementation: Douglas County was awarded 67 credits. The County's target in their Interlocal Agreement (ILA) for the 2018 Water Year is 41.
- 2017 Permit Monitoring and Compliance: Douglas County scored 97% on the project review portion of the performance audit and scored 93% on the compliance portion.
- 2018 Permit Monitoring and Compliance: Douglas County scored 99% on the project review portion of the performance audit and scored 94% on the compliance portion.
- Recommendation: Staff recommends that Douglas County receive 10 residential allocations for 2019 and 10 residential allocations for 2020.

El Dorado County – Base number of residential allocations is 30 per year.

- TMDL Implementation: El Dorado County is in compliance with Lake Tahoe TMDL and Municipal Storm Water Permit requirements, including Lake Clarity Credit requirements.
- 2017 Permit Monitoring and Compliance: El Dorado County scored 98% on the project review portion of the performance audit and scored 94% on the compliance portion.
- 2018 Permit Monitoring and Compliance: El Dorado County scored 95% on the project review portion of the performance audit and scored 95% on the compliance portion.
- Recommendation: Staff recommends that El Dorado County receive 30 residential allocations for 2019 and 30 residential allocations for 2020.

Placer County – Base number of residential allocations is 37 per year.

- TMDL Implementation: Placer County is in compliance with Lake Tahoe TMDL and Municipal Storm Water Permit requirements, including Lake Clarity Credit requirements.
- 2017 Permit Monitoring and Compliance: Placer County scored 99% on the project review portion of the performance audit and scored 91% on the compliance portion.
- 2018 Permit Monitoring and Compliance: Placer County scored 93% on the project review portion of the performance audit and scored 91% on the compliance portion.
- Recommendation: Staff recommends that Placer County receive 37 residential allocations for 2019 and 37 residential allocations for 2020.

City of South Lake Tahoe – Base number of residential allocations is 33 per year.

- TMDL Implementation: The City of South Lake Tahoe is in compliance with Lake Tahoe TMDL and Municipal Storm Water Permit requirements, including Lake Clarity Credit requirements.
- 2017 Permit Monitoring and Compliance: The City of South Lake Tahoe scored 96% on the project review portion of the performance audit and scored 95% on the compliance portion.
- 2018 Permit Monitoring and Compliance: The City of South Lake Tahoe scored 97% on the project review portion of the performance audit and scored 94% on the compliance portion.
- Recommendation: Staff recommends that the City of South Lake Tahoe receive 33 residential allocations for 2019 and 33 residential allocations for 2020.

Washoe County – Base number of residential allocations is 10 per year.

- TMDL Implementation: Washoe County was awarded 215 of the 217 credits specified in their ILA (99% conformance rate).
- 2017 Permit Monitoring and Compliance: Washoe County scored 88% on the project review portion of the performance audit and scored 86% on the compliance portion.
- 2018 Permit Monitoring and Compliance: Washoe County scored 87% on the project review portion of the performance audit and scored 91% on the compliance portion.
- Recommendation: Based on TRPA Code, Section 50.5.2, which requires one increment of deduction for average audit scores between 75% and 90%, staff recommends that Washoe County be deducted one increment 1.75 (rounded up to 2) from their base allocation for 2019 and 2020 based on the County’s average audit scores for 2017 and 2018, which were 87% and 89%, respectively. Thus, staff recommends Washoe County receive 8 residential allocations for 2019 and 8 residential allocations for 2020.

Public Comment:

At the January 30, 2019, PRC meeting, one public comment letter was received from Friends of the West Shore (FOWS) (refer to Attachment B). Jennifer Quashnick, on behalf of FOWS, explained at the meeting that her questions regarding Vehicle Miles Traveled (VMT) and Level of Service (LOS) monitoring were addressed by TRPA staff before the meeting and that FOWS would be addressing their concerns through other venues (FOWS is participating in the VMT and LOS monitoring working group). In response to issues raised in the FOWS letter regarding Vacation Home Rentals (VHRs), TRPA staff explained that local jurisdictions are taking the lead in regulating VHRs and that the Agency has started monitoring VHRs in the Tahoe Region. The Governing Board received a presentation on Housing, which included information on VHRs, on February 27th, 2019.

PRC Recommendation:

PRC recommends the number of 2019 residential allocations for each local jurisdiction as follows:

Douglas County	10 allocations
El Dorado County	30 allocations
Placer County.	37 allocations
City of South Lake Tahoe.	33 allocations
<u>Washoe County.</u>	<u>8 allocations</u>
Total	118 allocations

PRC recommends the number of 2020 residential allocations for each local jurisdiction as follows:

Douglas County	10 allocations
El Dorado County	30 allocations
Placer County.	37 allocations
City of South Lake Tahoe.	33 allocations
<u>Washoe County.</u>	<u>8 allocations</u>
Total	118 allocations

Table 3: 2017 & 2018 Performance Evaluation Results Summary				
Jurisdiction	Annual Base Allocation*	Deduction Increments**	Minimum Allocation with Deductions	Total Recommended 2019 and 2020 Allocations
Douglas County	10	2.0	2	20
El Dorado County	30	5.5	8	60
Placer County	37	6.5	11	74
City of South Lake Tahoe	33	5.75	10	66
Washoe County**	10	1.75	3	16
Total	120		34	236

Note: Pursuant to TRPA Code, Section 50.5.2.E.4, allocations not distributed under the Performance Review System will be assigned to TRPA’s allocation incentive pool.

* The Annual Base Allocation and Deduction Increments are provided in Table 50.5.2 of TRPA Code.

**A 1.75 (rounded up to 2) deduction increment is proposed to be subtracted from Washoe County’s annual base allocation for both 2019 and 2020 based on 2017 and 2018 Audit Results.

Contact Information:

For questions regarding this agenda item, please contact Brandy McMahon, AICP, Local Government Coordinator, at (775) 589-5274 or bmcMahon@trpa.org.

Attachments:

- A. Resolution
- B. Friends of the West Shore Public Comment Letter, dated January 29, 2019

Attachment A

Resolution

**TAHOE REGIONAL PLANNING AGENCY
TRPA RESOLUTION NO. 2019 –**

**RESOLUTION OF THE GOVERNING BOARD OF THE TAHOE REGIONAL PLANNING AGENCY TO DISTRIBUTE
RESIDENTIAL ALLOCATIONS FOR 2019 AND 2020 TO THE CITY OF SOUTH LAKE TAHOE, EL DORADO
COUNTY, PLACER COUNTY, WASHOE COUNTY, AND DOUGLAS COUNTY**

WHEREAS, the Tahoe Regional Planning Compact (P. L. 96-551, 94 Stat. 3233, 1980) created the Tahoe Regional Planning Agency (TRPA) and empowered it to set forth environmental threshold carrying capacities (“threshold standards”) for the Tahoe Region; and

WHEREAS, the Compact directs TRPA to adopt and enforce a Regional Plan that, as implemented through agency ordinances, rules and regulations, will achieve and maintain such threshold standards while providing opportunities for orderly growth and development consistent with such thresholds; and

WHEREAS, the Compact further requires that the Regional Plan attain and maintain federal, state, or local air and water quality standards, whichever are strictest, in the respective portions of the region for which the standards are applicable; and

WHEREAS, in the Tahoe Region, residential allocations may be distributed to local jurisdictions every two years based on residential permit review and compliance and Total Maximum Daily Load (TMDL) implementation (TRPA Code, Section 50.5); and

WHEREAS, on January 30, 2019, the Performance Review Committee (PRC), comprised of staff from each participating local jurisdiction and TRPA, reviewed the Performance Review System results for 2017 and 2018 and TMDL implementation and voted unanimously to recommend distribution of residential allocations for 2019 and 2020 to the local jurisdictions; and

WHEREAS, on March 13, 2019, the Advisory Planning Commission (APC) reviewed the Performance Review System results for 2017 and 2018 and TMDL implementation and, based on the recommendation from the PRC, voted to recommend to the Governing Board distribution of residential allocations for 2019 and 2020 to the local jurisdictions; and

WHEREAS, on March 27, 2019, the Governing Board reviewed the Performance Review System results for 2017 and 2018 and TMDL implementation and, based on the recommendation from the PRC and APC, voted to distribute residential allocations for 2019 and 2020 to the local jurisdictions; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency hereby approves the distribution of residential allocations to the local jurisdictions for 2019 and 2020 as follows:

2019 Residential Allocations

Douglas County	10 allocations
El Dorado County	30 allocations
Placer County.	37 allocations
City of South Lake Tahoe.	33 allocations
<u>Washoe County.</u>	<u>8 allocations</u>
Total	118 allocations

2020 Residential Allocations

Douglas County	10 allocations
El Dorado County	30 allocations
Placer County.	37 allocations
City of South Lake Tahoe.	33 allocations
<u>Washoe County.</u>	<u>8 allocations</u>
Total	118 allocations

PASSED and ADOPTED by the Governing Board of the Tahoe Regional Planning Agency this ____ day of _____, 2019, by the following vote:

Ayes:
Nays:
Absent:

William Yeates, Chair
Tahoe Regional Planning Agency
Governing Board

Attachment B

Public Comment



Tahoe Regional Planning Agency
 Residential Allocations Performance Review Committee
 128 Market Street
 Stateline, NV 89449

January 29, 2019

Subject: 2019 Residential Allocation Performance Review

Dear Ms. McMahon and Members of the Performance Review Committee:

The Friends of the West Shore appreciates this opportunity to provide comments on the Recommendation to Distribute 2019 and 2020 Residential Allocations. The Friends of the West Shore (FOWS) works toward the preservation, protection, and conservation of the West Shore, our watersheds, wildlife, and rural quality of life, for today and future generations. FOWS represents community interests from Emerald Bay to Tahoe City.

Our members are extremely concerned about the increased traffic and related congestion along the West Shore in recent years. Increased traffic, especially during peak periods, is more than an environmental concern; it also creates significant threats to public health and safety. Unfortunately, recent fires in California reveal the dangers of what can happen when roads become gridlocked with traffic during emergency situations. In the situation of the devastating Camp Fire in Paradise, California, the evacuation itself created the congestion. During peak periods along the West Shore, congested roadways may be the *starting point*. If a wildfire or other emergency were to occur during peak periods, residents and visitors may be unable to escape and access for emergency responders would be impeded.

The 2012 Regional Plan Update added Code Section 50.4.3, which required “monitoring,” “modeling,” and “actual traffic counts” to be used to assess VMT and LOS, and only allowed for the release of residential allocations upon demonstrating the standards would be met over the subsequent four-year period.¹ FOWS recognizes that TRPA is currently working on the 2019 Transportation Model Update. As participating stakeholders in that process, we understand the complexities in assembling the full extent of information necessary to update the model. However, Caltrans traffic counts for 2017 have been available for several months,² and reveal significant increases (averaging 9-10%) in peak hourly, monthly, and annual traffic counts along the West Shore when compared to 2015 (see attached table).³ Therefore, we are concerned with the reliance on the 2017 Regional Transportation Plan, which utilizes base year data from 2014,⁴ to conclude that VMT and LOS

¹ “50.4.3. LOS and VMT Monitoring: Two years after each release, TRPA shall **monitor** existing and near-term LOS to evaluate compliance with applicable LOS policies. Should LOS projections indicate that applicable LOS policies will not be met, TRPA shall take action to maintain compliance with LOS standards. TRPA shall also monitor VMT and only release residential allocations upon demonstrating, through modeling and the **use of actual traffic counts**, that the VMT Threshold Standard shall be maintained over the subsequent four-year period.” [Emphasis added]

² <http://www.dot.ca.gov/trafficops/census/volumes2017/>

³ The one West Shore location included in the 20 count stations used for VMT modeling per the 2017 RTP (App. D, p. D-28), milepost 19.54 at Bliss State Park, shows an increase in peak traffic of roughly 9% between 2015 and 2017.

⁴ The 2017 RTP ‘calibrated’ the raw VMT estimates from 2014 with 2015 traffic counts, however as the Caltrans traffic counts show, traffic has significantly increased since 2015.

standards are being met and will continue to be met over the next four years.⁵ The Code specifically calls for an analysis of traffic counts every two years, however this has not been done. Further, the VMT and LOS analysis for the 2017 and 2018 Residential Allocations were said to be based on the 2017 RTP.⁶ Therefore, it appears that the Code requirement to analyze LOS and VMT every two years is not being met. Without an updated analysis, it cannot be demonstrated that the VMT standard will be maintained over the next four years.

In addition, as many residential allocations are being used as vacation home rentals (VHRs), FOWS believes an analysis of the existing and potential number of VHRs is in order. As of 1/27/2019, there were almost 700 homes advertised on VRBO alone along the West Shore, and over 800 between the Tahoe City Wye and SR 267 in Kings Beach.⁷ This doesn't include vacation rentals available through other platforms such as AirBnB, so these numbers are likely much higher. While we understand TRPA has thus far left VHR regulations up to local jurisdictions, TRPA is still responsible for addressing the transportation-related impacts of VHRs, which are operating as de facto Tourist Accommodation Units (TAUs). The 2012 RTP did not include any new TAUs, therefore the growing number of VHRs have not been accounted for in previous modeling. It is also worth noting that VHRs produce more trips per unit than residences,⁸ peak period impacts are likely even greater because VHR-related trips tend to occur during peak periods while residential trips are more typically spread out during the week.

We request that, at minimum, the 2017 Caltrans traffic counts be utilized to assess VMT and LOS conditions before additional residential allocations are awarded. Further, we request TRPA address the transportation-related impacts of residential units being used as VHRs and ensure impacts from new allocations that may be used as VHRs are adequately mitigated.

We look forward to your discussion on Wednesday. Please feel free to contact Jennifer Quashnick at jqtahoe@sbcglobal.net if you have any questions.

Sincerely,



Judith Tornese,
President



Jennifer Quashnick,
Conservation Consultant

⁵ “The analysis found that LOS would become unacceptable in some locations by 2040, but that the monitoring and responsive measures required under mitigation presented in the 2012 Regional Plan EIS and the 2017 RTP/SCS MND/IEC/FONSE would ensure compliance with LOS policies. The analysis also found that VMT is currently in Threshold attainment and would be for the subsequent four-year period and that mitigation presented in the 2012 Regional Plan EIS would adequately address future increases in VMT. The next VMT and LOS analysis is scheduled to coincide with the next 2021 allocations distribution process.” (Staff report, p. 3)

⁶ “The last release of allocations was in 2017. At that time LOS and VMT was evaluated in the *Linking Tahoe: Regional Transportation Plan and Sustainable Communities Strategy Initial Study/Mitigated Negative Declaration/Initial Environmental Checklist/Finding of No Significant Effect (RTP/SCS MND/IEC/FONSE)*, dated February 22, 2017.” (Staff report, p. 3)

⁷ VRBO.com, accessed 1/27/2019

⁸ According to the ITE, trip generation by vacation rentals is 10.6 trips/day, while residential units generate 9.6 trips/day. (2017 RTP, App. D, p. D-25).

West Shore Calculations: Percent increase in traffic counts along SR 89: 2015 - 2017

Count location	Back (S/W of count pt.)												Ahead (N/E of count pt.)											
	Peak												Peak											
	Hour				Month				AADT				Hour				Month				AADT			
	2015	2017	Diff.	% change	2015	2017	Diff.	% change	2015	2017	Diff.	% change	2015	2017	Diff.	% change	2015	2017	Diff.	% change	2015	2017	Diff.	% change
Inside Tahoe Basin																								
Bliss SP Rd.	550	600	50	9.1	5800	6300	500	8.6	3500	3800	300	8.6	530	580	50	9.4	5800	6300	500	8.6	3400	3700	300	8.8
Rubicon Glen Dr.	530	580	50	9.4	5800	6300	500	8.6	3400	3700	300	8.8	500	540	40	8.0	5600	6100	500	8.9	3200	3490	290	9.1
El Do/Placer County Line	410	460	50	12.2	5400	5900	500	9.3	3100	3380	280	9.0	410	460	50	12.2	5400	5900	500	9.3	3100	3380	280	9.0
McKinney Creek Rd.	550	600	50	9.1	6800	7400	600	8.8	4000	4360	360	9.0	600	660	60	10.0	7000	7600	600	8.6	4300	4680	380	8.8
Ward Creek Bridge	1000	1250	250	25.0	10700	12100	1400	13.1	6600	7500	900	13.6	1000	1250	250	25.0	10700	12100	1400	13.1	6600	7500	900	13.6
Fir Ave.	1050	1250	200	19.0	11000	12100	1100	10.0	6900	7500	600	8.7	1150	1250	100	8.7	11200	12100	900	8.0	7000	7600	600	8.6
Tahoe City - 28/89	1450	1600	150	10.3	17300	18000	700	4.0	11100	12100	1000	9.0	1400	1450	50	3.6	16300	16800	500	3.1	10800	12000	1200	11.1
Outside Tahoe Basin																								
Squaw Valley Rd. ^a	1600	1400	-200	-12.5	12700	13300	600	4.7	9900	10000	100	1.0	1450	1450	0	0.0	12900	15000	2100	16.3	10300	11500	1200	11.7

Counts from Caltrans website: <http://www.dot.ca.gov/trafficops/census/volumes2017/>

AADT = Annual Average Daily Traffic

a) Decreases or no/low increases in peak hour traffic compared to peak month/AADT counts may be due to high congestion that reduces the number of vehicles passing a given count station during the peak period.

STAFF REPORT

Date: March 6, 2019

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Threshold Update Initiative: a) Location and Adopting Mechanism for Threshold Standards, Adaptive Management Structure, and Threshold Standard Attributes and Disposition List; and b) Policy Statements as Threshold Standards

Summary and Staff Recommendation:

The threshold update initiative continues to review the threshold standards and the information management system. The Threshold Update Initiative Stakeholder Working Group, the Tahoe Science Advisory Council, and TRPA staff have worked over the past eight months to review and evaluate the system through which TRPA manages data to support adaptive management. To provide a more coherent and seamless connection between the threshold standards and the Regional Plan, and to continue to bring the threshold standards in line with best practice, staff recommends that the Advisory Planning Commission recommend that the Governing Board:

1. Co-locate the threshold standards and the Regional Plan, as presented in Attachment A;
2. Remove policy statements as threshold standards, as presented in Attachment A.

Required Motions:

In order to recommend approval of the requested action, the APC must make the following motions based on the staff summary:

- 1) A motion to recommend approval of the required findings (Attachment E) including a finding of no significant effect for (1) the co-location of threshold standards and the Regional Plan, (2) amendments to the TRPA Regional Plan Goals and Policies, and (3) amendments to the threshold standards.
- 2) A motion to recommend approval and adoption of Ordinance __-__ (Attachment F) amending Ordinance 87-9, as amended, for the adoption of (1) the co-located threshold standards and Regional Plan, (2) amendments to the TRPA Regional Plan Goals and Policies, and (3) amendments to the threshold standards.

- 3) A motion to remove six policy statements as threshold standards and temporarily retain three policy statements as threshold standards as shown in Attachment A.

In order for motion(s) to pass, a majority of the APC quorum present is required.

Threshold Update Initiative Stakeholder Working Group Recommendation/Discussion:

At the February 13, 2019 meeting, the Threshold Update Initiative Stakeholder Working Group considered both proposals. A summary of their recommendations is included below.

1. Co-locate the threshold standards and the Regional Plan, as presented in Attachment A
The working group unanimously supported the proposed colocation. The working group recommended that staff revise the organization (but not the content) of the proposal to more clearly distinguish between the Threshold Standards and the Regional Plan. Staff revised the formatting of the proposed Threshold Standards and Regional Plan to address the concern and circulated the revised draft for working group review. The working group was supportive of the revised draft.
2. Remove policy statements as threshold standards, as presented in Attachment A.
The group unanimously supported removal of six policy statements as threshold standards. The group recommended retaining three policy statements (two recreation and one scenic) pending further review. The group acknowledged that retaining narrative policy statements does not resolve the identified concerns and directed staff to consider options to address the ambiguity of all statements being temporarily retained.

The materials in Attachment A reflect the input of the working group.

The full packet considered by the working group is available at: <http://www.trpa.org/threshold-update-initiative-stakeholders-working-group-february-13-2019/>

Background:

The Threshold Update Initiative Stakeholder Working Group (Working Group), the Tahoe Science Advisory Council (Science Council), and TRPA staff have worked over the past eight months to review the system through which TRPA manages data to support adaptive management. After extended discussion and review of examples for implementation of the adaptive management structure, the Working Group requested that staff provide recommendations on the appropriate vehicle to adopt the adaptive management structure and how best to update Resolution 82-11. To comply with this direction, staff reviewed the Bi-State Compact, Resolution 82-11, Regional Plan, and the threshold study report and prepared a proposal to conform the adopting mechanisms and co-locate the Threshold Standards and the Regional Plan. With this proposal, the goals to be achieved by the Regional Plan are

first made clear and apparent, and then the policies and measures to achieve those goals are co-located in the same document, connecting the Compact's mission to set threshold standards and then develop a plan to meet those standards. The adaptive management structure is described and adopted in the consolidated Threshold Standard and Regional Plan, memorializing the structured system for review and amendment of both threshold standards and the Regional Plan. In addition to these procedural proposals, staff is proposing further substantive improvements to the threshold standards by addressing policy statements as threshold standards (discussed below).

Co-location with Regional Plan

The proposal would co-locate the threshold standards and Regional Plan in a single document entitled the Threshold Standards and Regional Plan. The colocation of the two is consistent with the intent expressed in the *Study Report for the Establishment of Environmental Threshold Carrying Capacities*, which envisioned that, "the regional plan....will further detail the monitoring and implementation process for both the adopted threshold carrying capacities and the plan itself." The adaptive management structure establishes the framework that links monitoring and implementation with the threshold standards, and evaluation of policy and programs to attain and maintain the threshold standards. The proposal would provide a coherent single package that details the goals and the planning roadmap to achieve those goals.

To present both the threshold standards and the implementing plan in a single document, the adopting mechanisms must be consistent. TRPA uses two adopting vehicles to take official agency action: resolution and ordinance. Historically the threshold standards have been adopted and modified by resolution and the Regional Plan adopted and modified by ordinance. Implementation of the recommendation would mean adoption of the threshold standards through an ordinance that amends Ordinance 87-9, the ordinance that adopted the Regional Plan. This change will alter the Governing Board action used to adopt the threshold standards, which are currently adopted through resolutions amending exhibit A to Resolution 82-11. Neither the use of an ordinance instead of a resolution as the adopting vehicle nor the co-location would alter the threshold standards themselves, the force and effect of the standards, or the findings or procedures to amend threshold standards. The transition from adoption by resolution to adoption by ordinance is more consistent with the regulatory importance of the threshold standards. Resolutions are typically used as a formal expression of the opinion or will of an official body. Ordinances are used to establish a rule, permanent rule of action, decree, a law, or statute.

Proposed revisions to the newly consolidated Threshold Standards and Regional Plan to accommodate the threshold standards and adaptive management structure are included in Attachment A. The provisions of Resolution 82-11 still applicable and relevant today are carried over into the Threshold Standards and Regional Plan, while others that are outdated or unnecessary are not. To aid the review of the revisions, staff prepared a summary of Resolution 82-11 and a bridge between Resolution 82-11

and the proposed consolidated Threshold Standards and Regional Plan (Attachment A). Both are discussed in greater detail below. Redline changes are included in Attachment B.

1. Overview of Resolution 82-11

Resolution 82-11 is the resolution that was used to adopt the original threshold standards in 1982. Attachment C to the workgroup packet provides a quick guide to the contents of Resolution 82-11. The threshold standards themselves are included in Exhibit A to Resolution 82-11. The threshold standards have been modified nine times since their adoption in 1982. Each time the threshold standards have been modified a new resolution of the governing board was passed modifying Exhibit A to Resolution 82-11. For example, Resolution 2012-18 amended Exhibit A in 2012. However, the text of Resolution 82-11 has not been amended since 1982. Perhaps because the exhibit to the original resolution has been modified so many times, the threshold standards themselves have often been referred to as “Resolution 82-11,” But the text of Exhibit A to that resolution no longer reflects the most current adopted threshold standards. This semantic structure, where the item adopted by the resolution is referred to as the resolution itself, is unique within TRPA to threshold standards. The Regional Plan is not referred to as Ordinance 87-9, and Regional Transportation Plan (RTP) is not referred to as Resolution 17-07.

2. Bridge between Resolution 82-11 and the Thresholds Standards and Regional Plan

Public comment at a previous Working Group meeting included concerns that as a result of changing the adopting mechanism for threshold standards important concepts in Resolution 82-11 would be lost. In response, Attachment C provides the full text of Resolution 82-11 and a bridge to track content carried over into the Threshold Standards and Regional Plan. Any content not carried over is noted with an explanation. Attachment C of the packet is supplied for background only.

The Working Group is also recommending that an online inventory be established to track the adoption, review, and modification of threshold standards. The inventory will provide stakeholders with a formal change management system and comprehensive repository of information on the history, status, and review of threshold standards.

Policy Statements

In addition to updating the threshold amendment process, the Threshold Update Initiative Stakeholder Working Group urged staff to proactively review and propose updates to the threshold standards themselves. The Governing Board took the first action in May 2018 by eliminating certain overlapping standards. In its review of the overlap of threshold standards, the Science Council identified “Policy Statements” as a distinct type of overlapping standard. At the time the Science Council noted what it called the “corrosive influence of policy statements as standards is in the vagueness of those statements,” challenging TRPA to address the shortcoming. Policy statements as threshold standards

were not addressed as part of the technical clean-up and reorganization of the threshold standards in May 2018, because of the narrow scope of the first round of technical corrections. Clarifying the relationship between adopted policy statements and threshold standards is now a significant opportunity to improve the threshold standards and reporting structure in advance of the 2019 Threshold Evaluation.

Resolution 82-11 adopted nine policy statements and while they have a mixed history, they have generally been treated as adopted threshold standards. The findings of Resolution 82-11, however, distinguished between policy statements, and other threshold standards stating: “In association with adoption of Environmental Threshold Carrying Capacities, the Governing Body is adopting policy statements that will provide specific direction for Agency staff in development of the Regional Plan (TRPA 1982b).” The Resolution went on to distinguish between policy statements and the threshold standards by specifying the voting rules for policy statements, “amendment or repeal of the Policy Statements shall be subject to the dual-majority voting provisions of Article III (g)(1) of the Compact.” Voting procedures for threshold standard modification are specified in the Bi-State Compact.

The nine policy statements do not meet best practices for threshold standards. They cannot be and never have been objectively evaluated because the statements are neither specific nor measurable. Nonetheless, the Governing Board direction concerning policy statements has been fully carried out. All of the policy statements were considered and policies implementing them were adopted into the Regional Plan and, if applicable, as regulations in the Code of Ordinances. Other implementing strategies to carry out these policies are in place. The TUISWG recommends that six of the nine policy statements be removed as threshold standards. The Threshold Update Initiative Stakeholder Working Group recommends that the scenic policy statement and the two recreation policy statements be temporarily maintained pending review. The recommendation here recognizes the policy statements for what they are, guidance in the formulation of the Regional Plan, rather than threshold standards themselves. The Threshold Update Initiative Stakeholder Working Group acknowledged that retaining narrative policy statements would not resolve the concerns raised about them as thresholds. Removal of the policy statements as thresholds standards will not alter the policies or implementation of the Regional Plan.

The Working Group recommend that the scenic resources and two recreation policy statements be retained until specific and measurable threshold standards are proposed, reviewed, and adopted. Background on the policy statements is included in attachment C.

Additional background information is available on the threshold update initiative webpage: <http://www.trpa.org/about-trpa/how-we-operate/strategic-plan/threshold-update/>

Contact Information:

For questions regarding this agenda item, please contact Dan Segan, Principal Natural Resource Analyst, at dsegan@trpa.org, (775) 589-5233.

Attachments:

- A. Consolidated Threshold Standards and Regional Plan (Clean)
- B. Consolidated Threshold Standards and Regional Plan (Redline)
- C. Resolution 82-11 summary and bridge between Resolution 82-11 and the consolidated Threshold Standards and Regional Plan
- D. Policy statement primer
- E. Environmental Findings and Findings of No Significant Effect (FONSE)
- F. Adopting Ordinance for the colocation of threshold standards and Regional Plan and removal of six narrative policy statements as threshold standards

Attachment A

Consolidated Threshold Standards and Regional Plan (Clean)



THRESHOLD STANDARDS AND REGIONAL PLAN

TAHOE REGIONAL PLANNING AGENCY

|| *Lake Tahoe*

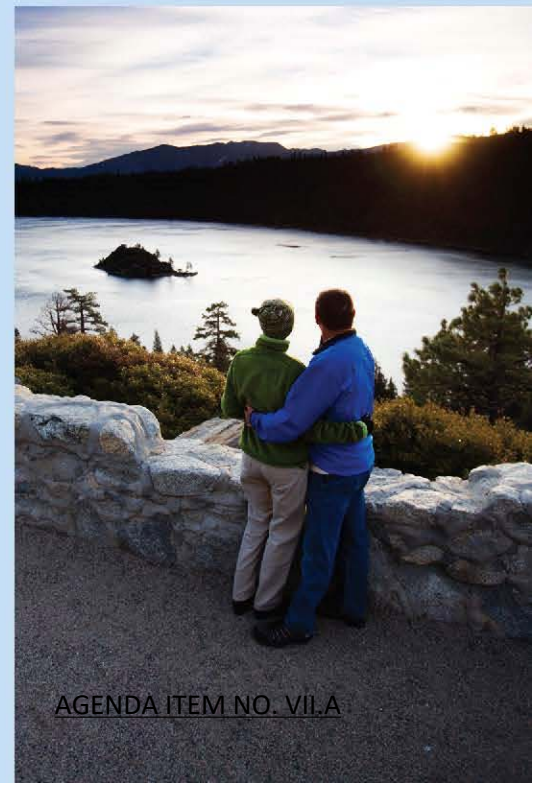


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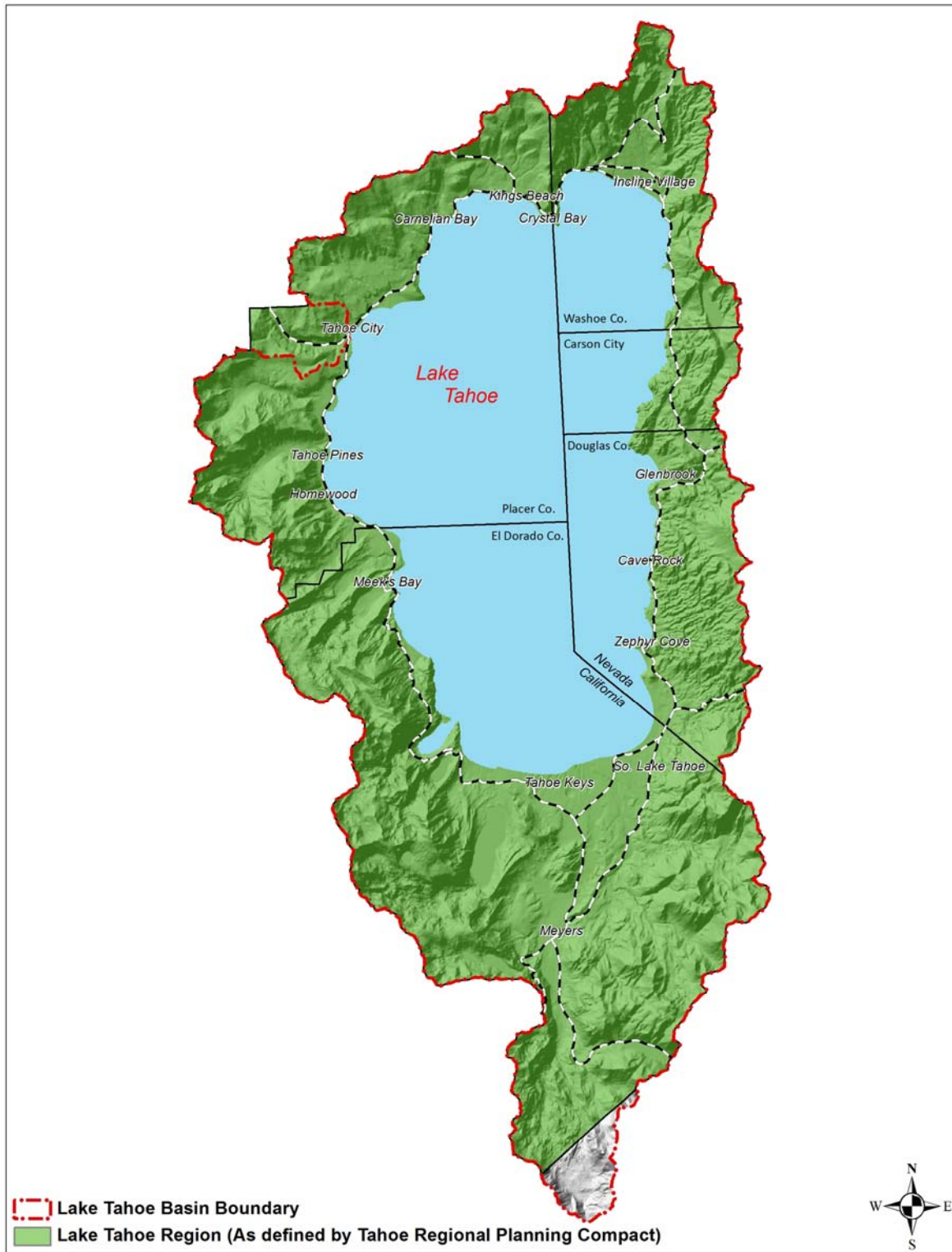
INTRODUCTION

The Lake Tahoe Region is located on the California-Nevada border between the Sierra Nevada Crest and the Carson Range (Refer to Figure 1). Approximately two-thirds of the Lake Tahoe Region is in California and one-third in Nevada. In total, the Region comprises about 501 square miles including the waters of Lake Tahoe which measures 191 square miles. Lake Tahoe is the dominant natural feature of the Region and is the primary focus of local environmental regulation to protect and restore its exceptional water clarity.

The Lake Tahoe Region contains the incorporated area of the City of South Lake Tahoe and portions of El Dorado County and Placer Counties, California and Washoe and Douglas Counties and the rural area of Carson City, Nevada. The Region is within the Fourth Congressional District of California and the Second Congressional District of Nevada. The Tahoe Regional Planning Agency (TRPA) is a separate legal entity governed by a body of seven voting delegates from California and seven voting delegates from Nevada. There is also a non-voting federal representative to the Governing Board.

The Tahoe Regional Planning Compact (Bi-State Compact) (P.L. 96-551, 94 Stat. 3233(1980), amended P.L. 106-3506, 114 Stat. 2351 (2016)) provides the framework for the development and implementation of the Environmental Threshold Carrying Capacities (threshold standards) and the Regional Plan. The Bi-State Compact defines threshold standards as “an environmental standard necessary to maintain a significant scenic, recreational, educational, scientific or natural value of the region or to maintain public health and safety within the region.” The threshold standards establish the shared goals for restoration and environmental quality in the Region. The Regional Plan with all of its elements, as implemented through TRPA ordinances and rules and regulations, will achieve and maintain the adopted threshold standards while providing opportunities for orderly growth and development.

FIGURE 1 - LAKE TAHOE REGION



AUTHORITY

The Tahoe Regional Planning Agency (TRPA) was reorganized and given new duties under provisions of the 1980 amendments to the *Bi-State Compact*. In adopting the amended Bi-State Compact, the following findings were made by the legislatures of the states of Nevada and California as well as the U. S. Congress:

Article I - Findings and Declarations of Policy

(a) It is found and declared that:

- (1) The waters of Lake Tahoe and other resources of the region are threatened with deterioration or degeneration, which endangers the natural beauty and economic productivity of the region.*
- (2) The public and private interests and investments in the region are substantial.*
- (3) The region exhibits unique environmental and ecological values which are irreplaceable.*
- (4) By virtue of the special conditions and circumstances of the region's natural ecology, developmental pattern, population distribution and human needs, the region is experiencing problems of resource use and deficiencies of environmental control.*
- (5) Increasing urbanization is threatening the ecological values of the region and threatening the public opportunities for use of the public lands.*
- (6) Maintenance of the social and economic health of the region depends on maintaining the significant scenic, recreational, education, scientific, natural and public health values provided by the Lake Tahoe Basin.*
- (7) There is a public interest in protecting, preserving and enhancing these values for the residents of the region and for visitors to the region.*
- (8) Responsibilities for providing recreational and scientific opportunities, preserving scenic and natural areas, and safe-guarding the public who live, work and plan in or visit the region are divided among local governments, regional agencies, the States of California and Nevada, and the Federal Government.*
- (9) In recognition of the public investment and multistate and national significance of the recreational values, the Federal Government has an interest in the acquisition of recreational property and the management of resources in the region to preserve environmental and recreational values, and the Federal Government should assist the States in fulfilling their responsibilities.*
- (10) In order to preserve the scenic beauty and outdoor recreational opportunities of the region, there is a need to insure an equilibrium between the region's natural endowment and its manmade environment.*

(b) In order to enhance the efficiency and governmental effectiveness of the region, it is imperative that there be established a Tahoe Regional Planning Agency with the powers conferred by this compact including the power to establish environmental threshold carrying capacities and to adopt and enforce a regional plan and implementing ordinances which will achieve and maintain such capacities while providing opportunities for orderly growth and development consistent with such capacities.

(c) The Tahoe Regional Planning Agency shall interpret and administer its plans,

ordinances, rules and regulations in accordance with the provisions of this compact.

These findings are intended to direct the actions of the Agency in implementing the amended Bi-State Compact. The Bi-State Compact requires that the Agency review any activities that may substantially affect the land, water, air, space or any other resources of the Region. The basis for such review is a set of standards known as environmental threshold carrying capacities (threshold standards) as implemented through a Regional Plan. The first threshold standards were adopted by the Agency in August 1982.

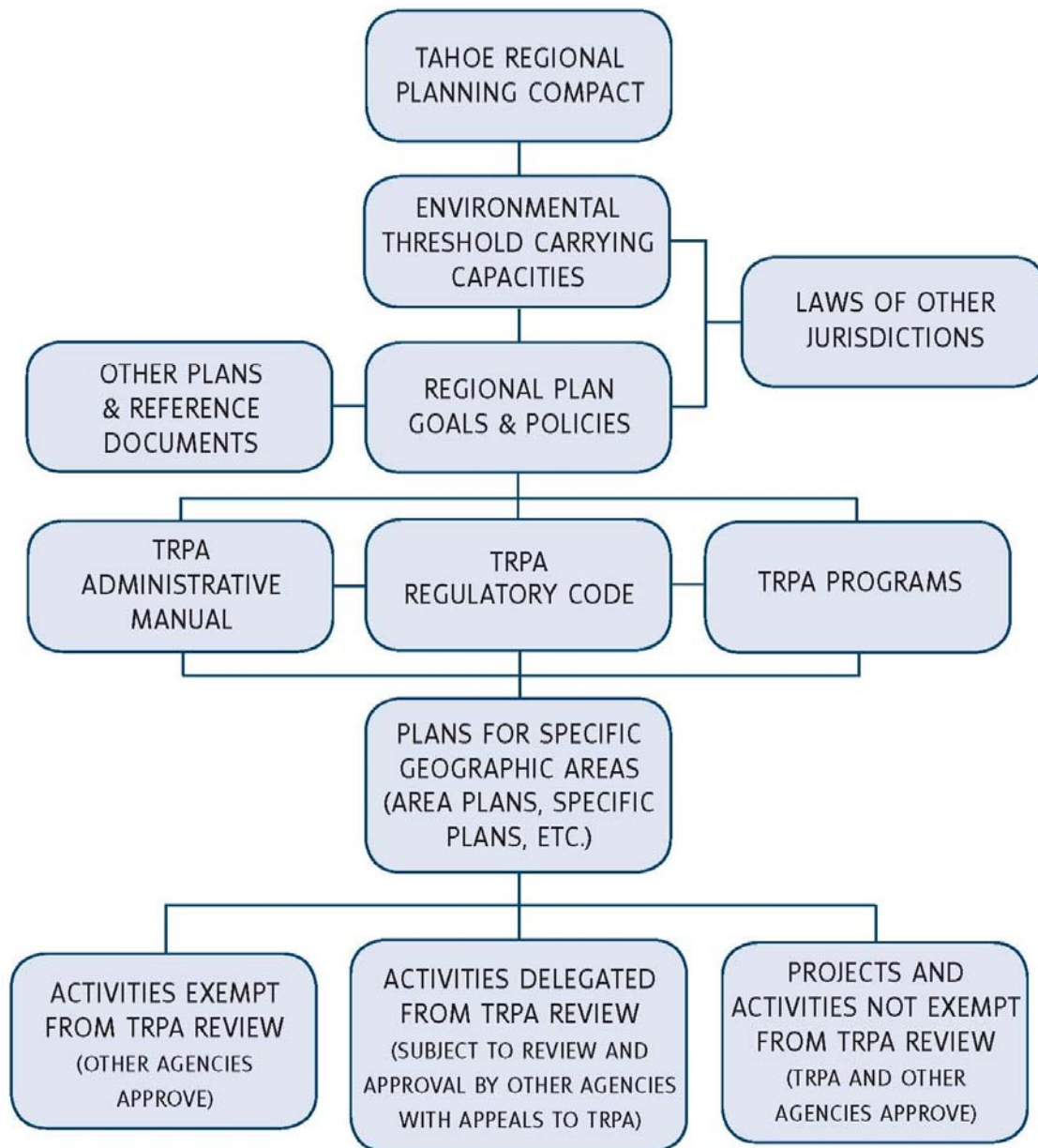
Organization

The basic framework for the planning and review and approval of activities in the Region is established by the following:

- The Tahoe Regional Planning Agency Bi-State Compact;
- The Environmental Threshold Carrying Capacities;
- The TRPA Regional Plan Goals and Policies;
- Other Regional-Scale Plans and Reference Documents;
- Plans for Specific Geographic Areas in the Region;
- TRPA Code of Ordinances;
- TRPA Programs; and
- TRPA Administrative Manuals

The hierarchical relationship is depicted in *Figure 2 – TRPA Planning Framework* and explained in the text below.

Figure 2 – TRPA PLANNING FRAMEWORK



Tahoe Regional Planning Agency Bi-State Compact

The Bi-State Compact as amended on December 19, 1980, required the adoption of threshold standards for the Region. Once that was done, the Bi-State Compact required adoption and implementation of a Regional Plan to achieve and maintain the threshold standards and other specific requirements of the Bi-State Compact. Included in Regional Plan requirements are a Land Use Element, Transportation Element, Conservation Element, Recreation Element, and Public Services and Facilities Element. In order to meet the implementation and scheduling requirements the Agency has added an Implementation Element. Also required in the TRPA plan package are ordinances and programs.

Threshold Standards

As required by the Bi-State Compact, the Agency adopted the first set of threshold standards for the Region in Resolution 82-11 and has periodically amended the adopted threshold standards based on updated information. Adopted threshold standards set forth standards for water quality, air quality, soils, wildlife, noise, fisheries, vegetation, scenic quality, and recreation. One of the major purposes of the Regional Plan is to establish regulations and programs to achieve and maintain these thresholds.

Regional Plan Goals and Policies

The Regional Plan identifies goals that depict the desired ends or values to be achieved and policies that establish the strategies necessary to achieve the goals. This plan integrates the requirements of the Bi-State Compact, the threshold standards, other plans and legal requirements, and the public's input. As a result, the Regional Plan provides coordinated and integrated direction for the Agency's regulatory Code of Ordinances and implementation programs.

Other Regional Scale Plans and Reference Documents

This category includes: (1) plans for which the Agency has adopted or assumed responsibility, such as the Federal 208 Water Quality Management Plan, the Federal Air Quality Plan, and the Regional Transportation Plan; and (2) reference documents that support the Regional Plan and are listed by ordinance.

Plans for Specific Geographic Areas within the Region

After adoption of the 1987 Regional Plan, over 170 different plans were adopted for certain geographic areas. These include Plan Area Statements, Community Plans, State and Federal Government Master Plans and other detailed Specific or Master Plans (for ski areas, marinas, the airport, etc). With adoption of the 2012 Regional Plan, local, state, federal and tribal governments are encouraged to adopt Area Plans to supersede the older plans for specific geographic areas. Before taking effect, Area Plans must be found in conformance with the Regional Plan. State and Federal Government Master Plans and some of the other detailed Master Plans may remain in place and continue to be implemented or may be replaced with new Area Plans.

TRPA Regulatory Code of Ordinances

The TRPA regulations that are required to implement the policies set forth in the Goals and Policies Plan are found in the Code of Ordinances.

TRPA Programs

The programs that are needed to assess and implement the policies set forth in the Goals and Policies Plan are the Monitoring and Evaluation Program and the Environmental Improvement Program. The Agency with the cooperation of other parties is required to implement programs to achieve and maintain the threshold standards.

TRPA Administrative Manuals

Administrative Manuals provide guidance and specify details such as application procedures, fees, code interpretations and other related matters.

To implement the Bi-State Compact mandates consistently with its principles and as set forth above, TRPA adopts the following mission statement:

STATEMENT OF MISSION

THE TAHOE REGIONAL PLANNING AGENCY LEADS THE COOPERATIVE EFFORT TO PRESERVE, RESTORE, AND ENHANCE THE UNIQUE NATURAL AND HUMAN ENVIRONMENT OF THE LAKE TAHOE REGION, WHILE IMPROVING LOCAL COMMUNITIES, AND PEOPLE'S INTERACTIONS WITH OUR IRREPLACEABLE ENVIRONMENT.

Statement of Principles

Preamble

TRPA shall interpret and administer its plans, ordinances, rules, and regulations in accordance with the provisions of the Bi-State Compact. This statement of principles is intended to confirm the policies set forth in the Tahoe Regional Planning Compact (P.L. 96-551, December 19, 1980), in its specific provisions and as a whole, so as to guide the Agency in resolving conflicts, in charting the future direction, and in enhancing public understandability. The following statement of general policy provides TRPA with direction and consistency for enactment and implementation of the Regional Plan and increases TRPA and public understanding of the TRPA Goals and Policies.

Principles

1. The Tahoe Region exhibits unique and irreplaceable environmental and ecological values of national significance which are threatened with deterioration or degeneration.
2. The purpose of TRPA is to:
 - a. Maintain the significant scenic, recreational, educational, scientific, natural, and public health values provided by the Region; and
 - b. Ensure an equilibrium between the Region's natural endowment and its manmade environment.

Together these will encourage the wise use of the waters of Lake Tahoe and the resources of the area, preserve public and private investments in the Region, and preserve the social and economic health of the Region.

3. In accomplishing its purpose, TRPA is to:
 - a. Establish environmental threshold carrying capacities, defined as environmental standards necessary to maintain significant scenic, recreational, educational, scientific, or natural values of the Region or to maintain public health and safety within the Region, including but not limited to standards for air quality, water quality, soil conservation, vegetation preservation, and noise;
 - b. Adopt and enforce a Regional plan and implementing ordinances which will achieve and maintain such capacities while providing opportunities for orderly growth and development consistent with such capacities; and
 - c. Pursue such activities and projects consistent with the Agency purpose

THRESHOLD STANDARDS

TAHOE REGIONAL PLANNING AGENCY



Lake Tahoe

THRESHOLD STANDARDS

Threshold standards establish the environmental standards for the Region and, as such, indirectly define the capacity of the Region to accommodate additional development. The Environmental Thresholds Study Report provides the original basis and rationale for the establishment of threshold standards while the Regional Plan and implementing ordinances define the actual limits and potential for new development consistent with the constraints imposed by the threshold standards.

ADAPTIVE MANAGEMENT STRUCTURE

Initial Threshold Standard Development

The development of the original threshold standards followed a four-step process. The first step incorporated participation by state, federal and local agencies, and the general public. Concurrently, a program was implemented to enhance public awareness and to track the progress of the study. This process helped to identify issues and components of the environment that are of local, regional, or national significance. Value or goal statements established the parameters of interest for each component and narrowed the focus for establishing threshold standards. For example, air quality is an environmental component but the standard development process focused specifically on such "sub-issues" as carbon monoxide and ozone.

The second step identified the variables that affect each environmental component. From this, cause and effect relationships between variables were established. In the third step, these relationships were evaluated according to their individual contributions to the resource. Threshold standards were then established only for those causal factors that were most significant to the resource. The second and third steps were necessary to (1) initially identify the factors responsible for unacceptable changes in the resource and (2) identify the appropriate threshold necessary to protect the resource or to achieve a particular value. Not all environmental components lent themselves to simple quantification and linkage to particular numerical measurements. In such instances, a distinction was made between numerical, management, and policy statements as threshold standards.

The fourth step highlighted the mechanisms necessary to achieve or maintain the threshold standards. This step was preliminary to the more detailed analysis accomplished through the development of policies and ordinances as part of the Regional Plan. This evaluation made it possible to assess the technical feasibility of attaining the threshold standards and to review any threshold standards that might seem impractical.

TRPA officially adopted the threshold standards in 1982 via Resolution 82-11. While the adopted threshold standards were based on the best science at the time, TRPA recognized in the text of Resolution 82-11 that science evolves and new understanding and challenges arise. Therefore, Resolution 82-11 recognized the need to continuously review, amend, and update threshold standards so that Regional Plan strategies are focused on and assessed against the right benchmarks and the planning strategies kept current. Through the incorporation of the adopted threshold standards into Chapter 1 of the Threshold Standards and Regional Plan, Resolution 82-11 is replaced and superseded.

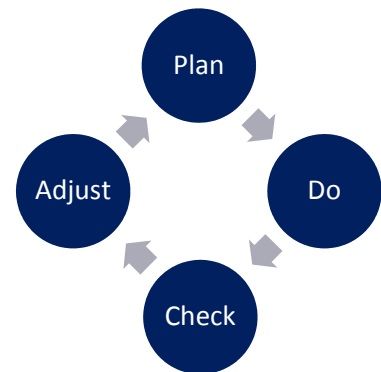
Threshold Standard Review and Amendment

In the 30 years since initial adoption, a general consensus emerged by 2015 that the threshold standards needed to be reviewed and brought current with new science and emerging understanding of ecosystem changes driven, in part, by climate change. TRPA engaged the Bi-State Tahoe Science Advisory Council to prioritize a comprehensive update of threshold standards.

Threshold standards are long-term goals for the Region to be achieved through a wide range of implementing means. The Environmental Improvement Program, established in 1997 and made part of the plan's implementing element, accelerates Regional Plan implementation through investment in capital projects, research, and monitoring. Attainment of the threshold standards is acknowledged to be a continuing process requiring the cooperation of all sectors with interests in the Region, the States of California and Nevada, the Federal government, local jurisdictions, and the private sector, and will likely not be fully realized until well after the implementation of the Regional Plan.

The approach to keeping threshold standards and the Regional Plan up to date is based on a system of rigorous inputs and adaptive management recommended by the Bi-State Tahoe Science Advisory Council in 2017. The elements of the adaptive management system start with establishing or amending threshold standards and assessing and reporting progress toward those standards using a reporting framework, that may include interim performance measures and monitoring program indicators that support management decision making to promote threshold standard attainment and maintenance. In 2017, the Tahoe Science Advisory Council reviewed the best practices of nine other large natural resource restoration management systems and identified a core set of recommendations for organizing and implementing the system to better support adaptive management in the region and accelerate threshold standard attainment (Tahoe Science Advisory Council (TSAC) 2017).

The adaptive management or continuous improvement “plan-do-check-adjust” approach is “a systematic approach for improving resource management by learning from management outcomes (Williams et al. 2009; Tahoe Science Advisory Council (TSAC) 2017).” The threshold standards and the Regional Plan represent the “plan” function. The long-term goals (threshold standards) are set and kept up to date through periodic review and amendment as needed. Completion of public and private projects, programs, and proposals corresponds to the “do” function. The “check” function is carried-out through monitoring and reporting which is then used on an ongoing basis to “adjust” by making changes to the “plan.” Providing robust information to support as close to continuous threshold evaluation as possible is the key to keeping both threshold standards and Regional Plan policies and implementation strategies current. That is, as new information, knowledge, and resources become available the threshold standards and the Regional Plan may be updated to ensure they continue to reflect current science and best practice. The threshold and Regional Plan adaptive management system structure is designed with the information needs of the “plan-do-check-adjust” approach in mind.



The adaptive management system structure draws heavily from best practice and integrates four elements: (1) conceptual models – that ground threshold standards in the scientific understanding of ecosystem function, (2) results chains – that link management actions to desired outcomes (threshold standards), (3) management actions – that are the

implementation strategies rooted in results chains to promote attaining and maintaining clearly articulated, specific and measurable goals (threshold standards, and (4) monitoring, evaluation, and learning – which provides the structure for incorporating new information into the design of policies, programs, and other means to accelerate threshold attainment.

The adaptive management system structure provides a framework to organize information in a manner that better serves the needs of managers and is more coherent to stakeholders. The conceptual models can be distilled and presented as straightforward summaries of the scientific understanding of the system. The results chains communicate to stakeholders how management actions contribute to standard attainment. The monitoring, evaluation, and learning platform identify how progress is tracked and how results inform future management action.

Threshold Standard Specifications

Standard formulation – whether long-term threshold standards or interim performance measures – should be consistent with best practice and should enable objective evaluation of conditions relative to the adopted standard. Standard formulation will include three qualities:

Specific - The standard establishes a specific numeric target, and benchmark/baseline values are documented where necessary.

Measurable – The standard has clearly defined indicator(s) that link to the standard, and there are practical ways to objectively and accurately measure progress towards attainment.

Outcome-based – Standards establish a desired condition for an environmental end state. Standards do not establish a means to achieve the desired outcome.

Formulating specific and measurable standards enables objective evaluation of each standard. Outcome-based standards ensure that threshold standards (consistent with the Bi-State Compact definition) focus on the long-term or end-state goals for the system, rather than being prescriptive about the actions to achieve or maintain the goals.

When the first set of threshold standards were adopted, they were organized into nine categories. The Bi-State Compact requires the agency to establish threshold standards for five categories (air quality, water quality, soil conservation, vegetation preservation and noise) and four others (fisheries, recreation, scenic resources, and wildlife) were identified through the collaborative process to identify the threshold standards. The nine categories provide a useful framework for explaining the goals of the threshold standards, but the goals established by the threshold standards are not bound by the reporting category in which the standard resides. Threshold standards span multiple of the existing categories.

The full adaptive management cycle includes review of implementation actions and periodic review of overall program goals. Periodic review of threshold standards serves to ensure that the desired conditions are informed by the best science and continue to reflect relevant values.

Guiding Principles

Seven principles will guide the review and update of threshold standards.

1. **Protect ecosystem processes, structures, and functions:** Restoring and maintaining the qualities of the Region requires identifying the system processes, structures, and

- functions that create those values.
2. **Science-based:** Standards and management programs are updated to remain consistent with the best science.
 3. **Manage as a System:** The standards and adaptive management system reflect ecosystem level thinking at various scales.
 4. **Specific and Measurable:** Standards that are specific and measurable enable objective evaluation and provide meaningful information to managers and stakeholders.
 5. **Informative:** The threshold evaluation and reporting system should be designed to provide information that improves management and accelerates threshold attainment.
 6. **Feasible:** The cost of monitoring and evaluation program that supports the threshold standard system is within the Region's collective monitoring resources.

Threshold standards will be amended where the threshold standard review finds that it is appropriate and necessary to do so. Instances where amendment is appropriate and necessary include, but may not be limited to:

1. Two or more threshold standards are mutually exclusive; or
2. Substantial evidence to provide a basis for a threshold standard does not exist; or
3. A threshold standard cannot be achieved; or
4. A threshold standard is not sufficient to attain or maintain the significant value for which it was identified; or
5. A threshold standard is inconsistent with the adaptive management structure.

TRPA maintains a monitoring and evaluation program to determine progress towards attainment of threshold standards and to provide the basis for such review and amendment of the threshold standards pursuant to the foregoing criteria.

THRESHOLD STANDARDS

Threshold standards establish the Environmental Improvement Program partners' shared goals for restoration and maintenance of the qualities of the Tahoe Region.

The adopted current threshold standards are stated below. The agency will maintain and update online inventories of the administrative status and disposition of each threshold standard.

WATER QUALITY

DEEP WATER (PELAGIC) LAKE TAHOE

NUMERICAL STANDARDS

- WQ1) The annual average deep water transparency as measured by Secchi disk shall not be decreased below 29.7 meters (97.4 feet), the average levels recorded between 1967 and 1971 by the University of California, Davis.
- WQ2) Maintain annual mean phytoplankton primary productivity at or below 52gmC/m²/yr.

LITTORAL LAKE TAHOE

NUMERICAL STANDARDS

- WQ3) Attain turbidity values not to exceed three NTU.
- WQ4) Turbidity shall not exceed one NTU in shallow waters of the Lake not directly influenced by stream discharges.
- WQ5) Attain 1967-71 mean values for phytoplankton primary productivity in the littoral zone.
- WQ6) Attain 1967-71 mean values for periphyton biomass in the littoral zone.

MANAGEMENT STANDARD

- WQ7) Support actions to reduce the extent and distribution of excessive periphyton (attached) algae in the nearshore (littoral zone) of Lake Tahoe.

AQUATIC INVASIVE SPECIES

MANAGEMENT STANDARDS

- WQ8) Prevent the introduction of new aquatic invasive species into the region's waters.
- WQ9) Reduce the abundance of known aquatic invasive species.
- WQ10) Reduce the distribution of known aquatic invasive species.
- WQ11) Abate harmful ecological impacts resulting from aquatic invasive species.
- WQ12) Abate harmful economic impacts resulting from aquatic invasive species.
- WQ13) Abate harmful social impacts resulting from aquatic invasive species.
- WQ14) Abate harmful public health impacts resulting from aquatic invasive species.

TRIBUTARIES

NUMERICAL STANDARDS

- WQ15) Attain applicable state standards for concentrations of dissolved inorganic nitrogen.
- WQ16) Attain applicable state standards for concentrations of dissolved phosphorus.
- WQ17) Attain applicable state standards for dissolved iron.
- WQ18) Attain a 90 percentile value for suspended sediment concentration of 60 mg/1.

SURFACE RUNOFF

NUMERICAL STANDARDS

- WQ19) Achieve a 90 percentile concentration value for dissolved inorganic nitrogen of 0.5 mg/1 in surface runoff directly discharged to a surface water body in the Basin.
- WQ20) Achieve a 90 percentile concentration value for dissolved phosphorus of 0.1 mg/1 in surface runoff directly discharged to a surface water body in the Basin.
- WQ21) Achieve a 90 percentile concentration value for dissolved iron of 0.5 mg/1 in surface runoff directly discharged to a surface water body in the Basin.
- WQ22) Achieve a 90 percentile concentration value for suspended sediment of 250 mg/1 in surface runoff directly discharged to a surface water body in the Basin.

GROUNDWATER

MANAGEMENT STANDARDS

- WQ23 - WQ32) Surface runoff infiltration into the groundwater shall comply with the uniform Regional Runoff Quality Guidelines as set forth in Table 4-12 of the Draft Environmental Threshold Carrying Capacity Study Report, May, 1982. Where there is a direct and immediate hydraulic connection between ground and surface waters, discharges to groundwater shall meet the guidelines for surface discharges, and the Uniform Regional Runoff Quality Guide lines shall be amended accordingly.¹

OTHER LAKES

NUMERICAL STANDARD

- WQ33) Attain existing water quality standards.

LOAD REDUCTIONS

MANAGEMENT STANDARDS

- WQ34) Reduce fine sediment particle (inorganic particle size < 16 micrometers in diameter) load to achieve long-term pelagic water quality standards (WQ1 and WQ2).
- WQ35) Reduce total annual phosphorus load to achieve long-term pelagic water quality standards (WQ1 and WQ2) and littoral quality standards (WQ5 and WQ6).
- WQ36) Reduce total annual nitrogen load to achieve long-term pelagic water quality standards (WQ1 and WQ2) and littoral quality standards (WQ5 and WQ6).
- WQ37) Decrease total annual suspended sediment load to achieve littoral turbidity standards (WQ3 and WQ4).
- WQ38) Reduce the loading of dissolved phosphorus to achieve pelagic water standards (WQ1 and WQ2) and littoral quality standards (WQ5 and WQ6).
- WQ39) Reduce the loading of iron to achieve pelagic water standards (WQ1 and WQ2) and littoral quality standards (WQ5 and WQ6).
- WQ40) Reduce the loading of other algal nutrients to achieve pelagic water standards (WQ1 and WQ2) and littoral quality standards (WQ5 and WQ6).
- WQ41) The most stringent of the three dissolved inorganic nitrogen load reduction targets shall apply:

¹ See attachment A

- i. Reduce dissolved inorganic nitrogen loads to pelagic and littoral Lake Tahoe from²:
 - a) surface runoff by approximately 50 percent of the 1973-81 annual average,
 - b) groundwater approximately 30 percent of the 1973-81 annual average, and
 - c) atmospheric sources approximately 20 percent of the 1973-81 annual average.
- ii. Reduce dissolved inorganic nitrogen loading to Lake Tahoe from all sources by 25 percent of the 1973-81 annual average.
- iii. To achieve littoral water quality standards (WQ5 and WQ6).

SOIL CONSERVATION

IMPERVIOUS COVER

MANAGEMENT STANDARDS

SC1-SC9) Impervious cover shall comply with the Land-Capability Classification of the Lake Tahoe Basin, California-Nevada, A Guide For Planning, Bailey, 1974³.

STREAM ENVIRONMENT ZONES

NUMERICAL STANDARDS

- SC10) Preserve existing naturally functioning SEZ lands in their natural hydrologic condition.
- SC11) Restore all disturbed SEZ lands in undeveloped, unsubdivided lands.
- SC12) Restore 25 percent of the SEZ lands that have been identified as disturbed, developed or subdivided.
- SC13) Attain a 5 percent total increase in the area of naturally functioning SEZ lands.

AIR QUALITY

CARBON MONOXIDE

NUMERICAL STANDARD

- AQ1) Maintain carbon monoxide concentrations at or below 6 parts per million (7 mg/m³) averaged over 8 hours.

MANAGEMENT STANDARD

² This threshold relies on predicted reductions in pollutant loadings from out-of-basin sources as part of the total pollutant loading reduction necessary to attain environmental standards, even though the Agency has no direct control over out-of-basin sources. The cooperation of the states of California and Nevada will be required to control sources of air pollution which contribute nitrogen loadings to the Lake Tahoe Region

³ See attachment B

- AQ2) Reduce traffic volumes on the U.S. 50 Corridor by 7 percent during the winter from the 1981 base year between 4:00 p.m. and 12:00 midnight, provided that those traffic volumes shall be amended as necessary to meet the respective state standards.

OZONE

NUMERICAL STANDARDS

- AQ3) Maintain ozone concentrations at or below 0.08 parts per million averaged over 1 hour.
- AQ4) Maintain oxides of nitrogen (NOx) emissions at or below the 1981 level.

REGIONAL VISIBILITY⁴

NUMERICAL STANDARDS

- AQ5) Achieve an extinction coefficient of 25 Mm⁻¹ at least 50 percent of the time as calculated from aerosol species concentrations measured at the Bliss State Park monitoring site (visual range of 156 kilometers, 97 miles).
- AQ6) Achieve an extinction coefficient of 34 Mm⁻¹ at least 90 percent of the time as calculated from aerosol species concentrations measured at the Bliss State Park monitoring site (visual range of 115 kilometers, 71 miles).

SUBREGIONAL VISIBILITY⁵

NUMERICAL STANDARDS

- AQ7) Achieve an extinction coefficient of 50 Mm⁻¹ at least 50 percent of the time as calculated from aerosol species concentrations measured at the South Lake Tahoe monitoring site (visual range of 78 kilometers, 48 miles).
- AQ8) Achieve an extinction coefficient of 125 Mm⁻¹ at least 90 percent of the time as calculated from aerosol species concentrations measured at the South Lake Tahoe monitoring site (visual range of 31 kilometers, 19 miles).

RESPIRABLE AND FINE PARTICULATE MATTER

NUMERICAL STANDARDS

- AQ9) Particulate Matter₁₀ 24-hour Standard: Maintain Particulate Matter₁₀ at or below 50µg/m³ measured over a 24-hour period in the portion of the Region within California, and maintain Particulate Matter₁₀ at or below 150 µg/m³ measured over a 24-hour period in the portion of the Region within Nevada. Particulate Matter₁₀ measurements shall be made using gravimetric or beta attenuation methods or any equivalent procedure which can be shown to provide equivalent results at or near the level of air quality standard.
- AQ10) Particulate Matter₁₀ Annual Arithmetic Average - Maintain Particulate Matter₁₀ at or below annual arithmetic average of 20µg/m³ in the portion of the Region within

⁴ Amended 03/22/00. Calculations will be made on three year running periods. Beginning with the existing 1991-93 monitoring data as the performance standards to be met or exceeded.

⁵ Amended 03/22/00. Calculations will be made on three year running periods. Beginning with the existing 1991-93 monitoring data as the performance standards to be met or exceeded.

California, and maintain Particulate Matter₁₀ at or below annual arithmetic average of 50µg/m³ in the portion of the Region within Nevada. Particulate Matter₁₀ measurements shall be made using gravimetric or beta attenuation methods or any equivalent procedure which can be shown to provide equivalent results at or near the level of air quality standard.

AQ11) Particulate Matter_{2.5} 24-hour Standard - Maintain Particulate Matter_{2.5} at or below 35µg/m³ measured over a 24-hour period using gravimetric or beta attenuation methods or any equivalent procedure which can be shown to provide equivalent results at or near the level of air quality standard.

AQ12) Particulate Matter_{2.5} Annual Arithmetic Average - Maintain Particulate Matter_{2.5} at or below annual arithmetic average of 12µg/m³ in the portion of the Region within California and maintain Particulate Matter_{2.5} at or below annual arithmetic average of 15µg/m³ in the portion of the Region within Nevada. Particulate Matter_{2.5} measurements shall be made using gravimetric or beta attenuation methods or any equivalent procedure which can be shown to provide equivalent results at or near the level of air quality standard.

NITRATE DEPOSITION

MANAGEMENT STANDARDS

AQ13) Reduce the transport of nitrates into the Basin and reduce oxides of nitrogen (NOx) produced in the Basin consistent with the water quality thresholds.

AQ14) Reduce vehicle miles of travel in the Basin by 10 percent of the 1981 base year values.

VEGETATION PRESERVATION

COMMON VEGETATION

MANAGEMENT STANDARDS

VP1) A non-degradation standard shall apply to native deciduous trees, wetlands, and meadows to preserve plant communities and significant wildlife habitat, while providing for opportunities to increase the acreage of such riparian associations to be consistent with the SEZ threshold.

VP2) Increase plant and structural diversity of forest communities through appropriate management practices as measured by diversity indices of species richness, relative abundance, and pattern.

VP3) Maintain the existing species richness of the Basin by providing for the perpetuation of the following plant associations:

Yellow Pine Forest: Jeffrey pine, White fir, Incense cedar, Sugar pine.

Red Fir Forest: Red fir, Jeffrey pine, Lodgepole pine, Western white pine, Mountain hemlock, Western juniper.

Subalpine Forest: Whitebark pine, Mountain hemlock, Mountain mahogany.

Shrub Association: Greenleaf and Pinemat manzanita, Tobacco brush, Sierra chinquapin,

Huckleberry oak, Mountain whitethorn.

Sagebrush Scrub Vegetation: Basin sagebrush, Bitterbrush, Douglas chaenactis.

Deciduous Riparian: Quaking aspen, Mountain alder, Black cotton-wood, Willow.
 Meadow Associations (Wet and Dry Meadow): Mountain squirrel tail, Alpine gentian,
 Whorled penstemon, Asters, Fescues, Mountain brome, Corn lilies, Mountain bentgrass,
 Hairgrass, Marsh marigold, Elephant heads, Tinker's penney, Mountain Timothy, Sedges,
 Rushes, Buttercups.
 Wetland Associations (Marsh Vegetation): Pond lilies, Buckbean, Mare's tail, Pondweed,
 Common bladderwort, Bottle sedge, Common spikerush.

Cushion Plant Association (Alpine Scrub): Alpine phlox, Dwarf ragwort, Draba.

- VP4) Relative Abundance - Of the total amount of undisturbed vegetation in the Tahoe Basin: Maintain at least four percent meadow and wetland vegetation.
- VP5) Relative Abundance - Of the total amount of undisturbed vegetation in the Tahoe Basin: Maintain at least four percent deciduous riparian vegetation.
- VP6) Relative Abundance - Of the total amount of undisturbed vegetation in the Tahoe Basin: Maintain no more than 25 percent dominant shrub association vegetation.
- VP7) Relative Abundance - Of the total amount of undisturbed vegetation in the Tahoe Basin: Maintain 15-25 percent of the Yellow Pine Forest in seral stages other than mature.
- VP8) Relative Abundance - Of the total amount of undisturbed vegetation in the Tahoe Basin: Maintain 15-25 percent of the Red Fir Forest in seral stages other than mature.
- VP9) Pattern - Provide for the proper juxtaposition of vegetation communities and age classes by; 1. Limiting acreage size of new forest openings to no more than eight acres
- VP10) Pattern –Provide for the proper juxtaposition of vegetation communities and age classes by; 2. Adjacent openings shall not be of the same relative age class or successional stage to avoid uniformity in stand composition and age.
- VP11) Native vegetation shall be maintained at a maximum level to be consistent with the limits defined in the Land-Capability Classification of the Lake Tahoe Basin, California-Nevada, A Guide For Planning, Bailey, 1974⁶, for allowable impervious cover and permanent site disturbance.

LATE SERAL AND OLD GROWTH FOREST ECOSYSTEMS⁷

NUMERICAL STANDARDS

- VP12) Attain and maintain a minimum percentage of 55 percent by area of forested lands within the Tahoe Region in a late seral or old growth condition, and distributed

⁶ See attachment B

⁷ For standards VP13 - VP16: Forested lands within TRPA designated urban areas are excluded in the calculation for threshold attainment. Areas of the montane zone within 1,250 feet of urban areas may be included in the calculation for threshold attainment if the area is actively being managed for late seral and old growth conditions and has been mapped by TRPA. A maximum value of 40 percent of the lands within 1,250 feet of urban areas may be included in the calculation.

across elevation zones. Standards VP 13, VP14, and VP15 must be attained to achieve this threshold.

- VP13) 61 percent of the Subalpine zone (greater than 8,500 feet elevation) must be in a late seral or old growth condition. The Subalpine zone will contribute 5 percent (7,600 acres) of forested lands towards VP13.
- VP14) 60 percent of the Upper Montane zone (between 7,000 and 8,500 feet elevation) must be in a late seral or old growth condition. The Upper Montane zone will contribute 30 percent (45,900 acres) of forested lands towards VP13.
- VP15) 48 percent of the Montane zone (lower than 7,000 feet elevation) must be in a late seral or old growth condition; the Montane zone will contribute 20 percent (30,600 acres) of forested lands towards VP13.

UNCOMMON PLANT COMMUNITIES

NUMERICAL STANDARDS

VP16-VP17) Provide for the non-degradation of the natural qualities of any plant community that is uncommon to the Basin or of exceptional scientific, ecological, or scenic value. This threshold shall apply but not be limited to:

- VP16) The deep-water plants of Lake Tahoe.
- VP17) The Freel Peak Cushion Plant community.

SENSITIVE PLANTS

NUMERICAL STANDARDS

Maintain a minimum number of population sites for each of five sensitive plant species.

- VP18) Maintain a minimum of 2 *Lewisia pygmaea longipetala* population sites.
- VP19) Maintain a minimum of 2 *Draba asterophora v. macrocarpa* population sites.
- VP20) Maintain a minimum of 5 *Draba asterophora v. asterophora macrocarpa* population sites.
- VP21) Maintain a minimum of 26 *Rorippa subumbellata* population sites.
- VP22) Maintain a minimum of 7 *Arabis rigidissima v. demote* population sites.

WILDLIFE

SPECIAL INTEREST SPECIES

NUMERICAL STANDARDS

Provide a minimum number of population sites and disturbance zones for the following species:

Population sites:

- W1) Provide a minimum of 12 Goshawk population sites.
- W2) Provide a minimum of 4 Osprey population sites.
- W3) Provide a minimum of 2 Bald Eagle (Winter) population sites.
- W4) Provide a minimum of 1 Bald Eagle (Nesting) population sites.
- W5) Provide a minimum of 4 Golden Eagle population sites.
- W6) Provide a minimum of 2 Peregrine population sites.
- W7) Provide a minimum of 18 Waterfowl population sites.

Disturbance Zones:

- W8) Provide disturbance zones in the most suitable 500 acres surrounding nest site including a 0.25 mile buffer centered on nest sites, and influence zones in 3.5 mi for Goshawk.
- W9) Provide 0.25 mi disturbance zones and 0.6 mi influence zones for Osprey.
- W10) Provide disturbance zones in mapped areas and influence zones in mapped areas for Bald Eagle (Winter).
- W11) Provide 0.5 mi disturbance zones and variable influence zones for Bald Eagle (Nesting).
- W12) Provide 0.25 mi disturbance zones and 9.0 mi influence zones for Golden Eagle.
- W13) Provide 0.25 mi disturbance zones and 7.6 mi influence zones for Peregrine.
- W14) Provide disturbance zones in mapped areas and influence zones in mapped areas for Waterfowl.
- W15) Provide disturbance zones in meadows and influence zones in mapped areas for Deer.

FISHERIES

STREAM HABITAT

NUMERICAL STANDARDS

F1 -F3) As indicated by the Stream Habitat Quality GIS data, amended May 1997, based upon the re-rated stream scores set forth in Appendix C-1 of the 1996 Evaluation Report, maintain:

- F1) 75 miles of excellent stream habitat.
- F2) 105 miles of good stream habitat.
- F3) 38 miles of marginal stream habitat.

INSTREAM FLOWS

MANAGEMENT STANDARD

F4) Until instream flow standards are established in the Regional Plan to protect fishery values, a non-degradation standard shall apply to instream flows.

LAKE HABITAT

MANAGEMENT STANDARD

F7) A non-degradation standard shall apply to fish habitat in Lake Tahoe. Achieve the equivalent of 5,948 total acres of excellent habitat as indicated by the Prime Fish Habitat GIS Layer as may be amended based on best available science.

NOISE

SINGLE NOISE EVENTS

NUMERICAL STANDARDS

The following maximum noise levels are allowed. All values are in decibels.

Aircraft measured 6,500 m-start of takeoff roll 2,000 m-runway threshold approach:

- N1) 80 dBA - between the hours of 8am and 8pm⁸
- N2) 77.1 dBA - between the hours of 8pm and 8am

Watercraft:

- N3) Pass-By Test - 82 L_{max} -measured 50ft from engine at 3,000rpm.
- N4) Shoreline test - 75 L_{max} - measured with microphone 5 ft. above water, 2 ft., above curve of shore, dock or platform. Watercraft in Lake, no minimum distance.
- N5) Stationary Test - 88 dBA L_{max} for boats manufactured before January 1, 1993; Microphone 3.3 feet from exhaust outlet - 5 feet above water.
- N6) Stationary Test - 90 dBA L_{max} for boats manufactured after January 1, 1993; Microphone 3.3 feet from exhaust outlet - 5 feet above water.

Motor Vehicles Less Than 6,000 GVW:

- N7) 76 dBA – Travelling at speeds less than 35 MPH at a monitoring distance of 50ft
- N8) 82 dBA – Travelling at speeds greater than 35 MPH at a monitoring distance of 50ft.

Motor Vehicles Greater Than 6,000 GVW:

- N9) 82 dBA – Travelling at speeds less than 35 MPH at a monitoring distance of 50ft.
- N10) 86 dBA – Travelling at speeds greater than 35 MPH at a monitoring distance of 50ft.

Motorcycles:

- N11) 77 dBA – Travelling at speeds less than 35 MPH at a monitoring distance of 50ft.
- N12) 86 dBA – Travelling at speeds greater than 35 MPH at a monitoring distance of 50ft.

Off-Road Vehicles:

- N13) 72 dBA – Travelling at speeds less than 35 MPH at a monitoring distance of 50ft.
- N14) 86 dBA – Travelling at speeds greater than 35 MPH at a monitoring distance of 50ft.

Snowmobiles:

- N15) 82 dBA – Travelling at speeds less than 35 MPH at a monitoring distance of 50ft.

CUMULATIVE NOISE EVENTS

NUMERICAL STANDARDS

Background noise levels shall not exceed the following levels:

- N16) 55 dBA CNEL (Average Noise Level) in the High Density Residential Areas Land Use Category.
- N17) 50 dBA CNEL (Average Noise Level) in the Low Density Residential Areas Land Use Category.

⁸ The single event noise standard of 80 dBA L_{max} for aircraft departures at Lake Tahoe Airport shall be effective immediately. The single event noise standard of 80 dBA L_{max} for aircraft arrivals at Lake Tahoe Airport is not to be effective until ten years after the adoption of an airport master plan by TRPA. The schedule for phasing in the 80 dBA arrival standard shall be based on a review and consideration of the relevant factors, including best available technology and environmental concerns, and shall maximize the reduction in noise impacts caused by aircraft arrivals while allowing for the continuation of general aviation and commercial service. The beginning arrival standard shall not exceed 84 dBA for general aviation and commuter aircraft, and 86 dBA for transport category aircraft.

- N18) 60 dBA CNEL (Average Noise Level) in the Hotel/Motel Areas Land Use Category.
- N19) 60 dBA CNEL (Average Noise Level)) in the Commercial Areas Land Use Category.
- N20) 65 dBA CNEL (Average Noise Level) in the Industrial Areas Land Use Category.
- N21) 55 dBA CNEL (Average Noise Level) in the Urban Outdoor Recreation Areas Land Use Category.
- N22) 50 dBA CNEL (Average Noise Level) in the Rural Outdoor Recreation Areas Land Use Category.
- N23) 45 dBA CNEL (Average Noise Level) in the Wilderness and Roadless Areas Land Use Category.
- N24) 45 dBA CNEL (Average Noise Level) in the Critical Wildlife Habitat Areas Land Use Category.

RECREATION

POLICY STATEMENTS

- R1) It shall be the policy of the TRPA Governing Body in development of the Regional Plan to preserve and enhance the high quality recreational experience including preservation of high-quality undeveloped shorezone and other natural areas. In developing the Regional Plan, the staff and Governing Body shall consider provisions for additional access, where lawful and feasible, to the shorezone and high quality undeveloped areas for low density recreational uses.
- R2) It shall be the policy of the TRPA Governing Body in development of the Regional Plan to establish and ensure a fair share of the total Basin capacity for outdoor recreation is available to the general public.

SCENIC RESOURCES

ROADWAY AND SHORELINE UNITS

NUMERICAL STANDARDS

SR1-SR4) Maintain or improve the numerical rating assigned each unit, including the scenic quality rating of the individual resources within each unit, as recorded in the Scenic Resources Inventory and shown in:

- SR1) Table 13-3 of the Draft Study Report⁹.
- SR2) Table 13-5 of the Draft Study Report¹⁰.
- SR3) Table 13-8 of the Draft Study Report¹¹.
- SR4) Table 13-9 of the Draft Study Report¹².

SR5-SR8) Maintain the 1982 ratings for all roadway and shoreline units as shown in:

- SR5) Table 13-6 of the Draft Study Report¹³.

⁹ See attachment C

¹⁰ See attachment D

¹¹ See attachment E

¹² See attachment F

¹³ See attachment G

- SR6) Table 13-7 of the Draft Study Report¹⁴.
- SR7) Restore scenic quality in roadway units rated 15 or below.
- SR8) Restore scenic quality in shoreline units rated 7 or below.

OTHER AREAS

NUMERICAL STANDARD

- SR9) Maintain or improve the numerical rating assigned to each identified scenic resource, including individual subcomponent numerical ratings, for views from bike paths and other recreation areas open to the general public as recorded in the 1993 Lake Tahoe Basin Scenic Resource Evaluation.

BUILT ENVIRONMENT

POLICY STATEMENT

- SR10) It shall be the policy of the TRPA Governing Body in development of the Regional Plan, in cooperation with local jurisdictions, to insure the height, bulk, texture, form, materials, colors, lighting, signing and other design elements of new, remodeled and redeveloped buildings be compatible with the natural, scenic, and recreational values of the region.

¹⁴ See attachment H

THRESHOLD STANDARDS ATTACHMENTS

Attachment A. Regional Runoff Quality Guidelines as set forth in Table 4-12 of the Draft Environmental Threshold Carrying Capacity Study Report, May 1982.

- WQ23) Surface Discharge: Total Nitrogen Maximum concentration 0.5 mg/l.
- WQ24) Surface Discharge: Total phosphate Maximum concentration 0.1 mg/l.
- WQ25) Surface Discharge: Total iron Maximum concentration 0.5 mg/l.
- WQ26) Surface Discharge: Turbidity Maximum concentration 20 JTU.
- WQ27) Surface Discharge: Grease and Oil Maximum concentration 2.0 mg/l.
- WQ28) Runoff Discharged to Groundwater: Total Nitrogen Maximum concentration 0.5 mg/l.
- WQ29) Runoff Discharged to Groundwater: Total Phosphate Maximum concentration 1 mg/l.
- WQ30) Runoff Discharged to Groundwater: Total iron Maximum concentration 4.0 mg/l.
- WQ31) Runoff Discharged to Groundwater: Turbidity Maximum concentration 200 JTU.
- WQ32) Runoff Discharged to Groundwater: Grease and Oil Maximum concentration 40.0 mg/l.

Attachment B. Impervious cover shall comply with the Land-Capability Classification of the Lake Tahoe Basin, California-Nevada, A Guide For Planning, Bailey, 1974.

- SC1) Allowable percent of impervious cover in Land Capability subclass 1a - 1%.
- SC2) Allowable percent of impervious cover in Land Capability subclass 1b - 1%.
- SC3) Allowable percent of impervious cover in Land Capability subclass 1c - 1%.
- SC4) Allowable percent of impervious cover in Land Capability class 2 - 1%.
- SC5) Allowable percent of impervious cover in Land Capability class 3 - 5%.
- SC6) Allowable percent of impervious cover in Land Capability class 4 - 20%.
- SC7) Allowable percent of impervious cover in Land Capability class 5 - 25%.
- SC8) Allowable percent of impervious cover in Land Capability class 6 - 30%.
- SC9) Allowable percent of impervious cover in Land Capability class 7 - 30%.

Attachment C. Scenic Resources Inventory Table 13-3 of the Draft Study Report. Criteria and Composite Scenic Quality Ratings for Roadways Units.

Table 13-3. Criteria and Composite Scenic Quality Ratings for Roadway Units							
Roadway Unit No.	Roadway Unit Name	Criteria					Composite Total ^a
		Unity	Variety	Vividness	Intactness	Total	
1	Tahoe Valley	2	2	2	1	8	2
2	Camp Richardson	3	3	2	2	10	3
3	Emerald Bay	3+	3+	3	3	12	3+
4	Bliss State Park	3	2	2	3	10	3
5	Rubicon Bay	2	2	2	1	7	2
6	Lonely Gulch	2	2	2	1	7	2
7	Meeks Bay	3	2	3	2	10	3
8	Sugar Pine Point	3	2	3	3	11	3
9	Tahoma	1	1	1	1	4	1
10	Quail Creek	1	2	2	1	6	2
11	Homewood	1	2	2	1	6	2
12	Tahoe Pines	2	3	3	2	10	3
13	Sunnyside	2	3	3	2	10	3
14	Tahoe Tavern	2	1	1	1	5	1
15	Tahoe City	1	2	1	0	4	1
16	Lake Forest	2	2	1	1	6	2
17	Cedar Flat	1	2	2	1	6	2
18	Carnelian Bay	1	2	2	1	6	2
19	Flick Point	2	3	2	1	7	2
20	Tahoe Vista	1	2	2	1	6	2
21	Stateline	2	2	2	0	6	2
22	Crystal Bay	0	2	2	0	4	1
23	Mt. Rose Highway	2	3	3	2	10	3
24	Tahoe Meadow	2	3	3	2	10	3
25	Ponderosa Area	0	2	2	0	4	1
26	Sand Harbor	3+	3+	3	3	12	3+
27	Prey Meadow	3	3	2	3	11	3
28	Spooner Summit	2	2	3	2	9	2
29	Cave Rock	2	3	3	2	10	3
30	Zephyr Cove-Lincoln Park	2	3	3	2	10	3
31	Meadow	2	2	3	0	7	2
32	Casino Area	1	1	1	0	3	1
33	The Strip	0	1	1	0	3	1
34	El Dorado Beach	1	2	2	1	6	2
35	Al Tahoe	0	2	1	0	3	1
36	Airport Area	1	3	2	1	7	2
37	Echo Summit	2	3	3	2	10	3
38	Upper Truckee River	2	3	2	2	9	2
39	Alpine Summit	3+	3	3+	3	12	3+
40	Brockway Cutoff	2	3	2	2	9	2
41	Brockway Summit	2	2	3	2	9	2
42	Outlet	3	3	3	1	10	3
43	Lower Truckee River	3	3	2	2	10	3
44	Kingsbury Grade	2	3	3	1	9	2
45	Pioneer Trail, North	1	2	1	0	4	1
46	Pioneer Trail, South	2	3	2	2	9	2

^aTotal Scores Composite Score
10 – 12 High = 3 High
6 – 9 Moderate = 2 Moderate
1 – 5 Low = 1 Low

Attachment D. Scenic Resources Inventory Table 13-5 of the Draft Study Report. Criteria and Composite Scenic Quality Ratings for Shoreline Units.

Shoreline ^a Unit No.	Shoreline ^a Unit Name	Criteria					Composite Total ^b
		Unity	Variety	Vividness	Intactness	Total	
1	Tahoe Keys	1	2	2	0	5	1
2	Pope Beach	3	2	2	1	9	2
3	Jameson Beach	2	2	2	2	8	3
4	Taylor Creek Meadow	3	2	2	2	10	3
5	Ebrite	2	2	2	2	8	2
6	Emerald Bay	3+	3	3+	3	12	3+
7	Bliss State Park	3	2	3	3	11	3
8	Rubicon Point	3	2	2	3	10	3
9	Rubicon Bay	1	2	1	0	4	1
10	Meeks Bay	3	3	2	2	10	3
11	Sugar Pine Point	2	2	2	3	9	2
12	McKinney Bay	2	3	2	2	9	2
13	Eagle Rock	2	2	2	2	8	2
14	Ward Creek	2	2	2	2	8	2
15	Tahoe City	1	2	1	0	4	1
16	Lake Forest	2	2	2	1	7	2
17	Dollar Point	2	2	2	1	7	2
18	Cedar Flat	2	2	2	1	7	2
19	Carnelian Bay	2	2	2	1	7	2
20	Flick Point	2	3	2	1	8	2
21	Agate Bay	1	3	2	1	7	2
22	Brockway	2	3	2	2	9	2
23	Crystal Bay	2	3	2	2	9	2
24	Sand Harbor	3	3	2	2	10	3
25	Skunk Harbor	2	2	3	2	9	2
26	Cave Rock	2	2	2	2	8	2
27	Lincoln Park	1	2	1	1	5	1
28	Tahoe School	2	2	2	2	8	2
29	Zephyr Cove	2	2	2	2	8	2
30	Edgewood	2	2	2	2	8	2
31	Bijou	2	2	2	1	7	2
32	Al Tahoe	1	1	2	0	4	1
33	Truckee Marsh	2	3	2	3	10	3

^aOriginal table incorrectly labeled these columns as “Roadway” units. These have been corrected to be labeled as “Shoreline” units.

^bTotal Scores Composite Score
10 – 12 High = 3 High
6 – 9 Moderate = 2 Moderate
1 – 5 Low = 1 Low

Attachment E. Scenic Resources Inventory Table 13-8 of the Draft Study Report. Recommended Scenic Resource Threshold, Roadway Units.

Table 13-8. Recommended Scenic Resource Threshold, Roadway Units				
Roadway Unit No.	Roadway Unit Name	Scenic Quality Rating	Sensitivity to Change Rating	Recommended Threshold
1	Tahoe Valley	2	1	3
2	Camp Richardson	3	2	5
3	Emerald Bay	3+	3	6+
4	Bliss State Park	3	1	4
5	Rubicon Bay	2	2	4
6	Lonely Gulch	2	2	4
7	Meeks Bay	3	3	6
8	Sugar Pine Point	3	3	6
9	Tahoma	1	2	3
10	Quail Creek	2	2	4
11	Homewood	2	1	3
12	Tahoe Pines	3	2	5
13	Sunnyside	3	3	6
14	Tahoe Tavern	1	2	3
15	Tahoe City	1	2	3
16	Lake Forest	2	2	4
17	Cedar Flat	2	2	4
18	Carnelian Bay	2	2	4
19	Flick Point	2	2	4
20	Tahoe Vista	2	2	4
21	Stateline	2	3	5
22	Crystal Bay	1	2	3
23	Mt. Rose Highway	3	3	6
24	Tahoe Meadow	3	2	5
25	Ponderosa Area	1	2	3
26	Sand Harbor	3+	3	6+
27	Prey Meadow	3	2	5
28	Spooner Summit	2	2	4
29	Cave Rock	3	3	6
30	Zephyr Cove-Lincoln Park	3	2	5
31	Meadow	2	1	3
32	Casino Area	1	1	2
33	The Strip	1	1	2
34	El Dorado Beach	2	2	4
35	Al Tahoe	1	1	2
36	Airport Area	2	1	3
37	Echo Summit	3	2	5
38	Upper Truckee River	2	2	4
39	Alpine Summit	3+	3	6+
40	Brockway Cutoff	2	1	3
41	Brockway Summit	2	1	3
42	Outlet	3	2	5
43	Lower Truckee River	3	2	5
44	Kingsbury Grade	2	3	5
45	Pioneer Trail, North	1	1	2

46	Pioneer Trail, South	2	2	4
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Attachment F. Scenic Resources Inventory Table 13-9 of the Draft Study Report. Recommended Scenic Resource Threshold, Shoreline Units.

Table 13-9. Recommended Scenic Resource Threshold, Shoreline Units

Shoreline Unit No.	Shoreline Unit Name	Scenic Quality Rating	Sensitivity to Change Rating	Recommended Threshold
1	Tahoe Keys	1	1	2
2	Pope Beach	2	2	4
3	Jameson Beach	3	1	4
4	Taylor Creek Meadow	2	3	6
5	Ebrite	3+	3	5
6	Emerald Bay	3	3+	6+
7	Bliss State Park	3	3+	6+
8	Rubicon Point	1	2	5
9	Rubicon Bay	3	2	3
10	Meeks Bay	2	2	5
11	Sugar Pine Point	2	2	4
12	McKinney Bay	2	1	3
13	Eagle Rock	2	1	3
14	Ward Creek	1	1	3
15	Tahoe City	2	1	2
16	Lake Forest	2	2	4
17	Dollar Point	2	3	5
18	Cedar Flat	2	2	4
19	Carnelian Bay	2	2	4
20	Flick Point	2	2	4
21	Agate Bay	2	1	3
22	Brockway	2	3	5
23	Crystal Bay	3	3	5
24	Sand Harbor	3	3	6
25	Skunk Harbor	2	3	5
26	Cave Rock	2	2	4
27	Lincoln Park	1	2	3
28	Tahoe School	2	1	3
29	Zephyr Cove	2	2	4
30	Edgewood	2	2	4
31	Bijou	2	1	3
32	Al Tahoe	1	1	2
33	Truckee Marsh	3	3	6

Attachment G. Scenic Resources Inventory Table 13-6 of the Draft Study Report. Roadway Travel Route Ratings, 1971, 1978, and 1982.

Table 13-6. Roadway Travel Route Ratings, 1971, 1978, and 1982

Unit Number	Unit Name	Ratings		
		1971	1978	1982
1	Tahoe Valley	14	11	11
2	Camp Richardson	20	20	20
3	Emerald Bay	27	27	26
4	Bliss State Park	22	22	21
5	Rubicon Bay	23	17	17
6	Lonely Gulch	21	17	17
7	Meeks Bay	12	12	13 ^a
8	Sugar Pine Point	23	23	23
9	Tahoma	15	13	13
10	Quail Creek	18	14	14
11	Homewood	14	14	13
12	Tahoe Pines	19	19	17
13	Sunnyside	14	14	14
14	Tahoe Tavern	17	15	13
15	Tahoe City	12	12	12
16	Lake Forest	18	15	13
17	Cedar Flat	18	17	17
18	Carnelian Bay	16	14	14
19	Flick Point	14	14	14
20	Tahoe Vista	14	11	10
21	Stateline	21	21	20
22	Crystal Bay	21	15	12
23	Mt. Rose Highway	27	27	25
24	Tahoe Meadow	26	26	26
25	Ponderosa Area	12	12	12
26	Sand Harbor	27	27	26
27	Prey Meadow	27	27	27
28	Spooner Summit	16	16	16
29	Cave Rock	24	24	23
30	Zephyr Cove-Lincoln Park	19	19	18
31	Meadow	18	14	14
32	Casino Area	15	10	13 ^a
33	The Strip	9	6	6
34	El Dorado Beach	16	16	16
35	Al Tahoe	10	6	7 ^a
36	Airport Area	15	15	15
37	Echo Summit	26	26	26
38	Upper Truckee River	18	18	18
39	Alpine Summit	24	24	24
40	Brockway Cutoff	15	15	15
41	Brockway Summit	21	21	21
42	Outlet	10	10	10
43	Lower Truckee River	20	20	20
44	Kingsbury Grade	-	-	13
45	Pioneer Trail, North	-	-	10

46	Pioneer Trail, South	-	-	20
^a Indicates Improvement				

**Attachment H. Scenic Resources Inventory Table 13-7 of the Draft Study Report.
Shoreline Travel Route Ratings, 1971 and 1982.**


Table 13-7. Shoreline Travel Route Ratings, 1971 and 1982

Shoreline Unit No.	Shoreline Unit Name	Ratings	
		1971	1982
1	Tahoe Keys	11	9
2	Pope Beach	9	8
3	Jameson Beach	8	8
4	Taylor Creek Meadow	13	13
5	Ebrite	9	9
6	Emerald Bay	13	12
7	Bliss State Park	12	12
8	Rubicon Point	13	12
9	Rubicon Bay	6	6
10	Meeks Bay	9	9
11	Sugar Pine Point	11	11
12	McKinney Bay	9	9
13	Eagle Rock	12	11
14	Ward Creek	10	10
15	Tahoe City	5	5
16	Lake Forest	6	5
17	Dollar Point	11	10
18	Cedar Flat	9	8
19	Carnelian Bay	5	5
20	Flick Point	9	8
21	Agate Bay	8	8
22	Brockway	11	10
23	Crystal Bay	12	11
24	Sand Harbor	12	12
25	Skunk Harbor	13	13
26	Cave Rock	12	10
27	Lincoln Park	10	8
28	Tahoe School	12	11
29	Zephyr Cove	10	9
30	Edgewood	11	11
31	Bijou	9	9
32	Al Tahoe	10	9
33	Truckee Marsh	14	14

REGIONAL PLAN

TAHOE REGIONAL PLANNING AGENCY





CHAPTER 1

Introduction

The Regional Plan describes the needs and goals of the Region and provides statements of policy to guide decision making as it affects the Region's resources. The plan with all of its elements, as implemented through Agency ordinances and rules and regulations, will achieve and maintain the adopted environmental threshold carrying capacities (thresholds) while providing opportunities for orderly growth and development.

Regional Plan Development and Maintenance

The development of the initial Regional Plan was structured around the adopted threshold standards and other issues of local and regional significance. Issues, other than those associated with threshold standards, were initially identified through scoping meetings with local agencies and other interested parties. Agency staff then performed extensive analyses of available data, evaluated alternative techniques for achieving or maintaining the threshold standards, and developed a recommended plan in 1984.

The 1984 draft Regional Plan was evaluated in an Environmental Impact Statement (EIS) and modified following extensive public outreach, litigation, settlement discussions and a supplemental EIS. The Governing Board ultimately adopted the Regional Plan on September 17, 1986 and completed more detailed plans for specific geographic areas following adoption of the Regional Plan. This initial Regional Plan is referred to as the "1987 Plan."

Between 1987 and 2010, numerous targeted amendments to the Regional Plan were adopted. These amendments addressed specific topics, but did not update the plan introduction or the original references to the EIS and other work from the 1980s.

The focus of the 1987 Regional Plan was to achieve and maintain the threshold standards primarily through growth control, development regulations and property acquisition. Growth control measures in the 1987 Plan were extensively litigated and ultimately upheld as lawful. The 1987 Plan established a "carrying capacity" for development in the Region that was dramatically lower than what previous plans had envisioned. A system of transferrable development rights and land coverage regulations was adopted within constraints of the Region's carrying capacity. Concurrently, aggressive property acquisition programs were instituted. State and federal land management agencies acquired over 8,500 private parcels and retired the associated development rights between 1987 and 2011. The 1987 Regional Plan and the programs it established substantially reduced the rate of environment decline. Starting in the 1990s, *Threshold Evaluations* and other studies made it clear that the strategy

of regulation and land acquisition alone would not be enough to successfully achieve and maintain the threshold standards. The environmental impact of “legacy development” that was constructed prior to the initial Regional Plan continued to adversely impact the Region. In response, federal, state and local government dramatically increased funding for stormwater management infrastructure, wetland restorations and other environmentally beneficial projects through the Environmental Improvement Program (EIP). Trends towards threshold standard attainment improved measurably, but threshold standards for water quality and other resources were still not being attained.

In the 2000s, extensive studies for the Lake Tahoe Total Maximum Daily Load (TMDL) provided more detailed information related to water quality. TMDL reports adopted by California and Nevada included the following summary of Lake Tahoe’s major water pollution sources:

The ongoing decline in Lake Tahoe’s deep water transparency and clarity is a result of light scatter from fine sediment particles (primarily particles less than 16 micrometers in diameter) and light absorption by phytoplankton. The addition of nitrogen and phosphorus to Lake Tahoe contributes to phytoplankton growth. Fine sediment particles are the most dominant pollutant contributing to the impairment of the lake’s deep water transparency and clarity, accounting for roughly two thirds of the lake’s impairment.

A pollutant source analysis conducted by the California State Water Resources Control Board and Nevada Division of Environmental Protection identified urban uplands runoff, atmospheric deposition, forested upland runoff, and stream channel erosion as the primary sources of fine sediment particle, nitrogen, and phosphorus loads discharging to Lake Tahoe. The largest source of fine sediment particles to Lake Tahoe is urban stormwater runoff, comprising 72 percent of the total fine sediment particle load. The urban uplands also provide the largest opportunity to reduce fine sediment particle and phosphorus contributions to the lake.

While the TMDL focuses on impairment of Lake Tahoe’s deep water transparency and clarity, the primary pollutants that it addresses (fine sediment, nitrogen and phosphorous) also may affect nearshore water quality. Given the exceptional scenic quality and significant recreational and ecological values provided by Lake Tahoe’s nearshore, the protection of nearshore water quality is equally important.

To better address these water quality issues, one of the primary goals of the 2012 Regional Plan Update is to accelerate private investment in environmentally-beneficial redevelopment activities to complement the ongoing investment in public projects targeted at threshold gain. Amendments related to other scientific reports and to legislation in California and Nevada are also addressed in the 2012 Regional Plan.

California and Nevada reaffirmed their Bi-State Compact commitments in 2013, more explicitly recognizing the critical link between the region’s economy and the protection and restoration of the natural environment, and directing the agency to consider changing economic conditions and effect of regulation on the economy. Congress ratified the amended Bi-State Compact in 2016 (P.L. 106-3506, 114 Stat. 2351).

After adoption of the 2012 Regional Plan, a regular cycle of plan evaluations and updates will be maintained. At least regular four year updates will maintain consistency with the federally mandated transportation planning cycle for the Tahoe Metropolitan Planning Organization (TMPO) and will facilitate amendments based on the status of plan implementation, progress

towards attainment and maintenance of threshold standards, updated science and other new information. The plan update cycle is depicted on *Figure 3 - TRPA Process Flowchart*.

Relationship to Other Plans


The Regional Plan will help guide decision-making as it affects the growth and development of the Lake Tahoe Region. Because of its inherent broad scope and purpose, the Regional Plan will affect the planning activities of numerous governmental jurisdictions and utility service districts. Each of the affected entities were encouraged to participate actively in developing the Regional Plan so that adequate consideration was given to local, individual, and community needs.

Other jurisdictions can enact plans, ordinances, rules, regulations and policies which conform to the Regional Plan. Optimum implementation of this plan depends on the cooperation of all jurisdictions in the Region. As provided in the Bi-State Compact, whenever possible without diminishing the effectiveness of the Regional Plan, the ordinances, rules, regulations and policies of the Agency shall be confined to matters which are general and regional in application, leaving to the jurisdiction of the respective states, counties, and cities the enactment of specific and local ordinances, rules, regulations, and policies which conform to the Regional Plan.

A mix of local, state, and federal plans now exists in the Region and is expected to be maintained and updated over time in coordination with TRPA. The TRPA planning framework is depicted on *Figure 3 – TRPA Planning Framework*.

FIGURE 3 – TRPA PROCESS FLOW CHART





CHAPTER 2

Land Use Element

Article V(c)(1) of the Tahoe Regional Planning Agency Bi-State Compact calls for a *"land use plan for the integrated arrangement and general location and extent of, and the criteria and standards for, the uses of land, water, air, space and other natural resources within the region, including but not limited to indication or allocation of maximum population densities and permitted uses."*

In general, the Land Use Element sets forth the fundamental land use philosophies of the Regional Plan, including: the direction of development to the most suitable locations within the Region; maintenance of the environmental, economic, social, and physical well-being of the Region; and coordination of the Regional Plan with local, state, and federal requirements.

The Land Use Element includes the following Subelements: Land Use, Housing, Community Design, Noise, Natural Hazards, Air Quality, and Water Quality.

LAND USE

The Tahoe Regional Planning Agency Bi-State Compact calls for development of a Regional Plan that establishes a balance, or equilibrium, between the natural environment and the manmade environment. The TRPA has established environmental threshold carrying capacities that define the capacity of the natural environment and set specific environmental performance standards related to land use. The thresholds, however, do not define the maximum buildout, densities, permitted uses, or other land use criteria for the manmade environment; this is the function of the Regional Plan.

It is the intent of this Subelement to establish land use goals and policies that will ensure the desired equilibrium and attain and maintain the environmental thresholds within a specific time schedule.

GOAL LU-1

RESTORE, MAINTAIN, AND IMPROVE THE QUALITY OF THE LAKE TAHOE REGION FOR THE VISITORS AND RESIDENTS OF THE REGION.

Lake Tahoe is a unique natural resource in a spectacular natural setting. It is truly one of the natural treasures of the United States. The long-term economic and natural health of the Region depends on the maintenance of this unusual quality. While previous land use planning efforts have concentrated on regulating the quantity of permitted development, this plan emphasizes an improvement in the quality of development in the Region and in the quality of the natural environment.

POLICIES:

LU-1.1 THE PRIMARY FUNCTION OF THE REGION SHALL BE AS A MOUNTAIN RECREATION AREA WITH OUTSTANDING SCENIC AND NATURAL VALUES.

The economic health of the Region depends on a viable tourist and recreation-oriented environment. It is the intent of this Regional Plan, among other things, to encourage development that enhances these values.

LU-1.2 REDEVELOPING EXISTING TOWN CENTERS IS A HIGH PRIORITY.

Many of the Region's environmental problems can be traced to past and existing development which often occurred without recognition of the sensitivity of the area's natural resources.

To correct this, environmentally beneficial redevelopment and rehabilitation of identified Centers is a priority.

LU-1.3 THE PLAN SHALL SEEK TO MAINTAIN A BALANCE BETWEEN ECONOMIC/SOCIAL HEALTH AND THE ENVIRONMENT.

GOAL LU-2

DIRECT THE AMOUNT AND LOCATION OF NEW LAND USES IN CONFORMANCE WITH THE ENVIRONMENTAL THRESHOLD CARRYING CAPACITIES AND THE OTHER GOALS OF THE TAHOE REGIONAL PLANNING AGENCY BI-STATE COMPACT.

POLICIES:

LU-2.1 THE REGIONAL PLAN ADOPTED BY THE AGENCY SHALL SPECIFY THE TOTAL ADDITIONAL DEVELOPMENT WHICH MAY BE PERMITTED WITHIN THE REGION, NOT TO EXCEED THE LIMITATIONS SET FORTH BELOW.

The Environmental Impact Statement prepared for this plan analyzed impacts based on defined development parameters which are integrated into this plan. It is the intent of this policy to ensure that these limitations are incorporated, both individually and cumulatively, into the Land Use Element. These limitations shall be expressed in appropriate land use regulations, such as zoning, use limitations, floor area limitations, allocation limits and other such regulations. For the purposes of this plan, regulated development is categorized as residential, tourist accommodation, commercial, recreation, public service, and resource management.

Residential: Each undeveloped legal parcel existing on August 17, 1986, unless otherwise restricted, has a development right of one residential unit, except where additional development rights are acquired pursuant to the Implementation Element.

The status of development rights that existed on August 17, 1986 is outlined in the table below:

Development Rights Inventory (as of October 24, 2012)*	
Residences Developed before 1987	40,865
Total Development Rights in 1987	18,690
Development Rights Acquired 1987-2011	8,360
Development Rights Developed or Allocated to Jurisdictions 1987-2011	6,087
Total Development Rights Remaining	4,243
Remaining on Buildable Parcels	2,791
Remaining on Marginal Parcels	765
Remaining on Unbuildable Parcels	535
Banked Development Rights	152
*Note: All statistics are estimates and are not regulatory	

Tourist Accommodation: There is a limited need for additional tourist accommodation units. Based on demonstrated need, projects may be permitted additional units as specified within a Community Plan or a Conforming Area Plan and as provided for in the Implementation Element.

Commercial: The amount of additional commercial development is based on the estimated needs of the Region. Commercial development may be permitted as specified in Plan Area Statements, Community Plans, other Specific Plans or Master Plans, or a Conforming Area Plan.

Recreation: Additional recreation uses may be permitted only as specified within Plan Area Statements, Community Plans, other Specific Plans or Master Plans, or a Conforming Area Plan. The total capacity of additional outdoor recreational facilities for the Region shall not exceed 6,114 persons at one time (PAOTs) for overnight facilities, 6,761 PAOTs for summer day use facilities, and 12,400 PAOTs for winter day use facilities. (See Recreation Element for more detail.)

Public Service: Additional public service development shall be limited to those projects needed to serve the other development permitted by this plan. (See Public Service Element for more detail.)

Resource Management: Resource Management activities pertaining to the utilization, management, or conservation of natural resources shall be limited to those activities that are consistent with policies of this plan and of other adopted plans.

LU-2.2 NO NEW DIVISIONS OF LAND SHALL BE PERMITTED WITHIN THE REGION WHICH WOULD CREATE NEW DEVELOPMENT POTENTIAL INCONSISTENT WITH THE GOALS AND POLICIES OF THIS PLAN.

This policy does not consider the following divisions of land to be inconsistent when the result does not increase the development potential permitted by this plan:

- A. Division of land for the purposes of conveying a portion thereof to a governmental agency, public entity, or public utility.
- B. Division of land for the purposes of creating cemetery lots.
- C. Division of land ordered by a federal or state court of competent jurisdiction as a result of bona fide, adversary legal proceedings to which the Agency is a party. Any such division of land or approval of any other project or action resulting from such legal proceedings shall be pursuant to an evaluation of the effect of such division or approval upon the Regional Plan, the environmental thresholds, and other requirements of the Bi-State Compact. Based on the above evaluation, appropriate adjustments to the Regional Plan shall be made.
- D. A modification to an existing subdivision or a lot line adjustment or lot consolidation, which does not result in any increase in development potential, or in present or potential land coverage or density, and shall not have an adverse impact upon the health, safety, general welfare or environment of the Region.
- E. Conversion of an existing structure, to a stock cooperative, community apartment, condominium, or any other form of divided interest; which conversion does not result in any increase in development potential, or in present or potential land coverage or density, and will not have an adverse impact upon the health, safety, general welfare or environment of the Region.
- F. Redivision, adjustment, or consolidation, of parcels within an existing urban area, as part of a TRPA approved redevelopment plan that does not increase development potential region-wide.
- G. Division of land through condominiums, community apartments, or stock cooperatives within an existing urban area in conjunction with the approval of a project associated with an approved transfer of development, or otherwise in accordance with the provisions of this plan. In order to subdivide a project under this provision, the project itself shall be approved prior to the approval of the division and in no case shall the division result

in a greater amount, a different location, or a greater rate of development than otherwise permitted by this plan.

- H. Division of land through air space condominiums in two resort recreation designated areas with the approval of a project associated with an approved transfer of development. In order to subdivide a project under this provision, the project itself shall be approved prior to the approval of the division and in no case shall the division result in a greater amount, a different location or a greater rate of development than otherwise permitted by this plan. Subdivisions shall be limited to air space condominium divisions with no lot and block subdivisions allowed, development shall be transferred from outside the area designated as resort recreation, and transfers shall result in the retirement of development.

LU-2.3 BUILDINGS, WHETHER CONFORMING OR NONCONFORMING, WHICH ARE DAMAGED OR DESTROYED BY FIRE OR OTHER SIMILAR CALAMITY, MAY BE REPAIRED OR REBUILT WITH NO REQUIREMENT FOR REDUCTION IN COVERAGE OR HEIGHT BY WAY OF FEE OR OTHERWISE. THIS POLICY APPLIES ONLY IF THE BUILDING IS RECONSTRUCTED IN SUBSTANTIAL CONFORMANCE WITH THE ORIGINAL STRUCTURE AND, WITH NO INCREASE IN FLOOR AREA, LAND COVERAGE, HEIGHT, OR VOLUME. OTHER PROVISIONS GENERALLY APPLICABLE TO REHABILITATION OR RECONSTRUCTION OF BUILDINGS SHALL APPLY. THIS POLICY IS SUBJECT TO THE NATURAL HAZARDS SUBELEMENT. SPECIAL PROVISIONS SHALL APPLY TO BUILDINGS IN THE SHOREZONE, LAKEWARD OF THE HIGHWATER LINE.

LU-2.4 STRUCTURES, LEGALLY EXISTING AS OF THE EFFECTIVE DATE OF THIS PLAN, BUT WHICH, BY VIRTUE OF THEIR DESIGN OR LOCATION, ARE PROHIBITED, ARE CONSIDERED NONCONFORMING AND SUBJECT TO THE FOLLOWING POLICIES:

- A. Nonconforming structures may be maintained or repaired. Maintenance and repair shall be defined in implementing ordinances.
- B. Nonconforming structures may not be enlarged, replaced, or rebuilt without the approval of TRPA. Such approval shall occur through direct TRPA review, through the conformance review process for Area Plans, or through Memorandum of Understanding with applicable governments and shall be based on criteria set forth in implementing ordinances to ensure that:
 - i. the activity shall not increase the extent of nonconformity; and
 - ii. if the structure is subject to a specific program of removal or modification by TRPA, the activity shall not conflict with that program.

LU-2.5 USES, LEGALLY EXISTING AS OF THE EFFECTIVE DATE THIS PLAN, BUT WHICH ARE NOW PROHIBITED, ARE CONSIDERED NONCONFORMING AND SUBJECT TO THE FOLLOWING POLICIES:

- A. Nonconforming uses may continue as they exist except where specifically subject to a program of removal or modification.
- B. Nonconforming uses may not be modified, expanded, or intensified, nor resumed following a significant interruption without the approval of TRPA. Such approval shall occur through direct TRPA review, through the conformance review process for Area Plans, or through Memorandum of Understanding with applicable governments and shall be based on criteria set forth in ordinances to ensure that:

- i. the activity shall not increase the extent of nonconformity.
 - ii. the activity shall not make it more difficult to attain and maintain environmental threshold carrying capacities.
 - iii. the use is otherwise consistent with applicable Plan Area Statements and Community Plans.
- C. Additional rules regarding excess land coverage are set forth in this Land Use Subelement, Policies LU-2.11 and 2.12.

LU-2.6 USES OF THE BODIES OF WATER WITHIN THE REGION SHALL BE LIMITED TO OUTDOOR WATER-DEPENDENT USES REQUIRED TO SATISFY THE GOALS AND POLICIES OF THIS PLAN.

This policy is intended to promote the use of waters of the Region for water-dependent outdoor recreation and to protect the scenic and natural qualities of such waters. Plan Area Statements or conforming Area Plans shall detail the specific policies.

LU-2.7 RESTORATION AND REHABILITATION SHALL BE A HIGH PRIORITY FOR IMPROVING ENVIRONMENTAL QUALITY AND COMMUNITY CHARACTER OF AREAS DESIGNATED FOR REDIRECTION BUT NOT INCLUDED IN A REDEVELOPMENT PLAN.

The Regional Plan calls for improvement of environmental quality and community character in redirection areas through restoration and rehabilitation. Implementation of rehabilitation and restoration strategies shall be by ordinance.

LU-2.8 THE PROVISIONS SET FORTH IN ARTICLE VI (d) THROUGH VI (i) OF THE BI-STATE COMPACT APPLY TO TRPA REGULATION OF STRUCTURES HOUSING GAMING.

LU-2.9 ALLOWABLE LAND COVERAGE IN THE TAHOE REGION SHALL BE SET FORTH IN ACCORDANCE WITH THE LAND CAPABILITY DISTRICT CLASSIFICATION METHODOLOGY AND DISTRICT BASED LAND COVERAGE LIMITATIONS SET FORTH IN "THE LAND CAPABILITY CLASSIFICATION OF THE LAKE TAHOE BASIN, CALIFORNIA-NEVADA, A GUIDE FOR PLANNING, BAILEY, 1974."

This policy limits allowable impervious land coverage associated with new development. These policies set allowable land coverage by applying the recommended Bailey land coverage coefficients to specifically defined and related areas. In some instances, provisions are made to allow additional coverage by transfer. The transfer programs shall operate by a direct offset method. In addition, land capability is one of the basic factors in determining the suitability of lands for development and appropriateness of land uses.

LU-2.10 ALLOWED BASE LAND COVERAGE FOR ALL NEW PROJECTS AND ACTIVITIES SHALL BE CALCULATED BY APPLYING THE BAILEY COEFFICIENTS, AS SHOWN BELOW, TO THE APPLICABLE AREA WITHIN THE PARCEL BOUNDARY, OR AS OTHERWISE SET FORTH IN A, B, AND C OF THIS POLICY.

LAND CAPABILITY DISTRICT	MAXIMUM ALLOWED LAND COVERAGE
1a	1 percent
1b	1 percent
1c	1 percent

2	1 percent
3	5 percent
4	20 percent
5	25 percent
6	30 percent
7	30 percent

- A. In the case of subdivisions approved by TRPA in conformance with the coefficients coverages assigned to individual lots shall be the allowed base coverage for those lots. A list of such TRPA-approved subdivisions appears in *Attachment 2*
- B. In the case of existing planned unit developments (PUDs) not in conformance with the coefficients, the coefficients shall apply to the entire project area minus public rights-of-way, and the allowed base coverage shall be apportioned to the individual lots or building sites, and common area facilities. A list of such PUDs appears in *Attachment 3*
- C. After December 31, 1988, for vacant residential parcels evaluated under the Individual Parcel Evaluation System (IPES), the allowable base land coverage shall be a function of a parcel's combined score under the IPES criteria for relative erosion hazard and runoff potential as correlated with the above coefficients and applied to the designated evaluation area.

The method of calculation of allowed land coverages shall be detailed in the implementing ordinances consistent with the above policy.

LU-2.11 THE ALLOWED COVERAGE IN POLICY LU-2.10 MAY BE INCREASED BY TRANSFER OF LAND COVERAGE WITHIN HYDROLOGICALLY RELATED AREAS UP TO THE LIMITS AS SET FORTH IN THIS POLICY:

SPECIAL PROVISIONS FOR ADDITIONAL COVERAGE, SUCH AS EXCEPTIONALLY LONG DRIVEWAYS, PERVIOUS COVERAGE, PUBLIC TRAILS AND ACCESS FOR THE DISABLED, MAY ALSO BE ALLOWED. ORDINANCES SHALL SPECIFICALLY LIMIT AND DEFINE THESE PROGRAMS.

LAND COVERAGE MAY BE TRANSFERRED THROUGH PROGRAMS THAT ARE FURTHER DESCRIBED IN THE IMPLEMENTATION ELEMENT. NOTWITHSTANDING THE LIMITATION STATED ABOVE, LAND COVERAGE MAY BE TRANSFERRED ACROSS HYDROLOGICALLY RELATED AREAS WHEN EXISTING HARD OR SOFT COVERAGE IS TRANSFERRED AND RETIRED FROM SENSITIVE LAND AND TRANSFERRED TO NON-SENSITIVE LAND FURTHER THAN 300 FEET FROM THE HIGH WATER LINE OF LAKE TAHOE, OR ON THE LANDWARD SIDE OF HIGHWAYS 28 OR 89 IN THE TAHOE CITY OR KINGS BEACH TOWN CENTERS.

The intent of the land coverage transfer programs is to allow greater flexibility in the placement of land coverage. Such programs include the use of land banks, lot consolidation, land coverage restoration programs, and transfer programs based on the calculation of land coverage on non-contiguous parcels. The coverage transfer programs allow for coverage over base coverage to be permitted and still be consistent with the soils threshold and *Goal LU-2* of this Subelement.

- A. Single Family Residential: The maximum land coverage allowed (Base + Transfer) on a parcel through a transfer program shall be as set forth below:

<u>Parcel Size (Square Feet)</u>	<u>Land Coverage</u>
0 - 4,000	Base Land Coverage as Set Forth in <i>Policy LU-2.10</i>
4,001 - 9,000	1,800 sq. ft.
<u>Parcel Size (Square Feet)</u>	<u>Land Coverage</u>
9,001 - 14,000	20 percent
14,001 - 16,000	2,900 sq. ft.
16,001 - 20,000	3,000 sq. ft.
20,001 - 25,000	3,100 sq. ft.
25,001 - 30,000	3,200 sq. ft.
30,001 - 40,000	3,300 sq. ft.
40,001 - 50,000	3,400 sq. ft.
50,001 - 70,000	3,500 sq. ft.
70,001 - 90,000	3,600 sq. ft.
90,001 - 120,000	3,700 sq. ft.
120,001 - 150,000	3,800 sq. ft.
150,001 - 200,000	3,900 sq. ft.
200,001 - 400,000	4,000 sq. ft.

For lots in planned unit developments, the maximum coverage allowed (Base + Transfer) shall be up to 100 percent of the proposed building envelope but shall not exceed 2,500 square feet. Lots in subdivisions with TRPA-approved transfer programs may be permitted the coverage specified by that approval.

- B. Facilities in Centers: Except as provided in Subsections A, F, I, J and K of this Policy, the maximum coverage (Base + Transfer) allowed on a parcel through a transfer program shall be 70 percent of the land in capability districts 4 - 7, provided such parcel is within a Center of a Conforming Area Plan. Coverage transfers to increase coverage from the base coverage up to the maximum coverage allowed shall be at a ratio of 1:1 for coverage transfers from sensitive lands. For transfer of coverage from non-sensitive lands, coverage shall be transferred at a gradually increasing ratio from 1:1 to 2:1, as further specified in the Code of Ordinances.

- C. Commercial and Mixed Use Facilities in a Community Plan: The maximum coverage (Base + Transfer) allowed on an existing undeveloped parcel through a transfer program, shall be 70 percent of the land in capability districts 4 - 7, provided the parcel is within an approved community plan. For existing developed parcels, the maximum land coverage allowed is 50 percent. Coverage transfers to increase coverage from the base coverage up to the maximum coverage allowed, shall be at a ratio of 1:1 for coverage transfers from sensitive lands. For coverage transfers from non-sensitive lands, coverage shall be transferred at a gradually increasing ratio from 1:1 to 2:1, as further specified in the Code of Ordinances.

- D. Tourist Accommodation Facilities, Multi-Residential Facilities of 5 Units or More, Public Service Facilities, and Recreational Facilities in a Community Plan: The maximum coverage (Base + Transfer) allowed on a parcel through

a transfer program shall be 50 percent of the land in capability districts 4 - 7, provided such parcel is within an approved community plan. The coverage transfer ratio to increase coverage from the base coverage to 50 percent shall be at a ratio of 1:1.

- E. Other Multi-Residential Facilities: The maximum coverage (Base + Transfer) allowed on a parcel through a transfer of coverage programs shall be the amounts set forth in Subsection A, above.
- F. Linear Public Facilities and Public Health and Safety Facilities: Such public facilities defined by ordinance and whose nature requires special consideration, are limited to transferring the minimum coverage needed to achieve their public purpose.
- G. Public Service Facilities Outside a Community Plan or Center: The maximum coverage (Base + Transfer) allowed on a parcel through a transfer program shall be 50 percent land coverage provided TRPA determines there is a demonstrated need and requirement to locate such a facility outside a Community Plan or Center, and there is no feasible alternative which would reduce land coverage.
- H. Other Facilities Outside of Community Plans and Centers, Facilities Within Community Plans Before the Community Plan is Approved, and Facilities within Centers before Conforming Area Plans are approved: Other than the exceptions in Subsections A, E, F, and G, the maximum land coverage allowed shall be the base land coverage as set forth in Policy LU-2.10.
- I. Notwithstanding Subsection A above, when existing development is relocated to Centers and the prior site is restored and retired, non-conforming coverage may be maintained with the relocation as long as the new site is developed in accordance with all other TRPA Policies and Ordinances.
- J. Conforming Area Plans may include a comprehensive coverage management system as an alternative to the parcel level coverage requirements outlined in Subsection A-H above. In order to be found in conformance with the Regional Plan, the comprehensive coverage management system shall reduce coverage overall, reduce coverage in land capability districts 1 and 2 compared to the parcel level limitations in the Regional Plan and Code of Ordinances and not increase allowed coverage within 300 feet of Lake Tahoe (excluding those areas landward of Highways 28 and 89 in Kings Beach and Tahoe City Town Centers within that zone).
- K. Additional land coverage limitations shall be implemented within 300 feet of Lake Tahoe, as further described in the Code of Ordinances.

LU-2.12 REHABILITATION, RECONSTRUCTION, AND UPGRADING OF THE EXISTING INVENTORY OF STRUCTURES, OR OTHER FORMS OF COVERAGE IN THE TAHOE REGION, ARE HIGH PRIORITIES OF THE REGIONAL PLAN. TO ENCOURAGE REHABILITATION AND UPGRADING OF STRUCTURES, THE FOLLOWING POLICIES SHALL APPLY:

- A. Repair or reconstruction of buildings damaged or destroyed by fire or other calamity subject to Policy LU-2.3 of this subelement is exempt from this policy.
- B. Reconstruction, rehabilitation, modification, relocation, or major repair of structures or coverage other than as specified in *Subsection A* above may

be allowed, provided such use is allowed under this Land Use Subelement. For parcels with existing coverage in excess of the Bailey Coefficients, a land coverage mitigation program shall be set by ordinance, which shall provide for the reduction of coverage in an amount proportional to the cost of the repair, reconstruction, relocation, rehabilitation, or modification, and to the extent of excess coverage. To accomplish these reductions, property owners shall have at least the following options:

- i. reducing coverage on-site;
- ii. reducing coverage off-site;
- iii. paying a rehabilitation fee in lieu of on-site or off-site coverage reduction in an amount established by Agency ordinance to help fund a land bank program established to accomplish coverage reductions;
- iv. lot consolidation with a contiguous parcel or lot line adjustment to reduce the percentage of excess coverage on the resulting parcels; or
- v. any combination of the foregoing options.

- C. Existing development in Centers with excess coverage may earn multi-residential bonus units, tourist accommodation bonus unit and bonus commercial floor area for removing and retiring excess coverage onsite.
- D. Existing coverage may be relocated within a parcel provided it is relocated to areas of equal or superior environmental capability consistent with *Subsection B* above.
- E. TRPA shall maintain a rehabilitation fee schedule that is adequate to carry out an effective land coverage banking program, equitably divides the costs to the public and private sectors, and has the minimum possible deterrent effect on the Regional Plan goal of encouraging rehabilitation, reconstruction, and upgrading of the existing inventory of structures. The rehabilitation fee schedule shall be updated annually.
- F. In approving repair, reconstruction, rehabilitation, modification, or relocation of structures or other coverage, the Agency shall also apply other relevant standards, including installation and maintenance of Best Management Practices or compliance with the design review guidelines.

GOAL LU-3

PROVIDE TO THE GREATEST POSSIBLE EXTENT, WITHIN THE CONSTRAINTS OF THE ENVIRONMENTAL THRESHOLD CARRYING CAPACITIES, A DISTRIBUTION OF LAND USE THAT ENSURES THE SOCIAL, ECONOMIC, AND ENVIRONMENTAL WELL-BEING OF THE REGION.

The Tahoe Regional Planning Agency Bi-State Compact and extensive public testimony call for TRPA, along with other governmental and private entities, to safeguard the well-being of those who live in, work in, or visit the Region.

POLICIES:

LU-3.1 ALL PERSONS SHALL HAVE THE OPPORTUNITY TO UTILIZE AND ENJOY THE REGION'S NATURAL RESOURCES AND AMENITIES.

LU-3.2 NO PERSON OR PERSONS SHALL DEVELOP PROPERTY SO AS TO ENDANGER THE PUBLIC HEALTH, SAFETY, AND WELFARE.

Persons who develop property in the Region must ensure that their development conforms to the Goals and Policies Plan, all TRPA regulations and all applicable local, state, and federal laws pertaining to public health, safety and welfare.

- LU-3.3 DEVELOPMENT IS PREFERRED IN AND DIRECTED TOWARD CENTERS, AS IDENTIFIED ON THE REGIONAL LAND USE MAP. CENTERS SHALL HAVE THE FOLLOWING CHARACTERISTICS:**
- 1) A concentration of non-residential and mixed-use development at a higher intensity than exists in other areas of the Region.
 - 2) Existing or planned transit service.
 - 3) Highway access.
 - 4) Infill and redevelopment opportunities.
 - 5) Capacity for receiving transfers of development rights and relocations of existing development.
 - 6) Existing or planned housing in the vicinity.
 - 7) Existing or planned street designs with continuous sidewalks, paths and other infrastructure that promotes walking, bicycling and transit use so as to encourage mobility without use of private vehicles.
- LU-3.4 EXISTING DEVELOPMENT PATTERNS IN RESIDENTIAL NEIGHBORHOODS OUTSIDE OF CENTERS AND ENVIRONMENTALLY-SENSITIVE LANDS SHOULD BE MAINTAINED WITH NO SIGNIFICANT CHANGE.**
- LU-3.5 DEVELOPMENT IS DISCOURAGED IN AND DIRECTED AWAY FROM ENVIRONMENTALLY-SENSITIVE LANDS AND AREAS FURTHEST FROM NON-RESIDENTIAL SUPPORT SERVICES. THESE AREAS ARE FURTHER DEFINED IN OTHER PLAN POLICIES.**
- LU-3.6 TRPA SHALL RESERVE A PORTION OF THE AVAILABLE DEVELOPMENT ALLOCATIONS AND RESIDENTIAL BONUS UNITS TO PROMOTE THE TRANSFER OF DEVELOPMENT RIGHTS FROM SENSITIVE LANDS TO CENTERS.**
- LU-3.7 TRPA SHALL MAINTAIN A PORTION OF THE AVAILABLE DEVELOPMENT ALLOCATIONS AND RESIDENTIAL BONUS UNITS TO PROMOTE THE TRANSFER OF DEVELOPMENT RIGHTS FROM OUTLYING RESIDENTIAL AREAS TO CENTERS.**
- LU-3.8 TRPA SUPPORTS SENSITIVE LAND AND DEVELOPMENT RIGHT ACQUISITION PROGRAMS THAT PRIORITIZE THE RETIREMENT OF DEVELOPMENT AND THE RESTORATION OF SENSITIVE LAND.**

GOAL LU-4

REGIONAL PLAN GOALS, POLICIES, AND ORDINANCES SHALL BE IMPLEMENTED USING AN INTEGRATED SYSTEM OF REGIONAL AND LOCAL GOVERNMENT PLANNING.

POLICIES:

- LU-4.1 THE REGIONAL PLAN LAND USE MAP IDENTIFIES GROUPINGS OF GENERALIZED LAND USES AND PRIORITY REDEVELOPMENT AREAS IN THE REGION. AREAS OF SIMILAR USE AND CHARACTER ARE MAPPED AND CATEGORIZED WITHIN ONE OR MORE OF THE FOLLOWING EIGHT LAND USE CLASSIFICATIONS: WILDERNESS,**

BACKCOUNTRY, CONSERVATION, RECREATION, RESORT RECREATION, RESIDENTIAL, MIXED-USE, AND TOURIST. THESE LAND USE CLASSIFICATIONS SHALL DICTATE ALLOWABLE LAND USES. EXISTING URBANIZED AREAS ARE IDENTIFIED AS CENTERS AND INCLUDE TOWN CENTERS, THE REGIONAL CENTER AND THE HIGH DENSITY TOURIST DISTRICT. CENTERS ARE THE AREAS WHERE SUSTAINABLE REDEVELOPMENT IS ENCOURAGED.

Since the development permitted under this plan is generally limited to the existing urban boundaries in which uses have already been established, the concept of this land use plan is directed toward encouraging infill and redirection. The intent of this system is to provide flexibility when dealing with existing uses, continuation of acceptable land use patterns, and redirection of unacceptable land use patterns. Implementation ordinances set forth the detailed management criteria and allowed uses for each land use classification.

Wilderness

Wilderness Districts are designated and defined by the U.S. Congress as part of the National Wilderness Preservation System. These lands offer outstanding opportunities for solitude and primitive, unconfined recreation experiences, and they contain ecological, geological, and other features of scientific, educational, scenic and historic value. The wilderness designation is intended to protect and preserve such areas for present and future generations. These lands are managed to prevent the degradation of wilderness character. Natural ecological processes and functions are preserved, and restored where necessary. Permanent improvements and mechanized uses are prohibited. Wilderness District lands within the Tahoe Region include portions of the Desolation, Granite Chief and Mount Rose Wilderness Areas.

Backcountry

Backcountry Districts are designated and defined by the U.S. Forest Service as part of their Resource Management Plans. These lands are roadless areas including Dardanelles/Meiss, Freel Peak and Lincoln Creek. On these lands, natural ecological processes are primarily free from human influences. Backcountry areas offer a recreation experience similar to wilderness, with places for people seeking natural scenery and solitude. Primitive and semi-primitive recreation opportunities include hiking, camping, wildlife viewing, and cross-country skiing, in addition to more developed or mechanized activities not allowed in wilderness areas (e.g., mountain biking, snowmobiling). Management activities that support administrative and dispersed recreation activities are minimal, but may have a limited influence. Limited roads may be present in some backcountry areas; road reconstruction may be permitted on backcountry lands where additional restrictions do not apply. Backcountry areas contribute to ecosystem and species diversity and sustainability, serve as habitat for fauna and flora, and offer wildlife corridors. These areas provide a diversity of terrestrial and aquatic habitats, and support species dependent on large, undisturbed areas of land. Backcountry areas are managed to preserve and restore healthy watersheds with clean water and air, and healthy soils. Watershed processes operate in harmony with their setting, providing high quality aquatic habitats.

Conservation

Conservation areas are non-urban areas with value as primitive or natural areas, with strong environmental limitations on use, and with a potential for dispersed recreation or low intensity resource management. Conservation areas include (1) public lands already set aside for this purpose, (2) high-hazard lands, stream environment zones, and other fragile areas, without substantial existing improvements, (3) isolated areas which do not contain the necessary infrastructure for development, (4) areas capable of sustaining only passive recreation or non-intensive agriculture, and (5) areas suitable for low-to-

moderate resource management.

Recreation

Recreation areas are non-urban areas with good potential for developed outdoor recreation, park use, or concentrated recreation. Lands which this plan identified as recreation areas include (1) areas of existing private and public recreation use, (2) designated local, state, and federal recreation areas, (3) areas without overriding environmental constraints on resource management or recreational purposes, and (4) areas with unique recreational resources which may service public needs, such as beaches and ski areas.

Resort Recreation

Resort Recreation areas are the specific Edgewood and Heavenly parcels depicted on Map 1 of the Regional Plan.

Residential

Residential areas are urban areas having potential to provide housing for the residents of the Region. In addition, the purpose of this classification is to identify density patterns related to both the physical and manmade characteristics of the land and to allow accessory and non-residential uses that complement the residential neighborhood. These lands include: (1) areas now developed for residential purposes; (2) areas of moderate-to-good land capability; (3) areas within urban boundaries and serviced by utilities; and (4) areas of centralized location in close proximity to commercial services and public facilities.

Mixed-Use

Mixed-use areas are urban areas that have been designated to provide a mix of commercial, public services, light industrial, office, and residential uses to the Region or have the potential to provide future commercial, public service, light industrial, office, and residential uses. The purpose of this classification is to concentrate higher intensity land uses for public convenience, and enhanced sustainability.

Tourist

Tourist areas are urban areas that have the potential to provide intensive tourist accommodations and services or intensive recreation. This land use classification also includes areas recognized by the Bi-State Compact as suitable for gaming. These lands include areas that are:

- 1) already developed with high concentrations of visitor services, visitor accommodations, and related uses;
- 2) of good to moderate land capability (land capability districts 4-7);
- 3) with existing excess land coverage; and
- 4) located near commercial services, employment centers, public services and facilities, transit facilities, pedestrian paths, and bicycle connections

Town Center District

Town centers contain most of the Region's non-residential services and have been identified as a significant source of sediments and other contaminants that continue to enter Lake Tahoe. Town centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities in the Region.

Regional Center District

The Regional Center includes a variety of land uses in the core of South Lake Tahoe, including the Gondola and base lodge facilities for Heavenly Ski Area. Development patterns in the Regional Center have been and should continue to be more intensive than town centers and less intensive than the High Density Tourist District. Older development within the Regional Center is a significant source of sediment and other water contaminants. The Regional Center is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities in the Region.

High Density Tourist District

The High Density Tourist District contains a concentration of hotel/casino towers and is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities for local residents. The High Density Tourist District is the appropriate location for the Region's highest intensity development.

Stream Restoration Plan Area

Stream Restoration Plan Areas are Stream Environment Zones along major waterways that have been substantially degraded by prior or existing development. Individual Restoration Plans should be developed for each Stream Restoration Plan Area in coordination with the applicable local government and property owners in the plan area. Restoration Plans may be developed as a component of an Area Plan or as a separate document and should identify feasible opportunities for environmental restoration.

- LU-4.2** DETAILED PLAN AREA STATEMENTS HAVE BEEN APPROVED FOR ALL PROPERTIES IN THE REGION. THESE PLAN AREA STATEMENTS WERE ADOPTED IN ACCORDANCE WITH THE 1987 REGIONAL PLAN AND SHALL REMAIN IN EFFECT UNTIL SUPERSEDED BY AREA PLANS THAT ARE DEVELOPED IN ACCORDANCE WITH AND FOUND IN CONFORMANCE WITH THIS REGIONAL PLAN. IF ANY PLAN AREA STATEMENT CONTAINS PROVISIONS THAT CONTRADICT NEWER PROVISIONS OF THE REGIONAL PLAN OR DEVELOPMENT CODE, THE NEWER PROVISIONS OF THE REGIONAL PLAN OR DEVELOPMENT CODE SHALL PREVAIL, BUT ONLY TO THE EXTENT THAT SPECIFIC PROVISIONS CONFLICT.
- LU-4.3** COMMUNITY PLANS HAVE BEEN APPROVED FOR SOME PROPERTIES IN THE REGION TO REFINE AND SUPERSEDE THE PLAN AREA STATEMENTS. THESE COMMUNITY PLANS WERE ADOPTED IN ACCORDANCE WITH THE 1987 REGIONAL PLAN AND SHALL REMAIN IN EFFECT UNTIL SUPERSEDED BY AREA PLANS THAT ARE DEVELOPED IN ACCORDANCE WITH AND FOUND IN CONFORMANCE WITH THIS REGIONAL PLAN. IF ANY COMMUNITY PLAN CONTAINS PROVISIONS THAT CONTRADICT NEWER PROVISIONS OF THE REGIONAL PLAN OR DEVELOPMENT CODE, THE NEWER PROVISIONS OF THE REGIONAL PLAN OR DEVELOPMENT CODE SHALL PREVAIL, BUT ONLY TO THE EXTENT THAT SPECIFIC PROVISIONS CONFLICT.
- LU-4.4** OTHER DETAILED PLANS, SUCH AS THE AIRPORT MASTER PLAN, SKI AREA MASTER PLANS, AND REDEVELOPMENT PLANS HAVE ALSO BEEN APPROVED FOR SOME PROPERTIES IN THE REGION TO FURTHER REFINE AND SUPERSEDE THE PLAN AREA STATEMENTS. THESE PLANS WERE ADOPTED IN ACCORDANCE WITH THE 1987 REGIONAL PLAN AND SHALL REMAIN IN EFFECT UNTIL SUPERSEDED BY AREA PLANS THAT ARE DEVELOPED IN ACCORDANCE WITH AND FOUND IN

CONFORMANCE WITH THIS REGIONAL PLAN. IF ANY OF THESE PLANS CONTAIN PROVISIONS THAT CONTRADICT NEWER PROVISIONS OF THE REGIONAL PLAN OR DEVELOPMENT CODE, THE NEWER PROVISIONS OF THE REGIONAL PLAN OR DEVELOPMENT CODE SHALL PREVAIL, BUT ONLY TO THE EXTENT THAT SPECIFIC PROVISIONS CONFLICT.

LU-4.5 TRPA SHALL REQUEST THAT ALL LOCAL, STATE, FEDERAL AND TRIBAL GOVERNMENTS IN THE REGION PROVIDE WRITTEN STATEMENTS INDICATING THEIR INTENT TO PREPARE AREA PLANS AND THEIR ANTICIPATED SCHEDULE FOR COMPLETION OF AREA PLANS FOR AREAS WITHIN THEIR JURISDICTION. STATEMENTS OF INTENT SHOULD BE PROVIDED TO TRPA NO LATER THAN DECEMBER 31, 2013. THE TRPA GOVERNING BOARD SHALL EVALUATE THE LOCAL GOVERNMENT STATEMENTS OF INTENT AND DEVELOP AN ACTION PLAN BY APRIL 30, 2014. THE ACTION PLAN MAY INCLUDE UPDATES AND CONSOLIDATIONS OF PLAN AREA STATEMENTS, COMMUNITY PLANS AND OTHER PLANS FOR AREAS THAT ARE NOT INCLUDED IN AREA PLANS. ANY PLANS THAT ARE UPDATED BY TRPA MAY UTILIZE THE PROVISIONS THAT APPLY TO AREA PLANS.

LU-4.6 IN ORDER TO BE RESPONSIVE TO THE UNIQUE NEEDS AND OPPORTUNITIES OF COMMUNITIES OF THE REGION, LOCAL, STATE, FEDERAL AND TRIBAL GOVERNMENTS ARE ENCOURAGED TO PREPARE CONFORMING AREA PLANS THAT SUPERSEDE EXISTING PLAN AREA STATEMENTS AND COMMUNITY PLANS OR OTHER TRPA REGULATIONS FOR AREAS WITHIN THEIR JURISDICTION. AREA PLANS SHALL BE PREPARED IN COORDINATION WITH LOCAL RESIDENTS, OTHER STAKEHOLDERS AND TRPA STAFF, AND SHALL BE CONSISTENT WITH THE REGIONAL GOAL AND POLICY PLAN AND APPLICABLE ORDINANCES. AFTER BEING FOUND IN CONFORMANCE WITH THE REGIONAL PLAN, AREA PLANS SHALL BECOME A COMPONENT OF THE REGIONAL PLAN.

LU-4.7 AFTER APPROVAL BY LOCAL, STATE, FEDERAL OR TRIBAL GOVERNMENTS, AREA PLANS SHALL BE REVIEWED BY THE TRPA GOVERNING BOARD AT A PUBLIC HEARING. IN ORDER TO TAKE EFFECT, THE TRPA GOVERNING BOARD SHALL MAKE A FINDING THAT THE AREA PLAN, AND ZONING AND DEVELOPMENT CODES WITHIN THE PLAN, ARE CONSISTENT WITH AND FURTHER THE GOALS AND POLICIES OF THE REGIONAL PLAN. THIS FINDING SHALL BE REFERRED TO AS A FINDING OF CONFORMANCE AND SHALL BE SUBJECT TO THE SAME VOTING REQUIREMENTS AS APPROVAL OF A REGIONAL PLAN AMENDMENT.

LU-4.8 IN ORDER TO BE FOUND IN CONFORMANCE WITH THE REGIONAL PLAN, ALL AREA PLANS SHALL INCLUDE POLICIES, ORDINANCES AND OTHER IMPLEMENTATION MEASURES TO:

- 1) Identify zoning designations, allowed land uses and development standards throughout the plan area.
- 2) Be consistent with all applicable Regional Plan policies, including but not limited to the regional growth management system, development allocations and coverage requirements.
- 3) Either be consistent with the Regional Land Use Map or recommend and adopt amendments to the Regional Land Use Map as part of an integrated plan to comply with Regional Plan policies and provide threshold gain.
- 4) Recognize and support planned, new, or enhanced Environmental Improvement Projects. Area Plans may also recommend enhancements to planned, new, or enhanced Environmental Improvement Projects as part of

an integrated plan to comply with Regional Plan Policies and provide threshold gain.

- 5) Promote environmentally beneficial redevelopment and revitalization within Centers.
- 6) Preserve the character of established residential areas outside of Centers, while seeking opportunities for environmental improvements within residential areas.
- 7) Protect and direct development away from Stream Environment Zones and other sensitive areas, while seeking opportunities for environmental improvements within sensitive areas. Development may be allowed in disturbed Stream Environment Zones within Centers only if allowed development reduces coverage and enhances natural systems within the Stream Environment Zone.
- 8) Identify facilities and implementation measures to enhance pedestrian, bicycling and transit opportunities along with other opportunities to reduce automobile dependency.

LU-4.9 IN ORDER TO BE FOUND IN CONFORMANCE WITH THE REGIONAL PLAN, ALL AREA PLANS THAT INCLUDE TOWN CENTERS OR THE REGIONAL CENTER SHALL INCLUDE POLICIES, ORDINANCES AND OTHER IMPLEMENTATION MEASURES TO:

- 1) Address all requirements of *Policy LU-4.8*.
- 2) Include building and site design standards that reflect the unique character of each area, respond to local design issues and consider ridgeline and viewshed protection.
- 3) Promote walking, bicycling, transit use and shared parking in town centers and the Regional Center, which at a minimum shall include continuous sidewalks or other pedestrian paths and bicycle facilities along both sides of all highways within town centers and the Regional Center, and to other major activity centers.
- 4) Use standards within town centers and the Regional Center addressing the form of development and requiring that projects promote pedestrian activity and transit use.
- 5) Ensure adequate capacity for redevelopment and transfers of development rights into town centers and the Regional Center.
- 6) Identify an integrated community strategy for coverage reduction and enhanced stormwater management.
- 7) Demonstrate that all development activity within town centers and the Regional Center will provide threshold gain, including but not limited to measurable improvements in water quality.

LU-4.10 IN ORDER TO BE FOUND IN CONFORMANCE WITH THE REGIONAL PLAN, AREA PLANS THAT INCLUDE THE HIGH DENSITY TOURIST DISTRICT SHALL INCLUDE POLICIES, ORDINANCES AND OTHER IMPLEMENTATION MEASURES TO:

- 1) Address all requirements of Policies LU-4.8 and LU-4.9.
- 2) Include building and site design standards that substantially enhance the appearance of existing buildings in the High Density Tourist District.
- 3) Provide pedestrian, bicycle and transit facilities connecting the High Density Tourist District with other regional attractions.

- 4) Demonstrate that all development activity within the High Density Tourist District will provide threshold gain, including but not limited to measurable improvements in water quality. If necessary to achieve threshold gain, off-site improvements may be additionally required.

LU-4.11 LOCAL, STATE, FEDERAL AND TRIBAL GOVERNMENTS MAY ADOPT DEVELOPMENT ORDINANCES THAT SUPERSEDE TRPA ORDINANCES IF THE AREA PLAN AND ASSOCIATED ORDINANCES ARE FOUND IN CONFORMANCE WITH THE REGIONAL PLAN, AND MEET THE INTENT OF TRPA ORDINANCES.

LU-4.12 ONCE AN AREA PLAN, AND ZONING AND DEVELOPMENT CODES WITHIN THE PLAN, HAVE BEEN FOUND IN CONFORMANCE WITH THE REGIONAL PLAN, LOCAL, STATE, FEDERAL AND TRIBAL GOVERNMENTS MAY ASSUME DEVELOPMENT REVIEW AUTHORITY BY MEMORANDUM OF UNDERSTANDING WITH TRPA, SUBJECT TO THE FOLLOWING LIMITATIONS:

- 1) The TRPA Governing Board shall annually review a sample of permits issued within each Area Plan, and shall certify that the Area Plans are being implemented in conformance with the Regional Plan. If the TRPA Governing Board finds that development that has been permitted within an Area Plan does not comply with the Conforming Area Plan, TRPA may retract delegation of certain permitting authority and implement the Conforming Area Plan.
- 2) Where applicable, Area Plans shall be prepared and maintained in coordination with TMDL regulatory agencies and applicable load reduction plans, as specified in the Code of Ordinances.
- 3) Approval of projects within Area Plans shall require TRPA review and approval if the project includes any of the following criteria, except for minor improvements as further specified in the Code of Ordinances:
 - i. All development within the High Density Tourist District;
 - ii. All development within the Shorezone of Lake Tahoe;
 - iii. All development within the Conservation District;
 - iv. All development within the Resort Recreation District;
 - v. All development meeting criteria on the following table:

	Regional Center	Town Center	Not in Center
Residential	100,000 sq. ft.	50,000 sq. ft.	25,000 sq. ft.
Non-Residential	80,000 sq. ft.	40,000 sq. ft.	12,500 sq. ft.

- 4) All delegated permitting decisions shall be appealable to TRPA. Appeal procedures are set forth in the Code of Ordinances and are intended to address the following goals:
 - i. Eliminate frivolous appeals and appellants “laying in wait” by encouraging early and consistent engagement.
 - ii. Increase procedural certainty and timeliness irrespective of outcomes.
 - iii. Establish that project-by-project negotiation should not be the Governing Board’s default position.
- 5) All ongoing TRPA development monitoring and reporting requirements are met.
- 6) The limitations on delegation specified in the Table above may be increased or decreased by the TRPA Governing Board. The levels of delegation may be decreased, or increased if the Governing Board finds that lead agencies, based on ongoing monitoring, reporting and performance review, are acting on projects consistent with the Area Plan and that the terms and conditions of the Area Plan are being met. After four years from the adoption of this provision, the Governing Board shall consider increasing the levels of delegation.

LU-4.13 TRPA SHALL TAKE AN ACTIVE ROLE IN ASSISTING WITH THE DEVELOPMENT OF CONFORMING AREA PLANS TO HELP ENSURE THAT AREA PLANS ARE IN CONFORMANCE WITH TRPA REQUIREMENTS. LOCAL, STATE, FEDERAL AND TRIBAL GOVERNMENTS SHALL ALSO SEEK REVIEW AND COMMENT FROM ALL PUBLIC AGENCIES WITH JURISDICTIONAL AUTHORITY AT APPROPRIATE POINTS IN THE PLANNING PROCESS TO ENSURE THAT REQUIREMENTS OF OTHER PUBLIC AGENCIES ARE ADDRESSED. THIS POLICY IS INTENDED TO ENSURE THAT EACH AREA PLAN, AND ZONING AND DEVELOPMENT CODES WITHIN THE PLAN, WHEN PRESENTED TO TRPA FOR CONFORMANCE REVIEW AND APPROVAL, WILL HAVE ADDRESSED THE NEEDS AND CONCERNS OF THE COMMUNITY AND WILL BE CONSISTENT WITH ALL APPLICABLE LOCAL, STATE, AND REGIONAL PLAN REQUIREMENTS.

**GOAL LU-5
COORDINATE THE REGULATION OF LAND USES WITHIN THE REGION WITH THE LAND USES SURROUNDING THE REGION.**

To minimize the impacts on one another, the Tahoe Region and its surrounding communities should attempt to coordinate land use planning decisions. This goal is especially pertinent with respect to major land use decisions immediately adjacent to the Region which may have significant impacts on the Region and affect the ability of TRPA to attain environmental thresholds.

POLICIES:

LU-5.1 THE REGIONAL PLAN SHALL ATTEMPT TO MITIGATE ADVERSE IMPACTS GENERATED BY THE PLAN WITHIN THE REGION, AND NOT EXPORT THE IMPACTS TO SURROUNDING AREAS.

Where project approvals or other proposed actions by TRPA would adversely impact surrounding areas, TRPA shall consult with the affected jurisdictions. While the Agency will attempt to ensure that adverse impacts are mitigated

within the Region, there may be situations where the adverse impacts on surrounding areas are outweighed by the environmental harm that would result from absorbing all impacts within the Region. In that regard, state laws in California and Nevada require the export of virtually all waste-waters and solid wastes from the Region.

LU-5.2 WHERE NECESSARY FOR THE REALIZATION OF THE REGIONAL PLAN, THE AGENCY MAY ENGAGE IN COLLABORATIVE PLANNING WITH LOCAL GOVERNMENTAL JURISDICTIONS LOCATED OUTSIDE THE REGION, BUT CONTIGUOUS TO ITS BOUNDARIES. THE TRPA GOVERNING BOARD SHALL INITIATE ALL COLLABORATIVE PLANNING EFFORTS THAT ARE AUTHORIZED BY THIS POLICY.

HOUSING

The purpose of this Subelement is to assess the housing needs of the Region and to make provisions for adequate housing. The Bi-State Compact does not specifically mandate this Subelement nor do the environmental thresholds address this topic. However, the states of Nevada and California both require housing to be addressed as part of a General Plan. It is the intent of this Subelement to address housing issues on a regional basis with Area Plans handling the specifics of implementation.

GOAL HS-1

PROMOTE HOUSING OPPORTUNITIES FOR FULL-TIME AND SEASONAL RESIDENTS AS WELL AS WORKERS EMPLOYED WITHIN THE REGION.

POLICIES:

- HS-1.1 SPECIAL INCENTIVES, SUCH AS BONUS DEVELOPMENT UNITS, WILL BE GIVEN TO PROMOTE AFFORDABLE OR GOVERNMENT-ASSISTED HOUSING FOR LOWER INCOME HOUSEHOLDS (80 PERCENT OF RESPECTIVE COUNTY'S MEDIAN INCOME) AND FOR VERY LOW INCOME HOUSEHOLDS (50 PERCENT OF RESPECTIVE COUNTY'S MEDIAN INCOME). EACH COUNTY'S MEDIAN INCOME WILL BE DETERMINED ACCORDING TO THE INCOME LIMITS PUBLISHED ANNUALLY BY THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT.
- HS-1.2 LOCAL GOVERNMENTS WILL BE ENCOURAGED TO ASSUME THEIR "FAIR SHARE" OF THE RESPONSIBILITY TO PROVIDE LOWER AND VERY LOW INCOME HOUSING.
- HS-1.3 FACILITIES SHALL BE DESIGNED AND OCCUPIED IN ACCORDANCE WITH LOCAL, REGIONAL, STATE, AND FEDERAL STANDARDS FOR THE ASSISTANCE OF HOUSEHOLDS WITH LOW AND VERY LOW INCOMES. SUCH HOUSING UNITS SHALL BE MADE AVAILABLE FOR RENTAL OR SALE AT A COST TO SUCH PERSONS THAT WOULD NOT EXCEED THE RECOMMENDED STATE AND FEDERAL STANDARDS.
- HS-1.4 AFFORDABLE OR GOVERNMENT ASSISTED HOUSING FOR LOWER INCOME HOUSEHOLDS SHOULD BE LOCATED IN CLOSE PROXIMITY TO EMPLOYMENT CENTERS, GOVERNMENT SERVICES, AND TRANSIT FACILITIES. SUCH HOUSING MUST BE COMPATIBLE WITH THE SCALE AND DENSITY OF THE SURROUNDING NEIGHBORHOOD.

GOAL HS-2

TO THE EXTENT FEASIBLE, WITHOUT COMPROMISING THE GROWTH MANAGEMENT PROVISIONS OF THE REGIONAL PLAN, THE ATTAINMENT OF THRESHOLD GOALS, AND AFFORDABLE HOUSING INCENTIVE PROGRAMS, MODERATE INCOME HOUSING WILL BE ENCOURAGED IN SUITABLE LOCATIONS FOR THE RESIDENTS OF THE REGION.

POLICIES:

- HS-2.1** SPECIAL INCENTIVES, SUCH AS BONUS DEVELOPMENT UNITS, WILL BE MADE AVAILABLE TO PROMOTE HOUSING FOR MODERATE INCOME HOUSEHOLDS (120 PERCENT OF RESPECTIVE COUNTY'S MEDIAN INCOME). SUCH INCENTIVES SHALL BE MADE AVAILABLE WITHIN JURISDICTIONS THAT DEVELOP HOUSING PROGRAMS THAT ARE SUBSTANTIALLY CONSISTENT WITH AND COMPLEMENTARY TO THE REGIONAL PLAN.
- HS-2.2** RESIDENTIAL UNITS DEVELOPED USING MODERATE INCOME HOUSING INCENTIVES SHALL BE USED TO PROVIDE HOUSING FOR FULL-TIME RESIDENTS OF THE TAHOE REGION. SUCH UNITS SHALL NOT BE USED FOR VACATION RENTAL PURPOSES.
- HS-2.3** RESIDENTIAL UNITS DEVELOPED USING MODERATE INCOME HOUSING INCENTIVES SHALL REMAIN PERMANENTLY WITHIN THE PROGRAM.

GOAL HS-3

REGULARLY EVALUATE HOUSING NEEDS IN THE REGION AND UPDATE POLICIES AND ORDINANCES IF NECESSARY TO ACHIEVE STATE, LOCAL AND REGIONAL HOUSING GOALS.

POLICIES:

- HS-3.1** TRPA SHALL REGULARLY REVIEW ITS POLICIES AND REGULATIONS TO REMOVE IDENTIFIED BARRIERS PREVENTING THE CONSTRUCTION OF NECESSARY AFFORDABLE HOUSING IN THE REGION. TRPA STAFF WILL WORK WITH LOCAL JURISDICTIONS TO ADDRESS ISSUES INCLUDING, BUT NOT LIMITED TO, WORKFORCE AND MODERATE INCOME HOUSING, SECONDARY RESIDENTIAL UNITS AND LONG TERM RESIDENCY IN MOTEL UNITS IN ACCORDANCE WITH THE TIMELINE OUTLINED IN THE IMPLEMENTATION ELEMENT.

COMMUNITY DESIGN

The purpose of this Subelement is to implement the TRPA regional design criteria as they apply to the built environment. The Governing Board policy applicable to community design is derived from environmental threshold carrying capacities for scenic resources:

POLICY STATEMENT

It shall be the policy of the TRPA Governing Board in development of the Regional Plan, in cooperation with local jurisdictions, to ensure the height, bulk, texture, form, materials, colors, lighting, signing and other design elements of new, remodeled and redeveloped buildings be compatible with the natural, scenic, and recreational values of the Region.

This Subelement sets forth policies for new developments or existing developments in need of remodeling or redevelopment. Some aspects of development can be brought to total conformance within a certain period of time, such as a five-year program to bring all signs into conformance with adopted standards. Others may require more time or extensive redevelopment or rehabilitation to correct past deficiencies.

GOAL CD-1

ENSURE PRESERVATION AND ENHANCEMENT OF THE NATURAL FEATURES AND QUALITIES OF THE REGION, PROVIDE PUBLIC ACCESS TO SCENIC VIEWS, AND ENHANCE THE QUALITY OF THE BUILT ENVIRONMENT.

POLICIES:

CD-1.1 THE SCENIC QUALITY RATINGS ESTABLISHED BY THE ENVIRONMENTAL THRESHOLDS SHALL BE MAINTAINED OR IMPROVED.

Implementation of regional design review requirements will be required to ensure compliance with this policy.

CD-1.2 RESTORATION PROGRAMS BASED ON INCENTIVES WILL BE IMPLEMENTED IN THOSE AREAS DESIGNATED IN NEED OF SCENIC RESTORATION TO ACHIEVE THE RECOMMENDED RATING.

GOAL CD-2

REGIONAL BUILDING AND COMMUNITY DESIGN CRITERIA SHALL BE ESTABLISHED TO ENSURE ATTAINMENT OF THE SCENIC THRESHOLDS, MAINTENANCE OF DESIRED COMMUNITY CHARACTER, COMPATIBILITY OF LAND USES, AND COORDINATED PROJECT REVIEW.

The intent of the criteria is that they be regional in nature yet specific enough to ensure that the Agency meets the mandate of specific thresholds and other policy requirements of this plan as they relate to site planning. The concept is that a design review document is the focal point for implementing many other plan policies relating to transportation, noise, water quality, air quality, scenic and aesthetic considerations, etc.

POLICIES:

CD-2.1 TO BE FOUND IN CONFORMANCE WITH THE REGIONAL PLAN, AREA PLANS SHALL REQUIRE THAT ALL PROJECTS COMPLY WITH THE FOLLOWING DESIGN REQUIREMENTS. AREA PLANS MAY ALSO INCLUDE ADDITIONAL OR SUBSTITUTE REQUIREMENTS NOT LISTED BELOW THAT PROMOTE THRESHOLD ATTAINMENT.

- A. Community Design: Area Plans that include the Regional Center or town centers shall address the following design standards:
 - i. Existing or planned pedestrian and bicycle facilities shall connect properties within Centers to transit stops and the Regional Bicycle and Pedestrian network.
 - ii. Area Plans shall encourage the protection of views of Lake Tahoe.
 - iii. Within town centers and the Regional Center, building height and density should be varied with some buildings smaller and less dense than others.
 - iv. Site and building designs within Centers shall promote pedestrian activity and provide enhanced design features along public roadways. Enhanced design features to be considered include increased setbacks, stepped heights, increased building articulation, and/or higher quality building materials along public roadways.
 - v. Area Plans shall include strategies for protecting undisturbed sensitive lands and, where feasible, establish park or open space corridors connecting undisturbed sensitive areas within Centers to undisturbed areas outside of Centers.
- B. Site Design: All new development shall consider site design which includes, at a minimum:
 - i. Existing natural features to be retained and incorporated into the site design.
 - ii. Building placement and design to be compatible with adjacent properties and consideration of solar exposure, climate, noise, safety, fire protection, and privacy.
 - iii. Site planning to include a drainage, infiltration, and grading plan meeting water quality standards.
 - iv. Access, parking, and circulation to be logical, safe, and meet the requirements of the transportation element.

- C. **Building Design:** Standards shall be adopted to ensure attractive and compatible development. The following shall be considered:
- i. Outside town centers, building height shall be limited to two stories (24 - 42 feet). Within town centers, building height may be allowed up to four stories (56 feet) as part of an Area Plan that has been found in conformance with the Regional Plan. Within regional centers, building height may be allowed up to six stories (95 feet) as part of a Conforming Area Plan. Within the High Density Tourist District, the height of casino hotel buildings existing as of 2012 that are at least eight stories or 85 feet high may be increased up to 197 feet as part of a Conforming Area Plan. Subject to TRPA approval pursuant to TRPA Code of Ordinances or a Conforming Area Plan, provisions for additional height requirements may be provided for unique situations such as lighting towers, ski towers, buildings within Ski Area Master Plans, steep sites, and essential public safety facilities.
 - ii. Building height limits shall be established to ensure that buildings do not project above the forest canopy, ridge lines, or otherwise detract from the viewshed.
 - iii. Buffer requirements should be established for noise, snow removal, aesthetic, and environmental purposes.
 - iv. The scale of structures should be compatible with existing and planned Land Uses in the area.
 - v. Viewshed should be considered in all new construction. Emphasis should be placed on lake views from major transportation corridors.
 - vi. Area Plans that allow buildings over two stories in height shall where feasible include provisions for transitional height limits or other buffer areas adjacent to areas not allowing buildings over two stories in height.
 - vii. Area Plans shall include design standards for building design and form. Within Centers, building design and form standards shall promote pedestrian activity.
- D. **Landscaping:** The following should be considered with respect to this design component of a project:
- i. Native vegetation should be utilized whenever possible, consistent with fire defensible space requirements.
 - ii. Vegetation should be used to screen parking, alleviate long strips of parking space and accommodate stormwater runoff where feasible.
 - iii. Vegetation should be used to give privacy, reduce glare and heat, deflect wind, muffle noise, prevent erosion, and soften the line of architecture where feasible.
- E. **Lighting:** Lighting increases the operational efficiency of a site. In determining the lighting for a project, the following should be required:
- i. Exterior lighting should be minimized to protect dark sky views, yet adequate to provide for public safety and should be consistent with the architectural design.

- ii. Exterior lighting should utilize cutoff shields that extend below the lighting element to minimize light pollution and stray light.
 - iii. Overall levels should be compatible with the neighborhood light level. Emphasis should be placed on a few, well placed, low intensity lights.
 - iv. Lights should not blink, flash, or change intensity except for temporary public safety signs.
- F. Signing: Area Plans may include alternative sign standards. For Area Plans to be found in conformance with the Regional Plan, the Area Plan must demonstrate that the sign standards will minimize and mitigate significant scenic impacts and move toward attainment or achieve the adopted scenic thresholds for the Lake Tahoe Region.

In the absence of a Conforming Area Plan that addresses sign standards, the following policies apply, along with implementing ordinances:

- i. Off premise signs should generally be prohibited; way-finding and directional signage may be considered where scenic impacts are minimized and mitigated.
 - ii. Signs should be incorporated into building design
 - iii. When possible, signs should be consolidated into clusters to avoid clutter
 - iv. Signage should be attached to buildings when possible
 - v. Standards for number, size, height, lighting, square footage, and similar characteristics for on premise signs shall be formulated and shall be consistent with the land uses permitted in each district.
- G. Center Boundaries: Area Plans may propose modifications to the boundaries of a Center, if the modification complies with the following:
- i. Boundaries of Centers shall be drawn to include only properties that are developed, unless undeveloped parcels proposed for inclusion have either at least three sides of their boundary adjacent to developed parcels (for four-sided parcels), or 75 percent of their boundary adjacent to developed parcels (for non-four-sided parcels). For purposes of this requirement, a parcel is considered developed if it includes 30 percent or more of allowed coverage already existing on site or an approved but un-built project meeting this coverage requirement.
 - ii. Properties included in a Center shall be less than 1/4 mile from existing Commercial and Public Service uses.
 - iii. Properties included in a Center shall encourage and facilitate the use of existing or planned transit stops and transit systems.

NOISE

High noise levels can reduce the public’s enjoyment of the natural environment, impact quality of life for residents, and disturb native wildlife. The TRPA Bi-State Compact recognizes noise as an environmental threshold and requires that TRPA establish carrying capacity standards for noise. The Noise Subelement establishes Goals and Policies to achieve and maintain TRPA’s noise thresholds.

CUMULATIVE NOISE EVENTS	
POLICY STATEMENT: It shall be a policy of the TRPA Governing Board in the development of the Regional Plan to define, locate, and establish CNEL levels for transportation corridors.	
TRANSPORTATION CORRIDORS ¹	
Highway 50	65 ²
Highways 89, 207, 28, 267 and 431	55 ²
South Lake Tahoe Airport	60 ³
<ol style="list-style-type: none"> 1. Recommended CNEL levels for transportation corridors. 2. This recommended threshold overrides the land use CNEL thresholds and is limited to an area within 300 feet from the edge of the road. 3. This recommended threshold applies to those areas impacted by the approved flight paths 	

GOAL N-1

SINGLE EVENT NOISE STANDARDS SHALL BE ATTAINED AND MAINTAINED.

People can be annoyed by a specific noise source. Thresholds have been adopted that apply to aircraft, boats, motor vehicles, off-road vehicles, and snowmobiles to reduce impacts associated with single noise events.

POLICIES:

N-1.1 UNLESS SUPERSEDED BY AN UPDATE TO THE 1986 AIRPORT MASTER PLAN, AN ORDINANCE AND ENFORCEMENT PROGRAM SHALL PERMIT ONLY AIRCRAFT THAT MEET THE SINGLE EVENT NOISE THRESHOLDS TO USE THE AIRPORT.

The Airport Master Plan shall provide for implementation and enforcement of the single event noise thresholds for aircraft. TRPA and the City of South Lake Tahoe (owner/operator of the airport) will continue to analyze the airport’s environmental impacts, the best available aircraft technologies, and the needs of the community to develop plans for threshold attainment with regard to airport operations.

N-1.2 BOATS WILL ONLY BE ALLOWED ON LAKE TAHOE IF IN COMPLIANCE WITH THE SINGLE-EVENT THRESHOLD.

Implementation of the single-event threshold for boats shall be shared by the public and private sectors. TRPA shall prepare a model ordinance, and encourage local government and the U. S. Coast Guard to adopt and enforce the model ordinance. TRPA shall also encourage marinas and other boat launching facilities to participate in implementation of the single-event threshold standard.

N-1.3 MOTOR VEHICLES AND MOTORCYCLES SHALL COMPLY WITH THE APPROPRIATE NOISE THRESHOLDS.

The local and state law enforcement agencies should not allow motor vehicles and motorcycles to use the streets and highways in the Region if they exceed the single-event thresholds for noise.

N-1.4 OFF-ROAD VEHICLE USE IS PROHIBITED IN THE LAKE TAHOE REGION EXCEPT ON SPECIFIED ROADS, TRAILS, OR DESIGNATED AREAS WHERE THE IMPACTS CAN BE MITIGATED.

Reduce noise impacts of off-road vehicles, as well as impacts on wildlife, vegetation and water quality by allowing their use only in designated areas.

N-1.5 THE USE OF SNOWMOBILES WILL BE RESTRICTED TO DESIGNATED AREAS.

Snowmobile use should be restricted to specified areas where potential conflicts with other winter outdoor activities and wildlife can be minimized. Exceptions will be allowed pursuant to Policy N-1.4, above.

N-1.6 PERMIT USES ONLY IF THEY ARE CONSISTENT WITH THE NOISE STANDARDS. NOISE MITIGATION MEASURES MAY BE REQUIRED ON ALL STRUCTURES CONTAINING USES THAT WOULD OTHERWISE ADVERSELY IMPACT THE PRESCRIBED NOISE LEVELS.

Ordinances shall be adopted to allow the Agency or local governments to review and resolve any existing and future problems of nuisances associated with a specific source of noise. The ordinances shall allow the Agency or local governments to require that the impacts be mitigated either through voluntary compliance or through conditions of project approval.

GOAL N-2

COMMUNITY NOISE EQUIVALENT LEVELS SHALL BE ATTAINED AND MAINTAINED.

CNEL thresholds were adopted to reduce the annoyance associated with cumulative noise events on people and wildlife. In the Region, the main sources of noise are attributed to the major transportation corridors and the airport. Therefore, these policies are directed towards reducing the transmission of noise from those sources. The CNEL thresholds will be attained upon implementation of the following policies.

POLICIES:

N-2.1 TRANSMISSION OF NOISE FROM THE TRANSPORTATION CORRIDORS SHALL BE REDUCED.

The noise associated with the transportation corridors can be decreased by reducing the number of trips and by installing mitigation measures. Trip reduction will be accomplished by the transit improvements identified in the Transportation Element. Ordinances will establish specific site design criteria for projects to help reduce the transmission of noise from the transportation corridors. The design criteria will also be incorporated into the water quality and transportation improvement programs. The mitigation measures may include setbacks, earth berms, and barriers.

N-2.2 NOISE-RELATED IMPACTS ASSOCIATED WITH THE AIRPORT SHOULD BE AT AN ACCEPTABLE LEVEL.

The Airport Master Plan should include specific recommendations necessary to attain the environmental thresholds. The Master Plan should also include implementation provisions for attaining the noise thresholds.

N-2.3 IN CONSULTATION AND COORDINATION WITH FEDERAL LAND MANAGEMENT AGENCIES, TRPA WILL FURTHER DEFINE CNELs FOR WILDERNESS AND ROADLESS AREAS AND FOR CRITICAL WILDLIFE HABITAT AREAS.

The 25 CNEL standard for the above areas needs further evaluation as to location of monitoring and conditions of monitoring. The Agency will further evaluate the proper application of the standard.

NATURAL HAZARDS

Natural hazards result from naturally occurring events that can be hazardous to public health and safety. In the Lake Tahoe Region, natural hazards are most frequently related to the dangers of avalanches, wildfires, flooding, earthquakes and seiches.

GOAL NH-1

RISKS FROM NATURAL HAZARDS (E.G., FLOOD, FIRE, AVALANCHE, EARTHQUAKE, SEICHE) WILL BE MINIMIZED.

Land uses within the Tahoe Region should be planned with recognition of natural hazards so as to help prevent damage to property and to protect public health. Natural hazard areas or situations can be identified and precautionary measures taken to minimize impacts.

POLICIES:

NH-1.1 DEVELOPMENT SHALL BE REGULATED IN IDENTIFIED AVALANCHE OR MASS INSTABILITY HAZARD AREAS.

In the areas with identified avalanche or mass instability danger (*Natural Hazards of the Lake Tahoe Basin, 1978* or by other studies accepted by TRPA), the type of uses or activities can be designed or regulated to protect the public during hazard periods. Construction, reconstruction or replacement of structures in identified avalanche or mass instability hazard areas shall be restricted unless precautionary measures can be implemented to ensure protection of public health and safety.

NH-1.2 PROHIBIT ADDITIONAL DEVELOPMENT, GRADING, AND FILLING OF LANDS WITHIN THE 100-YEAR FLOOD PLAIN AND IN THE AREA OF WAVE RUN-UP EXCEPT FOR PUBLIC RECREATION FACILITIES, PUBLIC SERVICE FACILITIES, NECESSARY CROSSINGS, RESTORATION FACILITIES, AND AS OTHERWISE NECESSARY TO IMPLEMENT THE GOALS AND POLICIES OF THE PLAN. REQUIRE ALL FACILITIES LOCATED IN THE 100-YEAR FLOOD PLAIN AND AREA OF WAVE RUN-UP TO BE CONSTRUCTED AND MAINTAINED TO MINIMIZE IMPACTS ON THE FLOOD PLAIN.

The Tahoe Region is often subject to rain or storm events which cause extreme fluctuations in stream flows or wave run-up which can result in flooding and damage to property. Grading, filling, and structural development within the flood plain causes alteration of the stream flow and may accentuate downstream flooding.

NH-1.3 INFORM RESIDENTS AND VISITORS OF THE WILDFIRE HAZARD ASSOCIATED WITH OCCUPANCY IN THE REGION. ENCOURAGE USE OF FIRE RESISTANT MATERIALS AND FIRE PREVENTATIVE TECHNIQUES WHEN CONSTRUCTING STRUCTURES, ESPECIALLY IN THE HIGHEST FIRE HAZARD AREAS. MANAGE FOREST FUELS TO BE CONSISTENT WITH STATE LAWS AND OTHER GOALS AND POLICIES OF THIS PLAN.

Most wildfires in the Lake Tahoe Region are human-caused. The decadent and monoculture vegetation on steep slopes is highly susceptible to wildfires. Serious environmental damage, property damage and impacts to public health can result from wildfires. Public awareness and education can help to decrease

the risk of human-caused wildfires. Programs involving the manipulation of vegetation can also reduce fire hazards. The potential for damage to structures can be minimized with various construction techniques and installation of fire resistant materials. The Agency, in cooperation with fire protection agencies, will set forth criteria describing areas of high hazard and will also propose fire prevention techniques and measures.

NH-1.4 TRPA WILL ENCOURAGE PUBLIC SAFETY AGENCIES TO PREPARE DISASTER PLANS.

The Agency will encourage police and fire departments and other agencies to prepare contingency plans for major disasters such as described in this Subelement.

AIR QUALITY

Poor air quality poses a risk to human health and reduces the public’s enjoyment of the natural environment. Air pollution also degrades ecosystem integrity and impairs water quality. Maintaining and improving air quality will protect the quality of life for residents and visitors, maintain the Region’s tourism economy, and attain multiple thresholds.

The TRPA Bi-State Compact recognizes air as a natural resource and requires that TRPA establish environmental threshold carrying capacity standards for air quality. The Bi-State Compact directs TRPA to develop a land use plan that considers air resources, as well as a transportation plan that reduces air pollution from motor vehicles. TRPA is also required to attain federal, state, and local air quality standards for the portions of the Region in which they apply. The Air Quality Subelement, along with the Transportation Element, establishes Goals and Policies to achieve and maintain TRPA’s air quality thresholds and all applicable federal, state, and local standards for air quality.

GOAL AQ-1

ATTAIN AND MAINTAIN AIR QUALITY IN THE REGION AT LEVELS THAT ARE HEALTHY FOR HUMANS AND THE ECOSYSTEM, ACHIEVE AND MAINTAIN ENVIRONMENTAL THRESHOLDS AND DO NOT INTERFERE WITH RESIDENTS’ AND VISITORS’ VISUAL EXPERIENCE.

It is intended that implementation of the control measures contained in the Air Quality Subelement and other TRPA programs will lead to attainment of the TRPA threshold standards and will also lead to attainment and maintenance of federal and state air quality standards.

POLICIES:

AQ-1.1 COORDINATE WITH OTHER AGENCIES AND JURISDICTIONS TO REDUCE EMISSIONS, EXPOSURES, AND HEALTH AND ENVIRONMENTAL RISKS WHEN DEVELOPING AND IMPLEMENTING PROGRAMS, PLANS, AND PROJECTS.

The Regional Plan will facilitate cooperative efforts that efficiently attain and maintain air quality threshold standards, and federal and state air quality standards, while at the same time achieving other threshold standards.

AQ-1.2 REDUCE OR LIMIT SOURCES OF POLLUTANTS THAT DEGRADE VISIBILITY.

Some air pollutants, such as fugitive dust and wood smoke, degrade visibility as well as harm human or ecosystem health. The Regional Plan will control those pollutants to minimize their impact on visibility, as well as their impact on human or ecosystem health.

AQ-1.3 ENCOURAGE THE REDUCTION OF EMISSIONS FROM MOTOR VEHICLES AND OTHER MOTORIZED MACHINERY IN THE REGION.

Significant emissions of air pollutants including greenhouse gases (GHGs) and entrained dust are produced by automobiles, motor vehicles and other gas

powered machinery in the Region. The Land Use Subelement and the Transportation Element contain Goals and Policies to reduce the amount of air pollution generated from motor vehicles in the Region. Additionally, TRPA shall pursue other feasible and cost effective opportunities to reduce emissions from motor vehicles and other gas powered machinery in the Region.

AQ-1.4 ENCOURAGE THE REDUCTION OF EMISSIONS FROM GAS APPLIANCES.

Additional emissions of air pollutants are produced by building appliances. TRPA shall seek feasible and cost effective opportunities to reduce emissions from gas appliances in the Region.

AQ-1.5 ENCOURAGE THE REDUCTION OF EMISSIONS THROUGH BUILDING EFFICIENCY.

Construction of energy efficient buildings, replacement of energy inefficient buildings, and improvements to the efficiency of existing buildings can significantly reduce air pollutant emissions in the Region. TRPA shall seek feasible opportunities to promote energy efficient buildings in the Region.

AQ-1.6 REDUCE EMISSIONS FROM WOOD BURNING STOVES IN THE REGION, AND REQUIRE WOOD STOVES TO COMPLY WITH CURRENT EPA EMISSIONS STANDARDS WITH A TARGET COMPLIANCE DATE OF 2020.

Older, less efficient wood burning appliances emit more air pollutants than newer, more efficient appliances. A faster rate of replacement of old inefficient wood burning appliances with newer cleaner burning technology will benefit attainment of the air quality threshold standards.

AQ-1.7 PROMOTE THE REDUCTION OF AIR QUALITY IMPACTS FROM CONSTRUCTION AND PROPERTY MAINTENANCE ACTIVITIES IN THE REGION.

AQ-1.8 PROMOTE TECHNOLOGIES THAT REDUCE THE AIR QUALITY IMPACTS OF PRESCRIBED BURNING, OR NON-BURNING METHODS OF REDUCING HAZARDOUS FOREST FUELS, WHERE PRACTICAL.

GOAL AQ-2

MAINTAIN AN EFFECTIVE AIR QUALITY MITIGATION PROGRAM FOR THE REGION.

Administer a program that effectively mitigates significant air quality impacts resulting from new projects or changes in use. Under the mitigation program, impact fees and mitigation measures are among the strategies to address significant impacts.

POLICIES:

- AQ-2.1** IN ADDITION TO OTHER POLICIES AND REGULATIONS INTENDED TO MINIMIZE AIR QUALITY IMPACTS OF DEVELOPMENT, COLLECT AND EXPEND AIR QUALITY MITIGATION FEES TO OFFSET AIR POLLUTION IN COORDINATION WITH THE ENVIRONMENTAL IMPROVEMENT PROGRAM (EIP). A PORTION OF MITIGATION FUNDS SHALL BE EXPENDED IN THE LOCAL JURISDICTION WHERE THE FUNDS ARE GENERATED AND A PORTION OF THE FUNDS MAY BE USED ON THE MOST COST EFFECTIVE AND ENVIRONMENTALLY BENEFICIAL PROJECTS IN THE REGION.

WATER QUALITY

Thresholds for water quality shall be achieved and maintained through a coordinated federal, state, regional, local and private effort to retrofit existing infrastructure, redevelop poorly designed development sites, and restore degraded natural processes to minimize the impacts of all activities in the Region. The goals and policies are generally grouped to address this coordinated effort, point sources and non-point sources of pollution.

The Lake Tahoe Total Daily Maximum Load (TMDL) identifies loads of fine sediment particles, nitrogen, and phosphorus discharging to Lake Tahoe from urban uplands runoff, atmospheric deposition, forested upland runoff, and stream channel erosion as the primary sources of pollution impairing Lake Tahoe's deep water transparency and clarity. These pollutants of concern may also affect Lake Tahoe's nearshore water quality, which is an equal priority for protection given the exceptional scenic quality and significant recreational and ecological values it provides.

The Regional Plan supports pollutant load reductions from each source category in the following ways:

Atmospheric Deposition

Land Use and Transportation policies support the reduction of nitrogen emissions and fine sediment particles and phosphorus that are entrained as road dust through encouraging walkable mixed-use centers and a connected bicycle and pedestrian network, which reduce automobile dependency. Furthermore, policies seek to control emissions from residential wood smoke and target other stationary dust sources by requiring application and maintenance of temporary and permanent Best Management Practices (BMPs).

Forested Uplands

Sources of fine sediment particles from Forest Uplands include disturbed forest lands, unpaved roads and trails, and paved or impervious surfaces. Water Quality and Vegetation policies target reducing fine sediment particles from these sources by requiring application and maintenance of temporary and permanent Best Management Practices (BMPs) and by promoting restoration of disturbed lands.

Stream Channel Erosion

Vegetation policies promote protection, maintenance, and restoration of riparian plant communities and Water Quality policies promote infiltration within naturally functioning floodplains. Soils and Stream Environment Zone policies emphasize reestablishment of natural fluvial processes, limit coverage in sensitive areas, and protect, maintain and restore Stream Environment Zones.

Urban Uplands

Water Quality policies support the Lake Tahoe Total Daily Maximum Load, reduce or eliminate point and non-point sources of pollutants and allow area-wide water quality treatment as an alternative when it can be shown to achieve equal or greater water quality improvements. Land Use and Soils policies incentivize the removal and transfer of coverage in sensitive areas and Vegetation policies promote the use of native and nutrient efficient vegetation in urban areas.

GOAL WQ-1

FEDERAL, STATE, REGIONAL, LOCAL AND PRIVATE WATER QUALITY MANAGEMENT PROGRAMS SHOULD BE IMPLEMENTED IN A COORDINATED MANNER TO RESTORE AND MAINTAIN LAKE TAHOE'S UNIQUE TRANSPARENCY, COLOR AND CLARITY IN ACCORDANCE WITH ENVIRONMENTAL THRESHOLD CARRYING CAPACITY STANDARDS.

POLICIES:

- WQ-1.1 ACHIEVE AND MAINTAIN WATER QUALITY THRESHOLDS THROUGH COMPREHENSIVE REGIONAL PLANNING AND THROUGH COORDINATION WITH OTHER PUBLIC AGENCIES AND THE PRIVATE SECTOR.**
- WQ-1.2 COORDINATE A MULTI-AGENCY EFFORT TO PRIORITIZE AND FUND WATER QUALITY IMPROVEMENT PROJECTS IN THE LAKE TAHOE REGION THROUGH THE ENVIRONMENTAL IMPROVEMENT PROGRAM (EIP).**
- WQ-1.3 REQUIRE THAT DEVELOPMENT AND OTHER ACTIVITIES IN THE LAKE TAHOE REGION MITIGATE ANTICIPATED WATER QUALITY IMPACTS.**
- WQ-1.4 SUPPORT AND SEEK TO EXPEDITE ACTIVITIES TO REDEVELOP NON-CONFORMING PROPERTIES IN A MANNER THAT IMPROVES WATER QUALITY AND TO RELOCATE OR RETIRE DEVELOPMENT RIGHTS ON SENSITIVE LANDS.**
- WQ-1.5 SUPPORT THE LAKE TAHOE TOTAL MAXIMUM DAILY LOAD (TMDL) PROGRAMS IN CALIFORNIA AND NEVADA AND THE TMDL POLLUTANT/STORMWATER LOAD REDUCTION PLANS FOR EACH LOCAL GOVERNMENT IN THE REGION.**
- WQ-1.6 SUPPORT FEDERAL, STATE, LOCAL AND PRIVATE WATER QUALITY IMPROVEMENT PROGRAMS THAT IMPROVE WATER QUALITY IN THE REGION.**
- WQ-1.7 COORDINATE WITH PUBLIC AND PRIVATE ENTITIES TO MAXIMIZE THE EFFICIENCY AND EFFECTIVENESS OF WATER QUALITY PROGRAMS.**

GOAL WQ-2

REDUCE OR ELIMINATE POINT SOURCES OF POLLUTANTS WHICH AFFECT, OR POTENTIALLY AFFECT, WATER QUALITY IN THE TAHOE REGION.

POLICIES:

- WQ-2.1 DISCHARGE OF MUNICIPAL OR INDUSTRIAL WASTEWATER TO LAKE TAHOE, ITS TRIBUTARIES, OR THE GROUNDWATERS OF THE TAHOE REGION IS PROHIBITED, EXCEPT FOR EXISTING DEVELOPMENT OPERATING UNDER APPROVED ALTERNATIVE PLANS FOR WASTEWATER DISPOSAL, AND FOR FIRE SUPPRESSION EFFORTS IN ACCORDANCE WITH APPLICABLE STATE LAWS.**

This policy states a fundamental premise of water quality protection at Lake Tahoe; that the Region's surface and groundwater cannot accept municipal or industrial waste waters and meet adopted thresholds and state water quality standards.

- WQ-2.2 DISCHARGES OF SEWAGE TO LAKE TAHOE, ITS TRIBUTARIES, OR THE GROUNDWATERS OF THE LAKE TAHOE REGION ARE PROHIBITED. SEWAGE COLLECTION, CONVEYANCE AND TREATMENT DISTRICTS SHALL HAVE APPROVED SPILL CONTINGENCY, PREVENTION, AND DETECTION PLANS.**

Sewage discharges, regardless of their cause, not only contribute unnecessary nutrient loads to Lake Tahoe, but may also cause public health problems. Accidental discharges may be minimized through proper design, construction, and maintenance practices and comprehensive spill contingency, prevention, and detection plans. All agencies which collect or transport sewage should have plans for detecting and correcting exfiltration problems.

- WQ-2.3 UNDERGROUND STORAGE TANKS FOR SEWAGE, FUEL, OR OTHER POTENTIALLY HARMFUL SUBSTANCES SHALL MEET STANDARDS SET FORTH IN TRPA ORDINANCES, AND SHALL BE INSTALLED, MAINTAINED, AND MONITORED IN ACCORDANCE WITH THE BEST MANAGEMENT PRACTICES HANDBOOK.**

Leaking underground tanks are a nationwide water quality problem. In the Tahoe Region, the environmental impacts of leaking tanks may be especially noticeable and harmful to the environment

- WQ-2.4 NO PERSON SHALL DISCHARGE SOLID WASTES IN THE LAKE TAHOE REGION BY DEPOSITING THEM ON OR IN THE LAND, EXCEPT AS PROVIDED BY TRPA ORDINANCE.**

Landfilling or other practices for disposing of solid wastes can add harmful biological oxygen demand, nutrients, and toxic substances to the watershed of Lake Tahoe. Therefore, the control of solid waste disposal is necessary to protect and enhance water quality. Existing state policies and laws will continue to govern solid waste disposal in the Tahoe Region.

- WQ-2.5 TRPA SHALL COOPERATE WITH OTHER AGENCIES WITH JURISDICTION IN THE LAKE TAHOE REGION IN THE PREPARATION, EVALUATION, AND IMPLEMENTATION OF TOXIC AND HAZARDOUS SPILL CONTROL PLANS.**

A single spill of a toxic or hazardous material in the Region could reverse progress in attaining water quality goals gained at great local expense and effort. TRPA will cooperate with the U.S. Forest Service, the EPA, and state water quality and health agencies to prevent and control toxic and hazardous spills.

- WQ-2.6 LIQUID OR SOLID WASTES FROM RECREATIONAL VEHICLES AND BOATS SHALL**

BE DISCHARGED AT APPROVED PUMP-OUT FACILITIES. PUMP-OUT FACILITIES WILL BE PROVIDED BY PUBLIC UTILITY DISTRICTS, MARINAS, CAMPGROUNDS, AND OTHER RELEVANT FACILITIES IN ACCORDANCE WITH STANDARDS SET FORTH IN THE BEST MANAGEMENT PRACTICES HANDBOOK.

Attempts to control the addition of pollutants to Lake Tahoe and its tributaries should not overlook vehicle and vessel wastes. The present shortage of pump-out facilities contributes to the size of this problem. The Best Management Practices Handbook shall be revised to address pump-out facilities.

WQ-2.7 REDUCE THE IMPACTS OF MOTORIZED WATERCRAFT ON WATER QUALITY.

The use of motorized watercraft on lakes within the Region can adversely affect water quality through the discharge of pollutants. TRPA shall implement measures to achieve and maintain TRPA, state, and federal water quality standards.

GOAL WQ-3

REDUCE OR ELIMINATE NON POINT SOURCES OF POLLUTANTS WHICH AFFECT, OR POTENTIALLY AFFECT, WATER QUALITY IN THE TAHOE REGION IN A MANNER CONSISTENT WITH THE LAKE TAHOE TMDL, WHERE APPLICABLE.

POLICIES:

WQ-3.1 REDUCE LOADS OF SEDIMENT, NITROGEN, AND PHOSPHORUS TO LAKE TAHOE; AND MEET WATER QUALITY THRESHOLDS FOR TRIBUTARY STREAMS, SURFACE RUNOFF, AND GROUNDWATER.

The quality of the littoral zone is important because these waters are the most vulnerable to aesthetic degradation and most visible to those who enjoy the lake. Data show that water quality tends to be worse in areas adjacent to development and especially in relatively shallow bays and shelves. Tributary, surface runoff, and groundwater quality also display the negative impacts of development of the watershed.

WQ-3.2 RESTORE AT LEAST 80 PERCENT OF THE DISTURBED LANDS WITHIN THE REGION (FROM THE 1983 BASELINE; EXCLUDING HARD COVERAGE).

It is the Agency's intent to have at least 80 percent of these lands restored by application and maintenance of Best Management Practices.

WQ-3.3 UNITS OF LOCAL GOVERNMENT, STATE TRANSPORTATION DEPARTMENTS, U.S. FOREST SERVICE AND OTHER IMPLEMENTING AGENCIES SHALL RESTORE 25 PERCENT OF THE SEZ LANDS (FROM THE 1983 BASELINE) THAT HAVE BEEN DISTURBED, DEVELOPED, OR SUBDIVIDED IN ACCORDANCE WITH THE ENVIRONMENTAL IMPROVEMENT PROGRAM.

Stream Environment Zones have many beneficial effects on water quality, vegetation, scenic, wildlife and fisheries thresholds. The development of Stream Environment Zones in the Tahoe Region has adversely affected water quality, in many cases permanently. Stream Environment Zone restoration is a cost-effective policy for improving water quality and other thresholds and is a priority for the Environmental Improvement Program as well as TRPA policies and ordinances.

- WQ-3.4** IN ADDITION TO OTHER POLICIES AND REGULATIONS THAT ARE INTENDED TO MINIMIZE WATER QUALITY IMPACTS OF DEVELOPMENT ON-SITE, MAINTAIN MITIGATION FEE PROGRAMS TO FINANCE ACTIVITIES THAT MITIGATE THE WATER QUALITY IMPACTS OF DEVELOPMENT ACTIVITIES. THE MITIGATION FEE PROGRAMS SHALL REFLECT DIRECT AND INDIRECT WATER QUALITY IMPACTS AND BENEFITS RESULTING FROM DIFFERENT TYPES OF DEVELOPMENT AND REDEVELOPMENT ACTIVITIES, AS WELL AS GEOGRAPHIC DIFFERENCES.
- WQ-3.5** PROMOTE INFILTRATION FACILITIES AND FUNCTIONING FLOOD PLAINS ALONG STREAM CORRIDORS AS A STRATEGY FOR REMOVING INSTREAM LOADS OF SEDIMENT AND NUTRIENTS.
- WQ-3.6** ALL PERSONS ENGAGING IN PUBLIC ROAD MAINTENANCE OR SNOW DISPOSAL OPERATIONS IN THE TAHOE REGION SHALL MAINTAIN ROADS AND DISPOSE OF SNOW TO MINIMIZE THE DISCHARGE OF DEICERS, FINE PARTICULATES AND OTHER CONTAMINANTS TO STREAM ENVIRONMENT ZONES, GROUNDWATER AND SURFACE-WATER IN ACCORDANCE WITH SITE CRITERIA AND MANAGEMENT STANDARDS IN THE BEST MANAGEMENT PRACTICES HANDBOOK.
- WQ-3.7** INSTITUTIONAL USERS OF ROAD TRACTION ABRASIVES AND DEICERS IN THE LAKE TAHOE REGION SHALL KEEP RECORDS SHOWING THE TIME, RATE, LOCATION, AND TYPE OF TRACTION ABRASIVES AND DEICERS APPLICATION. STORAGE OF ROAD SALT SHALL BE IN ACCORDANCE WITH THE BEST MANAGEMENT PRACTICES HANDBOOK.
- WQ-3.8** OFF ROAD MOTORIZED VEHICLE USE IS PROHIBITED IN THE LAKE TAHOE REGION EXCEPT ON SPECIFIED ROADS, TRAILS, OR DESIGNATED AREAS WHERE THE IMPACTS CAN BE MITIGATED.
- WQ-3.9** RESTRICT APPLICATION OF FERTILIZER WITHIN THE TAHOE REGION TO USES, AREAS, AND PRACTICES IDENTIFIED IN THE CODE OF ORDINANCES AND THE BEST MANAGEMENT PRACTICES HANDBOOK. FERTILIZERS SHALL NOT BE USED IN OR NEAR STREAM AND DRAINAGE CHANNELS, OR IN STREAM ENVIRONMENT ZONES, INCLUDING SETBACKS, AND IN SHOREZONE AREAS EXCEPT FOR MAINTENANCE OF PREEXISTING LANDSCAPING. MAINTENANCE OF PREEXISTING LANDSCAPING SHALL BE MINIMIZED IN STREAM ENVIRONMENT ZONES AND ADJUSTED OR PROHIBITED IF FOUND, THROUGH EVALUATION OF CONTINUING MONITORING RESULTS, TO BE IN VIOLATION OF APPLICABLE WATER QUALITY DISCHARGE AND RECEIVING WATER STANDARDS. ADDITIONALLY, ENCOURAGE THE PHASE OUT THROUGH EDUCATION AND OUTREACH OF THE SALE AND USE OF CHEMICAL FERTILIZER CONTAINING PHOSPHORUS FOR LAWNS IN THE REGION, WITH LIMITED EXCEPTIONS, BY 2017.
- Since one of Lake Tahoe's water quality problems is an imbalance in the Lake's nutrients, control of artificial chemical fertilizers (which add nutrients to the Lake) is an essential component of TRPA's water quality policy.
- WQ-3.10** IMPLEMENT LAND USE, TRANSPORTATION AND AIR QUALITY MEASURES AIMED AT REDUCING AIRBORNE NITROGEN EMISSIONS AND ENTRAINED DUST IN THE TAHOE REGION.

There is evidence that atmospheric sources of nitrogen and entrained dust may be a major contributor of nutrients to Lake Tahoe, and that local emissions of oxides of nitrogen and entrained dust, primarily from automobiles, account for most of these atmospheric inputs. The land use, transportation and air quality measures aimed at reducing emissions of oxides of nitrogen and entrained dust should be carried out to ensure that atmospheric sources do not degrade Lake Tahoe's water quality.

WQ-3.11 REQUIRE ALL PERSONS WHO OWN LAND AND ALL PUBLIC AGENCIES WHICH MANAGE PUBLIC LANDS IN THE LAKE TAHOE REGION TO INSTALL AND MAINTAIN BEST MANAGEMENT PRACTICES (BMPs) IMPROVEMENTS IN ACCORDANCE WITH A BMP MANUAL THAT SHALL BE MAINTAINED AND REGULARLY UPDATED BY TRPA. BMP REQUIREMENTS SHALL PROTECT VEGETATION FROM UNNECESSARY DAMAGE; RESTORE THE DISTURBED SOILS AND BE CONSISTENT WITH FIRE DEFENSIBLE SPACE REQUIREMENTS. AS AN ALTERNATIVE, AREA-WIDE WATER QUALITY TREATMENT FACILITIES AND FUNDING MECHANISMS MAY BE IMPLEMENTED IN LIEU OF CERTAIN SITE SPECIFIC BMPs WHERE AREA-WIDE TREATMENTS CAN BE SHOWN TO ACHIEVE EQUAL TO OR GREATER WATER QUALITY BENEFITS.

This policy guarantees continuing reductions in pollutant loads through the application of Best Management Practice improvements (BMPs). The Best Management Practices Handbook identifies the recommended BMPs for various situations. Application of BMPs requires a flexible approach involving evaluation of site-specific considerations and defensible space requirements. In some situations, area-wide treatments and funding mechanisms may provide greater water quality benefits than site specific BMPs.

BMP compliance requires proper installation and regular maintenance to preserve BMP function and help prevent pollution discharges. Regularly performed maintenance activities are described in the Best Management Practices Handbook.

In all aspects of the BMP retrofit program, TRPA shall emphasize voluntary compliance with the ordinance provisions, the provision of technical assistance through the Resource Conservation Districts, and public information campaigns to inform the public about basic BMP requirements and benefits. Areas targeted for accelerated BMP implementation should occur in coordination with local government Pollution/Stormwater Load Reduction Plans.

WQ-3.12 PROJECTS SHALL BE REQUIRED TO MEET TRPA BMP REQUIREMENTS AS A CONDITION OF APPROVAL FOR ALL PROJECTS.

All projects shall be required, as a condition of approval, to apply Best Management Practices to the project parcel during construction and as follows upon completion of construction:

- A. New projects on undeveloped parcels shall require application and maintenance of temporary and permanent BMPs as a condition of project approval.
- B. Projects which expand structures or land coverage shall require application and maintenance of temporary and permanent BMPs to the project area.
- C. Rehabilitation projects, other than minor utility projects, shall require the preparation of a plan and schedule for application and maintenance of temporary and permanent BMPs to the entire parcel. The amount of work

required pursuant to the project approval shall consider the cost and nature of the project.

- D. Where area-wide treatments are approved, projects shall install improvements in accordance with the approved area-wide BMP plan.

WQ-3.13 MAINTAIN THE BEST MANAGEMENT PRACTICES HANDBOOK TO INCLUDE SPECIAL CONSTRUCTION TECHNIQUES, DISCHARGE STANDARDS, AND DEVELOPMENT CRITERIA APPLICABLE TO PROJECTS IN THE SHOREZONE.

Sediment and other discharges from shorezone construction or dredging have an immediate and obvious impact on water clarity in localized areas and are harmful to fish. Proper construction techniques and other measures shall be required as necessary to mitigate activities in the shorezone and to protect the natural values of the shorezone.



CHAPTER 3

Transportation

Element

The TRPA Bi-State Compact calls for the development of an integrated transportation plan addressing all modes of travel to *“reduce dependency on the automobile,” “reduce air pollution which is caused by motor vehicles,”* and provide *“public transportation and public programs and projects related to transportation.”*

Although it is not a threshold category, Tahoe’s transportation system relates to multiple threshold areas, particularly air and water quality. To fulfill the Bi-State Compact’s mandate and work towards attainment of thresholds, the Regional Plan Transportation Element seeks to establish a first-class transportation system that prioritizes bicycling, walking, and transit, and serves residents and visitors while contributing to the environmental and socioeconomic health of the Region. This Element includes transportation goals, policies and implementation measures that address multiple aspects of transportation planning and interact to create a successful multi-modal transportation system.

TRPA is designated as the Tahoe Metropolitan Planning Organization (TMPO) for state and federal transportation planning. In addition to fulfilling the Bi-State Compact’s directives, as the TMPO, TRPA must develop a long-range Regional Transportation Plan (RTP) consistent with federal transportation laws. The RTP must also meet statutory requirements in California through the adoption of a “Sustainable Communities Strategy” (SCS). The SCS lays out a plan for reducing passenger vehicle related greenhouse gas (GHG) emissions in California. The goals and policies of the RTP are identical to those in the Regional Plan Transportation Element. In addition to goals and policies, the RTP also includes a detailed transportation improvement strategy, predicated on received or forecasted funding.

GOAL 1: ENVIRONMENT



Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas emissions.

Policies

- 1.1 Support mixed-use, transit oriented development, and community revitalization projects that encourages walking, bicycling, and easy access to existing and planned transit stops.
- 1.2 Leverage transportation projects to benefit multiple environmental thresholds through integration with the Environmental Improvement Program.
- 1.3 Mitigate the regional and cumulative traffic impacts of new, expanded, or revised developments or land uses by prioritizing projects and programs that enhance non-automobile travel modes.
- 1.4 Facilitate the use of electric and zero emission vehicles and fleets by supporting deployment of vehicle charging infrastructure within the Region, and supporting incentives and education of residents, businesses, and visitors related to the use of electric and zero emission vehicles.
- 1.5 Require major employers of 100 employees or more to implement vehicle trip reduction programs.
- 1.6 Require new and encourage existing major commercial interests providing gaming, recreational activities, excursion services, condominiums, timeshares, hotels and motels to participate in transportation demand programs and projects.
- 1.7 Coordinate with the City of South Lake Tahoe to update and maintain an Airport Master Plan and limit aviation facilities within the Tahoe Region to existing facilities.
- 1.8 Strongly encourage traffic calming and noise reduction strategies when planning transportation improvements.
- 1.9 Develop and implement a cooperative continuous, and comprehensive Congestion Management Process to adaptively manage congestion within the Region's multi-modal transportation system.

GOAL 2: CONNECTIVITY



Enhance and sustain the connectivity and accessibility of the Tahoe transportation system, across and between modes, communities, and neighboring regions, for people and goods.

Policies

Transit

- 2.1 Coordinate with Federal, state, and local government as well as private sector partners to identify and secure adequate transit service funding that provides a viable and reliable transportation alternative to the private automobile for all categories of travelers in the Region.
- 2.2 Provide frequent transit service to major summer and winter recreational areas.
- 2.3 Establish regional partnerships with surrounding metropolitan areas to expand transit to and from Lake Tahoe.
- 2.4 Improve the existing transit system for the user making it frequent, fun, and free in targeted locations. Consider and use increased frequency, preferential signal controls, priority travel lanes, expanded service areas, and extended service hours.
- 2.5 Integrate transit services across the Region. Develop and use unified fare payment systems, information portals, and shared transfers.
- 2.6 Consider waterborne transportation systems using best available technology to minimize air and water quality impacts in coordination with other modal options, as an alternative to automobile travel within the Region.
- 2.7 Provide specialized public transportation services for individuals with disabilities through subsidized fare programs for transit, taxi, demand response, and accessible van services.
- 2.8 Make transit and pedestrian facilities ADA-compliant and consistent with Coordinated Human Services Transportation Plans.
- 2.9 Develop formal guidelines or standards for incorporating transit amenities in new development or redevelopment, as conditions of project approval.
- 2.10 Provide public transit services at locations nearby school campuses.
- 2.11 Coordinate public and private transit service, where feasible, to reduce service costs and avoid service duplication.

Active Transportation

- 2.12 Develop and maintain an Active Transportation Plan as part of the regional transportation plan. Include policies, a project list of existing and proposed bicycle and pedestrian facilities, and strategies for implementation in the Active Transportation Plan.
- 2.13 Incorporate programs and policies of the active transportation plan into regional and local land use plans and regulatory processes.
- 2.14 Construct, upgrade, and maintain pedestrian and bicycle facilities consistent with the active transportation plan.

Multi-Modal

- 2.15 Accommodate the needs of all categories of travelers by designing and operating roads for safe, comfortable, and efficient travel for roadway users of all ages and abilities, such as pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles.
- 2.16 Encourage parking management programs that incentivize non-auto modes and discourage private auto-mobile use at peak times in peak locations, alleviate circulating vehicle trips associated with parking availability, and minimize parking requirements through the use of shared-parking facilities while potentially providing funding that benefits infrastructure and services for transit, pedestrians, and bicyclists.
- 2.17 Coordinate and include in area plans, where applicable, intermodal transportation facilities (“Mobility Hubs”) that serve centers and other major areas of activity while encouraging the consolidation of off-street parking within mixed-use areas.
- 2.18 In roadway improvements, construct, upgrade, and maintain active transportation and transit facilities along major travel routes. In constrained locations, all design options should be considered, including but not limited to restriping, roadway realignment, signalization, and purchase of right of way.
- 2.19 Encourage jurisdiction partners to develop and plan coordinated wayfinding signage for awareness of alternative transportation modes including transit (TART/BlueGO), pedestrian, and bicycle facilities.

GOAL 3: SAFETY



Increase safety and security for all users of Tahoe’s transportation system.

Policies

- 3.1 Coordinate the collection and analysis of safety data, identify areas of concern, and propose safety-related improvements that support state and federal safety programs and performance measures.
- 3.2 Consider safety data and use proven safety design countermeasures for safety hotspots recommended from roadway safety audits, the active transportation plan, corridor plans, and other reliable sources when designing new or modifying existing travel corridors.
- 3.3 Coordinate safety awareness programs that encourage law abiding behavior by all travelers.
- 3.4 Support emergency preparedness and response planning, including the development of regional evacuation plans, and encourage appropriate agencies to use traffic incident management performance measures.
- 3.5 Design projects to maximize visibility at vehicular, bicycle, and pedestrian conflict points. Consider increased safety signage, site distance, and other design features, as appropriate.

GOAL 4: OPERATIONS AND CONGESTION MANAGEMENT



Provide an efficient transportation network through coordinated operations, system management, technology, monitoring, and targeted investments.

Policies

- 4.0 Prioritize regional and local investments that fulfill TRPA objectives in transit, active transportation, transportation demand management, and other programs and directly support identified TRPA transportation performance outcomes.
- 4.1 Identify opportunities to implement comprehensive transportation solutions that include technology, safety, and other supporting elements when developing infrastructure projects.
- 4.2 Collaborate with jurisdictions and DOT partners to develop adaptive management strategies for peak traffic periods at Basin entry/exit routes.
- 4.3 Promote awareness of travel options and conditions through advertising and real-time travel information.
- 4.4 Incorporate programs and policies of the Tahoe Basin Intelligent Transportation Systems Strategic Plan into regional and local land use plans and regulatory processes.
- 4.5 Support the use of emerging technologies, such as the development and use of mobile device applications, to navigate the active transportation network and facilitate ridesharing, efficient parking, transit use, and transportation network companies.
- 4.6 Level of service (LOS) criteria for the Region's highway system and signalized intersections during peak periods shall be: "C" on rural recreational/scenic roads; "D" on rural developed area roads; "D" on urban developed area roads; "D" for signalized intersections. Level of Service "E" may be acceptable during peak periods in urban areas, but not to exceed four hours per day. These vehicle LOS standards may be exceeded when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users at a level that is proportional to the project-generated traffic in relation to overall traffic conditions on affected roadways.
- 4.7 Regional transportation plan updates shall review projected travel into and within adopted area plans and effectiveness of mobility strategies.
- 4.8 Prohibit the construction of roadways to freeway design standards in the Tahoe Region. Establish Tahoe specific traffic design volume for project development and analysis.
- 4.9 Require the development of traffic management plans for major temporary seasonal activities, including the coordination of simultaneously occurring events.
- 4.10 Actively support Transportation Management Associations (TMAs) in the Tahoe Region.
- 4.11 Establish a uniform method of data collection for resident and visitor travel behavior.
- 4.12 Maintain monitoring programs for all modes that assess the effectiveness of the long-term implementation of local and regional mobility strategies on a publicly accessible reporting platform (e.g www.laketahoeinfo.org website).
- 4.13 Establish regional and inter-regional cooperation and cost-sharing to obtain

basin-wide data for transportation-related activities.

- 4.14 Design roadway corridors, including driveways, intersections, and scenic turnouts, to minimize impacts to regional traffic flow, transit, and bicycle and pedestrian facilities by using shared access points where feasible.

GOAL 5: ECONOMIC VITALITY & QUALITY OF LIFE



Support the economic vitality of the Tahoe Region to enable a diverse workforce, sustainable environment, and quality experience for both residents and visitors.

Policies

- 5.1 Encourage community revitalization and transit oriented development projects that comprehensively support regional and local transportation, housing, land use, environment, and other goals.
- 5.2 Provide multimodal access to recreation sites. Encourage collaboration between public lands managers, departments of transportation, transit providers, and other regional partners to improve year-round access to dispersed recreation activities. Strategies could include active transportation end-of-trip facilities, transit services, parking management programs, and incentives to use multi-modal transport.
- 5.3 Collaborate with local, state, regional, federal, and private partners to develop a regional revenue source to fund Lake Tahoe transportation and water quality projects.
- 5.4 Collaborate with regional and inter-regional partners to establish efficient transportation connections within the Trans-Sierra Region including to and from Tahoe and surrounding metropolitan areas.


GOAL 6: SYSTEM PRESERVATION



Provide for the preservation of the existing transportation system through maintenance activities that support climate resiliency, water quality, and safety.

Policies

- 6.1 Preserve the condition of sidewalks and bicycle facilities and where feasible, maintain their year-round use.
- 6.2 Maintain and preserve pavement condition to a level that supports the safety of the traveling public and protects water quality.
- 6.3 Make “dig once” the basin-wide standard, requiring public and private roadway projects to accommodate the installation of conduit to support community needs. (e.g: fiber optic, broadband, lighting, etc.)
- 6.4 Consider the increased vulnerability and risk to transportation infrastructure from climate stressors, such as increased precipitation, flooding, and drought when designing new infrastructure and repairing or maintaining existing infrastructure.



CHAPTER 4

Conservation Element

The purpose of this Element is to plan for the preservation, development, utilization, and management of the scenic and other natural resources within the Region. To achieve this end and to minimize the threat that increasing urbanization has on the ecological values of the Region and the public opportunities for use of public lands, ten Subelements were selected to cover the full range of Lake Tahoe's natural and historical resources. For each Subelement, specific policies are outlined to help guide decision-making as it affects that particular resource.

VEGETATION

The Lake Tahoe Region's diverse and unique plant communities provide a variety of environmental and ecological functions and values including water quality, wildlife habitat, soil stabilization, and nutrient cycling. Plant communities also contribute to the Region's scenic quality, improve air quality, and facilitate noise control. The Vegetation Subelement guides the protection and management of the Region's vegetation resources.

GOAL VEG-1:

PROVIDE FOR A WIDE MIX AND INCREASED DIVERSITY OF PLANT COMMUNITIES IN THE TAHOE REGION.

The natural succession of vegetation in the Region has been stifled over the past 130 years. Following clear cut activities in the late 1800s, the forest vegetation has been managed under wildfire exclusion policies. The resulting lack of naturally occurring fires and other natural perturbations has created an unnatural forest structure with regard to forest health and diversity. Extensive and overstocked stands of second growth conifers now dominate the forest vegetation. Other plant communities that require openings in the forest canopy are relatively scarce. The resulting situation is one of low plant diversity, poor age class structure, vulnerability to disease and pest organisms and increased risk of catastrophic wildfire. The preservation of the Region's vegetation and the achievement of environmental thresholds require programs that preserve or protect certain plant communities and species while permitting increased opportunities to manage the vegetation for diversity, fire prevention, and health. Attainment of these thresholds requires an on-going program involving harvest of fire fuels, revegetation, and vegetation manipulation.

POLICIES:

VEG-1.1 FOREST MANAGEMENT PRACTICES SHALL BE ALLOWED WHEN CONSISTENT WITH ACCEPTABLE STRATEGIES FOR THE MAINTENANCE AND ENHANCEMENT OF FOREST HEALTH AND DIVERSITY, PREVENTION OF WILDFIRE, PROTECTION OF WATER QUALITY, AND ENHANCEMENT OF WILDLIFE HABITATS.

Forest management practices that may include both timber harvest and prescribed burning are acceptable strategies for restoring and maintaining the biological health of the forest ecosystem. This policy would also permit practices necessary to reduce the risk of catastrophic wildfires.

VEG-1.2 OPPORTUNITIES TO IMPROVE THE AGE STRUCTURE OF THE PINE AND FIR PLANT COMMUNITIES SHALL BE ENCOURAGED WHEN CONSISTENT WITH OTHER ENVIRONMENTAL CONSIDERATIONS.

The conifer forests of the Tahoe Region are mostly even-aged. This has serious implications related to plant diversity and forest health. Opportunities to increase the ratio of young trees to mature trees should be encouraged.

VEG-1.3 FOREST PATTERN SHALL BE MANIPULATED WHENEVER APPROPRIATE AS GUIDED BY THE SIZE AND DISTRIBUTION OF FOREST OPENINGS.

Extensive stands of even-aged timber predominate in the Tahoe Region. Openings in these stands are uncommon. The forest pattern and resultant plant diversity can be improved through forest management practices that open-up the forest canopy to increase the proportion of shrub and meadow communities.

VEG-1.4 EDGE ZONES BETWEEN ADJACENT PLANT COMMUNITIES SHALL BE MAXIMIZED AND TREATED FOR THEIR SPECIAL VALUE RELATIVE TO PLANT DIVERSITY AND WILDLIFE HABITAT.

The mixing of two plant communities creates a zone of high plant diversity and provides an effective screen between adjacent land uses. Besides the benefit of increased plant diversity, edge zones provide critical habitats to many species of wildlife.

VEG-1.5 PERMANENT DISTURBANCE OR UNNECESSARY ALTERATION OF NATURAL VEGETATION ASSOCIATED WITH DEVELOPMENT ACTIVITIES SHALL NOT EXCEED THE APPROVED BOUNDARIES (OR FOOTPRINTS) OF THE BUILDING, DRIVEWAY, OR PARKING STRUCTURES, OR THAT WHICH IS NECESSARY TO REDUCE THE RISK OF FIRE OR EROSION.

Protecting the existing vegetation around a construction site will aid in preventing soil compaction or disturbance due to equipment and human trampling. It will also reduce the need for revegetation and landscaping.

VEG-1.6 THE MANAGEMENT OF VEGETATION IN URBAN AREAS SHALL BE IN ACCORDANCE WITH THE POLICIES OF THIS PLAN AND SHALL INCLUDE PROVISIONS THAT ALLOW FOR THE PERPETUATION OF THE NATURAL-APPEARING LANDSCAPE.

The beauty of the Tahoe Region depends, in part, on the successful "blending" of the natural environment with the built environment. Vegetation in urban areas shall be preserved to the maximum extent feasible so as to avoid sharp contrasts between the urban and non-urban portions of the Region. Conditions of project approval for all grading, harvesting, landscaping, and other project proposals shall be required, as necessary, to implement the intent of this policy.

VEG-1.7 MAINTAIN FOREST LITTER FOR ITS EROSION CONTROL AND NUTRIENT CYCLING FUNCTIONS IN NATURALLY-VEGETATED AREAS EXCEPT TO THE EXTENT IT POSES A FIRE HAZARD.

The fungi associated with decaying plant material act as nutrient "sinks" by picking up plant nutrients that would otherwise be lost to adjacent water bodies during spring runoff.

VEG-1.8 PROMOTE USE OF NATIVE, WATER-EFFICIENT, NUTRIENT-EFFICIENT, FIRE-RESISTANT AND NON-INVASIVE VEGETATION IN URBAN AREAS AND DURING REVEGETATION OF DISTURBED SITES.

Native plants are adapted to the special altitude, climate, and soil characteristics of the Region. Use of non-native species often requires constant care and artificial amounts of water and fertilizer. Revegetation of disturbed sites will require the use of native plants whenever practical, but other approved species

also may be appropriate.

VEG-1.9 ALL PROPOSED ACTIONS SHALL CONSIDER THE CUMULATIVE IMPACT OF VEGETATION REMOVAL WITH RESPECT TO PLANT DIVERSITY AND ABUNDANCE, WILDLIFE HABITAT AND MOVEMENT, SOIL PRODUCTIVITY AND STABILITY, AND WATER QUALITY AND QUANTITY.

The piecemeal and incremental removal of vegetation may have significant cumulative impacts on the natural resource values of the Region. Project review should consider both the direct and indirect impacts of all development, as well as fire safety.

VEG-1.10 WORK TO ERADICATE AND PREVENT THE SPREAD OF INVASIVE SPECIES.

VEG-1.11 ENCOURAGE LOCAL GOVERNMENTS TO DEVELOP URBAN FORESTRY COMPONENTS WITHIN THEIR AREA PLANS. URBAN FORESTRY PROGRAMS SHOULD SEEK TO REESTABLISH NATURAL FOREST CONDITIONS IN A MANNER THAT DOES NOT INCREASE THE RISK OF CATASTROPHIC WILDFIRE.

GOAL VEG-2

PROVIDE FOR THE PROTECTION, MAINTENANCE AND RESTORATION OF SUCH UNIQUE ECO-SYSTEMS AS WETLANDS, MEADOWS, AND OTHER RIPARIAN VEGETATION.

Riparian vegetation is a critical component of the Tahoe Region's natural vegetation. These communities serve a variety of useful functions especially related to water quality and quantity. Riparian plant communities also significantly contribute to plant and animal diversity, recreation, and scenic quality. Strategies to protect these qualities are developed within the framework of adopted environmental thresholds for soils, vegetation, and wildlife.

POLICIES:

VEG-2.1 RIPARIAN PLANT COMMUNITIES SHALL BE MANAGED FOR THE BENEFICIAL USES OF PASSIVE RECREATION, GROUNDWATER RECHARGE, AND NUTRIENT CATCHMENT, AND AS WILDLIFE HABITATS.

The preservation of riparian zones in their natural states should be emphasized over more intensive uses. These plant communities serve a variety of natural functions that benefit the scenic, wildlife, and water resources of the Tahoe Region.

VEG-2.2 RIPARIAN PLANT COMMUNITIES SHALL BE RESTORED OR EXPANDED WHENEVER AND WHEREVER POSSIBLE. WHEN COMPLETE RESTORATION IS NOT FEASIBLE, RESTORATION PROGRAMS SHALL FOCUS ON RESTORING THE NATURAL FUNCTION OF RIPARIAN AREAS TO THE GREATEST EXTENT PRACTICAL.

Riparian plant communities are the single most important habitat for wildlife in the Region and provide the most cost-effective means of water cleansing. Existing functioning riparian plant communities shall be maintained in their natural conditions to promote such beneficial functions. The schedule for

restoration, as required by the thresholds, will correspond to the schedule for restoring Stream Environment Zones outlined in the Environmental Improvement Program.

GOAL VEG-3

CONSERVE THREATENED, ENDANGERED, AND SENSITIVE PLANT SPECIES AND UNCOMMON PLANT COMMUNITIES OF THE LAKE TAHOE REGION.

A few examples of rare plants and uncommon plant communities can be found in the Lake Tahoe Region. These resources are a real part of the Region's natural endowment and need to be protected from indiscriminant loss or destruction. Otherwise, the danger of extinction can become a reality. Direction for preservation is provided by adopted environmental thresholds.

POLICIES:

VEG-3.1 UNCOMMON PLANT COMMUNITIES SHALL BE IDENTIFIED AND PROTECTED FOR THEIR NATURAL VALUES.

Rare examples of Lake Tahoe's natural vegetation should be preserved for their ecological and local significance. Indiscriminate loss of uncommon plant communities shall be avoided. This policy applies specifically to those plant communities for which thresholds were adopted, but also may be extended to other communities later identified as significant by TRPA in cooperation with resource agencies. Attainment of the vegetation thresholds and implementation of this policy require close cooperation between this Agency and other agencies responsible for the protection and management of the Region's natural resources.

VEG-3.2 THE POPULATION SITES AND CRITICAL HABITAT OF ALL SENSITIVE PLANT SPECIES IN THE LAKE TAHOE REGION SHALL BE IDENTIFIED AND PRESERVED.

The Tahoe Region provides a favorable habitat for a few species of exceptionally scarce plants. Without proper protection, these sensitive plants may become extinct. Monitoring and evaluation programs will be necessary, in cooperation with the U.S. Forest Service and other interested agencies and individuals, to implement this policy.

VEG-3.3 THE CONSERVATION STRATEGY FOR TAHOE YELLOW CRESS IN THE LAKE TAHOE REGION SHALL FOSTER STEWARDSHIP FOR THIS SPECIES BY:

- A. Providing education to landowners;
- B. Providing technical and planning assistance to landowners with Tahoe Yellow Cress to develop stewardship plans;
- C. Streamlining the Tahoe Yellow Cress project review process, while protecting the species and its habitat; and
- D. Support propagation efforts.

GOAL VEG-4

PROVIDE FOR AND INCREASE THE AMOUNT OF LATE SERAL/OLD GROWTH STANDS WITHIN THE LAKE TAHOE REGION.

Late seral/old growth forest stands provide unique habitat for many wildlife and plant species. Late seral/old growth stands also have an increased resistance to tree mortality due to catastrophic wildfire, thereby providing an on-site seed source for natural reforestation. Today, late seral/old-growth forest stands are fragmented and less common than would naturally occur due to clear-cut activities in the late 1800s followed by wildfire exclusion policies through most of the twentieth century. The forested lands in the Region are now dominated by overstocked, second growth, even-aged stands. Fir trees have replaced many naturally occurring pine tree stands. The future condition of forested lands within the Region should reflect natural conditions as much as realistically possible. Active management is necessary to increase the amount of late seral/old growth forest and help restore natural conditions.

POLICIES:

VEG-4.1 STANDS EXHIBITING LATE SERAL/OLD GROWTH CHARACTERISTICS SHALL BE MANAGED TO ALLOW THESE STANDS TO SUSTAIN THESE CONDITIONS.

The existing forest stands that exhibit late seral/old growth characteristics are rare in the Region and should be protected. These stands act as a refuge for late seral/old growth species and will be critical for future restoration of additional late seral/old growth stands.

VEG-4.2 STANDS NOT EXHIBITING LATE SERAL/OLD GROWTH CHARACTERISTICS SHALL BE MANAGED TO PROGRESS TOWARDS LATE SERAL/OLD GROWTH.

Forest stands that do not currently exhibit late seral/old growth characteristics, and that can reasonably be expected to produce late seral/old growth characteristics, should be managed to move the stand towards increasing late seral/old growth characteristics. Active management is the primary vehicle for producing the desired future conditions. Management may entail thinning of smaller trees, alteration of the species composition, and other ecosystem manipulations.

VEG-4.3 PRESCRIPTIONS FOR TREATING THESE STANDS SHALL BE PREPARED BY LICENSED FORESTERS OR OTHERWISE QUALIFIED INDIVIDUALS ON A STAND-BY-STAND BASIS. EACH PRESCRIPTION SHALL DEMONSTRATE/ EXPLAIN HOW IT WILL PROMOTE LATE SERAL OR OLD GROWTH CHARACTERISTICS PRIOR TO APPLYING ANY MECHANICAL TREATMENT OR PRESCRIBED FIRE. STAND-SPECIFIC PRESCRIPTIONS WILL BE DEVELOPED USING THE BEST AVAILABLE FOREST AND ECOSYSTEM MANAGEMENT SCIENCE, STRATEGIES, STANDARDS AND GUIDELINES AS WELL AS ALL APPLICABLE REGULATIONS.

The management of late seral/old growth forests requires the application of the best available scientific methods by qualified individuals, as well as compliance with applicable forest management policies and regulations. Such documents provide requirements and management strategies to maintain current late seral/old growth stands and promote the recruitment of new stands.

VEG-4.4 RETAIN LARGE TREES AS A PRINCIPAL COMPONENT OF LATE SERAL/OLD GROWTH ECOSYSTEMS.

Large trees are one of the defining components of late seral/old growth ecosystems. Without large trees present a forest stand cannot be classified as late seral/old growth. Many of the other components of late seral/old growth ecosystems are derived from large trees, including snags, down woody material, and soil conditions. The retention of large trees is a critical management strategy to achieve the late seral/old growth threshold.

VEG-4.5 RETAIN TREES OF MEDIUM AND SMALL SIZE SUFFICIENT TO PROVIDE FOR LARGE TREE RECRUITMENT OVER TIME, AND TO PROVIDE STRUCTURAL DIVERSITY. PREFERABLY, THESE TREES WILL BE THE MOST VIGOROUS IN THE STAND USING ONE OF THE STANDARD TREE CLASSIFICATIONS. IN ADDITION, SPECIES COMPOSITION SHOULD BE KEY CONSIDERATION IN TREE RETENTION.

The forests of the Lake Tahoe Region are largely even-aged as a result of forest regeneration after logging followed by discovery of the Comstock Lode. The large trees of today have finite life spans, and must eventually be replaced. Additionally, appropriate diversity of small, medium and large trees provides vertical structural diversity for wildlife.

Tree species composition is an important characteristic of forests, affecting wildlife uses and forest health. Promoting and perpetuating late seral/old growth forest conditions requires the future provision for a desired species composition, now and in the future. Prior to settlement, natural events provided a well-adapted species mix. Today, forest planning for future conditions is needed because humans have changed the balance of forces in the forest that produce the desired future conditions.

VEG-4.6 USE OF PRESCRIBED FIRE IS PREFERRED TO REDUCE FIRE HAZARD AND PERPETUATE DESIRED NATURAL ECOLOGICAL PROCESSES. MANUAL AND MECHANICAL TREATMENT MAY BE USED TO REDUCE FOREST FUEL LEVELS AND TO IMPROVE LATE SERAL FOREST CONDITIONS IN ADDITION TO, OR IN LIEU OF, PRESCRIBED FIRE.

Fire is an effective and efficient tool to reduce forest fuels and thus fire risk. Additionally, fire is a natural ecological process that historically shaped the distribution and structure of vegetation and wildlife communities in the Sierra Nevada and Lake Tahoe Region. Use of prescribed fire or mechanical treatment to control and reduce forest fuel buildup will benefit forested communities by reducing the potential for catastrophic stand replacing fire events.

GOAL VEG-5

THE APPROPRIATE STOCKING LEVEL AND DISTRIBUTION OF SNAGS AND COARSE WOODY DEBRIS SHALL BE RETAINED IN THE REGION'S FORESTS TO PROVIDE HABITAT FOR ORGANISMS THAT DEPEND ON SUCH FEATURES AND TO PERPETUATE NATURAL ECOLOGICAL PROCESSES.

Relatively large snags (standing dead trees) and large downed woody debris (decaying logs on the forest floor) provide essential habitat features for a wide diversity of forest dwelling organisms. Decaying snags and coarse woody debris provide soil amendments and recycle nutrients necessary to perpetuate improved forest health. Upland sources of dead wood contribute to slope stability and soil surface stability, which prevent soil erosion and control

storm surface runoff. In Stream Environment Zones, dead wood plays a major role in the development of streambed morphology and thus the creation and maintenance of required aquatic and riparian habitat.

POLICIES:

VEG-5.1 ALLOW FOR A SUFFICIENT NUMBER AND AN APPROPRIATE DISTRIBUTION OF SNAGS THROUGHOUT THE REGION'S FORESTS TO PROVIDE AND MAINTAIN HABITAT FOR SPECIES DEPENDENT ON SUCH FEATURES.

Tree mortality is a natural process in properly functioning forest ecosystems. This process is stochastic, can take several decades to occur in nature, and is not easily mimicked by humans. Retaining necessary habitat features that benefit a wide diversity of species is economically appropriate because it will circumvent the need for costly and intrusive habitat management programs, and will aid in achieving wildlife threshold goals and to afford a reasonable level of fire protection safety.

VEG-5.2 ALLOW FOR AN APPROPRIATE AMOUNT, LEVEL AND DISTRIBUTION OF COARSE WOODY DEBRIS (DOWNED WOODY MATERIAL) THROUGHOUT THE REGION'S FORESTS TO MAINTAIN BIOLOGICAL INTEGRITY, TO STABILIZE SOIL, AND TO AFFORD A REASONABLE LEVEL OF FIRE SAFETY.

Large downed woody debris (fallen logs) in various stages of decay contribute to structural diversity of forest ecosystems, which is required by a wide variety of terrestrial, semi-terrestrial and aquatic species. Additionally, as logs decompose, organic matter is slowly incorporated into the soil, which replenishes the productive capability of the soil and perpetuates a functioning forest ecosystem.

GOAL VEG-6

TRPA SHALL WORK WITH FIRE PROTECTION AGENCIES IN THE REGION TO REDUCE THE RISK OF CATASTROPHIC WILDFIRE.

The prevention of catastrophic wildfire requires active forest management and coordination with fire protection agencies in the Region.

VEG 6.1 PROMOTE HAZARDOUS FUELS REDUCTION IN ORDER TO REDUCE THE INTENSITY OF NATURALLY OCCURRING WILDFIRE AND PREVENT CATASTROPHIC WILDFIRE.

VEG-6.2 PROMOTE CREATION OF DEFENSIBLE SPACE USING FOREST MANAGEMENT PRACTICES THAT ARE CONSISTENT WITH STATE DEFENSIBLE SPACE CODES AND COMMUNITY WILDFIRE PROTECTION PLANS.

WILDLIFE

The Tahoe Region provides a habitat for many different species of wildlife. However, the existing habitat mix is not generally favorable for supporting large numbers of many different species. This situation developed due to urban expansion and forest modification activities since the late 1800s. The Bi-State Compact recognizes *"The Region exhibits unique environmental and ecological values which are irreplaceable."* The Wildlife Subelement seeks to minimize the effects of urbanization on wildlife resources by focusing on maintaining suitable habitats and habitat diversity.

GOAL WL-1

MAINTAIN SUITABLE HABITATS FOR ALL INDIGENOUS SPECIES OF WILDLIFE WITHOUT PREFERENCE TO GAME OR NON-GAME SPECIES THROUGH MAINTENANCE AND IMPROVEMENT OF HABITAT DIVERSITY.

The emphasis of wildlife management in the Region should be on maintaining and improving the functional and biological characteristics of the ecosystem to support the needs of wildlife.

POLICIES:

WL-1.1 ALL PROPOSED ACTIONS SHALL CONSIDER IMPACTS TO WILDLIFE.

The impacts of development to wildlife can often be easily mitigated when wildlife are considered early in the project review process. Consideration should be given to the movement, water, food, and cover needs of wildlife.

WL-1.2 RIPARIAN VEGETATION SHALL BE PROTECTED AND MANAGED FOR WILDLIFE.

Riparian vegetation is the single most important habitat for wildlife in the Region. Riparian plant communities need to be preserved to help protect the wildlife resource and to attain environmental thresholds for vegetation, wildlife, and soils. This policy requires an on-going program of management and regulated use of riparian vegetation.

WL-1.3 NON-NATIVE WILDLIFE AND EXOTIC SPECIES SHALL BE CONTROLLED AND RELEASE OF SUCH ANIMALS INTO THE WILD SHALL BE PROHIBITED.

Indigenous wildlife species have adapted to the special habitat characteristics of the Region. Non-native species can "invade" the niches of local wildlife and unfairly compete for scarce resources needed for survival. Introduction of disease and population control of exotic species are other issues of concern.

WL-1.4 DOMESTIC ANIMALS AND PETS SHALL BE CONTROLLED AND APPROPRIATELY CONTAINED.

Domestic animals impact native wildlife species through harassment and physical harm. A combination of domestic animal control and a habitat maintenance program will provide for the long-term health of local wild life populations.

WL-1.5 ENCOURAGE LOCAL GOVERNMENTS TO DEVELOP AND ENFORCE AN URBAN BEAR STRATEGY ADDRESSING BEAR RESISTANT SOLID WASTE FACILITIES AND RELATED MATTERS WITHIN THEIR AREA PLANS.

GOAL WL-2

PRESERVE, ENHANCE, AND, WHERE FEASIBLE, EXPAND HABITATS ESSENTIAL FOR THREATENED, ENDANGERED, RARE, OR SENSITIVE SPECIES FOUND IN THE REGION.

Animals that are particularly scarce or vulnerable to extirpation require special management emphasis. Management usually includes programs to protect or enhance critical habitats. Other strategies would include buffering critical habitats from conflicting land uses and activities. Strategies are developed within the framework of adopted environmental thresholds.

POLICIES:

WL-2.1 ENDANGERED, THREATENED, RARE, AND SPECIAL INTEREST SPECIES SHALL BE PROTECTED AND BUFFERED AGAINST CONFLICTING LAND USES.

Species in the above categories need extra protection to ensure their longevity in the Region. Critical habitat sites of these animals need to be protected and buffered from disturbing land uses. This will be accomplished by regulating uses within the disturbance and influence zones of species for which thresholds have been adopted

FISHERIES

A popular recreational activity in the Tahoe Region is fishing. Some of the larger streams and lakes provide excellent opportunities to catch rainbow, brown, cutthroat, and brook trout. The lakes offer a wider choice of fishing opportunities. The entire fishery is highly sensitive to habitat disturbance. Maintenance of the fishery must focus on preserving prime fish habitats in the lakes and streams and ensuring access to spawning and feeding habitats.

GOAL FI-1

IMPROVE AQUATIC HABITAT ESSENTIAL FOR THE GROWTH, REPRODUCTION, AND PERPETUATION OF EXISTING AND THREATENED FISH RESOURCES IN THE LAKE TAHOE REGION.

The fishery habitat in the Tahoe Region has experienced significant alteration and degradation since the late 1800s. Much like the wildlife resource, management emphasis should be on the maintenance of essential habitats. For lakes, management focus should be on nearshore substrate quality as it pertains to feeding, cover, and spawning habitats. Stream management should emphasize instream flow needs and maintenance of spawning habitat. Policies to achieve this goal are consistent with the adopted environmental thresholds.

POLICIES:

FI-1.1 DEVELOPMENT PROPOSALS AFFECTING STREAMS, LAKES AND ADJACENT LANDS SHALL EVALUATE IMPACTS TO THE FISHERY.

The population potential of the Tahoe fishery largely depends on the availability and quantity of suitable spawning and feeding habitats. Past practices have significantly damaged the fishery resource through habitat modification or destruction. Future detrimental impacts can be avoided and the fishery improved if the resource is given due consideration in water related developments. All proposals that may impact the fishery shall be assessed pursuant to consultation with fishery biologists of the Nevada Department of Wildlife, California Department of Fish and Game, and/or the U.S. Fish and Wildlife Service.

FI-1.2 UNNATURAL BLOCKAGES AND OTHER IMPEDIMENTS TO FISH MOVEMENT SHALL BE PROHIBITED AND REMOVED WHEREVER APPROPRIATE.

Many different species of fish spawn in the Region's tributaries. This often requires movement into the streams from the lakes. Unnatural blockages (e.g., bridge culverts, man-made dams, marinas) can prevent the upstream migration and thereby seriously impact the population potential of certain fishes. Remedial measures will be accomplished in tandem with conditions of project approval, voluntary cooperation, and restoration projects as part of remedial water quality programs.

FI-1.3 AN INSTREAM MAINTENANCE PROGRAM SHOULD BE DEVELOPED AND IMPLEMENTED.

A variety of problems can build up over time in stream channels. These problems require annual remedial attention before the situation becomes too burdensome to deal with in a timely and cost-efficient manner. Instream monitoring could include an inventory and removal program for undesirable debris build-up in the stream channel.

FI-1.4 STANDARDS FOR BOATING ACTIVITY SHALL BE ESTABLISHED FOR THE SHALLOW ZONE OF LAKE TAHOE.

There are numerous uses associated with the shorezone of Lake Tahoe. However, some of those activities do not depend on the exclusive use of the nearshore. Boating activity in the nearshore should be permitted only to the extent that it is compatible with shorezone-dependent uses such as swimming and fishing. To minimize impacts to these and other shorezone users, and to reduce the risk of accidents, excessive boat speeds and motor noise should be avoided in the nearshore. Strict enforcement of regulations for boat speed and noise close to shore will also benefit the fishery which can be affected by the noise and associated activities of boats. Operating standards for boating should be in accordance with U.S. Coast Guard regulations. Specific areas of habitat may require additional regulations to help prevent unacceptable disruption of critical life cycle activities such as spawning.

FI-1.5 HABITAT IMPROVEMENT PROJECTS ARE ACCEPTABLE PRACTICES IN STREAMS AND LAKES.

Considerable potential exists to improve or expand the fishery habitat of lakes and streams in the Region. Any improvements are likely to solicit a corresponding improvement to the local fishery and should be encouraged.

FI-1.6 INSTREAM FLOWS SHALL BE REGULATED, WHEN FEASIBLE, TO MAINTAIN FISHERY VALUES.

The maintenance of a minimal level of water throughout the year in streams is necessary to protect instream fishery values. Diversions which artificially lower stream flows beyond a level capable of supporting fish or their food organisms is not desirable and should be avoided. This policy would only apply to those creeks with artificial diversions and be accomplished, in part, with implementation of Policy FI-1.7.

FI-1.7 EXISTING POINTS OF WATER DIVERSION FROM STREAMS SHALL BE TRANSFERRED TO LAKES, WHENEVER FEASIBLE, TO HELP PROTECT INSTREAM BENEFICIAL USES.

Many of the Region's tributaries are subject to extreme low flows in late summer. Withdrawals from low flow streams aggravate the problem and may even dry out some creeks. A more constant and dependable supply of water would be available from Lakes and such transfers should be encouraged through the use of incentives and cooperation with state agencies responsible for regulating water use.

FI-1.8 SUPPORT, IN RESPONSE TO JUSTIFIABLE EVIDENCE, STATE AND FEDERAL EFFORTS TO REINTRODUCE LAHONTAN CUTTHROAT TROUT IN APPROPRIATE REMOTE LOCATIONS.

The Lahontan cutthroat trout is, in all probability, extinct in the Region. Any efforts to reintroduce this particular strain of cutthroat should be encouraged. Reintroducing Lahontan cutthroat trout to Lake Tahoe, itself appears to be infeasible. However, it appears that it may be possible to reintroduce the Lahontan cutthroat trout to specific isolated lakes or streams.

FI-1.9 PROHIBIT THE RELEASE OF NON-NATIVE AQUATIC INVASIVE SPECIES IN THE REGION IN COOPERATION WITH PUBLIC AND PRIVATE ENTITIES. CONTROL OR ERADICATE EXISTING POPULATIONS OF THESE SPECIES AND TAKE MEASURES TO PREVENT ACCIDENTAL OR INTENTIONAL RELEASE OF SUCH SPECIES.

SOILS

In addition to serving as a growth medium for plants, soil provides numerous chemical, physical, and biological functions that are critical to sustaining healthy ecosystems and maintaining environmental quality, including water quality. Accordingly, the Bi-State Compact identifies the need to establish and adopt environmental standards for soil conservation. The Soils Subelement establishes Goals and Policies intended to maintain and enhance the soil resource environmental thresholds.

GOAL S-1

MINIMIZE SOIL EROSION AND THE LOSS OF SOIL PRODUCTIVITY.

Protection of the Region's soil is important for maintaining soil productivity and vegetative cover and preventing excessive sediment and nutrient transport to the streams and lakes. Soil protection is especially critical in the Region where the soils are characteristically shallow and highly susceptible to erosion. Strategies for soil conservation are consistent with thresholds established for soil, water, and vegetation.

POLICIES:

S-1.1 ALLOWABLE IMPERVIOUS LAND COVERAGE SHALL BE CONSISTENT WITH THE THRESHOLD FOR IMPERVIOUS LAND COVERAGE.

The Land Use Subelement establishes policies which limit impervious land coverage consistent with the impervious land coverage limits set forth in the *"Land-Capability Classification of the Lake Tahoe Basin, California-Nevada, a Guide for Planning," Bailey, 1974.*

S-1.2 NO NEW LAND COVERAGE OR OTHER PERMANENT DISTURBANCE SHALL BE PERMITTED IN LAND CAPABILITY DISTRICTS 1-3 EXCEPT FOR THOSE USES AS NOTED IN A, B, AND C BELOW:

- A. Single family dwellings may be permitted in land capability districts 1-3 when reviewed and approved pursuant to the individual parcel evaluation system (IPES).
- B. Public outdoor recreation facilities may be permitted in land capability districts 1-3 if:
 - i. The project is a necessary part of a public agency's long range plans for public outdoor recreation;
 - ii. The project is consistent with the recreation element of the Regional Plan;
 - iii. The project, by its very nature must be sited in land capability districts 1-3;
 - iv. There is no feasible alternative which avoids or reduces the extent of encroachment in land capability districts 1-3;
 - v. The impacts are fully mitigated;

- vi. Land capability districts 1-3 lands are restored in the amount of 1.5 times the area of land capability districts 1-3 which is disturbed or developed beyond that permitted by the Bailey coefficients; and
- vii. Alternatively, because of their public and environmental benefits, special provisions for non-motorized public trails may be allowed and defined by ordinances.

To the fullest extent possible, recreation facilities must be sited outside of Land Capability Districts 1-3. However, the six-part test established by the policy allows encroachment of these lands where such encroachment is essential for public outdoor recreation, and precautions are taken to ensure that such lands are protected to the fullest extent possible. The restoration requirements of this policy can be accomplished on-site or off-site, and shall be in lieu of any coverage transfer or coverage mitigation provisions elsewhere in this plan.

- C. Public service facilities are permissible uses in land capability districts 1-3 if:
 - i. The project is necessary for public health, safety or environmental protection;
 - ii. There is no reasonable alternative, which avoids or reduces the extent of encroachment in land capability districts 1-3;
 - iii. The impacts are fully mitigated;
 - iv. Land capability districts 1-3 lands are restored in the amount of 1.5 times the area of land capability districts 1-3 which is disturbed or developed beyond that permitted by the Bailey co-efficients; and
 - v. Alternatively, because of their public and environmental benefits, special provisions for non-motorized public trails may be allowed and defined by ordinances.

Development within Land Capability Districts 1-3 is not consistent with the goal to manage high hazard lands for their natural qualities and shall generally be prohibited except under extraordinary circumstances involving public works. Each circumstance shall be evaluated based on the above four-point test of this policy. The restoration requirements of this policy can be accomplished on-site or off-site, and shall be in lieu of any coverage transfer or coverage mitigation provisions elsewhere in this plan.

S-1.3 THE LAND CAPABILITY MAP MAY BE REVIEWED AND UPDATED.

TRPA shall provide for a procedure to allow land capability challenges for reclassification of incorrectly mapped areas.

S-1.4 TRPA SHALL DEVELOP SPECIFIC POLICIES TO LIMIT LAND DISTURBANCE AND REDUCE SOIL AND WATER QUALITY IMPACTS OF DISTURBED AREAS.

Like impervious surfaces, disturbed and compacted areas result in increased soil loss and surface runoff. The Regional Plan sets policies designed to reduce existing surface disturbance and avoid new disturbance. TRPA shall set guidelines defining "disturbance" and determine what types of disturbed and compacted areas should be counted as impervious surfaces for purposes of applying land coverage limits. Coverage limits shall not be applied so as to prevent application of best management practices to existing disturbed areas.

S-1.5 PRIORITIZE WATERSHEDS OR OTHER AREAS IMPAIRED BY EXCESS LAND

COVERAGE AND INCENTIVIZE THE REMOVAL AND TRANSFER OF COVERAGE FROM APPROPRIATE LOCATIONS WITHIN PRIORITY WATERSHEDS.

TRPA shall maintain specific programs to address the problem of excess coverage and may include limits on new coverage, coverage removal, and remedial erosion and runoff control projects.

S-1.6 MAINTAIN SEASONAL LIMITATIONS ON GROUND DISTURBING ACTIVITIES DURING THE WET SEASON (OCTOBER 15 TO MAY 1) AND IDENTIFY LIMITED EXCEPTIONS FOR ACTIVITIES THAT ARE NECESSARY TO PRESERVE PUBLIC HEALTH AND SAFETY OR FOR EROSION CONTROL.

Impacts related to soil disturbance are highly exaggerated when the soil is wet. For precautionary reasons, all project sites must be adequately winterized by October 15 as a condition for continued work on the site. Exceptions to the grading prohibitions will be permitted in emergency situations where the grading is necessary for reasons of public safety or for erosion control.

S-1.7 ALL EXISTING NATURAL FUNCTIONING STREAM ENVIRONMENT ZONES SHALL BE RETAINED AS SUCH AND DISTURBED STREAM ENVIRONMENT ZONES SHALL BE RESTORED WHENEVER POSSIBLE AND MAYBE TREATED TO REDUCE THE RISK OF CATASTROPHIC WILDFIRE.

Stream Environment Zones (SEZs) shall be managed to perpetuate their various functional roles, especially pertaining to water cleansing and nutrient trapment. This requires enforcement of a non-degradation philosophy. This policy is common to the Water Quality, Vegetation, Stream Environment Zone, and Wildlife Subelements and shall be implemented through the Land Use Element and Environmental Improvement Program (EIP).

SHOREZONE

The shorezone of Lake Tahoe is of both local and national significance. The scenic quality of the shoreline is enhanced by a diversity of views that range from sandy beaches to isolated coves, rocky shorelines, and steep cliffs. The competing demands for development of the shorezone need to be reconciled in light of the unique qualities that stand to be lost. The Shorezone Plan for Lake Tahoe is the basis for developing guidelines for appropriate uses along the shorezones of Lake Tahoe, Fallen Leaf Lake, and Cascade Lake.

GOAL SZ-1

PROVIDE FOR THE APPROPRIATE SHOREZONE USES OF LAKE TAHOE, CASCADE LAKE, AND FALLEN LEAF LAKE WHILE PRESERVING THEIR NATURAL AND AESTHETIC QUALITIES.

The shorezones of the Region's lakes are inherently suitable to different intensities of use depending on local shorezone characteristics. Both the physical and biological qualities of the shorezone are useful for assessing the development potential of a particular site. Visual quality should be an additional test of an area's capability to accommodate different types of land use. Policies are developed within the framework of TRPA's Shorezone Plan (which is incorporated into this Subelement) and adopted environmental thresholds.

POLICIES:

SZ-1.1 ALL VEGETATION AT THE INTERFACE BETWEEN THE BACKSHORE AND FORESHORE ZONES SHALL REMAIN UNDISTURBED UNLESS ALLOWED BY PERMIT FOR USES OTHERWISE CONSISTENT WITH THE SHOREZONE POLICIES.

Vegetation at the interface between the backshore and the foreshore is significant to buffering the impacts that occur in this zone. It is the last naturally occurring measure for stabilizing soils and absorbing nutrients in the runoff from the backshore. It prevents accelerated shoreline erosion from wave action and reduces the need for engineered structures. Vegetation is an important element of the wildlife and fish habitat that occurs in the zone. The vegetation also screens backshore development, thus preserving the natural appearance of the shoreline. Well-established, native vegetation is adapted to the zone and provides a strong binding root system and a protective cover of foliage and branches. The interface is defined as the zone that includes backshore cliffs and other unstable lands influenced, in part or in total, by littoral or wave processes.

SZ-1.2 CONSTRUCTION ACTIVITY SHOULD BE SET BACK TO ENSURE NO DISTURBANCE OF THE INTERFACE BETWEEN HIGH CAPABILITY BACKSHORE AND UNSTABLE CLIFF AREAS.

Building setbacks from the edge of unstable or potentially unstable areas are necessary so as to minimize the risk of accelerated erosion, cliff collapse, or slumping. Retention of a natural buffer to minimize impacts of backshore development is preferred over engineering solutions to backshore instability.

SZ-1.3 THE USE OF LAWNS OR ORNAMENTAL VEGETATION IN THE SHOREZONE SHALL BE DISCOURAGED.

The land area adjacent to water bodies is susceptible to intensive erosion forces such as undercutting. Deep root systems associated with trees and shrubs help stabilize the backshore by binding soil and rock material. Lawns are less effective for this purpose in unstable areas and fertilizer necessary for their maintenance may contribute nutrients directly to the lake. Plant species approved by the Agency shall be selected when revegetating disturbed sites.

SZ-1.4 CLASS 1 CAPABILITY SHOREZONES SHALL BE MANAGED CONSISTENT WITH THE GOALS AND POLICIES OF THE STREAM ENVIRONMENT ZONE SUBELEMENT.

Class 1 shorezones (barrier beaches) are particularly vulnerable to both natural and unnatural perturbations. These areas typically support backshore wetlands and are usually linked hydrologically with the Lake. As such, Class 1 shorezones typically exhibit the characteristics of Stream Environment Zones. New development in Class 1 shorezones will be regulated to be consistent with policies of the Stream Environment Zone Subelement. These policies generally prohibit new development except for unusual circumstances involving the siting of public outdoor recreation facilities and public works projects. Replacement of existing coverage in barrier shorezones may be permitted in accordance with the policy for replacement of existing coverage in the Stream Environment Zone Subelement.

SZ-1.5 DISTURBANCE OF CLASS 2 AND CLASS 3 CAPABILITY SHOREZONES SHALL BE MINIMIZED TO AVOID ACCELERATED BACKSHORE EROSION OR CLIFF COLLAPSE.

Class 2 and Class 3 shorezones are typically steep and have high erosion potential. No activity should be undertaken which is likely to accelerate or initiate backshore erosion.

SZ-1.6 LOW TO MODERATE INTENSITY DWELLING AND RECREATIONAL USES SHOULD BE ALLOWED IN THE STABLE AND HIGH CAPABILITY BACKSHORE AREAS OF CLASS 4 AND 5 CAPABILITY SHOREZONES.

The overall capability of Class 4 shorezones is severely limited by the unstable nature of the actual shoreline, beaches, and crumbling cliffs. Vegetation preservation and restricted development are the best means for protecting the unstable rock and soil materials. The erosion, mass movement potential, and rocky ground of Class 5 shorezones limit the construction potential of these sites. Low to moderate recreational development is the best use, where gradual slopes permit.

SZ-1.7 WATER DEPENDENT RECREATIONAL FACILITIES AND RESIDENTIAL BUILDINGS ARE ACCEPTABLE USES IN CLASS 6, 7, AND 8 CAPABILITY SHOREZONES SO LONG AS SUCH USES (1) PROVIDE FOR THE NATURAL EQUILIBRIUM OF THE SHORELINE INTERFACE, (2) DO NOT ACCELERATE NEARSHORE SHELF EROSION, (3) MINIMIZE DISTURBANCE OF VEGETATION, (4) CONSIDER VISUAL AMENITIES, AND (5) COMPLY WITH OTHER RELEVANT POLICIES OF THIS SUBELEMENT.

Class 8 shorezones offer the highest capability for development due to their relative resilience to perturbations. Class 6 and Class 7 shorezones are less capable of tolerating disturbances, but still provide suitable development potential when the uses allow for minimum site disturbance.

SZ-1.8 STREAM CHANNEL ENTRANCES TO THE LAKE SHALL BE MAINTAINED TO ALLOW UNOBSTRUCTED ACCESS OF FISHES TO UPSTREAM SPAWNING SITES.

Barriers to upstream migration of fish may arise either from actual physical barriers or from disturbances. Activities or structures that pose as upstream barriers are not permitted uses in stream mouths.

SZ-1.9 THE AGENCY SHALL REGULATE THE PLACEMENT OF NEW PIERS, BUOYS, AND OTHER STRUCTURES IN THE FORESHORE AND NEARSHORE TO AVOID DEGRADATION OF FISH HABITATS, CREATION OF NAVIGATION HAZARDS, INTERFERENCE WITH LITTORAL DRIFT, INTERFERENCE WITH THE ATTAINMENT OF SCENIC THRESHOLDS, AND OTHER RELEVANT CONCERNS.

The Agency shall conduct studies, as necessary, to determine potential impacts to fish habitats and apply the results of those studies and previous studies on shoreline erosion and shorezone scenic quality in determining the number of, location of, and standards of construction for facilities in the nearshore and foreshore.

SZ-1.10 PROVISIONS SHOULD BE MADE TO ALLOW MULTIPLE-USE PIERS WHEN SUCH USES ARE INTENDED TO REDUCE THE NUMBER OF SINGLE-USE PIERS EXISTING ON ADJOINING PROPERTIES.

Fish habitat in the nearshore can be improved if habitat modifications and disturbances are minimized. Centralized activity centers are preferred to numerous points of activity dispersed along the entire shoreline.

SZ-1.11 THE AGENCY SHALL REGULATE THE MAINTENANCE, REPAIR, AND MODIFICATION OF PIERS AND OTHER STRUCTURES IN THE NEARSHORE AND FORESHORE.

Piers and other shoreline structures are particularly subject to damage and deterioration caused by the elements. Some fail to conform to the standards of the Agency. Maintenance, repair, and modification projects provide opportunities to remedy existing deficiencies. Ordinances shall set requirements, appropriate for the situation, to correct environmental and navigation problems.

SZ-1.12 CASCADE AND FALLEN LEAF LAKES SHOULD BE EVALUATED AND CONSIDERED FOR LOW INTENSITY USES TO INCLUDE RESTRICTIONS ON THE USE AND SIZE OF BOAT MOTORS.

Both of these lakes are relatively small when compared to Lake Tahoe and are, themselves, located in small basins. Use of powerboats on these lakes impacts a greater portion of the shorezone users because of the small size of the lakes and the fact that the noise is accentuated due to the bowl-shaped topography. Restrictions on motor size and use is a strategy to provide for the best use of these lakes while preserving their many different recreational qualities. El Dorado County, in cooperation with the USFS, private land owners, and other agencies, should evaluate the best uses for each lake.

SZ-1.13 ALLOW PUBLIC ACCESS TO THE SHOREZONE WHERE LAWFUL AND FEASIBLE ON

PUBLIC LANDS.

There is considerable demand for public use of the Lake Tahoe shoreline. Increased opportunities to use the shoreline shall be provided when consistent with the tolerance levels of the shorezone. Improved access to the shorezone should be provided through public lands from expanded public ownership. Trails and support facilities in the backshore should be consistent with the goals and policies of the Recreation Element.

SZ-1.14 PRIVATE MARINAS SHALL BE ENCOURAGED TO PROVIDE PUBLIC BOAT LAUNCHING FACILITIES.

Boating access to Lake Tahoe would be increased under this strategy by encouraging all marina facilities to provide public launching facilities, where practical, and by providing incentives for those facilities which improve or provide such services.

SZ-1.15 TRPA MAY DESIGNATE SHOREZONES AS MAN-MODIFIED. THE ASSIGNMENT OF A MAN-MODIFIED STATUS REQUIRES THE FOLLOWING FINDINGS:

- A. Further development will not exacerbate the problems caused by development in shorezones that the original capability rating was meant to avoid;
- B. The area no longer exhibits the characteristics of the original shorezone capability rating;
- C. Restoration is infeasible;
- D. Further development can be mitigated off-site; and
- E. Mitigation is provided to at least partially offset the losses which were caused by modification of the shorezone.

SCENIC

Scenic quality is perhaps the most often identified natural resource of the Lake Tahoe Region. The Region affords views of a magnificent lake setting within a forested mountainous environment. The unique combination of visual elements provides for exceptionally high aesthetic values. The Bi-State Compact declares *“Maintenance of the social and economic health of the region depends on maintaining the significant scenic ... values provided by the Lake Tahoe Basin.”* The Scenic Subelement establishes Goals and Policies intended to preserve and enhance the Region’s unique scenic resources by advancing the scenic threshold standards.

GOAL SR-1

MAINTAIN AND RESTORE THE SCENIC QUALITIES OF THE NATURAL APPEARING LANDSCAPE.

As with many of the Region's natural resources, the scenic qualities of the Region are vulnerable to change. Modifying the natural scenic features of the Region is a by-product of development, but such impacts can be minimized and mitigated. A coordinated effort that incorporates architectural design and location considerations in plan development and the project review process is a useful means for promoting scenic and aesthetic values. Policies to achieve this goal are consistent with the adopted environmental thresholds.

POLICIES:

SR-1.1 ALL PROPOSED DEVELOPMENT SHALL EXAMINE IMPACTS TO THE IDENTIFIED LANDSCAPE VIEWS FROM ROADWAYS, BIKE PATHS, PUBLIC RECREATION AREAS, AND LAKE TAHOE.

The impact of development on the landscape views and scenic qualities of the Tahoe Region should be considered as part of the project review process. Conditions should be placed on project approval in a manner capable of mitigating any likely impacts. Impacts shall be evaluated against specific management directions provided for each identified landscape view in the *Lake Tahoe Basin Scenic Resource Evaluation, 1983, Wagstaff and Brady*. In addition, the Scenic Quality Improvement Program (SQIP, adopted September, 1989) and *Design Review Guidelines for Scenic Quality (September, 1989)* are to provide direction for the design, review, and implementation of projects reviewed from identified roadways, bike paths, public recreation areas, and Lake Tahoe.

SR-1.2 ANY DEVELOPMENT PROPOSED IN AREAS TARGETED FOR SCENIC RESTORATION OR WITHIN A UNIT HIGHLY SENSITIVE TO CHANGE SHALL DEMONSTRATE THE EFFECT OF THE PROJECT ON THE 1982 TRAVEL ROUTE RATINGS OF THE SCENIC THRESHOLDS.

Projects proposed in areas sensitive to scenic degradation shall be analyzed to ensure that the scenic quality of the area is maintained or improved.

- SR-1.3 THE FACTORS OR CONDITIONS THAT CONTRIBUTE TO SCENIC DEGRADATION, AS SPECIFIED IN THE SCENIC QUALITY IMPROVEMENT PROGRAM (SQIP), NEED TO BE RECOGNIZED AND APPROPRIATELY CONSIDERED IN RESTORATION PROGRAMS, PLAN DEVELOPMENT, AND DURING PROJECT REVIEW TO IMPROVE SCENIC QUALITY.**

GOAL SR-2

IMPROVE THE ACCESSIBILITY OF LAKE TAHOE FOR PUBLIC VIEWING.

Lake Tahoe is the dominant landscape feature in the Region and opportunities to view the Lake from roadways should be improved.

POLICIES:

- SR-2.1 ENHANCE THE OPPORTUNITIES TO VIEW LAKE TAHOE BY DESIGNING VIEW CORRIDORS FROM HIGHWAYS.**

View corridors to the Lake should be incorporated into the design of urban areas as a strategy for preserving open space areas and improving views to the Lake.

- SR-2.2 SCENIC VIEWPOINTS FROM ROADWAYS SHOULD BE IDENTIFIED AND PULL-OFF FACILITIES PROVIDED ON PUBLIC PROPERTY, WHEREVER DESIRABLE.**

TRPA should work with California and Nevada Departments of Transportation and local governments to increase opportunities for motorists to park and view Lake Tahoe in order to limit the tendency or need to pull-off onto unimproved shoulders of roadways.

- SR-2.3 SIGNS SHOULD BE PLACED ALONG THE ROADWAYS, AS APPROPRIATE, TO IDENTIFY PHOTO SITES AND SCENIC TURNOUTS.**

Signing of photo sites and scenic viewpoints adequately notifies travelers of opportunities to view Lake Tahoe. This information will help visitors plan for stops and also will help reduce traffic congestion associated with slow moving vehicles.

- SR-2.4 TIME LIMITS FOR PARKING AT ROADSIDE TURNOUTS SHOULD BE ESTABLISHED.**

The length of stay at roadside turnouts should be limited depending upon the purpose of the turnout. For viewing and picture-taking purposes, parking should be short-term, as necessary, to minimize the number of parking spaces and provide for quick turnover.

OPEN SPACE

Open space is not a separate land use district but is a descriptive term that distinguishes land areas void of development and reserved for their natural values. Stream Environment Zones and forested lands in public ownership often adopt the title of open space. Such distinction is important for identifying land areas necessary to protect a particular resource or to provide a public benefit. On private lands, open space is a generic term that describes the undeveloped portion of lots where impervious coverage is not permitted as determined through the policies of this plan and its implementing ordinances. Important roles of open space in the Tahoe Region include preservation of vegetation, maintenance of scenic qualities, and watershed protection. The Bi-State Compact specifically requires open space to be included within the Agency's Conservation Plan.

GOAL OS-1

MANAGE AREAS OF OPEN SPACE TO PROMOTE CONSERVATION OF VEGETATION AND PROTECTION OF WATERSHEDS.

Achieving this goal requires that open space be managed for its appropriate resource value or function so that vegetation preservation and water quality thresholds can be met.

POLICIES:

OS-1.1 MANAGEMENT PRACTICES IN OPEN SPACE THAT PROVIDE FOR THE LONG TERM HEALTH AND PROTECTION OF THE RESOURCE(S) SHALL BE PERMITTED WHEN CONSISTENT WITH THE OTHER GOALS AND POLICIES OF THIS PLAN.

Managing open space for its natural qualities and potential will generate numerous benefits related to such valuable resources as water, vegetation, wildlife, soil, and air. Management criteria are set forth by the other goals and policies of this plan.

OS-1.2 THE BENEFICIAL USES OF OPEN SPACE SHALL BE PROTECTED BY REGULATING USES AND RESTRICTING ACCESS AS NECESSARY TO MAINTAIN SOIL PRODUCTIVITY AND ACCEPTABLE VEGETATIVE COVER.

This policy restricts vehicular access and other intensive uses to those areas of authorized use or existing impervious coverage. Barriers will be required as necessary to prevent additional disturbance to the soil and vegetation resources.

STREAM ENVIRONMENT ZONE

Stream Environment Zones (SEZs) and related hydrologic zones consist of the natural marsh and meadowlands, watercourses and drainageways, and floodplains which provide surface water conveyance from upland areas into Lake Tahoe and its tributaries. Stream Environment Zones are determined by the presence of riparian vegetation, alluvial soil, minimum buffer strips, water influence areas, and floodplains. The plant associations of Stream Environment Zones constitute only a small portion of the Region's total land area, but are perhaps the single most valuable plant communities in terms of their role in providing for wildlife habitat, purification of water, and scenic enjoyment. Protection and restoration of Stream Environment Zones are essential for improving and maintaining the environmental amenities of the Lake Tahoe Region and for achieving environmental thresholds for water quality, vegetation preservation, and soil conservation.

GOAL SEZ-1

PROVIDE FOR THE LONG-TERM PRESERVATION AND RESTORATION OF STREAM ENVIRONMENT ZONES.

The preservation of SEZs is a means for achieving numerous environmental thresholds. Policies that promote their maintenance, protection, and restoration are listed below.

POLICIES:

SEZ-1.1 RESTORE ALL DISTURBED STREAM ENVIRONMENT ZONE LANDS IN UNDEVELOPED, UNSUBDIVIDED LANDS, AND RESTORE 25 PERCENT OF THE SEZ LANDS THAT HAVE BEEN DISTURBED, DEVELOPED, OR SUBDIVIDED.

Many acres of SEZ lands were modified or disturbed before adoption of the Regional Plan. Considerable progress has been made to restore disturbed SEZ lands. TRPA shall continue to monitor the status of SEZ lands and identify restoration priorities and activities through actions and programs including the Environmental Improvement Program.

SEZ-1.2 SEZ LANDS SHALL BE PROTECTED AND MANAGED FOR THEIR NATURAL VALUES.

SEZ lands are scarce, as is associated riparian vegetation when compared to other plant communities. Because SEZs provide many beneficial functions (especially pertaining to water quality) only forest management practices, stream improvement programs, habitat restoration projects and those special provisions provided for in Policy SEZ-1.5 below are permissible uses.

SEZ-1.3 GROUNDWATER DEVELOPMENT IN SEZ LANDS SHALL BE DISCOURAGED WHEN SUCH DEVELOPMENT COULD POSSIBLY IMPACT ASSOCIATED PLANT COMMUNITIES OR INSTREAM FLOWS.

Withdrawal of water from SEZ lands may lower surface and ground waters and, by so doing, alter plant composition of the riparian vegetation and reduce instream flows. Groundwater proposals in SEZs and riparian plant communities will be evaluated against those concerns.

SEZ-1.4 GOLF COURSES IN STREAM ENVIRONMENT ZONES SHALL BE ENCOURAGED TO RETROFIT COURSE DESIGN AND IMPLEMENT FERTILIZER MANAGEMENT PLANS TO PREVENT RELEASE OF NUTRIENTS TO ADJOINING GROUND AND SURFACE WATERS.

A combination of strategies to include fertilizer application standards and course redesign may be necessary to control off-site nutrient release from golf course fairways and greens.

SEZ-1.5 NO NEW LAND COVERAGE OR OTHER PERMANENT LAND DISTURBANCE SHALL BE PERMITTED IN STREAM ENVIRONMENT ZONES EXCEPT FOR THOSE USES AS NOTED IN A, B, C, D, E AND F BELOW:

- A. Public outdoor recreation facilities not specified in subsection F below are permissible uses in Stream Environment Zones if:
 - i. The project is a necessary part of a public agency's long range plans for public outdoor recreation;
 - ii. The project is consistent with the recreation element of the Regional Plan;
 - iii. The project, by its very nature, must be sited in a Stream Environment Zone;
 - iv. There is no feasible alternative which would reduce the extent of encroachment in Stream Environment Zones;
 - v. The impacts are fully mitigated;
 - vi. Stream Environment Zone lands are restored in the amount of 1.5 times the area of Stream Environment Zone which is disturbed or developed by the project.

To the fullest extent possible, recreation facilities must be sited outside of Stream Environment Zones. Some recreation facilities, such as river access points or stream crossings for hiking trails, by their very nature require some encroachment of Stream Environment Zones. However, the six-part test established by this policy allows encroachment into SEZs where such encroachment is essential for public outdoor recreation and precautions are taken to ensure that Stream Environment Zones are protected to the fullest extent possible. The restoration requirements of this policy can be accomplished on-site or off-site, and shall be in lieu of any coverage transfer or coverage mitigation provisions elsewhere in this plan.

- B. Public service facilities are permissible uses in Stream Environment Zones if:
 - i. The project is necessary for public health, safety, or environmental protection;
 - ii. There is no reasonable alternative, including spans, which avoids or reduces the extent of encroachment in Stream Environment Zones;
 - iii. The impacts are fully mitigated; and
 - iv. Stream Environment Zone lands are restored in the amount of 1.5 times the area of Stream Environment Zone which is disturbed or developed by the project.

Development within Stream Environment Zones is not consistent with the goal of managing Stream Environment Zones for their natural qualities and shall generally be prohibited except under extraordinary circumstances involving public works. Each circumstance shall be evaluated based on the conditions of this policy. The restoration requirements of this policy can be accomplished on-site or off-site, and shall be in lieu of any coverage transfer or coverage mitigation provisions elsewhere in this plan.

- C. Projects which require access across Stream Environment Zones to otherwise buildable sites are permissible in SEZs if:
 - i. There is no reasonable alternative, which avoids or reduces the extent of encroachment in the SEZ;
 - ii. The impacts are fully mitigated; and
 - iii. SEZ lands are restored in the amount of 1.5 times the area of Stream Environment Zone which is disturbed or developed by the project.

The restoration requirements can be accomplished on-site or off-site, and shall be in lieu of any coverage transfer or coverage mitigation provisions elsewhere in this plan.

- D. New development may be permitted in man-modified Stream Environment Zones where:
 - i. The area no longer exhibits the characteristics of a Stream Environment Zone;
 - ii. Further development will not exacerbate the problems caused by development in Stream Environment Zones;
 - iii. Restoration is infeasible; and
 - iv. Mitigation is provided to at least partially offset the losses which were caused by modification of the Stream Environment Zones.

- E. Stream Environment Zone restoration projects and erosion control projects.
- F. Non-Motorized Public trails are allowed in Stream Environment Zones, subject to siting and design requirements that minimize and mitigate impacts, as specified in the Code of Ordinances.

SEZ-1.6 REPLACEMENT OF EXISTING COVERAGE IN STREAM ENVIRONMENT ZONES MAY BE PERMITTED WHERE THE PROJECT WILL REDUCE IMPACTS ON STREAM ENVIRONMENT ZONES AND WILL NOT IMPEDE RESTORATION EFFORTS.

Existing structures in Stream Environment Zones may be repaired or rebuilt. Minor reconstruction may be permitted so long as drainage improvements,

protection of the Stream Environment Zone from disturbances, or other measures are carried out which provide a net benefit to the area's capacity to serve as a naturally-functioning Stream Environment Zone. Major reconstruction or replacement may also be permitted if there is a net benefit to the Stream Environment Zone and if the replacement or reconstruction is consistent with Stream Environment Zone restoration programs.

SEZ-1.7 WHERE FEASIBLE, ENCOURAGE AND INCENTIVIZE THE REMOVAL OR RETROFITTING OF EXISTING STREAM CORRIDOR IMPEDIMENTS TO HELP REESTABLISH NATURAL CONDITIONS AND ALLOW FOR THE EVOLUTION OF NATURAL FLUVIAL PROCESSES (SUCH AS STREAM MIGRATION) WITHIN SEZ LANDS.

SEZ-1.8 ENCOURAGE AND SUPPORT PUBLIC ACQUISITION OF SEZ LANDS BY LAND BANKS AND PUBLIC ENTITIES IN ORDER TO RESTORE, RETIRE COVERAGE ON, AND DEED RESTRICT SEZ LANDS FOR PROTECTION FROM FUTURE DEVELOPMENT AND DISTURBANCE.

CULTURAL

The Tahoe Region has a rich historical background that began prior to the arrival of Caucasian settlers. Remnants of Tahoe's past exist in the form of Native American camps and trails, way stations, mansions, and resorts that were built by early settlers. These and other historical resources often come in conflict with competing interests that threaten their preservation. Tahoe's landmarks are valuable examples of its past and should be appropriately preserved.

GOAL C-1

IDENTIFY AND PRESERVE SITES OF HISTORICAL, CULTURAL AND ARCHITECTURAL SIGNIFICANCE WITHIN THE REGION.

The Tahoe Region has a heritage that should be recognized and appropriately protected. Due to the harsh weather conditions, changing development standards, and changing uses of the Region, many structures that had significant historical or architectural value have been destroyed or lost.

POLICIES:

C-1.1 HISTORICAL OR CULTURALLY SIGNIFICANT LANDMARKS IN THE REGION SHALL BE IDENTIFIED AND PROTECTED FROM INDISCRIMINATE DAMAGE OR ALTERATION.

TRPA will confer with local, state and federal agencies to maintain a list of significant historical, architectural, and archaeological sites within the Region that have been identified by applicable agencies. Special review criteria will be established to protect such designated sites in cooperation with property owners.

C-1.2 SITES AND STRUCTURES DESIGNATED AS HISTORICALLY, CULTURALLY, OR ARCHAEOLOGICALLY SIGNIFICANT SHALL BE GIVEN SPECIAL INCENTIVES AND EXEMPTIONS TO PROMOTE THE PRESERVATION AND RESTORATION OF SUCH STRUCTURES AND SITES.

ENERGY

Conservation is important in order to decrease the consumption and cost of our non-renewable energy resources, such as fossil fuels. Development of alternative energy sources also represents a solution to the supply/cost dilemma. This Subelement promotes conservation programs and adjusting to alternative energy sources in the Region.

GOAL E-1

PROMOTE ENERGY CONSERVATION PROGRAMS AND DEVELOPMENT OF ALTERNATIVE ENERGY SOURCES TO LESSEN DEPENDENCE ON SCARCE AND HIGH-COST ENERGY SUPPLIES.

There are a number of ways to address the energy issue. Acceptable strategies are those that promote energy conservation while maintaining the natural qualities of the Tahoe Region.

POLICIES:

E-1.1 ENCOURAGE RECYCLING OF WASTE PRODUCTS.

Reusable waste products such as newspaper and aluminum cans should be targeted for recycling by providing a coordinated program of collection.

E-1.2. DEVELOPMENT OF ALTERNATIVE ENERGY SOURCES SHOULD BE ENCOURAGED WHEN SUCH DEVELOPMENT IS BOTH TECHNOLOGICALLY AND ENVIRONMENTALLY FEASIBLE.

A variety of techniques for providing alternative energy sources are both technologically and economically feasible. Environmentally acceptable techniques are encouraged.

E-1.3. ENVIRONMENTAL IMPACTS TO THE FISHERY, INSTREAM FLOWS, AND SCENIC QUALITY OF ALL PROPOSED HYDROELECTRIC PROJECT SITES SHALL BE CONSIDERED TOGETHER WITH OTHER ENVIRONMENTAL CONSIDERATIONS.

Dams and other water diversion facilities often impact the stream fishery. Project proposals must consider the impact on the resident and migratory fishery and adequately mitigate all significant adverse impacts.

E-1.4 IMPLEMENT ENERGY SAVING MEASURES OF THE AIR QUALITY SUBELEMENT.

These policies complement goals to improve the Region's air quality and to reduce local consumption of energy.



CHAPTER 5

Recreation Element

The Recreation Element of the Regional Plan provides for the development, utilization, and management of the recreational resources of the Region, among which include wilderness and forested lands, parks, riding and hiking trails, beaches, playgrounds, marinas, skiing areas, and other recreational facilities. Specific activities occur as a part of the recreational opportunity provided within the Lake Tahoe Region. While many activities may take place in dispersed areas without benefit of constructed facilities, other activities require the use of developed facilities. Dispersed recreational activities include hiking, riding, cross country skiing, and back country camping. Developed recreational facilities include such facilities as campgrounds, visitor information centers, boat launching and marina facilities, and downhill ski areas. Urban recreation includes such facilities as day use areas, recreation centers, and golf courses, participant sports facilities and sport assembly. Urban recreation is normally provided in urban areas and is primarily intended to serve local needs. Dispersed recreation use normally takes place in the rural portions of the Region while developed recreation is provided in both rural and urban settings.

Policy direction for recreational development in the Lake Tahoe Region is provided, in part, by policy statements adopted as environmental thresholds by the TRPA Governing Board:

POLICY STATEMENT

It shall be the policy of the TRPA Governing Body in development of the Regional Plan to preserve and enhance the high quality recreational experience including preservation of high-quality undeveloped shorezone and other natural areas. In developing the Regional Plan, the staff and Governing Body shall consider provisions for additional access, where lawful and feasible, to the shorezone and high quality undeveloped areas for low density recreational uses.

It shall be the policy of the TRPA Governing Body in development of the Regional Plan to establish and ensure a fair share of the total Region capacity for outdoor recreation is available to the general public.

The goals and policies of the Recreation Element are expected to achieve the intent of the thresholds over the life of the plan by ensuring that recreational opportunities keep pace with public demand, that recreational facilities remain high on the development priority list, and that the quality of the outdoor recreational experience will be maintained.

GOAL R-1

ENCOURAGE OPPORTUNITIES FOR DISPERSED RECREATION WHEN CONSISTENT WITH ENVIRONMENTAL VALUES AND PROTECTION OF THE NATURAL RESOURCES.

Dispersed recreation involves such activities as hiking, jogging, primitive camping, nature study, fishing, cross country skiing, rafting/kayaking, and swimming. All these activities require a quality resource base and some degree of solitude. Achieving this goal will require commitments to develop support facilities and provide access such as trails, trailheads, restrooms in heavily used areas, and some hardening to protect the land.

POLICIES:

R-1.1 LOW DENSITY RECREATIONAL EXPERIENCES SHALL BE PROVIDED ALONG UNDEVELOPED SHORELINES AND OTHER NATURAL AREAS, CONSISTENT WITH THE TOLERANCE CAPABILITIES AND CHARACTER OF SUCH AREAS.

Consistent with attainment and maintenance of environmental thresholds, use and access to undeveloped publicly owned segments of Lake Tahoe's shoreline, such as the U. S. Forest Service beaches in Carson and Washoe Counties, can be increased by providing or utilizing transportation systems such as buses, shuttles, and parking and pull-out facilities which link to trail systems along the public owned portions of the shoreline. The establishment of trails and transportation facilities must be compatible with the tolerance capability and special resource and recreation values of the planning area. In some instances, it may be desirable to decrease the use in areas where those values are threatened.

R-1.2 AREAS SELECTED FOR NATURE STUDY AND WILDLIFE OBSERVATION SHALL BE APPROPRIATELY REGULATED TO PREVENT UNACCEPTABLE DISTURBANCE OF THE HABITAT AND WILDLIFE.

To prevent losing resource areas for study or observation, of attraction by disturbances that would either directly or indirectly impact the habitat or influence the behavior of the wildlife shall be limited. Controls might include observation boundaries, limits on the number of users, or total exclusion.

R-1.3 TRAIL SYSTEMS FOR HIKING AND HORSEBACK RIDING SHALL BE EXPANDED TO ACCOMMODATE PROJECTED DEMANDS AND PROVIDE A LINK WITH MAJOR REGIONAL OR INTERSTATE TRAILS.

Local and regional surveys suggest that additional trails may be necessary to satisfy public demand. New trail construction for purposes of hiking, horseback riding, and walking shall be allowed throughout the Lake Tahoe Region in planning areas where there is allowable land coverage and base facilities. Trails will be accommodated in areas of excess coverage through a coverage replacement program.

R-1.4 EXISTING TRAILS THAT ARE EITHER UNDERUTILIZED OR LOCATED IN ENVIRONMENTALLY-SENSITIVE AREAS SHALL BE RELOCATED TO ENHANCE THEIR USE AND TO PROTECT NATURAL RESOURCES.

Trails that adversely impact a valuable resource or aggravate other environmental concerns should be either redesigned to mitigate impacts or relocated. Trails that are underutilized or not maintained should be appropriately restored.

R-1.5 OFF-ROAD VEHICLE USE IS PROHIBITED IN THE LAKE TAHOE REGION EXCEPT ON SPECIFIED ROADS, TRAILS, OR DESIGNATED AREAS WHERE THE IMPACTS CAN BE MITIGATED.

Off-road vehicles are creating erosion and trailhead road maintenance problems throughout the Region. This policy would prohibit the use of motorized vehicles in areas other than those designated for such use. Areas for this form of recreation shall be determined in cooperation with off-road vehicle clubs, the U.S. Forest Service, county and state governments, and this Agency. Continued use of designated areas will depend on compliance with this policy and the ability to mitigate significant impacts.

GOAL R-2

PROVIDE HIGH-QUALITY RECREATIONAL OPPORTUNITIES.

Numerous opportunities exist in the Tahoe Region to provide varied and quality recreational experiences. High-quality recreational opportunities often depend on limiting conflicts between uses and ensuring that uses are compatible with affected resources.

POLICIES:

R-2.1 WILDERNESS AND OTHER UNDEVELOPED AND ROADLESS AREAS SHALL BE MANAGED FOR LOW-DENSITY USE.

Natural areas with limited road access are ideal for dispersed recreational activities keyed to solitude and appreciation of wilderness values. Such areas offer unique qualities best suited to such activities as primitive camping, hiking, fishing, and nature study.

R-2.2 SEPARATE USE AREAS SHALL BE ESTABLISHED FOR THE DISPERSED WINTER ACTIVITIES OF SNOWMOBILING, CROSS-COUNTRY SKIING AND SNOWSHOEING WHEN CONFLICTS OF USE EXIST.

Conflicts of interest and competition for limited resources can detract from the recreational experience. The most vivid example of such a conflict involves the simultaneous use of snow-covered meadows by both cross country skiers and snowmobiles. This policy will establish separate use zones as a strategy to minimize conflicts.

R-2.3 NEARSHORE/FORESHORE STRUCTURES SHOULD BE APPROPRIATELY LOCATED TO MINIMIZE IMPACTS TO RECREATIONAL BOATING AND TOP LINE FISHING.

Excellent recreational fishing is possible in the nearshore of Lake Tahoe. Fish concentrate in this zone due to favorable habitat conditions. To the extent feasible, buoys and other nearshore structures in areas of prime fish habitats should be located to provide for safe navigation through this zone.

GOAL R-3

PROVIDE A FAIR SHARE OF THE TOTAL BASIN CAPACITY FOR OUTDOOR RECREATION.

This goal addresses the need to reserve capacity for recreation-oriented types of development. Capacity will be reserved in terms of water supply, land coverage, and air and water quality. Public roads and transportation systems shall be managed to provide service to outdoor recreation areas.

POLICIES:

R-3.1 ALL EXISTING RESERVATIONS OF SERVICES FOR OUTDOOR RECREATION SHALL CONTINUE TO BE COMMITTED FOR SUCH PURPOSES.

The purpose of this policy is to recognize existing reserve commitments for outdoor recreation, such as the reservation of sewage capacity by the U. S. Forest Service, and to ensure such commitments are not lost or diverted to interests other than recreation.

R-3.2 WHEN REVIEWING PROJECTS THAT COMMIT SIGNIFICANT RESOURCES OR SERVICES TO NON-OUTDOOR RECREATIONAL USES, TRPA SHALL BE REQUIRED TO MAKE WRITTEN FINDINGS THAT SUFFICIENT RESOURCE CAPACITY REMAINS TO OBTAIN THE RECREATION GOALS AND POLICIES OF THIS PLAN.

Based on estimated recreational development permitted by this plan, the Agency shall specify "fair share" estimates for the Region and for local areas of critical services and resources. No non-recreational projects may be approved that would rely on the utilization of such reserved capacities.

R-3.3 PROVISIONS SHALL BE MADE FOR ADDITIONAL DEVELOPED OUTDOOR RECREATION FACILITIES CAPABLE OF ACCOMMODATING 6,114 PAOT IN OVERNIGHT FACILITIES AND 6,761 PAOT IN SUMMER DAY USE FACILITIES AND 12,400 PAOT IN WINTER DAY-USE FACILITIES.

To assure that the fair share of remaining capacity is allocated to outdoor recreation, agencies that have responsibility for such facilities and activities have collectively estimated the opportunities and needs as reflected in the policy. Ability to build depends on availability of public funds or the willingness of private investors. Therefore, scheduling is not possible for this plan. It is estimated that 11 percent of the capacity may be developed in the first 5 to 10 years.

GOAL R-4

PROVIDE FOR THE APPROPRIATE TYPE, LOCATION, AND RATE OF DEVELOPMENT OF OUTDOOR RECREATIONAL USES.

The appropriate type of outdoor recreational development should depend on demonstrated need. The rate of development should be responsive to demand. The location of facilities should be responsive to both environmental concerns and site amenities.

POLICIES:

R-4.1 EXPANSION OF RECREATIONAL FACILITIES AND OPPORTUNITIES SHOULD BE IN RESPONSE TO DEMAND.

This strategy provides for expansion of existing recreational facilities and opportunity for development of new facilities if they meet environmental thresholds. Opportunity may be expanded to respond to public need if physical resources are available and traffic mitigation measures can be implemented.

R-4.2 BIKE TRAILS SHALL BE EXPANDED TO PROVIDE ALTERNATIVES FOR TRAVEL IN CONJUNCTION WITH TRANSPORTATION SYSTEMS.

This strategy would encourage construction of additional trail systems for bicycling. Emphasis would be on expansion near urban areas to help establish alternative modes of travel to help reduce vehicle miles of travel.

R-4.3 PUBLIC BOAT LAUNCHING FACILITIES SHALL BE EXPANDED, WHERE APPROPRIATE, AND WHEN CONSISTENT WITH ENVIRONMENTAL CONSTRAINTS.

There is a need for additional boat launching capacity on Lake Tahoe. This policy would encourage expansion of existing facilities or conversion of private facilities to allow public use. Incentives for redevelopment or conversion of existing facilities to provide expansion of public use will be provided in areas where these opportunities exist.

R-4.4 PRIVATE MARINAS SHALL BE ENCOURAGED TO PROVIDE PUBLIC BOAT LAUNCHING FACILITIES.

This policy would increase boat access to Lake Tahoe by encouraging marina facilities to provide public launching facilities, where practical, and provide incentives to those facilities which improve or provide such services.

R-4.5 NEW CAMPGROUND FACILITIES SHALL BE LOCATED IN AREAS OF SUITABLE LAND CAPABILITY AND IN PROXIMITY TO THE NECESSARY INFRASTRUCTURE.

This strategy would promote the siting of new campgrounds where the least environmental impact can be expected and where the necessary roads and services are easily accessible. Actual site selection will be guided by the policies of this plan and the other plans of federal and state agencies.

R-4.6 EXISTING RECREATIONAL FACILITIES IN SOME SENSITIVE AREAS, EXCEPT THOSE THAT ARE SLOPE DEPENDENT SUCH AS DOWNHILL SKIING, SHALL BE ENCOURAGED, THROUGH INCENTIVES, TO RELOCATE TO HIGHER CAPABILITY LANDS.

This strategy would allow all existing recreational facilities located in sensitive areas (Land Capability Districts 1a, 1b, 1c, 2, and 3) to relocate in better capability areas. This action is intended to reduce coverage on sensitive lands and eliminate associated impacts.

R-4.7 DEVELOPMENT OF DAY-USE FACILITIES SHALL BE ENCOURAGED IN OR NEAR ESTABLISHED URBAN AREAS, WHENEVER PRACTICAL.

Day-use facilities are generally in high demand close to urban areas. The proximity to urban services provides the user with nearby conveniences such as stores and overnight accommodations. Residents also are able to take advantage of these day-use facilities without travelling excessive distances from their homes. This policy would encourage the siting of additional day-use facilities near population centers or where the particular use or service is best suited.

R-4.8 VISITOR INFORMATION FACILITIES SHALL BE LOCATED, TO THE EXTENT FEASIBLE, NEAR ENTRY POINTS TO THE REGION OR CLOSE TO URBAN AREAS.

These facilities provide a valuable service to the general public through the exchange of information and by providing travelers with directions to major attractions. The siting of these facilities should complement objectives to reduce the vehicle miles of travel in the Region.

R-4.9 PARKING ALONG SCENIC CORRIDORS SHALL BE RESTRICTED TO PROTECT ROADWAY VIEWS AND ROADSIDE VEGETATION.

This policy would reduce roadside parking by providing off-road parking "satellites" in conjunction with roadside barriers.

R-4.10 TRANSIT OPERATIONS, INCLUDING SHUTTLE-TYPE BOAT SERVICE, SHOULD SERVE MAJOR RECREATION FACILITIES AND ATTRACTIONS.

Vehicle trips related to the use of recreation areas or facilities can be mitigated by the use of transit systems. In some areas, the availability of parking is the limiting factor to recreational use of the area. Transit service could allow more people to utilize existing areas without expanding of auto parking or increasing vehicle trips. Decreased auto use in many areas would enhance the recreational experience.

R-4.11 EXPANSION OF EXISTING SKI FACILITIES MAY BE PERMITTED BASED ON A MASTER PLAN FOR THE ENTIRE SKI AREA. THE PLAN MUST DEMONSTRATE (1) CONSISTENCY WITH THE OTHER GOALS AND POLICIES OF THIS PLAN AND THE REQUIREMENTS OF THE BI-STATE COMPACT, (2) THAT THE EXPANSION IS CONSISTENT WITH THE AVAILABILITY OF ACCOMMODATIONS AND INFRASTRUCTURES TO SUPPORT VISITORS WHEN THEY ARE OFF THE SKI AREA, AND (3) EXPANSION OF EXISTING PARKING FACILITIES FOR DAY USE DOES NOT OCCUR.

The Lake Tahoe Region excels in snow and topographic conditions for alpine skiing. Existing tourist accommodations can adequately support large numbers of destination skiers. Also in place is a transportation network that is being expanded and improved to handle the large summer time population. This transportation system also could be managed to accommodate wintertime use in the Region. Development of recreation opportunities emphasizing winter sport activities can, therefore, improve the year-round efficiency of both the transportation system and tourist accommodations. However, alpine skiing does impact large areas of low capability land. Often the areas include over-steepened slopes, fragile soils, sparse vegetation, and Stream Environment Zones. In addition, day use skiers, in particular, contribute significantly to local and area-wide traffic congestion. Plans to increase skiing capacity would therefore require careful consideration of on-site impacts as well as off-site impacts on transportation systems.

All ski area expansion will be evaluated based on a Master Plan which, at a minimum, includes consideration of each item listed in the policy. The Master Plan will assist in designing the most efficient operation with the least environmental disturbance, and will direct phased development where it is appropriate. Since automobile access to and parking at ski area base facilities has been the source of many problems, new facilities should be planned to avoid these problems. Enlargement or construction of new facilities to provide shelter, sanitation, food service, and first aid would be permitted to serve skiers on the mountain, but enlarged parking lots would not be permitted.

Although there are numerous undeveloped areas suitable for skiing, a finding has been made that expansion of existing areas within and adjacent to the Region can meet future demand. This would not preclude construction of satellite parking provided it is part of the transportation facilities otherwise provided for in this plan.

GOAL R-5
PROTECT NATURAL RESOURCES FROM OVERUSE AND RECTIFY INCOMPATIBILITY AMONG USES.

Overcrowding of facilities or areas can lead to the deterioration of the recreation resource and recreational experience. In the same manner, the quality of the recreational experience can be affected by conflicting uses within the same area. Strategies that address these issues are listed below.

POLICIES:

R-5.1 RECREATION DEVELOPMENT IN THE TAHOE REGION SHALL BE CONSISTENT WITH THE SPECIAL RESOURCES OF THE AREA.

The physical and biological characteristics of the Tahoe Region combine to create a unique variety of recreational opportunities. These qualities define the types of recreational activities that are compatible with the Region's natural features. Those activities that can best be served elsewhere or which are incompatible with the Region's natural qualities should be avoided.

R-5.2 REGULATE INTENSITY, TIMING, TYPE, AND LOCATION OF USE TO PROTECT RESOURCES AND SEPARATE INCOMPATIBLE USES.

This policy would regulate the intensity and type of recreation use in specific locations. Regulations will be adopted and enforced dealing with the types of use and numbers of people at one time permitted for various activities. Timing of permitted uses would be closely regulated to avoid conflict with other resources required by fish, wildlife, and vegetation. Incompatible activities between visitors would be separated by establishing use areas for dispersed recreation separate from developed recreation areas. This strategy would examine overall demand and planned capacity and determine site specific areas within the Region for the various demands to be met.

GOAL R-6

PROVIDE FOR THE EFFICIENT USE OF OUTDOOR RECREATION RESOURCES.

Some recreation attractions in the Region, such as ski areas, beaches, campgrounds, and picnic areas, experience wide fluctuations in seasonal and weekday use. This goal would attempt to promote a more balanced use of certain facilities and sites on a year-round and weekly basis.

POLICIES:

R-6.1 PROMOTE THE USE OF UNDERUTILIZED RECREATION AREAS THROUGH PROGRAMS THAT IMPROVE THE PUBLIC AWARENESS OF RECREATION OPPORTUNITIES AND THROUGH AN EXPANDED WATER AND INLAND TRANSIT SYSTEM.

Visitor centers and other public information sources can help inform visitors of the recreation opportunities in the Region and regular transit service can help facilitate the use of lesser known or accessible sites.

R-6.2 SEASONAL FACILITIES SHOULD PROVIDE OPPORTUNITIES FOR ALTERNATIVE USES IN THE OFF-SEASON, WHEREVER APPROPRIATE.

Seasonal facilities tend to be busy only during a particular time of year. Ski areas, for example, are busy in the winter, but much of the associated infrastructure is idle and unused during the summer. This policy would attempt to buffer the variations in use by permitting alternative uses of the facilities during the off-season.

GOAL R-7

PROVIDE SUFFICIENT CAPACITY FOR LOCAL-ORIENTED FORMS OF OUTDOOR AND INDOOR RECREATION IN URBAN AREAS.

The Tahoe Region has an abundance of recreational facilities that would more than accommodate the needs of local residents. However, these facilities are more regional in nature and cater to the visitors. The specialized recreational needs of the Tahoe resident need to be considered apart from the more general demands of the tourist.

POLICIES:

R-7.1 RESERVE SUFFICIENT PUBLIC SERVICE AND FACILITY CAPACITY TO ACCOMMODATE ALL FORMS OF URBAN RECREATION.

Urban-oriented types of recreation facilities require space and services much like any other developed facility. Areas that are suitable for these specialized facilities need to be identified, appropriately acquired, and managed by local government or service districts. The demand for such forms of recreation must be determined by local residents and local government.

R-7.2 URBAN OUTDOOR RECREATIONAL FACILITIES LOCATED IN SENSITIVE AREAS SHOULD BE ENCOURAGED TO RELOCATE TO OTHER SUITABLE SITES.

This strategy would provide incentives to relocate existing facilities outside sensitive areas such as Land Capability Districts 1a, 1b, 1c, 2, and 3.



CHAPTER 6

Public Services & Facilities Element

Existing residential, tourist, commercial, and other development in the Tahoe Region requires supporting infrastructure including water, sewer, and public health and safety programs. Additional development permitted under this plan creates the need for additional services. The Regional Plan must provide for an adequate level of public services and facilities consistent with the environmental thresholds and the other elements of the plan.

Under *Article (V)(C)(1)* of the *Tahoe Regional Planning Agency Bi-State Compact*, the Regional Plan must establish the location and scale, and means of providing the necessary services and public facilities.

GOAL PS-1

PUBLIC SERVICES AND FACILITIES SHOULD BE ALLOWED TO UPGRADE AND EXPAND TO SUPPORT EXISTING AND NEW DEVELOPMENT CONSISTENT WITH THE REGIONAL PLAN.

The intent of the Regional Plan is neither to stimulate nor to hinder development through the provision of public services and facilities. Rather, the plan attempts to provide for supportive public services and facilities consistent with the development anticipated under the plan.

POLICIES:

PS-1.1 PUBLIC SERVICES AND FACILITIES SHOULD BE ALLOWED TO UPGRADE AND EXPAND CONSISTENT WITH THE LAND USE ELEMENT OF THE REGIONAL PLAN AND FEDERAL, STATE, AND LOCAL STANDARDS.

PS-1.2 EXPANSION OF PUBLIC SERVICES AND FACILITIES SHOULD BE PHASED IN TO MEET THE NEEDS OF NEW DEVELOPMENT WITHOUT CREATING INEFFICIENCIES FROM OVER-EXPANSION OR UNDER-EXPANSION.

The Regional Plan provides for periodic evaluations of the capital improvements plan and attainment of environmental thresholds. These evaluations may lead to adjustments in the development management system which could affect the need for, and the timing of, expansion of public services and facilities. For this reason, prudent staging or phasing of expansion programs should be employed to minimize the risk of errors in sizing.

PS-1.3 ALL NEW DEVELOPMENT SHALL EMPLOY APPROPRIATE DEVICES TO CONSERVE WATER AND REDUCE WATER CONSUMPTION. EXISTING DEVELOPMENT SHALL BE RETROFITTED WITH WATER CONSERVATION DEVICES ON A VOLUNTARY BASIS IN CONJUNCTION WITH A PUBLIC EDUCATION PROGRAM OPERATED BY THE UTILITY DISTRICTS.

Water conservation will be necessary to comply with the limits of the Bi-state Compact (1969). The ability of the water purveyors in the Region to provide adequate water for domestic and other uses depends on water conservation programs. Coordination involving water issues should be pursuant to local, state, and federal law.

GOAL PS-2

CONSIDER THE EXISTENCE OF ADEQUATE AND RELIABLE PUBLIC SERVICES AND FACILITIES IN APPROVING NEW DEVELOPMENT UNDER THE PLAN.

To prevent the over-burdening of public services and facilities, all new development approvals consistent with the development priorities and the planning area statements also should consider the adequacy of services and facilities. It also will be necessary to monitor the ability of utility districts and other entities to provide public services and facilities.

POLICIES:

PS-2.1 NO ADDITIONAL DEVELOPMENT REQUIRING WATER SHOULD BE ALLOWED IN ANY AREA UNLESS IT CAN BE DEMONSTRATED THAT THERE IS ADEQUATE WATER SUPPLY WITHIN AN EXISTING WATER RIGHT.

This policy is necessary to prevent conflicts from arising between approved development and state water law. Conditional approvals may be appropriate in situations where the existence of a water right is uncertain.

PS-2.2 TRPA, WATER PURVEYORS, AND THE STATES SHOULD MONITOR THE USE OF WATER WITHIN THE TAHOE REGION AND EVALUATE CONFORMANCE WITH BI-STATE COMPACT (1969) WHICH ADDRESSES WATER DIVERSIONS IN THE REGION.

It will be impossible to assess compliance with the California-Nevada Compact without a regular monitoring program. Such a program should be a cooperative venture of TRPA, the states, and the water purveyors.

PS-2.3 NO ADDITIONAL DEVELOPMENT REQUIRING WATER SHALL BE ALLOWED IN ANY AREA UNLESS THERE EXISTS ADEQUATE STORAGE AND DISTRIBUTION SYSTEMS TO DELIVER AN ADEQUATE QUANTITY AND QUALITY OF WATER FOR DOMESTIC CONSUMPTION AND FIRE PROTECTION.

The simple existence of a water supply does not, by itself, guarantee the ability of the water purveyor to deliver adequate quantities of good quality water for domestic consumption and fire protection. These aspects are most commonly a function of system design, involving the distribution and storage of water. System design should take into account peak demands and necessary fire flows, pursuant to local, state, federal and utility district standards or Agency standards where no other standards apply.

GOAL PS-3

PREVENT LIQUID AND SOLID WASTES FROM DEGRADING LAKE TAHOE AND THE SURFACE AND GROUNDWATERS OF THE REGION.

Although this goal pertains to many of the policies included in the Water Quality Subelement, it also applies to the provision of public services and facilities.

POLICIES:

PS-3.1 THE DISCHARGE OF MUNICIPAL OR INDUSTRIAL WASTEWATERS TO THE SURFACE AND GROUNDWATERS OF THE TAHOE REGION IS PROHIBITED, EXCEPT FOR EXISTING DEVELOPMENT DISCHARGING WASTEWATERS UNDER A STATE-OR TRPA-APPROVED DISPOSAL PLAN.

This policy is a reiteration of state laws and existing TRPA policy to prevent the degradation of the water quality of the Region due to sewage discharges. Certain minor facilities already in existence have exemptions from this policy. TRPA will study the feasibility of minor reuse programs within the Region.

PS-3.2 ALL SOLID WASTES SHALL BE EXPORTED FROM THE REGION. CONSOLIDATION AND TRANSFER METHODS SHALL BE DEVELOPED TO ACHIEVE A REDUCTION IN THE VOLUME OF WASTES BEING TRANSPORTED TO LANDFILLS.

Because of their potentially harmful effects on water quality, solid wastes should

be exported from the Region. To minimize the impacts of the requirement on air quality, a reduction in the volume of wastes should be achieved to bring about a corresponding reduction in the vehicle miles travelled by the export vehicles.

PS-3.3 GARBAGE PICK-UP SERVICE SHALL BE MANDATORY THROUGHOUT THE REGION, AND WILL BE SO STRUCTURED AS TO ENCOURAGE CLEAN-UPS AND RECYCLING.

Because of the fragile environment of the Tahoe Region, certain waste disposal practices may be required to ensure the maintenance of air quality, water quality, and scenic values. Waste disposal programs should be reviewed by local governments (e.g., TBAG) to provide incentives and remove disincentives for clean-up programs, composting, and recycling.

GOAL PS-4

TO ENSURE PROTECTION OF THE PUBLIC HEALTH, SAFETY AND GENERAL WELFARE OF THE REGION, EDUCATIONAL AND PUBLIC SAFETY SERVICES SHOULD BE SIZED TO BE CONSISTENT WITH PROJECTED GROWTH LEVELS IN THIS PLAN.

The Regional Plan will encourage educational and public safety services including police, fire, educational and health services to provide for protection of the public health safety and welfare. TRPA will coordinate programs with appropriate local, state and federal agencies to ensure that the planned growth will also be consistent with the ability to provide these services.

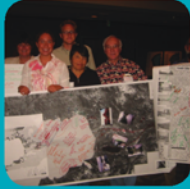
POLICIES:

PS-4.1 THE IMPACT ON EDUCATIONAL AND PUBLIC SAFETY SERVICES SHALL BE CONSIDERED WHEN REVIEWING PROJECTS AND PLAN AMENDMENTS PROPOSED WITHIN THE REGION. TO THE EXTENT FEASIBLE, ADVERSE IMPACTS SHOULD BE MITIGATED AS PART OF THE REVIEW PROCESS.

TRPA shall attempt to coordinate a Region-wide review process that will include the above considerations. Except for environmentally related impacts, TRPA intends to rely on local, state and federal agencies of expertise to ensure implementation of this policy.

PS-4.2 EDUCATIONAL AND EMERGENCY SERVICE ORGANIZATIONS SHOULD ANTICIPATE AND PLAN FOR PROJECTED DEMANDS AND NEEDS CONSISTENT WITH THE REGIONAL PLAN AND ARE ENCOURAGED TO ADVISE THE AGENCY WHEN DEVELOPMENT POTENTIALS EXCEED CURRENT OR ANTICIPATED SERVICE CAPABILITIES OR CAPACITIES.

TRPA and other relevant agencies will coordinate with social service agencies to help identify future demands and needs anticipated with implementation of the Plan. That information will be used to identify possible deficiencies and to develop appropriate strategies to maintain an acceptable level of service.



CHAPTER 7

Implementation Element

Implementation of the Regional Plan depends upon the success of multi-sector participants (federal, bi-state, local, and private) and a broad inter-agency partnership to support it. The Implementation Element provides for necessary commitment, coordination and development of collaborative management and financial programs. The Element also outlines a monitoring program to measure progress of plan implementation. The Subelements are: 1) Inter-Agency Partnerships, 2) Development and Implementation Priorities, 3) Financing, and 4) Monitoring and Evaluation.

INTER-AGENCY PARTNERSHIPS

The institutional responsibilities of plan development and implementation are shared among numerous agencies and individuals. This Subelement establishes a framework for the coordination, responsibilities, and commitments necessary to implement the goals and policies of the plan. The partnerships needed to perform planning, design, contracting, cost sharing, and evaluation can shift over time with the needs of each Plan Element and each Program.

GOAL IAP-1

COORDINATE ALL PLANNING AND DEVELOPMENT REVIEW ACTIVITIES WITH THE AFFECTED JURISDICTIONS AND AGENCIES.

Implementation of the Regional Plan follows two broad approaches. The approaches range from establishing and enforcing regulatory standards of TRPA and other jurisdictions to establishing regional programs to be carried out by the affected jurisdictions and agencies. Successful implementation of the plan requires coordination of all phases of planning and program implementation among TRPA, the affected jurisdictions and the public.

POLICIES:

IAP-1.1 TRPA SHALL IDENTIFY THE PLANNING AND REVIEW RESPONSIBILITIES OF LOCAL, STATE, AND FEDERAL JURISDICTIONS.

This policy is consistent with Article VI(a) of the Bi-State Compact which states: *“Whenever possible, without diminishing the effectiveness of the Regional Plan, TRPA ordinances, rules, regulations and policies shall be confined to matters which are general and regional in application, leaving to the jurisdiction of the respective states, counties, and cities the enactment of specific and local ordinances, rules, regulations, and policies which conform to the Regional Plan.”* General planning and implementation responsibilities are shared among TRPA, and local, state, and federal agencies as set forth in the Bi-State Compact, the Regional Plan, the Code of Ordinances or a Memorandum of Understanding.

IAP-1.2 THE AGENCY SHALL PRESCRIBE BY ORDINANCE THOSE ACTIVITIES WHICH HAVE NO SUBSTANTIAL EFFECT ON THE LAND, AIR, SPACE, OR ANY OTHER NATURAL RESOURCES OF THE REGION. SUCH IDENTIFIED ACTIVITIES WILL BE EXEMPT FROM TRPA REVIEW AND APPROVAL.

IAP-1.3 THE AGENCY SHALL COORDINATE WITH LOCAL, STATE AND FEDERAL AGENCIES TO DEVELOP AREA PLANS AND CODES THAT CONFORM WITH THE REGIONAL PLAN. AREA PLANS MAY DELEGATE REVIEW AND APPROVAL AUTHORITY FOR ADDITIONAL DEVELOPMENT ACTIVITIES TO LOCAL, STATE AND FEDERAL AGENCIES, SUBJECT TO PROVISIONS OF POLICY LU-4.12 AND THE CODE OF ORDINANCES.

IAP-1.4 ALL PROJECTS PROPOSED IN THE REGION OTHER THAN THOSE TO BE REVIEWED AND APPROVED UNDER THE SPECIAL PROVISIONS OF THE BI-STATE COMPACT RELATING TO GAMING SHALL OBTAIN THE REVIEW AND APPROVAL OF THE AGENCY.

This policy is consistent with Article VI(b) of the Bi-State Compact which states: *"No project other than those to be reviewed and approved under the special provisions of subdivisions (d), (e), (f) and (g) may be developed in the Region without obtaining the review and approval of the agency and no project may be approved unless it is found to comply with the Regional Plan and with the ordinances, rules and regulations enacted pursuant to subdivision (a) to effectuate that Plan."* A project is defined by the Bi-State Compact as... *"an activity undertaken by any person, including any public agency, if the activity may substantially affect the land, water, air, space or any other natural resources of the region."* However, it is the intent of the TRPA within the limits of the Bi-State Compact to coordinate project review functions with local, state, and federal agencies.

IAP-1.5 NO PROJECT MAY BE APPROVED UNLESS IT IS FOUND TO COMPLY WITH THE REGIONAL PLAN; WITH ANY ORDINANCES, RULES, AND REGULATIONS ENACTED TO EFFECTUATE THE REGIONAL PLAN; AND NOT EXCEED THRESHOLDS.

Articles V (g) and VI (b) of the Bi-State Compact, require findings to be adopted by ordinance, as set forth above, to ensure that projects under consideration will not adversely affect implementation of the Regional Plan and will not cause the environmental thresholds to be exceeded.

IAP-1.6 TRPA, IN CONJUNCTION WITH OTHER AGENCIES OF JURISDICTION, SHALL DEVELOP AND ACTIVELY PURSUE AN EFFECTIVE ENFORCEMENT PROGRAM TO ENSURE COMPLIANCE WITH THE PLAN AND ORDINANCES OF THE AGENCY.

GOAL IAP-2

LEAD THE REGIONAL MULTI-SECTOR PARTNERSHIP TO IMPLEMENT THE ENVIRONMENTAL IMPROVEMENT PROGRAM AND OTHER PROGRAMS IDENTIFIED IN THIS PLAN.

TRPA will collaborate with regional partners to seek commitments among the individuals and agencies responsible for specific functions pertaining to capital improvements and remedial programs. Memorandum of Understanding (MOUs) or other forms of agreements between TRPA and implementing agencies or partners will provide the coordination necessary to ensure efficient implementation of the plan.

POLICIES:

IAP-2.1 APPROPRIATE ROLES AND RESPONSIBILITIES OF VARIOUS AGENCIES FOR IMPLEMENTING THE PLAN SHALL BE IDENTIFIED AND VERIFIED THROUGH PARTNERSHIP AGREEMENTS.

DEVELOPMENT AND IMPLEMENTATION PRIORITIES

The Development and Implementation Priorities Subelement coordinates the implementation provisions to provide for effective management of the Region's resources and attain environmental thresholds. Reductions in fine sediments and nutrient loads to Lake Tahoe from remedial programs will improve water quality only if remedial measures keep pace with new loads from land coverage and disturbance permitted by the Plan. The timing and phasing of new development, redevelopment and remedial measures must be carefully linked to ensure steady progress toward the environmental thresholds. If BMPs and other water quality enhancement measures prove to be less effective than originally thought, further adjustments to development and remedial priorities will be required. The Monitoring and Evaluation Subelement provides for periodic monitoring of progress toward threshold standards and effectiveness of control strategies.

The plan also must provide incentives for correcting existing problems within the Region. Properly structured incentives can provide for broader participation in meeting regional goals and expedite desired improvements.

GOAL DP-1

DIRECT ALL RESIDENTIAL DEVELOPMENT FIRST TO THOSE AREAS MOST SUITABLE FOR DEVELOPMENT IN ACCORDANCE WITH ENVIRONMENTAL THRESHOLD CARRYING CAPACITIES AND OTHER CONSIDERATIONS, SUCH AS INFRASTRUCTURE CAPACITY AND PROGRESS TOWARD ACCOMPLISHING WATER QUALITY IMPROVEMENT PROGRAMS.

POLICIES:

DP-1.1 COMMENCING ON JANUARY 1, 1989, NEW SINGLE-FAMILY DWELLING CONSTRUCTION SHALL BE EVALUATED IN ACCORDANCE WITH IPES. THIS SYSTEM SHALL RANK ALL VACANT RESIDENTIAL PARCELS WITH RESPECT TO THEIR RELATIVE ENVIRONMENTAL SUITABILITY FOR DEVELOPMENT.

NEW RESIDENTIAL CONSTRUCTION SHALL BE SUBJECT TO THE ALLOCATION LIMITS SET FORTH IN POLICY DP-2.2 OF THIS SUBELEMENT.

Details of IPES, including a rating system, shall be included in implementing ordinances.

DP-1.2 TO APPROVE A PROJECT ON A PARCEL RATED AND RANKED BY IPES THE PARCEL MUST BE SERVED BY A PAVED ROAD, WATER SERVICE, SEWER SERVICE AND AN ELECTRICAL SERVICE. ORDINANCES SHALL SET FORTH PROVISIONS FOR THE WAIVER OF THE PAVED ROAD CRITERIA.

GOAL DP-2

MANAGE DEVELOPMENT AND REDEVELOPMENT CONSISTENT WITH PROGRESS TOWARD MEETING ENVIRONMENTAL THRESHOLDS.

POLICIES:

DP-2.1 EVERY FOUR YEARS, TRPA SHALL CONDUCT AN IN DEPTH EVALUATION OF THE REGIONAL PLAN IN COMPARISON WITH PROGRESS TOWARD MEETING THE ENVIRONMENTAL THRESHOLD CARRYING CAPACITIES.

It is the intent of this Plan to comply with the directives of the Compact and to be responsive to new evidence and changing conditions. Therefore, periodic evaluation is required. If progress toward the environmental threshold standards is not being made, TRPA shall consider making adjustments in one or more of the following areas: (1) rate of growth; (2) types of development permitted; (3) development requirements; (4) environmental improvement programs; (5) enforcement programs; (6) financial programs; and (7) any other appropriate element of the plan. These evaluations shall be conducted pursuant to established procedures and criteria set forth in this plan and the implementing ordinances. This review shall ensure that the Regional Plan, and all of its associated parts, are proceeding in conformance with the directives of the Bi-State Compact.

DP-2.2 THE MAXIMUM AMOUNT OF RESIDENTIAL ALLOCATIONS, COMMERCIAL FLOOR AREA, TOURIST BONUS UNITS AND RESIDENTIAL BONUS UNITS THAT MAY BE RELEASED BEFORE DECEMBER 31, 2032 IS OUTLINED IN THE TABLE BELOW.

ALLOCATION AND DEVELOPMENT RIGHTS ACCOUNTING ⁴			
ALLOCATIONS/ DEVELOPMENT RIGHTS	USED 1987-2012	REMAINING FROM 1987 PLAN ¹	2013 ADDITIONS
Residential Allocations	5,973	114	2600
Residential Bonus Units	526	874	600 ²
Tourist Bonus Units	58	342	0
Commercial Floor Area (Total square feet))	416,421	383,579	200,000 ³
<i>Placer County</i>	<i>128,623</i>	<i>72,609</i>	
<i>Washoe County</i>	<i>87,906</i>	<i>2,000</i>	
<i>Douglas County</i>	<i>45,300</i>	<i>36,250</i>	
<i>El Dorado County</i>	<i>15,250</i>	<i>36,150</i>	
<i>City of South Lake Tahoe</i>	<i>77,042</i>	<i>52,986</i>	
<i>TRPA Special Project and CEP Pool</i>	<i>62,300</i>	<i>183,584</i>	
<p>Note 1: 158,816 sq. ft. of Commercial Floor Area, 245 Residential Bonus Units and 90 Tourist Bonus Units have been reserved or allocated to projects (e.g., Community Enhancement Projects) that have not been permitted or permitted but not built are accounted for in the "Remaining from 1987 Plan" column. The 114 remaining residential allocations were distributed to local governments in 2011 and 2012, but have not been built.</p> <p>Note 2: 600 Residential Bonus Units shall be used only in Centers.</p> <p>Note 3: 200,000 sf of CFA shall only be made available after the 383,579 sf of remaining CFA is exhausted.</p> <p>Note 4: The columns "Used 1987-2012" and "Remaining from 1987" are estimates and not regulatory</p>			

REMAINING 1987 ALLOCATIONS ARE AVAILABLE FOR USE IN ACCORDANCE WITH REGIONAL PLAN AND CODE OF ORDINANCE PROVISIONS.

SUBJECT TO COMPLIANCE WITH REGIONAL PLAN POLICIES AND CODE OF ORDINANCES INCLUDING NOTE 3 ABOVE, TRPA WILL MAKE AVAILABLE UP TO 20 PERCENT OF THE 2013 RESIDENTIAL AND COMMERCIAL LAND USE

ALLOCATIONS EVERY FOUR YEARS, IN CONJUNCTION WITH THE 2012 REGIONAL PLAN UPDATE AND FUTURE UPDATES OF THE REGIONAL PLAN AND RTP.

TWO YEARS AFTER EACH RELEASE, TRPA SHALL MONITOR EXISTING AND NEAR-TERM LEVELS OF SERVICE (“LOS”) AT INTERSECTIONS AND ROADWAYS TO EVALUATE COMPLIANCE WITH APPLICABLE POLICIES. SHOULD LOS PROJECTIONS INDICATE THAT APPLICABLE LEVEL OF SERVICE GOALS AND POLICIES WILL NOT BE MET, ACTIONS SHALL BE TAKEN TO MAINTAIN COMPLIANCE WITH LOS STANDARDS.

TO ENSURE THAT THE “VEHICLE MILES TRAVELLED” THRESHOLD STANDARD IS MAINTAINED, TWO YEARS AFTER EACH RELEASE, THE AGENCY SHALL MONITOR ACTUAL ROADWAY TRAFFIC COUNTS AND FORECAST VEHICLE MILES TRAVELLED FOR THE NEXT RELEASE OF ALLOCATIONS. NEW CFA AND RESIDENTIAL ALLOCATION RELEASES WILL BE CONTINGENT UPON DEMONSTRATING, THROUGH MODELING AND THE USE OF ACTUAL TRAFFIC COUNTS, THAT THE VEHICLE MILES TRAVELLED THRESHOLD STANDARD SHALL BE MAINTAINED OVER THE SUBSEQUENT FOUR-YEAR PERIOD.

DP-2.3 THE ANNUAL RELEASE RATE FOR RESIDENTIAL ALLOCATIONS AND COMMERCIAL FLOOR AREA SHALL BE IDENTIFIED IN THE CODE OF ORDINANCES AND SHALL UTILIZE A SYSTEM THAT MODIFIES THE RATE OF RELEASE BASED ON PERFORMANCE TOWARDS ENVIRONMENTAL IMPROVEMENTS.

DP-2.4 THE DEVELOPMENT OF ADDITIONAL OUTDOOR RECREATIONAL USES SHALL BE PURSUANT TO SHORT- AND LONG-RANGE PROGRAMS. CRITERIA FOR INCLUSION IN THESE PROGRAMS SHALL BE IDENTIFIED IN THE CODE OF ORDINANCES.

GOAL DP-3

ENCOURAGE CONSOLIDATION OF DEVELOPMENT AND RESTORATION OF SENSITIVE LANDS THROUGH TRANSFER OF DEVELOPMENT RIGHTS AND TRANSFER OF LAND COVERAGE PROGRAMS.

POLICIES:

DP-3.1 TRANSFERS OF RESIDENTIAL DEVELOPMENT AND RESIDENTIAL DEVELOPMENT RIGHTS TO PARCELS IN AREAS DESIGNATED AS RECEIVING AREAS SHALL BE ENCOURAGED IN ACCORDANCE WITH REGIONAL PLAN POLICIES AND IMPLEMENTING ORDINANCES.

A. Residential development and residential development rights may be transferred with approval of TRPA. Residential development rights transferred from undeveloped parcels may only be exercised on a receiving parcel, upon receiving a residential allocation in accordance with the provisions regarding those allocations.

B. Residential bonus units may be granted to parcels for multi-residential units in conjunction with transfer of development rights from other parcels or other agency incentive programs. Ordinances shall establish detailed provisions which shall provide for bonuses of varying amounts in relation to a right transferred or implementation of an agency incentive program, depending on the public benefits being provided by the project. Bonuses shall be prioritized for affordable housing projects and projects within community plans and Centers. Other benefits to consider shall include the

extent of coverage planned, transportation improvements, water quality improvements, scenic improvements, and proximity to essential services. More bonuses shall be granted for projects designed to house local residents at median income or below.

DP-3.2 TRANSFERS OF EXISTING TOURIST ACCOMMODATION UNITS INTO DESIGNATED AREAS SHALL BE ENCOURAGED IN ACCORDANCE WITH REGIONAL PLAN POLICIES AND IMPLEMENTING ORDINANCES.

- A. Existing tourist accommodation units may be transferred to designated areas with approval of TRPA. For bonus Tourist Accommodation Units to be awarded, buildings containing Tourist Accommodation Units to be transferred from the sending parcel shall be removed and the site shall be restored, except in special circumstances of public benefits as set forth by ordinance.
- B. Additional tourist accommodation units may be granted as bonus units in conjunction with transfer of development. Ordinances shall establish detailed provisions which shall allow bonuses of varying amounts in relation to a unit transferred, depending on the public benefits being provided by the project. Bonuses shall be prioritized for development within Community Plans and Centers. Benefits to consider shall include extent of coverage planned, transportation improvements, water quality improvements, scenic improvements, availability of essential services, and accessory services provided.

DP-3.3 TRANSFERS OF EXISTING COMMERCIAL FLOOR AREA INTO DESIGNATED AREAS SHALL BE ENCOURAGED IN ACCORDANCE WITH REGIONAL PLAN POLICIES AND IMPLEMENTING ORDINANCES.

- A. Existing commercial floor area may be transferred to designated areas with approval of TRPA. For bonus Commercial Floor Area to be awarded, buildings containing Commercial Floor Area to be transferred from the sending parcel shall be removed and the site shall be restored.
- B. Additional commercial floor area may be granted in conjunction with transfer of development. Ordinances shall establish detailed provisions which shall allow additional commercial floor area of varying amounts in relation to a unit transferred, depending on the public benefits being provided by the project. Additional commercial floor area shall be prioritized for projects within Community Plans and Centers. Benefits to consider shall include extent of coverage planned, transportation improvements, water quality improvements, scenic improvements, and accessory services provided. TRPA shall reserve a portion of available commercial floor area to encourage development transfers.

DP-3.4 LAND COVERAGE MAY BE TRANSFERRED PROVIDED THE COVERAGE LIMITS SET FORTH IN THE LAND USE SUBELEMENT ARE NOT EXCEEDED.

The transfer of land coverage may be implemented by parcel consolidation, parcel retirement, land coverage banking systems or other mechanisms approved by the TRPA.

- A. Coverage utilized as mitigation for excess coverage on commercial, mixed-use and tourist accommodation projects shall be existing hard coverage or soft coverage in the 1b land capability district as defined by ordinance, except where there is an inadequate supply of coverage at a reasonable cost. In that event, the Code of Ordinances may authorize coverage for

transfer in the following order of priority: (1) existing soft coverage or disturbed areas within the definition of coverage; and (2) potential coverage. Potential coverage shall be defined as base coverage.

- B. Coverage transferred or used as mitigation to accommodate residential projects, outdoor recreation projects, public service projects, regional public facilities, and public health and safety facilities may be either existing or potential coverage. Potential coverage shall be defined as base coverage.
- C. Linear public facilities projects that require coverage, when transferring or mitigating coverage over base coverage, shall have the option of transferring hard or soft coverage in accordance with these provisions.
- D. TRPA, in cooperation with other agencies, shall establish a land coverage banking system.

TRPA, to the extent possible, shall utilize a land coverage banking system to facilitate the elimination of excess land coverage and to provide transfer mechanisms. TRPA shall certify appropriate entities to acquire land coverage and implement restoration programs pursuant to this policy.
- E. Coverage transfers shall be at a ratio of 1:1 or greater. Each square foot of coverage added by transfer shall require removal of one or more square feet of coverage, as set forth in the Goal LU-2 of Land Use Subelement and the Code of Ordinances.
- F. Coverage transferred for a single-family house shall be from a parcel equal to, or more environmentally sensitive than, the receiving parcel.
- G. In the case of individual parcels containing a Stream Environment Zone (SEZ), the amount of coverage attributable to the SEZ portion of the parcel may be transferred to the non-SEZ portion of the parcel or may be utilized in the SEZ pursuant to the access provision set forth in the Stream Environment Zone Subelement.

DP-3.5 THE RESIDENTIAL PERMIT ALLOCATION SYSTEM SHALL PERMIT THE TRANSFER OF BUILDING ALLOCATIONS FROM PARCELS LOCATED ON SENSITIVE LANDS TO MORE SUITABLE PARCELS.

As part of the permit allocation system, TRPA shall permit the transfer of building allocations from parcels in stream environment zones, Land Capability Districts 1-3, lands determined to be sensitive under IPES, or Class 1-4 shorezones, to parcels outside of these areas. However, no allocations shall be transferred to any parcel that is below the current IPES line for the jurisdiction of the receiving parcel. Recipients of allocations may transfer across jurisdictional boundaries so long as the jurisdiction to which allocations are transferred has capacity to serve the additional development, both jurisdictions approve the transfer, and the receiving parcel is in land capability districts 4-7 or has a buildable IPES rating. Such inter-jurisdictional transfers shall be counted against the number of permits allocated to the jurisdiction from which the allocations are transferred.

DP-3.6 BEFORE TRANSFER OF ANY DEVELOPMENT RIGHT OR LAND COVERAGE UNDER THIS GOAL IS EFFECTIVE, THE SENDING LOT SHALL BE APPROPRIATELY RESTRICTED OR RETIRED. IN THE CASE WHERE AN ALLOCATION HAS BEEN TRANSFERRED, OR ALL THE DEVELOPMENT RIGHTS OR COVERAGE HAS BEEN TRANSFERRED OFF A PARCEL DEEMED INAPPROPRIATE FOR FUTURE DEVELOPMENT, THE ENTIRE PARCEL SHALL BE RETIRED.

In restricting or retiring a parcel, the implementing ordinances shall consider the

retirement of all bonded indebtedness, site restoration, removal of future development potential, disclosure statements, public notice or recordation, and other requirements TRPA deems necessary. All transfers shall be approved by the affected jurisdictions.

DP-3.7 TRANSFERS OF DEVELOPMENT RIGHTS, OTHER THAN LAND COVERAGE, SHALL BE LIMITED TO EQUIVALENT USES WITH NO INCREASE IN THE PARAMETERS BY WHICH THE USES ARE MEASURED BY THIS PLAN (E.G., FLOOR AREA, UNITS, PAOT) PLUS BONUS UNITS AWARDED IN ACCORDANCE WITH THE REGIONAL PLAN AND CODE OF ORDINANCES. EQUIVALENT USES SHALL BE DEFINED BY ORDINANCE. DEVELOPMENT IMPACTS DUE TO THE RESULTING PROJECTS SHALL BE ADDRESSED AS PART OF THE PROJECT REVIEW PROCESS.

GOAL DP-4

CONDITION APPROVAL OF NEW DEVELOPMENT AND REDEVELOPMENT IN THE TAHOE REGION ON POSITIVE IMPROVEMENTS IN OFF-SITE EROSION AND RUNOFF CONTROL AND AIR QUALITY.

To generate offsetting mitigation measures, which in turn will accelerate progress toward meeting the environmental thresholds, the Agency will implement the following policies:

POLICIES:

DP-4.1 NEW AND REDEVELOPED RESIDENTIAL, COMMERCIAL, AND PUBLIC PROJECTS SHALL COMPLETELY OFFSET THEIR WATER QUALITY IMPACTS THROUGH ONE OF THE FOLLOWING METHODS:

- A. Implementing on-site and/or off-site erosion and runoff control projects concurrent with the impact from the project as a condition of project approval and subject to Agency concurrence as to effectiveness, or
- B. Contributing to a water quality mitigation fund for implementing off-site erosion and runoff control projects. The amount of such contributions is established by Agency ordinance.

This policy continues the water quality mitigation funds established as part of TRPA's Lake Tahoe Basin Water Quality Management Plan. The fee schedules and distribution formula shall be reviewed and revised as part of the Agency's implementing ordinances and programs.

DP-4.2 ALL PROJECTS SHALL OFFSET THE TRANSPORTATION AND AIR QUALITY IMPACTS OF THEIR DEVELOPMENT.

The implementing ordinances for the Regional Plan will define stationary sources of air pollution which may locate in the Region, and define what constitutes a significant environmental impact on air quality from stationary sources. Commercial and residential development contribute indirect impacts to air quality by increasing the number of vehicle trips in the Region. The cumulative impact of such trips is significant.

The ordinances will establish a fee to offset the impacts from minor projects. The fee will be assessed on both commercial and residential development. The ordinances will also define what projects have significant environmental impacts; these projects will be required to complete an EIS and mitigate air quality and traffic impacts with specific projects or programs.

FINANCING

The purpose of this Subelement is to set forth the financing policies and programs to implement the Regional Plan. The Subelement provides for the creation of new revenue sources, the phasing of expenditures to meet performance targets, and coordination of financing programs with other agencies.

Adequate long-term financing is essential to meet the environmental thresholds and protect the values of the Tahoe Region. The Regional Plan creates a linkage between the rate of funding for capital improvements, the development management system, and the environmental thresholds. If progress toward meeting the environmental thresholds is slower than anticipated, the plan calls for adjustments in the rate of both capital improvements and development.

GOAL FIN-1

IN COOPERATION WITH A MULTI-SECTOR REGIONAL PARTNERSHIP, SECURE FUNDS TO CARRY OUT THE ENVIRONMENTAL IMPROVEMENT PROGRAM AND OTHER PROGRAMS OF THE REGIONAL PLAN, PROVIDE FOR REVENUE SOURCES THAT DISTRIBUTE COSTS EQUITABLY AMONG THE USERS OF THE BASIN, MEET PERFORMANCE OBJECTIVES, AND ATTAIN ENVIRONMENTAL THRESHOLDS.

POLICIES:

FIN-1.1 TRPA IN COOPERATION WITH A REGIONAL MULTI-SECTOR PARTNERSHIP, SHALL DEVELOP AND CARRY OUT FINANCIAL PROGRAMS TO PROVIDE THE FUNDING NECESSARY TO IMPLEMENT THE ENVIRONMENTAL IMPROVEMENT PROGRAM.

FIN-1.2 FINANCIAL PROGRAMS SHALL PROVIDE FOR AN EQUITABLE DISTRIBUTION OF COSTS AMONG GOVERNMENTAL ENTITIES AND REGION - USER GROUPS.

Since many people throughout the Region, the nation, and the world enjoy the amenities of the Tahoe Region, the Regional Plan calls for a financial approach that spreads the costs of protecting environmental quality among property owners, businesses, overnight and day visitors, transportation systems users, and local, state, and federal governments.

GOAL FIN-2

COORDINATE THE REVENUE PROGRAM FOR IMPLEMENTATION OF THE REGIONAL PLAN WITH OTHER RESPONSIBLE AGENCIES; DIRECT THE UTILIZATION OF REGIONAL REVENUES TO HIGH-PRIORITY ENVIRONMENTAL IMPROVEMENT PROJECTS CONSISTENT WITH THE REGIONAL PLAN.

TRPA depends on the actions of local governments, state environmental agencies and transportation departments, and special entities including the Tahoe Transportation District to carry out the Environmental Improvements Program, and other programs (e.g., enforcement). Therefore, the development of a financing approach has been coordinated, and will continue to be coordinated, with these other entities. TRPA will oversee the use of the regional revenue sources to ensure the proper phasing of environmental improvements.

POLICIES:

FIN-2.1 THE AGENCY SHALL CONSULT WITH OTHER RESPONSIBLE AGENCIES AND ESTABLISH REGIONAL ENVIRONMENTAL IMPROVEMENT PROJECT PRIORITIES CONSISTENT WITH THE REGIONAL PLAN.

Local units of government and other implementing agencies require flexibility in scheduling capital improvements. TRPA in consultation with those entities, will provide guidance on project priorities and, through project review, will ensure that all capital improvements are consistent with the Regional Plan. The detailed capital improvements program will be reviewed and revised periodically in cooperation with all the affected agencies.

FIN-2.2 THE AGENCY SHALL CONSULT WITH OTHER RESPONSIBLE AGENCIES IN THE DEVELOPMENT AND IMPLEMENTATION OF LONG-TERM REVENUE PROGRAMS, TO AVOID DUPLICATION OF EFFORT, AND TO IMPROVE THE EFFICIENCY OF ENVIRONMENTAL IMPROVEMENT PROGRAMS.

All of the agencies which will carry out water quality and transportation programs under this Plan have similar financial needs. Working in cooperation with these entities, TRPA will identify programs that generate funds efficiently and with minimal administrative burden so as to assist them in fulfilling their capital needs.

FIN-2.2 REGIONAL REVENUE SOURCES SHALL BE APPLIED TO HIGH-PRIORITY ENVIRONMENTAL IMPROVEMENT PROJECTS THROUGHOUT THE REGION.

Because many of the Tahoe Region's environmental problems are regional in nature, and do not observe jurisdictional boundaries, it is appropriate to develop and administer regional revenue sources (e.g., utility taxes) to pay for high-priority capital improvements, as set forth in the Environmental Improvement Program.

GOAL FIN-3

THROUGH THE ENVIRONMENTAL IMPROVEMENT PROGRAM, MAKE PROGRESS TOWARD AND MEET THE PERFORMANCE TARGETS IDENTIFIED IN THE MONITORING AND EVALUATION SUBELEMENT FOR WATER QUALITY.

The Environmental Improvements Program identifies the water quality programs necessary to attain and maintain the environmental thresholds. The program specifies projects, costs, and responsible entities.

POLICIES:

FIN3.1 LOCAL GOVERNMENTS, STATE TRANSPORTATION DEPARTMENTS, AND OTHER AGENCIES SHALL BE RESPONSIBLE FOR CARRYING OUT CAPITAL IMPROVEMENTS FOR WATER QUALITY. FUNDING ASSISTANCE FROM REGIONAL REVENUE SOURCES SHALL BE MADE AVAILABLE TO LOCAL GOVERNMENTS WITH OVERSIGHT BY TRPA.

The primary responsibility for carrying out environmental improvement projects lies with local government, California and Nevada Departments of Transportation, and the U.S. Forest Service. Utility districts also have capital improvement programs related to water quality. A Regional Multi-Sector

Partnership shall develop means of assisting local governments with funding.

FIN3.2 TRPA SHALL COORDINATE WITH LOCAL GOVERNMENTS AND STATE TRANSPORTATION DEPARTMENTS TO GENERALLY OBSERVE THE PRIORITIES SET FORTH IN THE ENVIRONMENTAL IMPROVEMENT PROGRAM TO ENSURE THAT PLANNED IMPROVEMENTS AND AVAILABLE REVENUES ARE CONSISTENT.

FIN3.3 ALL ENVIRONMENTAL IMPROVEMENT PROJECTS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE BEST MANAGEMENT PRACTICES HANDBOOK.

GOAL FIN-4

THROUGH AN ENVIRONMENTAL IMPROVEMENT PROGRAM, MAKE PROGRESS TOWARD AND MEET THE PERFORMANCE TARGETS IDENTIFIED IN THE MANAGEMENT AND EVALUATION SUBELEMENT FOR AIR QUALITY AND TRANSPORTATION.

POLICIES:

FIN-4.1 THE TAHOE TRANSPORTATION DISTRICT AND LOCAL, STATE, AND FEDERAL UNITS OF GOVERNMENT SHALL BE RESPONSIBLE FOR CARRYING OUT THE TRANSPORTATION PORTION OF THE ENVIRONMENTAL IMPROVEMENT PROGRAM, WITH FUNDING ASSISTANCE FROM REGIONAL REVENUE SOURCES, AND WITH THE COORDINATION AND OVERSIGHT OF TRPA.

The Tahoe Regional Planning Agency Bi-State Compact designated the Tahoe Transportation District to implement transit and public transportation improvements contained in the Regional Plan. Other related improvements should be the responsibility of local, state, or federal government, depending upon the jurisdiction. The financial program distributes regional revenues to the implementing agencies.

FIN-4.2 TRPA SHALL COORDINATE WITH THE TAHOE TRANSPORTATION DISTRICT, LOCAL, STATE, AND FEDERAL UNITS OF GOVERNMENT TO PRIORITIZE TRANSPORTATION IMPROVEMENT PROJECTS SET FORTH IN THE ENVIRONMENTAL IMPROVEMENT PROGRAM TO ENSURE THE APPROPRIATE PHASING OF IMPROVEMENTS AND THAT PLANNED IMPROVEMENTS ARE CONSISTENT WITH AVAILABLE FUNDING.

MONITORING AND EVALUATION

The Monitoring and Evaluation Subelement serves three functions. First, it establishes performance standards for evaluating the effectiveness of the Regional Plan and, if necessary, triggering plan revisions. Second, it identifies needs for further study in the area of cause-effect relationships. Third, it establishes a monitoring program to collect and analyze data necessary to evaluate progress toward maintenance of the environmental thresholds.

GOAL ME-1

EVALUATE PROGRESS TOWARD ATTAINING AND MAINTAINING THE ENVIRONMENTAL THRESHOLDS THROUGH THE USE OF A DETAILED MONITORING PROGRAM AND PERFORMANCE STANDARDS.

POLICIES:

- ME-1.1 THE AGENCY SHALL PREPARE THRESHOLD EVALUATION REPORTS EVERY FOUR YEARS TO EVALUATE THE STATUS AND TREND OF THRESHOLD STANDARD ATTAINMENT AND PROGRESS IN IMPLEMENTING THE REGIONAL PLAN.
- ME-1.2 BASED ON THE RESULTS OF THE THRESHOLD EVALUATION REPORTS AND UPDATED STUDIES AND INFORMATION, TRPA SHALL CONSIDER CHANGES TO THRESHOLD ATTAINMENT STANDARDS TO REFLECT THE BEST AVAILABLE DATA AND SCIENTIFIC KNOWLEDGE.
- ME-1.3 BASED ON DEGREE OF PROGRESS TOWARD ENVIRONMENTAL GOALS, AS MEASURED IN THRESHOLD EVALUATION REPORTS, TRPA SHALL MAKE ADJUSTMENTS IN THE REGIONAL PLAN.

TRPA shall adjust the Regional Plan periodically on the basis of information reported in the periodic Threshold Evaluation Report.

GOAL ME-2

IMPROVE UNDERSTANDING OF CAUSE-EFFECT RELATIONSHIPS FOR LAKE TAHOE AND THE LAKE TAHOE REGION.

POLICIES:

- ME-2.1 TRPA SHALL COMPLETE STUDIES AND UTILIZE DATA FROM OTHER RELEVANT STUDIES TO CONTINUALLY ADVANCE THE UNDERSTANDING OF CAUSE-EFFECT RELATIONSHIPS FOR LAKE TAHOE AND THE LAKE TAHOE REGION. STUDIES THAT RELATE TO AREAS OF THRESHOLD NON-ATTAINMENT SHOULD BE PRIORITIZED.
- ME-2.2 BASED ON THE RESULTS OF ONGOING STUDIES, TRPA SHALL MAKE ADJUSTMENTS IN THE REGIONAL PLAN TO MORE EFFECTIVELY AND EFFICIENTLY ADDRESS ENVIRONMENTAL CONTAMINANTS AND THE SOURCES OF THOSE CONTAMINANTS.

GOAL ME-3

IMPLEMENT A MONITORING PROGRAM TO EVALUATE THE ENVIRONMENTAL THRESHOLDS, THE EFFECTIVENESS OF THE REGIONAL PLAN, AND THE IMPLEMENTING ORDINANCES AND PROGRAMS.

POLICIES:

ME-3.1 IN COLLABORATION WITH FEDERAL, STATE, LOCAL AGENCIES AND OTHER INSTITUTIONS, TRPA SHALL MAINTAIN AN OPERATIONAL MONITORING PROGRAM, CONSISTING OF PLANNING AND ADMINISTRATION, DATA COLLECTION, DATA STORAGE AND RETRIEVAL, AND DATA ANALYSIS. THE AGENCY SHALL USE THE PRODUCTS OF THIS PROGRAM TO IDENTIFY PROBLEMS AND EVALUATE PROGRESS UNDER THE REGIONAL PLAN.

The monitoring program shall include the following components:

- A. Continuous scientific monitoring of environmental conditions related to the adopted threshold standards.
- B. Periodic evaluations of environmental conditions related to the adopted threshold standards.
- C. Monitoring carried out by TRPA or regional partners of socio-economic data to allow analysis of possible socio-economic impacts of the Regional Plan.
- D. Monitoring of management-related data (e.g., numbers of permits issued, numbers and types of enforcement actions) to allow tracking and analysis of TRPA management functions.
- E. The Agency shall monitor representative tributaries as needed to provide a basis for evaluating the relative health of the watershed within which development is contemplated and progress being made toward meeting thresholds. The monitoring program will monitor stream flows and concentrations of nutrients and sediments to determine annual pollutant loads. This monitoring program shall be in place in a local jurisdiction, and shall establish baseline water quality conditions, before the numerical level defining the top rank for any jurisdiction is lowered.
- F. At least every four years, the Agency shall evaluate the results of its monitoring program. A special component of the monitoring program shall be designed to evaluate the success of IPES. This special component shall be the basis for extending, modifying, or eliminating IPES. The factors for monitoring shall include some non-scientific but readily observable matters, such as the rate of installation of remedial erosion control projects as set forth in the capital improvement program and the extent of retrofitting existing development with BMPs.

ME-3.2 THE AGENCY SHALL UTILIZE A SCIENCE ADVISORY PANEL TO REVIEW PERIODICALLY THE TECHNICAL ASSUMPTIONS, TECHNIQUES, AND PROCEDURES ASSOCIATED WITH MONITORING AND ANALYSIS EFFORTS.

The Tahoe Science Consortium, comprised of technical experts in various fields, will assist TRPA staff and the APC in developing and implementing the monitoring program.

ME-3.3 THE AGENCY WILL PUBLISH PERIODIC REPORTS COVERING PROGRESS ON THRESHOLD ATTAINMENT AND MAINTENANCE, RESEARCH, AND OVERALL MONITORING RESULTS.

The Agency will publish annual reports on the implementation of the Monitoring and Evaluation Subelement. These reports will generally initiate routine problem assessment and program evaluation functions of the Agency.

ME-3.4 THE AGENCY SHALL UTILIZE A MULTI-SECTOR BASIN PARTNERSHIP TO HELP DEVELOP A SOCIO-ECONOMIC MONITORING PROGRAM, TO PERIODICALLY REVIEW AND REPORT ON THE STATE OF THE REGION'S ECONOMY AND MAKE RECOMMENDATIONS TO THE GOVERNING BOARD.

TRPA should consider the impacts of the Regional Plan on the Region's economy and periodically consider adjustments consistent with attainment of environmental threshold carrying capacities.

ME-3.5 BY DECEMBER 31, 2013, TRPA SHALL IMPLEMENT MITIGATION MEASURES IDENTIFIED IN ATTACHMENT 4 FROM THE ENVIRONMENTAL IMPACT STATEMENT FOR THE 2012 REGIONAL PLAN UPDATE, OR THEIR EQUIVALENT, THAT HAVE NOT OTHERWISE BEEN INCORPORATED INTO THE REGIONAL PLAN OR CODE OF ORDINANCES.

ME-3.6 ON AN ANNUAL BASIS TRPA WILL PREPARE A PRELIMINARY LIST OF WORK PRIORITIES. THIS LIST WILL BE DERIVED FROM THE MOST RECENT ANNUAL THRESHOLD REPORT, REGIONAL PLAN AND CODE OF ORDINANCES AMENDMENTS SUGGESTED BY STAFF AND STAKEHOLDERS, THE MOST RECENT ANNUAL ENVIRONMENTAL IMPROVEMENT PROGRAM REPORT, THE ANNUAL REPORTS ON MEMORANDA OF UNDERSTANDING, PRIORITIES IDENTIFIED BY THE ADVISORY PLANNING COMMISSION, AND SIMILAR INFORMATION. THE GOVERNING BOARD SHALL REVIEW THE PRELIMINARY LIST OF WORK PRIORITIES AND ARRANGE THE PROJECTS IN ORDER OF PRIORITY. THE EXECUTIVE DIRECTOR SHALL SUBMIT AN ANNUAL BUDGET AND WORK PLAN THAT INDICATES HOW THE WORK PRIORITIES WILL BE COMPLETED IN ORDER OF PRIORITY TO THE DEGREE POSSIBLE WITH THE RESOURCES AVAILABLE TO THE AGENCY. THE LIST OF PROJECTS AND ORDER OF PRIORITY SHALL BE INCLUDED IN THE REGIONAL PLAN AS ATTACHMENT 5 AND SHALL BE UPDATED AND REPLACED ANNUALLY. FOR THE PERIOD PRIOR TO ADOPTION OF THE NEXT ANNUAL WORK PROGRAM AND BUDGET BUT AFTER INITIAL ADOPTION OF THE REGIONAL PLAN INCLUDING THIS POLICY, THE LIST OF PROJECTS IN ATTACHMENT 5 WILL BE CONSIDERED THE PRELIMINARY LIST OF PRIORITY PROJECTS FOR THE GOVERNING BOARD TO ARRANGE IN ORDER OF PRIORITY AND FOR SUBSEQUENT PREPARATION OF THE ANNUAL AGENCY WORK PROGRAM AND BUDGET.

Attachment B

Consolidated Threshold Standards and Regional Plan (Redline)



THRESHOLD STANDARDS AND REGIONAL PLAN

TAHOE REGIONAL PLANNING AGENCY

|| *Lake Tahoe*



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ACKNOWLEDGEMENTS

As this update to the Lake Tahoe Regional Plan has evolved and passed countless milestones, numerous individuals, organizations, past staff members and past Governing Board and Commission members have all played an important role in shaping the vision and delivering the content of these documents. The omission of those names here does not diminish the acknowledgement that each of them deserves.

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PATHWAY FORUM AND PLACE-BASED PLANNING GROUPS

The Pathway Forum of more than 40 stakeholder group representatives provided foundational input on the Regional Plan as well as the integration of the long-range plan updates of other Basin agencies. Forum members volunteered many hours to the Pathway process long before seeing a first draft of the Lake Tahoe Regional Plan Update. Thanks and acknowledgement to those individuals is included here.

In addition, the guiding vision for the Regional Plan was formed by more than 4,500 citizen participants in Place Based Planning Working Groups and participants in workshops held around the Tahoe Basin in 2004 and 2005. Acknowledgement for the time and efforts of those individuals is also included.

Funding from the U.S. Army Corps of Engineers, California State Water Resources Control Board, and the Nevada Division of Environmental Protection.

PREFACE INTRODUCTION

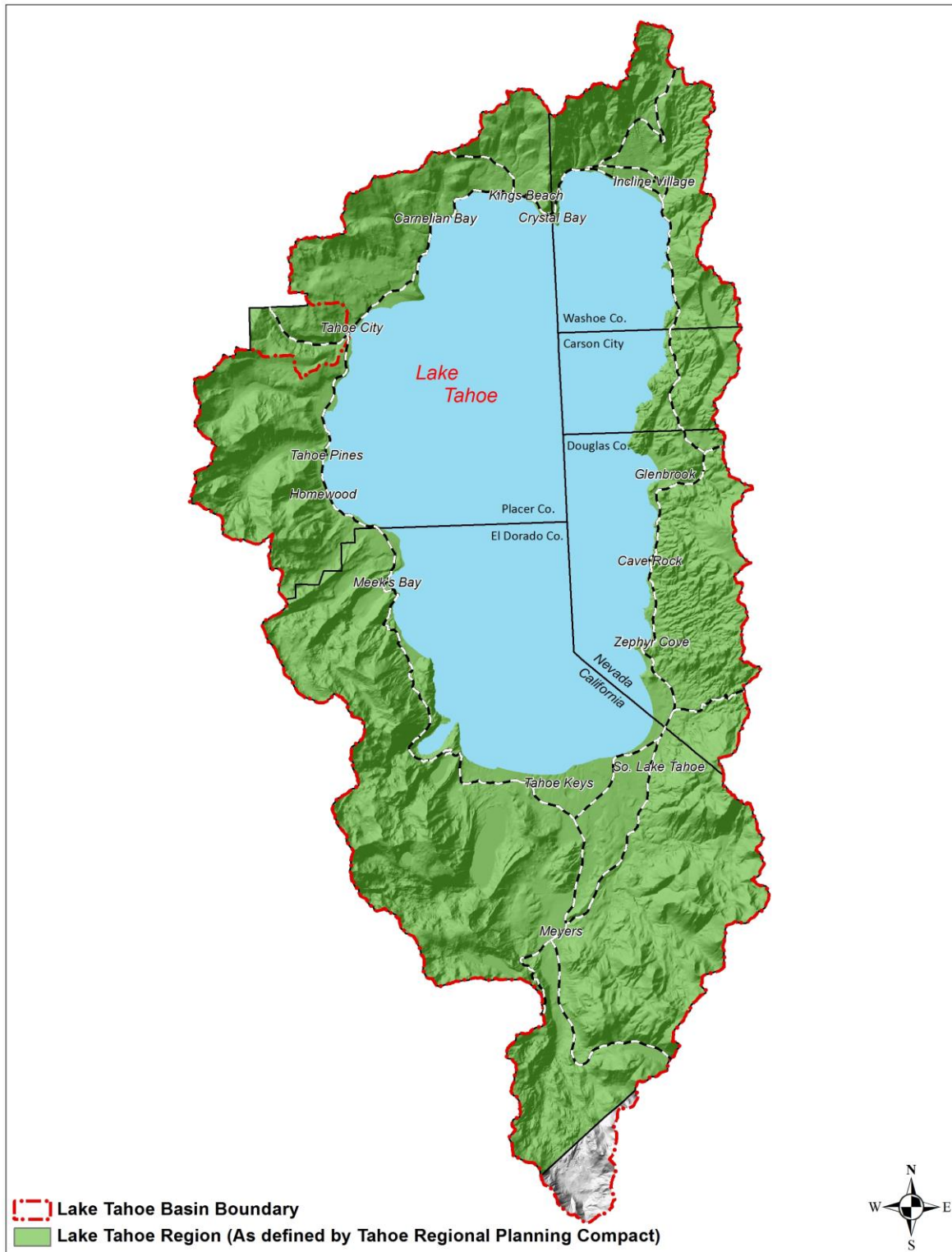
The Lake Tahoe Region is located on the California-Nevada border between the Sierra Nevada Crest and the Carson Range (Refer to Figure 1). Approximately two-thirds of the Lake Tahoe Region is in California and one-third in Nevada. In total, the Region comprises about 501 square miles including the waters of Lake Tahoe which measures 191 square miles. Lake Tahoe is the dominant natural feature of the Region and is the primary focus of local environmental regulation to protect and restore its exceptional water clarity.

The Lake Tahoe Region contains the incorporated area of the City of South Lake Tahoe and portions of El Dorado County and Placer Counties, California and Washoe and Douglas Counties and the rural area of Carson City, Nevada. The Region is within the Fourth Congressional District of California and the Second Congressional District of Nevada. The Tahoe Regional Planning Agency is a separate legal entity governed by a body of seven voting delegates from California and seven voting delegates from Nevada. There is also a non-voting federal representative to the Governing Board.

The Tahoe Regional Planning Compact (Bi-State Compact) (P.L. 96-551, 94 Stat. 3233(1980), amended P.L. 106-3506, 114 Stat. 2351 (2016)) provides the framework for the development and implementation of the Environmental Threshold Carrying Capacities (~~t~~Threshold standards) and the Regional Plan. The Bi-State Compact defines tThreshold standards as "an environmental standard necessary to maintain a significant scenic, recreational, educational, scientific or natural value of the region or to maintain public health and safety within the region." At a minimum, the Regional Plan ~~together with its amendments~~ must achieve and maintain the adopted environmental tThreshold standards ~~carrying capacities~~ while providing for orderly growth and development consistent with such ~~capacities~~standards.

The threshold standards established the shared goals for restoration and environmental quality in the Tahoe Region. and The Regional Plan describes the needs and goals of the Region and provide statements of policy to guide decision making as it affects the Region's resources and remaining capacities. The threshold standards are set out here in Chapter 1 and the Regional Plan goals and policies are in subsequent chapters. The Regional Pplan with all of its elements, as implemented through Agency ordinances and rules and regulations, will achieve and maintain the adopted threshold standards while providing opportunities for orderly growth and development.

FIGURE 1 - LAKE TAHOE REGION



Chapter 1 – Introduction

~~The Threshold Standards and Regional Plan document describes the needs and goals of the Region and provides statements of policy to guide decision making as it affects the Region's resources and remaining capacities. The threshold standards are set out here in Chapter 1 and the Regional Plan goals and policies are in subsequent chapters. The plan with all of its elements, as implemented through Agency ordinances and rules and regulations, will achieve and maintain the adopted environmental threshold carrying capacities (threshold standards) while providing opportunities for orderly growth and development.~~

AUTHORITY

The Tahoe Regional Planning Agency (TRPA) was reorganized and given new duties under provisions of the ~~December 19, 1980~~ amendments to the ~~Tahoe Regional Planning Agency Bi-State Compact, (Public Law 96-551, 94 Statute 3233 (Bi-State Compact))~~. In adopting the amended ~~Bi-State~~ ~~Bi-State~~ Compact, the following findings were made by the legislatures of the states of Nevada and California as well as the U. S. Congress:

Article I - Findings and Declarations of Policy

(a) It is found and declared that:

- (1) The waters of Lake Tahoe and other resources of the region are threatened with deterioration or degeneration, which endangers the natural beauty and economic productivity of the region.*
- (2) The public and private interests and investments in the region are substantial.*
- (3) The region exhibits unique environmental and ecological values which are irreplaceable.*
- (4) By virtue of the special conditions and circumstances of the region's natural ecology, developmental pattern, population distribution and human needs, the region is experiencing problems of resource use and deficiencies of environmental control.*
- (5) Increasing urbanization is threatening the ecological values of the region and threatening the public opportunities for use of the public lands.*
- (6) Maintenance of the social and economic health of the region depends on maintaining the significant scenic, recreational, education, scientific, natural and public health values provided by the Lake Tahoe Basin.*
- (7) There is a public interest in protecting, preserving and enhancing these values for the residents of the region and for visitors to the region.*
- (8) Responsibilities for providing recreational and scientific opportunities, preserving scenic and natural areas, and safe-guarding the public who live, work and plan in or visit the region are divided among local governments, regional agencies, the States of California and Nevada, and the Federal Government.*
- (9) In recognition of the public investment and multistate and national significance of the recreational values, the Federal Government has an interest in the acquisition of recreational property and the management of resources in the region to preserve environmental and recreational values, and the Federal Government should assist the States in fulfilling their responsibilities.*
- (10) In order to preserve the scenic beauty and outdoor recreational opportunities of the region, there is a need to insure an equilibrium between*

the region's natural endowment and its manmade environment.

- (b) *In order to enhance the efficiency and governmental effectiveness of the region, it is imperative that there be established a Tahoe Regional Planning Agency with the powers conferred by this compact including the power to establish environmental threshold carrying capacities and to adopt and enforce a regional plan and implementing ordinances which will achieve and maintain such capacities while providing opportunities for orderly growth and development consistent with such capacities.*
- (c) *The Tahoe Regional Planning Agency shall interpret and administer its plans, ordinances, rules and regulations in accordance with the provisions of this compact.*

These findings are intended to direct the actions of the Agency in implementing the amended Bi-State Compact. The Bi-State Compact requires that the Agency review any activities that may substantially affect the land, water, air, space or any other resources of the Region. The basis for such review is a set of standards known as environmental threshold carrying capacities (threshold standards) as implemented through a Regional Plan. The first threshold standards were adopted by the Agency in August, 1982.

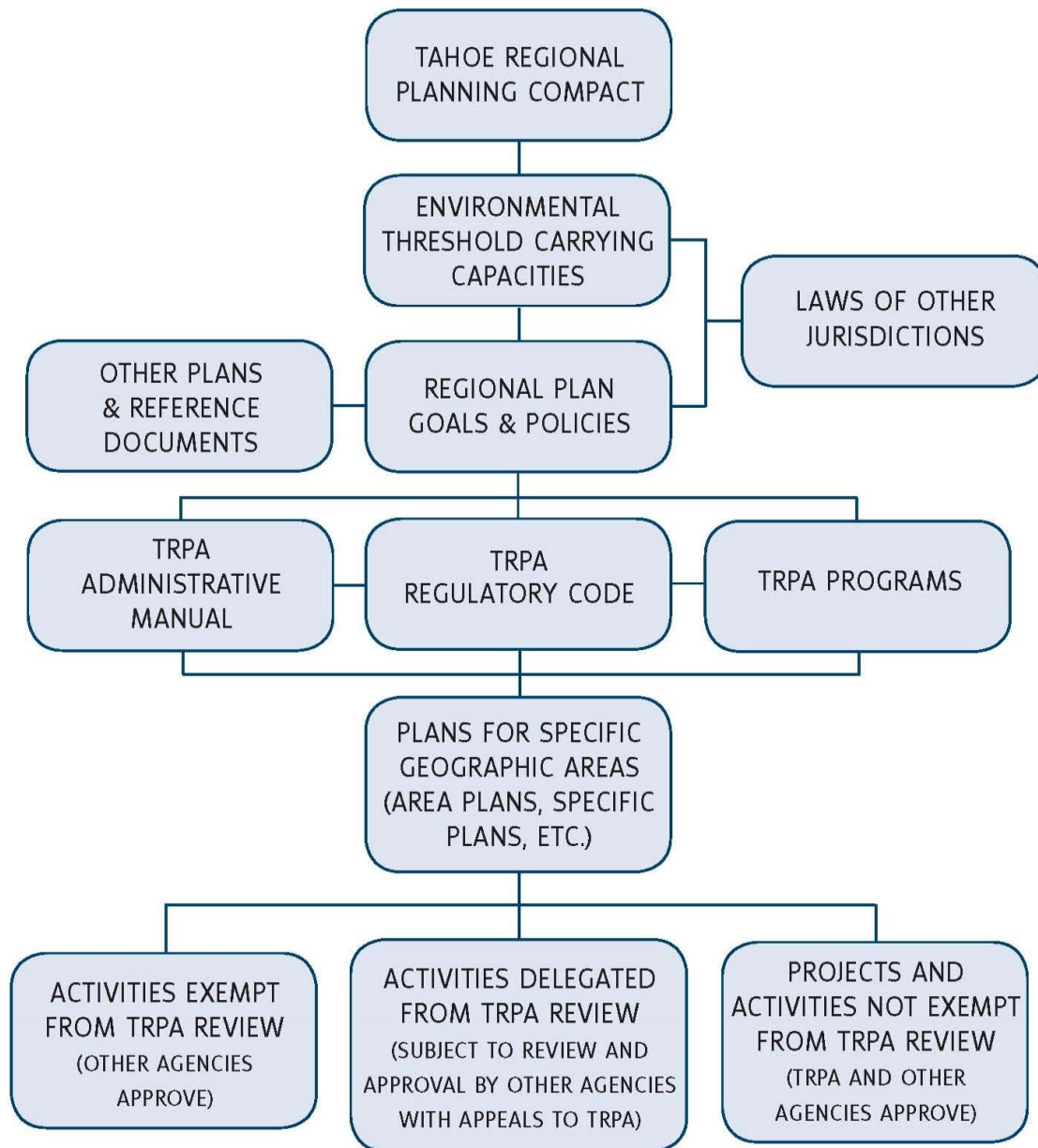
Organization

The basic framework for the planning and review and approval of activities in the Region is established by the following:

- The Tahoe Regional Planning Agency Bi-State Compact;
- The Environmental Threshold Carrying Capacities;
- The TRPA Regional Plan Goals and Policies;
- Other Regional-Scale Plans and Reference Documents;
- Plans for Specific Geographic Areas in the Region;
- TRPA Code of Ordinances;
- TRPA Programs; and
- TRPA Administrative Manuals

The hierarchical relationship is depicted in *Figure 23 – TRPA Planning Framework* and explained in the text below.

Figure 23 – TRPA PLANNING FRAMEWORK



Organization

The basic framework for review and approval of activities in the Region is established by the following documents:

- The Tahoe Regional Planning Agency Bi-State Compact;
- The Environmental Threshold Carrying Capacities;
- The TRPA Regional Plan Goals and Policies;
- Other Regional Scale Plans and Reference Documents;
- Plans for Specific Geographic Areas in the Region;
- TRPA Code of Ordinances;
- TRPA Programs; and
- TRPA Administrative Manuals

The hierarchical relationship is depicted in *Figure 3—TRPA Planning Framework* and explained in the text below.

Tahoe Regional Planning Agency Bi-State Compact

The Bi-State Compact as amended on December 19, 1980, required the adoption of **environmental** threshold **standards carrying capacities to set standards** for the Region. Once that was done, the Bi-State Compact required adoption and implementation of a Regional Plan to **achieve and maintain meet the se** threshold **standards** and other specific requirements of the Bi-State Compact. Included in Regional Plan requirements are a Land Use Element, Transportation Element, Conservation Element, Recreation Element, and Public Services and Facilities Element. In order to meet the implementation and scheduling requirements the Agency has added an Implementation Element. Also required in the TRPA plan package are ordinances and programs.

Environmental Threshold Standards Carrying Capacities

As required by the Bi-State Compact, the Agency adopted **the first set of** threshold **standards** for the Region in Resolution 82-11 and has periodically amended the adopted threshold **standards** based on updated information. Adopted threshold **standards** set forth standards for water quality, air quality, soils, wildlife, **noise**, fisheries, vegetation, scenic quality, and recreation. One of the major purposes of the Regional Plan **package** is to establish regulations and programs to achieve and maintain these thresholds.

Regional Plan Goals and Policies

~~The~~ **plan** **Regional Plan** identifies goals that depict the desired ends or values to be achieved and policies that establish the strategies necessary to achieve the goals. This **document plan** integrates the requirements of the Bi-State Compact, the threshold **standards**, other plans and legal requirements, and the public's input. As a result, the Regional Plan provides coordinated and integrated direction for the Agency's regulatory Code of Ordinances and implementation programs.

Other Regional Scale Plans and Reference Documents

This category includes: (1) plans for which the Agency has adopted or assumed responsibility, such as the Federal 208 Water Quality Management Plan, the Federal Air Quality Plan, and the Regional Transportation Plan; and (2) reference documents that support the Regional Plan and are listed by ordinance.

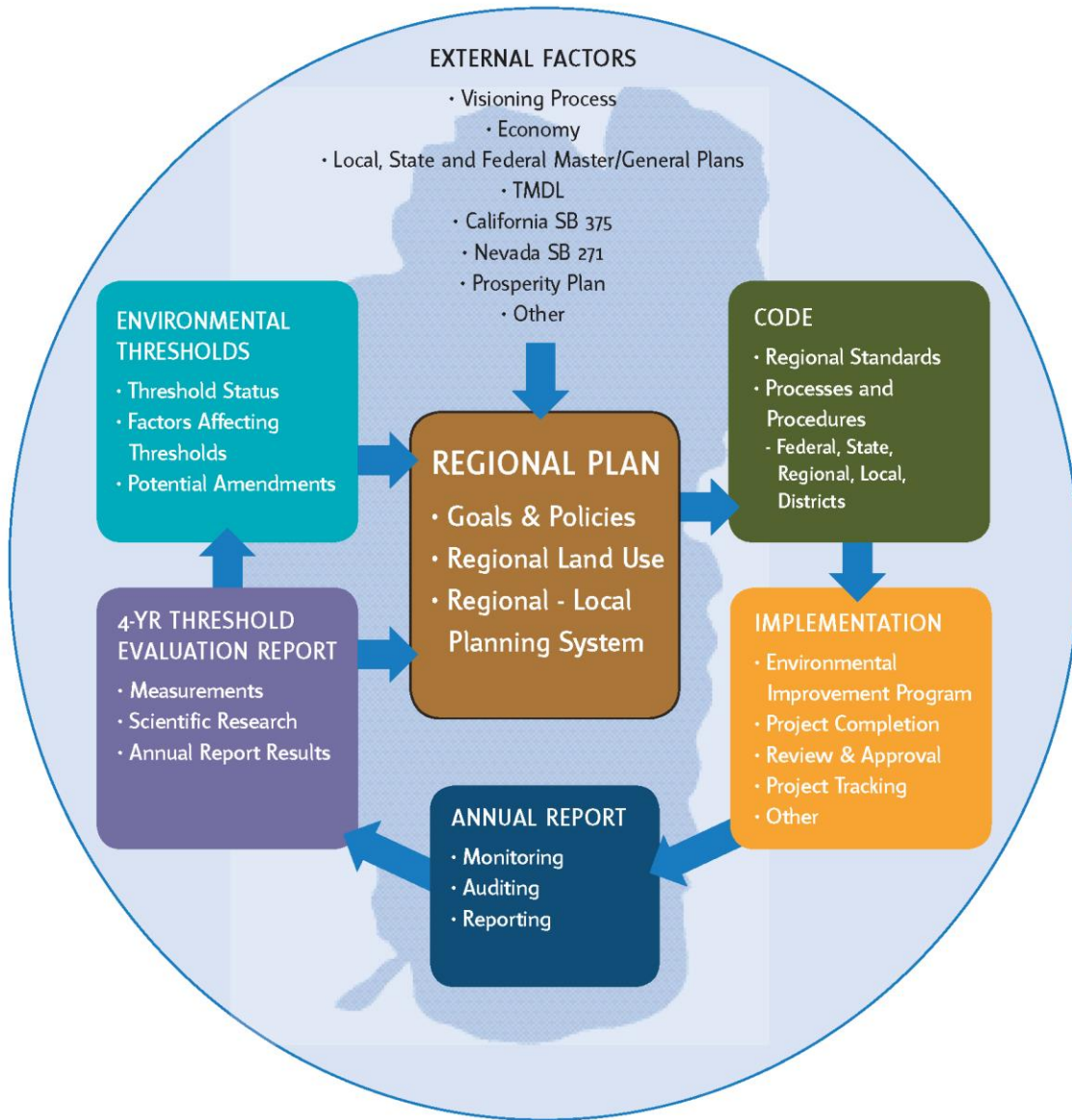
Plans for Specific Geographic Areas within the Region

After adoption of the 1987 Regional Plan, over 170 different plans were adopted for certain geographic areas. These include Plan Area Statements, Community Plans, State and Federal Government Master Plans and other detailed Specific or Master Plans (for ski areas, marinas, the airport, etc). With adoption of the 2012 Regional Plan, local, state, federal and tribal governments are encouraged to adopt Area Plans to supersede the older plans for specific geographic areas. Before taking effect, Area Plans must be found in conformance with the Regional Plan. State and Federal Government Master Plans and some of the other detailed Master Plans may remain in place and continue to be implemented or may be replaced with new Area Plans.

TRPA Regulatory Code of Ordinances

The TRPA regulations that are required to implement the policies set forth in the Goals and Policies Plan are found in the Code of Ordinances.

FIGURE 3—TRPA PROCESS FLOW CHART



TRPA Programs

The programs that are needed to assess and implement the policies set forth in the Goals and Policies Plan are the Monitoring and Evaluation Program and the Environmental Improvement Program. The Agency with the cooperation of other parties is required to implement programs to achieve and maintain the threshold standards.

TRPA Administrative Manuals

Administrative Manuals provide guidance and specify details such as application procedures, fees, code interpretations and other related matters.

In order to implement the Bi-State Compact mandates consistently with its principles and as set forth above, TRPA adopts the following mission statement:

~~TAHOE REGIONAL PLANNING AGENCY GOALS AND POLICIES~~

STATEMENT OF MISSION

THE TAHOE REGIONAL PLANNING AGENCY LEADS THE COOPERATIVE EFFORT TO PRESERVE, RESTORE, AND ENHANCE THE UNIQUE NATURAL AND HUMAN ENVIRONMENT OF THE LAKE TAHOE REGION, WHILE IMPROVING LOCAL COMMUNITIES, AND PEOPLE'S INTERACTIONS WITH OUR IRREPLACEABLE ENVIRONMENT.

Statement of Principles

Preamble

TRPA shall interpret and administer its plans, ordinances, rules, and regulations in accordance with the provisions of the [Bi-State Compact](#). This statement of principles is intended to confirm the policies set forth in the Tahoe Regional Planning Compact (P.L. 96-551, December 19, 1980), in its specific provisions and as a whole, so as to guide the Agency in resolving conflicts, in charting the future direction, and in enhancing public understandability. The following statement of general policy provides TRPA with direction and consistency for enactment and implementation of the Regional Plan and increases TRPA and public understanding of the TRPA Goals and Policies.

Principles

1. The Tahoe Region exhibits unique and irreplaceable environmental and ecological values of national significance which are threatened with deterioration or degeneration.
2. The purpose of TRPA is to:
 - a. Maintain the significant scenic, recreational, educational, scientific, natural, and public health values provided by the Region; and
 - b. Ensure an equilibrium between the Region's natural endowment and its manmade environment.

Together these will encourage the wise use of the waters of Lake Tahoe and the resources of the area, preserve public and private investments in the Region, and preserve the social and economic health of the Region.

3. In accomplishing its purpose, TRPA is to:
 - a. Establish environmental threshold carrying capacities, defined as environmental standards necessary to maintain significant scenic, recreational, educational, scientific, or natural values of the Region or to maintain public health and safety within the Region, including but not limited to standards for air quality, water quality, soil conservation, vegetation preservation, and noise;
 - b. Adopt and enforce a Regional plan and implementing ordinances which will achieve and maintain such capacities while providing opportunities for orderly growth and development consistent with such capacities; and
 - c. Pursue such activities and projects consistent with the Agency purposes.

THRESHOLD STANDARDS

TAHOE REGIONAL PLANNING AGENCY



THRESHOLD STANDARDS

Threshold standards establish the environmental standards for the Region and, as such, indirectly define the capacity of the Region to accommodate additional development. The Environmental Thresholds Study Report provides the original basis and rationale for the establishment of threshold standards while the Regional Plan and implementing ordinances define the actual limits and potential for new development consistent with the constraints imposed by the threshold standards.

ADAPTIVE MANAGEMENT STRUCTURE

Planning Approach Initial Threshold Standard Development

~~The development of the Regional Plan is the continuation of the process, envisioned by Article V of the Bi-State Compact, which began with the development of the environmental threshold carrying capacities.~~

~~Threshold Standard Development~~ The development of the original environmental threshold standards~~carrying capacities~~ followed a four-step process. The first step incorporated participation by state, federal and local agencies, and the general public. Concurrently, a program was implemented to enhance public awareness and to track the progress of the study. This process helped to identify issues and components of the environment that are of local, regional, or national significance. Value or goal statements established the parameters of interest for each component and narrowed the focus for establishing threshold standards. For example, air quality is an environmental component but the ~~threshold standard~~ development process focused specifically on such "sub-issues" as carbon monoxide and ozone.

The second step identified the variables that affect each environmental component. From this, cause and effect relationships between variables were established. In the third step, these relationships were evaluated according to their individual contributions to the resource. Threshold standards were then established only for those causal factors that were most significant to the resource. ~~(A threshold is established to identify a particular event, circumstance, or condition that will create an unacceptable change or degradation of a particular resource of interest.)~~ The second and third steps were necessary to (1) initially identify the factors responsible for unacceptable changes in the resource and (2) identify the appropriate threshold necessary to protect the resource or to achieve a particular value. Not all environmental components lent themselves to simple quantification and linkage to particular numerical measurements. In such instances, a distinction was made between numerical, management, and policy statements as threshold standards.

The fourth step highlighted the mechanisms necessary to achieve or maintain the threshold standards. This step was preliminary to the more detailed analysis accomplished through the development of policies and ordinances as part of the Regional Plan. This evaluation made it possible to assess the technical feasibility of attaining the threshold standards and to review any threshold standards that might seem impractical.

TRPA officially adopted the tThreshold standards via in 1982 via Resolution 82-11. — See Attachment 1 for the adopted thresholds (as amended over tiWhile the adopted tThresholds

standards –were based on the latbest science at the time, TRPA recognized in the text of Resolution 82-11 that science evolves and new understanding and challenges arise. Therefore, Resolution 82-11 recognized the need to continuously review, amend, and update threshold standards so that Regional Plan strategies are focused on and assessed against the right benchmarks and the planning strategies kept current. –Through the incorporation of the adopted threshold standards in-to Chapter 1 of the Threshold Standards and Regional Plan, Resolution 82-11 is replaced and superseded.

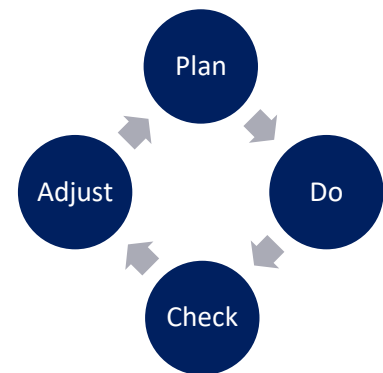
Threshold Standard Review and Amendment

In the 30 years since initial adoption, a general consensus emerged by 2015 that the tThreshold standards needed to be reviewed and brought current with new science and emerging understanding of ecosystem changes driven, in part, by climate change. TRPA engaged the Bi-State Tahoe Science Advisory Council to prioritize a comprehensive update of tThreshold standards.

Threshold standards are long-term goals for the Region to be achieved through a wide range of implementing means. The Environmental Improvement Program, established in 1997, and made part of the plan’s implementing element, accelerates Regional Plan implementation through investment in capital projects, research, and monitoring. Attainment of all–the tThreshold standards is acknowledged to be a continuing process requiring the cooperation of all sectors with interests in the Region, the States of California and Nevada, –the Federal government, local jurisdictions, and the private sector, and will likely not be fully realized- until well after the implementation of the Regional Plan.

The approach to keeping threshold standards and the Regional Plan up to date is based on a system of rigorous inputs and adaptive management recommended by the Bi-State Tahoe Science Advisory Council in 2017. The elements of the adaptive management system start with establishing or amending threshold standards and assessing and reporting progress toward those standards using a the–reporting framework, {that may includeing interim performance measures and monitoring program indicators} that supports management decision making to promote threshold standard attainment and maintenance. In 2017, the Tahoe Science Advisory Council reviewed the best practices of nine other large natural resource restoration management systems and identified a core set of recommendations for organizing and implementing the system to better support adaptive management in the region and accelerate threshold standard attainment (Tahoe Science Advisory Council (TSAC) 2017).

The adaptive management or continuous improvement “plan-do-check-adjust” approach is “a systematic approach for improving resource management by learning from management outcomes (Williams et al. 2009; Tahoe Science Advisory Council (TSAC) 2017).” The threshold standards and the Regional Plan represent the “plan” function. The long-term goals (threshold standards) are set and kept up to date through periodic review and amendment as needed. Completion of public and private projects, programs, and proposals corresponds to the “do” function. The “check” function is carried-out through monitoring and reporting which is then used on an ongoing basis to “adjust” by making changes to the “plan.” Providing robust information to support as close to continuous threshold evaluation as possible is the key to keeping both threshold standards and Regional Plan policies and implementation strategies current. That is, as new



information, knowledge, and resources become available the threshold standards and the Regional Plan may be updated to ensure they continue to reflect current science and best practice. The threshold and Regional Plan adaptive management– system structure is designed with the information needs of the “plan-do-check-adjust” approach in mind.

The adaptive management system structure draws heavily from best practice and integrates four elements: (1) conceptual models – that ground threshold standards in the scientific understanding of ecosystem function, (2) results chains – that link management actions to desired outcomes (threshold standards), (3) management actions – that are the implementation strategies rooted in results chains to promote attaining and maintaining clearly articulated, specific and measurable -goals (threshold standards, and (4) monitoring, evaluation, and learning – which provides -the structure for incorporating new information into the design of policies, programs, and other means to accelerate threshold attainment.

The adaptive management system structure provides a framework to organize information in a manner that better serves the needs of managers and is more coherent to stakeholders. The conceptual models can be distilled and presented as straightforward summaries of the scientific understanding of the system. The results chains communicate to stakeholders how management actions contribute to standard attainment. The monitoring, evaluation, and learning platform –identify how progress is tracked and how results inform future management action.

Threshold Standard Specifications

Standard formulation – whether long-term threshold standards or interim performance measures --should be consistent with best practice and should enable objective evaluation of conditions relative to the adopted standard. Standard formulation will include three qualities:

Specific - The standard establishes a specific numeric target, and benchmark/baseline values are documented where necessary.

Measurable – The standard has clearly defined indicator(s) that link to the standard, and there are practical ways to objectively and accurately measure progress towards attainment.

Outcome-based – Standards establish a desired condition for an environmental end state. Standards do not establish a means to achieve the desired outcome.

Formulating specific and measurable standards enables objective evaluation of each standard. Outcome-based standards ensure that threshold standards (consistent with the Bi-State Compact definition) focus on the long-term or end-state goals for the system, rather than being prescriptive about the actions to achieve or maintain the goals.

When the first set of threshold standards were adopted, they were organized into nine categories. The Bi-State Compact requires the agency to establish threshold standards for five categories (air quality, water quality, soil conservation, vegetation preservation and noise) and four others (fisheries, recreation, scenic resources, and wildlife) were identified through the collaborative process to identify the threshold standards. The nine categories provide a useful framework for explaining the goals of the threshold standards, but the goals established by the threshold standards are not bound by the reporting category in which the standard resides. Threshold standards span multiple of the existing categories.

The full adaptive management cycle includes review of implementation actions and periodic

review of overall program goals. Periodic review of threshold standards serves to ensure that the desired conditions are informed by the best science and continue to reflect relevant values.

Guiding Principles

Seven principles will guide the review and update of threshold standards.

1. **Protect ecosystem processes, structures, and functions:** Restoring and maintaining the qualities of the Region requires identifying the system processes, structures, and functions that create those values.
2. **Science-based:** Standards and management programs are updated to remain consistent with the best science.
3. **Manage as a System:** The standards and adaptive management system reflect ecosystem level thinking at various scales.
4. **Specific and Measurable:** Standards that are specific and measurable enable objective evaluation and provide meaningful information to managers and stakeholders.
5. **Informative:** The threshold evaluation and reporting system should be designed to provide information that improves management and accelerates threshold attainment.
6. **Feasible:** The cost of monitoring and evaluation program that supports the threshold standard system is within the Region's collective monitoring resources.

Threshold standards will be amended where the threshold standard review finds that it is appropriate and necessary to do so. Instances where amendment is appropriate and necessary include, but may not be limited to:

1. Two or more threshold standards are mutually exclusive; or
2. Substantial evidence to provide a basis for a threshold standard does not exist; or
3. A threshold standard cannot be achieved; or
4. A threshold standard is not sufficient to attain or maintain the significant value for which it was identified; or
5. A threshold standard is inconsistent with the adaptive management structure.

TRPA maintains a monitoring and evaluation program to determine progress towards attainment of threshold standards and to provide the basis for such review and amendment of the threshold standards pursuant to the foregoing criteria.

THRESHOLD STANDARDS

Threshold standards establish the Environmental Improvement Program partners' shared goals for restoration and maintenance of the qualities of the Tahoe Region.

The adopted current threshold standards are stated below. The agency will maintain and update on-line inventories of the administrative status and disposition of each threshold standard.

WATER QUALITY

DEEP WATER (PELAGIC) LAKE TAHOE

NUMERICAL STANDARDS

WQ1) The annual average deep water transparency as measured by Secchi disk shall not be decreased below 29.7 meters (97.4 feet), the average levels recorded between 1967 and 1971 by the University of California, Davis.

WQ2) Maintain annual mean phytoplankton primary productivity at or below 52gmC/m²/yr.

LITTORAL LAKE TAHOE

NUMERICAL STANDARDS

WQ3) Attain turbidity values not to exceed three NTU.

WQ4) Turbidity shall not exceed one NTU in shallow waters of the Lake not directly influenced by stream discharges.

WQ5) Attain 1967-71 mean values for phytoplankton primary productivity in the littoral zone.

WQ6) Attain 1967-71 mean values for periphyton biomass in the littoral zone.

MANAGEMENT STANDARD

WQ7) Support actions to reduce the extent and distribution of excessive periphyton (attached) algae in the nearshore (littoral zone) of Lake Tahoe.

AQUATIC INVASIVE SPECIES

MANAGEMENT STANDARDS

WQ8) Prevent the introduction of new aquatic invasive species into the region's waters.

WQ9) Reduce the abundance of known aquatic invasive species.

WQ10) Reduce the distribution of known aquatic invasive species.

WQ11) Abate harmful ecological impacts resulting from aquatic invasive species.

WQ12) Abate harmful economic impacts resulting from aquatic invasive species.

WQ13) Abate harmful social impacts resulting from aquatic invasive species.

WQ14) Abate harmful public health impacts resulting from aquatic invasive species.

TRIBUTARIES

NUMERICAL STANDARDS

WQ15) Attain applicable state standards for concentrations of dissolved inorganic nitrogen.

WQ16) Attain applicable state standards for concentrations of dissolved phosphorus.

WQ17) Attain applicable state standards for dissolved iron.

WQ18) Attain a 90 percentile value for suspended sediment concentration of 60 mg/1.

SURFACE RUNOFF

NUMERICAL STANDARDS

WQ19) Achieve a 90 percentile concentration value for dissolved inorganic nitrogen of 0.5 mg/1 in surface runoff directly discharged to a surface water body in the Basin.

WQ20) Achieve a 90 percentile concentration value for dissolved phosphorus of 0.1 mg/1 in surface runoff directly discharged to a surface water body in the Basin.

WQ21) Achieve a 90 percentile concentration value for dissolved iron of 0.5 mg/1 in surface runoff directly discharged to a surface water body in the Basin.

WQ22) Achieve a 90 percentile concentration value for suspended sediment of 250 mg/1 in surface runoff directly discharged to a surface water body in the Basin.

GROUNDWATER

MANAGEMENT STANDARDS

WQ23 - WQ32) Surface runoff infiltration into the groundwater shall comply with the uniform Regional Runoff Quality Guidelines as set forth in Table 4-12 of the Draft Environmental Threshold Carrying Capacity Study Report, May, 1982. Where there is a direct and immediate hydraulic connection between ground and surface waters, discharges to groundwater shall meet the guidelines for surface discharges, and the Uniform Regional Runoff Quality Guidelines shall be amended accordingly.¹

OTHER LAKES

NUMERICAL STANDARD

WQ33) Attain existing water quality standards.

LOAD REDUCTIONS

MANAGEMENT STANDARDS

WQ34) Reduce fine sediment particle (inorganic particle size < 16 micrometers in diameter) load to achieve long-term pelagic water quality standards (WQ1 and WQ2).

WQ35) Reduce total annual phosphorus load to achieve long-term pelagic water quality standards (WQ1 and WQ2) and littoral quality standards (WQ5 and WQ6).

WQ36) Reduce total annual nitrogen load to achieve long-term pelagic water quality standards (WQ1 and WQ2) and littoral quality standards (WQ5 and WQ6).

WQ37) Decrease total annual suspended sediment load to achieve littoral turbidity standards (WQ3 and WQ4).

WQ38) Reduce the loading of dissolved phosphorus to achieve pelagic water standards (WQ1 and WQ2) and littoral quality standards (WQ5 and WQ6).

WQ39) Reduce the loading of iron to achieve pelagic water standards (WQ1 and WQ2) and littoral quality standards (WQ5 and WQ6).

WQ40) Reduce the loading of other algal nutrients to achieve pelagic water standards (WQ1 and WQ2) and littoral quality standards (WQ5 and WQ6).

¹ See attachment A

WQ41) The most stringent of the three dissolved inorganic nitrogen load reduction targets shall apply:

- i. Reduce dissolved inorganic nitrogen loads to pelagic and littoral Lake Tahoe from²:
 - a) surface runoff by approximately 50 percent of the 1973-81 annual average,
 - b) groundwater approximately 30 percent of the 1973-81 annual average, and
 - c) atmospheric sources approximately 20 percent of the 1973-81 annual average.
- ii. Reduce dissolved inorganic nitrogen loading to Lake Tahoe from all sources by 25 percent of the 1973-81 annual average.
- iii. To achieve littoral water quality standards (WQ5 and WQ6).

POLICY STATEMENT

WQ42) These numeric threshold standards for Pelagic Lake Tahoe are currently being exceeded and will likely continue to be exceeded until full implementation of the pollutant loading reductions prescribed by the Lake Tahoe Total Maximum Daily Load program and implemented by the State of California and Nevada. The cooperation of the states of California and Nevada will be required to control sources of air pollution which contribute nitrogen loadings to the Lake Tahoe Region.

SOIL CONSERVATION

IMPERVIOUS COVER

MANAGEMENT STANDARDS

SC1-SC9) Impervious cover shall comply with the Land-Capability Classification of the Lake Tahoe Basin, California-Nevada, A Guide For Planning, Bailey, 1974³.

STREAM ENVIRONMENT ZONES

NUMERICAL STANDARDS

SC10) Preserve existing naturally functioning SEZ lands in their natural hydrologic condition.

SC11) Restore all disturbed SEZ lands in undeveloped, unsubdivided lands.

SC12) Restore 25 percent of the SEZ lands that have been identified as disturbed, developed or subdivided.

SC13) Attain a 5 percent total increase in the area of naturally functioning SEZ lands.

² This threshold relies on predicted reductions in pollutant loadings from out-of-basin sources as part of the total pollutant loading reduction necessary to attain environmental standards, even though the Agency has no direct control over out-of-basin sources. The cooperation of the states of California and Nevada will be required to control sources of air pollution which contribute nitrogen loadings to the Lake Tahoe Region

³ See attachment B

AIR QUALITY

CARBON MONOXIDE

NUMERICAL STANDARD

AQ1) Maintain carbon monoxide concentrations at or below 6 parts per million (7 mg/m³) averaged over 8 hours.

MANAGEMENT STANDARD

AQ2) Reduce traffic volumes on the U.S. 50 Corridor by 7 percent during the winter from the 1981 base year between 4:00 p.m. and 12:00 midnight, provided that those traffic volumes shall be amended as necessary to meet the respective state standards.

OZONE

NUMERICAL STANDARDS

AQ3) Maintain ozone concentrations at or below 0.08 parts per million averaged over 1 hour.

AQ4) Maintain oxides of nitrogen (NOx) emissions at or below the 1981 level.

REGIONAL VISIBILITY⁴

NUMERICAL STANDARDS

AQ5) Achieve an extinction coefficient of 25 Mm⁻¹ at least 50 percent of the time as calculated from aerosol species concentrations measured at the Bliss State Park monitoring site (visual range of 156 kilometer, 97 miles).

AQ6) Achieve an extinction coefficient of 34 Mm⁻¹ at least 90 percent of the time as calculated from aerosol species concentrations measured at the Bliss State Park monitoring site (visual range of 115 kilometers, 71 miles).

SUBREGIONAL VISIBILITY⁵

NUMERICAL STANDARDS

AQ7) Achieve an extinction coefficient of 50 Mm⁻¹ at least 50 percent of the time as calculated from aerosol species concentrations measured at the South Lake Tahoe monitoring site (visual range of 78 kilometers, 48 miles).

AQ8) Achieve an extinction coefficient of 125 Mm⁻¹ at least 90 percent of the time as calculated from aerosol species concentrations measured at the South Lake Tahoe monitoring site (visual range of 31 kilometers, 19 miles).

RESPIRABLE AND FINE PARTICULATE MATTER

NUMERICAL STANDARDS

⁴ Amended 03/22/00. Calculations will be made on three year running periods. Beginning with the existing 1991-93 monitoring data as the performance standards to be met or exceeded.

⁵ Amended 03/22/00. Calculations will be made on three year running periods. Beginning with the existing 1991-93 monitoring data as the performance standards to be met or exceeded.

AQ9) Particulate Matter₁₀ 24-hour Standard: Maintain Particulate Matter₁₀ at or below 50µg/m³ measured over a 24-hour period in the portion of the Region within California, and maintain Particulate Matter₁₀ at or below 150 µg/m³ measured over a 24-hour period in the portion of the Region within Nevada. Particulate Matter₁₀ measurements shall be made using gravimetric or beta attenuation methods or any equivalent procedure which can be shown to provide equivalent results at or near the level of air quality standard.

AQ10) Particulate Matter₁₀ Annual Arithmetic Average - Maintain Particulate Matter₁₀ at or below annual arithmetic average of 20µg/m³ in the portion of the Region within California, and maintain Particulate Matter₁₀ at or below annual arithmetic average of 50µg/m³ in the portion of the Region within Nevada. Particulate Matter₁₀ measurements shall be made using gravimetric or beta attenuation methods or any equivalent procedure which can be shown to provide equivalent results at or near the level of air quality standard.

AQ11) Particulate Matter_{2.5} 24-hour Standard - Maintain Particulate Matter_{2.5} at or below 35µg/m³ measured over a 24-hour period using gravimetric or beta attenuation methods or any equivalent procedure which can be shown to provide equivalent results at or near the level of air quality standard.

AQ12) Particulate Matter_{2.5} Annual Arithmetic Average - Maintain Particulate Matter_{2.5} at or below annual arithmetic average of 12µg/m³ in the portion of the Region within California and maintain Particulate Matter_{2.5} at or below annual arithmetic average of 15µg/m³ in the portion of the Region within Nevada. Particulate Matter_{2.5} measurements shall be made using gravimetric or beta attenuation methods or any equivalent procedure which can be shown to provide equivalent results at or near the level of air quality standard.

NITRATE DEPOSITION

MANAGEMENT STANDARDS

AQ13) Reduce the transport of nitrates into the Basin and reduce oxides of nitrogen (NOx) produced in the Basin consistent with the water quality thresholds.

AQ14) Reduce vehicle miles of travel in the Basin by 10 percent of the 1981 base year values.

ODOR

POLICY STATEMENT

AQ15) It is the policy of the TRPA Governing Board in the development of the Regional Plan to reduce fumes from diesel engines to the extent possible.

VEGETATION PRESERVATION

COMMON VEGETATION

MANAGEMENT STANDARDS

VP1) A non-degradation standard shall apply to native deciduous trees, wetlands, and meadows to preserve plant communities and significant wildlife habitat, while

providing for opportunities to increase the acreage of such riparian associations to be consistent with the SEZ threshold.

- VP2) Increase plant and structural diversity of forest communities through appropriate management practices as measured by diversity indices of species richness, relative abundance, and pattern.
- VP3) Maintain the existing species richness of the Basin by providing for the perpetuation of the following plant associations:
Yellow Pine Forest: Jeffrey pine, White fir, Incense cedar, Sugar pine.
Red Fir Forest: Red fir, Jeffrey pine, Lodgepole pine, Western white pine, Mountain hemlock, Western juniper.
Subalpine Forest: Whitebark pine, Mountain hemlock, Mountain mahogany.
Shrub Association: Greenleaf and Pinemat manzanita, Tobacco brush, Sierra chinquapin,
Huckleberry oak, Mountain whitethorn.
Sagebrush Scrub Vegetation: Basin sagebrush, Bitterbrush, Douglas chaenactis.
Deciduous Riparian: Quaking aspen, Mountain alder, Black cotton-wood, Willow.
Meadow Associations (Wet and Dry Meadow): Mountain squirrel tail, Alpine gentian,
Whorled penstemon, Asters, Fescues, Mountain brome, Corn lilies, Mountain bentgrass,
Hairgrass, Marsh marigold, Elephant heads, Tinker's penney, Mountain Timothy,
Sedges,
Rushes, Buttercups.
Wetland Associations (Marsh Vegetation): Pond lilies, Buckbean, Mare's tail,
Pondweed,
Common bladderwort, Bottle sedge, Common spikerush.
Cushion Plant Association (Alpine Scrub): Alpine phlox, Dwarf ragwort, Draba.
- VP4) Relative Abundance - Of the total amount of undisturbed vegetation in the Tahoe Basin: Maintain at least four percent meadow and wetland vegetation.
- VP5) Relative Abundance - Of the total amount of undisturbed vegetation in the Tahoe Basin: Maintain at least four percent deciduous riparian vegetation.
- VP6) Relative Abundance - Of the total amount of undisturbed vegetation in the Tahoe Basin: Maintain no more than 25 percent dominant shrub association vegetation.
- VP7) Relative Abundance - Of the total amount of undisturbed vegetation in the Tahoe Basin: Maintain 15-25 percent of the Yellow Pine Forest in seral stages other than mature.
- VP8) Relative Abundance - Of the total amount of undisturbed vegetation in the Tahoe Basin: Maintain 15-25 percent of the Red Fir Forest in seral stages other than mature.
- VP9) Pattern - Provide for the proper juxtaposition of vegetation communities and age classes by; 1. Limiting acreage size of new forest openings to no more than eight acres
- VP10) Pattern –Provide for the proper juxtaposition of vegetation communities and age classes by; 2. Adjacent openings shall not be of the same relative age class or successional stage to avoid uniformity in stand composition and age.
- VP11) Native vegetation shall be maintained at a maximum level to be consistent with the limits defined in the Land-Capability Classification of the Lake Tahoe Basin,

California-Nevada, A Guide For Planning, Bailey, 1974⁶, for allowable impervious cover and permanent site disturbance.

POLICY STATEMENT

VP12) It shall be a policy of the TRPA Governing Board that a non-degradation standard shall permit appropriate management practices.

LATE SERAL AND OLD GROWTH FOREST ECOSYSTEMS⁷

NUMERICAL STANDARDS

VP123) Attain and maintain a minimum percentage of 55 percent by area of forested lands within the Tahoe Region in a late seral or old growth condition, and distributed across elevation zones. Standards VP 134, VP145, and VP156 must be attained to achieve this threshold.

VP134) 61 percent of the Subalpine zone (greater than 8,500 feet elevation) must be in a late seral or old growth condition. The Subalpine zone will contribute 5 percent (7,600 acres) of forested lands towards VP13.

VP145) 60 percent of the Upper Montane zone (between 7,000 and 8,500 feet elevation) must be in a late seral or old growth condition. The Upper Montane zone will contribute 30 percent (45,900 acres) of forested lands towards VP13.

VP156) 48 percent of the Montane zone (lower than 7,000 feet elevation) must be in a late seral or old growth condition; the Montane zone will contribute 20 percent (30,600 acres) of forested lands towards VP13.

UNCOMMON PLANT COMMUNITIES

NUMERICAL STANDARDS

VP167-VP178) Provide for the non-degradation of the natural qualities of any plant community that is uncommon to the Basin or of exceptional scientific, ecological, or scenic value. This threshold shall apply but not be limited to:

VP167) The deep-water plants of Lake Tahoe.

VP178) The Freel Peak Cushion Plant community.

SENSITIVE PLANTS

NUMERICAL STANDARDS

Maintain a minimum number of population sites for each of five sensitive plant species.

VP1819) Maintain a minimum of 2 *Lewisia pygmaea longipetala* population sites.

VP1920) Maintain a minimum of 2 *Draba asterophora v. macrocarpa* population sites.

VP204) Maintain a minimum of 5 *Draba asterophora v. asterophora macrocarpa* population sites.

⁶ See attachment B

⁷ For standards VP13 - VP16: Forested lands within TRPA designated urban areas are excluded in the calculation for threshold attainment. Areas of the montane zone within 1,250 feet of urban areas may be included in the calculation for threshold attainment if the area is actively being managed for late seral and old growth conditions and has been mapped by TRPA. A maximum value of 40 percent of the lands within 1,250 feet of urban areas may be included in the calculation.

- VP212) Maintain a minimum of 26 Rorippa subumbellata population sites.
VP223) Maintain a minimum of 7 Arabis rigidissima v. demote population sites.

WILDLIFE

SPECIAL INTEREST SPECIES

NUMERICAL STANDARDS

Provide a minimum number of population sites and disturbance zones for the following species:

Population sites:

- W1) Provide a minimum of 12 Goshawk population sites.
W2) Provide a minimum of 4 Osprey population sites.
W3) Provide a minimum of 2 Bald Eagle (Winter) population sites.
W4) Provide a minimum of 1 Bald Eagle (Nesting) population sites.
W5) Provide a minimum of 4 Golden Eagle population sites.
W6) Provide a minimum of 2 Peregrine population sites.
W7) Provide a minimum of 18 Waterfowl population sites.

Disturbance Zones:

- W8) Provide disturbance zones in the most suitable 500 acres surrounding nest site including a 0.25 mile buffer centered on nest sites, and influence zones in 3.5 mi for Goshawk.
W9) Provide 0.25 mi disturbance zones and 0.6 mi influence zones for Osprey.
W10) Provide disturbance zones in mapped areas and influence zones in mapped areas for Bald Eagle (Winter).
W11) Provide 0.5 mi disturbance zones and variable influence zones for Bald Eagle (Nesting).
W12) Provide 0.25 mi disturbance zones and 9.0 mi influence zones for Golden Eagle.
W13) Provide 0.25 mi disturbance zones and 7.6 mi influence zones for Peregrine.
W14) Provide disturbance zones in mapped areas and influence zones in mapped areas for Waterfowl.
W15) Provide disturbance zones in meadows and influence zones in mapped areas for Deer.

FISHERIES

STREAM HABITAT

NUMERICAL STANDARDS

F1 -F3) As indicated by the Stream Habitat Quality GIS data, amended May 1997, based upon the re-rated stream scores set forth in Appendix C-1 of the 1996 Evaluation Report, maintain:

- F1) 75 miles of excellent stream habitat.
F2) 105 miles of good stream habitat.
F3) 38 miles of marginal stream habitat.

INSTREAM FLOWS

MANAGEMENT STANDARD

F4) Until instream flow standards are established in the Regional Plan to protect fishery values, a non-degradation standard shall apply to instream flows.

POLICY STATEMENT

F5) It shall be a policy of the TRPA Governing Board to seek transfers of existing points of water diversion from streams to Lake Tahoe.

LAHONTAN CUTTHROAT TROUT

POLICY STATEMENT

F6) It shall be the policy of the TRPA Governing Board to support, in response to justifiable evidence, state and federal efforts to reintroduce Lahontan cutthroat trout.

LAKE HABITAT

MANAGEMENT STANDARD

F7) A non-degradation standard shall apply to fish habitat in Lake Tahoe. Achieve the equivalent of 5,948 total acres of excellent habitat as indicated by the Prime Fish Habitat GIS Layer as may be amended based on best available science.

NOISE

SINGLE NOISE EVENTS

NUMERICAL STANDARDS

The following maximum noise levels are allowed. All values are in decibels.

Aircraft measured 6,500 m-start of takeoff roll 2,000 m-runway threshold approach:

N1) 80 dBA - between the hours of 8am and 8pm⁸

N2) 77.1 dBA - between the hours of 8pm and 8am

Watercraft:

N3) Pass-By Test - 82 L_{max} -measured 50ft from engine at 3,000rpm.

N4) Shoreline test - 75 L_{max} - measured with microphone 5 ft. above water, 2 ft., above curve of shore, dock or platform. Watercraft in Lake, no minimum distance.

⁸ The single event noise standard of 80 dBA L_{max} for aircraft departures at Lake Tahoe Airport shall be effective immediately. The single event noise standard of 80 dBA L_{max} for aircraft arrivals at Lake Tahoe Airport is not to be effective until ten years after the adoption of an airport master plan by TRPA. The schedule for phasing in the 80 dBA arrival standard shall be based on a review and consideration of the relevant factors, including best available technology and environmental concerns, and shall maximize the reduction in noise impacts caused by aircraft arrivals while allowing for the continuation of general aviation and commercial service. The beginning arrival standard shall not exceed 84 dBA for general aviation and commuter aircraft, and 86 dBA for transport category aircraft.

N5) Stationary Test - 88 dBA L_{max} for boats manufactured before January 1, 1993;
Microphone 3.3 feet from exhaust outlet - 5 feet above water.

N6) Stationary Test - 90 dBA L_{max} for boats manufactured after January 1, 1993;
Microphone 3.3 feet from exhaust outlet - 5 feet above water.

Motor Vehicles Less Than 6,000 GVW:

N7) 76 dBA – Travelling at speeds less than 35 MPH at a monitoring distance of 50ft

N8) 82 dBA – Travelling at speeds greater than 35 MPH at a monitoring distance of 50ft.

Motor Vehicles Greater Than 6,000 GVW:

N9) 82 dBA – Travelling at speeds less than 35 MPH at a monitoring distance of 50ft.

N10) 86 dBA – Travelling at speeds greater than 35 MPH at a monitoring distance of 50ft.

Motorcycles:

N11) 77 dBA – Travelling at speeds less than 35 MPH at a monitoring distance of 50ft.

N12) 86 dBA – Travelling at speeds greater than 35 MPH at a monitoring distance of 50ft.

Off-Road Vehicles:

N13) 72 dBA – Travelling at speeds less than 35 MPH at a monitoring distance of 50ft.

N14) 86 dBA – Travelling at speeds greater than 35 MPH at a monitoring distance of 50ft.

Snowmobiles:

N15) 82 dBA – Travelling at speeds less than 35 MPH at a monitoring distance of 50ft.

CUMULATIVE NOISE EVENTS

NUMERICAL STANDARDS

Background noise levels shall not exceed the following levels:

N16) 55 dBA CNEL (Average Noise Level) in the High Density Residential Areas Land Use Category.

N17) 50 dBA CNEL (Average Noise Level) in the Low Density Residential Areas Land Use Category.

N18) 60 dBA CNEL (Average Noise Level) in the Hotel/Motel Areas Land Use Category.

N19) 60 dBA CNEL (Average Noise Level) in the Commercial Areas Land Use Category.

N20) 65 dBA CNEL (Average Noise Level) in the Industrial Areas Land Use Category.

N21) 55 dBA CNEL (Average Noise Level) in the Urban Outdoor Recreation Areas Land Use Category.

N22) 50 dBA CNEL (Average Noise Level) in the Rural Outdoor Recreation Areas Land Use Category.

N23) 45 dBA CNEL (Average Noise Level) in the Wilderness and Roadless Areas Land Use Category.

N24) 45 dBA CNEL (Average Noise Level) in the Critical Wildlife Habitat Areas Land Use Category.

POLICY STATEMENT

~~N25) It shall be the policy of the TRPA Governing Body in development of the Regional Plan to define, locate, and establish CNEL levels for transportation corridors.~~

RECREATION

POLICY STATEMENTS

- R1) It shall be the policy of the TRPA Governing Body in development of the Regional Plan to preserve and enhance the high quality recreational experience including preservation of high-quality undeveloped shorezone and other natural areas. In developing the Regional Plan, the staff and Governing Body shall consider provisions for additional access, where lawful and feasible, to the shorezone and high quality undeveloped areas for low density recreational uses.
- R2) It shall be the policy of the TRPA Governing Body in development of the Regional Plan to establish and ensure a fair share of the total Basin capacity for outdoor recreation is available to the general public.

SCENIC RESOURCES

ROADWAY AND SHORELINE UNITS

NUMERICAL STANDARDS

SR1-SR4) Maintain or improve the numerical rating assigned each unit, including the scenic quality rating of the individual resources within each unit, as recorded in the Scenic Resources Inventory and shown in:

- SR1) Table 13-3 of the Draft Study Report⁹.
SR2) Table 13-5 of the Draft Study Report¹⁰.
SR3) Table 13-8 of the Draft Study Report¹¹.
SR4) Table 13-9 of the Draft Study Report¹².

SR5-SR8) Maintain the 1982 ratings for all roadway and shoreline units as shown in:

- SR5) Table 13-6 of the Draft Study Report¹³.
SR6) Table 13-7 of the Draft Study Report¹⁴.
SR7) Restore scenic quality in roadway units rated 15 or below.
SR8) Restore scenic quality in shoreline units rated 7 or below.

OTHER AREAS

NUMERICAL STANDARD

SR9) Maintain or improve the numerical rating assigned to each identified scenic resource, including individual subcomponent numerical ratings, for views from bike paths and other recreation areas open to the general public as recorded in the 1993 Lake Tahoe Basin Scenic Resource Evaluation.

⁹ See attachment C

¹⁰ See attachment D

¹¹ See attachment E

¹² See attachment F

¹³ See attachment G

¹⁴ See attachment H

BUILT ENVIRONMENT

POLICY STATEMENT

SR10) It shall be the policy of the TRPA Governing Body in development of the Regional Plan, in cooperation with local jurisdictions, to insure the height, bulk, texture, form, materials, colors, lighting, signing and other design elements of new, remodeled and redeveloped buildings be compatible with the natural, scenic, and recreational values of the region.

THRESHOLD ~~CARRYING CAPACITIES~~ STANDARDS ATTACHMENTS

Attachment A. Regional Runoff Quality Guidelines as set forth in Table 4-12 of the Draft Environmental Threshold Carrying Capacity Study Report, May 1982.

- WQ23) Surface Discharge: Total Nitrogen Maximum concentration 0.5 mg/l.
- WQ24) Surface Discharge: Total phosphate Maximum concentration 0.1 mg/l.
- WQ25) Surface Discharge: Total iron Maximum concentration 0.5 mg/l.
- WQ26) Surface Discharge: Turbidity Maximum concentration 20 JTU.
- WQ27) Surface Discharge: Grease and Oil Maximum concentration 2.0 mg/l.
- WQ28) Runoff Discharged to Groundwater: Total Nitrogen Maximum concentration 0.5 mg/l.
- WQ29) Runoff Discharged to Groundwater: Total Phosphate Maximum concentration 1 mg/l.
- WQ30) Runoff Discharged to Groundwater: Total iron Maximum concentration 4.0 mg/l.
- WQ31) Runoff Discharged to Groundwater: Turbidity Maximum concentration 200 JTU.
- WQ32) Runoff Discharged to Groundwater: Grease and Oil Maximum concentration 40.0 mg/l.

Attachment B. Impervious cover shall comply with the Land-Capability Classification of the Lake Tahoe Basin, California-Nevada, A Guide For Planning, Bailey, 1974.

- SC1) Allowable percent of impervious cover in Land Capability subclass 1a - 1%.
- SC2) Allowable percent of impervious cover in Land Capability subclass 1b - 1%.
- SC3) Allowable percent of impervious cover in Land Capability subclass 1c - 1%.
- SC4) Allowable percent of impervious cover in Land Capability class 2 - 1%.
- SC5) Allowable percent of impervious cover in Land Capability class 3 - 5%.
- SC6) Allowable percent of impervious cover in Land Capability class 4 - 20%.
- SC7) Allowable percent of impervious cover in Land Capability class 5 - 25%.
- SC8) Allowable percent of impervious cover in Land Capability class 6 - 30%.
- SC9) Allowable percent of impervious cover in Land Capability class 7 - 30%.

Attachment C. Scenic Resources Inventory Table 13-3 of the Draft Study Report. Criteria and Composite Scenic Quality Ratings for Roadways Units.

Table 13-3. Criteria and Composite Scenic Quality Ratings for Roadway Units							
Roadway Unit No.	Roadway Unit Name	Criteria					Composite Total ^a
		Unity	Variety	Vividness	Intactness	Total	
1	Tahoe Valley	2	2	2	1	8	2
2	Camp Richardson	3	3	2	2	10	3
3	Emerald Bay	3+	3+	3	3	12	3+
4	Bliss State Park	3	2	2	3	10	3
5	Rubicon Bay	2	2	2	1	7	2
6	Lonely Gulch	2	2	2	1	7	2
7	Meeks Bay	3	2	3	2	10	3
8	Sugar Pine Point	3	2	3	3	11	3
9	Tahoma	1	1	1	1	4	1
10	Quail Creek	1	2	2	1	6	2
11	Homewood	1	2	2	1	6	2
12	Tahoe Pines	2	3	3	2	10	3
13	Sunnyside	2	3	3	2	10	3
14	Tahoe Tavern	2	1	1	1	5	1
15	Tahoe City	1	2	1	0	4	1
16	Lake Forest	2	2	1	1	6	2
17	Cedar Flat	1	2	2	1	6	2
18	Carnelian Bay	1	2	2	1	6	2
19	Flick Point	2	3	2	1	7	2
20	Tahoe Vista	1	2	2	1	6	2
21	Stateline	2	2	2	0	6	2
22	Crystal Bay	0	2	2	0	4	1
23	Mt. Rose Highway	2	3	3	2	10	3
24	Tahoe Meadow	2	3	3	2	10	3
25	Ponderosa Area	0	2	2	0	4	1
26	Sand Harbor	3+	3+	3	3	12	3+
27	Prey Meadow	3	3	2	3	11	3
28	Spooner Summit	2	2	3	2	9	2
29	Cave Rock	2	3	3	2	10	3
30	Zephyr Cove-Lincoln Park	2	3	3	2	10	3
31	Meadow	2	2	3	0	7	2
32	Casino Area	1	1	1	0	3	1
33	The Strip	0	1	1	0	3	1
34	El Dorado Beach	1	2	2	1	6	2
35	Al Tahoe	0	2	1	0	3	1
36	Airport Area	1	3	2	1	7	2
37	Echo Summit	2	3	3	2	10	3
38	Upper Truckee River	2	3	2	2	9	2
39	Alpine Summit	3+	3	3+	3	12	3+
40	Brockway Cutoff	2	3	2	2	9	2
41	Brockway Summit	2	2	3	2	9	2
42	Outlet	3	3	3	1	10	3
43	Lower Truckee River	3	3	2	2	10	3
44	Kingsbury Grade	2	3	3	1	9	2
45	Pioneer Trail, North	1	2	1	0	4	1
46	Pioneer Trail, South	2	3	2	2	9	2
^a Total Scores		Composite Score					
10 – 12 High		= 3 High					
6 – 9 Moderate		= 2 Moderate					
1 – 5 Low		= 1 Low					

Attachment D. Scenic Resources Inventory Table 13-5 of the Draft Study Report. Criteria and Composite Scenic Quality Ratings for Shoreline Units.

Shoreline ^a Unit No.	Shoreline ^a Unit Name	Criteria					Composite Total ^b
		Unity	Variety	Vividness	Intactness	Total	
1	Tahoe Keys	1	2	2	0	5	1
2	Pope Beach	3	2	2	1	9	2
3	Jameson Beach	2	2	2	2	8	3
4	Taylor Creek Meadow	3	2	2	2	10	3
5	Ebrite	2	2	2	2	8	2
6	Emerald Bay	3+	3	3+	3	12	3+
7	Bliss State Park	3	2	3	3	11	3
8	Rubicon Point	3	2	2	3	10	3
9	Rubicon Bay	1	2	1	0	4	1
10	Meeks Bay	3	3	2	2	10	3
11	Sugar Pine Point	2	2	2	3	9	2
12	McKinney Bay	2	3	2	2	9	2
13	Eagle Rock	2	2	2	2	8	2
14	Ward Creek	2	2	2	2	8	2
15	Tahoe City	1	2	1	0	4	1
16	Lake Forest	2	2	2	1	7	2
17	Dollar Point	2	2	2	1	7	2
18	Cedar Flat	2	2	2	1	7	2
19	Carnelian Bay	2	2	2	1	7	2
20	Flick Point	2	3	2	1	8	2
21	Agate Bay	1	3	2	1	7	2
22	Brockway	2	3	2	2	9	2
23	Crystal Bay	2	3	2	2	9	2
24	Sand Harbor	3	3	2	2	10	3
25	Skunk Harbor	2	2	3	2	9	2
26	Cave Rock	2	2	2	2	8	2
27	Lincoln Park	1	2	1	1	5	1
28	Tahoe School	2	2	2	2	8	2
29	Zephyr Cove	2	2	2	2	8	2
30	Edgewood	2	2	2	2	8	2
31	Bijou	2	2	2	1	7	2
32	Al Tahoe	1	1	2	0	4	1
33	Truckee Marsh	2	3	2	3	10	3

^aOriginal table incorrectly labeled these columns as “Roadway” units. These have been corrected to be labeled as “Shoreline” units.

^bTotal Scores Composite Score
10 – 12 High = 3 High
6 – 9 Moderate = 2 Moderate
1 – 5 Low = 1 Low

Attachment E. Scenic Resources Inventory Table 13-8 of the Draft Study Report. Recommended Scenic Resource Threshold, Roadway Units.

Table 13-8. Recommended Scenic Resource Threshold, Roadway Units				
Roadway Unit No.	Roadway Unit Name	Scenic Quality Rating	Sensitivity to Change Rating	Recommended Threshold
1	Tahoe Valley	2	1	3
2	Camp Richardson	3	2	5
3	Emerald Bay	3+	3	6+
4	Bliss State Park	3	1	4
5	Rubicon Bay	2	2	4
6	Lonely Gulch	2	2	4
7	Meeks Bay	3	3	6
8	Sugar Pine Point	3	3	6
9	Tahoma	1	2	3
10	Quail Creek	2	2	4
11	Homewood	2	1	3
12	Tahoe Pines	3	2	5
13	Sunnyside	3	3	6
14	Tahoe Tavern	1	2	3
15	Tahoe City	1	2	3
16	Lake Forest	2	2	4
17	Cedar Flat	2	2	4
18	Carnelian Bay	2	2	4
19	Flick Point	2	2	4
20	Tahoe Vista	2	2	4
21	Stateline	2	3	5
22	Crystal Bay	1	2	3
23	Mt. Rose Highway	3	3	6
24	Tahoe Meadow	3	2	5
25	Ponderosa Area	1	2	3
26	Sand Harbor	3+	3	6+
27	Prey Meadow	3	2	5
28	Spooner Summit	2	2	4
29	Cave Rock	3	3	6
30	Zephyr Cove-Lincoln Park	3	2	5
31	Meadow	2	1	3
32	Casino Area	1	1	2
33	The Strip	1	1	2
34	El Dorado Beach	2	2	4
35	Al Tahoe	1	1	2
36	Airport Area	2	1	3
37	Echo Summit	3	2	5
38	Upper Truckee River	2	2	4
39	Alpine Summit	3+	3	6+
40	Brockway Cutoff	2	1	3
41	Brockway Summit	2	1	3
42	Outlet	3	2	5
43	Lower Truckee River	3	2	5
44	Kingsbury Grade	2	3	5
45	Pioneer Trail, North	1	1	2

46	Pioneer Trail, South	2	2	4
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Attachment F. Scenic Resources Inventory Table 13-9 of the Draft Study Report. Recommended Scenic Resource Threshold, Shoreline Units.

Table 13-9. Recommended Scenic Resource Threshold, Shoreline Units				
Shoreline Unit No.	Shoreline Unit Name	Scenic Quality Rating	Sensitivity to Change Rating	Recommended Threshold
1	Tahoe Keys	1	1	2
2	Pope Beach	2	2	4
3	Jameson Beach	3	1	4
4	Taylor Creek Meadow	2	3	6
5	Ebrite	3+	3	5
6	Emerald Bay	3	3+	6+
7	Bliss State Park	3	3+	6+
8	Rubicon Point	1	2	5
9	Rubicon Bay	3	2	3
10	Meeks Bay	2	2	5
11	Sugar Pine Point	2	2	4
12	McKinney Bay	2	1	3
13	Eagle Rock	2	1	3
14	Ward Creek	1	1	3
15	Tahoe City	2	1	2
16	Lake Forest	2	2	4
17	Dollar Point	2	3	5
18	Cedar Flat	2	2	4
19	Carnelian Bay	2	2	4
20	Flick Point	2	2	4
21	Agate Bay	2	1	3
22	Brockway	2	3	5
23	Crystal Bay	3	3	5
24	Sand Harbor	3	3	6
25	Skunk Harbor	2	3	5
26	Cave Rock	2	2	4
27	Lincoln Park	1	2	3
28	Tahoe School	2	1	3
29	Zephyr Cove	2	2	4
30	Edgewood	2	2	4
31	Bijou	2	1	3
32	Al Tahoe	1	1	2
33	Truckee Marsh	3	3	6

Attachment G. Scenic Resources Inventory Table 13-6 of the Draft Study Report. Roadway Travel Route Ratings, 1971, 1978, and 1982.

Table 13-6. Roadway Travel Route Ratings, 1971, 1978, and 1982

Unit Number	Unit Name	Ratings		
		1971	1978	1982
1	Tahoe Valley	14	11	11
2	Camp Richardson	20	20	20
3	Emerald Bay	27	27	26
4	Bliss State Park	22	22	21
5	Rubicon Bay	23	17	17
6	Lonely Gulch	21	17	17
7	Meeks Bay	12	12	13 ^a
8	Sugar Pine Point	23	23	23
9	Tahoma	15	13	13
10	Quail Creek	18	14	14
11	Homewood	14	14	13
12	Tahoe Pines	19	19	17
13	Sunnyside	14	14	14
14	Tahoe Tavern	17	15	13
15	Tahoe City	12	12	12
16	Lake Forest	18	15	13
17	Cedar Flat	18	17	17
18	Carnelian Bay	16	14	14
19	Flick Point	14	14	14
20	Tahoe Vista	14	11	10
21	Stateline	21	21	20
22	Crystal Bay	21	15	12
23	Mt. Rose Highway	27	27	25
24	Tahoe Meadow	26	26	26
25	Ponderosa Area	12	12	12
26	Sand Harbor	27	27	26
27	Prey Meadow	27	27	27
28	Spooner Summit	16	16	16
29	Cave Rock	24	24	23
30	Zephyr Cove-Lincoln Park	19	19	18
31	Meadow	18	14	14
32	Casino Area	15	10	13 ^a
33	The Strip	9	6	6
34	El Dorado Beach	16	16	16
35	Al Tahoe	10	6	7 ^a
36	Airport Area	15	15	15
37	Echo Summit	26	26	26
38	Upper Truckee River	18	18	18
39	Alpine Summit	24	24	24
40	Brockway Cutoff	15	15	15
41	Brockway Summit	21	21	21
42	Outlet	10	10	10
43	Lower Truckee River	20	20	20
44	Kingsbury Grade	-	-	13
45	Pioneer Trail, North	-	-	10

46	Pioneer Trail, South	-	-	20
^a Indicates Improvement				

**Attachment H. Scenic Resources Inventory Table 13-7 of the Draft Study Report.
Shoreline Travel Route Ratings, 1971 and 1982.**

Table 13-7. Shoreline Travel Route Ratings, 1971 and 1982


Shoreline Unit No.	Shoreline Unit Name	Ratings	
		1971	1982
1	Tahoe Keys	11	9
2	Pope Beach	9	8
3	Jameson Beach	8	8
4	Taylor Creek Meadow	13	13
5	Ebrite	9	9
6	Emerald Bay	13	12
7	Bliss State Park	12	12
8	Rubicon Point	13	12
9	Rubicon Bay	6	6
10	Meeks Bay	9	9
11	Sugar Pine Point	11	11
12	McKinney Bay	9	9
13	Eagle Rock	12	11
14	Ward Creek	10	10
15	Tahoe City	5	5
16	Lake Forest	6	5
17	Dollar Point	11	10
18	Cedar Flat	9	8
19	Carnelian Bay	5	5
20	Flick Point	9	8
21	Agate Bay	8	8
22	Brockway	11	10
23	Crystal Bay	12	11
24	Sand Harbor	12	12
25	Skunk Harbor	13	13
26	Cave Rock	12	10
27	Lincoln Park	10	8
28	Tahoe School	12	11
29	Zephyr Cove	10	9
30	Edgewood	11	11
31	Bijou	9	9
32	Al Tahoe	10	9
33	Truckee Marsh	14	14

REGIONAL PLAN

TAHOE REGIONAL PLANNING AGENCY



Lake Tahoe



CHAPTER 1

Introduction

The Regional Plan describes the needs and goals of the Region and provides statements of policy to guide decision making as it affects the Region's resources, and remaining capacities. The plan with all of its elements, as implemented through Agency ordinances and rules and regulations, will achieve and maintain the adopted environmental threshold carrying capacities (thresholds) while providing opportunities for orderly growth and development.

Regional Plan Development and Maintenance

The development of the initial Regional Plan was structured around the adopted threshold standards and other issues of local and regional significance. Issues, other than those associated with threshold standards, were initially identified through scoping meetings with local agencies and other interested parties. Agency staff then performed extensive analyses of available data, evaluated alternative techniques for achieving or maintaining the environmental threshold standards, and developed a recommended plan in 1984.

The 1984 draft Regional Plan was evaluated in an Environmental Impact Statement (EIS) and modified following extensive public outreach, litigation, settlement discussions and a supplemental EIS. The Governing Board ultimately adopted the Regional Plan on September 17, 1986 and completed more detailed plans for specific geographic areas following adoption of the Regional Plan. This initial Regional Plan is referred to as the "1987 Plan."

Between 1987 and 2010, numerous targeted amendments to the Regional Plan were adopted. These amendments addressed specific topics, but did not update the plan introduction or the original references to the EIS and other work from the 1980s.

The focus of the 1987 Regional Plan was to achieve and maintain the environmental threshold standards primarily through growth control, development regulations and property acquisition. Growth control measures in the 1987 Plan were extensively litigated and ultimately upheld as lawful. The 1987 Plan established a "carrying capacity" for development in the Region that was dramatically lower than what previous plans had envisioned. A system of transferrable development rights and land coverage regulations was adopted within constraints of the Region's carrying capacity. Concurrently, aggressive property acquisition programs were instituted. State and federal land management agencies acquired over 8,500 private parcels and retired the associated development rights between 1987 and 2011. The 1987 Regional Plan and the programs it established

substantially reduced the rate of environment decline. Starting in the 1990s, *Threshold Evaluations* and other studies made it clear that the strategy of regulation and land acquisition alone would not be enough to successfully achieve and maintain environmental the threshold standards. The environmental impact of “legacy development” that was constructed prior to the initial Regional Plan continued to adversely impact the Region. In response, federal, state and local government dramatically increased funding for stormwater management infrastructure, wetland restorations and other environmentally beneficial projects through the Environmental Improvement Program (EIP). Trends towards threshold standard attainment improved measurably, but threshold standards for water quality and other resources were still not being attained.

In the 2000s, extensive studies for the Lake Tahoe Total Maximum Daily Load (TMDL) provided more detailed information related to water quality. TMDL reports adopted by California and Nevada included the following summary of Lake Tahoe’s major water pollution sources:

The ongoing decline in Lake Tahoe’s deep water transparency and clarity is a result of light scatter from fine sediment particles (primarily particles less than 16 micrometers in diameter) and light absorption by phytoplankton. The addition of nitrogen and phosphorus to Lake Tahoe contributes to phytoplankton growth. Fine sediment particles are the most dominant pollutant contributing to the impairment of the lake’s deep water transparency and clarity, accounting for roughly two thirds of the lake’s impairment.

A pollutant source analysis conducted by the California State Water Resources Control Board and Nevada Division of Environmental Protection identified urban uplands runoff, atmospheric deposition, forested upland runoff, and stream channel erosion as the primary sources of fine sediment particle, nitrogen, and phosphorus loads discharging to Lake Tahoe. The largest source of fine sediment particles to Lake Tahoe is urban stormwater runoff, comprising 72 percent of the total fine sediment particle load. The urban uplands also provide the largest opportunity to reduce fine sediment particle and phosphorus contributions to the lake.

While the TMDL focuses on impairment of Lake Tahoe’s deep water transparency and clarity, the primary pollutants that it addresses (fine sediment, nitrogen and phosphorous) also may affect nearshore water quality. Given the exceptional scenic quality and significant recreational and ecological values provided by Lake Tahoe’s nearshore, the protection of nearshore water quality is equally important.

To better address these water quality issues, one of the primary goals of the 2012 Regional Plan Update is to accelerate private investment in environmentally-beneficial redevelopment activities to complement the ongoing investment in public projects targeted at threshold gain. Amendments related to other scientific reports and to legislation in California and Nevada are also addressed in the 2012 Regional Plan.

California and Nevada reaffirmed their Bi-State Compact commitments in 2013, more explicitly recognizing the critical link between the region’s economy and the protection and restoration of the natural environment, and directing the agency to consider changing economic conditions and effect of regulation on the economy. Congress ratified the amended Bi-State Compact in 2016 (P.L. 106-3506, 114 Stat. 2351).

After adoption of the 2012 Regional Plan, a regular ~~four-year~~ cycle of plan evaluations and updates will be maintained. At least rRegular four year updates will maintain consistency

with the federally mandated transportation planning cycle for the Tahoe Metropolitan Planning Organization (TMPO) and will facilitate amendments based on the status of plan implementation, progress towards attainment and maintenance of threshold standards, updated science and other new information. The plan update cycle is depicted on *Figure 32 - TRPA Process Flowchart*.

Relationship to Other Plans

The Regional Plan will help guide decision-making as it affects the growth and development of the Lake Tahoe Region. Because of its inherent broad scope and purpose, the Regional Plan will affect the planning activities of numerous governmental jurisdictions and utility service districts. Each of the affected entities were encouraged to participate actively in developing the Regional Plan so that adequate consideration was given to local, individual, and community needs.

Other jurisdictions can enact plans, ordinances, rules, regulations and policies which conform to the Regional Plan. Optimum implementation of this plan depends on the cooperation of all jurisdictions in the Region. As provided in the Bi-State Compact, whenever possible without diminishing the effectiveness of the Regional Plan, the ordinances, rules, regulations and policies of the Agency shall be confined to matters which are general and regional in application, leaving to the jurisdiction of the respective states, counties, and cities the enactment of specific and local ordinances, rules, regulations, and policies which conform to the Regional Plan.

A mix of local, state, and federal plans now exists in the Region and is expected to be maintained and updated over time in coordination with TRPA. The TRPA planning framework is depicted on *Figure 3 – TRPA Planning Framework*.

FIGURE 3 – TRPA PROCESS FLOW CHART





CHAPTER 2

Land Use Element

Article V(c)(1) of the Tahoe Regional Planning Agency Bi-State Compact calls for a *"land use plan for the integrated arrangement and general location and extent of, and the criteria and standards for, the uses of land, water, air, space and other natural resources within the region, including but not limited to indication or allocation of maximum population densities and permitted uses."*

In general, the Land Use Element sets forth the fundamental land use philosophies of the Regional Plan, including: the direction of development to the most suitable locations within the Region; maintenance of the environmental, economic, social, and physical well-being of the Region; and coordination of the Regional Plan with local, state, and federal requirements.

The Land Use Element includes the following Subelements: Land Use, Housing, Community Design, Noise, Natural Hazards, Air Quality, and Water Quality.

LAND USE

The Tahoe Regional Planning Agency Bi-State Compact calls for development of a Regional Plan that establishes a balance, or equilibrium, between the natural environment and the manmade environment. The TRPA has established environmental threshold carrying capacities that define the capacity of the natural environment and set specific environmental performance standards related to land use. The thresholds, however, do not define the maximum buildout, densities, permitted uses, or other land use criteria for the manmade environment; this is the function of the Regional Plan.

It is the intent of this Subelement to establish land use goals and policies that will ensure the desired equilibrium and attain and maintain the environmental thresholds within a specific time schedule.

GOAL LU-1

RESTORE, MAINTAIN, AND IMPROVE THE QUALITY OF THE LAKE TAHOE REGION FOR THE VISITORS AND RESIDENTS OF THE REGION.

Lake Tahoe is a unique natural resource in a spectacular natural setting. It is truly one of the natural treasures of the United States. The long-term economic and natural health of the Region depends on the maintenance of this unusual quality. While previous land use planning efforts have concentrated on regulating the quantity of permitted development, this plan emphasizes an improvement in the quality of development in the Region and in the quality of the natural environment.

POLICIES:

LU-1.1 THE PRIMARY FUNCTION OF THE REGION SHALL BE AS A MOUNTAIN RECREATION AREA WITH OUTSTANDING SCENIC AND NATURAL VALUES.

The economic health of the Region depends on a viable tourist and recreation-oriented environment. It is the intent of this Regional Plan, among other things, to encourage development that enhances these values.

LU-1.2 REDEVELOPING EXISTING TOWN CENTERS IS A HIGH PRIORITY.

Many of the Region's environmental problems can be traced to past and existing development which often occurred without recognition of the sensitivity of the area's natural resources.

To correct this, environmentally beneficial redevelopment and rehabilitation of identified Centers is a priority.

LU-1.3 THE PLAN SHALL SEEK TO MAINTAIN A BALANCE BETWEEN ECONOMIC/SOCIAL HEALTH AND THE ENVIRONMENT.

GOAL LU-2

DIRECT THE AMOUNT AND LOCATION OF NEW LAND USES IN CONFORMANCE WITH THE ENVIRONMENTAL THRESHOLD CARRYING CAPACITIES AND THE OTHER GOALS OF THE TAHOE REGIONAL PLANNING AGENCY BI-STATE COMPACT.

POLICIES:

LU-2.1 THE REGIONAL PLAN ADOPTED BY THE AGENCY SHALL SPECIFY THE TOTAL ADDITIONAL DEVELOPMENT WHICH MAY BE PERMITTED WITHIN THE REGION, NOT TO EXCEED THE LIMITATIONS SET FORTH BELOW.

The Environmental Impact Statement prepared for this plan analyzed impacts based on defined development parameters which are integrated into this plan. It is the intent of this policy to ensure that these limitations are incorporated, both individually and cumulatively, into the Land Use Element. These limitations shall be expressed in appropriate land use regulations, such as zoning, use limitations, floor area limitations, allocation limits and other such regulations. For the purposes of this plan, regulated development is categorized as residential, tourist accommodation, commercial, recreation, public service, and resource management.

Residential: Each undeveloped legal parcel existing on August 17, 1986, unless otherwise restricted, has a development right of one residential unit, except where additional development rights are acquired pursuant to the Implementation Element.

The status of development rights that existed on August 17, 1986 is outlined in the table below:

Development Rights Inventory (as of October 24, 2012)*	
Residences Developed before 1987	40,865
Total Development Rights in 1987	18,690
Development Rights Acquired 1987-2011	8,360
Development Rights Developed or Allocated to Jurisdictions 1987-2011	6,087
Total Development Rights Remaining	4,243
Remaining on Buildable Parcels	2,791
Remaining on Marginal Parcels	765
Remaining on Unbuildable Parcels	535
Banked Development Rights	152
*Note: All statistics are estimates and are not regulatory	

Tourist Accommodation: There is a limited need for additional tourist accommodation units. Based on demonstrated need, projects may be permitted additional units as specified within a Community Plan or a Conforming Area Plan and as provided for in the Implementation Element.

Commercial: The amount of additional commercial development is based on the estimated needs of the Region. Commercial development may be permitted as specified in Plan Area Statements, Community Plans, other Specific Plans or Master Plans, or a Conforming Area Plan.

Recreation: Additional recreation uses may be permitted only as specified within Plan Area Statements, Community Plans, other Specific Plans or Master Plans, or a Conforming Area Plan. The total capacity of additional outdoor recreational facilities for the Region shall not exceed 6,114 persons at one time (PAOTs) for overnight facilities, 6,761 PAOTs for summer day use facilities, and 12,400 PAOTs for winter day use facilities. (See Recreation Element for more detail.)

Public Service: Additional public service development shall be limited to those projects needed to serve the other development permitted by this plan. (See Public Service Element for more detail.)

Resource Management: Resource Management activities pertaining to the utilization, management, or conservation of natural resources shall be limited to those activities that are consistent with policies of this plan and of other adopted plans.

LU-2.2 NO NEW DIVISIONS OF LAND SHALL BE PERMITTED WITHIN THE REGION WHICH WOULD CREATE NEW DEVELOPMENT POTENTIAL INCONSISTENT WITH THE GOALS AND POLICIES OF THIS PLAN.

This policy does not consider the following divisions of land to be inconsistent when the result does not increase the development potential permitted by this plan:

- A. Division of land for the purposes of conveying a portion thereof to a governmental agency, public entity, or public utility.
- B. Division of land for the purposes of creating cemetery lots.
- C. Division of land ordered by a federal or state court of competent jurisdiction as a result of bona fide, adversary legal proceedings to which the Agency is a party. Any such division of land or approval of any other project or action resulting from such legal proceedings shall be pursuant to an evaluation of the effect of such division or approval upon the Regional Plan, the environmental thresholds, and other requirements of the Bi-State Compact. Based on the above evaluation, appropriate adjustments to the Regional Plan shall be made.
- D. A modification to an existing subdivision or a lot line adjustment or lot consolidation, which does not result in any increase in development potential, or in present or potential land coverage or density, and shall not have an adverse impact upon the health, safety, general welfare or environment of the Region.
- E. Conversion of an existing structure, to a stock cooperative, community apartment, condominium, or any other form of divided interest; which conversion does not result in any increase in development potential, or in present or potential land coverage or density, and will not have an adverse impact upon the health, safety, general welfare or environment of the Region.
- F. Redivision, adjustment, or consolidation, of parcels within an existing urban area, as part of a TRPA approved redevelopment plan that does not increase development potential region-wide.
- G. Division of land through condominiums, community apartments, or stock cooperatives within an existing urban area in conjunction with the approval of a project associated with an approved transfer of development, or otherwise in accordance with the provisions of this plan. In order to subdivide a project under this provision, the project itself shall be approved prior to the approval of the division and in no case shall the division result

in a greater amount, a different location, or a greater rate of development than otherwise permitted by this plan.

- H. Division of land through air space condominiums in two resort recreation designated areas with the approval of a project associated with an approved transfer of development. In order to subdivide a project under this provision, the project itself shall be approved prior to the approval of the division and in no case shall the division result in a greater amount, a different location or a greater rate of development than otherwise permitted by this plan. Subdivisions shall be limited to air space condominium divisions with no lot and block subdivisions allowed, development shall be transferred from outside the area designated as resort recreation, and transfers shall result in the retirement of development.

LU-2.3 BUILDINGS, WHETHER CONFORMING OR NONCONFORMING, WHICH ARE DAMAGED OR DESTROYED BY FIRE OR OTHER SIMILAR CALAMITY, MAY BE REPAIRED OR REBUILT WITH NO REQUIREMENT FOR REDUCTION IN COVERAGE OR HEIGHT BY WAY OF FEE OR OTHERWISE. THIS POLICY APPLIES ONLY IF THE BUILDING IS RECONSTRUCTED IN SUBSTANTIAL CONFORMANCE WITH THE ORIGINAL STRUCTURE AND, WITH NO INCREASE IN FLOOR AREA, LAND COVERAGE, HEIGHT, OR VOLUME. OTHER PROVISIONS GENERALLY APPLICABLE TO REHABILITATION OR RECONSTRUCTION OF BUILDINGS SHALL APPLY. THIS POLICY IS SUBJECT TO THE NATURAL HAZARDS SUBELEMENT. SPECIAL PROVISIONS SHALL APPLY TO BUILDINGS IN THE SHOREZONE, LAKEWARD OF THE HIGHWATER LINE.

LU-2.4 STRUCTURES, LEGALLY EXISTING AS OF THE EFFECTIVE DATE OF THIS PLAN, BUT WHICH, BY VIRTUE OF THEIR DESIGN OR LOCATION, ARE PROHIBITED, ARE CONSIDERED NONCONFORMING AND SUBJECT TO THE FOLLOWING POLICIES:

- A. Nonconforming structures may be maintained or repaired. Maintenance and repair shall be defined in implementing ordinances.
- B. Nonconforming structures may not be enlarged, replaced, or rebuilt without the approval of TRPA. Such approval shall occur through direct TRPA review, through the conformance review process for Area Plans, or through Memorandum of Understanding with applicable governments and shall be based on criteria set forth in implementing ordinances to ensure that:
 - i. the activity shall not increase the extent of nonconformity; and
 - ii if the structure is subject to a specific program of removal or modification by TRPA, the activity shall not conflict with that program.

LU-2.5 USES, LEGALLY EXISTING AS OF THE EFFECTIVE DATE THIS PLAN, BUT WHICH ARE NOW PROHIBITED, ARE CONSIDERED NONCONFORMING AND SUBJECT TO THE FOLLOWING POLICIES:

- A. Nonconforming uses may continue as they exist except where specifically subject to a program of removal or modification.
- B. Nonconforming uses may not be modified, expanded, or intensified, nor resumed following a significant interruption without the approval of TRPA. Such approval shall occur through direct TRPA review, through the conformance review process for Area Plans, or through Memorandum of Understanding with applicable governments and shall be based on criteria set forth in ordinances to ensure that:

- i. the activity shall not increase the extent of nonconformity.
- ii. the activity shall not make it more difficult to attain and maintain environmental threshold carrying capacities.
- iii. the use is otherwise consistent with applicable Plan Area Statements and Community Plans.

C. Additional rules regarding excess land coverage are set forth in this Land Use Subelement, Policies LU-2.11 and 2.12.

LU-2.6 USES OF THE BODIES OF WATER WITHIN THE REGION SHALL BE LIMITED TO OUTDOOR WATER-DEPENDENT USES REQUIRED TO SATISFY THE GOALS AND POLICIES OF THIS PLAN.

This policy is intended to promote the use of waters of the Region for water-dependent outdoor recreation and to protect the scenic and natural qualities of such waters. Plan Area Statements or conforming Area Plans shall detail the specific policies.

LU-2.7 RESTORATION AND REHABILITATION SHALL BE A HIGH PRIORITY FOR IMPROVING ENVIRONMENTAL QUALITY AND COMMUNITY CHARACTER OF AREAS DESIGNATED FOR REDIRECTION BUT NOT INCLUDED IN A REDEVELOPMENT PLAN.

The Regional Plan calls for improvement of environmental quality and community character in redirection areas through restoration and rehabilitation. Implementation of rehabilitation and restoration strategies shall be by ordinance.

LU-2.8 THE PROVISIONS SET FORTH IN ARTICLE VI (d) THROUGH VI (i) OF THE BI-STATE COMPACT APPLY TO TRPA REGULATION OF STRUCTURES HOUSING GAMING.

LU-2.9 ALLOWABLE LAND COVERAGE IN THE TAHOE REGION SHALL BE SET FORTH IN ACCORDANCE WITH THE LAND CAPABILITY DISTRICT CLASSIFICATION METHODOLOGY AND DISTRICT BASED LAND COVERAGE LIMITATIONS SET FORTH IN "THE LAND CAPABILITY CLASSIFICATION OF THE LAKE TAHOE BASIN, CALIFORNIA-NEVADA, A GUIDE FOR PLANNING, BAILEY, 1974."

This policy limits allowable impervious land coverage associated with new development. These policies set allowable land coverage by applying the recommended Bailey land coverage coefficients to specifically defined and related areas. In some instances, provisions are made to allow additional coverage by transfer. The transfer programs shall operate by a direct offset method. In addition, land capability is one of the basic factors in determining the suitability of lands for development and appropriateness of land uses.

LU-2.10 ALLOWED BASE LAND COVERAGE FOR ALL NEW PROJECTS AND ACTIVITIES SHALL BE CALCULATED BY APPLYING THE BAILEY COEFFICIENTS, AS SHOWN BELOW, TO THE APPLICABLE AREA WITHIN THE PARCEL BOUNDARY, OR AS OTHERWISE SET FORTH IN A, B, AND C OF THIS POLICY.

LAND CAPABILITY DISTRICT	MAXIMUM ALLOWED LAND COVERAGE
1a	1 percent
1b	1 percent
1c	1 percent

2	1 percent
3	5 percent
4	20 percent
5	25 percent
6	30 percent
7	30 percent

- A. In the case of subdivisions approved by TRPA in conformance with the coefficients coverages assigned to individual lots shall be the allowed base coverage for those lots. A list of such TRPA-approved subdivisions appears in *Attachment 2*
- B. In the case of existing planned unit developments (PUDs) not in conformance with the coefficients, the coefficients shall apply to the entire project area minus public rights-of-way, and the allowed base coverage shall be apportioned to the individual lots or building sites, and common area facilities. A list of such PUDs appears in *Attachment 3*
- C. After December 31, 1988, for vacant residential parcels evaluated under the Individual Parcel Evaluation System (IPES), the allowable base land coverage shall be a function of a parcel's combined score under the IPES criteria for relative erosion hazard and runoff potential as correlated with the above coefficients and applied to the designated evaluation area.

The method of calculation of allowed land coverages shall be detailed in the implementing ordinances consistent with the above policy.

LU-2.11 THE ALLOWED COVERAGE IN POLICY LU-2.10 MAY BE INCREASED BY TRANSFER OF LAND COVERAGE WITHIN HYDROLOGICALLY RELATED AREAS UP TO THE LIMITS AS SET FORTH IN THIS POLICY:

SPECIAL PROVISIONS FOR ADDITIONAL COVERAGE, SUCH AS EXCEPTIONALLY LONG DRIVEWAYS, PERVIOUS COVERAGE, PUBLIC TRAILS AND ACCESS FOR THE DISABLED, MAY ALSO BE ALLOWED. ORDINANCES SHALL SPECIFICALLY LIMIT AND DEFINE THESE PROGRAMS.

LAND COVERAGE MAY BE TRANSFERRED THROUGH PROGRAMS THAT ARE FURTHER DESCRIBED IN THE IMPLEMENTATION ELEMENT. NOTWITHSTANDING THE LIMITATION STATED ABOVE, LAND COVERAGE MAY BE TRANSFERRED ACROSS HYDROLOGICALLY RELATED AREAS WHEN EXISTING HARD OR SOFT COVERAGE IS TRANSFERRED AND RETIRED FROM SENSITIVE LAND AND TRANSFERRED TO NON-SENSITIVE LAND FURTHER THAN 300 FEET FROM THE HIGH WATER LINE OF LAKE TAHOE, OR ON THE LANDWARD SIDE OF HIGHWAYS 28 OR 89 IN THE TAHOE CITY OR KINGS BEACH TOWN CENTERS.

The intent of the land coverage transfer programs is to allow greater flexibility in the placement of land coverage. Such programs include the use of land banks, lot consolidation, land coverage restoration programs, and transfer programs based on the calculation of land coverage on non-contiguous parcels. The coverage transfer programs allow for coverage over base coverage to be permitted and still be consistent with the soils threshold and *Goal LU-2* of this Subelement.

- A. Single Family Residential: The maximum land coverage allowed (Base + Transfer) on a parcel through a transfer program shall be as set forth below:

<u>Parcel Size (Square Feet)</u>	<u>Land Coverage</u>
0 - 4,000	Base Land Coverage as Set Forth in <i>Policy LU-2.10</i>
4,001 - 9,000	1,800 sq. ft.
<u>Parcel Size (Square Feet)</u>	<u>Land Coverage</u>
9,001 - 14,000	20 percent
14,001 - 16,000	2,900 sq. ft.
16,001 - 20,000	3,000 sq. ft.
20,001 - 25,000	3,100 sq. ft.
25,001 - 30,000	3,200 sq. ft.
30,001 - 40,000	3,300 sq. ft.
40,001 - 50,000	3,400 sq. ft.
50,001 - 70,000	3,500 sq. ft.
70,001 - 90,000	3,600 sq. ft.
90,001 - 120,000	3,700 sq. ft.
120,001 - 150,000	3,800 sq. ft.
150,001 - 200,000	3,900 sq. ft.
200,001 - 400,000	4,000 sq. ft.

For lots in planned unit developments, the maximum coverage allowed (Base + Transfer) shall be up to 100 percent of the proposed building envelope but shall not exceed 2,500 square feet. Lots in subdivisions with TRPA-approved transfer programs may be permitted the coverage specified by that approval.

- B. Facilities in Centers: Except as provided in Subsections A, F, I, J and K of this Policy, the maximum coverage (Base + Transfer) allowed on a parcel through a transfer program shall be 70 percent of the land in capability districts 4 - 7, provided such parcel is within a Center of a Conforming Area Plan. Coverage transfers to increase coverage from the base coverage up to the maximum coverage allowed shall be at a ratio of 1:1 for coverage transfers from sensitive lands. For transfer of coverage from non-sensitive lands, coverage shall be transferred at a gradually increasing ratio from 1:1 to 2:1, as further specified in the Code of Ordinances.

- C. Commercial and Mixed Use Facilities in a Community Plan: The maximum coverage (Base + Transfer) allowed on an existing undeveloped parcel through a transfer program, shall be 70 percent of the land in capability districts 4 - 7, provided the parcel is within an approved community plan. For existing developed parcels, the maximum land coverage allowed is 50 percent. Coverage transfers to increase coverage from the base coverage up to the maximum coverage allowed, shall be at a ratio of 1:1 for coverage transfers from sensitive lands. For coverage transfers from non-sensitive lands, coverage shall be transferred at a gradually increasing ratio from 1:1 to 2:1, as further specified in the Code of Ordinances.

- D. Tourist Accommodation Facilities, Multi-Residential Facilities of 5 Units or More, Public Service Facilities, and Recreational Facilities in a Community Plan: The maximum coverage (Base + Transfer) allowed on a parcel through

a transfer program shall be 50 percent of the land in capability districts 4 - 7, provided such parcel is within an approved community plan. The coverage transfer ratio to increase coverage from the base coverage to 50 percent shall be at a ratio of 1:1.

- E. Other Multi-Residential Facilities: The maximum coverage (Base + Transfer) allowed on a parcel through a transfer of coverage programs shall be the amounts set forth in Subsection A, above.
- F. Linear Public Facilities and Public Health and Safety Facilities: Such public facilities defined by ordinance and whose nature requires special consideration, are limited to transferring the minimum coverage needed to achieve their public purpose.
- G. Public Service Facilities Outside a Community Plan or Center: The maximum coverage (Base + Transfer) allowed on a parcel through a transfer program shall be 50 percent land coverage provided TRPA determines there is a demonstrated need and requirement to locate such a facility outside a Community Plan or Center, and there is no feasible alternative which would reduce land coverage.
- H. Other Facilities Outside of Community Plans and Centers, Facilities Within Community Plans Before the Community Plan is Approved, and Facilities within Centers before Conforming Area Plans are approved: Other than the exceptions in Subsections A, E, F, and G, the maximum land coverage allowed shall be the base land coverage as set forth in Policy LU-2.10.
- I. Notwithstanding Subsection A above, when existing development is relocated to Centers and the prior site is restored and retired, non-conforming coverage may be maintained with the relocation as long as the new site is developed in accordance with all other TRPA Policies and Ordinances.
- J. Conforming Area Plans may include a comprehensive coverage management system as an alternative to the parcel level coverage requirements outlined in Subsection A-H above. In order to be found in conformance with the Regional Plan, the comprehensive coverage management system shall reduce coverage overall, reduce coverage in land capability districts 1 and 2 compared to the parcel level limitations in the Regional Plan and Code of Ordinances and not increase allowed coverage within 300 feet of Lake Tahoe (excluding those areas landward of Highways 28 and 89 in Kings Beach and Tahoe City Town Centers within that zone).
- K. Additional land coverage limitations shall be implemented within 300 feet of Lake Tahoe, as further described in the Code of Ordinances.

LU-2.12 REHABILITATION, RECONSTRUCTION, AND UPGRADING OF THE EXISTING INVENTORY OF STRUCTURES, OR OTHER FORMS OF COVERAGE IN THE TAHOE REGION, ARE HIGH PRIORITIES OF THE REGIONAL PLAN. TO ENCOURAGE REHABILITATION AND UPGRADING OF STRUCTURES, THE FOLLOWING POLICIES SHALL APPLY:

- A. Repair or reconstruction of buildings damaged or destroyed by fire or other calamity subject to Policy LU-2.3 of this subelement is exempt from this policy.
- B. Reconstruction, rehabilitation, modification, relocation, or major repair of structures or coverage other than as specified in *Subsection A* above may

be allowed, provided such use is allowed under this Land Use Subelement. For parcels with existing coverage in excess of the Bailey Coefficients, a land coverage mitigation program shall be set by ordinance, which shall provide for the reduction of coverage in an amount proportional to the cost of the repair, reconstruction, relocation, rehabilitation, or modification, and to the extent of excess coverage. To accomplish these reductions, property owners shall have at least the following options:

- i. reducing coverage on-site;
- ii. reducing coverage off-site;
- iii. paying a rehabilitation fee in lieu of on-site or off-site coverage reduction in an amount established by Agency ordinance to help fund a land bank program established to accomplish coverage reductions;
- iv. lot consolidation with a contiguous parcel or lot line adjustment to reduce the percentage of excess coverage on the resulting parcels; or
- v. any combination of the foregoing options.

- C. Existing development in Centers with excess coverage may earn multi-residential bonus units, tourist accommodation bonus unit and bonus commercial floor area for removing and retiring excess coverage onsite.
- D. Existing coverage may be relocated within a parcel provided it is relocated to areas of equal or superior environmental capability consistent with *Subsection B* above.
- E. TRPA shall maintain a rehabilitation fee schedule that is adequate to carry out an effective land coverage banking program, equitably divides the costs to the public and private sectors, and has the minimum possible deterrent effect on the Regional Plan goal of encouraging rehabilitation, reconstruction, and upgrading of the existing inventory of structures. The rehabilitation fee schedule shall be updated annually.
- F. In approving repair, reconstruction, rehabilitation, modification, or relocation of structures or other coverage, the Agency shall also apply other relevant standards, including installation and maintenance of Best Management Practices or compliance with the design review guidelines.

GOAL LU-3

PROVIDE TO THE GREATEST POSSIBLE EXTENT, WITHIN THE CONSTRAINTS OF THE ENVIRONMENTAL THRESHOLD CARRYING CAPACITIES, A DISTRIBUTION OF LAND USE THAT ENSURES THE SOCIAL, ECONOMIC, AND ENVIRONMENTAL WELL-BEING OF THE REGION.

The Tahoe Regional Planning Agency Bi-State Compact and extensive public testimony call for TRPA, along with other governmental and private entities, to safeguard the well-being of those who live in, work in, or visit the Region.

POLICIES:

LU-3.1 ALL PERSONS SHALL HAVE THE OPPORTUNITY TO UTILIZE AND ENJOY THE REGION'S NATURAL RESOURCES AND AMENITIES.

LU-3.2 NO PERSON OR PERSONS SHALL DEVELOP PROPERTY SO AS TO ENDANGER THE PUBLIC HEALTH, SAFETY, AND WELFARE.

Persons who develop property in the Region must ensure that their development conforms to the Goals and Policies Plan, all TRPA regulations and all applicable local, state, and federal laws pertaining to public health, safety and welfare.

- LU-3.3 DEVELOPMENT IS PREFERRED IN AND DIRECTED TOWARD CENTERS, AS IDENTIFIED ON THE REGIONAL LAND USE MAP. CENTERS SHALL HAVE THE FOLLOWING CHARACTERISTICS:**
- 1) A concentration of non-residential and mixed-use development at a higher intensity than exists in other areas of the Region.
 - 2) Existing or planned transit service.
 - 3) Highway access.
 - 4) Infill and redevelopment opportunities.
 - 5) Capacity for receiving transfers of development rights and relocations of existing development.
 - 6) Existing or planned housing in the vicinity.
 - 7) Existing or planned street designs with continuous sidewalks, paths and other infrastructure that promotes walking, bicycling and transit use so as to encourage mobility without use of private vehicles.
- LU-3.4 EXISTING DEVELOPMENT PATTERNS IN RESIDENTIAL NEIGHBORHOODS OUTSIDE OF CENTERS AND ENVIRONMENTALLY-SENSITIVE LANDS SHOULD BE MAINTAINED WITH NO SIGNIFICANT CHANGE.**
- LU-3.5 DEVELOPMENT IS DISCOURAGED IN AND DIRECTED AWAY FROM ENVIRONMENTALLY-SENSITIVE LANDS AND AREAS FURTHEST FROM NON-RESIDENTIAL SUPPORT SERVICES. THESE AREAS ARE FURTHER DEFINED IN OTHER PLAN POLICIES.**
- LU-3.6 TRPA SHALL RESERVE A PORTION OF THE AVAILABLE DEVELOPMENT ALLOCATIONS AND RESIDENTIAL BONUS UNITS TO PROMOTE THE TRANSFER OF DEVELOPMENT RIGHTS FROM SENSITIVE LANDS TO CENTERS.**
- LU-3.7 TRPA SHALL MAINTAIN A PORTION OF THE AVAILABLE DEVELOPMENT ALLOCATIONS AND RESIDENTIAL BONUS UNITS TO PROMOTE THE TRANSFER OF DEVELOPMENT RIGHTS FROM OUTLYING RESIDENTIAL AREAS TO CENTERS.**
- LU-3.8 TRPA SUPPORTS SENSITIVE LAND AND DEVELOPMENT RIGHT ACQUISITION PROGRAMS THAT PRIORITIZE THE RETIREMENT OF DEVELOPMENT AND THE RESTORATION OF SENSITIVE LAND.**

GOAL LU-4

REGIONAL PLAN GOALS, POLICIES, AND ORDINANCES SHALL BE IMPLEMENTED USING AN INTEGRATED SYSTEM OF REGIONAL AND LOCAL GOVERNMENT PLANNING.

POLICIES:

- LU-4.1 THE REGIONAL PLAN LAND USE MAP IDENTIFIES GROUPINGS OF GENERALIZED LAND USES AND PRIORITY REDEVELOPMENT AREAS IN THE REGION. AREAS OF SIMILAR USE AND CHARACTER ARE MAPPED AND CATEGORIZED WITHIN ONE OR MORE OF THE FOLLOWING EIGHT LAND USE CLASSIFICATIONS: WILDERNESS,**

BACKCOUNTRY, CONSERVATION, RECREATION, RESORT RECREATION, RESIDENTIAL, MIXED-USE, AND TOURIST. THESE LAND USE CLASSIFICATIONS SHALL DICTATE ALLOWABLE LAND USES. EXISTING URBANIZED AREAS ARE IDENTIFIED AS CENTERS AND INCLUDE TOWN CENTERS, THE REGIONAL CENTER AND THE HIGH DENSITY TOURIST DISTRICT. CENTERS ARE THE AREAS WHERE SUSTAINABLE REDEVELOPMENT IS ENCOURAGED.

Since the development permitted under this plan is generally limited to the existing urban boundaries in which uses have already been established, the concept of this land use plan is directed toward encouraging infill and redirection. The intent of this system is to provide flexibility when dealing with existing uses, continuation of acceptable land use patterns, and redirection of unacceptable land use patterns. Implementation ordinances set forth the detailed management criteria and allowed uses for each land use classification.

Wilderness

Wilderness Districts are designated and defined by the U.S. Congress as part of the National Wilderness Preservation System. These lands offer outstanding opportunities for solitude and primitive, unconfined recreation experiences, and they contain ecological, geological, and other features of scientific, educational, scenic and historic value. The wilderness designation is intended to protect and preserve such areas for present and future generations. These lands are managed to prevent the degradation of wilderness character. Natural ecological processes and functions are preserved, and restored where necessary. Permanent improvements and mechanized uses are prohibited. Wilderness District lands within the Tahoe Region include portions of the Desolation, Granite Chief and Mount Rose Wilderness Areas.

Backcountry

Backcountry Districts are designated and defined by the U.S. Forest Service as part of their Resource Management Plans. These lands are roadless areas including Dardanelles/Meiss, Freel Peak and Lincoln Creek. On these lands, natural ecological processes are primarily free from human influences. Backcountry areas offer a recreation experience similar to wilderness, with places for people seeking natural scenery and solitude. Primitive and semi-primitive recreation opportunities include hiking, camping, wildlife viewing, and cross-country skiing, in addition to more developed or mechanized activities not allowed in wilderness areas (e.g., mountain biking, snowmobiling). Management activities that support administrative and dispersed recreation activities are minimal, but may have a limited influence. Limited roads may be present in some backcountry areas; road reconstruction may be permitted on backcountry lands where additional restrictions do not apply. Backcountry areas contribute to ecosystem and species diversity and sustainability, serve as habitat for fauna and flora, and offer wildlife corridors. These areas provide a diversity of terrestrial and aquatic habitats, and support species dependent on large, undisturbed areas of land. Backcountry areas are managed to preserve and restore healthy watersheds with clean water and air, and healthy soils. Watershed processes operate in harmony with their setting, providing high quality aquatic habitats.

Conservation

Conservation areas are non-urban areas with value as primitive or natural areas, with strong environmental limitations on use, and with a potential for dispersed recreation or low intensity resource management. Conservation areas include (1) public lands already set aside for this purpose, (2) high-hazard lands, stream environment zones, and other fragile areas, without substantial existing improvements, (3) isolated areas which do not contain the necessary infrastructure for development, (4) areas capable of sustaining only passive recreation or non-intensive agriculture, and (5) areas suitable for low-to-

moderate resource management.

Recreation

Recreation areas are non-urban areas with good potential for developed outdoor recreation, park use, or concentrated recreation. Lands which this plan identified as recreation areas include (1) areas of existing private and public recreation use, (2) designated local, state, and federal recreation areas, (3) areas without overriding environmental constraints on resource management or recreational purposes, and (4) areas with unique recreational resources which may service public needs, such as beaches and ski areas.

Resort Recreation

Resort Recreation areas are the specific Edgewood and Heavenly parcels depicted on Map 1 of the Regional Plan.

Residential

Residential areas are urban areas having potential to provide housing for the residents of the Region. In addition, the purpose of this classification is to identify density patterns related to both the physical and manmade characteristics of the land and to allow accessory and non-residential uses that complement the residential neighborhood. These lands include: (1) areas now developed for residential purposes; (2) areas of moderate-to-good land capability; (3) areas within urban boundaries and serviced by utilities; and (4) areas of centralized location in close proximity to commercial services and public facilities.

Mixed-Use

Mixed-use areas are urban areas that have been designated to provide a mix of commercial, public services, light industrial, office, and residential uses to the Region or have the potential to provide future commercial, public service, light industrial, office, and residential uses. The purpose of this classification is to concentrate higher intensity land uses for public convenience, and enhanced sustainability.

Tourist

Tourist areas are urban areas that have the potential to provide intensive tourist accommodations and services or intensive recreation. This land use classification also includes areas recognized by the Bi-State Compact as suitable for gaming. These lands include areas that are:

- 1) already developed with high concentrations of visitor services, visitor accommodations, and related uses;
- 2) of good to moderate land capability (land capability districts 4-7);
- 3) with existing excess land coverage; and
- 4) located near commercial services, employment centers, public services and facilities, transit facilities, pedestrian paths, and bicycle connections

Town Center District

Town centers contain most of the Region's non-residential services and have been identified as a significant source of sediments and other contaminants that continue to enter Lake Tahoe. Town centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities in the Region.

Regional Center District

The Regional Center includes a variety of land uses in the core of South Lake Tahoe, including the Gondola and base lodge facilities for Heavenly Ski Area. Development patterns in the Regional Center have been and should continue to be more intensive than town centers and less intensive than the High Density Tourist District. Older development within the Regional Center is a significant source of sediment and other water contaminants. The Regional Center is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities in the Region.

High Density Tourist District

The High Density Tourist District contains a concentration of hotel/casino towers and is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities for local residents. The High Density Tourist District is the appropriate location for the Region's highest intensity development.

Stream Restoration Plan Area

Stream Restoration Plan Areas are Stream Environment Zones along major waterways that have been substantially degraded by prior or existing development. Individual Restoration Plans should be developed for each Stream Restoration Plan Area in coordination with the applicable local government and property owners in the plan area. Restoration Plans may be developed as a component of an Area Plan or as a separate document and should identify feasible opportunities for environmental restoration.

- LU-4.2** DETAILED PLAN AREA STATEMENTS HAVE BEEN APPROVED FOR ALL PROPERTIES IN THE REGION. THESE PLAN AREA STATEMENTS WERE ADOPTED IN ACCORDANCE WITH THE 1987 REGIONAL PLAN AND SHALL REMAIN IN EFFECT UNTIL SUPERSEDED BY AREA PLANS THAT ARE DEVELOPED IN ACCORDANCE WITH AND FOUND IN CONFORMANCE WITH THIS REGIONAL PLAN. IF ANY PLAN AREA STATEMENT CONTAINS PROVISIONS THAT CONTRADICT NEWER PROVISIONS OF THE REGIONAL PLAN OR DEVELOPMENT CODE, THE NEWER PROVISIONS OF THE REGIONAL PLAN OR DEVELOPMENT CODE SHALL PREVAIL, BUT ONLY TO THE EXTENT THAT SPECIFIC PROVISIONS CONFLICT.
- LU-4.3** COMMUNITY PLANS HAVE BEEN APPROVED FOR SOME PROPERTIES IN THE REGION TO REFINE AND SUPERSEDE THE PLAN AREA STATEMENTS. THESE COMMUNITY PLANS WERE ADOPTED IN ACCORDANCE WITH THE 1987 REGIONAL PLAN AND SHALL REMAIN IN EFFECT UNTIL SUPERSEDED BY AREA PLANS THAT ARE DEVELOPED IN ACCORDANCE WITH AND FOUND IN CONFORMANCE WITH THIS REGIONAL PLAN. IF ANY COMMUNITY PLAN CONTAINS PROVISIONS THAT CONTRADICT NEWER PROVISIONS OF THE REGIONAL PLAN OR DEVELOPMENT CODE, THE NEWER PROVISIONS OF THE REGIONAL PLAN OR DEVELOPMENT CODE SHALL PREVAIL, BUT ONLY TO THE EXTENT THAT SPECIFIC PROVISIONS CONFLICT.
- LU-4.4** OTHER DETAILED PLANS, SUCH AS THE AIRPORT MASTER PLAN, SKI AREA MASTER PLANS, AND REDEVELOPMENT PLANS HAVE ALSO BEEN APPROVED FOR SOME PROPERTIES IN THE REGION TO FURTHER REFINE AND SUPERSEDE THE PLAN AREA STATEMENTS. THESE PLANS WERE ADOPTED IN ACCORDANCE WITH THE 1987 REGIONAL PLAN AND SHALL REMAIN IN EFFECT UNTIL SUPERSEDED BY AREA PLANS THAT ARE DEVELOPED IN ACCORDANCE WITH AND FOUND IN

CONFORMANCE WITH THIS REGIONAL PLAN. IF ANY OF THESE PLANS CONTAIN PROVISIONS THAT CONTRADICT NEWER PROVISIONS OF THE REGIONAL PLAN OR DEVELOPMENT CODE, THE NEWER PROVISIONS OF THE REGIONAL PLAN OR DEVELOPMENT CODE SHALL PREVAIL, BUT ONLY TO THE EXTENT THAT SPECIFIC PROVISIONS CONFLICT.

LU-4.5 TRPA SHALL REQUEST THAT ALL LOCAL, STATE, FEDERAL AND TRIBAL GOVERNMENTS IN THE REGION PROVIDE WRITTEN STATEMENTS INDICATING THEIR INTENT TO PREPARE AREA PLANS AND THEIR ANTICIPATED SCHEDULE FOR COMPLETION OF AREA PLANS FOR AREAS WITHIN THEIR JURISDICTION. STATEMENTS OF INTENT SHOULD BE PROVIDED TO TRPA NO LATER THAN DECEMBER 31, 2013. THE TRPA GOVERNING BOARD SHALL EVALUATE THE LOCAL GOVERNMENT STATEMENTS OF INTENT AND DEVELOP AN ACTION PLAN BY APRIL 30, 2014. THE ACTION PLAN MAY INCLUDE UPDATES AND CONSOLIDATIONS OF PLAN AREA STATEMENTS, COMMUNITY PLANS AND OTHER PLANS FOR AREAS THAT ARE NOT INCLUDED IN AREA PLANS. ANY PLANS THAT ARE UPDATED BY TRPA MAY UTILIZE THE PROVISIONS THAT APPLY TO AREA PLANS.

LU-4.6 IN ORDER TO BE RESPONSIVE TO THE UNIQUE NEEDS AND OPPORTUNITIES OF COMMUNITIES OF THE REGION, LOCAL, STATE, FEDERAL AND TRIBAL GOVERNMENTS ARE ENCOURAGED TO PREPARE CONFORMING AREA PLANS THAT SUPERSEDE EXISTING PLAN AREA STATEMENTS AND COMMUNITY PLANS OR OTHER TRPA REGULATIONS FOR AREAS WITHIN THEIR JURISDICTION. AREA PLANS SHALL BE PREPARED IN COORDINATION WITH LOCAL RESIDENTS, OTHER STAKEHOLDERS AND TRPA STAFF, AND SHALL BE CONSISTENT WITH THE REGIONAL GOAL AND POLICY PLAN AND APPLICABLE ORDINANCES. AFTER BEING FOUND IN CONFORMANCE WITH THE REGIONAL PLAN, AREA PLANS SHALL BECOME A COMPONENT OF THE REGIONAL PLAN.

LU-4.7 AFTER APPROVAL BY LOCAL, STATE, FEDERAL OR TRIBAL GOVERNMENTS, AREA PLANS SHALL BE REVIEWED BY THE TRPA GOVERNING BOARD AT A PUBLIC HEARING. IN ORDER TO TAKE EFFECT, THE TRPA GOVERNING BOARD SHALL MAKE A FINDING THAT THE AREA PLAN, AND ZONING AND DEVELOPMENT CODES WITHIN THE PLAN, ARE CONSISTENT WITH AND FURTHER THE GOALS AND POLICIES OF THE REGIONAL PLAN. THIS FINDING SHALL BE REFERRED TO AS A FINDING OF CONFORMANCE AND SHALL BE SUBJECT TO THE SAME VOTING REQUIREMENTS AS APPROVAL OF A REGIONAL PLAN AMENDMENT.

LU-4.8 IN ORDER TO BE FOUND IN CONFORMANCE WITH THE REGIONAL PLAN, ALL AREA PLANS SHALL INCLUDE POLICIES, ORDINANCES AND OTHER IMPLEMENTATION MEASURES TO:

- 1) Identify zoning designations, allowed land uses and development standards throughout the plan area.
- 2) Be consistent with all applicable Regional Plan policies, including but not limited to the regional growth management system, development allocations and coverage requirements.
- 3) Either be consistent with the Regional Land Use Map or recommend and adopt amendments to the Regional Land Use Map as part of an integrated plan to comply with Regional Plan policies and provide threshold gain.
- 4) Recognize and support planned, new, or enhanced Environmental Improvement Projects. Area Plans may also recommend enhancements to planned, new, or enhanced Environmental Improvement Projects as part of

an integrated plan to comply with Regional Plan Policies and provide threshold gain.

- 5) Promote environmentally beneficial redevelopment and revitalization within Centers.
- 6) Preserve the character of established residential areas outside of Centers, while seeking opportunities for environmental improvements within residential areas.
- 7) Protect and direct development away from Stream Environment Zones and other sensitive areas, while seeking opportunities for environmental improvements within sensitive areas. Development may be allowed in disturbed Stream Environment Zones within Centers only if allowed development reduces coverage and enhances natural systems within the Stream Environment Zone.
- 8) Identify facilities and implementation measures to enhance pedestrian, bicycling and transit opportunities along with other opportunities to reduce automobile dependency.

LU-4.9 IN ORDER TO BE FOUND IN CONFORMANCE WITH THE REGIONAL PLAN, ALL AREA PLANS THAT INCLUDE TOWN CENTERS OR THE REGIONAL CENTER SHALL INCLUDE POLICIES, ORDINANCES AND OTHER IMPLEMENTATION MEASURES TO:

- 1) Address all requirements of *Policy LU-4.8*.
- 2) Include building and site design standards that reflect the unique character of each area, respond to local design issues and consider ridgeline and viewshed protection.
- 3) Promote walking, bicycling, transit use and shared parking in town centers and the Regional Center, which at a minimum shall include continuous sidewalks or other pedestrian paths and bicycle facilities along both sides of all highways within town centers and the Regional Center, and to other major activity centers.
- 4) Use standards within town centers and the Regional Center addressing the form of development and requiring that projects promote pedestrian activity and transit use.
- 5) Ensure adequate capacity for redevelopment and transfers of development rights into town centers and the Regional Center.
- 6) Identify an integrated community strategy for coverage reduction and enhanced stormwater management.
- 7) Demonstrate that all development activity within town centers and the Regional Center will provide threshold gain, including but not limited to measurable improvements in water quality.

LU-4.10 IN ORDER TO BE FOUND IN CONFORMANCE WITH THE REGIONAL PLAN, AREA PLANS THAT INCLUDE THE HIGH DENSITY TOURIST DISTRICT SHALL INCLUDE POLICIES, ORDINANCES AND OTHER IMPLEMENTATION MEASURES TO:

- 1) Address all requirements of Policies LU-4.8 and LU-4.9.
- 2) Include building and site design standards that substantially enhance the appearance of existing buildings in the High Density Tourist District.
- 3) Provide pedestrian, bicycle and transit facilities connecting the High Density Tourist District with other regional attractions.

- 4) Demonstrate that all development activity within the High Density Tourist District will provide threshold gain, including but not limited to measurable improvements in water quality. If necessary to achieve threshold gain, off-site improvements may be additionally required.

LU-4.11 LOCAL, STATE, FEDERAL AND TRIBAL GOVERNMENTS MAY ADOPT DEVELOPMENT ORDINANCES THAT SUPERSEDE TRPA ORDINANCES IF THE AREA PLAN AND ASSOCIATED ORDINANCES ARE FOUND IN CONFORMANCE WITH THE REGIONAL PLAN, AND MEET THE INTENT OF TRPA ORDINANCES.

LU-4.12 ONCE AN AREA PLAN, AND ZONING AND DEVELOPMENT CODES WITHIN THE PLAN, HAVE BEEN FOUND IN CONFORMANCE WITH THE REGIONAL PLAN, LOCAL, STATE, FEDERAL AND TRIBAL GOVERNMENTS MAY ASSUME DEVELOPMENT REVIEW AUTHORITY BY MEMORANDUM OF UNDERSTANDING WITH TRPA, SUBJECT TO THE FOLLOWING LIMITATIONS:

- 1) The TRPA Governing Board shall annually review a sample of permits issued within each Area Plan, and shall certify that the Area Plans are being implemented in conformance with the Regional Plan. If the TRPA Governing Board finds that development that has been permitted within an Area Plan does not comply with the Conforming Area Plan, TRPA may retract delegation of certain permitting authority and implement the Conforming Area Plan.
- 2) Where applicable, Area Plans shall be prepared and maintained in coordination with TMDL regulatory agencies and applicable load reduction plans, as specified in the Code of Ordinances.
- 3) Approval of projects within Area Plans shall require TRPA review and approval if the project includes any of the following criteria, except for minor improvements as further specified in the Code of Ordinances:
 - i. All development within the High Density Tourist District;
 - ii. All development within the Shorezone of Lake Tahoe;
 - iii. All development within the Conservation District;
 - iv. All development within the Resort Recreation District;
 - v. All development meeting criteria on the following table:

	Regional Center	Town Center	Not in Center
Residential	100,000 sq. ft.	50,000 sq. ft.	25,000 sq. ft.
Non-Residential	80,000 sq. ft.	40,000 sq. ft.	12,500 sq. ft.

- 4) All delegated permitting decisions shall be appealable to TRPA. Appeal procedures are set forth in the Code of Ordinances and are intended to address the following goals:
 - i. Eliminate frivolous appeals and appellants “laying in wait” by encouraging early and consistent engagement.
 - ii. Increase procedural certainty and timeliness irrespective of outcomes.
 - iii. Establish that project-by-project negotiation should not be the Governing Board’s default position.
- 5) All ongoing TRPA development monitoring and reporting requirements are met.
- 6) The limitations on delegation specified in the Table above may be increased or decreased by the TRPA Governing Board. The levels of delegation may be decreased, or increased if the Governing Board finds that lead agencies, based on ongoing monitoring, reporting and performance review, are acting on projects consistent with the Area Plan and that the terms and conditions of the Area Plan are being met. After four years from the adoption of this provision, the Governing Board shall consider increasing the levels of delegation.

LU-4.13 TRPA SHALL TAKE AN ACTIVE ROLE IN ASSISTING WITH THE DEVELOPMENT OF CONFORMING AREA PLANS TO HELP ENSURE THAT AREA PLANS ARE IN CONFORMANCE WITH TRPA REQUIREMENTS. LOCAL, STATE, FEDERAL AND TRIBAL GOVERNMENTS SHALL ALSO SEEK REVIEW AND COMMENT FROM ALL PUBLIC AGENCIES WITH JURISDICTIONAL AUTHORITY AT APPROPRIATE POINTS IN THE PLANNING PROCESS TO ENSURE THAT REQUIREMENTS OF OTHER PUBLIC AGENCIES ARE ADDRESSED. THIS POLICY IS INTENDED TO ENSURE THAT EACH AREA PLAN, AND ZONING AND DEVELOPMENT CODES WITHIN THE PLAN, WHEN PRESENTED TO TRPA FOR CONFORMANCE REVIEW AND APPROVAL, WILL HAVE ADDRESSED THE NEEDS AND CONCERNS OF THE COMMUNITY AND WILL BE CONSISTENT WITH ALL APPLICABLE LOCAL, STATE, AND REGIONAL PLAN REQUIREMENTS.

**GOAL LU-5
COORDINATE THE REGULATION OF LAND USES WITHIN THE REGION WITH THE LAND USES SURROUNDING THE REGION.**

To minimize the impacts on one another, the Tahoe Region and its surrounding communities should attempt to coordinate land use planning decisions. This goal is especially pertinent with respect to major land use decisions immediately adjacent to the Region which may have significant impacts on the Region and affect the ability of TRPA to attain environmental thresholds.

POLICIES:

LU-5.1 THE REGIONAL PLAN SHALL ATTEMPT TO MITIGATE ADVERSE IMPACTS GENERATED BY THE PLAN WITHIN THE REGION, AND NOT EXPORT THE IMPACTS TO SURROUNDING AREAS.

Where project approvals or other proposed actions by TRPA would adversely impact surrounding areas, TRPA shall consult with the affected jurisdictions. While the Agency will attempt to ensure that adverse impacts are mitigated

within the Region, there may be situations where the adverse impacts on surrounding areas are outweighed by the environmental harm that would result from absorbing all impacts within the Region. In that regard, state laws in California and Nevada require the export of virtually all waste-waters and solid wastes from the Region.

LU-5.2 WHERE NECESSARY FOR THE REALIZATION OF THE REGIONAL PLAN, THE AGENCY MAY ENGAGE IN COLLABORATIVE PLANNING WITH LOCAL GOVERNMENTAL JURISDICTIONS LOCATED OUTSIDE THE REGION, BUT CONTIGUOUS TO ITS BOUNDARIES. THE TRPA GOVERNING BOARD SHALL INITIATE ALL COLLABORATIVE PLANNING EFFORTS THAT ARE AUTHORIZED BY THIS POLICY.

HOUSING

The purpose of this Subelement is to assess the housing needs of the Region and to make provisions for adequate housing. The Bi-State Compact does not specifically mandate this Subelement nor do the environmental thresholds address this topic. However, the states of Nevada and California both require housing to be addressed as part of a General Plan. It is the intent of this Subelement to address housing issues on a regional basis with Area Plans handling the specifics of implementation.

GOAL HS-1

PROMOTE HOUSING OPPORTUNITIES FOR FULL-TIME AND SEASONAL RESIDENTS AS WELL AS WORKERS EMPLOYED WITHIN THE REGION.

POLICIES:

- HS-1.1 SPECIAL INCENTIVES, SUCH AS BONUS DEVELOPMENT UNITS, WILL BE GIVEN TO PROMOTE AFFORDABLE OR GOVERNMENT-ASSISTED HOUSING FOR LOWER INCOME HOUSEHOLDS (80 PERCENT OF RESPECTIVE COUNTY'S MEDIAN INCOME) AND FOR VERY LOW INCOME HOUSEHOLDS (50 PERCENT OF RESPECTIVE COUNTY'S MEDIAN INCOME). EACH COUNTY'S MEDIAN INCOME WILL BE DETERMINED ACCORDING TO THE INCOME LIMITS PUBLISHED ANNUALLY BY THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT.
- HS-1.2 LOCAL GOVERNMENTS WILL BE ENCOURAGED TO ASSUME THEIR "FAIR SHARE" OF THE RESPONSIBILITY TO PROVIDE LOWER AND VERY LOW INCOME HOUSING.
- HS-1.3 FACILITIES SHALL BE DESIGNED AND OCCUPIED IN ACCORDANCE WITH LOCAL, REGIONAL, STATE, AND FEDERAL STANDARDS FOR THE ASSISTANCE OF HOUSEHOLDS WITH LOW AND VERY LOW INCOMES. SUCH HOUSING UNITS SHALL BE MADE AVAILABLE FOR RENTAL OR SALE AT A COST TO SUCH PERSONS THAT WOULD NOT EXCEED THE RECOMMENDED STATE AND FEDERAL STANDARDS.
- HS-1.4 AFFORDABLE OR GOVERNMENT ASSISTED HOUSING FOR LOWER INCOME HOUSEHOLDS SHOULD BE LOCATED IN CLOSE PROXIMITY TO EMPLOYMENT CENTERS, GOVERNMENT SERVICES, AND TRANSIT FACILITIES. SUCH HOUSING MUST BE COMPATIBLE WITH THE SCALE AND DENSITY OF THE SURROUNDING NEIGHBORHOOD.

GOAL HS-2

TO THE EXTENT FEASIBLE, WITHOUT COMPROMISING THE GROWTH MANAGEMENT PROVISIONS OF THE REGIONAL PLAN, THE ATTAINMENT OF THRESHOLD GOALS, AND AFFORDABLE HOUSING INCENTIVE PROGRAMS, MODERATE INCOME HOUSING WILL BE ENCOURAGED IN SUITABLE LOCATIONS FOR THE RESIDENTS OF THE REGION.

POLICIES:

- HS-2.1** SPECIAL INCENTIVES, SUCH AS BONUS DEVELOPMENT UNITS, WILL BE MADE AVAILABLE TO PROMOTE HOUSING FOR MODERATE INCOME HOUSEHOLDS (120 PERCENT OF RESPECTIVE COUNTY'S MEDIAN INCOME). SUCH INCENTIVES SHALL BE MADE AVAILABLE WITHIN JURISDICTIONS THAT DEVELOP HOUSING PROGRAMS THAT ARE SUBSTANTIALLY CONSISTENT WITH AND COMPLEMENTARY TO THE REGIONAL PLAN.
- HS-2.2** RESIDENTIAL UNITS DEVELOPED USING MODERATE INCOME HOUSING INCENTIVES SHALL BE USED TO PROVIDE HOUSING FOR FULL-TIME RESIDENTS OF THE TAHOE REGION. SUCH UNITS SHALL NOT BE USED FOR VACATION RENTAL PURPOSES.
- HS-2.3** RESIDENTIAL UNITS DEVELOPED USING MODERATE INCOME HOUSING INCENTIVES SHALL REMAIN PERMANENTLY WITHIN THE PROGRAM.

GOAL HS-3

REGULARLY EVALUATE HOUSING NEEDS IN THE REGION AND UPDATE POLICIES AND ORDINANCES IF NECESSARY TO ACHIEVE STATE, LOCAL AND REGIONAL HOUSING GOALS.

POLICIES:

- HS-3.1** TRPA SHALL REGULARLY REVIEW ITS POLICIES AND REGULATIONS TO REMOVE IDENTIFIED BARRIERS PREVENTING THE CONSTRUCTION OF NECESSARY AFFORDABLE HOUSING IN THE REGION. TRPA STAFF WILL WORK WITH LOCAL JURISDICTIONS TO ADDRESS ISSUES INCLUDING, BUT NOT LIMITED TO, WORKFORCE AND MODERATE INCOME HOUSING, SECONDARY RESIDENTIAL UNITS AND LONG TERM RESIDENCY IN MOTEL UNITS IN ACCORDANCE WITH THE TIMELINE OUTLINED IN THE IMPLEMENTATION ELEMENT.

COMMUNITY DESIGN

The purpose of this Subelement is to implement the TRPA regional design criteria as they apply to the built environment. The Governing Board policy applicable to community design is derived from environmental threshold carrying capacities for scenic resources:

POLICY STATEMENT

It shall be the policy of the TRPA Governing Board in development of the Regional Plan, in cooperation with local jurisdictions, to ensure the height, bulk, texture, form, materials, colors, lighting, signing and other design elements of new, remodeled and redeveloped buildings be compatible with the natural, scenic, and recreational values of the Region.

This Subelement sets forth policies for new developments or existing developments in need of remodeling or redevelopment. Some aspects of development can be brought to total conformance within a certain period of time, such as a five-year program to bring all signs into conformance with adopted standards. Others may require more time or extensive redevelopment or rehabilitation to correct past deficiencies.

GOAL CD-1

ENSURE PRESERVATION AND ENHANCEMENT OF THE NATURAL FEATURES AND QUALITIES OF THE REGION, PROVIDE PUBLIC ACCESS TO SCENIC VIEWS, AND ENHANCE THE QUALITY OF THE BUILT ENVIRONMENT.

POLICIES:

CD-1.1 THE SCENIC QUALITY RATINGS ESTABLISHED BY THE ENVIRONMENTAL THRESHOLDS SHALL BE MAINTAINED OR IMPROVED.

Implementation of regional design review requirements will be required to ensure compliance with this policy.

CD-1.2 RESTORATION PROGRAMS BASED ON INCENTIVES WILL BE IMPLEMENTED IN THOSE AREAS DESIGNATED IN NEED OF SCENIC RESTORATION TO ACHIEVE THE RECOMMENDED RATING.

GOAL CD-2

REGIONAL BUILDING AND COMMUNITY DESIGN CRITERIA SHALL BE ESTABLISHED TO ENSURE ATTAINMENT OF THE SCENIC THRESHOLDS, MAINTENANCE OF DESIRED COMMUNITY CHARACTER, COMPATIBILITY OF LAND USES, AND COORDINATED PROJECT REVIEW.

The intent of the criteria is that they be regional in nature yet specific enough to ensure that the Agency meets the mandate of specific thresholds and other policy requirements of this plan as they relate to site planning. The concept is that a design review document is the focal point for implementing many other plan policies relating to transportation, noise, water quality, air quality, scenic and aesthetic considerations, etc.

POLICIES:

CD-2.1 TO BE FOUND IN CONFORMANCE WITH THE REGIONAL PLAN, AREA PLANS SHALL REQUIRE THAT ALL PROJECTS COMPLY WITH THE FOLLOWING DESIGN REQUIREMENTS. AREA PLANS MAY ALSO INCLUDE ADDITIONAL OR SUBSTITUTE REQUIREMENTS NOT LISTED BELOW THAT PROMOTE THRESHOLD ATTAINMENT.

- A. Community Design: Area Plans that include the Regional Center or town centers shall address the following design standards:
- i. Existing or planned pedestrian and bicycle facilities shall connect properties within Centers to transit stops and the Regional Bicycle and Pedestrian network.
 - ii. Area Plans shall encourage the protection of views of Lake Tahoe.
 - iii. Within town centers and the Regional Center, building height and density should be varied with some buildings smaller and less dense than others.
 - iv. Site and building designs within Centers shall promote pedestrian activity and provide enhanced design features along public roadways. Enhanced design features to be considered include increased setbacks, stepped heights, increased building articulation, and/or higher quality building materials along public roadways.
 - v. Area Plans shall include strategies for protecting undisturbed sensitive lands and, where feasible, establish park or open space corridors connecting undisturbed sensitive areas within Centers to undisturbed areas outside of Centers.
- B. Site Design: All new development shall consider site design which includes, at a minimum:
- i. Existing natural features to be retained and incorporated into the site design.
 - ii. Building placement and design to be compatible with adjacent properties and consideration of solar exposure, climate, noise, safety, fire protection, and privacy.
 - iii. Site planning to include a drainage, infiltration, and grading plan meeting water quality standards.
 - iv. Access, parking, and circulation to be logical, safe, and meet the requirements of the transportation element.

- C. **Building Design:** Standards shall be adopted to ensure attractive and compatible development. The following shall be considered:
- i. Outside town centers, building height shall be limited to two stories (24 - 42 feet). Within town centers, building height may be allowed up to four stories (56 feet) as part of an Area Plan that has been found in conformance with the Regional Plan. Within regional centers, building height may be allowed up to six stories (95 feet) as part of a Conforming Area Plan. Within the High Density Tourist District, the height of casino hotel buildings existing as of 2012 that are at least eight stories or 85 feet high may be increased up to 197 feet as part of a Conforming Area Plan. Subject to TRPA approval pursuant to TRPA Code of Ordinances or a Conforming Area Plan, provisions for additional height requirements may be provided for unique situations such as lighting towers, ski towers, buildings within Ski Area Master Plans, steep sites, and essential public safety facilities.
 - ii. Building height limits shall be established to ensure that buildings do not project above the forest canopy, ridge lines, or otherwise detract from the viewshed.
 - iii. Buffer requirements should be established for noise, snow removal, aesthetic, and environmental purposes.
 - iv. The scale of structures should be compatible with existing and planned Land Uses in the area.
 - v. Viewshed should be considered in all new construction. Emphasis should be placed on lake views from major transportation corridors.
 - vi. Area Plans that allow buildings over two stories in height shall where feasible include provisions for transitional height limits or other buffer areas adjacent to areas not allowing buildings over two stories in height.
 - vii. Area Plans shall include design standards for building design and form. Within Centers, building design and form standards shall promote pedestrian activity.
- D. **Landscaping:** The following should be considered with respect to this design component of a project:
- i. Native vegetation should be utilized whenever possible, consistent with fire defensible space requirements.
 - ii. Vegetation should be used to screen parking, alleviate long strips of parking space and accommodate stormwater runoff where feasible.
 - iii. Vegetation should be used to give privacy, reduce glare and heat, deflect wind, muffle noise, prevent erosion, and soften the line of architecture where feasible.
- E. **Lighting:** Lighting increases the operational efficiency of a site. In determining the lighting for a project, the following should be required:
- i. Exterior lighting should be minimized to protect dark sky views, yet adequate to provide for public safety and should be consistent with the architectural design.

- ii. Exterior lighting should utilize cutoff shields that extend below the lighting element to minimize light pollution and stray light.
 - iii. Overall levels should be compatible with the neighborhood light level. Emphasis should be placed on a few, well placed, low intensity lights.
 - iv. Lights should not blink, flash, or change intensity except for temporary public safety signs.
- F. Signing: Area Plans may include alternative sign standards. For Area Plans to be found in conformance with the Regional Plan, the Area Plan must demonstrate that the sign standards will minimize and mitigate significant scenic impacts and move toward attainment or achieve the adopted scenic thresholds for the Lake Tahoe Region.

In the absence of a Conforming Area Plan that addresses sign standards, the following policies apply, along with implementing ordinances:

- i. Off premise signs should generally be prohibited; way-finding and directional signage may be considered where scenic impacts are minimized and mitigated.
 - ii. Signs should be incorporated into building design
 - iii. When possible, signs should be consolidated into clusters to avoid clutter
 - iv. Signage should be attached to buildings when possible
 - v. Standards for number, size, height, lighting, square footage, and similar characteristics for on premise signs shall be formulated and shall be consistent with the land uses permitted in each district.
- G. Center Boundaries: Area Plans may propose modifications to the boundaries of a Center, if the modification complies with the following:
- i. Boundaries of Centers shall be drawn to include only properties that are developed, unless undeveloped parcels proposed for inclusion have either at least three sides of their boundary adjacent to developed parcels (for four-sided parcels), or 75 percent of their boundary adjacent to developed parcels (for non-four-sided parcels). For purposes of this requirement, a parcel is considered developed if it includes 30 percent or more of allowed coverage already existing on site or an approved but un-built project meeting this coverage requirement.
 - ii. Properties included in a Center shall be less than 1/4 mile from existing Commercial and Public Service uses.
 - iii. Properties included in a Center shall encourage and facilitate the use of existing or planned transit stops and transit systems.

NOISE

High noise levels can reduce the public’s enjoyment of the natural environment, impact quality of life for residents, and disturb native wildlife. The TRPA Bi-State Compact recognizes noise as an environmental threshold and requires that TRPA establish carrying capacity standards for noise. The Noise Subelement establishes Goals and Policies to achieve and maintain TRPA’s noise thresholds.

CUMULATIVE NOISE EVENTS	
POLICY STATEMENT: It shall be a policy of the TRPA Governing Board in the development of the Regional Plan to define, locate, and establish CNEL levels for transportation corridors.	
TRANSPORTATION CORRIDORS ¹	
Highway 50	65 ²
Highways 89, 207, 28, 267 and 431	55 ²
South Lake Tahoe Airport	60 ³
<ol style="list-style-type: none"> 1. Recommended CNEL levels for transportation corridors. 2. This recommended threshold overrides the land use CNEL thresholds and is limited to an area within 300 feet from the edge of the road. 3. This recommended threshold applies to those areas impacted by the approved flight paths 	

GOAL N-1

SINGLE EVENT NOISE STANDARDS SHALL BE ATTAINED AND MAINTAINED.

People can be annoyed by a specific noise source. Thresholds have been adopted that apply to aircraft, boats, motor vehicles, off-road vehicles, and snowmobiles to reduce impacts associated with single noise events.

POLICIES:

N-1.1 UNLESS SUPERSEDED BY AN UPDATE TO THE 1986 AIRPORT MASTER PLAN, AN ORDINANCE AND ENFORCEMENT PROGRAM SHALL PERMIT ONLY AIRCRAFT THAT MEET THE SINGLE EVENT NOISE THRESHOLDS TO USE THE AIRPORT.

The Airport Master Plan shall provide for implementation and enforcement of the single event noise thresholds for aircraft. TRPA and the City of South Lake Tahoe (owner/operator of the airport) will continue to analyze the airport’s environmental impacts, the best available aircraft technologies, and the needs of the community to develop plans for threshold attainment with regard to airport operations.

N-1.2 BOATS WILL ONLY BE ALLOWED ON LAKE TAHOE IF IN COMPLIANCE WITH THE SINGLE-EVENT THRESHOLD.

Implementation of the single-event threshold for boats shall be shared by the public and private sectors. TRPA shall prepare a model ordinance, and encourage local government and the U. S. Coast Guard to adopt and enforce the model ordinance. TRPA shall also encourage marinas and other boat launching facilities to participate in implementation of the single-event threshold standard.

N-1.3 MOTOR VEHICLES AND MOTORCYCLES SHALL COMPLY WITH THE APPROPRIATE NOISE THRESHOLDS.

The local and state law enforcement agencies should not allow motor vehicles and motorcycles to use the streets and highways in the Region if they exceed the single-event thresholds for noise.

N-1.4 OFF-ROAD VEHICLE USE IS PROHIBITED IN THE LAKE TAHOE REGION EXCEPT ON SPECIFIED ROADS, TRAILS, OR DESIGNATED AREAS WHERE THE IMPACTS CAN BE MITIGATED.

Reduce noise impacts of off-road vehicles, as well as impacts on wildlife, vegetation and water quality by allowing their use only in designated areas.

N-1.5 THE USE OF SNOWMOBILES WILL BE RESTRICTED TO DESIGNATED AREAS.

Snowmobile use should be restricted to specified areas where potential conflicts with other winter outdoor activities and wildlife can be minimized. Exceptions will be allowed pursuant to Policy N-1.4, above.

N-1.6 PERMIT USES ONLY IF THEY ARE CONSISTENT WITH THE NOISE STANDARDS. NOISE MITIGATION MEASURES MAY BE REQUIRED ON ALL STRUCTURES CONTAINING USES THAT WOULD OTHERWISE ADVERSELY IMPACT THE PRESCRIBED NOISE LEVELS.

Ordinances shall be adopted to allow the Agency or local governments to review and resolve any existing and future problems of nuisances associated with a specific source of noise. The ordinances shall allow the Agency or local governments to require that the impacts be mitigated either through voluntary compliance or through conditions of project approval.

GOAL N-2

COMMUNITY NOISE EQUIVALENT LEVELS SHALL BE ATTAINED AND MAINTAINED.

CNEL thresholds were adopted to reduce the annoyance associated with cumulative noise events on people and wildlife. In the Region, the main sources of noise are attributed to the major transportation corridors and the airport. Therefore, these policies are directed towards reducing the transmission of noise from those sources. The CNEL thresholds will be attained upon implementation of the following policies.

POLICIES:

N-2.1 TRANSMISSION OF NOISE FROM THE TRANSPORTATION CORRIDORS SHALL BE REDUCED.

The noise associated with the transportation corridors can be decreased by reducing the number of trips and by installing mitigation measures. Trip reduction will be accomplished by the transit improvements identified in the Transportation Element. Ordinances will establish specific site design criteria for projects to help reduce the transmission of noise from the transportation corridors. The design criteria will also be incorporated into the water quality and transportation improvement programs. The mitigation measures may include setbacks, earth berms, and barriers.

N-2.2 NOISE-RELATED IMPACTS ASSOCIATED WITH THE AIRPORT SHOULD BE AT AN ACCEPTABLE LEVEL.

The Airport Master Plan should include specific recommendations necessary to attain the environmental thresholds. The Master Plan should also include implementation provisions for attaining the noise thresholds.

N-2.3 IN CONSULTATION AND COORDINATION WITH FEDERAL LAND MANAGEMENT AGENCIES, TRPA WILL FURTHER DEFINE CNELs FOR WILDERNESS AND ROADLESS AREAS AND FOR CRITICAL WILDLIFE HABITAT AREAS.

The 25 CNEL standard for the above areas needs further evaluation as to location of monitoring and conditions of monitoring. The Agency will further evaluate the proper application of the standard.

NATURAL HAZARDS

Natural hazards result from naturally occurring events that can be hazardous to public health and safety. In the Lake Tahoe Region, natural hazards are most frequently related to the dangers of avalanches, wildfires, flooding, earthquakes and seiches.

GOAL NH-1

RISKS FROM NATURAL HAZARDS (E.G., FLOOD, FIRE, AVALANCHE, EARTHQUAKE, SEICHE) WILL BE MINIMIZED.

Land uses within the Tahoe Region should be planned with recognition of natural hazards so as to help prevent damage to property and to protect public health. Natural hazard areas or situations can be identified and precautionary measures taken to minimize impacts.

POLICIES:

NH-1.1 DEVELOPMENT SHALL BE REGULATED IN IDENTIFIED AVALANCHE OR MASS INSTABILITY HAZARD AREAS.

In the areas with identified avalanche or mass instability danger (*Natural Hazards of the Lake Tahoe Basin, 1978* or by other studies accepted by TRPA), the type of uses or activities can be designed or regulated to protect the public during hazard periods. Construction, reconstruction or replacement of structures in identified avalanche or mass instability hazard areas shall be restricted unless precautionary measures can be implemented to ensure protection of public health and safety.

NH-1.2 PROHIBIT ADDITIONAL DEVELOPMENT, GRADING, AND FILLING OF LANDS WITHIN THE 100-YEAR FLOOD PLAIN AND IN THE AREA OF WAVE RUN-UP EXCEPT FOR PUBLIC RECREATION FACILITIES, PUBLIC SERVICE FACILITIES, NECESSARY CROSSINGS, RESTORATION FACILITIES, AND AS OTHERWISE NECESSARY TO IMPLEMENT THE GOALS AND POLICIES OF THE PLAN. REQUIRE ALL FACILITIES LOCATED IN THE 100-YEAR FLOOD PLAIN AND AREA OF WAVE RUN-UP TO BE CONSTRUCTED AND MAINTAINED TO MINIMIZE IMPACTS ON THE FLOOD PLAIN.

The Tahoe Region is often subject to rain or storm events which cause extreme fluctuations in stream flows or wave run-up which can result in flooding and damage to property. Grading, filling, and structural development within the flood plain causes alteration of the stream flow and may accentuate downstream flooding.

NH-1.3 INFORM RESIDENTS AND VISITORS OF THE WILDFIRE HAZARD ASSOCIATED WITH OCCUPANCY IN THE REGION. ENCOURAGE USE OF FIRE RESISTANT MATERIALS AND FIRE PREVENTATIVE TECHNIQUES WHEN CONSTRUCTING STRUCTURES, ESPECIALLY IN THE HIGHEST FIRE HAZARD AREAS. MANAGE FOREST FUELS TO BE CONSISTENT WITH STATE LAWS AND OTHER GOALS AND POLICIES OF THIS PLAN.

Most wildfires in the Lake Tahoe Region are human-caused. The decadent and monoculture vegetation on steep slopes is highly susceptible to wildfires. Serious environmental damage, property damage and impacts to public health can result from wildfires. Public awareness and education can help to decrease

the risk of human-caused wildfires. Programs involving the manipulation of vegetation can also reduce fire hazards. The potential for damage to structures can be minimized with various construction techniques and installation of fire resistant materials. The Agency, in cooperation with fire protection agencies, will set forth criteria describing areas of high hazard and will also propose fire prevention techniques and measures.

NH-1.4 TRPA WILL ENCOURAGE PUBLIC SAFETY AGENCIES TO PREPARE DISASTER PLANS.

The Agency will encourage police and fire departments and other agencies to prepare contingency plans for major disasters such as described in this Subelement.

AIR QUALITY

Poor air quality poses a risk to human health and reduces the public's enjoyment of the natural environment. Air pollution also degrades ecosystem integrity and impairs water quality. Maintaining and improving air quality will protect the quality of life for residents and visitors, maintain the Region's tourism economy, and attain multiple thresholds.

The TRPA Bi-State Compact recognizes air as a natural resource and requires that TRPA establish environmental threshold carrying capacity standards for air quality. The Bi-State Compact directs TRPA to develop a land use plan that considers air resources, as well as a transportation plan that reduces air pollution from motor vehicles. TRPA is also required to attain federal, state, and local air quality standards for the portions of the Region in which they apply. The Air Quality Subelement, along with the Transportation Element, establishes Goals and Policies to achieve and maintain TRPA's air quality thresholds and all applicable federal, state, and local standards for air quality.

GOAL AQ-1

ATTAIN AND MAINTAIN AIR QUALITY IN THE REGION AT LEVELS THAT ARE HEALTHY FOR HUMANS AND THE ECOSYSTEM, ACHIEVE AND MAINTAIN ENVIRONMENTAL THRESHOLDS AND DO NOT INTERFERE WITH RESIDENTS' AND VISITORS' VISUAL EXPERIENCE.

It is intended that implementation of the control measures contained in the Air Quality Subelement and other TRPA programs will lead to attainment of the TRPA threshold standards and will also lead to attainment and maintenance of federal and state air quality standards.

POLICIES:

AQ-1.1 COORDINATE WITH OTHER AGENCIES AND JURISDICTIONS TO REDUCE EMISSIONS, EXPOSURES, AND HEALTH AND ENVIRONMENTAL RISKS WHEN DEVELOPING AND IMPLEMENTING PROGRAMS, PLANS, AND PROJECTS.

The Regional Plan will facilitate cooperative efforts that efficiently attain and maintain air quality threshold standards, and federal and state air quality standards, while at the same time achieving other threshold standards.

AQ-1.2 REDUCE OR LIMIT SOURCES OF POLLUTANTS THAT DEGRADE VISIBILITY.

Some air pollutants, such as fugitive dust and wood smoke, degrade visibility as well as harm human or ecosystem health. The Regional Plan will control those pollutants to minimize their impact on visibility, as well as their impact on human or ecosystem health.

AQ-1.3 ENCOURAGE THE REDUCTION OF EMISSIONS FROM MOTOR VEHICLES AND OTHER MOTORIZED MACHINERY IN THE REGION.

Significant emissions of air pollutants including greenhouse gases (GHGs) and entrained dust are produced by automobiles, motor vehicles and other gas

powered machinery in the Region. The Land Use Subelement and the Transportation Element contain Goals and Policies to reduce the amount of air pollution generated from motor vehicles in the Region. Additionally, TRPA shall pursue other feasible and cost effective opportunities to reduce emissions from motor vehicles and other gas powered machinery in the Region.

AQ-1.4 ENCOURAGE THE REDUCTION OF EMISSIONS FROM GAS APPLIANCES.

Additional emissions of air pollutants are produced by building appliances. TRPA shall seek feasible and cost effective opportunities to reduce emissions from gas appliances in the Region.

AQ-1.5 ENCOURAGE THE REDUCTION OF EMISSIONS THROUGH BUILDING EFFICIENCY.

Construction of energy efficient buildings, replacement of energy inefficient buildings, and improvements to the efficiency of existing buildings can significantly reduce air pollutant emissions in the Region. TRPA shall seek feasible opportunities to promote energy efficient buildings in the Region.

AQ-1.6 REDUCE EMISSIONS FROM WOOD BURNING STOVES IN THE REGION, AND REQUIRE WOOD STOVES TO COMPLY WITH CURRENT EPA EMISSIONS STANDARDS WITH A TARGET COMPLIANCE DATE OF 2020.

Older, less efficient wood burning appliances emit more air pollutants than newer, more efficient appliances. A faster rate of replacement of old inefficient wood burning appliances with newer cleaner burning technology will benefit attainment of the air quality threshold standards.

AQ-1.7 PROMOTE THE REDUCTION OF AIR QUALITY IMPACTS FROM CONSTRUCTION AND PROPERTY MAINTENANCE ACTIVITIES IN THE REGION.

AQ-1.8 PROMOTE TECHNOLOGIES THAT REDUCE THE AIR QUALITY IMPACTS OF PRESCRIBED BURNING, OR NON-BURNING METHODS OF REDUCING HAZARDOUS FOREST FUELS, WHERE PRACTICAL.

GOAL AQ-2

MAINTAIN AN EFFECTIVE AIR QUALITY MITIGATION PROGRAM FOR THE REGION.

Administer a program that effectively mitigates significant air quality impacts resulting from new projects or changes in use. Under the mitigation program, impact fees and mitigation measures are among the strategies to address significant impacts.

POLICIES:

- AQ-2.1** IN ADDITION TO OTHER POLICIES AND REGULATIONS INTENDED TO MINIMIZE AIR QUALITY IMPACTS OF DEVELOPMENT, COLLECT AND EXPEND AIR QUALITY MITIGATION FEES TO OFFSET AIR POLLUTION IN COORDINATION WITH THE ENVIRONMENTAL IMPROVEMENT PROGRAM (EIP). A PORTION OF MITIGATION FUNDS SHALL BE EXPENDED IN THE LOCAL JURISDICTION WHERE THE FUNDS ARE GENERATED AND A PORTION OF THE FUNDS MAY BE USED ON THE MOST COST EFFECTIVE AND ENVIRONMENTALLY BENEFICIAL PROJECTS IN THE REGION.

WATER QUALITY

Thresholds for water quality shall be achieved and maintained through a coordinated federal, state, regional, local and private effort to retrofit existing infrastructure, redevelop poorly designed development sites, and restore degraded natural processes to minimize the impacts of all activities in the Region. The goals and policies are generally grouped to address this coordinated effort, point sources and non-point sources of pollution.

The Lake Tahoe Total Daily Maximum Load (TMDL) identifies loads of fine sediment particles, nitrogen, and phosphorus discharging to Lake Tahoe from urban uplands runoff, atmospheric deposition, forested upland runoff, and stream channel erosion as the primary sources of pollution impairing Lake Tahoe's deep water transparency and clarity. These pollutants of concern may also affect Lake Tahoe's nearshore water quality, which is an equal priority for protection given the exceptional scenic quality and significant recreational and ecological values it provides.

The Regional Plan supports pollutant load reductions from each source category in the following ways:

Atmospheric Deposition

Land Use and Transportation policies support the reduction of nitrogen emissions and fine sediment particles and phosphorus that are entrained as road dust through encouraging walkable mixed-use centers and a connected bicycle and pedestrian network, which reduce automobile dependency. Furthermore, policies seek to control emissions from residential wood smoke and target other stationary dust sources by requiring application and maintenance of temporary and permanent Best Management Practices (BMPs).

Forested Uplands

Sources of fine sediment particles from Forest Uplands include disturbed forest lands, unpaved roads and trails, and paved or impervious surfaces. Water Quality and Vegetation policies target reducing fine sediment particles from these sources by requiring application and maintenance of temporary and permanent Best Management Practices (BMPs) and by promoting restoration of disturbed lands.

Stream Channel Erosion

Vegetation policies promote protection, maintenance, and restoration of riparian plant communities and Water Quality policies promote infiltration within naturally functioning floodplains. Soils and Stream Environment Zone policies emphasize reestablishment of natural fluvial processes, limit coverage in sensitive areas, and protect, maintain and restore Stream Environment Zones.

Urban Uplands

Water Quality policies support the Lake Tahoe Total Daily Maximum Load, reduce or eliminate point and non-point sources of pollutants and allow area-wide water quality treatment as an alternative when it can be shown to achieve equal or greater water quality improvements. Land Use and Soils policies incentivize the removal and transfer of coverage in sensitive areas and Vegetation policies promote the use of native and nutrient efficient vegetation in urban areas.

GOAL WQ-1

FEDERAL, STATE, REGIONAL, LOCAL AND PRIVATE WATER QUALITY MANAGEMENT PROGRAMS SHOULD BE IMPLEMENTED IN A COORDINATED MANNER TO RESTORE AND MAINTAIN LAKE TAHOE'S UNIQUE TRANSPARENCY, COLOR AND CLARITY IN ACCORDANCE WITH ENVIRONMENTAL THRESHOLD CARRYING CAPACITY STANDARDS.

POLICIES:

- WQ-1.1 ACHIEVE AND MAINTAIN WATER QUALITY THRESHOLDS THROUGH COMPREHENSIVE REGIONAL PLANNING AND THROUGH COORDINATION WITH OTHER PUBLIC AGENCIES AND THE PRIVATE SECTOR.**
- WQ-1.2 COORDINATE A MULTI-AGENCY EFFORT TO PRIORITIZE AND FUND WATER QUALITY IMPROVEMENT PROJECTS IN THE LAKE TAHOE REGION THROUGH THE ENVIRONMENTAL IMPROVEMENT PROGRAM (EIP).**
- WQ-1.3 REQUIRE THAT DEVELOPMENT AND OTHER ACTIVITIES IN THE LAKE TAHOE REGION MITIGATE ANTICIPATED WATER QUALITY IMPACTS.**
- WQ-1.4 SUPPORT AND SEEK TO EXPEDITE ACTIVITIES TO REDEVELOP NON-CONFORMING PROPERTIES IN A MANNER THAT IMPROVES WATER QUALITY AND TO RELOCATE OR RETIRE DEVELOPMENT RIGHTS ON SENSITIVE LANDS.**
- WQ-1.5 SUPPORT THE LAKE TAHOE TOTAL MAXIMUM DAILY LOAD (TMDL) PROGRAMS IN CALIFORNIA AND NEVADA AND THE TMDL POLLUTANT/STORMWATER LOAD REDUCTION PLANS FOR EACH LOCAL GOVERNMENT IN THE REGION.**
- WQ-1.6 SUPPORT FEDERAL, STATE, LOCAL AND PRIVATE WATER QUALITY IMPROVEMENT PROGRAMS THAT IMPROVE WATER QUALITY IN THE REGION.**
- WQ-1.7 COORDINATE WITH PUBLIC AND PRIVATE ENTITIES TO MAXIMIZE THE EFFICIENCY AND EFFECTIVENESS OF WATER QUALITY PROGRAMS.**

GOAL WQ-2

REDUCE OR ELIMINATE POINT SOURCES OF POLLUTANTS WHICH AFFECT, OR POTENTIALLY AFFECT, WATER QUALITY IN THE TAHOE REGION.

POLICIES:

- WQ-2.1 DISCHARGE OF MUNICIPAL OR INDUSTRIAL WASTEWATER TO LAKE TAHOE, ITS TRIBUTARIES, OR THE GROUNDWATERS OF THE TAHOE REGION IS PROHIBITED, EXCEPT FOR EXISTING DEVELOPMENT OPERATING UNDER APPROVED ALTERNATIVE PLANS FOR WASTEWATER DISPOSAL, AND FOR FIRE SUPPRESSION EFFORTS IN ACCORDANCE WITH APPLICABLE STATE LAWS.**

This policy states a fundamental premise of water quality protection at Lake Tahoe; that the Region's surface and groundwater cannot accept municipal or industrial waste waters and meet adopted thresholds and state water quality standards.

- WQ-2.2 DISCHARGES OF SEWAGE TO LAKE TAHOE, ITS TRIBUTARIES, OR THE GROUNDWATERS OF THE LAKE TAHOE REGION ARE PROHIBITED. SEWAGE COLLECTION, CONVEYANCE AND TREATMENT DISTRICTS SHALL HAVE APPROVED SPILL CONTINGENCY, PREVENTION, AND DETECTION PLANS.**

Sewage discharges, regardless of their cause, not only contribute unnecessary nutrient loads to Lake Tahoe, but may also cause public health problems. Accidental discharges may be minimized through proper design, construction, and maintenance practices and comprehensive spill contingency, prevention, and detection plans. All agencies which collect or transport sewage should have plans for detecting and correcting exfiltration problems.

- WQ-2.3 UNDERGROUND STORAGE TANKS FOR SEWAGE, FUEL, OR OTHER POTENTIALLY HARMFUL SUBSTANCES SHALL MEET STANDARDS SET FORTH IN TRPA ORDINANCES, AND SHALL BE INSTALLED, MAINTAINED, AND MONITORED IN ACCORDANCE WITH THE BEST MANAGEMENT PRACTICES HANDBOOK.**

Leaking underground tanks are a nationwide water quality problem. In the Tahoe Region, the environmental impacts of leaking tanks may be especially noticeable and harmful to the environment

- WQ-2.4 NO PERSON SHALL DISCHARGE SOLID WASTES IN THE LAKE TAHOE REGION BY DEPOSITING THEM ON OR IN THE LAND, EXCEPT AS PROVIDED BY TRPA ORDINANCE.**

Landfilling or other practices for disposing of solid wastes can add harmful biological oxygen demand, nutrients, and toxic substances to the watershed of Lake Tahoe. Therefore, the control of solid waste disposal is necessary to protect and enhance water quality. Existing state policies and laws will continue to govern solid waste disposal in the Tahoe Region.

- WQ-2.5 TRPA SHALL COOPERATE WITH OTHER AGENCIES WITH JURISDICTION IN THE LAKE TAHOE REGION IN THE PREPARATION, EVALUATION, AND IMPLEMENTATION OF TOXIC AND HAZARDOUS SPILL CONTROL PLANS.**

A single spill of a toxic or hazardous material in the Region could reverse progress in attaining water quality goals gained at great local expense and effort. TRPA will cooperate with the U.S. Forest Service, the EPA, and state water quality and health agencies to prevent and control toxic and hazardous spills.

- WQ-2.6 LIQUID OR SOLID WASTES FROM RECREATIONAL VEHICLES AND BOATS SHALL**

BE DISCHARGED AT APPROVED PUMP-OUT FACILITIES. PUMP-OUT FACILITIES WILL BE PROVIDED BY PUBLIC UTILITY DISTRICTS, MARINAS, CAMPGROUNDS, AND OTHER RELEVANT FACILITIES IN ACCORDANCE WITH STANDARDS SET FORTH IN THE BEST MANAGEMENT PRACTICES HANDBOOK.

Attempts to control the addition of pollutants to Lake Tahoe and its tributaries should not overlook vehicle and vessel wastes. The present shortage of pump-out facilities contributes to the size of this problem. The Best Management Practices Handbook shall be revised to address pump-out facilities.

WQ-2.7 REDUCE THE IMPACTS OF MOTORIZED WATERCRAFT ON WATER QUALITY.

The use of motorized watercraft on lakes within the Region can adversely affect water quality through the discharge of pollutants. TRPA shall implement measures to achieve and maintain TRPA, state, and federal water quality standards.

GOAL WQ-3

REDUCE OR ELIMINATE NON POINT SOURCES OF POLLUTANTS WHICH AFFECT, OR POTENTIALLY AFFECT, WATER QUALITY IN THE TAHOE REGION IN A MANNER CONSISTENT WITH THE LAKE TAHOE TMDL, WHERE APPLICABLE.

POLICIES:

WQ-3.1 REDUCE LOADS OF SEDIMENT, NITROGEN, AND PHOSPHORUS TO LAKE TAHOE; AND MEET WATER QUALITY THRESHOLDS FOR TRIBUTARY STREAMS, SURFACE RUNOFF, AND GROUNDWATER.

The quality of the littoral zone is important because these waters are the most vulnerable to aesthetic degradation and most visible to those who enjoy the lake. Data show that water quality tends to be worse in areas adjacent to development and especially in relatively shallow bays and shelves. Tributary, surface runoff, and groundwater quality also display the negative impacts of development of the watershed.

WQ-3.2 RESTORE AT LEAST 80 PERCENT OF THE DISTURBED LANDS WITHIN THE REGION (FROM THE 1983 BASELINE; EXCLUDING HARD COVERAGE).

It is the Agency's intent to have at least 80 percent of these lands restored by application and maintenance of Best Management Practices.

WQ-3.3 UNITS OF LOCAL GOVERNMENT, STATE TRANSPORTATION DEPARTMENTS, U.S. FOREST SERVICE AND OTHER IMPLEMENTING AGENCIES SHALL RESTORE 25 PERCENT OF THE SEZ LANDS (FROM THE 1983 BASELINE) THAT HAVE BEEN DISTURBED, DEVELOPED, OR SUBDIVIDED IN ACCORDANCE WITH THE ENVIRONMENTAL IMPROVEMENT PROGRAM.

Stream Environment Zones have many beneficial effects on water quality, vegetation, scenic, wildlife and fisheries thresholds. The development of Stream Environment Zones in the Tahoe Region has adversely affected water quality, in many cases permanently. Stream Environment Zone restoration is a cost-effective policy for improving water quality and other thresholds and is a priority for the Environmental Improvement Program as well as TRPA policies and ordinances.

- WQ-3.4** IN ADDITION TO OTHER POLICIES AND REGULATIONS THAT ARE INTENDED TO MINIMIZE WATER QUALITY IMPACTS OF DEVELOPMENT ON-SITE, MAINTAIN MITIGATION FEE PROGRAMS TO FINANCE ACTIVITIES THAT MITIGATE THE WATER QUALITY IMPACTS OF DEVELOPMENT ACTIVITIES. THE MITIGATION FEE PROGRAMS SHALL REFLECT DIRECT AND INDIRECT WATER QUALITY IMPACTS AND BENEFITS RESULTING FROM DIFFERENT TYPES OF DEVELOPMENT AND REDEVELOPMENT ACTIVITIES, AS WELL AS GEOGRAPHIC DIFFERENCES.
- WQ-3.5** PROMOTE INFILTRATION FACILITIES AND FUNCTIONING FLOOD PLAINS ALONG STREAM CORRIDORS AS A STRATEGY FOR REMOVING INSTREAM LOADS OF SEDIMENT AND NUTRIENTS.
- WQ-3.6** ALL PERSONS ENGAGING IN PUBLIC ROAD MAINTENANCE OR SNOW DISPOSAL OPERATIONS IN THE TAHOE REGION SHALL MAINTAIN ROADS AND DISPOSE OF SNOW TO MINIMIZE THE DISCHARGE OF DEICERS, FINE PARTICULATES AND OTHER CONTAMINANTS TO STREAM ENVIRONMENT ZONES, GROUNDWATER AND SURFACE-WATER IN ACCORDANCE WITH SITE CRITERIA AND MANAGEMENT STANDARDS IN THE BEST MANAGEMENT PRACTICES HANDBOOK.
- WQ-3.7** INSTITUTIONAL USERS OF ROAD TRACTION ABRASIVES AND DEICERS IN THE LAKE TAHOE REGION SHALL KEEP RECORDS SHOWING THE TIME, RATE, LOCATION, AND TYPE OF TRACTION ABRASIVES AND DEICERS APPLICATION. STORAGE OF ROAD SALT SHALL BE IN ACCORDANCE WITH THE BEST MANAGEMENT PRACTICES HANDBOOK.
- WQ-3.8** OFF ROAD MOTORIZED VEHICLE USE IS PROHIBITED IN THE LAKE TAHOE REGION EXCEPT ON SPECIFIED ROADS, TRAILS, OR DESIGNATED AREAS WHERE THE IMPACTS CAN BE MITIGATED.
- WQ-3.9** RESTRICT APPLICATION OF FERTILIZER WITHIN THE TAHOE REGION TO USES, AREAS, AND PRACTICES IDENTIFIED IN THE CODE OF ORDINANCES AND THE BEST MANAGEMENT PRACTICES HANDBOOK. FERTILIZERS SHALL NOT BE USED IN OR NEAR STREAM AND DRAINAGE CHANNELS, OR IN STREAM ENVIRONMENT ZONES, INCLUDING SETBACKS, AND IN SHOREZONE AREAS EXCEPT FOR MAINTENANCE OF PREEXISTING LANDSCAPING. MAINTENANCE OF PREEXISTING LANDSCAPING SHALL BE MINIMIZED IN STREAM ENVIRONMENT ZONES AND ADJUSTED OR PROHIBITED IF FOUND, THROUGH EVALUATION OF CONTINUING MONITORING RESULTS, TO BE IN VIOLATION OF APPLICABLE WATER QUALITY DISCHARGE AND RECEIVING WATER STANDARDS. ADDITIONALLY, ENCOURAGE THE PHASE OUT THROUGH EDUCATION AND OUTREACH OF THE SALE AND USE OF CHEMICAL FERTILIZER CONTAINING PHOSPHORUS FOR LAWNS IN THE REGION, WITH LIMITED EXCEPTIONS, BY 2017.
- Since one of Lake Tahoe's water quality problems is an imbalance in the Lake's nutrients, control of artificial chemical fertilizers (which add nutrients to the Lake) is an essential component of TRPA's water quality policy.
- WQ-3.10** IMPLEMENT LAND USE, TRANSPORTATION AND AIR QUALITY MEASURES AIMED AT REDUCING AIRBORNE NITROGEN EMISSIONS AND ENTRAINED DUST IN THE TAHOE REGION.

There is evidence that atmospheric sources of nitrogen and entrained dust may be a major contributor of nutrients to Lake Tahoe, and that local emissions of oxides of nitrogen and entrained dust, primarily from automobiles, account for most of these atmospheric inputs. The land use, transportation and air quality measures aimed at reducing emissions of oxides of nitrogen and entrained dust should be carried out to ensure that atmospheric sources do not degrade Lake Tahoe's water quality.

WQ-3.11 REQUIRE ALL PERSONS WHO OWN LAND AND ALL PUBLIC AGENCIES WHICH MANAGE PUBLIC LANDS IN THE LAKE TAHOE REGION TO INSTALL AND MAINTAIN BEST MANAGEMENT PRACTICES (BMPs) IMPROVEMENTS IN ACCORDANCE WITH A BMP MANUAL THAT SHALL BE MAINTAINED AND REGULARLY UPDATED BY TRPA. BMP REQUIREMENTS SHALL PROTECT VEGETATION FROM UNNECESSARY DAMAGE; RESTORE THE DISTURBED SOILS AND BE CONSISTENT WITH FIRE DEFENSIBLE SPACE REQUIREMENTS. AS AN ALTERNATIVE, AREA-WIDE WATER QUALITY TREATMENT FACILITIES AND FUNDING MECHANISMS MAY BE IMPLEMENTED IN LIEU OF CERTAIN SITE SPECIFIC BMPs WHERE AREA-WIDE TREATMENTS CAN BE SHOWN TO ACHIEVE EQUAL TO OR GREATER WATER QUALITY BENEFITS.

This policy guarantees continuing reductions in pollutant loads through the application of Best Management Practice improvements (BMPs). The Best Management Practices Handbook identifies the recommended BMPs for various situations. Application of BMPs requires a flexible approach involving evaluation of site-specific considerations and defensible space requirements. In some situations, area-wide treatments and funding mechanisms may provide greater water quality benefits than site specific BMPs.

BMP compliance requires proper installation and regular maintenance to preserve BMP function and help prevent pollution discharges. Regularly performed maintenance activities are described in the Best Management Practices Handbook.

In all aspects of the BMP retrofit program, TRPA shall emphasize voluntary compliance with the ordinance provisions, the provision of technical assistance through the Resource Conservation Districts, and public information campaigns to inform the public about basic BMP requirements and benefits. Areas targeted for accelerated BMP implementation should occur in coordination with local government Pollution/Stormwater Load Reduction Plans.

WQ-3.12 PROJECTS SHALL BE REQUIRED TO MEET TRPA BMP REQUIREMENTS AS A CONDITION OF APPROVAL FOR ALL PROJECTS.

All projects shall be required, as a condition of approval, to apply Best Management Practices to the project parcel during construction and as follows upon completion of construction:

- A. New projects on undeveloped parcels shall require application and maintenance of temporary and permanent BMPs as a condition of project approval.
- B. Projects which expand structures or land coverage shall require application and maintenance of temporary and permanent BMPs to the project area.
- C. Rehabilitation projects, other than minor utility projects, shall require the preparation of a plan and schedule for application and maintenance of temporary and permanent BMPs to the entire parcel. The amount of work

required pursuant to the project approval shall consider the cost and nature of the project.

- D. Where area-wide treatments are approved, projects shall install improvements in accordance with the approved area-wide BMP plan.

WQ-3.13 MAINTAIN THE BEST MANAGEMENT PRACTICES HANDBOOK TO INCLUDE SPECIAL CONSTRUCTION TECHNIQUES, DISCHARGE STANDARDS, AND DEVELOPMENT CRITERIA APPLICABLE TO PROJECTS IN THE SHOREZONE.

Sediment and other discharges from shorezone construction or dredging have an immediate and obvious impact on water clarity in localized areas and are harmful to fish. Proper construction techniques and other measures shall be required as necessary to mitigate activities in the shorezone and to protect the natural values of the shorezone.



CHAPTER 3

Transportation Element

The TRPA Bi-State Compact calls for the development of an integrated transportation plan addressing all modes of travel to *“reduce dependency on the automobile,”* *“reduce air pollution which is caused by motor vehicles,”* and provide *“public transportation and public programs and projects related to transportation.”*

Although it is not a threshold category, Tahoe’s transportation system relates to multiple threshold areas, particularly air and water quality. To fulfill the Bi-State Compact’s mandate and work towards attainment of thresholds, the Regional Plan Transportation Element seeks to establish a first-class transportation system that prioritizes bicycling, walking, and transit, and serves residents and visitors while contributing to the environmental and socioeconomic health of the Region. This Element includes transportation goals, policies and implementation measures that address multiple aspects of transportation planning and interact to create a successful multi-modal transportation system.

TRPA is designated as the Tahoe Metropolitan Planning Organization (TMPO) for state and federal transportation planning. In addition to fulfilling the Bi-State Compact’s directives, as the TMPO, TRPA must develop a long-range Regional Transportation Plan (RTP) consistent with federal transportation laws. The RTP must also meet statutory requirements in California through the adoption of a “Sustainable Communities Strategy” (SCS). The SCS lays out a plan for reducing passenger vehicle related greenhouse gas (GHG) emissions in California. The goals and policies of the RTP are identical to those in the Regional Plan Transportation Element. In addition to goals and policies, the RTP also includes a detailed transportation improvement strategy, predicated on received or forecasted funding.

GOAL 1: ENVIRONMENT



Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas emissions.

Policies

- 1.1 Support mixed-use, transit oriented development, and community revitalization projects that encourages walking, bicycling, and easy access to existing and planned transit stops.
- 1.2 Leverage transportation projects to benefit multiple environmental thresholds through integration with the Environmental Improvement Program.
- 1.3 Mitigate the regional and cumulative traffic impacts of new, expanded, or revised developments or land uses by prioritizing projects and programs that enhance non-automobile travel modes.
- 1.4 Facilitate the use of electric and zero emission vehicles and fleets by supporting deployment of vehicle charging infrastructure within the Region, and supporting incentives and education of residents, businesses, and visitors related to the use of electric and zero emission vehicles.
- 1.5 Require major employers of 100 employees or more to implement vehicle trip reduction programs.
- 1.6 Require new and encourage existing major commercial interests providing gaming, recreational activities, excursion services, condominiums, timeshares, hotels and motels to participate in transportation demand programs and projects.
- 1.7 Coordinate with the City of South Lake Tahoe to update and maintain an Airport Master Plan and limit aviation facilities within the Tahoe Region to existing facilities.
- 1.8 Strongly encourage traffic calming and noise reduction strategies when planning transportation improvements.
- 1.9 Develop and implement a cooperative continuous, and comprehensive Congestion Management Process to adaptively manage congestion within the Region's multi-modal transportation system.

GOAL 2: CONNECTIVITY



Enhance and sustain the connectivity and accessibility of the Tahoe transportation system, across and between modes, communities, and neighboring regions, for people and goods.

Policies

Transit

- 2.1 Coordinate with Federal, state, and local government as well as private sector partners to identify and secure adequate transit service funding that provides a viable and reliable transportation alternative to the private automobile for all categories of travelers in the Region.
- 2.2 Provide frequent transit service to major summer and winter recreational areas.
- 2.3 Establish regional partnerships with surrounding metropolitan areas to expand transit to and from Lake Tahoe.
- 2.4 Improve the existing transit system for the user making it frequent, fun, and free in targeted locations. Consider and use increased frequency, preferential signal controls, priority travel lanes, expanded service areas, and extended service hours.
- 2.5 Integrate transit services across the Region. Develop and use unified fare payment systems, information portals, and shared transfers.
- 2.6 Consider waterborne transportation systems using best available technology to minimize air and water quality impacts in coordination with other modal options, as an alternative to automobile travel within the Region.
- 2.7 Provide specialized public transportation services for individuals with disabilities through subsidized fare programs for transit, taxi, demand response, and accessible van services.
- 2.8 Make transit and pedestrian facilities ADA-compliant and consistent with Coordinated Human Services Transportation Plans.
- 2.9 Develop formal guidelines or standards for incorporating transit amenities in new development or redevelopment, as conditions of project approval.
- 2.10 Provide public transit services at locations nearby school campuses.
- 2.11 Coordinate public and private transit service, where feasible, to reduce service costs and avoid service duplication.

Active Transportation

- 2.12 Develop and maintain an Active Transportation Plan as part of the regional transportation plan. Include policies, a project list of existing and proposed bicycle and pedestrian facilities, and strategies for implementation in the Active Transportation Plan.
- 2.13 Incorporate programs and policies of the active transportation plan into regional and local land use plans and regulatory processes.
- 2.14 Construct, upgrade, and maintain pedestrian and bicycle facilities consistent with the active transportation plan.

Multi-Modal

- 2.15 Accommodate the needs of all categories of travelers by designing and operating roads for safe, comfortable, and efficient travel for roadway users of all ages and abilities, such as pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles.
- 2.16 Encourage parking management programs that incentivize non-auto modes and discourage private auto-mobile use at peak times in peak locations, alleviate circulating vehicle trips associated with parking availability, and minimize parking requirements through the use of shared-parking facilities while potentially providing funding that benefits infrastructure and services for transit, pedestrians, and bicyclists.
- 2.17 Coordinate and include in area plans, where applicable, intermodal transportation facilities (“Mobility Hubs”) that serve centers and other major areas of activity while encouraging the consolidation of off-street parking within mixed-use areas.
- 2.18 In roadway improvements, construct, upgrade, and maintain active transportation and transit facilities along major travel routes. In constrained locations, all design options should be considered, including but not limited to restriping, roadway realignment, signalization, and purchase of right of way.
- 2.19 Encourage jurisdiction partners to develop and plan coordinated wayfinding signage for awareness of alternative transportation modes including transit (TART/BlueGO), pedestrian, and bicycle facilities.

GOAL 3: SAFETY



Increase safety and security for all users of Tahoe’s transportation system.

Policies

- 3.1 Coordinate the collection and analysis of safety data, identify areas of concern, and propose safety-related improvements that support state and federal safety programs and performance measures.
- 3.2 Consider safety data and use proven safety design countermeasures for safety hotspots recommended from roadway safety audits, the active transportation plan, corridor plans, and other reliable sources when designing new or modifying existing travel corridors.
- 3.3 Coordinate safety awareness programs that encourage law abiding behavior by all travelers.
- 3.4 Support emergency preparedness and response planning, including the development of regional evacuation plans, and encourage appropriate agencies to use traffic incident management performance measures.
- 3.5 Design projects to maximize visibility at vehicular, bicycle, and pedestrian conflict points. Consider increased safety signage, site distance, and other design features, as appropriate.

GOAL 4: OPERATIONS AND CONGESTION MANAGEMENT



Provide an efficient transportation network through coordinated operations, system management, technology, monitoring, and targeted investments.

Policies

- 4.0 Prioritize regional and local investments that fulfill TRPA objectives in transit, active transportation, transportation demand management, and other programs and directly support identified TRPA transportation performance outcomes.
- 4.1 Identify opportunities to implement comprehensive transportation solutions that include technology, safety, and other supporting elements when developing infrastructure projects.
- 4.2 Collaborate with jurisdictions and DOT partners to develop adaptive management strategies for peak traffic periods at Basin entry/exit routes.
- 4.3 Promote awareness of travel options and conditions through advertising and real-time travel information.
- 4.4 Incorporate programs and policies of the Tahoe Basin Intelligent Transportation Systems Strategic Plan into regional and local land use plans and regulatory processes.
- 4.5 Support the use of emerging technologies, such as the development and use of mobile device applications, to navigate the active transportation network and facilitate ridesharing, efficient parking, transit use, and transportation network companies.
- 4.6 Level of service (LOS) criteria for the Region's highway system and signalized intersections during peak periods shall be: "C" on rural recreational/scenic roads; "D" on rural developed area roads; "D" on urban developed area roads; "D" for signalized intersections. Level of Service "E" may be acceptable during peak periods in urban areas, but not to exceed four hours per day. These vehicle LOS standards may be exceeded when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users at a level that is proportional to the project-generated traffic in relation to overall traffic conditions on affected roadways.
- 4.7 Regional transportation plan updates shall review projected travel into and within adopted area plans and effectiveness of mobility strategies.
- 4.8 Prohibit the construction of roadways to freeway design standards in the Tahoe Region. Establish Tahoe specific traffic design volume for project development and analysis.
- 4.9 Require the development of traffic management plans for major temporary seasonal activities, including the coordination of simultaneously occurring events.
- 4.10 Actively support Transportation Management Associations (TMAs) in the Tahoe Region.
- 4.11 Establish a uniform method of data collection for resident and visitor travel behavior.
- 4.12 Maintain monitoring programs for all modes that assess the effectiveness of the long-term implementation of local and regional mobility strategies on a publicly accessible reporting platform (e.g www.laketahoeinfo.org website).
- 4.13 Establish regional and inter-regional cooperation and cost-sharing to obtain

basin-wide data for transportation-related activities.

- 4.14 Design roadway corridors, including driveways, intersections, and scenic turnouts, to minimize impacts to regional traffic flow, transit, and bicycle and pedestrian facilities by using shared access points where feasible.

GOAL 5: ECONOMIC VITALITY & QUALITY OF LIFE



Support the economic vitality of the Tahoe Region to enable a diverse workforce, sustainable environment, and quality experience for both residents and visitors.

Policies

- 5.1 Encourage community revitalization and transit oriented development projects that comprehensively support regional and local transportation, housing, land use, environment, and other goals.
- 5.2 Provide multimodal access to recreation sites. Encourage collaboration between public lands managers, departments of transportation, transit providers, and other regional partners to improve year-round access to dispersed recreation activities. Strategies could include active transportation end-of-trip facilities, transit services, parking management programs, and incentives to use multi-modal transport.
- 5.3 Collaborate with local, state, regional, federal, and private partners to develop a regional revenue source to fund Lake Tahoe transportation and water quality projects.
- 5.4 Collaborate with regional and inter-regional partners to establish efficient transportation connections within the Trans-Sierra Region including to and from Tahoe and surrounding metropolitan areas.

GOAL 6: SYSTEM PRESERVATION



Provide for the preservation of the existing transportation system through maintenance activities that support climate resiliency, water quality, and safety.

Policies

- 6.1 Preserve the condition of sidewalks and bicycle facilities and where feasible, maintain their year-round use.
- 6.2 Maintain and preserve pavement condition to a level that supports the safety of the traveling public and protects water quality.
- 6.3 Make “dig once” the basin-wide standard, requiring public and private roadway projects to accommodate the installation of conduit to support community needs. (e.g. fiber optic, broadband, lighting, etc.)
- 6.4 Consider the increased vulnerability and risk to transportation infrastructure from climate stressors, such as increased precipitation, flooding, and drought when designing new infrastructure and repairing or maintaining existing infrastructure.



CHAPTER 4

Conservation Element

The purpose of this Element is to plan for the preservation, development, utilization, and management of the scenic and other natural resources within the Region. To achieve this end and to minimize the threat that increasing urbanization has on the ecological values of the Region and the public opportunities for use of public lands, ten Subelements were selected to cover the full range of Lake Tahoe's natural and historical resources. For each Subelement, specific policies are outlined to help guide decision-making as it affects that particular resource.

VEGETATION

The Lake Tahoe Region's diverse and unique plant communities provide a variety of environmental and ecological functions and values including water quality, wildlife habitat, soil stabilization, and nutrient cycling. Plant communities also contribute to the Region's scenic quality, improve air quality, and facilitate noise control. The Vegetation Subelement guides the protection and management of the Region's vegetation resources.

GOAL VEG-1:

PROVIDE FOR A WIDE MIX AND INCREASED DIVERSITY OF PLANT COMMUNITIES IN THE TAHOE REGION.

The natural succession of vegetation in the Region has been stifled over the past 130 years. Following clear cut activities in the late 1800s, the forest vegetation has been managed under wildfire exclusion policies. The resulting lack of naturally occurring fires and other natural perturbations has created an unnatural forest structure with regard to forest health and diversity. Extensive and overstocked stands of second growth conifers now dominate the forest vegetation. Other plant communities that require openings in the forest canopy are relatively scarce. The resulting situation is one of low plant diversity, poor age class structure, vulnerability to disease and pest organisms and increased risk of catastrophic wildfire. The preservation of the Region's vegetation and the achievement of environmental thresholds require programs that preserve or protect certain plant communities and species while permitting increased opportunities to manage the vegetation for diversity, fire prevention, and health. Attainment of these thresholds requires an on-going program involving harvest of fire fuels, revegetation, and vegetation manipulation.

POLICIES:

VEG-1.1 FOREST MANAGEMENT PRACTICES SHALL BE ALLOWED WHEN CONSISTENT WITH ACCEPTABLE STRATEGIES FOR THE MAINTENANCE AND ENHANCEMENT OF FOREST HEALTH AND DIVERSITY, PREVENTION OF WILDFIRE, PROTECTION OF WATER QUALITY, AND ENHANCEMENT OF WILDLIFE HABITATS.

Forest management practices that may include both timber harvest and prescribed burning are acceptable strategies for restoring and maintaining the biological health of the forest ecosystem. This policy would also permit practices necessary to reduce the risk of catastrophic wildfires.

VEG-1.2 OPPORTUNITIES TO IMPROVE THE AGE STRUCTURE OF THE PINE AND FIR PLANT COMMUNITIES SHALL BE ENCOURAGED WHEN CONSISTENT WITH OTHER ENVIRONMENTAL CONSIDERATIONS.

The conifer forests of the Tahoe Region are mostly even-aged. This has serious implications related to plant diversity and forest health. Opportunities to increase the ratio of young trees to mature trees should be encouraged.

VEG-1.3 FOREST PATTERN SHALL BE MANIPULATED WHENEVER APPROPRIATE AS GUIDED BY THE SIZE AND DISTRIBUTION OF FOREST OPENINGS.

Extensive stands of even-aged timber predominate in the Tahoe Region. Openings in these stands are uncommon. The forest pattern and resultant plant diversity can be improved through forest management practices that open-up the forest canopy to increase the proportion of shrub and meadow communities.

VEG-1.4 EDGE ZONES BETWEEN ADJACENT PLANT COMMUNITIES SHALL BE MAXIMIZED AND TREATED FOR THEIR SPECIAL VALUE RELATIVE TO PLANT DIVERSITY AND WILDLIFE HABITAT.

The mixing of two plant communities creates a zone of high plant diversity and provides an effective screen between adjacent land uses. Besides the benefit of increased plant diversity, edge zones provide critical habitats to many species of wildlife.

VEG-1.5 PERMANENT DISTURBANCE OR UNNECESSARY ALTERATION OF NATURAL VEGETATION ASSOCIATED WITH DEVELOPMENT ACTIVITIES SHALL NOT EXCEED THE APPROVED BOUNDARIES (OR FOOTPRINTS) OF THE BUILDING, DRIVEWAY, OR PARKING STRUCTURES, OR THAT WHICH IS NECESSARY TO REDUCE THE RISK OF FIRE OR EROSION.

Protecting the existing vegetation around a construction site will aid in preventing soil compaction or disturbance due to equipment and human trampling. It will also reduce the need for revegetation and landscaping.

VEG-1.6 THE MANAGEMENT OF VEGETATION IN URBAN AREAS SHALL BE IN ACCORDANCE WITH THE POLICIES OF THIS PLAN AND SHALL INCLUDE PROVISIONS THAT ALLOW FOR THE PERPETUATION OF THE NATURAL-APPEARING LANDSCAPE.

The beauty of the Tahoe Region depends, in part, on the successful "blending" of the natural environment with the built environment. Vegetation in urban areas shall be preserved to the maximum extent feasible so as to avoid sharp contrasts between the urban and non-urban portions of the Region. Conditions of project approval for all grading, harvesting, landscaping, and other project proposals shall be required, as necessary, to implement the intent of this policy.

VEG-1.7 MAINTAIN FOREST LITTER FOR ITS EROSION CONTROL AND NUTRIENT CYCLING FUNCTIONS IN NATURALLY-VEGETATED AREAS EXCEPT TO THE EXTENT IT POSES A FIRE HAZARD.

The fungi associated with decaying plant material act as nutrient "sinks" by picking up plant nutrients that would otherwise be lost to adjacent water bodies during spring runoff.

VEG-1.8 PROMOTE USE OF NATIVE, WATER-EFFICIENT, NUTRIENT-EFFICIENT, FIRE-RESISTANT AND NON-INVASIVE VEGETATION IN URBAN AREAS AND DURING REVEGETATION OF DISTURBED SITES.

Native plants are adapted to the special altitude, climate, and soil characteristics of the Region. Use of non-native species often requires constant care and artificial amounts of water and fertilizer. Revegetation of disturbed sites will require the use of native plants whenever practical, but other approved species

also may be appropriate.

VEG-1.9 ALL PROPOSED ACTIONS SHALL CONSIDER THE CUMULATIVE IMPACT OF VEGETATION REMOVAL WITH RESPECT TO PLANT DIVERSITY AND ABUNDANCE, WILDLIFE HABITAT AND MOVEMENT, SOIL PRODUCTIVITY AND STABILITY, AND WATER QUALITY AND QUANTITY.

The piecemeal and incremental removal of vegetation may have significant cumulative impacts on the natural resource values of the Region. Project review should consider both the direct and indirect impacts of all development, as well as fire safety.

VEG-1.10 WORK TO ERADICATE AND PREVENT THE SPREAD OF INVASIVE SPECIES.

VEG-1.11 ENCOURAGE LOCAL GOVERNMENTS TO DEVELOP URBAN FORESTRY COMPONENTS WITHIN THEIR AREA PLANS. URBAN FORESTRY PROGRAMS SHOULD SEEK TO REESTABLISH NATURAL FOREST CONDITIONS IN A MANNER THAT DOES NOT INCREASE THE RISK OF CATASTROPHIC WILDFIRE.

GOAL VEG-2

PROVIDE FOR THE PROTECTION, MAINTENANCE AND RESTORATION OF SUCH UNIQUE ECO-SYSTEMS AS WETLANDS, MEADOWS, AND OTHER RIPARIAN VEGETATION.

Riparian vegetation is a critical component of the Tahoe Region's natural vegetation. These communities serve a variety of useful functions especially related to water quality and quantity. Riparian plant communities also significantly contribute to plant and animal diversity, recreation, and scenic quality. Strategies to protect these qualities are developed within the framework of adopted environmental thresholds for soils, vegetation, and wildlife.

POLICIES:

VEG-2.1 RIPARIAN PLANT COMMUNITIES SHALL BE MANAGED FOR THE BENEFICIAL USES OF PASSIVE RECREATION, GROUNDWATER RECHARGE, AND NUTRIENT CATCHMENT, AND AS WILDLIFE HABITATS.

The preservation of riparian zones in their natural states should be emphasized over more intensive uses. These plant communities serve a variety of natural functions that benefit the scenic, wildlife, and water resources of the Tahoe Region.

VEG-2.2 RIPARIAN PLANT COMMUNITIES SHALL BE RESTORED OR EXPANDED WHENEVER AND WHEREVER POSSIBLE. WHEN COMPLETE RESTORATION IS NOT FEASIBLE, RESTORATION PROGRAMS SHALL FOCUS ON RESTORING THE NATURAL FUNCTION OF RIPARIAN AREAS TO THE GREATEST EXTENT PRACTICAL.

Riparian plant communities are the single most important habitat for wildlife in the Region and provide the most cost-effective means of water cleansing. Existing functioning riparian plant communities shall be maintained in their natural conditions to promote such beneficial functions. The schedule for

restoration, as required by the thresholds, will correspond to the schedule for restoring Stream Environment Zones outlined in the Environmental Improvement Program.

GOAL VEG-3

CONSERVE THREATENED, ENDANGERED, AND SENSITIVE PLANT SPECIES AND UNCOMMON PLANT COMMUNITIES OF THE LAKE TAHOE REGION.

A few examples of rare plants and uncommon plant communities can be found in the Lake Tahoe Region. These resources are a real part of the Region's natural endowment and need to be protected from indiscriminant loss or destruction. Otherwise, the danger of extinction can become a reality. Direction for preservation is provided by adopted environmental thresholds.

POLICIES:

VEG-3.1 UNCOMMON PLANT COMMUNITIES SHALL BE IDENTIFIED AND PROTECTED FOR THEIR NATURAL VALUES.

Rare examples of Lake Tahoe's natural vegetation should be preserved for their ecological and local significance. Indiscriminate loss of uncommon plant communities shall be avoided. This policy applies specifically to those plant communities for which thresholds were adopted, but also may be extended to other communities later identified as significant by TRPA in cooperation with resource agencies. Attainment of the vegetation thresholds and implementation of this policy require close cooperation between this Agency and other agencies responsible for the protection and management of the Region's natural resources.

VEG-3.2 THE POPULATION SITES AND CRITICAL HABITAT OF ALL SENSITIVE PLANT SPECIES IN THE LAKE TAHOE REGION SHALL BE IDENTIFIED AND PRESERVED.

The Tahoe Region provides a favorable habitat for a few species of exceptionally scarce plants. Without proper protection, these sensitive plants may become extinct. Monitoring and evaluation programs will be necessary, in cooperation with the U.S. Forest Service and other interested agencies and individuals, to implement this policy.

VEG-3.3 THE CONSERVATION STRATEGY FOR TAHOE YELLOW CRESS IN THE LAKE TAHOE REGION SHALL FOSTER STEWARDSHIP FOR THIS SPECIES BY:

- A. Providing education to landowners;
- B. Providing technical and planning assistance to landowners with Tahoe Yellow Cress to develop stewardship plans;
- C. Streamlining the Tahoe Yellow Cress project review process, while protecting the species and its habitat; and
- D. Support propagation efforts.

GOAL VEG-4

PROVIDE FOR AND INCREASE THE AMOUNT OF LATE SERAL/OLD GROWTH STANDS WITHIN THE LAKE TAHOE REGION.

Late seral/old growth forest stands provide unique habitat for many wildlife and plant species. Late seral/old growth stands also have an increased resistance to tree mortality due to catastrophic wildfire, thereby providing an on-site seed source for natural reforestation. Today, late seral/old-growth forest stands are fragmented and less common than would naturally occur due to clear-cut activities in the late 1800s followed by wildfire exclusion policies through most of the twentieth century. The forested lands in the Region are now dominated by overstocked, second growth, even-aged stands. Fir trees have replaced many naturally occurring pine tree stands. The future condition of forested lands within the Region should reflect natural conditions as much as realistically possible. Active management is necessary to increase the amount of late seral/old growth forest and help restore natural conditions.

POLICIES:

VEG-4.1 STANDS EXHIBITING LATE SERAL/OLD GROWTH CHARACTERISTICS SHALL BE MANAGED TO ALLOW THESE STANDS TO SUSTAIN THESE CONDITIONS.

The existing forest stands that exhibit late seral/old growth characteristics are rare in the Region and should be protected. These stands act as a refuge for late seral/old growth species and will be critical for future restoration of additional late seral/old growth stands.

VEG-4.2 STANDS NOT EXHIBITING LATE SERAL/OLD GROWTH CHARACTERISTICS SHALL BE MANAGED TO PROGRESS TOWARDS LATE SERAL/OLD GROWTH.

Forest stands that do not currently exhibit late seral/old growth characteristics, and that can reasonably be expected to produce late seral/old growth characteristics, should be managed to move the stand towards increasing late seral/old growth characteristics. Active management is the primary vehicle for producing the desired future conditions. Management may entail thinning of smaller trees, alteration of the species composition, and other ecosystem manipulations.

VEG-4.3 PRESCRIPTIONS FOR TREATING THESE STANDS SHALL BE PREPARED BY LICENSED FORESTERS OR OTHERWISE QUALIFIED INDIVIDUALS ON A STAND-BY-STAND BASIS. EACH PRESCRIPTION SHALL DEMONSTRATE/ EXPLAIN HOW IT WILL PROMOTE LATE SERAL OR OLD GROWTH CHARACTERISTICS PRIOR TO APPLYING ANY MECHANICAL TREATMENT OR PRESCRIBED FIRE. STAND-SPECIFIC PRESCRIPTIONS WILL BE DEVELOPED USING THE BEST AVAILABLE FOREST AND ECOSYSTEM MANAGEMENT SCIENCE, STRATEGIES, STANDARDS AND GUIDELINES AS WELL AS ALL APPLICABLE REGULATIONS.

The management of late seral/old growth forests requires the application of the best available scientific methods by qualified individuals, as well as compliance with applicable forest management policies and regulations. Such documents provide requirements and management strategies to maintain current late seral/old growth stands and promote the recruitment of new stands.

VEG-4.4 RETAIN LARGE TREES AS A PRINCIPAL COMPONENT OF LATE SERAL/OLD GROWTH ECOSYSTEMS.

Large trees are one of the defining components of late seral/old growth ecosystems. Without large trees present a forest stand cannot be classified as late seral/old growth. Many of the other components of late seral/old growth ecosystems are derived from large trees, including snags, down woody material, and soil conditions. The retention of large trees is a critical management strategy to achieve the late seral/old growth threshold.

VEG-4.5 RETAIN TREES OF MEDIUM AND SMALL SIZE SUFFICIENT TO PROVIDE FOR LARGE TREE RECRUITMENT OVER TIME, AND TO PROVIDE STRUCTURAL DIVERSITY. PREFERABLY, THESE TREES WILL BE THE MOST VIGOROUS IN THE STAND USING ONE OF THE STANDARD TREE CLASSIFICATIONS. IN ADDITION, SPECIES COMPOSITION SHOULD BE KEY CONSIDERATION IN TREE RETENTION.

The forests of the Lake Tahoe Region are largely even-aged as a result of forest regeneration after logging followed by discovery of the Comstock Lode. The large trees of today have finite life spans, and must eventually be replaced. Additionally, appropriate diversity of small, medium and large trees provides vertical structural diversity for wildlife.

Tree species composition is an important characteristic of forests, affecting wildlife uses and forest health. Promoting and perpetuating late seral/old growth forest conditions requires the future provision for a desired species composition, now and in the future. Prior to settlement, natural events provided a well-adapted species mix. Today, forest planning for future conditions is needed because humans have changed the balance of forces in the forest that produce the desired future conditions.

VEG-4.6 USE OF PRESCRIBED FIRE IS PREFERRED TO REDUCE FIRE HAZARD AND PERPETUATE DESIRED NATURAL ECOLOGICAL PROCESSES. MANUAL AND MECHANICAL TREATMENT MAY BE USED TO REDUCE FOREST FUEL LEVELS AND TO IMPROVE LATE SERAL FOREST CONDITIONS IN ADDITION TO, OR IN LIEU OF, PRESCRIBED FIRE.

Fire is an effective and efficient tool to reduce forest fuels and thus fire risk. Additionally, fire is a natural ecological process that historically shaped the distribution and structure of vegetation and wildlife communities in the Sierra Nevada and Lake Tahoe Region. Use of prescribed fire or mechanical treatment to control and reduce forest fuel buildup will benefit forested communities by reducing the potential for catastrophic stand replacing fire events.

GOAL VEG-5

THE APPROPRIATE STOCKING LEVEL AND DISTRIBUTION OF SNAGS AND COARSE WOODY DEBRIS SHALL BE RETAINED IN THE REGION'S FORESTS TO PROVIDE HABITAT FOR ORGANISMS THAT DEPEND ON SUCH FEATURES AND TO PERPETUATE NATURAL ECOLOGICAL PROCESSES.

Relatively large snags (standing dead trees) and large downed woody debris (decaying logs on the forest floor) provide essential habitat features for a wide diversity of forest dwelling organisms. Decaying snags and coarse woody debris provide soil amendments and recycle nutrients necessary to perpetuate improved forest health. Upland sources of dead wood contribute to slope stability and soil surface stability, which prevent soil erosion and control

storm surface runoff. In Stream Environment Zones, dead wood plays a major role in the development of streambed morphology and thus the creation and maintenance of required aquatic and riparian habitat.

POLICIES:

VEG-5.1 ALLOW FOR A SUFFICIENT NUMBER AND AN APPROPRIATE DISTRIBUTION OF SNAGS THROUGHOUT THE REGION'S FORESTS TO PROVIDE AND MAINTAIN HABITAT FOR SPECIES DEPENDENT ON SUCH FEATURES.

Tree mortality is a natural process in properly functioning forest ecosystems. This process is stochastic, can take several decades to occur in nature, and is not easily mimicked by humans. Retaining necessary habitat features that benefit a wide diversity of species is economically appropriate because it will circumvent the need for costly and intrusive habitat management programs, and will aid in achieving wildlife threshold goals and to afford a reasonable level of fire protection safety.

VEG-5.2 ALLOW FOR AN APPROPRIATE AMOUNT, LEVEL AND DISTRIBUTION OF COARSE WOODY DEBRIS (DOWNED WOODY MATERIAL) THROUGHOUT THE REGION'S FORESTS TO MAINTAIN BIOLOGICAL INTEGRITY, TO STABILIZE SOIL, AND TO AFFORD A REASONABLE LEVEL OF FIRE SAFETY.

Large downed woody debris (fallen logs) in various stages of decay contribute to structural diversity of forest ecosystems, which is required by a wide variety of terrestrial, semi-terrestrial and aquatic species. Additionally, as logs decompose, organic matter is slowly incorporated into the soil, which replenishes the productive capability of the soil and perpetuates a functioning forest ecosystem.

GOAL VEG-6

TRPA SHALL WORK WITH FIRE PROTECTION AGENCIES IN THE REGION TO REDUCE THE RISK OF CATASTROPHIC WILDFIRE.

The prevention of catastrophic wildfire requires active forest management and coordination with fire protection agencies in the Region.

VEG 6.1 PROMOTE HAZARDOUS FUELS REDUCTION IN ORDER TO REDUCE THE INTENSITY OF NATURALLY OCCURRING WILDFIRE AND PREVENT CATASTROPHIC WILDFIRE.

VEG-6.2 PROMOTE CREATION OF DEFENSIBLE SPACE USING FOREST MANAGEMENT PRACTICES THAT ARE CONSISTENT WITH STATE DEFENSIBLE SPACE CODES AND COMMUNITY WILDFIRE PROTECTION PLANS.

WILDLIFE

The Tahoe Region provides a habitat for many different species of wildlife. However, the existing habitat mix is not generally favorable for supporting large numbers of many different species. This situation developed due to urban expansion and forest modification activities since the late 1800s. The Bi-State Compact recognizes *"The Region exhibits unique environmental and ecological values which are irreplaceable."* The Wildlife Subelement seeks to minimize the effects of urbanization on wildlife resources by focusing on maintaining suitable habitats and habitat diversity.

GOAL WL-1

MAINTAIN SUITABLE HABITATS FOR ALL INDIGENOUS SPECIES OF WILDLIFE WITHOUT PREFERENCE TO GAME OR NON-GAME SPECIES THROUGH MAINTENANCE AND IMPROVEMENT OF HABITAT DIVERSITY.

The emphasis of wildlife management in the Region should be on maintaining and improving the functional and biological characteristics of the ecosystem to support the needs of wildlife.

POLICIES:

WL-1.1 ALL PROPOSED ACTIONS SHALL CONSIDER IMPACTS TO WILDLIFE.

The impacts of development to wildlife can often be easily mitigated when wildlife are considered early in the project review process. Consideration should be given to the movement, water, food, and cover needs of wildlife.

WL-1.2 RIPARIAN VEGETATION SHALL BE PROTECTED AND MANAGED FOR WILDLIFE.

Riparian vegetation is the single most important habitat for wildlife in the Region. Riparian plant communities need to be preserved to help protect the wildlife resource and to attain environmental thresholds for vegetation, wildlife, and soils. This policy requires an on-going program of management and regulated use of riparian vegetation.

WL-1.3 NON-NATIVE WILDLIFE AND EXOTIC SPECIES SHALL BE CONTROLLED AND RELEASE OF SUCH ANIMALS INTO THE WILD SHALL BE PROHIBITED.

Indigenous wildlife species have adapted to the special habitat characteristics of the Region. Non-native species can "invade" the niches of local wildlife and unfairly compete for scarce resources needed for survival. Introduction of disease and population control of exotic species are other issues of concern.

WL-1.4 DOMESTIC ANIMALS AND PETS SHALL BE CONTROLLED AND APPROPRIATELY CONTAINED.

Domestic animals impact native wildlife species through harassment and physical harm. A combination of domestic animal control and a habitat maintenance program will provide for the long-term health of local wild life populations.

- WL-1.5 ENCOURAGE LOCAL GOVERNMENTS TO DEVELOP AND ENFORCE AN URBAN BEAR STRATEGY ADDRESSING BEAR RESISTANT SOLID WASTE FACILITIES AND RELATED MATTERS WITHIN THEIR AREA PLANS.**

GOAL WL-2

PRESERVE, ENHANCE, AND, WHERE FEASIBLE, EXPAND HABITATS ESSENTIAL FOR THREATENED, ENDANGERED, RARE, OR SENSITIVE SPECIES FOUND IN THE REGION.

Animals that are particularly scarce or vulnerable to extirpation require special management emphasis. Management usually includes programs to protect or enhance critical habitats. Other strategies would include buffering critical habitats from conflicting land uses and activities. Strategies are developed within the framework of adopted environmental thresholds.

POLICIES:

- WL-2.1 ENDANGERED, THREATENED, RARE, AND SPECIAL INTEREST SPECIES SHALL BE PROTECTED AND BUFFERED AGAINST CONFLICTING LAND USES.**

Species in the above categories need extra protection to ensure their longevity in the Region. Critical habitat sites of these animals need to be protected and buffered from disturbing land uses. This will be accomplished by regulating uses within the disturbance and influence zones of species for which thresholds have been adopted

FISHERIES

A popular recreational activity in the Tahoe Region is fishing. Some of the larger streams and lakes provide excellent opportunities to catch rainbow, brown, cutthroat, and brook trout. The lakes offer a wider choice of fishing opportunities. The entire fishery is highly sensitive to habitat disturbance. Maintenance of the fishery must focus on preserving prime fish habitats in the lakes and streams and ensuring access to spawning and feeding habitats.

GOAL FI-1

IMPROVE AQUATIC HABITAT ESSENTIAL FOR THE GROWTH, REPRODUCTION, AND PERPETUATION OF EXISTING AND THREATENED FISH RESOURCES IN THE LAKE TAHOE REGION.

The fishery habitat in the Tahoe Region has experienced significant alteration and degradation since the late 1800s. Much like the wildlife resource, management emphasis should be on the maintenance of essential habitats. For lakes, management focus should be on nearshore substrate quality as it pertains to feeding, cover, and spawning habitats. Stream management should emphasize instream flow needs and maintenance of spawning habitat. Policies to achieve this goal are consistent with the adopted environmental thresholds.

POLICIES:

FI-1.1 DEVELOPMENT PROPOSALS AFFECTING STREAMS, LAKES AND ADJACENT LANDS SHALL EVALUATE IMPACTS TO THE FISHERY.

The population potential of the Tahoe fishery largely depends on the availability and quantity of suitable spawning and feeding habitats. Past practices have significantly damaged the fishery resource through habitat modification or destruction. Future detrimental impacts can be avoided and the fishery improved if the resource is given due consideration in water related developments. All proposals that may impact the fishery shall be assessed pursuant to consultation with fishery biologists of the Nevada Department of Wildlife, California Department of Fish and Game, and/or the U.S. Fish and Wildlife Service.

FI-1.2 UNNATURAL BLOCKAGES AND OTHER IMPEDIMENTS TO FISH MOVEMENT SHALL BE PROHIBITED AND REMOVED WHEREVER APPROPRIATE.

Many different species of fish spawn in the Region's tributaries. This often requires movement into the streams from the lakes. Unnatural blockages (e.g., bridge culverts, man-made dams, marinas) can prevent the upstream migration and thereby seriously impact the population potential of certain fishes. Remedial measures will be accomplished in tandem with conditions of project approval, voluntary cooperation, and restoration projects as part of remedial water quality programs.

FI-1.3 AN INSTREAM MAINTENANCE PROGRAM SHOULD BE DEVELOPED AND IMPLEMENTED.

A variety of problems can build up over time in stream channels. These problems require annual remedial attention before the situation becomes too burdensome to deal with in a timely and cost-efficient manner. Instream monitoring could include an inventory and removal program for undesirable debris build-up in the stream channel.

FI-1.4 STANDARDS FOR BOATING ACTIVITY SHALL BE ESTABLISHED FOR THE SHALLOW ZONE OF LAKE TAHOE.

There are numerous uses associated with the shorezone of Lake Tahoe. However, some of those activities do not depend on the exclusive use of the nearshore. Boating activity in the nearshore should be permitted only to the extent that it is compatible with shorezone-dependent uses such as swimming and fishing. To minimize impacts to these and other shorezone users, and to reduce the risk of accidents, excessive boat speeds and motor noise should be avoided in the nearshore. Strict enforcement of regulations for boat speed and noise close to shore will also benefit the fishery which can be affected by the noise and associated activities of boats. Operating standards for boating should be in accordance with U.S. Coast Guard regulations. Specific areas of habitat may require additional regulations to help prevent unacceptable disruption of critical life cycle activities such as spawning.

FI-1.5 HABITAT IMPROVEMENT PROJECTS ARE ACCEPTABLE PRACTICES IN STREAMS AND LAKES.

Considerable potential exists to improve or expand the fishery habitat of lakes and streams in the Region. Any improvements are likely to solicit a corresponding improvement to the local fishery and should be encouraged.

FI-1.6 INSTREAM FLOWS SHALL BE REGULATED, WHEN FEASIBLE, TO MAINTAIN FISHERY VALUES.

The maintenance of a minimal level of water throughout the year in streams is necessary to protect instream fishery values. Diversions which artificially lower stream flows beyond a level capable of supporting fish or their food organisms is not desirable and should be avoided. This policy would only apply to those creeks with artificial diversions and be accomplished, in part, with implementation of Policy FI-1.7.

FI-1.7 EXISTING POINTS OF WATER DIVERSION FROM STREAMS SHALL BE TRANSFERRED TO LAKES, WHENEVER FEASIBLE, TO HELP PROTECT INSTREAM BENEFICIAL USES.

Many of the Region's tributaries are subject to extreme low flows in late summer. Withdrawals from low flow streams aggravate the problem and may even dry out some creeks. A more constant and dependable supply of water would be available from Lakes and such transfers should be encouraged through the use of incentives and cooperation with state agencies responsible for regulating water use.

FI-1.8 SUPPORT, IN RESPONSE TO JUSTIFIABLE EVIDENCE, STATE AND FEDERAL EFFORTS TO REINTRODUCE LAHONTAN CUTTHROAT TROUT IN APPROPRIATE REMOTE LOCATIONS.

The Lahontan cutthroat trout is, in all probability, extinct in the Region. Any efforts to reintroduce this particular strain of cutthroat should be encouraged. Reintroducing Lahontan cutthroat trout to Lake Tahoe, itself appears to be infeasible. However, it appears that it may be possible to reintroduce the Lahontan cutthroat trout to specific isolated lakes or streams.

FI-1.9 PROHIBIT THE RELEASE OF NON-NATIVE AQUATIC INVASIVE SPECIES IN THE REGION IN COOPERATION WITH PUBLIC AND PRIVATE ENTITIES. CONTROL OR ERADICATE EXISTING POPULATIONS OF THESE SPECIES AND TAKE MEASURES TO PREVENT ACCIDENTAL OR INTENTIONAL RELEASE OF SUCH SPECIES.

SOILS

In addition to serving as a growth medium for plants, soil provides numerous chemical, physical, and biological functions that are critical to sustaining healthy ecosystems and maintaining environmental quality, including water quality. Accordingly, the Bi-State Compact identifies the need to establish and adopt environmental standards for soil conservation. The Soils Subelement establishes Goals and Policies intended to maintain and enhance the soil resource environmental thresholds.

GOAL S-1

MINIMIZE SOIL EROSION AND THE LOSS OF SOIL PRODUCTIVITY.

Protection of the Region's soil is important for maintaining soil productivity and vegetative cover and preventing excessive sediment and nutrient transport to the streams and lakes. Soil protection is especially critical in the Region where the soils are characteristically shallow and highly susceptible to erosion. Strategies for soil conservation are consistent with thresholds established for soil, water, and vegetation.

POLICIES:

S-1.1 ALLOWABLE IMPERVIOUS LAND COVERAGE SHALL BE CONSISTENT WITH THE THRESHOLD FOR IMPERVIOUS LAND COVERAGE.

The Land Use Subelement establishes policies which limit impervious land coverage consistent with the impervious land coverage limits set forth in the *"Land-Capability Classification of the Lake Tahoe Basin, California-Nevada, a Guide for Planning," Bailey, 1974.*

S-1.2 NO NEW LAND COVERAGE OR OTHER PERMANENT DISTURBANCE SHALL BE PERMITTED IN LAND CAPABILITY DISTRICTS 1-3 EXCEPT FOR THOSE USES AS NOTED IN A, B, AND C BELOW:

- A. Single family dwellings may be permitted in land capability districts 1-3 when reviewed and approved pursuant to the individual parcel evaluation system (IPES).
- B. Public outdoor recreation facilities may be permitted in land capability districts 1-3 if:
 - i. The project is a necessary part of a public agency's long range plans for public outdoor recreation;
 - ii. The project is consistent with the recreation element of the Regional Plan;
 - iii. The project, by its very nature must be sited in land capability districts 1-3;
 - iv. There is no feasible alternative which avoids or reduces the extent of encroachment in land capability districts 1-3;
 - v. The impacts are fully mitigated;

- vi. Land capability districts 1-3 lands are restored in the amount of 1.5 times the area of land capability districts 1-3 which is disturbed or developed beyond that permitted by the Bailey coefficients; and
- vii. Alternatively, because of their public and environmental benefits, special provisions for non-motorized public trails may be allowed and defined by ordinances.

To the fullest extent possible, recreation facilities must be sited outside of Land Capability Districts 1-3. However, the six-part test established by the policy allows encroachment of these lands where such encroachment is essential for public outdoor recreation, and precautions are taken to ensure that such lands are protected to the fullest extent possible. The restoration requirements of this policy can be accomplished on-site or off-site, and shall be in lieu of any coverage transfer or coverage mitigation provisions elsewhere in this plan.

- C. Public service facilities are permissible uses in land capability districts 1-3 if:
 - i. The project is necessary for public health, safety or environmental protection;
 - ii. There is no reasonable alternative, which avoids or reduces the extent of encroachment in land capability districts 1-3;
 - iii. The impacts are fully mitigated;
 - iv. Land capability districts 1-3 lands are restored in the amount of 1.5 times the area of land capability districts 1-3 which is disturbed or developed beyond that permitted by the Bailey co-efficients; and
 - v. Alternatively, because of their public and environmental benefits, special provisions for non-motorized public trails may be allowed and defined by ordinances.

Development within Land Capability Districts 1-3 is not consistent with the goal to manage high hazard lands for their natural qualities and shall generally be prohibited except under extraordinary circumstances involving public works. Each circumstance shall be evaluated based on the above four-point test of this policy. The restoration requirements of this policy can be accomplished on-site or off-site, and shall be in lieu of any coverage transfer or coverage mitigation provisions elsewhere in this plan.

S-1.3 THE LAND CAPABILITY MAP MAY BE REVIEWED AND UPDATED.

TRPA shall provide for a procedure to allow land capability challenges for reclassification of incorrectly mapped areas.

S-1.4 TRPA SHALL DEVELOP SPECIFIC POLICIES TO LIMIT LAND DISTURBANCE AND REDUCE SOIL AND WATER QUALITY IMPACTS OF DISTURBED AREAS.

Like impervious surfaces, disturbed and compacted areas result in increased soil loss and surface runoff. The Regional Plan sets policies designed to reduce existing surface disturbance and avoid new disturbance. TRPA shall set guidelines defining "disturbance" and determine what types of disturbed and compacted areas should be counted as impervious surfaces for purposes of applying land coverage limits. Coverage limits shall not be applied so as to prevent application of best management practices to existing disturbed areas.

S-1.5 PRIORITIZE WATERSHEDS OR OTHER AREAS IMPAIRED BY EXCESS LAND

COVERAGE AND INCENTIVIZE THE REMOVAL AND TRANSFER OF COVERAGE FROM APPROPRIATE LOCATIONS WITHIN PRIORITY WATERSHEDS.

TRPA shall maintain specific programs to address the problem of excess coverage and may include limits on new coverage, coverage removal, and remedial erosion and runoff control projects.

S-1.6 MAINTAIN SEASONAL LIMITATIONS ON GROUND DISTURBING ACTIVITIES DURING THE WET SEASON (OCTOBER 15 TO MAY 1) AND IDENTIFY LIMITED EXCEPTIONS FOR ACTIVITIES THAT ARE NECESSARY TO PRESERVE PUBLIC HEALTH AND SAFETY OR FOR EROSION CONTROL.

Impacts related to soil disturbance are highly exaggerated when the soil is wet. For precautionary reasons, all project sites must be adequately winterized by October 15 as a condition for continued work on the site. Exceptions to the grading prohibitions will be permitted in emergency situations where the grading is necessary for reasons of public safety or for erosion control.

S-1.7 ALL EXISTING NATURAL FUNCTIONING STREAM ENVIRONMENT ZONES SHALL BE RETAINED AS SUCH AND DISTURBED STREAM ENVIRONMENT ZONES SHALL BE RESTORED WHENEVER POSSIBLE AND MAYBE TREATED TO REDUCE THE RISK OF CATASTROPHIC WILDFIRE.

Stream Environment Zones (SEZs) shall be managed to perpetuate their various functional roles, especially pertaining to water cleansing and nutrient trapment. This requires enforcement of a non-degradation philosophy. This policy is common to the Water Quality, Vegetation, Stream Environment Zone, and Wildlife Subelements and shall be implemented through the Land Use Element and Environmental Improvement Program (EIP).

SHOREZONE

The shorezone of Lake Tahoe is of both local and national significance. The scenic quality of the shoreline is enhanced by a diversity of views that range from sandy beaches to isolated coves, rocky shorelines, and steep cliffs. The competing demands for development of the shorezone need to be reconciled in light of the unique qualities that stand to be lost. The Shorezone Plan for Lake Tahoe is the basis for developing guidelines for appropriate uses along the shorezones of Lake Tahoe, Fallen Leaf Lake, and Cascade Lake.

GOAL SZ-1

PROVIDE FOR THE APPROPRIATE SHOREZONE USES OF LAKE TAHOE, CASCADE LAKE, AND FALLEN LEAF LAKE WHILE PRESERVING THEIR NATURAL AND AESTHETIC QUALITIES.

The shorezones of the Region's lakes are inherently suitable to different intensities of use depending on local shorezone characteristics. Both the physical and biological qualities of the shorezone are useful for assessing the development potential of a particular site. Visual quality should be an additional test of an area's capability to accommodate different types of land use. Policies are developed within the framework of TRPA's Shorezone Plan (which is incorporated into this Subelement) and adopted environmental thresholds.

POLICIES:

SZ-1.1 ALL VEGETATION AT THE INTERFACE BETWEEN THE BACKSHORE AND FORESHORE ZONES SHALL REMAIN UNDISTURBED UNLESS ALLOWED BY PERMIT FOR USES OTHERWISE CONSISTENT WITH THE SHOREZONE POLICIES.

Vegetation at the interface between the backshore and the foreshore is significant to buffering the impacts that occur in this zone. It is the last naturally occurring measure for stabilizing soils and absorbing nutrients in the runoff from the backshore. It prevents accelerated shoreline erosion from wave action and reduces the need for engineered structures. Vegetation is an important element of the wildlife and fish habitat that occurs in the zone. The vegetation also screens backshore development, thus preserving the natural appearance of the shoreline. Well-established, native vegetation is adapted to the zone and provides a strong binding root system and a protective cover of foliage and branches. The interface is defined as the zone that includes backshore cliffs and other unstable lands influenced, in part or in total, by littoral or wave processes.

SZ-1.2 CONSTRUCTION ACTIVITY SHOULD BE SET BACK TO ENSURE NO DISTURBANCE OF THE INTERFACE BETWEEN HIGH CAPABILITY BACKSHORE AND UNSTABLE CLIFF AREAS.

Building setbacks from the edge of unstable or potentially unstable areas are necessary so as to minimize the risk of accelerated erosion, cliff collapse, or slumping. Retention of a natural buffer to minimize impacts of backshore development is preferred over engineering solutions to backshore instability.

SZ-1.3 THE USE OF LAWNS OR ORNAMENTAL VEGETATION IN THE SHOREZONE SHALL BE DISCOURAGED.

The land area adjacent to water bodies is susceptible to intensive erosion forces such as undercutting. Deep root systems associated with trees and shrubs help stabilize the backshore by binding soil and rock material. Lawns are less effective for this purpose in unstable areas and fertilizer necessary for their maintenance may contribute nutrients directly to the lake. Plant species approved by the Agency shall be selected when revegetating disturbed sites.

SZ-1.4 CLASS 1 CAPABILITY SHOREZONES SHALL BE MANAGED CONSISTENT WITH THE GOALS AND POLICIES OF THE STREAM ENVIRONMENT ZONE SUBELEMENT.

Class 1 shorezones (barrier beaches) are particularly vulnerable to both natural and unnatural perturbations. These areas typically support backshore wetlands and are usually linked hydrologically with the Lake. As such, Class 1 shorezones typically exhibit the characteristics of Stream Environment Zones. New development in Class 1 shorezones will be regulated to be consistent with policies of the Stream Environment Zone Subelement. These policies generally prohibit new development except for unusual circumstances involving the siting of public outdoor recreation facilities and public works projects. Replacement of existing coverage in barrier shorezones may be permitted in accordance with the policy for replacement of existing coverage in the Stream Environment Zone Subelement.

SZ-1.5 DISTURBANCE OF CLASS 2 AND CLASS 3 CAPABILITY SHOREZONES SHALL BE MINIMIZED TO AVOID ACCELERATED BACKSHORE EROSION OR CLIFF COLLAPSE.

Class 2 and Class 3 shorezones are typically steep and have high erosion potential. No activity should be undertaken which is likely to accelerate or initiate backshore erosion.

SZ-1.6 LOW TO MODERATE INTENSITY DWELLING AND RECREATIONAL USES SHOULD BE ALLOWED IN THE STABLE AND HIGH CAPABILITY BACKSHORE AREAS OF CLASS 4 AND 5 CAPABILITY SHOREZONES.

The overall capability of Class 4 shorezones is severely limited by the unstable nature of the actual shoreline, beaches, and crumbling cliffs. Vegetation preservation and restricted development are the best means for protecting the unstable rock and soil materials. The erosion, mass movement potential, and rocky ground of Class 5 shorezones limit the construction potential of these sites. Low to moderate recreational development is the best use, where gradual slopes permit.

SZ-1.7 WATER DEPENDENT RECREATIONAL FACILITIES AND RESIDENTIAL BUILDINGS ARE ACCEPTABLE USES IN CLASS 6, 7, AND 8 CAPABILITY SHOREZONES SO LONG AS SUCH USES (1) PROVIDE FOR THE NATURAL EQUILIBRIUM OF THE SHORELINE INTERFACE, (2) DO NOT ACCELERATE NEARSHORE SHELF EROSION, (3) MINIMIZE DISTURBANCE OF VEGETATION, (4) CONSIDER VISUAL AMENITIES, AND (5) COMPLY WITH OTHER RELEVANT POLICIES OF THIS SUBELEMENT.

Class 8 shorezones offer the highest capability for development due to their relative resilience to perturbations. Class 6 and Class 7 shorezones are less capable of tolerating disturbances, but still provide suitable development potential when the uses allow for minimum site disturbance.

SZ-1.8 STREAM CHANNEL ENTRANCES TO THE LAKE SHALL BE MAINTAINED TO ALLOW UNOBSTRUCTED ACCESS OF FISHES TO UPSTREAM SPAWNING SITES.

Barriers to upstream migration of fish may arise either from actual physical barriers or from disturbances. Activities or structures that pose as upstream barriers are not permitted uses in stream mouths.

SZ-1.9 THE AGENCY SHALL REGULATE THE PLACEMENT OF NEW PIERS, BUOYS, AND OTHER STRUCTURES IN THE FORESHORE AND NEARSHORE TO AVOID DEGRADATION OF FISH HABITATS, CREATION OF NAVIGATION HAZARDS, INTERFERENCE WITH LITTORAL DRIFT, INTERFERENCE WITH THE ATTAINMENT OF SCENIC THRESHOLDS, AND OTHER RELEVANT CONCERNS.

The Agency shall conduct studies, as necessary, to determine potential impacts to fish habitats and apply the results of those studies and previous studies on shoreline erosion and shorezone scenic quality in determining the number of, location of, and standards of construction for facilities in the nearshore and foreshore.

SZ-1.10 PROVISIONS SHOULD BE MADE TO ALLOW MULTIPLE-USE PIERS WHEN SUCH USES ARE INTENDED TO REDUCE THE NUMBER OF SINGLE-USE PIERS EXISTING ON ADJOINING PROPERTIES.

Fish habitat in the nearshore can be improved if habitat modifications and disturbances are minimized. Centralized activity centers are preferred to numerous points of activity dispersed along the entire shoreline.

SZ-1.11 THE AGENCY SHALL REGULATE THE MAINTENANCE, REPAIR, AND MODIFICATION OF PIERS AND OTHER STRUCTURES IN THE NEARSHORE AND FORESHORE.

Piers and other shoreline structures are particularly subject to damage and deterioration caused by the elements. Some fail to conform to the standards of the Agency. Maintenance, repair, and modification projects provide opportunities to remedy existing deficiencies. Ordinances shall set requirements, appropriate for the situation, to correct environmental and navigation problems.

SZ-1.12 CASCADE AND FALLEN LEAF LAKES SHOULD BE EVALUATED AND CONSIDERED FOR LOW INTENSITY USES TO INCLUDE RESTRICTIONS ON THE USE AND SIZE OF BOAT MOTORS.

Both of these lakes are relatively small when compared to Lake Tahoe and are, themselves, located in small basins. Use of powerboats on these lakes impacts a greater portion of the shorezone users because of the small size of the lakes and the fact that the noise is accentuated due to the bowl-shaped topography. Restrictions on motor size and use is a strategy to provide for the best use of these lakes while preserving their many different recreational qualities. El Dorado County, in cooperation with the USFS, private land owners, and other agencies, should evaluate the best uses for each lake.

SZ-1.13 ALLOW PUBLIC ACCESS TO THE SHOREZONE WHERE LAWFUL AND FEASIBLE ON

PUBLIC LANDS.

There is considerable demand for public use of the Lake Tahoe shoreline. Increased opportunities to use the shoreline shall be provided when consistent with the tolerance levels of the shorezone. Improved access to the shorezone should be provided through public lands from expanded public ownership. Trails and support facilities in the backshore should be consistent with the goals and policies of the Recreation Element.

SZ-1.14 PRIVATE MARINAS SHALL BE ENCOURAGED TO PROVIDE PUBLIC BOAT LAUNCHING FACILITIES.

Boating access to Lake Tahoe would be increased under this strategy by encouraging all marina facilities to provide public launching facilities, where practical, and by providing incentives for those facilities which improve or provide such services.

SZ-1.15 TRPA MAY DESIGNATE SHOREZONES AS MAN-MODIFIED. THE ASSIGNMENT OF A MAN-MODIFIED STATUS REQUIRES THE FOLLOWING FINDINGS:

- A. Further development will not exacerbate the problems caused by development in shorezones that the original capability rating was meant to avoid;
- B. The area no longer exhibits the characteristics of the original shorezone capability rating;
- C. Restoration is infeasible;
- D. Further development can be mitigated off-site; and
- E. Mitigation is provided to at least partially offset the losses which were caused by modification of the shorezone.

SCENIC

Scenic quality is perhaps the most often identified natural resource of the Lake Tahoe Region. The Region affords views of a magnificent lake setting within a forested mountainous environment. The unique combination of visual elements provides for exceptionally high aesthetic values. The Bi-State Compact declares *"Maintenance of the social and economic health of the region depends on maintaining the significant scenic ... values provided by the Lake Tahoe Basin."* The Scenic Subelement establishes Goals and Policies intended to preserve and enhance the Region's unique scenic resources by advancing the scenic threshold standards.

GOAL SR-1

MAINTAIN AND RESTORE THE SCENIC QUALITIES OF THE NATURAL APPEARING LANDSCAPE.

As with many of the Region's natural resources, the scenic qualities of the Region are vulnerable to change. Modifying the natural scenic features of the Region is a by-product of development, but such impacts can be minimized and mitigated. A coordinated effort that incorporates architectural design and location considerations in plan development and the project review process is a useful means for promoting scenic and aesthetic values. Policies to achieve this goal are consistent with the adopted environmental thresholds.

POLICIES:

SR-1.1 ALL PROPOSED DEVELOPMENT SHALL EXAMINE IMPACTS TO THE IDENTIFIED LANDSCAPE VIEWS FROM ROADWAYS, BIKE PATHS, PUBLIC RECREATION AREAS, AND LAKE TAHOE.

The impact of development on the landscape views and scenic qualities of the Tahoe Region should be considered as part of the project review process. Conditions should be placed on project approval in a manner capable of mitigating any likely impacts. Impacts shall be evaluated against specific management directions provided for each identified landscape view in the *Lake Tahoe Basin Scenic Resource Evaluation, 1983, Wagstaff and Brady*. In addition, the Scenic Quality Improvement Program (SQIP, adopted September, 1989) and *Design Review Guidelines for Scenic Quality (September, 1989)* are to provide direction for the design, review, and implementation of projects reviewed from identified roadways, bike paths, public recreation areas, and Lake Tahoe.

SR-1.2 ANY DEVELOPMENT PROPOSED IN AREAS TARGETED FOR SCENIC RESTORATION OR WITHIN A UNIT HIGHLY SENSITIVE TO CHANGE SHALL DEMONSTRATE THE EFFECT OF THE PROJECT ON THE 1982 TRAVEL ROUTE RATINGS OF THE SCENIC THRESHOLDS.

Projects proposed in areas sensitive to scenic degradation shall be analyzed to ensure that the scenic quality of the area is maintained or improved.

- SR-1.3 THE FACTORS OR CONDITIONS THAT CONTRIBUTE TO SCENIC DEGRADATION, AS SPECIFIED IN THE SCENIC QUALITY IMPROVEMENT PROGRAM (SQIP), NEED TO BE RECOGNIZED AND APPROPRIATELY CONSIDERED IN RESTORATION PROGRAMS, PLAN DEVELOPMENT, AND DURING PROJECT REVIEW TO IMPROVE SCENIC QUALITY.**

GOAL SR-2

IMPROVE THE ACCESSIBILITY OF LAKE TAHOE FOR PUBLIC VIEWING.

Lake Tahoe is the dominant landscape feature in the Region and opportunities to view the Lake from roadways should be improved.

POLICIES:

- SR-2.1 ENHANCE THE OPPORTUNITIES TO VIEW LAKE TAHOE BY DESIGNING VIEW CORRIDORS FROM HIGHWAYS.**

View corridors to the Lake should be incorporated into the design of urban areas as a strategy for preserving open space areas and improving views to the Lake.

- SR-2.2 SCENIC VIEWPOINTS FROM ROADWAYS SHOULD BE IDENTIFIED AND PULL-OFF FACILITIES PROVIDED ON PUBLIC PROPERTY, WHEREVER DESIRABLE.**

TRPA should work with California and Nevada Departments of Transportation and local governments to increase opportunities for motorists to park and view Lake Tahoe in order to limit the tendency or need to pull-off onto unimproved shoulders of roadways.

- SR-2.3 SIGNS SHOULD BE PLACED ALONG THE ROADWAYS, AS APPROPRIATE, TO IDENTIFY PHOTO SITES AND SCENIC TURNOUTS.**

Signing of photo sites and scenic viewpoints adequately notifies travelers of opportunities to view Lake Tahoe. This information will help visitors plan for stops and also will help reduce traffic congestion associated with slow moving vehicles.

- SR-2.4 TIME LIMITS FOR PARKING AT ROADSIDE TURNOUTS SHOULD BE ESTABLISHED.**

The length of stay at roadside turnouts should be limited depending upon the purpose of the turnout. For viewing and picture-taking purposes, parking should be short-term, as necessary, to minimize the number of parking spaces and provide for quick turnover.

OPEN SPACE

Open space is not a separate land use district but is a descriptive term that distinguishes land areas void of development and reserved for their natural values. Stream Environment Zones and forested lands in public ownership often adopt the title of open space. Such distinction is important for identifying land areas necessary to protect a particular resource or to provide a public benefit. On private lands, open space is a generic term that describes the undeveloped portion of lots where impervious coverage is not permitted as determined through the policies of this plan and its implementing ordinances. Important roles of open space in the Tahoe Region include preservation of vegetation, maintenance of scenic qualities, and watershed protection. The Bi-State Compact specifically requires open space to be included within the Agency's Conservation Plan.

GOAL OS-1

MANAGE AREAS OF OPEN SPACE TO PROMOTE CONSERVATION OF VEGETATION AND PROTECTION OF WATERSHEDS.

Achieving this goal requires that open space be managed for its appropriate resource value or function so that vegetation preservation and water quality thresholds can be met.

POLICIES:

OS-1.1 MANAGEMENT PRACTICES IN OPEN SPACE THAT PROVIDE FOR THE LONG TERM HEALTH AND PROTECTION OF THE RESOURCE(S) SHALL BE PERMITTED WHEN CONSISTENT WITH THE OTHER GOALS AND POLICIES OF THIS PLAN.

Managing open space for its natural qualities and potential will generate numerous benefits related to such valuable resources as water, vegetation, wildlife, soil, and air. Management criteria are set forth by the other goals and policies of this plan.

OS-1.2 THE BENEFICIAL USES OF OPEN SPACE SHALL BE PROTECTED BY REGULATING USES AND RESTRICTING ACCESS AS NECESSARY TO MAINTAIN SOIL PRODUCTIVITY AND ACCEPTABLE VEGETATIVE COVER.

This policy restricts vehicular access and other intensive uses to those areas of authorized use or existing impervious coverage. Barriers will be required as necessary to prevent additional disturbance to the soil and vegetation resources.

STREAM ENVIRONMENT ZONE

Stream Environment Zones (SEZs) and related hydrologic zones consist of the natural marsh and meadowlands, watercourses and drainageways, and floodplains which provide surface water conveyance from upland areas into Lake Tahoe and its tributaries. Stream Environment Zones are determined by the presence of riparian vegetation, alluvial soil, minimum buffer strips, water influence areas, and floodplains. The plant associations of Stream Environment Zones constitute only a small portion of the Region's total land area, but are perhaps the single most valuable plant communities in terms of their role in providing for wildlife habitat, purification of water, and scenic enjoyment. Protection and restoration of Stream Environment Zones are essential for improving and maintaining the environmental amenities of the Lake Tahoe Region and for achieving environmental thresholds for water quality, vegetation preservation, and soil conservation.

GOAL SEZ-1

PROVIDE FOR THE LONG-TERM PRESERVATION AND RESTORATION OF STREAM ENVIRONMENT ZONES.

The preservation of SEZs is a means for achieving numerous environmental thresholds. Policies that promote their maintenance, protection, and restoration are listed below.

POLICIES:

SEZ-1.1 RESTORE ALL DISTURBED STREAM ENVIRONMENT ZONE LANDS IN UNDEVELOPED, UNSUBDIVIDED LANDS, AND RESTORE 25 PERCENT OF THE SEZ LANDS THAT HAVE BEEN DISTURBED, DEVELOPED, OR SUBDIVIDED.

Many acres of SEZ lands were modified or disturbed before adoption of the Regional Plan. Considerable progress has been made to restore disturbed SEZ lands. TRPA shall continue to monitor the status of SEZ lands and identify restoration priorities and activities through actions and programs including the Environmental Improvement Program.

SEZ-1.2 SEZ LANDS SHALL BE PROTECTED AND MANAGED FOR THEIR NATURAL VALUES.

SEZ lands are scarce, as is associated riparian vegetation when compared to other plant communities. Because SEZs provide many beneficial functions (especially pertaining to water quality) only forest management practices, stream improvement programs, habitat restoration projects and those special provisions provided for in Policy SEZ-1.5 below are permissible uses.

SEZ-1.3 GROUNDWATER DEVELOPMENT IN SEZ LANDS SHALL BE DISCOURAGED WHEN SUCH DEVELOPMENT COULD POSSIBLY IMPACT ASSOCIATED PLANT COMMUNITIES OR INSTREAM FLOWS.

Withdrawal of water from SEZ lands may lower surface and ground waters and, by so doing, alter plant composition of the riparian vegetation and reduce instream flows. Groundwater proposals in SEZs and riparian plant communities will be evaluated against those concerns.

SEZ-1.4 GOLF COURSES IN STREAM ENVIRONMENT ZONES SHALL BE ENCOURAGED TO RETROFIT COURSE DESIGN AND IMPLEMENT FERTILIZER MANAGEMENT PLANS TO PREVENT RELEASE OF NUTRIENTS TO ADJOINING GROUND AND SURFACE WATERS.

A combination of strategies to include fertilizer application standards and course redesign may be necessary to control off-site nutrient release from golf course fairways and greens.

SEZ-1.5 NO NEW LAND COVERAGE OR OTHER PERMANENT LAND DISTURBANCE SHALL BE PERMITTED IN STREAM ENVIRONMENT ZONES EXCEPT FOR THOSE USES AS NOTED IN A, B, C, D, E AND F BELOW:

- A. Public outdoor recreation facilities not specified in subsection F below are permissible uses in Stream Environment Zones if:
 - i. The project is a necessary part of a public agency's long range plans for public outdoor recreation;
 - ii. The project is consistent with the recreation element of the Regional Plan;
 - iii. The project, by its very nature, must be sited in a Stream Environment Zone;
 - iv. There is no feasible alternative which would reduce the extent of encroachment in Stream Environment Zones;
 - v. The impacts are fully mitigated;
 - vi. Stream Environment Zone lands are restored in the amount of 1.5 times the area of Stream Environment Zone which is disturbed or developed by the project.

To the fullest extent possible, recreation facilities must be sited outside of Stream Environment Zones. Some recreation facilities, such as river access points or stream crossings for hiking trails, by their very nature require some encroachment of Stream Environment Zones. However, the six-part test established by this policy allows encroachment into SEZs where such encroachment is essential for public outdoor recreation and precautions are taken to ensure that Stream Environment Zones are protected to the fullest extent possible. The restoration requirements of this policy can be accomplished on-site or off-site, and shall be in lieu of any coverage transfer or coverage mitigation provisions elsewhere in this plan.

- B. Public service facilities are permissible uses in Stream Environment Zones if:
 - i. The project is necessary for public health, safety, or environmental protection;
 - ii. There is no reasonable alternative, including spans, which avoids or reduces the extent of encroachment in Stream Environment Zones;
 - iii. The impacts are fully mitigated; and
 - iv. Stream Environment Zone lands are restored in the amount of 1.5 times the area of Stream Environment Zone which is disturbed or developed by the project.

Development within Stream Environment Zones is not consistent with the goal of managing Stream Environment Zones for their natural qualities and shall generally be prohibited except under extraordinary circumstances involving public works. Each circumstance shall be evaluated based on the conditions of this policy. The restoration requirements of this policy can be accomplished on-site or off-site, and shall be in lieu of any coverage transfer or coverage mitigation provisions elsewhere in this plan.

- C. Projects which require access across Stream Environment Zones to otherwise buildable sites are permissible in SEZs if:
 - i. There is no reasonable alternative, which avoids or reduces the extent of encroachment in the SEZ;
 - ii. The impacts are fully mitigated; and
 - iii. SEZ lands are restored in the amount of 1.5 times the area of Stream Environment Zone which is disturbed or developed by the project.

The restoration requirements can be accomplished on-site or off-site, and shall be in lieu of any coverage transfer or coverage mitigation provisions elsewhere in this plan.

- D. New development may be permitted in man-modified Stream Environment Zones where:
 - i. The area no longer exhibits the characteristics of a Stream Environment Zone;
 - ii. Further development will not exacerbate the problems caused by development in Stream Environment Zones;
 - iii. Restoration is infeasible; and
 - iv. Mitigation is provided to at least partially offset the losses which were caused by modification of the Stream Environment Zones.

- E. Stream Environment Zone restoration projects and erosion control projects.
- F. Non-Motorized Public trails are allowed in Stream Environment Zones, subject to siting and design requirements that minimize and mitigate impacts, as specified in the Code of Ordinances.

SEZ-1.6 REPLACEMENT OF EXISTING COVERAGE IN STREAM ENVIRONMENT ZONES MAY BE PERMITTED WHERE THE PROJECT WILL REDUCE IMPACTS ON STREAM ENVIRONMENT ZONES AND WILL NOT IMPEDE RESTORATION EFFORTS.

Existing structures in Stream Environment Zones may be repaired or rebuilt. Minor reconstruction may be permitted so long as drainage improvements,

protection of the Stream Environment Zone from disturbances, or other measures are carried out which provide a net benefit to the area's capacity to serve as a naturally-functioning Stream Environment Zone. Major reconstruction or replacement may also be permitted if there is a net benefit to the Stream Environment Zone and if the replacement or reconstruction is consistent with Stream Environment Zone restoration programs.

SEZ-1.7 WHERE FEASIBLE, ENCOURAGE AND INCENTIVIZE THE REMOVAL OR RETROFITTING OF EXISTING STREAM CORRIDOR IMPEDIMENTS TO HELP REESTABLISH NATURAL CONDITIONS AND ALLOW FOR THE EVOLUTION OF NATURAL FLUVIAL PROCESSES (SUCH AS STREAM MIGRATION) WITHIN SEZ LANDS.

SEZ-1.8 ENCOURAGE AND SUPPORT PUBLIC ACQUISITION OF SEZ LANDS BY LAND BANKS AND PUBLIC ENTITIES IN ORDER TO RESTORE, RETIRE COVERAGE ON, AND DEED RESTRICT SEZ LANDS FOR PROTECTION FROM FUTURE DEVELOPMENT AND DISTURBANCE.

CULTURAL

The Tahoe Region has a rich historical background that began prior to the arrival of Caucasian settlers. Remnants of Tahoe's past exist in the form of Native American camps and trails, way stations, mansions, and resorts that were built by early settlers. These and other historical resources often come in conflict with competing interests that threaten their preservation. Tahoe's landmarks are valuable examples of its past and should be appropriately preserved.

GOAL C-1

IDENTIFY AND PRESERVE SITES OF HISTORICAL, CULTURAL AND ARCHITECTURAL SIGNIFICANCE WITHIN THE REGION.

The Tahoe Region has a heritage that should be recognized and appropriately protected. Due to the harsh weather conditions, changing development standards, and changing uses of the Region, many structures that had significant historical or architectural value have been destroyed or lost.

POLICIES:

C-1.1 HISTORICAL OR CULTURALLY SIGNIFICANT LANDMARKS IN THE REGION SHALL BE IDENTIFIED AND PROTECTED FROM INDISCRIMINATE DAMAGE OR ALTERATION.

TRPA will confer with local, state and federal agencies to maintain a list of significant historical, architectural, and archaeological sites within the Region that have been identified by applicable agencies. Special review criteria will be established to protect such designated sites in cooperation with property owners.

C-1.2 SITES AND STRUCTURES DESIGNATED AS HISTORICALLY, CULTURALLY, OR ARCHAEOLOGICALLY SIGNIFICANT SHALL BE GIVEN SPECIAL INCENTIVES AND EXEMPTIONS TO PROMOTE THE PRESERVATION AND RESTORATION OF SUCH STRUCTURES AND SITES.

ENERGY

Conservation is important in order to decrease the consumption and cost of our non-renewable energy resources, such as fossil fuels. Development of alternative energy sources also represents a solution to the supply/cost dilemma. This Subelement promotes conservation programs and adjusting to alternative energy sources in the Region.

GOAL E-1

PROMOTE ENERGY CONSERVATION PROGRAMS AND DEVELOPMENT OF ALTERNATIVE ENERGY SOURCES TO LESSEN DEPENDENCE ON SCARCE AND HIGH-COST ENERGY SUPPLIES.

There are a number of ways to address the energy issue. Acceptable strategies are those that promote energy conservation while maintaining the natural qualities of the Tahoe Region.

POLICIES:

E-1.1 ENCOURAGE RECYCLING OF WASTE PRODUCTS.

Reusable waste products such as newspaper and aluminum cans should be targeted for recycling by providing a coordinated program of collection.

E-1.2. DEVELOPMENT OF ALTERNATIVE ENERGY SOURCES SHOULD BE ENCOURAGED WHEN SUCH DEVELOPMENT IS BOTH TECHNOLOGICALLY AND ENVIRONMENTALLY FEASIBLE.

A variety of techniques for providing alternative energy sources are both technologically and economically feasible. Environmentally acceptable techniques are encouraged.

E-1.3. ENVIRONMENTAL IMPACTS TO THE FISHERY, INSTREAM FLOWS, AND SCENIC QUALITY OF ALL PROPOSED HYDROELECTRIC PROJECT SITES SHALL BE CONSIDERED TOGETHER WITH OTHER ENVIRONMENTAL CONSIDERATIONS.

Dams and other water diversion facilities often impact the stream fishery. Project proposals must consider the impact on the resident and migratory fishery and adequately mitigate all significant adverse impacts.

E-1.4 IMPLEMENT ENERGY SAVING MEASURES OF THE AIR QUALITY SUBELEMENT.

These policies complement goals to improve the Region's air quality and to reduce local consumption of energy.



CHAPTER 5

Recreation

Element

The Recreation Element of the Regional Plan provides for the development, utilization, and management of the recreational resources of the Region, among which include wilderness and forested lands, parks, riding and hiking trails, beaches, playgrounds, marinas, skiing areas, and other recreational facilities. Specific activities occur as a part of the recreational opportunity provided within the Lake Tahoe Region. While many activities may take place in dispersed areas without benefit of constructed facilities, other activities require the use of developed facilities. Dispersed recreational activities include hiking, riding, cross country skiing, and back country camping. Developed recreational facilities include such facilities as campgrounds, visitor information centers, boat launching and marina facilities, and downhill ski areas. Urban recreation includes such facilities as day use areas, recreation centers, and golf courses, participant sports facilities and sport assembly. Urban recreation is normally provided in urban areas and is primarily intended to serve local needs. Dispersed recreation use normally takes place in the rural portions of the Region while developed recreation is provided in both rural and urban settings.

Policy direction for recreational development in the Lake Tahoe Region is provided, in part, by policy statements adopted as environmental thresholds by the TRPA Governing Board:

POLICY STATEMENT

It shall be the policy of the TRPA Governing Body in development of the Regional Plan to preserve and enhance the high quality recreational experience including preservation of high-quality undeveloped shorezone and other natural areas. In developing the Regional Plan, the staff and Governing Body shall consider provisions for additional access, where lawful and feasible, to the shorezone and high quality undeveloped areas for low density recreational uses.

It shall be the policy of the TRPA Governing Body in development of the Regional Plan to establish and ensure a fair share of the total Region capacity for outdoor recreation is available to the general public.

The goals and policies of the Recreation Element are expected to achieve the intent of the thresholds over the life of the plan by ensuring that recreational opportunities keep pace with public demand, that recreational facilities remain high on the development priority list, and that the quality of the outdoor recreational experience will be maintained.

GOAL R-1

ENCOURAGE OPPORTUNITIES FOR DISPERSED RECREATION WHEN CONSISTENT WITH ENVIRONMENTAL VALUES AND PROTECTION OF THE NATURAL RESOURCES.

Dispersed recreation involves such activities as hiking, jogging, primitive camping, nature study, fishing, cross country skiing, rafting/kayaking, and swimming. All these activities require a quality resource base and some degree of solitude. Achieving this goal will require commitments to develop support facilities and provide access such as trails, trailheads, restrooms in heavily used areas, and some hardening to protect the land.

POLICIES:

R-1.1 LOW DENSITY RECREATIONAL EXPERIENCES SHALL BE PROVIDED ALONG UNDEVELOPED SHORELINES AND OTHER NATURAL AREAS, CONSISTENT WITH THE TOLERANCE CAPABILITIES AND CHARACTER OF SUCH AREAS.

Consistent with attainment and maintenance of environmental thresholds, use and access to undeveloped publicly owned segments of Lake Tahoe's shoreline, such as the U. S. Forest Service beaches in Carson and Washoe Counties, can be increased by providing or utilizing transportation systems such as buses, shuttles, and parking and pull-out facilities which link to trail systems along the public owned portions of the shoreline. The establishment of trails and transportation facilities must be compatible with the tolerance capability and special resource and recreation values of the planning area. In some instances, it may be desirable to decrease the use in areas where those values are threatened.

R-1.2 AREAS SELECTED FOR NATURE STUDY AND WILDLIFE OBSERVATION SHALL BE APPROPRIATELY REGULATED TO PREVENT UNACCEPTABLE DISTURBANCE OF THE HABITAT AND WILDLIFE.

To prevent losing resource areas for study or observation, of attraction by disturbances that would either directly or indirectly impact the habitat or influence the behavior of the wildlife shall be limited. Controls might include observation boundaries, limits on the number of users, or total exclusion.

R-1.3 TRAIL SYSTEMS FOR HIKING AND HORSEBACK RIDING SHALL BE EXPANDED TO ACCOMMODATE PROJECTED DEMANDS AND PROVIDE A LINK WITH MAJOR REGIONAL OR INTERSTATE TRAILS.

Local and regional surveys suggest that additional trails may be necessary to satisfy public demand. New trail construction for purposes of hiking, horseback riding, and walking shall be allowed throughout the Lake Tahoe Region in planning areas where there is allowable land coverage and base facilities. Trails will be accommodated in areas of excess coverage through a coverage replacement program.

R-1.4 EXISTING TRAILS THAT ARE EITHER UNDERUTILIZED OR LOCATED IN ENVIRONMENTALLY-SENSITIVE AREAS SHALL BE RELOCATED TO ENHANCE THEIR USE AND TO PROTECT NATURAL RESOURCES.

Trails that adversely impact a valuable resource or aggravate other environmental concerns should be either redesigned to mitigate impacts or relocated. Trails that are underutilized or not maintained should be appropriately restored.

R-1.5 OFF-ROAD VEHICLE USE IS PROHIBITED IN THE LAKE TAHOE REGION EXCEPT ON SPECIFIED ROADS, TRAILS, OR DESIGNATED AREAS WHERE THE IMPACTS CAN BE MITIGATED.

Off-road vehicles are creating erosion and trailhead road maintenance problems throughout the Region. This policy would prohibit the use of motorized vehicles in areas other than those designated for such use. Areas for this form of recreation shall be determined in cooperation with off-road vehicle clubs, the U.S. Forest Service, county and state governments, and this Agency. Continued use of designated areas will depend on compliance with this policy and the ability to mitigate significant impacts.

GOAL R-2

PROVIDE HIGH-QUALITY RECREATIONAL OPPORTUNITIES.

Numerous opportunities exist in the Tahoe Region to provide varied and quality recreational experiences. High-quality recreational opportunities often depend on limiting conflicts between uses and ensuring that uses are compatible with affected resources.

POLICIES:

R-2.1 WILDERNESS AND OTHER UNDEVELOPED AND ROADLESS AREAS SHALL BE MANAGED FOR LOW-DENSITY USE.

Natural areas with limited road access are ideal for dispersed recreational activities keyed to solitude and appreciation of wilderness values. Such areas offer unique qualities best suited to such activities as primitive camping, hiking, fishing, and nature study.

R-2.2 SEPARATE USE AREAS SHALL BE ESTABLISHED FOR THE DISPERSED WINTER ACTIVITIES OF SNOWMOBILING, CROSS-COUNTRY SKIING AND SNOWSHOEING WHEN CONFLICTS OF USE EXIST.

Conflicts of interest and competition for limited resources can detract from the recreational experience. The most vivid example of such a conflict involves the simultaneous use of snow-covered meadows by both cross country skiers and snowmobiles. This policy will establish separate use zones as a strategy to minimize conflicts.

R-2.3 NEARSHORE/FORESHORE STRUCTURES SHOULD BE APPROPRIATELY LOCATED TO MINIMIZE IMPACTS TO RECREATIONAL BOATING AND TOP LINE FISHING.

Excellent recreational fishing is possible in the nearshore of Lake Tahoe. Fish concentrate in this zone due to favorable habitat conditions. To the extent feasible, buoys and other nearshore structures in areas of prime fish habitats should be located to provide for safe navigation through this zone.

GOAL R-3

PROVIDE A FAIR SHARE OF THE TOTAL BASIN CAPACITY FOR OUTDOOR RECREATION.

This goal addresses the need to reserve capacity for recreation-oriented types of development. Capacity will be reserved in terms of water supply, land coverage, and air and water quality. Public roads and transportation systems shall be managed to provide service to outdoor recreation areas.

POLICIES:

R-3.1 ALL EXISTING RESERVATIONS OF SERVICES FOR OUTDOOR RECREATION SHALL CONTINUE TO BE COMMITTED FOR SUCH PURPOSES.

The purpose of this policy is to recognize existing reserve commitments for outdoor recreation, such as the reservation of sewage capacity by the U. S. Forest Service, and to ensure such commitments are not lost or diverted to interests other than recreation.

R-3.2 WHEN REVIEWING PROJECTS THAT COMMIT SIGNIFICANT RESOURCES OR SERVICES TO NON-OUTDOOR RECREATIONAL USES, TRPA SHALL BE REQUIRED TO MAKE WRITTEN FINDINGS THAT SUFFICIENT RESOURCE CAPACITY REMAINS TO OBTAIN THE RECREATION GOALS AND POLICIES OF THIS PLAN.

Based on estimated recreational development permitted by this plan, the Agency shall specify "fair share" estimates for the Region and for local areas of critical services and resources. No non-recreational projects may be approved that would rely on the utilization of such reserved capacities.

R-3.3 PROVISIONS SHALL BE MADE FOR ADDITIONAL DEVELOPED OUTDOOR RECREATION FACILITIES CAPABLE OF ACCOMMODATING 6,114 PAOT IN OVERNIGHT FACILITIES AND 6,761 PAOT IN SUMMER DAY USE FACILITIES AND 12,400 PAOT IN WINTER DAY-USE FACILITIES.

To assure that the fair share of remaining capacity is allocated to outdoor recreation, agencies that have responsibility for such facilities and activities have collectively estimated the opportunities and needs as reflected in the policy. Ability to build depends on availability of public funds or the willingness of private investors. Therefore, scheduling is not possible for this plan. It is estimated that 11 percent of the capacity may be developed in the first 5 to 10 years.

GOAL R-4

PROVIDE FOR THE APPROPRIATE TYPE, LOCATION, AND RATE OF DEVELOPMENT OF OUTDOOR RECREATIONAL USES.

The appropriate type of outdoor recreational development should depend on demonstrated need. The rate of development should be responsive to demand. The location of facilities should be responsive to both environmental concerns and site amenities.

POLICIES:

R-4.1 EXPANSION OF RECREATIONAL FACILITIES AND OPPORTUNITIES SHOULD BE IN RESPONSE TO DEMAND.

This strategy provides for expansion of existing recreational facilities and opportunity for development of new facilities if they meet environmental thresholds. Opportunity may be expanded to respond to public need if physical resources are available and traffic mitigation measures can be implemented.

R-4.2 BIKE TRAILS SHALL BE EXPANDED TO PROVIDE ALTERNATIVES FOR TRAVEL IN CONJUNCTION WITH TRANSPORTATION SYSTEMS.

This strategy would encourage construction of additional trail systems for bicycling. Emphasis would be on expansion near urban areas to help establish alternative modes of travel to help reduce vehicle miles of travel.

R-4.3 PUBLIC BOAT LAUNCHING FACILITIES SHALL BE EXPANDED, WHERE APPROPRIATE, AND WHEN CONSISTENT WITH ENVIRONMENTAL CONSTRAINTS.

There is a need for additional boat launching capacity on Lake Tahoe. This policy would encourage expansion of existing facilities or conversion of private facilities to allow public use. Incentives for redevelopment or conversion of existing facilities to provide expansion of public use will be provided in areas where these opportunities exist.

R-4.4 PRIVATE MARINAS SHALL BE ENCOURAGED TO PROVIDE PUBLIC BOAT LAUNCHING FACILITIES.

This policy would increase boat access to Lake Tahoe by encouraging marina facilities to provide public launching facilities, where practical, and provide incentives to those facilities which improve or provide such services.

R-4.5 NEW CAMPGROUND FACILITIES SHALL BE LOCATED IN AREAS OF SUITABLE LAND CAPABILITY AND IN PROXIMITY TO THE NECESSARY INFRASTRUCTURE.

This strategy would promote the siting of new campgrounds where the least environmental impact can be expected and where the necessary roads and services are easily accessible. Actual site selection will be guided by the policies of this plan and the other plans of federal and state agencies.

R-4.6 EXISTING RECREATIONAL FACILITIES IN SOME SENSITIVE AREAS, EXCEPT THOSE THAT ARE SLOPE DEPENDENT SUCH AS DOWNHILL SKIING, SHALL BE ENCOURAGED, THROUGH INCENTIVES, TO RELOCATE TO HIGHER CAPABILITY LANDS.

This strategy would allow all existing recreational facilities located in sensitive areas (Land Capability Districts 1a, 1b, 1c, 2, and 3) to relocate in better capability areas. This action is intended to reduce coverage on sensitive lands and eliminate associated impacts.

R-4.7 DEVELOPMENT OF DAY-USE FACILITIES SHALL BE ENCOURAGED IN OR NEAR ESTABLISHED URBAN AREAS, WHENEVER PRACTICAL.

Day-use facilities are generally in high demand close to urban areas. The proximity to urban services provides the user with nearby conveniences such as stores and overnight accommodations. Residents also are able to take advantage of these day-use facilities without travelling excessive distances from their homes. This policy would encourage the siting of additional day-use facilities near population centers or where the particular use or service is best suited.

R-4.8 VISITOR INFORMATION FACILITIES SHALL BE LOCATED, TO THE EXTENT FEASIBLE, NEAR ENTRY POINTS TO THE REGION OR CLOSE TO URBAN AREAS.

These facilities provide a valuable service to the general public through the exchange of information and by providing travelers with directions to major attractions. The siting of these facilities should complement objectives to reduce the vehicle miles of travel in the Region.

R-4.9 PARKING ALONG SCENIC CORRIDORS SHALL BE RESTRICTED TO PROTECT ROADWAY VIEWS AND ROADSIDE VEGETATION.

This policy would reduce roadside parking by providing off-road parking "satellites" in conjunction with roadside barriers.

R-4.10 TRANSIT OPERATIONS, INCLUDING SHUTTLE-TYPE BOAT SERVICE, SHOULD SERVE MAJOR RECREATION FACILITIES AND ATTRACTIONS.

Vehicle trips related to the use of recreation areas or facilities can be mitigated by the use of transit systems. In some areas, the availability of parking is the limiting factor to recreational use of the area. Transit service could allow more people to utilize existing areas without expanding of auto parking or increasing vehicle trips. Decreased auto use in many areas would enhance the recreational experience.

R-4.11 EXPANSION OF EXISTING SKI FACILITIES MAY BE PERMITTED BASED ON A MASTER PLAN FOR THE ENTIRE SKI AREA. THE PLAN MUST DEMONSTRATE (1) CONSISTENCY WITH THE OTHER GOALS AND POLICIES OF THIS PLAN AND THE REQUIREMENTS OF THE BI-STATE COMPACT, (2) THAT THE EXPANSION IS CONSISTENT WITH THE AVAILABILITY OF ACCOMMODATIONS AND INFRASTRUCTURES TO SUPPORT VISITORS WHEN THEY ARE OFF THE SKI AREA, AND (3) EXPANSION OF EXISTING PARKING FACILITIES FOR DAY USE DOES NOT OCCUR.

The Lake Tahoe Region excels in snow and topographic conditions for alpine skiing. Existing tourist accommodations can adequately support large numbers of destination skiers. Also in place is a transportation network that is being expanded and improved to handle the large summer time population. This transportation system also could be managed to accommodate wintertime use in the Region. Development of recreation opportunities emphasizing winter sport activities can, therefore, improve the year-round efficiency of both the transportation system and tourist accommodations. However, alpine skiing does impact large areas of low capability land. Often the areas include over-steepened slopes, fragile soils, sparse vegetation, and Stream Environment Zones. In addition, day use skiers, in particular, contribute significantly to local and area-wide traffic congestion. Plans to increase skiing capacity would therefore require careful consideration of on-site impacts as well as off-site impacts on transportation systems.

All ski area expansion will be evaluated based on a Master Plan which, at a minimum, includes consideration of each item listed in the policy. The Master Plan will assist in designing the most efficient operation with the least environmental disturbance, and will direct phased development where it is appropriate. Since automobile access to and parking at ski area base facilities has been the source of many problems, new facilities should be planned to avoid these problems. Enlargement or construction of new facilities to provide shelter, sanitation, food service, and first aid would be permitted to serve skiers on the mountain, but enlarged parking lots would not be permitted.

Although there are numerous undeveloped areas suitable for skiing, a finding has been made that expansion of existing areas within and adjacent to the Region can meet future demand. This would not preclude construction of satellite parking provided it is part of the transportation facilities otherwise provided for in this plan.

GOAL R-5

PROTECT NATURAL RESOURCES FROM OVERUSE AND RECTIFY INCOMPATIBILITY AMONG USES.

Overcrowding of facilities or areas can lead to the deterioration of the recreation resource and recreational experience. In the same manner, the quality of the recreational experience can be affected by conflicting uses within the same area. Strategies that address these issues are listed below.

POLICIES:

R-5.1 RECREATION DEVELOPMENT IN THE TAHOE REGION SHALL BE CONSISTENT WITH THE SPECIAL RESOURCES OF THE AREA.

The physical and biological characteristics of the Tahoe Region combine to create a unique variety of recreational opportunities. These qualities define the types of recreational activities that are compatible with the Region's natural features. Those activities that can best be served elsewhere or which are incompatible with the Region's natural qualities should be avoided.

R-5.2 REGULATE INTENSITY, TIMING, TYPE, AND LOCATION OF USE TO PROTECT RESOURCES AND SEPARATE INCOMPATIBLE USES.

This policy would regulate the intensity and type of recreation use in specific locations. Regulations will be adopted and enforced dealing with the types of use and numbers of people at one time permitted for various activities. Timing of permitted uses would be closely regulated to avoid conflict with other resources required by fish, wildlife, and vegetation. Incompatible activities between visitors would be separated by establishing use areas for dispersed recreation separate from developed recreation areas. This strategy would examine overall demand and planned capacity and determine site specific areas within the Region for the various demands to be met.

GOAL R-6

PROVIDE FOR THE EFFICIENT USE OF OUTDOOR RECREATION RESOURCES.

Some recreation attractions in the Region, such as ski areas, beaches, campgrounds, and picnic areas, experience wide fluctuations in seasonal and weekday use. This goal would attempt to promote a more balanced use of certain facilities and sites on a year-round and weekly basis.

POLICIES:

R-6.1 PROMOTE THE USE OF UNDERUTILIZED RECREATION AREAS THROUGH PROGRAMS THAT IMPROVE THE PUBLIC AWARENESS OF RECREATION OPPORTUNITIES AND THROUGH AN EXPANDED WATER AND INLAND TRANSIT SYSTEM.

Visitor centers and other public information sources can help inform visitors of the recreation opportunities in the Region and regular transit service can help facilitate the use of lesser known or accessible sites.

R-6.2 SEASONAL FACILITIES SHOULD PROVIDE OPPORTUNITIES FOR ALTERNATIVE USES IN THE OFF-SEASON, WHEREVER APPROPRIATE.

Seasonal facilities tend to be busy only during a particular time of year. Ski areas, for example, are busy in the winter, but much of the associated infrastructure is idle and unused during the summer. This policy would attempt to buffer the variations in use by permitting alternative uses of the facilities during the off-season.

GOAL R-7

PROVIDE SUFFICIENT CAPACITY FOR LOCAL-ORIENTED FORMS OF OUTDOOR AND INDOOR RECREATION IN URBAN AREAS.

The Tahoe Region has an abundance of recreational facilities that would more than accommodate the needs of local residents. However, these facilities are more regional in nature and cater to the visitors. The specialized recreational needs of the Tahoe resident need to be considered apart from the more general demands of the tourist.

POLICIES:

R-7.1 RESERVE SUFFICIENT PUBLIC SERVICE AND FACILITY CAPACITY TO ACCOMMODATE ALL FORMS OF URBAN RECREATION.

Urban-oriented types of recreation facilities require space and services much like any other developed facility. Areas that are suitable for these specialized facilities need to be identified, appropriately acquired, and managed by local government or service districts. The demand for such forms of recreation must be determined by local residents and local government.

R-7.2 URBAN OUTDOOR RECREATIONAL FACILITIES LOCATED IN SENSITIVE AREAS SHOULD BE ENCOURAGED TO RELOCATE TO OTHER SUITABLE SITES.

This strategy would provide incentives to relocate existing facilities outside sensitive areas such as Land Capability Districts 1a, 1b, 1c, 2, and 3.



CHAPTER 6

Public Services & Facilities Element

Existing residential, tourist, commercial, and other development in the Tahoe Region requires supporting infrastructure including water, sewer, and public health and safety programs. Additional development permitted under this plan creates the need for additional services. The Regional Plan must provide for an adequate level of public services and facilities consistent with the environmental thresholds and the other elements of the plan.

Under *Article (V)(C)(1) of the Tahoe Regional Planning Agency Bi-State Compact*, the Regional Plan must establish the location and scale, and means of providing the necessary services and public facilities.

GOAL PS-1

PUBLIC SERVICES AND FACILITIES SHOULD BE ALLOWED TO UPGRADE AND EXPAND TO SUPPORT EXISTING AND NEW DEVELOPMENT CONSISTENT WITH THE REGIONAL PLAN.

The intent of the Regional Plan is neither to stimulate nor to hinder development through the provision of public services and facilities. Rather, the plan attempts to provide for supportive public services and facilities consistent with the development anticipated under the plan.

POLICIES:

PS-1.1 PUBLIC SERVICES AND FACILITIES SHOULD BE ALLOWED TO UPGRADE AND EXPAND CONSISTENT WITH THE LAND USE ELEMENT OF THE REGIONAL PLAN AND FEDERAL, STATE, AND LOCAL STANDARDS.

PS-1.2 EXPANSION OF PUBLIC SERVICES AND FACILITIES SHOULD BE PHASED IN TO MEET THE NEEDS OF NEW DEVELOPMENT WITHOUT CREATING INEFFICIENCIES FROM OVER-EXPANSION OR UNDER-EXPANSION.

The Regional Plan provides for periodic evaluations of the capital improvements plan and attainment of environmental thresholds. These evaluations may lead to adjustments in the development management system which could affect the need for, and the timing of, expansion of public services and facilities. For this reason, prudent staging or phasing of expansion programs should be employed to minimize the risk of errors in sizing.

PS-1.3 ALL NEW DEVELOPMENT SHALL EMPLOY APPROPRIATE DEVICES TO CONSERVE WATER AND REDUCE WATER CONSUMPTION. EXISTING DEVELOPMENT SHALL BE RETROFITTED WITH WATER CONSERVATION DEVICES ON A VOLUNTARY BASIS IN CONJUNCTION WITH A PUBLIC EDUCATION PROGRAM OPERATED BY THE UTILITY DISTRICTS.

Water conservation will be necessary to comply with the limits of the Bi-state Compact (1969). The ability of the water purveyors in the Region to provide adequate water for domestic and other uses depends on water conservation programs. Coordination involving water issues should be pursuant to local, state, and federal law.

GOAL PS-2

CONSIDER THE EXISTENCE OF ADEQUATE AND RELIABLE PUBLIC SERVICES AND FACILITIES IN APPROVING NEW DEVELOPMENT UNDER THE PLAN.

To prevent the over-burdening of public services and facilities, all new development approvals consistent with the development priorities and the planning area statements also should consider the adequacy of services and facilities. It also will be necessary to monitor the ability of utility districts and other entities to provide public services and facilities.

POLICIES:

PS-2.1 NO ADDITIONAL DEVELOPMENT REQUIRING WATER SHOULD BE ALLOWED IN ANY AREA UNLESS IT CAN BE DEMONSTRATED THAT THERE IS ADEQUATE WATER SUPPLY WITHIN AN EXISTING WATER RIGHT.

This policy is necessary to prevent conflicts from arising between approved development and state water law. Conditional approvals may be appropriate in situations where the existence of a water right is uncertain.

PS-2.2 TRPA, WATER PURVEYORS, AND THE STATES SHOULD MONITOR THE USE OF WATER WITHIN THE TAHOE REGION AND EVALUATE CONFORMANCE WITH BI-STATE COMPACT (1969) WHICH ADDRESSES WATER DIVERSIONS IN THE REGION.

It will be impossible to assess compliance with the California-Nevada Compact without a regular monitoring program. Such a program should be a cooperative venture of TRPA, the states, and the water purveyors.

PS-2.3 NO ADDITIONAL DEVELOPMENT REQUIRING WATER SHALL BE ALLOWED IN ANY AREA UNLESS THERE EXISTS ADEQUATE STORAGE AND DISTRIBUTION SYSTEMS TO DELIVER AN ADEQUATE QUANTITY AND QUALITY OF WATER FOR DOMESTIC CONSUMPTION AND FIRE PROTECTION.

The simple existence of a water supply does not, by itself, guarantee the ability of the water purveyor to deliver adequate quantities of good quality water for domestic consumption and fire protection. These aspects are most commonly a function of system design, involving the distribution and storage of water. System design should take into account peak demands and necessary fire flows, pursuant to local, state, federal and utility district standards or Agency standards where no other standards apply.

GOAL PS-3

PREVENT LIQUID AND SOLID WASTES FROM DEGRADING LAKE TAHOE AND THE SURFACE AND GROUNDWATERS OF THE REGION.

Although this goal pertains to many of the policies included in the Water Quality Subelement, it also applies to the provision of public services and facilities.

POLICIES:

PS-3.1 THE DISCHARGE OF MUNICIPAL OR INDUSTRIAL WASTEWATERS TO THE SURFACE AND GROUNDWATERS OF THE TAHOE REGION IS PROHIBITED, EXCEPT FOR EXISTING DEVELOPMENT DISCHARGING WASTEWATERS UNDER A STATE-OR TRPA-APPROVED DISPOSAL PLAN.

This policy is a reiteration of state laws and existing TRPA policy to prevent the degradation of the water quality of the Region due to sewage discharges. Certain minor facilities already in existence have exemptions from this policy. TRPA will study the feasibility of minor reuse programs within the Region.

PS-3.2 ALL SOLID WASTES SHALL BE EXPORTED FROM THE REGION. CONSOLIDATION AND TRANSFER METHODS SHALL BE DEVELOPED TO ACHIEVE A REDUCTION IN THE VOLUME OF WASTES BEING TRANSPORTED TO LANDFILLS.

Because of their potentially harmful effects on water quality, solid wastes should

be exported from the Region. To minimize the impacts of the requirement on air quality, a reduction in the volume of wastes should be achieved to bring about a corresponding reduction in the vehicle miles travelled by the export vehicles.

PS-3.3 GARBAGE PICK-UP SERVICE SHALL BE MANDATORY THROUGHOUT THE REGION, AND WILL BE SO STRUCTURED AS TO ENCOURAGE CLEAN-UPS AND RECYCLING.

Because of the fragile environment of the Tahoe Region, certain waste disposal practices may be required to ensure the maintenance of air quality, water quality, and scenic values. Waste disposal programs should be reviewed by local governments (e.g., TBAG) to provide incentives and remove disincentives for clean-up programs, composting, and recycling.

GOAL PS-4

TO ENSURE PROTECTION OF THE PUBLIC HEALTH, SAFETY AND GENERAL WELFARE OF THE REGION, EDUCATIONAL AND PUBLIC SAFETY SERVICES SHOULD BE SIZED TO BE CONSISTENT WITH PROJECTED GROWTH LEVELS IN THIS PLAN.

The Regional Plan will encourage educational and public safety services including police, fire, educational and health services to provide for protection of the public health safety and welfare. TRPA will coordinate programs with appropriate local, state and federal agencies to ensure that the planned growth will also be consistent with the ability to provide these services.

POLICIES:

PS-4.1 THE IMPACT ON EDUCATIONAL AND PUBLIC SAFETY SERVICES SHALL BE CONSIDERED WHEN REVIEWING PROJECTS AND PLAN AMENDMENTS PROPOSED WITHIN THE REGION. TO THE EXTENT FEASIBLE, ADVERSE IMPACTS SHOULD BE MITIGATED AS PART OF THE REVIEW PROCESS.

TRPA shall attempt to coordinate a Region-wide review process that will include the above considerations. Except for environmentally related impacts, TRPA intends to rely on local, state and federal agencies of expertise to ensure implementation of this policy.

PS-4.2 EDUCATIONAL AND EMERGENCY SERVICE ORGANIZATIONS SHOULD ANTICIPATE AND PLAN FOR PROJECTED DEMANDS AND NEEDS CONSISTENT WITH THE REGIONAL PLAN AND ARE ENCOURAGED TO ADVISE THE AGENCY WHEN DEVELOPMENT POTENTIALS EXCEED CURRENT OR ANTICIPATED SERVICE CAPABILITIES OR CAPACITIES.

TRPA and other relevant agencies will coordinate with social service agencies to help identify future demands and needs anticipated with implementation of the Plan. That information will be used to identify possible deficiencies and to develop appropriate strategies to maintain an acceptable level of service.



CHAPTER 7

Implementation Element

Implementation of the Regional Plan depends upon the success of multi-sector participants (federal, bi-state, local, and private) and a broad inter-agency partnership to support it. The Implementation Element provides for necessary commitment, coordination and development of collaborative management and financial programs. The Element also outlines a monitoring program to measure progress of plan implementation. The Subelements are: 1) Inter-Agency Partnerships, 2) Development and Implementation Priorities, 3) Financing, and 4) Monitoring and Evaluation.

INTER-AGENCY PARTNERSHIPS

The institutional responsibilities of plan development and implementation are shared among numerous agencies and individuals. This Subelement establishes a framework for the coordination, responsibilities, and commitments necessary to implement the goals and policies of the plan. The partnerships needed to perform planning, design, contracting, cost sharing, and evaluation can shift over time with the needs of each Plan Element and each Program.

GOAL IAP-1

COORDINATE ALL PLANNING AND DEVELOPMENT REVIEW ACTIVITIES WITH THE AFFECTED JURISDICTIONS AND AGENCIES.

Implementation of the Regional Plan follows two broad approaches. The approaches range from establishing and enforcing regulatory standards of TRPA and other jurisdictions to establishing regional programs to be carried out by the affected jurisdictions and agencies. Successful implementation of the plan requires coordination of all phases of planning and program implementation among TRPA, the affected jurisdictions and the public.

POLICIES:

IAP-1.1 TRPA SHALL IDENTIFY THE PLANNING AND REVIEW RESPONSIBILITIES OF LOCAL, STATE, AND FEDERAL JURISDICTIONS.

This policy is consistent with Article VI(a) of the Bi-State Compact which states: *“Whenever possible, without diminishing the effectiveness of the Regional Plan, TRPA ordinances, rules, regulations and policies shall be confined to matters which are general and regional in application, leaving to the jurisdiction of the respective states, counties, and cities the enactment of specific and local ordinances, rules, regulations, and policies which conform to the Regional Plan.”* General planning and implementation responsibilities are shared among TRPA, and local, state, and federal agencies as set forth in the Bi-State Compact, the Regional Plan, the Code of Ordinances or a Memorandum of Understanding.

IAP-1.2 THE AGENCY SHALL PRESCRIBE BY ORDINANCE THOSE ACTIVITIES WHICH HAVE NO SUBSTANTIAL EFFECT ON THE LAND, AIR, SPACE, OR ANY OTHER NATURAL RESOURCES OF THE REGION. SUCH IDENTIFIED ACTIVITIES WILL BE EXEMPT FROM TRPA REVIEW AND APPROVAL.

IAP-1.3 THE AGENCY SHALL COORDINATE WITH LOCAL, STATE AND FEDERAL AGENCIES TO DEVELOP AREA PLANS AND CODES THAT CONFORM WITH THE REGIONAL PLAN. AREA PLANS MAY DELEGATE REVIEW AND APPROVAL AUTHORITY FOR ADDITIONAL DEVELOPMENT ACTIVITIES TO LOCAL, STATE AND FEDERAL AGENCIES, SUBJECT TO PROVISIONS OF POLICY LU-4.12 AND THE CODE OF ORDINANCES.

IAP-1.4 ALL PROJECTS PROPOSED IN THE REGION OTHER THAN THOSE TO BE REVIEWED AND APPROVED UNDER THE SPECIAL PROVISIONS OF THE BI-STATE COMPACT RELATING TO GAMING SHALL OBTAIN THE REVIEW AND APPROVAL OF THE AGENCY.

This policy is consistent with Article VI(b) of the Bi-State Compact which states: *"No project other than those to be reviewed and approved under the special provisions of subdivisions (d), (e), (f) and (g) may be developed in the Region without obtaining the review and approval of the agency and no project may be approved unless it is found to comply with the Regional Plan and with the ordinances, rules and regulations enacted pursuant to subdivision (a) to effectuate that Plan."* A project is defined by the Bi-State Compact as... *"an activity undertaken by any person, including any public agency, if the activity may substantially affect the land, water, air, space or any other natural resources of the region."* However, it is the intent of the TRPA within the limits of the Bi-State Compact to coordinate project review functions with local, state, and federal agencies.

IAP-1.5 NO PROJECT MAY BE APPROVED UNLESS IT IS FOUND TO COMPLY WITH THE REGIONAL PLAN; WITH ANY ORDINANCES, RULES, AND REGULATIONS ENACTED TO EFFECTUATE THE REGIONAL PLAN; AND NOT EXCEED THRESHOLDS.

Articles V (g) and VI (b) of the Bi-State Compact, require findings to be adopted by ordinance, as set forth above, to ensure that projects under consideration will not adversely affect implementation of the Regional Plan and will not cause the environmental thresholds to be exceeded.

IAP-1.6 TRPA, IN CONJUNCTION WITH OTHER AGENCIES OF JURISDICTION, SHALL DEVELOP AND ACTIVELY PURSUE AN EFFECTIVE ENFORCEMENT PROGRAM TO ENSURE COMPLIANCE WITH THE PLAN AND ORDINANCES OF THE AGENCY.

GOAL IAP-2

LEAD THE REGIONAL MULTI-SECTOR PARTNERSHIP TO IMPLEMENT THE ENVIRONMENTAL IMPROVEMENT PROGRAM AND OTHER PROGRAMS IDENTIFIED IN THIS PLAN.

TRPA will collaborate with regional partners to seek commitments among the individuals and agencies responsible for specific functions pertaining to capital improvements and remedial programs. Memorandum of Understanding (MOUs) or other forms of agreements between TRPA and implementing agencies or partners will provide the coordination necessary to ensure efficient implementation of the plan.

POLICIES:

IAP-2.1 APPROPRIATE ROLES AND RESPONSIBILITIES OF VARIOUS AGENCIES FOR IMPLEMENTING THE PLAN SHALL BE IDENTIFIED AND VERIFIED THROUGH PARTNERSHIP AGREEMENTS.

DEVELOPMENT AND IMPLEMENTATION PRIORITIES

The Development and Implementation Priorities Subelement coordinates the implementation provisions to provide for effective management of the Region's resources and attain environmental thresholds. Reductions in fine sediments and nutrient loads to Lake Tahoe from remedial programs will improve water quality only if remedial measures keep pace with new loads from land coverage and disturbance permitted by the Plan. The timing and phasing of new development, redevelopment and remedial measures must be carefully linked to ensure steady progress toward the environmental thresholds. If BMPs and other water quality enhancement measures prove to be less effective than originally thought, further adjustments to development and remedial priorities will be required. The Monitoring and Evaluation Subelement provides for periodic monitoring of progress toward threshold standards and effectiveness of control strategies.

The plan also must provide incentives for correcting existing problems within the Region. Properly structured incentives can provide for broader participation in meeting regional goals and expedite desired improvements.

GOAL DP-1

DIRECT ALL RESIDENTIAL DEVELOPMENT FIRST TO THOSE AREAS MOST SUITABLE FOR DEVELOPMENT IN ACCORDANCE WITH ENVIRONMENTAL THRESHOLD CARRYING CAPACITIES AND OTHER CONSIDERATIONS, SUCH AS INFRASTRUCTURE CAPACITY AND PROGRESS TOWARD ACCOMPLISHING WATER QUALITY IMPROVEMENT PROGRAMS.

POLICIES:

DP-1.1 COMMENCING ON JANUARY 1, 1989, NEW SINGLE-FAMILY DWELLING CONSTRUCTION SHALL BE EVALUATED IN ACCORDANCE WITH IPES. THIS SYSTEM SHALL RANK ALL VACANT RESIDENTIAL PARCELS WITH RESPECT TO THEIR RELATIVE ENVIRONMENTAL SUITABILITY FOR DEVELOPMENT.

NEW RESIDENTIAL CONSTRUCTION SHALL BE SUBJECT TO THE ALLOCATION LIMITS SET FORTH IN POLICY DP-2.2 OF THIS SUBELEMENT.

Details of IPES, including a rating system, shall be included in implementing ordinances.

DP-1.2 TO APPROVE A PROJECT ON A PARCEL RATED AND RANKED BY IPES THE PARCEL MUST BE SERVED BY A PAVED ROAD, WATER SERVICE, SEWER SERVICE AND AN ELECTRICAL SERVICE. ORDINANCES SHALL SET FORTH PROVISIONS FOR THE WAIVER OF THE PAVED ROAD CRITERIA.

GOAL DP-2

MANAGE DEVELOPMENT AND REDEVELOPMENT CONSISTENT WITH PROGRESS TOWARD MEETING ENVIRONMENTAL THRESHOLDS.

POLICIES:

DP-2.1 EVERY FOUR YEARS, TRPA SHALL CONDUCT AN IN DEPTH EVALUATION OF THE REGIONAL PLAN IN COMPARISON WITH PROGRESS TOWARD MEETING THE ENVIRONMENTAL THRESHOLD CARRYING CAPACITIES.

It is the intent of this Plan to comply with the directives of the Compact and to be responsive to new evidence and changing conditions. Therefore, periodic evaluation is required. If progress toward the environmental threshold standards is not being made, TRPA shall consider making adjustments in one or more of the following areas: (1) rate of growth; (2) types of development permitted; (3) development requirements; (4) environmental improvement programs; (5) enforcement programs; (6) financial programs; and (7) any other appropriate element of the plan. These evaluations shall be conducted pursuant to established procedures and criteria set forth in this plan and the implementing ordinances. This review shall ensure that the Regional Plan, and all of its associated parts, are proceeding in conformance with the directives of the Bi-State Compact.

DP-2.2 THE MAXIMUM AMOUNT OF RESIDENTIAL ALLOCATIONS, COMMERCIAL FLOOR AREA, TOURIST BONUS UNITS AND RESIDENTIAL BONUS UNITS THAT MAY BE RELEASED BEFORE DECEMBER 31, 2032 IS OUTLINED IN THE TABLE BELOW.

ALLOCATION AND DEVELOPMENT RIGHTS ACCOUNTING ⁴			
ALLOCATIONS/ DEVELOPMENT RIGHTS	USED 1987-2012	REMAINING FROM 1987 PLAN ¹	2013 ADDITIONS
Residential Allocations	5,973	114	2600
Residential Bonus Units	526	874	600 ²
Tourist Bonus Units	58	342	0
Commercial Floor Area (Total square feet))	416,421	383,579	200,000 ³
<i>Placer County</i>	<i>128,623</i>	<i>72,609</i>	
<i>Washoe County</i>	<i>87,906</i>	<i>2,000</i>	
<i>Douglas County</i>	<i>45,300</i>	<i>36,250</i>	
<i>El Dorado County</i>	<i>15,250</i>	<i>36,150</i>	
<i>City of South Lake Tahoe</i>	<i>77,042</i>	<i>52,986</i>	
<i>TRPA Special Project and CEP Pool</i>	<i>62,300</i>	<i>183,584</i>	
<p>Note 1: 158,816 sq. ft. of Commercial Floor Area, 245 Residential Bonus Units and 90 Tourist Bonus Units have been reserved or allocated to projects (e.g., Community Enhancement Projects) that have not been permitted or permitted but not built are accounted for in the "Remaining from 1987 Plan" column. The 114 remaining residential allocations were distributed to local governments in 2011 and 2012, but have not been built.</p> <p>Note 2: 600 Residential Bonus Units shall be used only in Centers.</p> <p>Note 3: 200,000 sf of CFA shall only be made available after the 383,579 sf of remaining CFA is exhausted.</p> <p>Note 4: The columns "Used 1987-2012" and "Remaining from 1987" are estimates and not regulatory</p>			

REMAINING 1987 ALLOCATIONS ARE AVAILABLE FOR USE IN ACCORDANCE WITH REGIONAL PLAN AND CODE OF ORDINANCE PROVISIONS.

SUBJECT TO COMPLIANCE WITH REGIONAL PLAN POLICIES AND CODE OF ORDINANCES INCLUDING NOTE 3 ABOVE, TRPA WILL MAKE AVAILABLE UP TO 20 PERCENT OF THE 2013 RESIDENTIAL AND COMMERCIAL LAND USE

ALLOCATIONS EVERY FOUR YEARS, IN CONJUNCTION WITH THE 2012 REGIONAL PLAN UPDATE AND FUTURE UPDATES OF THE REGIONAL PLAN AND RTP.

TWO YEARS AFTER EACH RELEASE, TRPA SHALL MONITOR EXISTING AND NEAR-TERM LEVELS OF SERVICE (“LOS”) AT INTERSECTIONS AND ROADWAYS TO EVALUATE COMPLIANCE WITH APPLICABLE POLICIES. SHOULD LOS PROJECTIONS INDICATE THAT APPLICABLE LEVEL OF SERVICE GOALS AND POLICIES WILL NOT BE MET, ACTIONS SHALL BE TAKEN TO MAINTAIN COMPLIANCE WITH LOS STANDARDS.

TO ENSURE THAT THE “VEHICLE MILES TRAVELLED” THRESHOLD STANDARD IS MAINTAINED, TWO YEARS AFTER EACH RELEASE, THE AGENCY SHALL MONITOR ACTUAL ROADWAY TRAFFIC COUNTS AND FORECAST VEHICLE MILES TRAVELLED FOR THE NEXT RELEASE OF ALLOCATIONS. NEW CFA AND RESIDENTIAL ALLOCATION RELEASES WILL BE CONTINGENT UPON DEMONSTRATING, THROUGH MODELING AND THE USE OF ACTUAL TRAFFIC COUNTS, THAT THE VEHICLE MILES TRAVELLED THRESHOLD STANDARD SHALL BE MAINTAINED OVER THE SUBSEQUENT FOUR-YEAR PERIOD.

DP-2.3 THE ANNUAL RELEASE RATE FOR RESIDENTIAL ALLOCATIONS AND COMMERCIAL FLOOR AREA SHALL BE IDENTIFIED IN THE CODE OF ORDINANCES AND SHALL UTILIZE A SYSTEM THAT MODIFIES THE RATE OF RELEASE BASED ON PERFORMANCE TOWARDS ENVIRONMENTAL IMPROVEMENTS.

DP-2.4 THE DEVELOPMENT OF ADDITIONAL OUTDOOR RECREATIONAL USES SHALL BE PURSUANT TO SHORT- AND LONG-RANGE PROGRAMS. CRITERIA FOR INCLUSION IN THESE PROGRAMS SHALL BE IDENTIFIED IN THE CODE OF ORDINANCES.

GOAL DP-3

ENCOURAGE CONSOLIDATION OF DEVELOPMENT AND RESTORATION OF SENSITIVE LANDS THROUGH TRANSFER OF DEVELOPMENT RIGHTS AND TRANSFER OF LAND COVERAGE PROGRAMS.

POLICIES:

DP-3.1 TRANSFERS OF RESIDENTIAL DEVELOPMENT AND RESIDENTIAL DEVELOPMENT RIGHTS TO PARCELS IN AREAS DESIGNATED AS RECEIVING AREAS SHALL BE ENCOURAGED IN ACCORDANCE WITH REGIONAL PLAN POLICIES AND IMPLEMENTING ORDINANCES.

A. Residential development and residential development rights may be transferred with approval of TRPA. Residential development rights transferred from undeveloped parcels may only be exercised on a receiving parcel, upon receiving a residential allocation in accordance with the provisions regarding those allocations.

B. Residential bonus units may be granted to parcels for multi-residential units in conjunction with transfer of development rights from other parcels or other agency incentive programs. Ordinances shall establish detailed provisions which shall provide for bonuses of varying amounts in relation to a right transferred or implementation of an agency incentive program, depending on the public benefits being provided by the project. Bonuses shall be prioritized for affordable housing projects and projects within community plans and Centers. Other benefits to consider shall include the

extent of coverage planned, transportation improvements, water quality improvements, scenic improvements, and proximity to essential services. More bonuses shall be granted for projects designed to house local residents at median income or below.

DP-3.2 TRANSFERS OF EXISTING TOURIST ACCOMMODATION UNITS INTO DESIGNATED AREAS SHALL BE ENCOURAGED IN ACCORDANCE WITH REGIONAL PLAN POLICIES AND IMPLEMENTING ORDINANCES.

- A. Existing tourist accommodation units may be transferred to designated areas with approval of TRPA. For bonus Tourist Accommodation Units to be awarded, buildings containing Tourist Accommodation Units to be transferred from the sending parcel shall be removed and the site shall be restored, except in special circumstances of public benefits as set forth by ordinance.
- B. Additional tourist accommodation units may be granted as bonus units in conjunction with transfer of development. Ordinances shall establish detailed provisions which shall allow bonuses of varying amounts in relation to a unit transferred, depending on the public benefits being provided by the project. Bonuses shall be prioritized for development within Community Plans and Centers. Benefits to consider shall include extent of coverage planned, transportation improvements, water quality improvements, scenic improvements, availability of essential services, and accessory services provided.

DP-3.3 TRANSFERS OF EXISTING COMMERCIAL FLOOR AREA INTO DESIGNATED AREAS SHALL BE ENCOURAGED IN ACCORDANCE WITH REGIONAL PLAN POLICIES AND IMPLEMENTING ORDINANCES.

- A. Existing commercial floor area may be transferred to designated areas with approval of TRPA. For bonus Commercial Floor Area to be awarded, buildings containing Commercial Floor Area to be transferred from the sending parcel shall be removed and the site shall be restored.
- B. Additional commercial floor area may be granted in conjunction with transfer of development. Ordinances shall establish detailed provisions which shall allow additional commercial floor area of varying amounts in relation to a unit transferred, depending on the public benefits being provided by the project. Additional commercial floor area shall be prioritized for projects within Community Plans and Centers. Benefits to consider shall include extent of coverage planned, transportation improvements, water quality improvements, scenic improvements, and accessory services provided. TRPA shall reserve a portion of available commercial floor area to encourage development transfers.

DP-3.4 LAND COVERAGE MAY BE TRANSFERRED PROVIDED THE COVERAGE LIMITS SET FORTH IN THE LAND USE SUBELEMENT ARE NOT EXCEEDED.

The transfer of land coverage may be implemented by parcel consolidation, parcel retirement, land coverage banking systems or other mechanisms approved by the TRPA.

- A. Coverage utilized as mitigation for excess coverage on commercial, mixed-use and tourist accommodation projects shall be existing hard coverage or soft coverage in the 1b land capability district as defined by ordinance, except where there is an inadequate supply of coverage at a reasonable cost. In that event, the Code of Ordinances may authorize coverage for

transfer in the following order of priority: (1) existing soft coverage or disturbed areas within the definition of coverage; and (2) potential coverage. Potential coverage shall be defined as base coverage.

- B. Coverage transferred or used as mitigation to accommodate residential projects, outdoor recreation projects, public service projects, regional public facilities, and public health and safety facilities may be either existing or potential coverage. Potential coverage shall be defined as base coverage.
- C. Linear public facilities projects that require coverage, when transferring or mitigating coverage over base coverage, shall have the option of transferring hard or soft coverage in accordance with these provisions.
- D. TRPA, in cooperation with other agencies, shall establish a land coverage banking system.

TRPA, to the extent possible, shall utilize a land coverage banking system to facilitate the elimination of excess land coverage and to provide transfer mechanisms. TRPA shall certify appropriate entities to acquire land coverage and implement restoration programs pursuant to this policy.
- E. Coverage transfers shall be at a ratio of 1:1 or greater. Each square foot of coverage added by transfer shall require removal of one or more square feet of coverage, as set forth in the Goal LU-2 of Land Use Subelement and the Code of Ordinances.
- F. Coverage transferred for a single-family house shall be from a parcel equal to, or more environmentally sensitive than, the receiving parcel.
- G. In the case of individual parcels containing a Stream Environment Zone (SEZ), the amount of coverage attributable to the SEZ portion of the parcel may be transferred to the non-SEZ portion of the parcel or may be utilized in the SEZ pursuant to the access provision set forth in the Stream Environment Zone Subelement.

DP-3.5 THE RESIDENTIAL PERMIT ALLOCATION SYSTEM SHALL PERMIT THE TRANSFER OF BUILDING ALLOCATIONS FROM PARCELS LOCATED ON SENSITIVE LANDS TO MORE SUITABLE PARCELS.

As part of the permit allocation system, TRPA shall permit the transfer of building allocations from parcels in stream environment zones, Land Capability Districts 1-3, lands determined to be sensitive under IPES, or Class 1-4 shorezones, to parcels outside of these areas. However, no allocations shall be transferred to any parcel that is below the current IPES line for the jurisdiction of the receiving parcel. Recipients of allocations may transfer across jurisdictional boundaries so long as the jurisdiction to which allocations are transferred has capacity to serve the additional development, both jurisdictions approve the transfer, and the receiving parcel is in land capability districts 4-7 or has a buildable IPES rating. Such inter-jurisdictional transfers shall be counted against the number of permits allocated to the jurisdiction from which the allocations are transferred.

DP-3.6 BEFORE TRANSFER OF ANY DEVELOPMENT RIGHT OR LAND COVERAGE UNDER THIS GOAL IS EFFECTIVE, THE SENDING LOT SHALL BE APPROPRIATELY RESTRICTED OR RETIRED. IN THE CASE WHERE AN ALLOCATION HAS BEEN TRANSFERRED, OR ALL THE DEVELOPMENT RIGHTS OR COVERAGE HAS BEEN TRANSFERRED OFF A PARCEL DEEMED INAPPROPRIATE FOR FUTURE DEVELOPMENT, THE ENTIRE PARCEL SHALL BE RETIRED.

In restricting or retiring a parcel, the implementing ordinances shall consider the

retirement of all bonded indebtedness, site restoration, removal of future development potential, disclosure statements, public notice or recordation, and other requirements TRPA deems necessary. All transfers shall be approved by the affected jurisdictions.

- DP-3.7 TRANSFERS OF DEVELOPMENT RIGHTS, OTHER THAN LAND COVERAGE, SHALL BE LIMITED TO EQUIVALENT USES WITH NO INCREASE IN THE PARAMETERS BY WHICH THE USES ARE MEASURED BY THIS PLAN (E.G., FLOOR AREA, UNITS, PAOT) PLUS BONUS UNITS AWARDED IN ACCORDANCE WITH THE REGIONAL PLAN AND CODE OF ORDINANCES. EQUIVALENT USES SHALL BE DEFINED BY ORDINANCE. DEVELOPMENT IMPACTS DUE TO THE RESULTING PROJECTS SHALL BE ADDRESSED AS PART OF THE PROJECT REVIEW PROCESS.**

GOAL DP-4

CONDITION APPROVAL OF NEW DEVELOPMENT AND REDEVELOPMENT IN THE TAHOE REGION ON POSITIVE IMPROVEMENTS IN OFF-SITE EROSION AND RUNOFF CONTROL AND AIR QUALITY.

To generate offsetting mitigation measures, which in turn will accelerate progress toward meeting the environmental thresholds, the Agency will implement the following policies:

POLICIES:

- DP-4.1 NEW AND REDEVELOPED RESIDENTIAL, COMMERCIAL, AND PUBLIC PROJECTS SHALL COMPLETELY OFFSET THEIR WATER QUALITY IMPACTS THROUGH ONE OF THE FOLLOWING METHODS:**

- A. Implementing on-site and/or off-site erosion and runoff control projects concurrent with the impact from the project as a condition of project approval and subject to Agency concurrence as to effectiveness, or
- B. Contributing to a water quality mitigation fund for implementing off-site erosion and runoff control projects. The amount of such contributions is established by Agency ordinance.

This policy continues the water quality mitigation funds established as part of TRPA's Lake Tahoe Basin Water Quality Management Plan. The fee schedules and distribution formula shall be reviewed and revised as part of the Agency's implementing ordinances and programs.

- DP-4.2 ALL PROJECTS SHALL OFFSET THE TRANSPORTATION AND AIR QUALITY IMPACTS OF THEIR DEVELOPMENT.**

The implementing ordinances for the Regional Plan will define stationary sources of air pollution which may locate in the Region, and define what constitutes a significant environmental impact on air quality from stationary sources. Commercial and residential development contribute indirect impacts to air quality by increasing the number of vehicle trips in the Region. The cumulative impact of such trips is significant.

The ordinances will establish a fee to offset the impacts from minor projects. The fee will be assessed on both commercial and residential development. The ordinances will also define what projects have significant environmental impacts; these projects will be required to complete an EIS and mitigate air quality and traffic impacts with specific projects or programs.

FINANCING

The purpose of this Subelement is to set forth the financing policies and programs to implement the Regional Plan. The Subelement provides for the creation of new revenue sources, the phasing of expenditures to meet performance targets, and coordination of financing programs with other agencies.

Adequate long-term financing is essential to meet the environmental thresholds and protect the values of the Tahoe Region. The Regional Plan creates a linkage between the rate of funding for capital improvements, the development management system, and the environmental thresholds. If progress toward meeting the environmental thresholds is slower than anticipated, the plan calls for adjustments in the rate of both capital improvements and development.

GOAL FIN-1

IN COOPERATION WITH A MULTI-SECTOR REGIONAL PARTNERSHIP, SECURE FUNDS TO CARRY OUT THE ENVIRONMENTAL IMPROVEMENT PROGRAM AND OTHER PROGRAMS OF THE REGIONAL PLAN, PROVIDE FOR REVENUE SOURCES THAT DISTRIBUTE COSTS EQUITABLY AMONG THE USERS OF THE BASIN, MEET PERFORMANCE OBJECTIVES, AND ATTAIN ENVIRONMENTAL THRESHOLDS.

POLICIES:

FIN-1.1 TRPA IN COOPERATION WITH A REGIONAL MULTI-SECTOR PARTNERSHIP, SHALL DEVELOP AND CARRY OUT FINANCIAL PROGRAMS TO PROVIDE THE FUNDING NECESSARY TO IMPLEMENT THE ENVIRONMENTAL IMPROVEMENT PROGRAM.

FIN-1.2 FINANCIAL PROGRAMS SHALL PROVIDE FOR AN EQUITABLE DISTRIBUTION OF COSTS AMONG GOVERNMENTAL ENTITIES AND REGION - USER GROUPS.

Since many people throughout the Region, the nation, and the world enjoy the amenities of the Tahoe Region, the Regional Plan calls for a financial approach that spreads the costs of protecting environmental quality among property owners, businesses, overnight and day visitors, transportation systems users, and local, state, and federal governments.

GOAL FIN-2

COORDINATE THE REVENUE PROGRAM FOR IMPLEMENTATION OF THE REGIONAL PLAN WITH OTHER RESPONSIBLE AGENCIES; DIRECT THE UTILIZATION OF REGIONAL REVENUES TO HIGH-PRIORITY ENVIRONMENTAL IMPROVEMENT PROJECTS CONSISTENT WITH THE REGIONAL PLAN.

TRPA depends on the actions of local governments, state environmental agencies and transportation departments, and special entities including the Tahoe Transportation District to carry out the Environmental Improvements Program, and other programs (e.g., enforcement). Therefore, the development of a financing approach has been coordinated, and will continue to be coordinated, with these other entities. TRPA will oversee the use of the regional revenue sources to ensure the proper phasing of environmental improvements.

POLICIES:

FIN-2.1 THE AGENCY SHALL CONSULT WITH OTHER RESPONSIBLE AGENCIES AND ESTABLISH REGIONAL ENVIRONMENTAL IMPROVEMENT PROJECT PRIORITIES CONSISTENT WITH THE REGIONAL PLAN.

Local units of government and other implementing agencies require flexibility in scheduling capital improvements. TRPA in consultation with those entities, will provide guidance on project priorities and, through project review, will ensure that all capital improvements are consistent with the Regional Plan. The detailed capital improvements program will be reviewed and revised periodically in cooperation with all the affected agencies.

FIN-2.2 THE AGENCY SHALL CONSULT WITH OTHER RESPONSIBLE AGENCIES IN THE DEVELOPMENT AND IMPLEMENTATION OF LONG-TERM REVENUE PROGRAMS, TO AVOID DUPLICATION OF EFFORT, AND TO IMPROVE THE EFFICIENCY OF ENVIRONMENTAL IMPROVEMENT PROGRAMS.

All of the agencies which will carry out water quality and transportation programs under this Plan have similar financial needs. Working in cooperation with these entities, TRPA will identify programs that generate funds efficiently and with minimal administrative burden so as to assist them in fulfilling their capital needs.

FIN-2.2 REGIONAL REVENUE SOURCES SHALL BE APPLIED TO HIGH-PRIORITY ENVIRONMENTAL IMPROVEMENT PROJECTS THROUGHOUT THE REGION.

Because many of the Tahoe Region's environmental problems are regional in nature, and do not observe jurisdictional boundaries, it is appropriate to develop and administer regional revenue sources (e.g., utility taxes) to pay for high-priority capital improvements, as set forth in the Environmental Improvement Program.

GOAL FIN-3

THROUGH THE ENVIRONMENTAL IMPROVEMENT PROGRAM, MAKE PROGRESS TOWARD AND MEET THE PERFORMANCE TARGETS IDENTIFIED IN THE MONITORING AND EVALUATION SUBELEMENT FOR WATER QUALITY.

The Environmental Improvements Program identifies the water quality programs necessary to attain and maintain the environmental thresholds. The program specifies projects, costs, and responsible entities.

POLICIES:

FIN3.1 LOCAL GOVERNMENTS, STATE TRANSPORTATION DEPARTMENTS, AND OTHER AGENCIES SHALL BE RESPONSIBLE FOR CARRYING OUT CAPITAL IMPROVEMENTS FOR WATER QUALITY. FUNDING ASSISTANCE FROM REGIONAL REVENUE SOURCES SHALL BE MADE AVAILABLE TO LOCAL GOVERNMENTS WITH OVERSIGHT BY TRPA.

The primary responsibility for carrying out environmental improvement projects lies with local government, California and Nevada Departments of Transportation, and the U.S. Forest Service. Utility districts also have capital improvement programs related to water quality. A Regional Multi-Sector

Partnership shall develop means of assisting local governments with funding.

FIN3.2 TRPA SHALL COORDINATE WITH LOCAL GOVERNMENTS AND STATE TRANSPORTATION DEPARTMENTS TO GENERALLY OBSERVE THE PRIORITIES SET FORTH IN THE ENVIRONMENTAL IMPROVEMENT PROGRAM TO ENSURE THAT PLANNED IMPROVEMENTS AND AVAILABLE REVENUES ARE CONSISTENT.

FIN3.3 ALL ENVIRONMENTAL IMPROVEMENT PROJECTS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE BEST MANAGEMENT PRACTICES HANDBOOK.

GOAL FIN-4

THROUGH AN ENVIRONMENTAL IMPROVEMENT PROGRAM, MAKE PROGRESS TOWARD AND MEET THE PERFORMANCE TARGETS IDENTIFIED IN THE MANAGEMENT AND EVALUATION SUBELEMENT FOR AIR QUALITY AND TRANSPORTATION.

POLICIES:

FIN-4.1 THE TAHOE TRANSPORTATION DISTRICT AND LOCAL, STATE, AND FEDERAL UNITS OF GOVERNMENT SHALL BE RESPONSIBLE FOR CARRYING OUT THE TRANSPORTATION PORTION OF THE ENVIRONMENTAL IMPROVEMENT PROGRAM, WITH FUNDING ASSISTANCE FROM REGIONAL REVENUE SOURCES, AND WITH THE COORDINATION AND OVERSIGHT OF TRPA.

The Tahoe Regional Planning Agency Bi-State Compact designated the Tahoe Transportation District to implement transit and public transportation improvements contained in the Regional Plan. Other related improvements should be the responsibility of local, state, or federal government, depending upon the jurisdiction. The financial program distributes regional revenues to the implementing agencies.

FIN-4.2 TRPA SHALL COORDINATE WITH THE TAHOE TRANSPORTATION DISTRICT, LOCAL, STATE, AND FEDERAL UNITS OF GOVERNMENT TO PRIORITIZE TRANSPORTATION IMPROVEMENT PROJECTS SET FORTH IN THE ENVIRONMENTAL IMPROVEMENT PROGRAM TO ENSURE THE APPROPRIATE PHASING OF IMPROVEMENTS AND THAT PLANNED IMPROVEMENTS ARE CONSISTENT WITH AVAILABLE FUNDING.

MONITORING AND EVALUATION

The Monitoring and Evaluation Subelement serves three functions. First, it establishes performance standards for evaluating the effectiveness of the Regional Plan and, if necessary, triggering plan revisions. Second, it identifies needs for further study in the area of cause-effect relationships. Third, it establishes a monitoring program to collect and analyze data necessary to evaluate progress toward maintenance of the environmental thresholds.

GOAL ME-1

EVALUATE PROGRESS TOWARD ATTAINING AND MAINTAINING THE ENVIRONMENTAL THRESHOLDS THROUGH THE USE OF A DETAILED MONITORING PROGRAM AND PERFORMANCE STANDARDS.

POLICIES:

- ME-1.1 THE AGENCY SHALL PREPARE THRESHOLD EVALUATION REPORTS EVERY FOUR YEARS TO EVALUATE THE STATUS AND TREND OF THRESHOLD STANDARD ATTAINMENT AND PROGRESS IN IMPLEMENTING THE REGIONAL PLAN.
- ME-1.2 BASED ON THE RESULTS OF THE THRESHOLD EVALUATION REPORTS AND UPDATED STUDIES AND INFORMATION, TRPA SHALL CONSIDER CHANGES TO THRESHOLD ATTAINMENT STANDARDS TO REFLECT THE BEST AVAILABLE DATA AND SCIENTIFIC KNOWLEDGE.
- ME-1.3 BASED ON DEGREE OF PROGRESS TOWARD ENVIRONMENTAL GOALS, AS MEASURED IN THRESHOLD EVALUATION REPORTS, TRPA SHALL MAKE ADJUSTMENTS IN THE REGIONAL PLAN.

TRPA shall adjust the Regional Plan periodically on the basis of information reported in the periodic Threshold Evaluation Report.

GOAL ME-2

IMPROVE UNDERSTANDING OF CAUSE-EFFECT RELATIONSHIPS FOR LAKE TAHOE AND THE LAKE TAHOE REGION.

POLICIES:

- ME-2.1 TRPA SHALL COMPLETE STUDIES AND UTILIZE DATA FROM OTHER RELEVANT STUDIES TO CONTINUALLY ADVANCE THE UNDERSTANDING OF CAUSE-EFFECT RELATIONSHIPS FOR LAKE TAHOE AND THE LAKE TAHOE REGION. STUDIES THAT RELATE TO AREAS OF THRESHOLD NON-ATTAINMENT SHOULD BE PRIORITIZED.
- ME-2.2 BASED ON THE RESULTS OF ONGOING STUDIES, TRPA SHALL MAKE ADJUSTMENTS IN THE REGIONAL PLAN TO MORE EFFECTIVELY AND EFFICIENTLY ADDRESS ENVIRONMENTAL CONTAMINANTS AND THE SOURCES OF THOSE CONTAMINANTS.

GOAL ME-3

IMPLEMENT A MONITORING PROGRAM TO EVALUATE THE ENVIRONMENTAL THRESHOLDS, THE EFFECTIVENESS OF THE REGIONAL PLAN, AND THE IMPLEMENTING ORDINANCES AND PROGRAMS.

POLICIES:

ME-3.1 IN COLLABORATION WITH FEDERAL, STATE, LOCAL AGENCIES AND OTHER INSTITUTIONS, TRPA SHALL MAINTAIN AN OPERATIONAL MONITORING PROGRAM, CONSISTING OF PLANNING AND ADMINISTRATION, DATA COLLECTION, DATA STORAGE AND RETRIEVAL, AND DATA ANALYSIS. THE AGENCY SHALL USE THE PRODUCTS OF THIS PROGRAM TO IDENTIFY PROBLEMS AND EVALUATE PROGRESS UNDER THE REGIONAL PLAN.

The monitoring program shall include the following components:

- A. Continuous scientific monitoring of environmental conditions related to the adopted threshold standards ~~(See Appendix F).~~
- B. Periodic evaluations of environmental conditions related to the adopted threshold standards ~~(See Appendix F).~~
- C. Monitoring carried out by TRPA or regional partners of socio-economic data to allow analysis of possible socio-economic impacts of the Regional Plan.
- D. Monitoring of management-related data (e.g., numbers of permits issued, numbers and types of enforcement actions) to allow tracking and analysis of TRPA management functions.
- E. The Agency shall monitor representative tributaries as needed to provide a basis for evaluating the relative health of the watershed within which development is contemplated and progress being made toward meeting thresholds. The monitoring program will monitor stream flows and concentrations of nutrients and sediments to determine annual pollutant loads. This monitoring program shall be in place in a local jurisdiction, and shall establish baseline water quality conditions, before the numerical level defining the top rank for any jurisdiction is lowered.
- F. At least every four years, the Agency shall evaluate the results of its monitoring program. A special component of the monitoring program shall be designed to evaluate the success of IPES. This special component shall be the basis for extending, modifying, or eliminating IPES. The factors for monitoring shall include some non-scientific but readily observable matters, such as the rate of installation of remedial erosion control projects as set forth in the capital improvement program and the extent of retrofitting existing development with BMPs.

ME-3.2 THE AGENCY SHALL UTILIZE A SCIENCE ADVISORY PANEL TO REVIEW PERIODICALLY THE TECHNICAL ASSUMPTIONS, TECHNIQUES, AND PROCEDURES ASSOCIATED WITH MONITORING AND ANALYSIS EFFORTS.

The Tahoe Science Consortium, comprised of technical experts in various fields, will assist TRPA staff and the APC in developing and implementing the monitoring program.

ME-3.3 THE AGENCY WILL PUBLISH PERIODIC REPORTS COVERING PROGRESS ON THRESHOLD ATTAINMENT AND MAINTENANCE, RESEARCH, AND OVERALL MONITORING RESULTS.

The Agency will publish annual reports on the implementation of the Monitoring and Evaluation Subelement. These reports will generally initiate routine problem assessment and program evaluation functions of the Agency.

ME-3.4 THE AGENCY SHALL UTILIZE A MULTI-SECTOR BASIN PARTNERSHIP TO HELP DEVELOP A SOCIO-ECONOMIC MONITORING PROGRAM, TO PERIODICALLY REVIEW AND REPORT ON THE STATE OF THE REGION'S ECONOMY AND MAKE RECOMMENDATIONS TO THE GOVERNING BOARD.

TRPA should consider the impacts of the Regional Plan on the Region's economy and periodically consider adjustments consistent with attainment of environmental threshold carrying capacities.

ME-3.5 BY DECEMBER 31, 2013, TRPA SHALL IMPLEMENT MITIGATION MEASURES IDENTIFIED IN ATTACHMENT 4 FROM THE ENVIRONMENTAL IMPACT STATEMENT FOR THE 2012 REGIONAL PLAN UPDATE, OR THEIR EQUIVALENT, THAT HAVE NOT OTHERWISE BEEN INCORPORATED INTO THE REGIONAL PLAN OR CODE OF ORDINANCES.

ME-3.6 ON AN ANNUAL BASIS TRPA WILL PREPARE A PRELIMINARY LIST OF WORK PRIORITIES. THIS LIST WILL BE DERIVED FROM THE MOST RECENT ANNUAL THRESHOLD REPORT, REGIONAL PLAN AND CODE OF ORDINANCES AMENDMENTS SUGGESTED BY STAFF AND STAKEHOLDERS, THE MOST RECENT ANNUAL ENVIRONMENTAL IMPROVEMENT PROGRAM REPORT, THE ANNUAL REPORTS ON MEMORANDA OF UNDERSTANDING, PRIORITIES IDENTIFIED BY THE ADVISORY PLANNING COMMISSION, AND SIMILAR INFORMATION. THE GOVERNING BOARD SHALL REVIEW THE PRELIMINARY LIST OF WORK PRIORITIES AND ARRANGE THE PROJECTS IN ORDER OF PRIORITY. THE EXECUTIVE DIRECTOR SHALL SUBMIT AN ANNUAL BUDGET AND WORK PLAN THAT INDICATES HOW THE WORK PRIORITIES WILL BE COMPLETED IN ORDER OF PRIORITY TO THE DEGREE POSSIBLE WITH THE RESOURCES AVAILABLE TO THE AGENCY. THE LIST OF PROJECTS AND ORDER OF PRIORITY SHALL BE INCLUDED IN THE REGIONAL PLAN AS ATTACHMENT 5 AND SHALL BE UPDATED AND REPLACED ANNUALLY. FOR THE PERIOD PRIOR TO ADOPTION OF THE NEXT ANNUAL WORK PROGRAM AND BUDGET BUT AFTER INITIAL ADOPTION OF THE REGIONAL PLAN INCLUDING THIS POLICY, THE LIST OF PROJECTS IN ATTACHMENT 5 WILL BE CONSIDERED THE PRELIMINARY LIST OF PRIORITY PROJECTS FOR THE GOVERNING BOARD TO ARRANGE IN ORDER OF PRIORITY AND FOR SUBSEQUENT PREPARATION OF THE ANNUAL AGENCY WORK PROGRAM AND BUDGET.

Attachment C

Resolution 82-11 summary and bridge between Resolution 82-11
and the proposed consolidated Threshold Standards and Regional Plan

Bridge between Resolution 82-11 and the consolidated Threshold Standards and Regional Plan

This document 1) lists the content of Resolution 82-11, and 2) bridges Resolution 82-11 and the contents of the consolidated Threshold Standards and Regional Plan. Page numbers reference the clean version of the consolidated Threshold Standards and Regional Plan included as attachment A of the packet.

Bridge between Resolution 82-11 and Threshold Standards

The contents of Resolution 82-11 is listed and numbered below using original paragraph numbers as identifiers. A simple typology groups each statement in Resolution 82-11 into one of five types based on the origin or subject matter of the statement. The five types are; 1) Compact content – restated or verbatim statements drawn from the Bi-State Compact, 2) Process related – description of the administrative record, findings, and process used to adopt the threshold standards in 1982, 3) Standard related – statements related to the threshold standards themselves, 4) Pre-Regional Plan – Guiding direction provided in advance of the development of the 1987 Regional Plan, 5) Qualifications – Statements qualifying on threshold standard attainment. Each statement in Resolution 82-11 was identified as one of the types.

Text of Resolution 82-11	Type	Bridge Explanation
Preamble #1. On December 19, 1980 the Tahoe Regional Planning Compact (“Compact”) was amended, requiring, among other things, that the TRPA adopt Environmental Threshold Carrying Capacities for the Lake Tahoe Region. The Compact further requires that, within one (1) year after the adoption of the Environmental Threshold Carrying Capacities TRPA shall amend its regional plan so that, at a minimum, the plan and all of its elements, as implemented through Agency ordinances, rules and regulations, achieves and maintains the adopted Environmental Threshold Carrying Capacities.	Compact content	Included near verbatim at paragraph 3 of the <i>Introduction</i> (Page iv).

Text of Resolution 82-11	Type	Bridge Explanation
<p>Preamble #2. The Compact finds, among other things, that: (a) the waters of Lake Tahoe and other resources of the Lake Tahoe Region are threatened with deterioration or degeneration; (b) said region exhibits unique environmental and ecological values; (c) said region is experiencing problems of resource use and deficiencies of environmental control; (d) increasing urbanization is threatening the ecological values of said region; (e) maintenance of the social and economic health of the region depends on maintaining the significant scenic, recreational, educational, scientific, natural and public health values provided by said region; (f) there is a public interest in protecting, preserving and enhancing said values for the residents of and visitors to said region; (g) in order to preserve the scenic beauty and outdoor recreational opportunities of said region, there is a need to insure an equilibrium between said region’s natural endowment and its man-made environment; and (h) it is imperative that there be established a TRPA with the powers, among others, to establish Environmental Threshold Carrying Capacities and to adopt and enforce a regional plan and implementing ordinances which will achieve and maintain such capacities while providing opportunities for orderly growth and development consistent therewith.</p>	Compact content	Included verbatim at paragraph 2 in the <i>Authority</i> (Page vi).
<p>Preamble #3. The Compact defines “environmental threshold carrying capacity” as “an environmental standard necessary to maintain a significant scenic, recreational, educational, scientific or natural value of the region or to maintain public health and safety within the region”.</p>	Compact content, Standard related	Included near verbatim at paragraph 3 of the <i>Introduction</i> (Page iv).
<p>Preamble #4. Although not required to do so by the Compact, the Governing Body and Advisory Planning Commission of the TRPA, prior to the adoption of this resolution, conducted duly-noticed public hearings, at which hearings considerable oral testimony and documentary evidence were received and considered by the Governing Body and Advisory Planning Commission. Evidence in the record of said hearings, which evidence is hereby determined substantial, established that each of the Environmental Threshold Carrying Capacities adopted by this resolution is necessary to maintain significant scenic, recreational, educational, scientific or natural value of the Lake Tahoe region or to maintain public health and safety within the region.</p>	Process related	No longer necessary to include process related to adoption of threshold standards in 1982.
<p>Preamble #5. The Environmental Threshold Carrying Capacities adopted hereby comply in all respects, procedural and substantive, with the Compact, as amended, and are necessary to effectuate and implement the same.</p>	Process related	No longer necessary to include process or findings related to adoption of threshold standards in 1982.

Text of Resolution 82-11	Type	Bridge Explanation
<p>Preamble #6. In addition to other evidence received at said public hearings, the Governing Body of the TRPA, prior to the adoption of this resolution, has received for the administrative record and had opportunity to review, a lengthy detailed study report concerning the Environmental Threshold Carrying Capacities, which report was prepared by TRPA staff and consultants and substantiates the Environmental Threshold Carrying Capacities adopted hereby.</p>	Process related	No longer necessary to include process or findings related to adoption of threshold standards in 1982.
<p>Preamble #7. The Environmental Threshold Carrying Capacities adopted by this resolution were the subject of an environmental impact statement (“EIS”), which was prepared, considered, circulated, certified and otherwise processed, reviewed and approved by the TRPA in accordance with the substantive and procedural provisions of Article VII of the Compact. Without limiting the generality of the foregoing, the Governing Body further finds that the said EIS contained the information required by Article VII (a)(2) of the Compact and provided the Governing Body substantial information upon which it could base a reasoned review and evaluation of the environmental impacts of the Environmental Threshold Carrying Capacities adopted by this resolution. The Governing Body further finds that, prior to approving this resolution, it made the alternative written findings required by Article VII (d) of the Compact, a separate written finding having been made for each significant effect identified in the EIS as resulting from the Environmental Threshold Carrying Capacities adopted hereby. The Governing Body further finds that said written findings are supported by substantial evidence in the record.</p>	Process related	No longer necessary to include process or findings related to adoption of threshold standards in 1982.
<p>Preamble #8. Pursuant to Article II (l) of the Compact, Environmental Threshold Carrying Capacities are to include, but not be limited to, standards for air quality, water quality, soil conservation, vegetation preservation and noise, thus permitting, if not requiring, the adoption of standards for other elements necessary to maintain a significant scenic, recreational, educational, scientific or natural value of the Lake Tahoe Region or to maintain public health and safety within the region.</p>	Compact content	Included in material substance in <i>Threshold Standards</i> (Page ix) and in <i>Threshold Standard Specifications</i> (Page 4).

Text of Resolution 82-11	Type	Bridge Explanation
<p>Preamble #9. In certain instances it was not reasonably possible or feasible to set forth Environmental Threshold Carrying Capacities as numerical standards, requiring in such instances that standards be set forth as management standards. The Governing Body further finds that the inability to set forth a numerical standard for a particular Environmental Threshold Carrying Capacity does not render such Environmental Threshold Carrying Capacity improper or inappropriate for adoption under the Compact. In association with adoption of Environmental Threshold Carrying Capacities, the Governing Body is adopting policy statements that will provide specific direction for Agency staff in development of the regional plan. It is the intent of the Governing Body that amendment or repeal of the Policy Statements shall be subject to the dual-majority voting provisions of Article III (g)(1) of the Compact.</p>	Standard related	No longer necessary. The guidance for adopting the 1987 Regional Plan has already been incorporated. Inconsistent with updated best practice.
<p>Preamble #10. The definition of “environmental threshold carrying capacity” set forth in Article II (i) of the Compact requires an exercise of discretion by the Governing Body in setting a standard “necessary to maintain a significant scenic, recreational, educational, scientific or natural value of the region or to maintain public health and safety within the region.” In approving this resolution, the Governing Body of the TRPA recognizes that it must amend the TRPA regional plan so that, at a minimum, the plan and all of its elements, as implemented through TRPA ordinances, rules and regulations, achieves and maintains the adopted Environmental Threshold Carrying Capacities. The Governing Body further recognizes that it is required under Article V (d) of the Compact to adopt a regional plan attaining and maintaining federal, state, or local air and water quality standards, whichever are strictest, in the respective portions of the Lake Tahoe Region for which such standards are applicable.</p>	Compact content	Not necessary to reiterate Bi-State Compact requirements.
<p>Preamble #11. The Environmental Threshold Carrying Capacities adopted by this resolution are to be achieved and maintained through implementation of TRPA’s regional plan, may be achieved and maintained pursuant to an orderly time schedule adopted for that purpose.</p>	Compact content	Not necessary to reiterate Bi-State Compact requirements. Only a limited number of threshold standards can be tied to a scientific foundation that supports adopting a specific attainment timeline (i.e. TMDL).

Text of Resolution 82-11	Type	Bridge Explanation
<p>Preamble #12. In adopting this resolution, the TRPA Governing Body expressly recognizes that there is a distinction between adoption of Environmental Threshold Carrying Capacities and the subsequent planning process resulting in an amended regional plan so that, at a minimum, the plan and all of its elements achieves and maintains the adopted Environmental Threshold Carrying Capacities.</p>	<p>Pre-Regional Plan</p>	<p>Included in material substance. The distinction is explicit in the <i>Organization</i> (Page vii), <i>Initial Threshold Standard Development</i> (Page 2), and <i>Threshold Standards and Regional Plan Goals and Policies</i> (Page ix).</p>
<p>Preamble #13. Inasmuch as the Compact specifies no particular method for the adoption of Environmental Threshold Carrying Capacities, this resolution is a proper method for the adoption thereof.</p>	<p>Process related</p>	<p>No longer necessary to include process related to adoption of standards in 1982. Proposal under consideration to change the adopting mechanism from resolution to ordinance.</p>
<p>Preamble #14. The Governing Body recognizes that, in adoption of Environmental Threshold Carrying Capacities, it is establishing standards for the Lake Tahoe Region which must be carried out through the regional plan and that its jurisdiction to achieve and maintain those standards is limited to the Lake Tahoe Region.</p>	<p>Compact content</p>	<p>No longer necessary to reiterate Bi-State Compact. It is well understood that TRPA's legal jurisdiction is limited to the Lake Tahoe Region.</p>
<p>Preamble #15. The Governing Body recognizes that, in establishing Environmental Threshold Carrying Capacities for the Lake Tahoe Region, it is establishing the basis for a long-term program which will protect and enhance the significant environmental values of the region, which program will be reviewed from time to time to ensure its consistency with the currently available scientific evidence and technical and other information. Attainment of the Environmental Threshold Carrying Capacities prior to the dates scheduled in the regional plan, while beneficial, is not required.</p>	<p>Compact content</p>	<p>Included in material substance in <i>Threshold Standard Review and Amendment</i> (Pages 2-4).</p>

Text of Resolution 82-11	Type	Bridge Explanation
<p>Preamble #16. The Governing Body recognizes that the Tahoe Regional Planning Compact, as amended, provides for the adoption of an orderly program to attain the environmental standards through the development of its regional plan, including time schedules for implementation of specific measures necessary to attain those standards and that an immediate or short-range demonstration of attainment of some standards is physically impossible.</p>	<p>Compact content</p>	<p>Included in material substance in the third paragraph of the Introduction (Page iv). Only a limited number of threshold standards can be tied to a scientific foundation that supports adopting a specific attainment timeline (i.e. TMDL).</p>
<p>Preamble #17. The Governing Body recognizes and respects the legislative intent of the States of Nevada and California and the United States Congress in entering into and approving the Tahoe Regional Planning Compact, as amended.</p>	<p>Compact content</p>	<p>Not necessary to reiterate Bi-State Compact.</p>
<p>Preamble #18. The Governing Body recognizes that the degree of success in attaining and maintaining the Environmental Threshold Carrying Capacities depends upon a program of mutual cooperation among the two states, local governmental entities, the Federal Government and the private sector in implementing its regional plan.</p>	<p>Compact content</p>	<p>Included in material substance in the <i>TRPA Programs</i> (Page x), second paragraph of <i>Relationship to Other Plans</i> (Page 1-4), and the second paragraph of <i>Threshold Standard Review and Amendment</i> (Page 3).</p>

Text of Resolution 82-11	Type	Bridge Explanation
<p>Resolution #1. That the Governing Body will develop its regional plan, recognizing that out-of-basin sources of air pollution may affect its ability to achieve and maintain environmental standards. The cooperation of the States of California and Nevada and the Federal Government will be required to control sources of air pollution which contribute nitrogen loadings to the Lake Tahoe Region.</p>	Qualification	<p>Included in material substance in the <i>TRPA Programs</i> (Page x), second paragraph of <i>Relationship to Other Plans</i> (Page 1-4), and the second paragraph of <i>Threshold Standard Review and Amendment</i> (Page 3).</p>
<p>Resolution #2. That the Governing Body hereby recognizes the long-term nature of the planning process established by the Compact and further recognizes that attainment and maintenance of the Environmental Threshold Carrying Capacities is a continuing process requiring establishment of time schedules by which the environmental standards will be attained, and the Governing Body intends to amend its regional plan to meet such requirements with realistic time schedules and the best available means.</p>	Qualification	<p>Included in material substance in the second paragraph of <i>Threshold Standard Review and Amendment</i> (Page 3). Only a limited number of threshold standards can be tied to a scientific foundation that supports adopting a specific attainment timeline (i.e. TMDL).</p>
<p>Resolution #3. That the Governing Body hereby recognizes the long-term nature of the planning process established by the Compact and further recognizes that some of the Environmental Threshold Carrying Capacities for water quality are currently being, and will likely continue to be, exceeded until some time after the full implementation of the loading reductions prescribed by the thresholds.</p>	Qualification	<p>No longer necessary. Superseded by the Lake Tahoe TMDL.</p>

Text of Resolution 82-11	Type	Bridge Explanation
<p>Resolution #4. The Environmental Threshold Carrying Capacities shall be reviewed by staff and the Governing Body at the time of adoption of the regional plan to assure that said plan and the Environmental Threshold Carrying Capacities are consistent, and shall be reviewed at least every five years thereafter by the most appropriate means. After such review, the pertinent environmental threshold standards shall be amended where the scientific evidence and technical information indicate: (a) two or more threshold standards are mutually exclusive; or (b) substantial evidence to provide a basis for a threshold standard does not exist; or (c) a threshold standard cannot be achieved; or (d) a threshold standard is not sufficient to maintain a significant value of the Region or additional threshold standards are required to maintain a significant value. The Agency shall maintain a monitoring program to determine progress towards attainment of threshold standards and to provide the basis for such review and amendment of the threshold standards pursuant to the foregoing criteria.</p>	Standard related	Included in material substance in the fourth paragraph of <i>Threshold Standard Review and Amendment</i> (Page 3), the fourth paragraph of <i>Threshold Standard Specifications</i> (Page 4), and the second and third paragraphs of <i>Guiding Principles</i> (Page 4-5). A regular review cycle of at least four years is set on paragraph nine of <i>Regional Plan Development and Maintenance</i> (Page 1-3).
<p>Resolution #5. That the Governing Body hereby recognizes the long-term nature of establishing, planning for and actually achieving the Environmental Threshold Carrying Capacities and will diligently pursue the attainment of those environmental standards through the regional plan and its schedule for implementation. The Governing Body further recognizes that the environmental standards adopted hereby may be considered as part of the environmental review process on projects reviewed pursuant to Article VI (b) of the Compact during the period of time prior to adoption of the regional plan envisioned by Article V(c) of the Compact and adoption of the ordinances required by Article V (g), and that no provision of this resolution or the environmental standards adopted hereby shall affect the maximum number of building permits authorized under the provisions of Article VI(c) of the Compact.</p>	Qualification	No longer necessary. Well understood that growth control limits are adopted into the Regional Plan and are subject to environmental findings of specific permits.

Text of Resolution 82-11	Type	Bridge Explanation
<p>Resolution #6. That the Governing Body hereby adopts the following as a statement of intent, which will guide the development of the regional plan and actions subsequent to the adoption of that plan: (a) The Governing Board hereby finds and declares that in adopting these Environmental Threshold Carrying Capacities it does not intend, and it shall not be construed as authorizing the Agency, to exercise its power to grant or deny a permit in a manner which shall take or damage private property for public use without payment of just compensation. (b) Nothing in the adoption of these Environmental Threshold Carrying Capacities is intended to increase or decrease the rights of any property owner under the Constitution of California, Nevada or the United States. (c) It is the intent of the Governing Body that the Environmental Threshold Carrying Capacities will provide the basis for the adoption and enforcement of a regional plan and implementing ordinances which will achieve and maintain such capacities while at the same time providing opportunities for orderly growth and development consistent with such capacities. It is further the intent of the Governing Body that the regional plan will provide for carrying out all of the policies expressed in Article I of the compact.</p>	<p>Qualification and Compact content.</p>	<p>No longer necessary. Main policy concern of the 1980s was 5th amendment constitutional takings. This policy statement goes to those issues, which have been fully litigated and settled during the decades since adoption of the 1982 threshold standards.</p>
<p>Resolution #7. That the Governing Body directs that the regional plan be so structured as to require a fair share of the financial resources required to implement the plan be borne by each of the entities or groups with interests in the region, including the State of California, the State of Nevada, the United States Government, entities of local government with jurisdiction within the Lake Tahoe Region, and the private sector; and</p>	<p>Pre-Regional Plan</p>	<p>No longer necessary. Environmental Improvement Program (EIP) multi-sector approach to Regional Plan implementation is well established. The Tahoe Interagency Executive Steering Committee governs establishment and shares of the EIP.</p>

Text of Resolution 82-11	Type	Bridge Explanation
<p>Resolution #8. That the Environmental Threshold Carrying Capacities set forth in Exhibit "A", attached hereto and incorporated herein by this reference, be, and the same hereby are, adopted pursuant to Article V (b) of the Compact.</p>	<p>Process related</p>	<p>Exhibit A Threshold standards and supporting information are now fully restated and integrated into the Threshold Standards and Regional Plan (Pages 6 – 26).</p>

Content of Resolution 82-11

The full text of Resolution 82-11 is included below. After each section of Resolution 82-11 text, an accompanying condensed plain language summary of the section is included.

1. Text as it appears in Resolution 82-11

Plain language explanation of the preceding section of Resolution 82-11.

RESOLUTION OF THE GOVERNING BODY OF THE TAHOE REGIONAL PLANNING AGENCY ADOPTING ENVIRONMENTAL THRESHOLD CARRYING CAPACITIES FOR THE LAKE TAHOE REGION
WHEREAS, the Governing Body of the Tahoe Regional Planning Agency ("TRPA") finds:

1. On December 19, 1980 the Tahoe Regional Planning Compact ("Compact") was amended, requiring, among other things, that the TRPA adopt Environmental Threshold Carrying Capacities for the Lake Tahoe Region. The Compact further requires that, within one (1) year after the adoption of the Environmental Threshold Carrying Capacities TRPA shall amend its regional plan so that, at a minimum, the plan and all of its elements, as implemented through Agency ordinances, rules and regulations, achieves and maintains the adopted Environmental Threshold Carrying Capacities.

The amended Bi-State Compact requires the adoption of threshold standards and a regional plan that will attain and maintain the adopted standards.

2. The Compact finds, among other things, that: (a) the waters of Lake Tahoe and other resources of the Lake Tahoe Region are threatened with deterioration or degeneration; (b) said region exhibits unique environmental and ecological values; (c) said region is experiencing problems of resource use and deficiencies of environmental control; (d) increasing urbanization is threatening the ecological values of said region; (e) maintenance of the social and economic health of the region depends on maintaining the significant scenic, recreational, educational, scientific, natural and public health values provided by said region; (f) there is a public interest in protecting, preserving and enhancing said values for the residents of and visitors to said region; (g) in order to preserve the scenic beauty and outdoor recreational opportunities of said region, there is a need to insure an equilibrium between said region's natural endowment and its man-made environment; and (h) it is imperative that there be established a TRPA with the powers, among others, to establish Environmental Threshold Carrying Capacities and to adopt and enforce a regional plan and implementing ordinances which will achieve and maintain such capacities while providing opportunities for orderly growth and development consistent therewith.

Tahoe is a national treasure that is threatened by uncontrolled development. Establishment of threshold standards and enforcing a regional plan to attain the standards is critical to the long-term sustainability of the social, economic, and ecological system in the region.

3. The Compact defines “environmental threshold carrying capacity” as “an environmental standard necessary to maintain a significant scenic, recreational, educational, scientific or natural value of the region or to maintain public health and safety within the region”.

The Bi-State Compact definition of a threshold standard.

4. Although not required to do so by the Compact, the Governing Body and Advisory Planning Commission of the TRPA, prior to the adoption of this resolution, conducted duly-noticed public hearings, at which hearings considerable oral testimony and documentary evidence were received and considered by the Governing Body and Advisory Planning Commission. Evidence in the record of said hearings, which evidence is hereby determined substantial, established that each of the Environmental Threshold Carrying Capacities adopted by this resolution is necessary to maintain significant scenic, recreational, educational, scientific or natural value of the Lake Tahoe region or to maintain public health and safety within the region.

In the development of threshold standards TRPA held public meetings and consulted with appropriate entities pursuant to the bi-state compact. Substantial evidence in the record supported the adoption of threshold standards as necessary to protect regional values.

5. The Environmental Threshold Carrying Capacities adopted hereby comply in all respects, procedural and substantive, with the Compact, as amended, and are necessary to effectuate and implement the same.

The adopted threshold standards and process for adoption are consistent with the Bi-State Compact.

6. In addition to other evidence received at said public hearings, the Governing Body of the TRPA, prior to the adoption of this resolution, has received for the administrative record and had opportunity to review, a lengthy detailed study report concerning the Environmental Threshold Carrying Capacities, which report was prepared by TRPA staff and consultants and substantiates the Environmental Threshold Carrying Capacities adopted hereby.

TRPA held public hearings and reviewed all the information and evidence on the threshold standards. The evidence base developed during those hearings supports the threshold standards being adopted.

7. The Environmental Threshold Carrying Capacities adopted by this resolution were the subject of an environmental impact statement (“EIS”), which was prepared, considered, circulated, certified and otherwise processed, reviewed and approved by the TRPA in accordance with the substantive and procedural provisions of Article VII of the Compact. Without limiting the generality of the foregoing, the Governing Body further finds that the said EIS contained the information required by Article VII (a)(2) of the Compact and provided the Governing Body substantial information upon which it could base a reasoned review and evaluation of the environmental impacts of the Environmental Threshold Carrying Capacities adopted by this resolution. The Governing Body further finds that, prior to approving this resolution, it made the alternative written findings required by Article VII (d) of the Compact, a separate written finding having been made for each

significant effect identified in the EIS as resulting from the Environmental Threshold Carrying Capacities adopted hereby. The Governing Body further finds that said written findings are supported by substantial evidence in the record.

The threshold standards were subject to an EIS and findings in compliance with the Bi-State Compact.

8. Pursuant to Article II (l) of the Compact, Environmental Threshold Carrying Capacities are to include, but not be limited to, standards for air quality, water quality, soil conservation, vegetation preservation and noise, thus permitting, if not requiring, the adoption of standards for other elements necessary to maintain a significant scenic, recreational, educational, scientific or natural value of the Lake Tahoe Region or to maintain public health and safety within the region.

The proposed threshold standards include standards for five categories explicitly listed as well as other categories needed to protect the values of the Region under the Bi-State Compact.

9. In certain instances it was not reasonably possible or feasible to set forth Environmental Threshold Carrying Capacities as numerical standards, requiring in such instances that standards be set forth as management standards. The Governing Body further finds that the inability to set forth a numerical standard for a particular Environmental Threshold Carrying Capacity does not render such Environmental Threshold Carrying Capacity improper or inappropriate for adoption under the Compact. In association with adoption of Environmental Threshold Carrying Capacities, the Governing Body is adopting policy statements that will provide specific direction for Agency staff in development of the regional plan. It is the intent of the Governing Body that amendment or repeal of the Policy Statements shall be subject to the dual-majority voting provisions of Article III (g)(1) of the Compact.

Different types of standards were adopted in 1982, numeric, management, and policy statements. Standards without numerical targets are not improper. Policy statements provide direction for the regional plan, and are subject to the same voting provisions as threshold standards.

10. The definition of "environmental threshold carrying capacity" set forth in Article II (i) of the Compact requires an exercise of discretion by the Governing Body in setting a standard "necessary to maintain a significant scenic, recreational, educational, scientific or natural value of the region or to maintain public health and safety within the region." In approving this resolution, the Governing Body of the TRPA recognizes that it must amend the TRPA regional plan so that, at a minimum, the plan and all of its elements, as implemented through TRPA ordinances, rules and regulations, achieves and maintains the adopted Environmental Threshold Carrying Capacities. The Governing Body further recognizes that it is required under Article V (d) of the Compact to adopt a regional plan attaining and maintaining federal, state, or local air and water quality standards, whichever are strictest, in the respective portions of the Lake Tahoe Region for which such standards are applicable.

Adoption of standards that meet the compact definition requires exercise of Governing Board discretion. After adoption TRPA must amend the regional plan to ensure all regional threshold standards as well as federal, state, and local air and water quality standards are attained.

11. The Environmental Threshold Carrying Capacities adopted by this resolution are to be achieved and maintained through implementation of TRPA's regional plan, may be achieved and maintained pursuant to an orderly time schedule adopted for that purpose.

The threshold standards can be attained through implementation of the Regional Plan.

12. In adopting this resolution, the TRPA Governing Body expressly recognizes that there is a distinction between adoption of Environmental Threshold Carrying Capacities and the subsequent planning process resulting in an amended regional plan so that, at a minimum, the plan and all of its elements achieves and maintains the adopted Environmental Threshold Carrying Capacities.

There is a difference between adopting threshold standards and amending the regional plan to attain and maintain the threshold standards. The threshold standards should drive the Regional Plan and not vice versa.

13. Inasmuch as the Compact specifies no particular method for the adoption of Environmental Threshold Carrying Capacities, this resolution is a proper method for the adoption thereof.

A resolution is an appropriate method to adopt threshold standards.

14. The Governing Body recognizes that, in adoption of Environmental Threshold Carrying Capacities, it is establishing standards for the Lake Tahoe Region which must be carried out through the regional plan and that its jurisdiction to achieve and maintain those standards is limited to the Lake Tahoe Region.

TRPA recognizes that its jurisdiction is limited to the Lake Tahoe Region and that it must attain and maintain the threshold standards through Regional Plan implementation.

15. The Governing Body recognizes that, in establishing Environmental Threshold Carrying Capacities for the Lake Tahoe Region, it is establishing the basis for a long-term program which will protect and enhance the significant environmental values of the region, which program will be reviewed from time to time to ensure its consistency with the currently available scientific evidence and technical and other information. Attainment of the Environmental Threshold Carrying Capacities prior to the dates scheduled in the regional plan, while beneficial, is not required.

The standards provide long term goals to protect the values for the region and will be reviewed and updated as new information becomes available.

16. The Governing Body recognizes that the Tahoe Regional Planning Compact, as amended, provides for the adoption of an orderly program to attain the environmental standards through the development of its regional plan, including time schedules for implementation of specific measures necessary to attain those standards and that an immediate or short-range demonstration of attainment of some standards is physically impossible.

The Regional Plan may include time schedules for implementation and those schedules are not expected to be near-term.

17. The Governing Body recognizes and respects the legislative intent of the States of Nevada and California and the United States Congress in entering into and approving the Tahoe Regional Planning Compact, as amended.

Under the Bi-State Compact, TRPA respects and follows the intent of the two states and federal government.

18. The Governing Body recognizes that the degree of success in attaining and maintaining the Environmental Threshold Carrying Capacities depends upon a program of mutual cooperation among the two states, local governmental entities, the Federal Government and the private sector in implementing its regional plan.

The cooperation of the private sector, local, state, and federal entities will be necessary to implement the regional plan and attain and maintain threshold standards.

NOW, THEREFORE, BE IT RESOLVED by the Governing Body of the Tahoe Regional Planning Agency as follows:

1. That the Governing Body will develop its regional plan, recognizing that out-of-basin sources of air pollution may affect its ability to achieve and maintain environmental standards. The cooperation of the States of California and Nevada and the Federal Government will be required to control sources of air pollution which contribute nitrogen loadings to the Lake Tahoe Region.

Achieving the air quality threshold standards will require the cooperation of the two states and the federal government.

2. That the Governing Body hereby recognizes the long-term nature of the planning process established by the Compact and further recognizes that attainment and maintenance of the Environmental Threshold Carrying Capacities is a continuing process requiring establishment of time schedules by which the environmental standards will be attained, and the Governing Body

intends to amend its regional plan to meet such requirements with realistic time schedules and the best available means.

The threshold standards are long term goals, and the implementation strategies and timelines for attainment will be reviewed and amended as necessary to ensure they are realistic.

3. That the Governing Body hereby recognizes the long-term nature of the planning process established by the Compact and further recognizes that some of the Environmental Threshold Carrying Capacities for water quality are currently being, and will likely continue to be, exceeded until some time after the full implementation of the loading reductions prescribed by the thresholds.

The threshold standards are long term goals, and water quality goals will not be attained until well after the load reduction targets are met.

4. The Environmental Threshold Carrying Capacities shall be reviewed by staff and the Governing Body at the time of adoption of the regional plan to assure that said plan and the Environmental Threshold Carrying Capacities are consistent, and shall be reviewed at least every five years thereafter by the most appropriate means. After such review, the pertinent environmental threshold standards shall be amended where the scientific evidence and technical information indicate:

- (a) two or more threshold standards are mutually exclusive; or
- (b) substantial evidence to provide a basis for a threshold standard does not exist; or
- (c) a threshold standard cannot be achieved; or
- (d) a threshold standard is not sufficient to maintain a significant value of the Region or additional threshold standards are required to maintain a significant value.

The Agency shall maintain a monitoring program to determine progress towards attainment of threshold standards and to provide the basis for such review and amendment of the threshold standards pursuant to the foregoing criteria.

The threshold standards will be reviewed when the first Regional Plan is adopted and at least every five years thereafter. Standards shall be amended when:

- a) Two or more are mutually exclusive*
- b) There isn't sufficient evidence*
- c) A standard cannot be achieved*
- d) The standard isn't sufficient to maintain the values of the region*

The monitoring program will assess progress towards attainment and provide the basis for standard review.

5. That the Governing Body hereby recognizes the long-term nature of establishing, planning for and actually achieving the Environmental Threshold Carrying Capacities and will diligently pursue the attainment of those environmental standards through the regional plan and its schedule for

implementation. The Governing Body further recognizes that the environmental standards adopted hereby may be considered as part of the environmental review process on projects reviewed pursuant to Article VI (b) of the Compact during the period of time prior to adoption of the regional plan envisioned by Article V(c) of the Compact and adoption of the ordinances required by Article V (g), and that no provision of this resolution or the environmental standards adopted hereby shall affect the maximum number of building permits authorized under the provisions of Article VI(c) of the Compact.

The threshold standards are long term goals and TRPA will work towards attainment of the goals. The standards will be considered during environmental review, but will not impact the maximum number of building permits authorized in the Bi-State Compact. TRPA will diligently pursue threshold standard attainment through implementation of the Regional Plan. The threshold standards may be considered in permit reviews before the first Regional Plan is adopted. The Resolution sets no cap on building permits. Whether a specific permit application is approved or not is subject only to environmental review and Bi-State Compact findings for each permit.

6. That the Governing Body hereby adopts the following as a statement of intent, which will guide the development of the regional plan and actions subsequent to the adoption of that plan:

(a) The Governing Board hereby finds and declares that in adopting these Environmental Threshold Carrying Capacities it does not intend, and it shall not be construed as authorizing the Agency, to exercise its power to grant or deny a permit in a manner which shall take or damage private property for public use without payment of just compensation.

(b) Nothing in the adoption of these Environmental Threshold Carrying Capacities is intended to increase or decrease the rights of any property owner under the Constitution of California, Nevada or the United States.

(c) It is the intent of the Governing Body that the Environmental Threshold Carrying Capacities will provide the basis for the adoption and enforcement of a regional plan and implementing ordinances which will achieve and maintain such capacities while at the same time providing opportunities for orderly growth and development consistent with such capacities. It is further the intent of the Governing Body that the regional plan will provide for carrying out all of the policies expressed in Article I of the compact.

The development and implementation of the Regional Plan will be guided by three statements of intent:

- a) The agency will not take or damage private property for public use without just compensation*
- b) The threshold standards do not alter property rights as established by either state or the federal government*
- c) The Regional Plan and implementing Code will achieve the threshold standards, provide for orderly growth, and fulfill the policies in article I of the Compact.*

Article I is the "Findings and Declaration of Policy"

7. That the Governing Body directs that the regional plan be so structured as to require a fair share of the financial resources required to implement the plan be borne by each of the entities or groups with interests in the region, including the State of California, the State of Nevada, the United States Government, entities of local government with jurisdiction within the Lake Tahoe Region, and the private sector; and

The Regional Plan will be structured to distribute costs of its implementation fairly among local, state, federal, and private entities with interests in the Region.

8. That the Environmental Threshold Carrying Capacities set forth in Exhibit "A", attached hereto and incorporated herein by this reference, be, and the same hereby are, adopted pursuant to Article V (b) of the Compact.

The threshold standards are set out in exhibit A to Resolution 82-11.

PASSED AND ADOPTED by the Governing Body of the Tahoe Regional Planning Agency this twenty-sixth day of August, 1982, by the following vote:

Ayes: Mr. Heikka, Mr. Hsieh, Mr. Meder, Mr. Stewart, Mr. Kjer, Mr. Steele, Mr. Swackhamer, Mr. Sevison, Mr. Weise, Mr. Reed, Mr. Jacobsen, Mr. Hall, Mr. Woods, Mr. Ferrari
Nays: None

Abstain: None

Attachment D

Policy statement primer



**TAHOE
REGIONAL
PLANNING
AGENCY**

Threshold Update

THRESHOLD UPDATE INITIATIVE: POLICY STATEMENT PRIMER

VERSION 1.2

MARCH 4, 2019

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DRAFT

TECHNICAL CORRECTIONS: POLICY STATEMENTS

RECOMMENDATION

The environmental threshold carrying capacities (threshold standards) establish the Environmental Improvement Program partners shared goals for restoration and environmental quality in the Tahoe Region. The threshold standards shape the goals and policies of the Regional Plan and guide millions of dollars of public and private investment in the Region through the Environmental Improvement Program. The majority of the threshold standards were adopted nearly 40 years ago. TRPA is leading the process to review and update these threshold standards to ensure that the threshold standards that guide management in the Region are representative, relevant, and scientifically rigorous. TRPA with the support of the Tahoe Science Advisory Council identified a set of criteria to assess the existing threshold standards against best practice (TRPA 2017a; TSAC 2017a, 2017a). The findings of that assessment revealed numerous opportunities to improve the threshold standards by bringing them in line with best practice (TRPA 2017b). In May 2018 the TRPA Governing Board adopted a reorganization and set of technical corrections to partially address overlap and bring the threshold standards in line with best practice.

The Tahoe Science Advisory Council identified “policy statements as threshold standards” as one of five types of overlap in the existing threshold standard system. Policy statements were not addressed in the first set of technical corrections in May 2018 because of the limited scope for those corrections. The Council singled out policy statements in particular for their “corrosive influence” because of the “vagueness of those statements (TSAC 2018).” The lack of a specific and measurable outcome established by any of the adopted policy statements is inconsistent with the Council’s review of the best practice for establishment of standards (TSAC 2017b).

At the time policy statements were adopted, the findings of Resolution 82-11 distinguished between policy statements and other threshold standards, “In association with adoption of Environmental Threshold Carrying Capacities, the Governing Body is adopting policy statements that will provide specific direction for Agency staff in development of the Regional Plan (TRPA 1982b).” The resolution further went on to distinguish between policy statements and the threshold standard by specifying the Governing Board voting rules for policy statements, “amendment or repeal of the Policy Statements shall be subject to the dual-majority voting provisions of Article III (g)(1) of the Compact.” Voting procedures for threshold standard modification are specified in the Bi-State Compact (96th Congress 1980).

All policy statements were considered and integrated into the Regional Plan. The formulation of the narrative policy statements precludes objective evaluation because the statements are neither specific nor measurable. Staff is recommending that for all the reasons outlined and discussed herein that the policy statements be removed as threshold standards. Removal of the policy statements as thresholds standards will not alter the policies or implementation of the Regional Plan.

There is procedural exception to this general recommendation. The Threshold Update Initiative Stakeholder Working Group and Staff recommend that the two recreation polices and the one scenic resource policy be retained temporarily as threshold standards until more relevant, specific, and measurable threshold standards are adopted. The recommendation is consistent with the Tahoe Science Advisory Council’s recommendations to address policy statements, which identified “the

standards could be specifically identified as broad statements of a goal provided for guidance” as an option for addressing the lack of specificity in the policy statements (TSAC 2018).

BACKGROUND ON POLICY STATEMENTS

There are currently 152 adopted threshold standards. Each of the standards is identified as one of three types in Exhibit A of Resolution 82-11. Definitions for each of the three types were included in the report on establishing threshold standards (TRPA 1982a). The definition of each is included below, along with an example of each type.

- 1) Numerical Standards – A numerical standard is quantifiable. It can be measured to allow enforcement, and a loading rate can be identified that will predict violation of the threshold if the rate is exceeded.

Example: WQ1) The annual average deep water transparency as measured by Secchi disk shall not be decreased below 29.7 meters (97.4 feet), the average levels recorded between 1967 and 1971 by the University of California, Davis.

- 2) Management Standards – A management standard is a non-quantifiable statement that establishes a given level of environmental quality. Qualifiable cause/effect relationships can be described for enforcement of this type of standard.

Example: WQ8) Prevent the introduction of new aquatic invasive species into the regions’ waters.

- 3) Policy Statements – A policy statement is a specific decision made to carry out a chosen course of action. A policy statement seeks achievement of TRPA’s goals.

Example: R1) It shall be the policy of the TRPA Governing Body in development of the Regional Plan to preserve and enhance the high-quality recreational experience including preservation of high-quality undeveloped shorezone and other natural areas. In developing the Regional Plan, the staff and Governing Body shall consider provisions for additional access, where lawful and feasible, to the shorezone and high quality undeveloped areas for low density recreational uses.

In defining each type of threshold standard, the study report also suggested a hierarchy between the types, and noted that, “as more data are collected on various components, policy statements may become management standards, and management standards may be quantified to become numerical standards.”

Numerical standards are the most common, accounting for 92 (61%) of threshold standards, followed by 51 management standards (34%), and policy statements which include the remaining nine (6%). The nine policy statements were adopted in 1982 as part of the original threshold standards package. In the resolution adopting the standards (Resolution 82-11) the Governing Board found that, “In association with adoption of Environmental Threshold Carrying Capacities, the Governing Body is adopting policy statements that will provide specific direction for Agency staff in development of the Regional Plan (TRPA 1982b).” Policy statements outline principles intended to guide decisions needed to achieve desired outcomes or values. No policy statements have been added since 1982, and none of the policy

statements have been modified. The nine adopted policy statements are listed below in the order they appear in Exhibit A of Resolution 82-11 as amended May 23, 2018 (TRPA 2018a).

1. Water Quality 42¹: These numeric threshold standards for Pelagic Lake Tahoe are currently being exceeded and will likely continue to be exceeded until full implementation of the pollutant loading reductions prescribed by the Lake Tahoe Total Maximum Daily Load program and implemented by the State of California and Nevada. The cooperation of the states of California and Nevada will be required to control sources of air pollution which contribute nitrogen loadings to the Lake Tahoe Region.
2. Air Quality 15: It is the policy of the TRPA Governing Board in the development of the Regional Plan to reduce fumes from diesel engines to the extent possible.
3. Vegetation Preservation 12: It shall be a policy of the TRPA Governing Board that a non-degradation standard shall permit appropriate management practices.
4. Fisheries 5: It shall be a policy of the TRPA Governing Board to seek transfers of existing points of water diversion from streams to Lake Tahoe.
5. Fisheries 6: It shall be the policy of the TRPA Governing Board to support, in response to justifiable evidence, state and federal efforts to reintroduce Lahontan cutthroat trout.
6. Noise 25: It shall be the policy of the TRPA Governing Body in development of the Regional Plan to define, locate, and establish CNEL levels for transportation corridors.
7. Recreation 1: It shall be the policy of the TRPA Governing Body in development of the Regional Plan to preserve and enhance the high quality recreational experience including preservation of high-quality undeveloped shorezone and other natural areas. In developing the Regional Plan, the staff and Governing Body shall consider provisions for additional access, where lawful and feasible, to the shorezone and high quality undeveloped areas for low density recreational uses.
8. Recreation 2: It shall be the policy of the TRPA Governing Body in development of the Regional Plan to establish and ensure a fair share of the total Basin capacity for outdoor recreation is available to the general public.
9. Scenic Resources 10: It shall be the policy of the TRPA Governing Body in development of the Regional Plan, in cooperation with local jurisdictions, to insure the height, bulk, texture, form, materials, colors, lighting, signing and other design elements of new, remodeled and redeveloped buildings be compatible with the natural, scenic, and recreational values of the region.

In recommending the adoption of a threshold standard the draft study report also provided a synopsis of the rationale for adoption and policy intent of proposed standards (TRPA 1982a). Each synopsis included three elements;

1. Basis for recommendation – summary of the motivation to adopt the standard,
2. Type of standard- identification of standard as one of the three types above, and often provides information on how the standard could be evaluated;
3. Attainability - synopsis of the pathway to standard attainment.

All numerical and management standards were accompanied by synopses. Policy statements are an exception in that they were not always accompanied by a synopsis. The study report contains no

¹ Threshold standard numbering in attachment A to Resolution 82-11 is sequential within category. Water quality 42 refers to the 42 standards in the water quality category.

synopsis for five of the nine policy statements. Where synopses of intent exist, they are repeated below in the summary of information related to the policy statement to provide insight into the motivation for adoption of the policy statement.

POLICY STATEMENTS

Information about each policy statement is provided below. Each overview contains two sections, the first provides a discussion of the current status and incorporation of the policy statement into the Regional Plan. The second section provides background where available for establishing the policy and its reporting history in the periodic threshold evaluation report.

WQ42 - Water Quality – Patience and Cooperation

Policy Statement: These numeric threshold standards for Pelagic Lake Tahoe are currently being exceeded and will likely continue to be exceeded until full implementation of the pollutant loading reductions prescribed by the Lake Tahoe Total Maximum Daily Load program and implemented by the State of California and Nevada. The cooperation of the states of California and Nevada will be required to control sources of air pollution which contribute nitrogen loadings to the Lake Tahoe Region.

Recommendation: The direction of the policy statement is implemented in the Regional Plan. Remove the policy statement as a threshold standard.

Discussion: The policy statement expresses two maxims of environmental work in the basin, 1) patience is necessary, and 2) cooperation will be required. Regional Plan water quality goals (WQ 1.5, WQ 1.6, WQ 1.7, WQ 2.5) identify the need to cooperate or support the Tahoe Total Maximum Daily load and the pollutant load reduction work by partners. The acknowledgement that standards may continue to be exceeded until after full implementation was made explicit in Resolution 82-11, and has been incorporated into Chapter 1 of the consolidated Threshold Standards and Regional Plan. The policy statement and its direction has been fully incorporated into the Regional Plan and is being implemented through its various provisions.

Background

Study report rationale: No synopsis was provided in the draft study report.

Threshold Evaluation: Prior to the 2015 threshold evaluation, the policy statement was not mentioned nor evaluated. The 2015 evaluation found that the patience and cooperation policy statement was implemented.

AQ15- Air Quality - Diesel Odor

Policy Statement: It is the policy of the TRPA Governing Board in the development of the Regional Plan to reduce fumes from diesel engines to the extent possible.

Recommendation: The direction of the policy statement is implemented in the Regional Plan. Remove the policy statement as a threshold standard.

Discussion: Implementing provisions of the Regional Plan and Regional Transportation Plan, as well as new state standards recently adopted and coming on-line, include and move well beyond the intent of this 1982 policy limited to diesel fuel odors. Numerous adopted policies and new regulations provide directly or indirectly for carbon fuel emissions reductions and therefore odor elimination from diesel

fuel. Consequently, the policy standard and its implementing provisions have been fully adopted and implementation is underway.

Regional Plan policy AQ 1.3 encourages emissions reductions from all motor vehicles (not specifically limited to diesel), while AQ 1.4 encourages emissions reductions from stationary appliances. The TRPA Code of Ordinances contains one provision (Section 65.1.8) that establishes limits on idling times for diesel vehicles (TRPA 2012a). The transportation element of the Regional Plan includes a policy 1.4 to support transition to zero emissions vehicles. The Regional Transportation Plan also emphasizes reducing reliance on the automobile and reducing emissions from the transportation sector (TRPA 2017c).

The policy statement was originally adopted to reduce odor from the operation of diesel bus fleets. Threshold standards are in place for primary air quality constituents of concern, including carbon monoxide, particulate matter (2.5 and 10), and ozone. The Compact requires that the Regional Plan provide for attaining and maintaining all local, state, and federal air quality standards. Reducing emissions from diesel vehicles is a policy option that supports attaining and maintaining the adopted air quality threshold standards and other state and federal air quality standards (Figure 1). The effectiveness of policies is tracked through the use of performance measures that enable insight into how well the policy contributes to the desired ends.

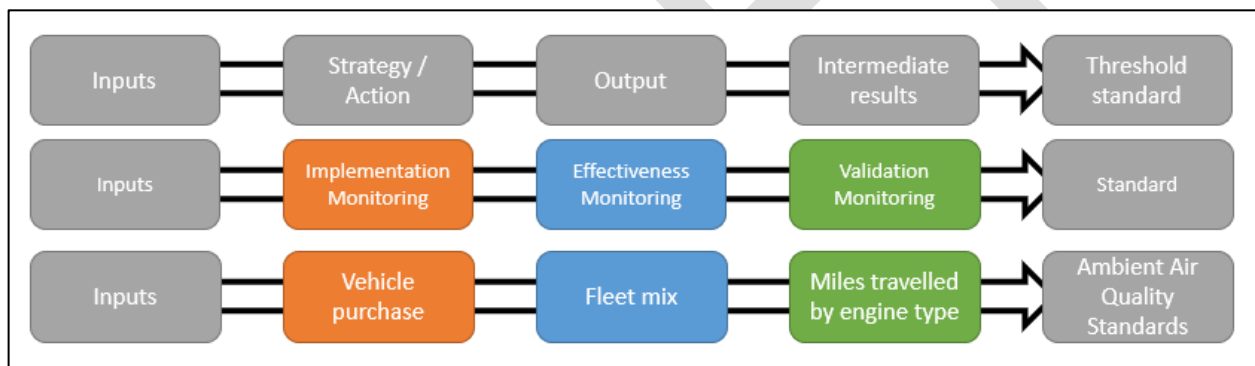


Figure 1. Results chain for achieving and maintaining ambient air quality standards.

A new performance measures that will be proposed in the update to the 2021 Regional Transportation Plan will more effectively track progress of this policy statement and related provisions. The new performance measure will track the proportion of transit miles travelled by transit vehicle fuel type, with a target of increasing the proportion travelled by zero emission vehicles. Tracking miles travelled by engine type more accurately tracks emissions by engine type. This proposed Regional Transportation Plan performance measure is consistent with existing reporting requirements, and state initiatives (described below) and would not result in significant new costs or resource needs.

On December 14, 2018, the California Air Resources Board adopted a rule that requires full transition to 100 percent zero-emission bus fleets by 2040 (CARB 2018). The two transit operators in the Tahoe Region, the Tahoe Transportation District and Tahoe Truckee Area Regional Transit, are subject to the rule and are required to transition to a zero-emission fleet. Under the rule, purchase of new non-zero-emission buses will not be allowed after 2029 (CARB 2018). There are currently 30 diesel transit vehicles in operation in the Region. By 2020, 30 percent of the diesel fleet is scheduled to be retired. The Federal Transit Agency (FTA) requires all transit agencies to report the age of the fleet to national transit database. Fleet age is used to assess performance against the Useful Life Benchmark (ULB). The

Tahoe Transportation District, Tahoe Area Rapid Transit, and TRPA met to define the ULB for each vehicle type operating in the Region based on actual maintenance data. Because of the additional stress that conditions in the Region place on transit assets, a ULB of 12 years was identified for buses in the Region (TRPA et al. 2018). The 12-year ULB for buses in the Region is two years lower than 14-year FTA baseline, and likely means that the fleet in the Region will transition faster, pending available capital funding.

Background

Threshold Evaluation: The diesel odor policy statement was found to be in attainment in the 2011 and 2015 threshold evaluations (TRPA 2012c, 2016). The evaluations referenced the measures in the Regional Plan and measures implemented by the California Air Resources Board (TRPA 2012c). Before the 2011 threshold evaluation, the policy statement was not mentioned nor evaluated in threshold evaluations.

Study report rationale:

Basis for recommendation. Diesel powered vehicles are becoming more abundant in the Basin and this has been followed by an increase in public complaints involving criticism of diesel odors.

Type of standard. The recommendation is a policy that will help guide development of the Regional Plan.

Attainability. The policy standard will give direction in the Regional Plan to either (a) operate buses on propane, (b) add fuel additives to buses, (c) raise the tail pipes on buses, or (d) determine that each of these are infeasible.

VP 12- Appropriate Management

Policy Statement: It shall be a policy of the TRPA Governing Board that a non-degradation standard shall permit appropriate management practices.

Recommendation: The direction of the policy statement is implemented in the Regional Plan. Remove the policy statement as a threshold standard.

Discussion: The policy statement directs allowance for “appropriate management standards.” Numerous provisions adopted into the Regional Plan and its implementation elements allow for these management practices. The goals and policies of the Regional Plan establish numerous guidelines for the management of vegetation in both the Vegetation (Veg 1.1, Veg 1.2, Veg 1.3, Veg 2.1, Veg 2.2, Veg 4.6,) and Land Use chapters (LU 4.8). Chapter 61 of the Code of Ordinances establishes the rules and regulations for vegetation and forest health in the Region, includes provisions related to tree removal, prescribed burning, vegetation management, and revegetation. There are numerous restrictions on activities and projects in stream environment zones (SEZ) in the Regional Plan and Code of Ordinances (section 62.3.1) that apply to the vegetation associations that are SEZ. For example, section 62.3.1 prohibits projects or activity in SEZ except for the purpose of habitat improvement, dispersed recreation, or vegetation management. While not formally defined as such, the exceptions to the restrictions on activities in SEZ could be read as the “appropriate management” that would be permitted within the bounds of a non-degradation standard.

In the vegetation preservation standard category there are three non-degradation standards.

- VP1 reads; “A non-degradation standard shall apply to native deciduous trees, wetlands, and meadows to preserve plant communities and significant wildlife habitat, while providing for opportunities to increase the acreage of such riparian associations to be consistent with the SEZ threshold.”
- The second two, VP17 and VP18, read “Provide for the non-degradation of the natural qualities of any plant community that is uncommon to the Basin or of exceptional scientific, ecological, or scenic value. This threshold shall apply but not be limited to:
 - VP17 The deep-water plants of Lake Tahoe, and
 - VP18 The Freel Peak Cushion Plant community.”

Policy statement VP12 thus provides guidance on interpretation of the three standards listed above. The policy statement encourages active management interventions that improve the condition of the listed communities, rather than simple passive protection of the communities. Read in this context, the statement provides guidance to allow appropriate management actions in uncommon plant communities and vegetation associations consisting of native deciduous trees, wetlands, and meadows to provide for opportunities to increase the acreage of such associations. The Code of Ordinances defines allowable activities (e.g. “appropriate management”) across a broad range of vegetation types in the Region and specifically encourages active management to improve SEZ condition. Chapters 50 and 51 of the Code of Ordinances establish incentives for SEZ restoration and enhancement to encourage active management.

Background

Threshold Evaluation: The consistency of non-degradation with appropriate management policy statement was found to be in attainment in the 2011 and 2015 threshold evaluations (TRPA 2012c, 2016). The evaluations referenced the measures adopted by TRPA and partners relative to forest health and vegetation management in the Region. Before the 2011 threshold evaluation, the policy statement was not mentioned nor evaluated in threshold evaluations.

Study report rationale: No synopsis was provided in the draft study report.

F5 - Fisheries- Instream Diversions

Policy Statement: It shall be a policy of the TRPA Governing Board to seek transfers of existing points of water diversion from streams to Lake Tahoe.

Recommendation: The direction of the policy statement is implemented in the Regional Plan. Remove the policy statement as a threshold standard. Possible future implementing measures could be researching the current status and impact on fisheries of present-day diversions.

Discussion: Article X (d) of the Bi-State Compact limits the powers of the agency relative to water rights, “No provision of this compact shall have any effect upon the allocation, distribution or storage or interstate waters or upon any appropriative water right.” The goal of the policy statement is incorporated into both the Regional Plan (FI-1.7) and the Code of Ordinances (section 63.3.2.H). A separate fisheries threshold standard (F4) establishes a non-degradation standard for instream flows to protect fisheries. Additional protections for instream flow and habitat can be found in Code section 63.3.2, precluding any modification that would have adverse impacts to the fishery.

Background

Threshold Evaluation:

1991, 1996, 2001, 2006 – The policy statement was not specifically evaluated, but the instream flow standard was deemed to be in attainment (TRPA 1991,1996, 2001, 2006).

2011- The standard was evaluated in conjunction with the management standard on instream flows, and both assessed to be implemented and in attainment (TRPA 2012c). The evaluation also recommended that the standard be removed or replaced with a numeric standard. The evaluation cited the effectiveness of measures to prevent instream diversions. The assessment also noted that “diversion of streams for consumptive water use are extremely limited as the vast majority of water used comes from either lake or groundwater sources.”

2015- The standard was evaluated in conjunction with the management standard on instream flows, and both assessed to be implemented and in attainment (TRPA 2016).

Study report rationale: The policy statement on instream diversions is discussed in conjunction with the management standard for the maintenance of minimum stream flows. The synopsis below appears to be primarily written with the management standard in mind, as it identifies the standard to be in attainment. The text is presented here because the draft study report does not specifically state that attainment of the management standard is what is being discussed.

Basis for recommendation. All streams in the Tahoe region are subject to extreme low flows in the late summer. Several Streams may be drained dry by artificial diversions while many others may have flows reduced to near dry conditions. Resident fish populations are severely impacted by such diversions.

Type of standard. The proposed threshold is a management standard. It can be evaluated for compliance by monitoring the number of new diversions and change in points of diversion.

Attainability. As written, existing conditions are currently in compliance with the threshold. No new surface diversion from streams would be allowed and transfer of stream diversions to the lake would be encouraged.

F6 - Fisheries- Lahontan Cutthroat Trout

Policy Statement: It shall be the policy of the TRPA Governing Board to support, in response to justifiable evidence, state and federal efforts to reintroduce Lahontan cutthroat trout.

Recommendation: The direction of the policy statement is implemented in the Regional Plan. Remove the policy statement as a threshold standard.

Discussion: The policy statement goal has been adopted into the Regional Plan (FI-1.8), establishing support for Lahontan cutthroat trout reintroduction. The Environmental Improvement Program (EIP) tracks actions to reintroduce the species through EIP performance measure 14 (<https://eip.laketahoeinfo.org/EIPPerformanceMeasure/Index>).

TRPA participates in U.S. Fish and Wildlife coordinated process to promote that recovery of the Lahontan cutthroat trout across the west. The work is guided at the executive level by the Lahontan Cutthroat Trout Management Oversight Group, which coordinates policy across all recovery management units. Species recovery management is divided into the three geographic management

units (GMU), and the Tahoe Basin is within the Truckee GMU. Recovery planning and implementation within the GMU is further divided by geography: Tahoe has its own regional group, the Lahontan Cutthroat Trout - Tahoe Basin Recovery Implementation Team (TBRIT). TRPA currently participates in both the Lahontan Cutthroat Trout Management Oversight Group and the TRBIT. The TRBIT, like other local recovery groups, is working to identify a list of action priorities.

A specific and measurable technical definition of Lahontan cutthroat trout recovery has not yet been agreed upon by the TRBIT or integrated into the larger recovery goals for the species by Lahontan Cutthroat Trout Management Oversight Group. If a target is established, it can be reviewed as a possible EIP performance measure or threshold standard.

Background

Threshold Evaluation:

1991 – The policy statement was found not be in attainment, because TRPA had not adopted code to support the standard, and TRPA questioned a 1988 reintroduction project of the California Department of Fish and Game (TRPA 1991).

1996 – The attainment status of the policy statement was not specifically discussed or evaluated (TRPA 1996).

2001, 2006 – The standard was assessed to be in attainment, based on the presence of Lahontan cutthroat trout in the headwaters of the Upper Truckee and in the Cascade Creek watersheds (TRPA 2001, 2007).

2011, 2015 – The standard was assessed to be implemented and in attainment. The evaluations also recommended that the standard be removed or replaced with a numeric standard (TRPA 2012c, 2016).

Study report rationale:

Basis for recommendation. The Lahontan cutthroat trout is native to the waters of the Tahoe Basin, but due to a variety of man-induced changes, the trout is now extinct in the Basin. Since the trout is listed as threatened by the Endangered Species Act of 1973, the Agency is obliged by law to help facilitate its reintroduction.

Type of standard. The proposed threshold is simply a policy statement. However, the threshold would be achieved with the successful establishment of a Lahontan population.

Attainability. The ground work for identifying suitable reintroduction sites has already been accomplished.

N25 - Noise – Transportation corridors

Policy Statement: It shall be the policy of the TRPA Governing Body in development of the Regional Plan to define, locate, and establish CNEL levels for transportation corridors.

Recommendation: The direction of the policy statement is implemented in the Regional Plan. Remove the policy statement as a threshold standard.

Discussion: The direction of the policy statement – “to define, locate, and establish” community noise equivalent levels (CNEL) for transportation corridors has been fully adopted. Target CNEL levels for transportation corridors were adopted in Chapter Two of the Regional Plan in 1986, and are a part of the current Regional Plan (TRPA 1986, 2012b). The policies desired by the policy statement are included in the Regional Plan, and evaluation of the existing policy statement does not provide information that informs management.

Background

Threshold Evaluation

1991 – No determination provided. Reported that 13 of 14 monitoring sites were in attainment and that the CNEL levels established were appropriate (TRPA 1991).

1996 – Determined that the policy statement was in attainment based on measured noise levels in the transportation corridors (TRPA 1996).

2001 – No status determination was rendered and no discussion of the policy statement (TRPA 2001).

2006 – The 2006 threshold evaluation identified the transportation noise policy statement as being out of attainment based on monitored noise levels. The standard was assessed as in attainment in both the 2011 and 2016 threshold evaluations based on the fact that seven transportation corridors have defined CNEL target levels.

2011 – Determined that the policy statement was in attainment based on the agency’s establishment of CNEL targets for transportation corridors (TRPA 2012c).

2015 – Determined that the policy statement was in attainment based on the agency’s establishment of CNEL targets for transportation corridors (TRPA 2016).

Study report rationale: No synopsis was provided in the draft study report.

SR10- Scenic – Built Environment

Policy Statement: It shall be the policy of the TRPA Governing Body in development of the Regional Plan, in cooperation with local jurisdictions, to insure the height, bulk, texture, form, materials, colors, lighting, signing and other design elements of new, remodeled and redeveloped buildings be compatible with the natural, scenic, and recreational values of the Region.

Recommendation: The direction of the policy statement is implemented in the Regional Plan. Remove the policy statement as a threshold standard.

Discussion: The Regional Plan includes two goals implementing the guidance of the policy statement (TRPA 2012b).

- Goal Community Design-1 - Ensure preservation and enhancement of the natural features and qualities of the Region, provide public access to scenic views, and enhance the quality of the built environment.

- Goal Community Design-2 - Regional building and community design criteria shall be established to ensure attainment of scenic threshold standards, maintenance of desired community character, compatibility of land uses, and coordinated project review.

TRPA adopted the Scenic Resources Management Package in 1989, which includes the Scenic Quality Improvement Plan (SQIP). The Code of Ordinances contains numerous elements to support threshold attainment of the scenic threshold standards, including; community design standards for area plans (Code Chapter 13), region-wide design standards (Code Chapter 36), sign standards (Code Chapter 38), a Design Review Guidelines manual, and scenic highway corridor designations (Code Chapter 66). The community design program includes height standards (Code Chapter 37), land coverage standards (Code Chapter 30), driveway and parking standards (Code Chapter 34), grading standards (Code Chapter 33), and vegetation protection standards (Code Chapter 61) (TRPA 2012a).

Community design guidelines have been implemented in the Regional Plan, Code of Ordinances, Area Plans, and the Scenic Quality Improvement Program. Thus, the presence of, and continued evaluation of a directive to establish that guidance is no longer necessary and provides little useful information to inform further management actions or strategies.

The community design guidelines are a program to promote achieving and maintaining the scenic threshold standards for roadway and shoreline travel routes. Best practice for design of monitoring and evaluation systems, and the system structure guidance for threshold standards, suggest that the threshold standards should be outcome based, and that the actions (to achieve those goals) and intermediate results (that track progress) should be tracked through the use of performance measures (TSAC 2017b). The effectiveness of the community design guidelines are ultimately measured by scenic shoreline and roadway unit scores, and bringing more scenic units into attainment.

As part of its commitment to adaptive management, TRPA audits projects for compliance with a suite of regulatory requirements in the Code of Ordinances. The audits assess the extent to which constructed projects comply with the Code of Ordinances, including adherence to the community design standards in Chapter 36 (Figure 2). The findings of the audits are provided to the Performance Review Committee in conjunction with recommendations for improving compliance to the permitting jurisdiction. The results of the audits are also used to identify and design training and education programs to improve performance. Projects are also audited as part of the threshold evaluation to ensure compliance with the community design standards (TRPA 2016).

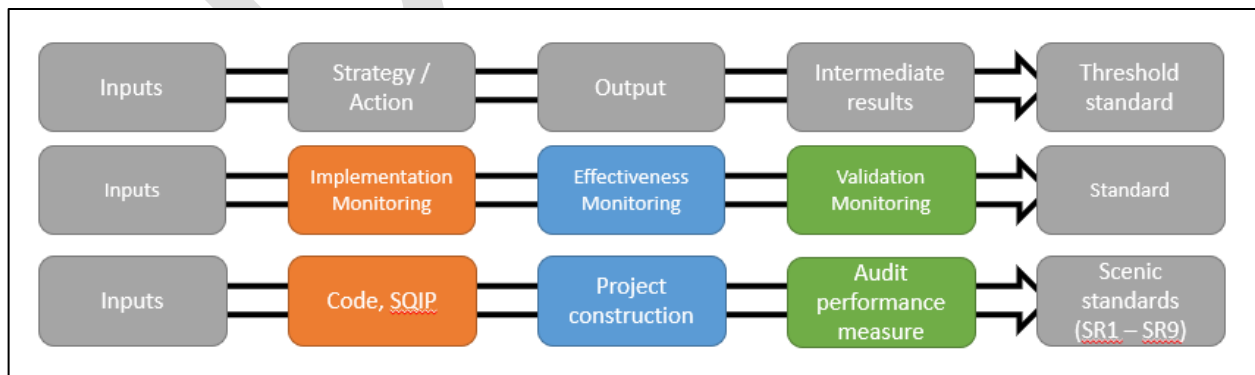


Figure 2. Results chain for achieving and maintaining scenic standards.

Background

Threshold Evaluation:

1991 – The attainment status of the policy statement was not specifically discussed or evaluated (TRPA 1991).

1996 – The policy statement was determined to be partially in attainment. The adoption of the scenic resources management package and progress in design were referenced as positive factors. The lack of enforcement of the “amortization provisions relating to signs” was referenced as a negative factor (TRPA 1996).

2001 – The policy statement was determined to be out of attainment. The evaluation suggested that while there was not a numeric standard for community design, its status could be assessed by looking at the travel route and scenic quality ratings (TRPA 2001).

2006 – The policy statement was determined to be out of attainment, but near attainment. Like the 2001 evaluation, the 2006 evaluation suggested that while there was not a numeric standard for community design, its status could be assessed by looking at the travels route and scenic quality ratings. The evaluation noted that outside of scenic improvement areas, scores were improving at a slower rate (TRPA 2007).

2011 - The policy statement was determined to be in attainment. The evaluation cited the presence of design standards tailored to individual communities and the design guidelines in the Code of Ordinances and Regional Plan (TRPA 2012c).

2015 - The policy statement was determined to be in attainment. The evaluation cited the presence of design guidelines in the Code of Ordinances and Regional Plan and an assessment of recent projects that were found to be consistent with the guidelines (TRPA 2016).

Study report rationale: No synopsis was provided in the draft study report.

R1 - Recreation – Quality

Policy Statement: It shall be the policy of the TRPA Governing Body in development of the Regional Plan to preserve and enhance the high quality recreational experience including preservation of high-quality undeveloped shorezone and other natural areas. In developing the Regional Plan, the staff and Governing Body shall consider provisions for additional access, where lawful and feasible, to the shorezone and high quality undeveloped areas for low density recreational uses.

Recommendation: Defer any change to the policy standard. Proposed new recreation threshold standards are in development from the collaborative Sustainable Recreation Working Group.

Discussion: Chapter 5 of the Regional Plan is devoted to implementing the vision for recreation expressed in the two policy statements. The recreation element of the Regional Plan contains seven goals, implemented through 28 polices. The multi-agency, multi-sector, collaborative Sustainable Recreation Working Group is currently working on recreation related issues in the Region. As identified in the Threshold Update Initiative Workplan, the work and products of that working group should

provide the building blocks for proposal and review of the updated recreation threshold standards to replace the policy statements (TRPA 2018b).

Background

Threshold Evaluation:

1991 – No status determination was made because of data limitations (TRPA 1991).

1996 – No status determination was made because of data limitations (TRPA 1996). The evaluation suggested that there were two components to the standard, the first focused on preservation of a high-quality recreational experience, and the second on expanding high-quality recreational opportunities.

2001 – Policy statement was deemed to be out of attainment. The status determination was driven primarily by the “inability of TRPA to successfully acquire the appropriate resources to conduct the required research and planning, as outlined in the interim targets of the 1996 compliance forms.”

2006 – The policy statement was deemed to be in attainment, based on user surveys completed and the construction of additional bike and multi-use trails (TRPA 2007).

2011 – The policy statement was deemed to be implemented and in attainment (TRPA 2012c). The evaluation referenced the policies adopted in the Regional Plan, public land acquisitions and development of amenities, and the US Forest Service National Visitor Use Monitoring surveys.

2015 – The policy statement was deemed to be implemented and in attainment (TRPA 2016).

Study report rationale:

Basis for recommendation. Improved access to undeveloped sites will enhance the overall recreational opportunities in the Tahoe Basin by providing a wider range of recreational opportunities.

Type of standard. The recommendation is a policy to be used as a guideline in the development of the Regional Plan.

Attainability. Access to undeveloped sites may range from road construction to trail maintenance. The extent of necessary work will not be known until development of planning alternatives.

R2 - Recreation – Fair Share Capacity

Policy Statement: It shall be the policy of the TRPA Governing Body in development of the Regional Plan to establish and ensure a fair share of the total Basin capacity for outdoor recreation is available to the general public.

Recommendation: Defer any change to the policy standard. Proposed new recreation threshold standards are in development from the collaborative sustainable recreation working group.

Discussion: Chapter 5 of the Regional Plan is devoted to implementing the vision for recreation expressed in the two policy statements. The recreation element of the Regional Plan contains seven goals, implemented through 28 policies. The multi-agency, multi-sector, collaborative Sustainable Recreation Working Group is currently working on recreation related issues in the Region. As identified in the Threshold Update Initiative Workplan, the work and products of that working group should provide the building blocks for proposal and review of the updated recreation threshold standards to replace the policy statements (TRPA 2018b).

Background

Threshold Evaluation:

1991 – The policy statement was deemed to be in attainment, because of the movement towards public ownership, but noted concern for the future (TRPA 1991).

1996, 2001 – The policy statement was determined to be in attainment, because the evaluation found that recreation projects “are able to be developed within the existing resource capacities (TRPA 1996, 2001).”

2006 – The policy statement was determined to be in attainment (TRPA 2007). The evaluation noted land acquisition and the development of recreation projects that did not require issuance of Persons at One Time (PAOT).

2011 – The policy statement was deemed to be implemented and in attainment (TRPA 2012c). The evaluation referenced the policies adopted in the Regional Plan, public land acquisitions, and development of recreation projects with and without PAOTs.

2015 – The policy statement was deemed to be implemented and in attainment (TRPA 2016).

Study report rationale: The synopsis for fair share of recreation capacity states “both recommendations are policies,” where the “both” references a policy statement that was proposed in the draft study report, but ultimately not adopted.

Basis for recommendation. Some developed recreational sites are already experiencing crowding and increased recreational demands are anticipated in the future. Planning is necessary to anticipate the project demands so that adequate facilities can be provided.

Type of standard. Both recommendations are policies which will be used in the development of the Regional Plan. The number and site of existing facilities is now known and expansion can ultimately be measured.

Attainability. Attainability of the policy standards depend on the total costs required for expansion and maintenance of facilities and constraints posed by other thresholds.

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DRAFT

APPENDIX

Appendix A

Six threshold evaluations have been completed since the policy statements were adopted. The findings of those evaluations are summarized in the table below. Only four of the nine policy statements have been ever been assessed as in “non-attainment” in any threshold evaluation. The non-attainment determinations have been based on evaluation of physical conditions relative to what would ultimately eventuate from successful implementation of the policy, rather than an evaluation of if the policies had been considered and adopted in the development of the regional plan. Individual instances are discussed below. Because the policy statements reference policies to be adopted, the status determination has also been referred to as “implemented” in threshold evaluations. Attainment is used synonymously with implemented in the table below.

Table 1: Summary of threshold evaluation determinations of policy statement attainment.

ID	Name of Standard	Category	1991	1996	2001	2006	2011	2015
WQ42	Patience and Cooperation	Water Quality	No status determination	No status determination	No status determination	No status determination	No status determination	Attainment
AQ15	Odor - Reduce Diesel Engine Fumes	Air Quality	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
VP12	Appropriate Management Practices	Vegetation	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
F5	Divert Stream Intakes to Lake Sources	Fisheries	Attainment	Attainment	No status determination	Attainment	Attainment	Attainment
F6	Lahontan Cutthroat Trout	Fisheries	Non-attainment	No status determination	Attainment	Attainment	Attainment	Attainment
SR10	Built Environment (Community Design)	Scenic Resources	No status determination	Non-attainment	Non-attainment	Non-attainment	Attainment	Attainment
N25	Transportation Corridors	Noise	No status determination	Non-attainment	No status determination	Non-Attainment	Attainment	Attainment
R1	Quality of Recreation Experience & Access to Recreational Opportunities	Recreation	No status determination	No status determination	Non-attainment	Attainment	Attainment	Attainment
R2	Fair Share Distribution of Recreation Capacity	Recreation	Attainment	No status determination	Attainment	Attainment	Attainment	Attainment



Attachment E.
Required Findings & Finding of No Significant Effect
for the colocation of threshold standards and Regional Plan and
removal of six narrative policy statements as threshold standards

**Required Findings & Finding of No Significant Effect
for the colocation of threshold standards and Regional Plan and
removal of six narrative policy statements as threshold standards**

This document contains required findings per Chapter 3 and 4 of the TRPA Code of Ordinances for amendments to the TRPA Threshold Standards and TRPA Regional Plan Goals and Policies.

TRPA Code of Ordinances Section 3.3: Determination of need to prepare Environmental Impact Statement

Finding: TRPA finds that the amendments to the threshold standards and Regional Plan will not have a significant effect on the environment.

Rationale: TRPA staff prepared an Initial Environmental Checklist (IEC) pursuant to Article VI of TRPA Rules of Procedure and Chapter 3: *Environmental Documentation* of the TRPA Code of Ordinances to evaluate potential environmental effects of the proposed action as presented seen in Attachment A. Based on the information contained within the IEC, the proposed amendments would not have a significant effect on the environment and TRPA staff prepared a finding of no significant effect in accordance to TRPA's Rules of Procedure Section 6.6 and Code of Ordinance Section 3.3.2.

TRPA Code of Ordinances Section 4.4: Threshold Related Findings

Finding: The project (ordinance) is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, plan area statements and maps, the Code, and other TRPA plans and programs;

Rationale: The proposed amendments are consistent with and will not adversely affect the Regional Plan, including all applicable Goals and Policies (as discussed below), plan area statements and local planning areas, the Code and other TRPA plans and programs.

Finding: The project will not cause the environmental threshold carrying capacities to be exceeded; and

Rationale: The proposed amendments will not cause the threshold standards to be exceeded. The Regional Plan Environmental Impact Statement prepared in 2012 for an amendment of the Regional Plan analyzed full development build out potential within the Tahoe Region. The findings

for adoption of the 2012 Regional Plan demonstrated that implementation of the Regional Plan would not cause Environmental Threshold Carrying Capacities to be exceeded. Neither the use of an ordinance instead of a resolution as the adopting vehicle nor the collocation would alter the threshold standards themselves, the force and effect of the standards, or the findings or procedures to amend threshold standards. Removal of the policy statements as thresholds standards will not alter the policies or implementation of the Regional Plan.

Finding: Wherever federal, state, or local air and water quality standards apply for the region, the strictest standards shall be attained, maintained, or exceeded pursuant to Article V(d) of the Tahoe Regional Planning Compact.

Rationale: The proposed amendments will not affect any state, federal, or local standards. The amendments are intended to attain and maintain adopted standards, as described above.

TRPA Code of Ordinances Section 4.5: Findings Necessary to Amend the Regional Plan, Including Goals and Policies and Plan Area Statements and Maps

Finding: The Regional Plan, as amended, achieves and maintains the thresholds.

Rationale: The amendments to the Regional Plan and collocation with the threshold standards alter the presentation of, but not the substance of the Regional Plan.



STATEMENT OF NO SIGNIFICANT EFFECT

Project Description: Colocation of the Threshold Standards and Regional Plan and removal of six narrative policy statements as threshold standards.

Staff Analysis: In accordance with Article IV of the Tahoe Regional Planning Compact, as amended, and Section 6.6 of the TRPA Rules of Procedure, TRPA staff reviewed the information submitted with the subject project.

Determination: Based on the Initial Environmental Checklist, Agency staff found that the subject project will not have a significant effect on the environment.

A handwritten signature in black ink, appearing to be 'J. A.', written over a horizontal line.

TRPA Executive Director/Designee

March 4, 2019

Date

Attachment F.

Adopting Ordinance for the colocation
of threshold standards and Regional Plan and removal of
six narrative policy statements as threshold standards

**TAHOE REGIONAL PLANNING AGENCY
ORDINANCE NO. 2019 –**

**AN ORDINANCE SUPERCEDING RESOLUTION 82-11, AS AMENDED, AND ORDINANCE 87-9, AS
AMENDED, AND COLOCATING THRESHOLD STANDARDS AND REGIONAL PLAN AND REMOVING
SIX NARRATIVE POLICY STATEMENTS AS THRESHOLD STANDARDS**

The Tahoe Regional Planning Agency’s Governing Board does ordain as follows:

Section	Findings
1.00	
1.05	The Tahoe Regional Planning Compact (P. L. 96-551, 94 Stat. 3233, 1980) created the Tahoe Regional Planning Agency (TRPA) and empowered it to adopt environmental threshold carrying capacities (“threshold standards”) for the Tahoe Region.
1.10	TRPA adopted threshold standards in 1982 via Resolution 82-11. Whenever TRPA amended the threshold standards it amended Resolution 82-11.
1.15	The Compact directs TRPA to adopt and enforce a Regional Plan that, as implemented through agency ordinances, rules and regulations, will achieve and maintain such threshold standards while providing opportunities for orderly growth and development consistent with such thresholds.
1.20	The Compact further requires that the Regional Plan attain and maintain federal, state, or local air and water quality standards, whichever are strictest, in the respective portions of the region for which the standards are applicable.
1.25	TRPA adopted its Regional Plan in 1987 via Ordinance 87-9. Whenever TRPA amended the Regional Plan it amended Ordinance 87-9.
1.30	Compact Art. V(c) states that the TRPA Governing Board and Advisory Planning Commission shall continuously review and maintain the Regional Plan. Resolution 82-11 also states that TRPA should review and update the threshold standards from time to time.
1.35	It is necessary and desirable to (1) collocate the threshold standards and Regional Plan and make conforming amendments, and (2) remove six narrative policy statements as threshold statements.
1.40	In order to accomplish the collocation of the threshold standards and Regional Plan, conforming amendments, and removal of six narrative policy statements as threshold standards, TRPA needs to supersede Resolution 82-11 with this adopting Ordinance, supersede Ordinance 87-9 with this adopting Ordinance and amend the Regional Plan

with conforming amendments to facilitate the colocation, and to amend the threshold standards to remove six narrative policy statements.

- 1.45 Neither the use of an ordinance instead of a resolution as the adopting vehicle nor the colocation with the Regional Plan alter the threshold standards themselves, the force and effect of the standards, or the findings or procedures to amend threshold standards.
- 1.50 TRPA has made the necessary findings required by Article V of the Compact, Chapter 4 of the Code, and all other applicable rules and regulations, and incorporates these findings fully herein.
- 1.55 The Advisory Planning Commission (APC) and Regional Plan Implementation Committee (RPIC) conducted a public hearing on the amendments and issued a recommendation regarding the adoption of these amendments. The Governing Board has also conducted a noticed public hearing on the amendments. At the hearings, oral testimony and documentary evidence were received and considered.
- 1.60 The Governing Board finds that the amendments adopted here will continue to satisfy Compact requirements and implement the Regional Plan, as amended, in a manner that will achieve and maintain the adopted environmental threshold carrying capacities as required by Article V(c) of the Compact.
- 1.65 Each of the foregoing findings is supported by substantial evidence in the record.

Section Findings
2.00 – Colocation of Threshold Standards and Regional Plan

- 2.10 Resolution 82-11 and Ordinance 87-9 are hereby superseded and replaced with this Ordinance to colocate the threshold standards and Regional Plan as shown in Attachment A.

3.00 – Amendment of Regional Plan

- 3.10 The Regional Plan is hereby amended to conform to the colocation of threshold standards and Regional Plan as shown in Attachment A.

4.00 – Amendment of Threshold Standards

- 4.10 The threshold standards are hereby amended to remove six narrative policy statements as threshold standards as shown in Attachment A.

5.00 – Interpretation and Severability

- 5.10 The provisions of this ordinance adopted hereby shall be liberally constructed to affect their purpose. If any section, clause, provision, or portion thereof is declared

unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance shall not be affected thereby. For this purpose, the provisions of this ordinance are hereby declared respectively severable.

6.00 – Effective Date

6.10 The provisions of this ordinance shall be effective on immediately upon adoption.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency this ____ day of _____, 2019, by the following vote:

Ayes:
Nays:
Absent:

William Yeates, Chair
Tahoe Regional Planning Agency
Governing Board



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Stateline, NV 89449

Contact
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MEMORANDUM

Date: March 6, 2019
To: TRPA Advisory Planning Commission
From: TRPA Staff
Subject: 2018 Annual Report

Requested Action:

This item is for informational purposes only and no action is required.

Background and Discussion:

TRPA has been carrying out strategic initiatives the Governing Board identified in 2015 as work program priorities. These initiatives align directly with the four objectives in the agency's Strategic Plan. At a strategic planning retreat in March 2018, the Governing Board reaffirmed its support for these high-priority initiatives and reviewed work plans and timelines for their completion. TRPA completed several of the planning initiatives in 2018 and has updated the 2019 Agency Work Program to reflect those accomplishments and several new strategic priorities.

This staff report sets out the accomplishments and progress made in 2018. It tracks to and expands upon summary information published in the 2018 Annual Report. It also provides additional annual performance reporting required by the Regional Plan and reporting on sustainability indicators.

Contact Information:

For questions regarding this agenda item, please contact Joanne Marchetta, at (775) 589-5226 or jmarchetta@trpa.org.

Attachments:

1. 2018 Regional Plan Performance Measures Report
2. 2018 Sustainability Indicators Report

2018 ACCOMPLISHMENTS AND FUTURE PRIORITIES

TRPA STRATEGIC INITIATIVES

THRESHOLDS UPDATE STRATEGIC INITIATIVE

2018 Accomplishments

- In May, the Governing Board unanimously voted to adopt a reorganization to improve the threshold standards, **consolidating 173 threshold standards to 152 standards.** The modifications were the result of over a year of work with the Tahoe Science Advisory Council and other partners and are the first modifications of the threshold standards since the Regional Plan was revised in 2012.
- The Tahoe Science Advisory Council also **designed a new structure for managing information and updates of threshold standards** to ensure that monitoring data and information is used to assess the effectiveness and if needed modify management activities in the basin. The structure streamlines monitoring and reporting and promotes data sharing and transparency by aggregating information in a single unified structure.



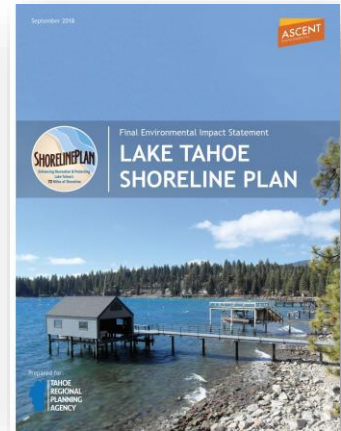
Future Focus

Continue to work with the Tahoe Science Advisory Council, partners, and stakeholders to strengthen the threshold system in the priority focus areas of forest health, recreation, and stream environment zone restoration.

SHORELINE PLAN INITIATIVE

2018 Accomplishments

- After 30 years and seven attempts to successfully update shorezone regulations, **the TRPA Governing Board unanimously approved the Shoreline Plan in October.** The adoption package included certification of the Final Environmental Impact Statement and resolutions to approve code amendments, an implementation program, and cooperative agreements with partners.
- TRPA staff and partners **began work on the implementing elements of the shoreline program**, which took effect on December 24, 2018. Implementation includes a communication strategy for new shorezone permitting and boating regulations. Education and collaboration with key stakeholders, agency partners, and the public will continue to be critical to the understanding and success of the shoreline program.



Future Focus

Launch the new shorezone permitting program, including state of the art on-line mooring registration and permitting. Work with science partners to collect data regarding boat use and the effects of the shoreline program on water quality, air quality, and the recreation experience. Implement an enforcement and education program for no-wake zone and noise regulations.

DEVELOPMENT RIGHTS STRATEGIC INITIATIVE

2018 Accomplishments

- The TRPA Governing Board unanimously **approved changes to the development rights system** in October. The changes allow conversions between different types of development rights using environmentally-neutral exchange rates. This will provide more flexibility and simplicity while also maintaining the overall cap on development potential in the Tahoe Basin.
- Other changes make it **simpler to transfer development rights** around the Tahoe Basin and expand the income eligibility for residential bonus units. These bonus units can now be used for affordable, moderate, and achievable housing, a change intended to help produce more housing options for low-income residents up to the "missing middle,"



people who earn above the area median income but cannot afford the median home price.

Future Focus

Educate developers, realtors, local jurisdiction partners, and the public on the new changes. Identify strategies for potential projects to take advantage of the updated system.

TRANSPORTATION STRATEGIC INITIATIVE

2018 Accomplishments

- Started development of the **State Route 89 (Emerald Bay) Recreation Corridor Management Plan**. This plan brings together 17 agencies and organizations to develop transportation and visitor management strategies to address the impacts of the corridor's high visitor use and travel demand.
- **Worked to increase awareness and education around transportation options.** Launched in June, the www.LinkingTahoe.com website provides a portal for residents and visitors to know their travel options before they choose how to get to, through, and around Lake Tahoe. Over 3,000 Linking Tahoe brochures were distributed to lodging providers, visitor centers, and local businesses in the Lake Tahoe Region.
- **2018 Summer Travel Survey:** Led the biennial travel survey at 50 different locations throughout the Lake Tahoe Region. Responses to over 1,000 survey interviews provide a better understanding of both resident and visitor travel behavior.



Future Focus

Continue implementation of the 2017 Regional Transportation Plan. Prioritize projects through corridor planning and strategically distribute limited funding. Assist the Tahoe Transportation District with implementation of the South Shore Community Revitalization Project.

STORMWATER MANAGEMENT OPERATIONS & MAINTENANCE STRATEGIC INITIATIVE

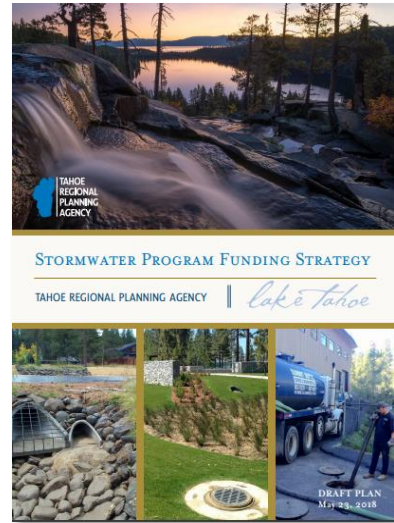
2018 Accomplishments

- **Issued 352 new best management practices (BMP) certificates** to Tahoe area property owners: 256 certificates for single family residential parcels, 78 for multi-family residential parcels, and 18 for commercial parcels. Of these certificates, two are for parcels participating in area-wide water quality treatment projects.

BMP Certificates issued from January 1 to December 31, 2018		
California	Land Use	Total Certificates Issued
	Single Family Residential	168
	Multi-Family Residential	3
	Commercial	14
	California Total	185
Nevada	Single Family Residential	88
	Multi-Family Residential	75
	Commercial	4
	Nevada Total	167
	Total Certificates Issued	352

- **Certified 16 new Tahoe businesses as Lake-Friendly.** By the end of 2018, 95 businesses are participating as members of the Lake-Friendly Business Program. The program encourages businesses to protect the lake by completing and maintaining stormwater BMPs. The program recognizes member businesses as good stewards of the lake through print advertisements and social media campaigns.
- **TRPA re-issued 56 BMP certificates verifying BMP maintenance and effectiveness.** Stormwater Management Program staff assisted with the development of inspection and maintenance logs and completed on-site inspections to verify maintenance and ensure continued effectiveness.
- **Completed regional mapping of BMP constrained parcels** to identify all site-constrained parcels unable to fully implement TRPA’s stormwater infiltration requirements. These properties are eligible to install source control BMPs rather than full infiltration BMPs.
- Completed an **area-wide water quality treatment analysis** to identify areas for future area-wide water quality treatment.

- In May, the TRPA Governing Board **endorsed the Stormwater Program Funding Strategy**. The strategy identifies several short- and long-term program funding options to continue providing TRPA’s services after grant funding concludes in December 2018.
- **Received \$126,000** from the Nevada Division of Environmental Protection’s 319h grant fund to support BMP implementation on the Nevada-side of the lake.
- The Governing Board approved a fee on certain project applications to **recover costs associated with BMP review**, design, and technical assistance to provide sustainable revenue for the Stormwater Management Program.
- Wrapped up a four-year California Water Board grant that exceeded the required number of parcels to be certified under this grant by almost 1,700 certified parcels.



Future Focus

Continue BMP compliance in local jurisdiction Total Maximum Daily Load (TMDL) priority areas to increase the number of BMP certificates issued.

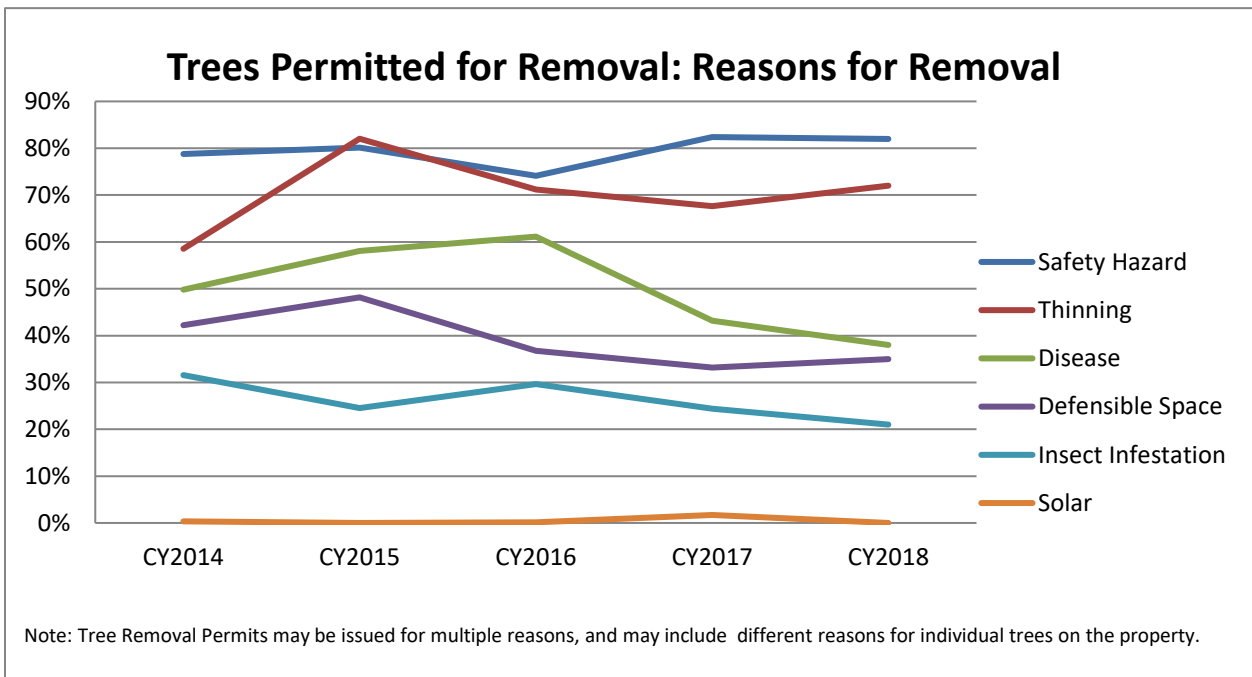
FOREST HEALTH STRATEGIC INITIATIVE

2018 Accomplishments

- Thirteen high priority forest health and fire protection projects were included in the fiscal year **2019 Lake Tahoe Restoration Act Priority List** for potential federal appropriations. This included five water infrastructure projects to improve the basin’s capacity to fight a catastrophic wildfire.
- Worked with the Lake Tahoe West Science Coordination Team to **complete scientific modeling** to assess the effects of four possible management scenarios on a suite of ecosystem values and services. This will identify the best land management strategies that will lead to forest health and resilience.
- Created a map showing fire risk on Tahoe’s West Shore to be distributed to the public and stakeholders and an infographic that tells the story of forest resiliency on the West Shore.
- Coordinated with numerous stakeholder groups, including the Tahoe Fire and Fuels Team and the Lake Tahoe West Interagency Design Team, to **review TRPA’s current forest health thresholds** and evaluate emerging threats and changing state policies to determine whether changes or additions may be needed.

- **Formed a TRPA Code Working Group** with the Tahoe Fire and Fuels Team to begin to look at how the TRPA Code of Ordinances may be updated for forestry practices to better align with new forest health values in the updated threshold standards.
- Provided expert urban tree risk assessment and evaluation to the public and agency partners. TRPA issued **885 tree removal permits** in 2018. The number of tree removal permits issued continues to increase with most trees being removed for safety hazard reasons. Almost three-quarters of the tree removal applications are now received online.

Summary of TRPA Tree Removal Application and Permitting Activity Calendar Years 2014 through 2018					
	CY2014	CY2015	CY2016	CY2017	CY2018
Tree Removal Applications Received	463	745	682	802	885
Number of Trees Permitted for Removal	1,939	3,212	2,974	3,117	3,806
Percent Applications Submitted Online	22%	55%	55%	61%	72%
<small>Source: TRPA Accela Permit Records</small>					



Future Focus

Use the partnership structure and science advisors of Lake Tahoe West to collaboratively develop science-based updates to the vegetation thresholds and supporting code. Implement actions for Tahoe consistent with the Executive Orders on fire risk. Develop strategies to increase the pace and scale of forest restoration in the Tahoe Region.

AQUATIC INVASIVE SPECIES STRATEGIC INITIATIVE

2018 Accomplishments

- **Control Projects and Funding**
 - **Treated and retreated 7.9 acres of invasive aquatic plants and clams** at five locations: Elk Point Marina (plants), Sand Harbor (clams), Emerald Bay (plants), Lakeside Marina/Beach (plants), and the Truckee River (plants),
 - **Obtained approximately \$4.5 million** from the U.S. Fish and Wildlife Service through the Lake Tahoe Restoration Act and the U.S. Army Corps of Engineers to support aquatic invasive species (AIS) control. A portion of this money will be used for a collaborative process to find solutions to control invasive aquatic plants in the Tahoe Keys. Other high priority areas that will benefit from these federal funds include Ski Run Marina, Sand Harbor, and Meeks Bay Marina.
- **Prevention Program**
 - **Directed the clean and safe launch of 38,100 watercraft in 2018.** A comprehensive inspection was performed on 9,367 of these watercraft and 4,952 watercraft required decontamination.
 - **Prevention Program 10-Year Anniversary:** Celebrated the long-standing success of the boat inspection program preventing new introductions of AIS since the program began in 2008. TRPA hosted a celebratory event to thank and reward the partnership for its dedication and hard work.
- **Monitoring Program**
 - **Surveillance:** Completed a comprehensive survey of aquatic plants that included marinas, bays, and several tributaries. The survey involved over 80 diver transects and remote sensing techniques using LiDAR and high-resolution imagery. Surveys provide critical new data allowing partners to plan projects more strategically.
 - **Action Plan:** Started developing new metrics to quantify and describe AIS program success at a lake-wide scale rather than only at a project scale.
- In September, Lake Tahoe hosted a Western Governors' Association workshop focused on the prevention and control of AIS. Hawaii Gov. David Ige, chair of the association, has prioritized invasive species issues for the governors to work together to solve.

Future Focus

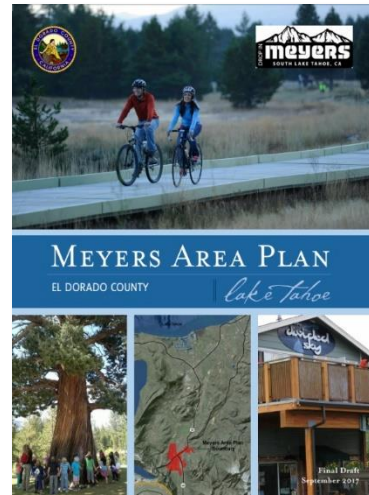
Support the development of the Tahoe Keys Weed Management Plan to implement a long-term solution for controlling weeds in the Tahoe Keys. Secure permanent watercraft inspection stations. Enhance the use of technology for AIS information collection and dissemination. Investigate newly emerging solutions for AIS prevention, control, and monitoring.

ONGOING INITIATIVES AND ANNUAL ACTIVITIES

LONG RANGE PLANNING DIVISION

2018 Accomplishments

- The TRPA Governing Board unanimously approved **El Dorado County's Meyers Area Plan**, the fifth local area plan approved at Lake Tahoe. The area plan covers approximately 669 acres of the Meyers community, centered around the intersection of U.S. Highway 50 and State Route 89. The plan updates land uses, zoning, and building and sign design standards for the Meyers community and identifies projects to improve recreation opportunities, transportation, community vitality, and the environment.
- The Sustainable Recreation Working Group hosted its first **stakeholder workshop for the development of a regional recreation strategic plan**. The workshop brought together 50 stakeholders representing public, private, and community interests. Five shared recreation values emerged at the workshop: shared stewardship, equal access, quality experience, respect for communities, and health and well-being.
- **Completed a recreation user survey** to understand recreation use, patterns, and experiences in Tahoe. Results showed that recreation includes widely diverse activities at Lake Tahoe and people's general recreation experience is positive, although crowding and traffic were seen by respondents as areas for improvement.
- **Entered into international partnership agreement with the Los Rios Region of Southern Chile**, specifically, Lago Panguipulli, to share Tahoe's knowledge and lessons in sustainable development. The lakes region in Chile is similar to Tahoe's landscape and is threatened with environmental degradation from over-development. An international delegation of over 230 people attended a public workshop resulting in the signing of the international partnership proclamation between Lake Tahoe and Chile.



Future Focus

Support local jurisdictions to develop and implement remaining area plans and to update existing area plans. Build further partnerships for implementation of the Lake Tahoe Sustainability Action Plan. Update the Lake Tahoe Regional Plan to reflect emerging challenges.

CURRENT PLANNING DIVISION

2018 Accomplishments

- **Project Review**
 - **Fully met goals for timely and consistent project application review.** Reviewed 939 permit applications in 2018. Screened 100 percent for completeness within the performance target of 30 days of receipt and issued 100 percent within the code’s review target period of 120 days of being found

Summary of TRPA Application and Permitting Activity Calendar Years 2014 through 2018					
	CY2014	CY2015	CY2016	CY2017	CY2018
Applications Received¹	728	750	879	792	939
Residential Projects ²	143	134	147	116	214
Commercial Projects ²	13	10	8	15	18
Recreation/Public Service Projects ²	23	31	40	36	40
Environmental Improvement Construction Projects	17	13	8	12	14
Shorezone/Lakezone Projects ²	28	22	27	25	31
Grading Projects	23	26	38	36	36
Verifications and Banking ³	396	397	479	442	425
Development Rights Transfers and Conversions	24	29	57	32	50
Other ⁴	61	88	75	78	111
<u>Notes:</u>					
1 Does not include Exempt projects, Qualified Exempt declarations, Tree Removal applications, or Administrative applications.					
2 Includes New Development and Additions/Modification					
3 Includes Soils/Hydrology Verifications, IPES, Land Capability Verifications, Land Capability Challenges, Verifications of Coverage, Verifications of Uses, Site Assessments and Standalone Banking Applications					
4 'Other' includes Historic determinations, Lot Line Adjustments, Resource Management, Temporary projects, Scenic, Underground Tank Removal, Subdivision of Existing Uses, Sign, Allocation Assignments, and other miscellaneous project types					
Source: TRPA Accela Permit Records					

complete.

- The Governing Board approved an **update of TRPA application filing fees** which had not been comprehensively updated since 2005.
- Hosted a comprehensive **three-day permit review training** to ensure that memorandum of understanding (MOU) partners have the knowledge, information, and resources necessary to review and issue permits on behalf of TRPA. Fifty-two people attended the training and 13 members of TRPA staff presented.

Future Focus

Develop improvements to the current land capability verification system which incorporates new data sources and best practices. Work on developing an online parcel-level development system that will allow applicants to see in one place all the allowed land uses, applicable regulations, required permits, potential fees, and all jurisdictions needing to review potential projects for each parcel.

REGIONAL PLAN COMPLIANCE AND ENFORCEMENT

2018 Accomplishments

- **Compliance Inspections**
 - **Performed 762 compliance inspections.** Of these, TRPA opened 150 code enforcement cases; 133 cases were resolved, referred, or recorded; 17 cases resulted in assessment of an administrative staff-level penalty; and five resulted in Governing Board approved settlements.
 - **Completed all code case inspections within one week of intake,** meeting a TRPA performance measure. Code case investigation involves file research and/or field inspection.
 - **Completed all pre-grade inspections within three days of request** and all final inspections within 15 days.
- **MOU and Project Review Audits**
 - **Completed 100 audits of MOU projects reviewed and approved by local partners.** Ten percent of active projects are randomly selected annually and inspected for conformance with winterization guidelines. Additionally, each year at least 10 percent of projects where TRPA holds a financial security are randomly chosen and inspected for compliance with security release conditions. Local jurisdictions met requirements between 90 percent and 96 percent of the time in both audit categories. Where needed, corrective action is agreed upon and monitored to completion.
- **Watercraft Team Action**
 - TRPA's three-person watercraft team operated from May through October assisting in threshold and AIS monitoring, public education, and compliance with boating rules.
 - In 2018, the team spent 127 days on the water educating boaters on TRPA boating rules (the carbureted two-stroke engine prohibition, watercraft noise ordinances, shorezone regulations, and the 600-foot no-wake zone), led 13 education tours, completed three separate water quality tests, and assisted with noise and scenic quality monitoring, and compliance inspections.

Future Focus

Support implementation of the new shoreline plan. Continue to make customer service in the field a top priority while ensuring Regional Plan compliance. Implement a new scenic monitoring process and automate online inspection requests.

ENVIRONMENTAL IMPROVEMENT PROGRAM DIVISION

- **Lake Tahoe Restoration Act:** EIP partners received approximately \$5.5 million in federal funding to implement priority projects authorized under the Lake Tahoe Restoration Act. This included \$3 million for the Tahoe Keys AIS control project and \$2.5 million to implement forest health projects on the west shore and around Incline Village. The partnership submitted an updated list of priority projects to Congress in March.



- **TIE Steering Committee Leadership**

- The EIP, a more than \$2 billion capital investment program for the restoration of Lake Tahoe, is the largest implementing strategy of the Tahoe Regional Plan. TRPA is the backbone organization leading and providing strategic direction to the inter-organizational governing body of the EIP, the Tahoe Interagency Executives (TIE) Steering Committee. TRPA co-chairs, with the U.S. Forest Service, the TIE Steering Committee's work to align EIP sectors, set priorities, and advance program funding strategies.
- The TIE Steering Committee oversees more than a dozen EIP Working Groups such as the Tahoe Fire and Fuels Team and the AIS Coordinating Committee to collaboratively prioritize, plan, and implement EIP projects basin-wide. This year the committee pushed forward policy issues in priority areas such as sustainable recreation, forest resilience, and the threshold update.

- **EIP Data Collection and Reporting**

- Added new information and data to the EIP Project Tracker and increased the number of partners using this website. Added new website features based on feedback from local jurisdictions.
- Collected EIP project accomplishment and expenditure data for 2017 using the EIP Project Tracker. Cumulative program accomplishments since 1997 presented at the 2018 Lake Tahoe Summit include:
 - 154 miles of bike and pedestrian multi-use trail constructed or improved.
 - 780 miles of roadway upgraded to reduce erosion and stormwater pollution.
 - 70,917 boats inspected for aquatic invasive species; 30,576 boats were decontaminated.
 - 3,195 linear feet of public shoreline added.
 - 62 acres of treatment to remove invasive aquatic weeds and Asian clams.
 - 74,638 acres of forest treated to reduce hazardous fuels.

- 1,735 acres of stream environment zone (SEZ) restored or enhanced.
- **Mitigation fund awards:** Awarded \$1,651,500 in mitigation funds to local jurisdictions for SEZ restoration projects, stormwater improvements, and bicycle and pedestrian paths.
- **Major EIP Project Progress:** Major EIP projects approved, under construction, or completed in 2018:
 - **Johnson Meadow Acquisition:** The Tahoe Resource Conservation District acquired Johnson Meadow, putting the largest privately-owned section of the Upper Truckee River Watershed in public ownership.
 - **Dollar Creek Shared Use Trail:** Placer County completed 2.2 miles of paved multi-use path, extending the trail system that will eventually connect Tahoe City to Kings Beach.
 - **Kings Beach Pier Reconstruction:** The TRPA Governing Board unanimously approved the Kings Beach State Recreation Area Pier Reconstruction Project, a project of California State Parks to relocate and extend to deeper water a public pier to improve lake and beach access in the Kings Beach community.
 - **Round Hill Pines Resort Retrofit:** The U.S. Forest Service demolished the aging beach front public facility at Round Hill Pines and constructed a new building that now houses a restaurant, restrooms, and public sitting area along with a newly configured parking lot. This new facility provides a better visitor experience along with improved stormwater management and erosion control.
 - **U.S. Highway 50 South Shore Community Revitalization Project:** The Governing Board in November approved this community revitalization project of regional significance that promises to transform how people experience the South Shore of Lake Tahoe, while at the same time improving housing, amenities, and services for the local community.
 - **Caltrans U.S. Highway 50 Y to Trout Creek Water Quality Improvement Project:** Phase two of this multi-year project this year installed stormwater treatment facilities, sidewalks, and a new traffic light along a section of Highway 50 in the City of South Lake Tahoe. Construction of the final phase of this project will start next spring.
 - **Nevada Stateline to Stateline Bikeway – Incline Village to Sand Harbor:** With the placement of the cantilevered trail sections in 2018, construction will wrap up in 2019. This three-mile trail will provide a key connection from Incline Village to Sand Harbor by constructing a spectacularly picturesque Class 1 trail above the lake’s edge.

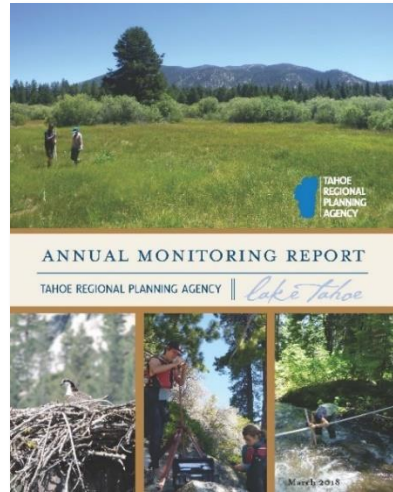
Future Focus

Continue to pursue appropriations from the Lake Tahoe Restoration Act. Integrate sustainable recreation planning with transportation corridor planning. Use existing EIP interagency working groups and collaborative efforts to inform the threshold update and the development of new EIP goals and measures.

RESEARCH AND ANALYSIS DIVISION

2018 Accomplishments

- **Released the 2017 Annual Monitoring Report.** The report summarizes monitoring performed by TRPA related to the threshold categories of streams, SEZ, air quality, noise, wildlife, Tahoe yellow cress, and bicycle/pedestrian path usage.
- **Completed annual field monitoring** including 42 stream bioassessments and 40 SEZ assessments. Completed noise monitoring for 35 plan area statements, eight transportation corridors, and one shorezone site. Maintained TRPA's three air quality and visibility monitoring stations. Worked with partner agencies to complete three basin-wide osprey breeding surveys, peregrine falcon surveys at five sites, and participated in the annual winter bald eagle count. Completed an annual lake-wide survey of Tahoe yellow cress with partners agencies. Completed bicycle and pedestrian monitoring at 18 sites around the basin using automated bicycle and pedestrian counters.
- **Lake Tahoe Info Development:** Made further improvements to the <https://laketahoeinfo.org/> website, the centralized information platform for vital regional data sets:
 - The system has almost 350 registered users representing more than 55 different state, federal, local, and private organizations. Most of the information on the website can be viewed without a login.
 - The **Parcel Tracker** (<https://parcels.laketahoeinfo.org>) now has information on nearly 23,000 parcels in the Tahoe Region. Available parcel information includes land capability verifications, detailed ledgers of development rights transferred to or from a parcel, and TRPA permit and document history. On average, TRPA updates information on more than 45 parcels each week.



- The **Individual Parcel Evaluation System (IPES) database was integrated into the Parcel Tracker** (<https://parcels.laketahoeinfo.org/>). People can now download IPES score summary sheets directly from the parcel detail page and no longer need to contact TRPA to search files and supply copies.
- **BMP information is now displayed in the Parcel Tracker** and BMP certificates can be viewed and printed by the public directly from the website.
- Added additional monitoring programs and data to the **Monitoring Dashboard** (<https://monitoring.laketahoeinfo.org>) to display information collected by TRPA. Monitoring programs added in 2018 include: bicycle and pedestrian use, noise, stream assessments, Tahoe yellow cress, traffic volumes, transit ridership, air quality, traffic congestion, travel behavior, safety, periphyton, and water clarity.
- A new **Lake Clarity Tracker** was unveiled in March. The tracker (<https://clarity.laketahoeinfo.org/>) replaces the TMDL Online Interface, providing a source for both technical users and the public to see the Lake Tahoe Region's response to TMDL compliance requirements.
- The **EIP Project Tracker** (<https://eip.laketahoeinfo.org>) software is available as open source, allowing new participants to add technical improvements to the site without expense to TRPA. Six other organizations—California Association of Conservation Districts, Clackamas Partnership, Idaho Soil and Water Conservation Commission, Peaks to People Water Fund, Puget Sound Partnership, and Washington State Department of Natural Resources—are now utilizing the EIP Parcel Tracker software for their own program reporting.
- **Additional paper files converted to electronic formats for efficient access to permit information.** Converted an additional 991 paper project files to electronic formats and uploaded them to TRPA's permitting database for easy and efficient access by staff and the public. More than 9,500 permit files have been converted and uploaded since 2013.
- **Created an open data website** at www.tahoeopendata.org that currently serves up 75 datasets including an improved transportation web map, a new Lake Tahoe West map, improved parcel searcher and local plans map, a smoke forecast map for the Tahoe Basin, a grading season exception map, and an improved Best in Basin Award map.
- Deployed a new enterprise agreement for the agency **providing all TRPA staff with advanced GIS capabilities.** Deployed Insights for ArcGIS to allow the creation of dashboards to explore data using maps, charts, and tables.
- **Created a mooring database** that is the foundation of the new shoreline permitting program. The database includes a full inventory of mooring-related infrastructure and incorporates partner permitting records to allow for streamlined review of shoreline applications.

Future Focus

Continue supporting TRPA's work to stream line and enhance systems, integrate with partner agency systems, reduce staff time for data entry, and improve the tracking, reporting, analysis, and processing of information and permits. Continue work on the threshold update strategic initiative and continue monitoring data collection for the 2019 Threshold Evaluation Report. Integrate data across the applications on <https://laketahoeinfo.org/> to link actions to outcomes and enable additional data analysis, visualization, and reporting capabilities.

EXTERNAL AFFAIRS

2018 Accomplishments

- **Legislative Affairs**

- TRPA organized several field tours for federal representatives and staff of key legislative offices and the administrations in both states. Numerous visits to both state capitals and congressional offices kept Lake Tahoe front and center for elected officials and decision makers. Priorities addressed agency strategic initiatives, Lake Tahoe Restoration Act federal funding, and state funding for the Environmental Improvement Program.
- Team members collaborated with the states of California and Nevada on funding priorities in water quality, forest health, and transportation. The team supported the development of the 10-year transportation action plan as part of the Bi-State Consultation on Transportation.
- TRPA continues to play a leadership role in the annual Lake Tahoe Summit. At Sand Harbor State Park in August, the team engaged with hundreds of members of the public, educating people about TRPA, the agency's strategic initiatives, and how they can help improve Lake Tahoe's environment.

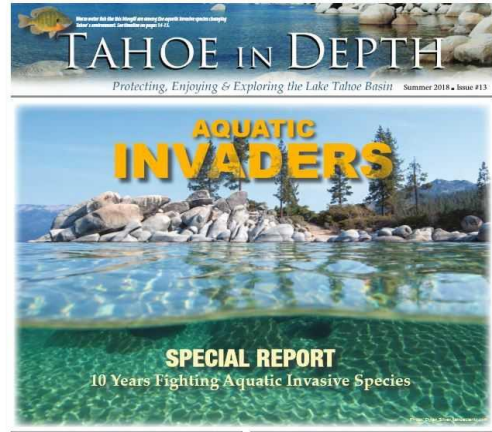
- **Environmental Education**

- **Coordinated the EpicPromise Winter Adventure Program** again in 2018. Now in its third year, the program takes more than 300 fifth grade students from Lake Tahoe Unified School District to Heavenly Mountain Resort to snowshoe and learn about winter wildlife survival, the science of snowmaking, and avalanche safety. The program is a partnership between South Tahoe Environmental Education Coalition and Vail Resorts.
- Participated in the annual **Tahoe Basin Watershed Education Summit** at Meeks Bay in September. TRPA partnered with Sierra Watershed Education Partnership to lead a station on citizen science for more than 30 high school students from Lake Tahoe and Truckee.

- **Public Outreach:**

- External affairs represented TRPA with a booth at the **2018 Business Expo** in Stateline. More than 1,000 attendees participated in this important local event and TRPA connected with hundreds of community members on BMPs, upcoming plans and projects, and how people can help protect Lake Tahoe's environment.
- Collaborated with partners in the aquatic invasive species program to launch a **campaign celebrating 10 years of fighting invasive species at Lake Tahoe.**

- **Tahoe in Depth:** Published two editions of this award-winning environmental newspaper in 2018, including a special report on 10 years of fighting aquatic invasive species at Lake Tahoe and the 10th anniversary of the watercraft inspection program that has successfully prevented any new invasive species introductions over the last decade.



- **Lake Spirit Awards:** TRPA recognized four people—Amy Berry, Jacob Quinn, Sue Hughes, and Gavin Feiger—with Lake Spirit Awards to acknowledge their dedication to improving Lake Tahoe's environment, communities, and recreation opportunities.
- TRPA presented the annual **Best in Basin Awards** program to the Governing Board, publicly recognizing nine exceptional public and private projects around the lake completed in 2017.
- Helped **launch an updated TakeCareTahoe.org (<https://takecaretahoe.org/>) website.** The website for the collaborative environmental stewardship campaign has expanded into a one-stop shop for information about environmental education, volunteer opportunities, and visitor centers in the Lake Tahoe Basin.
- External Affairs Chief Julie Regan represented TRPA at a **World Tourism Day Forum** that focused on problems of overtourism. At the forum, industry experts shared ideas on how communities can benefit from tourism economically while ensuring that tourism does not degrade daily life, disrupt

natural and cultural resources, reduce visitor experiences or quality of life for local residents.

Future Focus

Continue to grow TRPA’s role as a leader in collaborative outreach locally, regional, nationally, and globally to help inspire and achieve conservation and stewardship for Lake Tahoe.

EXECUTIVE, LEGAL, FINANCE, INFORMATION TECHNOLOGY, HUMAN RESOURCES & FACILITIES

2018 Accomplishments

- **Finance:**
 - **Budgets approved that support key priorities.** The Governing Board approved fiscal year 2019 internal budgets in June. TRPA started the new fiscal year with budgets to support all Governing Board priorities.
 - TRPA’s **independent outside audit was completed**, and the agency received an unqualified opinion, the most favorable financial management opinion available. No material or significant weaknesses were identified, nor other matters to report

	CA	NV	Grants	Other	Total
TRPA GF Indirect Functions	2,288	768	49	610	3,715
TRPA Direct Programs					
Current Planning	124			2,146	2,270
Env Improvement	281	94			375
Long Range Planning	685	230			915
Research & Analysis	995	334			1,329
Air Quality		419			419
Tahoe Science Adv. Council	186				186
Other Programs					
Aquatic Invasive Species	375	375	676	607	2,033
Stormwater Management			200		200
Environmental Improvement			264		264
Transportation			3,991	6	3,997
	<u>4,933</u>	<u>2,220</u>	<u>5,180</u>	<u>3,370</u>	<u>15,703</u>

- **Facilities:**
 - Completed contracting for new internet bandwidth and a modern phone system to support TRPA operations.

- TRPA building tenants with expiring leases were all renewed for the coming period and the building is fully leased.
- Solar panels on the roof of the TRPA building generated 407,404 kWh of electricity in 2018 reducing carbon emissions by 285.5 tons.
- **Human Resources**
 - Hosted the second **“Project Management Essentials” training** through the University of Nevada, Reno Extended Studies.
 - Alison Gaulden of the University of Nevada, Reno Reynolds School of Journalism delivered three custom sessions of “Writing for Results.” Michael Ward of HighBar Global delivered “Performance Communications” training to supervisors.
 - Selected Voya as the new administrator for the agency’s retirement plans following a competitive request for proposals process.
 - Convened a new **Learning and Development Advisory Team** to identify key learning needs based on the agency’s core competencies. The team identified mentoring, feedback, and maintaining the agency’s collaborative culture as areas for focus and skill building.

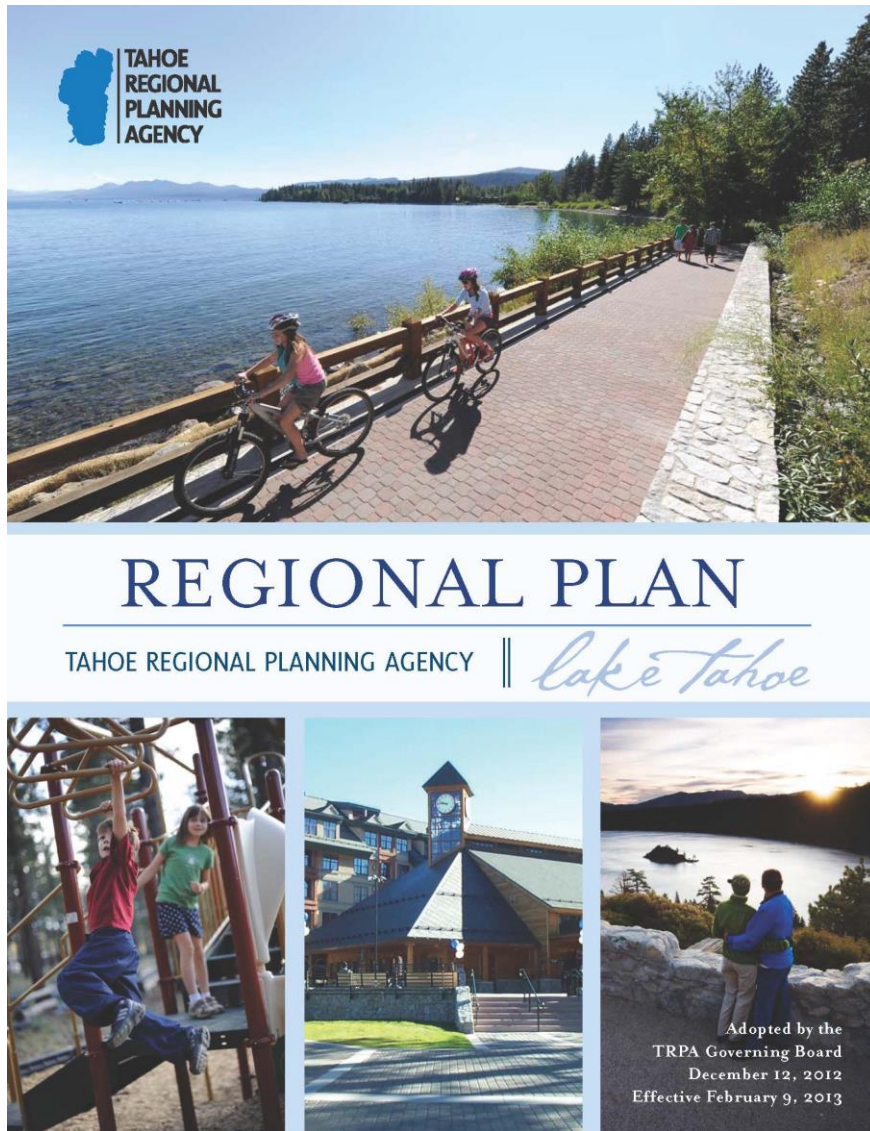
ATTACHMENTS

- Attachment 1:** 2018 Regional Plan Performance Measure Report
- Attachment 2:** 2018 Sustainability Indicators Report

Attachment 1:

2018 Regional Plan Performance Measure Report

2018 REGIONAL PLAN PERFORMANCE MEASURE REPORT



Prepared by:



February 2019

INTRODUCTION

In May 2013, the Tahoe Regional Planning Agency's (TRPA) Governing Board approved 14 Regional Plan Performance Measures and associated sub-categories. Each performance measure has a level-1 and level-2 benchmark, or target, to be reported both annually and on a multi-year timeframe.

The approved measures relate directly to the intended implementation actions resulting from the 2012 Regional Plan amendments which incentivize compact environmental redevelopment in pursuit of threshold attainment as directed in the Bi-State Compact. Many level-2 measures are long-term land use or environmental goals and may take years or even decades to show measurable progress. In those instances, ongoing activities expected to lead to performance results are described. Also, the Governing Board established short-term level-1 benchmarks to indicate interim progress, and where information is available, progress is reported.

The entire suite of TRPA performance measures is under review as part of TRPA's performance management and threshold update initiative. This review of performance measures will enable TRPA to refine the measures evaluated in this report.

EXECUTIVE SUMMARY OF PERFORMANCE MEASURE STATUS

A brief summary of the status of the 14 Regional Plan Performance Measures follows.

REGIONAL LAND USE PATTERNS

1. *Distribution of development for land-use types*: In 2018, the distribution of commercial floor area, property improvement values, and residential units met the benchmarks to increase the percentage of development in town centers and reduce the percentage in remote areas. The sub-category for tourist accommodation units did not meet the benchmark.
2. *Annual average number of units transferred to town centers from sensitive and remote land*: In 2018, each of the benchmarks for transferring potential residential units were met; all other transfer benchmarks were not met because only those transfers that are received into town centers count toward these performance measures. The TRPA Governing Board approved changes to the development rights system in October 2018 that will

provide more flexibility and simplicity to transfer development while also maintaining the overall cap on development potential in the Tahoe Basin. These changes are expected to accelerate progress toward the benchmark.

3. Retirement rate for existing non-residential units of use: The benchmark to remove commercial and tourist units from sensitive lands has not been met. Nonetheless, since 2012, 92 tourist units and 16,700 square feet of commercial floor area have been removed from stream environment zones. Rather than being retired, these units were subsequently banked and are available for future transfer. Dedicated funding or grants directed to offset the acquisition and retirement cost for these non-residential units, would likely increase the number of units permanently retired through these programs.
4. Housing availability for residents and workers: Affordable housing is a significant challenge state-wide. In the Tahoe Region, nine multi-residential bonus units were used in 2018 for low- or moderate-income housing, so the performance measure benchmark has not been met. To address regional affordable housing issues, TRPA is supporting proactive housing initiatives spearhead by local governments and non-profits, including the Mountain Housing Council and South Shore Housing Task Force. In addition, the TRPA development rights initiative expanded the income eligibility for residential bonus units in 2018. These bonus units can now be used for affordable, moderate, and achievable housing, a change intended to help provide greater housing options for low-income residents up to the “missing middle,” people who earn above the area median income but cannot afford the median home price.

TRAVEL BEHAVIOR

5. Percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian): The summer 2018 non-auto share of 25.4 percent exceeded both the level-1 and level-2 benchmarks. The combined annual average non-auto share including summer 2018 and winter 2016 values of 19.4 percent exceeded both the level-1 and level-2 benchmarks.
6. Automobile vehicle miles traveled per capita (excluding through trips): Data for this measure is collected on a four-year cycle with the next update in 2019. A working group is engaged on refining measurements for vehicle miles traveled to align better with state and regional polices.
7. Construction of pedestrian and bicycle improvements: An annual average of 4.7 miles of pedestrian and bicycle improvements have been constructed between 2013 and 2018, meeting the level-1 benchmark of 4.15 miles constructed per year, but below the level-2 benchmark of 9 miles constructed per year. Several projects are under construction and are expected to be completed in 2019.

ENVIRONMENTAL RESTORATION

8. Coverage removal from Stream Environment Zones and other sensitive lands (privately-funded): In 2018, private property owners transferred more than 1.2 acres of coverage from stream environment zones, meeting the level-1 and level-2 benchmarks. The benchmarks for other sensitive lands were not met. In addition, TRPA identified more than 6.6 acres of previously existing land coverage removed from stream environment zones and another three acres removed from other sensitive lands since 2012.
9. Issuance of Best Management Practices (BMP) Certificates in conjunction with property improvements and area-wide BMP installations: In 2018, TRPA issued 259 BMP certificates in conjunction with property improvements and area-wide BMP installations. This total met the level-1 benchmark, but was below the level-2 benchmark to increase the annual average rate of BMP certification in conjunction with property improvements by 25 percent. However, since 2013, TRPA has issued 3,550 BMP certificates, and 42 percent of these have been issued in conjunction with property improvements and area-wide BMP installations.
10. Total Maximum Daily Load (TMDL) performance benchmarks: The [Lake Tahoe TMDL Program 2018 Performance Report](#) released in August 2018, found that local governments and highway departments at Lake Tahoe collectively met and exceeded their 2017 water year pollutant load reduction targets. Pollutant controls reduced fine sediment particulate load by over 12 percent, total phosphorus by almost ten percent, and total nitrogen loads by over seven percent.
11. Scenic improvement rate on urban roadways: The 2015 Threshold Evaluation Report documented substantial scenic improvements at Lake Tahoe. Data indicated scores for 4 of the 14 scenic roadway units increased, and no scenic roadway unit decreased. However, despite a five-point improvement in total scores, the average scores did not meet the benchmarks. The next scenic evaluation will be done in 2019.

EFFECTIVE REGIONAL PLAN IMPLEMENTATION

12. Prepare and maintain area plans in conformance with the 2012 Regional Plan: The Governing Board has approved five local area plans as of 2018, meeting benchmarks. The Area Plans cover the highest density commercial development areas in the Lake Tahoe Region and 24 percent of the regional land base. The TRPA Governing Board approved the Meyers Area Plan in February 2018.
13. Complete mitigation measures identified in the Regional Plan Update Environmental Impact Statement (EIS): The 2012 Regional Plan Update environmental impact statement called for mitigation measures covering four topic areas. All the Regional Plan

Update mitigation measures have been completed and adopted by the TRPA Governing Board.

ECONOMIC VITALITY

14. Rate of redevelopment: TRPA approved 152 redevelopment permits in 2018, including 141 residential permits and 11 commercial permits. The 2013 to 2018 average of 119.5 redevelopment projects exceeded the level-1 and level-2 benchmarks.

DISCUSSION & PERFORMANCE MEASURE STATUS

Detailed discussion and analysis of the status of all Regional Plan performance measures is set out below. The included summaries for each set of measure outline the adopted level-1 and level-2 targets as well as the 2017 status for each indicator. A discussion and analysis of the results follows for each. A detailed synopsis of the results is included in Table 13.

BACKGROUND

In May 2013, the TRPA Governing Board adopted performance measures to track the effectiveness of the 2012 amendments to the Regional Plan. This report covers activities for the calendar year 2018 and cumulatively since the Board’s adoption of the measures.

PERFORMANCE MEASURE #1

Modify the distribution of development after 2012 compared to the distribution in 2012

This performance measure tracks the anticipated increase in the percentage of development within town centers, and the accompanying decrease in the percentage of auto-dependent development (defined as development located more than one-quarter mile from town centers and not at a ski area with transit service). Progress is tracked by measuring the distribution of residential units, tourist accommodation units, commercial floor area, and taxable market valuation of property/structural improvements.

Performance Measure #1: Summary	2018 Level-1 Benchmark	2018 Level-2 Benchmark
Increase the percent of commercial floor area located within centers to more than 63.13% (level-1) and 63.23% (level-2)	Met	Met
Decrease the percent of commercial floor area in remote areas to less than 26.32% (level-1) and 26.22% (level-2)	Met	Met
Increase the percent of residential units located within centers to more than 3.84% (level-1) and 4.24% (level-2)	Met	Not Met
Decrease the percent of residential units in remote areas to less than 67.66% (level-1) and 67.26% (level-2)	Met	Close to Target
Increase the percent of tourist accommodation units located within centers to more than 83.37% (level-1) and 83.47% (level-2)	Not Met	Not Met
Decrease the percent of tourist accommodation units in remote areas to less than 10.44% (level-1) and 10.34% (level-2)	Not Met	Not Met

Increase the value of property improvements within centers to more than 10.94% (level-1) and 11.14% (level-2)	Met	Met
Decrease the value of property improvements in remote areas to less than 71.38% (level-1) and 71.18% (level-2)	Met	Met

* Close to target indicates that the performance measure is within 5% of the benchmark.

Table 1 outlines the changes in the distribution of commercial floor area, residential units and tourist accommodation units compared to the baseline. The regional distribution of development has changed as a result of the redevelopment and revitalization activity throughout the Region and the transfer incentives to promote the relocation of existing development to centers. In 2018, the distribution of commercial floor area, property improvement values and residential units met the level-1 and level-2 benchmarks to increase the percentages located in centers and to decrease the percentage in remote areas.

The distribution of tourist accommodation units was lower in town centers and higher in remote areas because numerous tourist units previously located in centers have been removed and banked in anticipation of transfers or conversions to projects, such as the Tahoe City Lodge, which is in a town center. In addition, the Edgewood Lodge redevelopment project constructed 154 tourist accommodation units—including 144 transferred from dated motels previously located in town centers. The new South Stateline resort is just outside the town center boundary. Although the sending sites are environmentally improved (converted to community parks or open space), these transfers and restoration do not count toward the benchmarks. As a result, the share of tourist units in centers was below the level-1 and level-2 benchmarks.

Table 1: Distribution of development measured as percentage of units and commercial floor area			
Land Use	Baseline	2018	Net Change Since Baseline
Commercial Floor Area			
Town Centers	63.13%	63.71%	+0.58%
Neutral areas within ¼-mile of a Town Center	10.55%	10.77%	+0.22%
Remote Areas	26.32%	25.52%	-0.80%
Residential Units			
Town Centers	3.84%	3.88%	+0.04%
Neutral areas within ¼-mile of a Town Center	28.50%	28.61%	+0.11%
Remote Areas	67.66%	67.51%	-0.15%
Tourist Accommodation Units			
Town Centers	83.37%	76.44%	-6.93%
Neutral areas within ¼-mile of a Town Center	6.19%	5.50%	-0.69%
Remote Areas	10.44%	18.06%	+7.62%
Source: TRPA Permit Records, LakeTahoeInfo.org/Parcel Tracker and TRPA Geographic Information System (GIS) Analysis for Town Centers. Neutral areas are properties located within one-quarter mile of town centers and ski areas that have transit service (Homewood Ski Area and Heavenly Mountain Resort California Base). Remote areas include auto-dependent locations that are more than one-quarter mile from town centers.			

Overall total taxable value¹ of properties in the Lake Tahoe Region continues to rise, exceeding \$24.5 billion in 2018, an increase of 23 percent from 2012. The taxable value of property improvements² in the Lake Tahoe Region have increased 25 percent since 2012, to \$13.1 billion in 2018, as shown in Table 2. Improvement values in town centers have grown by 33 percent, compared to 24 percent in the rest of the Region, and improvement values in area plans have grown 29 percent since 2012. Taxable value of town centers located within the adopted area plans have grown by 42 percent compared to a general 25 percent across the Region. These increases in property improvement values suggest that the Regional Plan is among the factors encouraging redevelopment and investment in town centers.

¹ Total taxable values for properties are sourced from County Assessors data for the assessed value of land and any property improvements.

² Improvements may include buildings, landscaping, or other development on the property.

Table 2: Change in property improvement values between 2012 and 2018, by location				
	Improvement Value Change 2012-2018			
Jurisdiction	All Areas	Town Centers	Area Plans	Town Centers in Area Plans
Carson County	68%	n/a	n/a	n/a
City of South Lake Tahoe	27%	38%	39%	41%
Douglas County	38%	52%	63%	53%
El Dorado County (exc. CSLT)	26%	43%	50%	50%
Placer County	25%	24%	25%	24%
Washoe County	12%	0%	n/a	n/a
Grand Total– Tahoe Region	25%	33%	29%	42%

Source: County Assessor Records, TRPA Geographic Information System (GIS) Analysis for Town Center and Area Plans.

Table 3 reflects the changes to the distribution of taxable value of property improvements between town centers, neutral areas within one-quarter mile from a town center and remote areas. The value of improvements in town centers has increased and the value of improvements in remote areas have decreased as a percentage of overall value since 2012, meeting the level-1 and level-2 benchmarks.

Table 3: Percentage of taxable property improvement value by location			
Location	Baseline*	2018	Net percentage change since baseline
Town Centers	10.94%	11.72%	+0.78%
Areas within ¼-mile of a Center	17.67%	21.39%	+3.72%
Remote Areas	71.38%	66.89%	-4.49%
Total Market Value	100.00%	100.00%	

Source: County Assessor Records for Taxable Property Improvement Values, TRPA Geographic Information System (GIS) Analysis for Town Center and Area Plans.

PERFORMANCE MEASURE #2

Increase the annual average number of units transferred to town centers from sensitive and remote land compared to the annual average prior to 2012

This measure complements the tracking of distribution of development in Performance Measure #1 by tracking the rate at which the transfer of units of use occurs from stream environment zones (SEZ), other sensitive areas, and remote lands to town centers. For this

performance measure, tourist accommodation units, commercial floor area, and residential units, and potential residential units are tracked and reported separately. In general, the benchmarks for beneficial transfers of residential units and potential residential units were met, but the benchmarks for transfers of tourist accommodations and commercial floor area were not met. This performance measure specifically tracks the transfer of development; not apparent in these outcomes are significant sums of previously existing development rights that have been removed from sensitive sites and are banked, awaiting transfer. Banked development rights are readily available sources of transferable rights to support beneficial redevelopment if projects can be matched to them. TRPA built a more transparent tracking of transferable rights, through the Lake Tahoe Info Parcel Tracker (<https://parcels.laketahoeinfo.org>) and an online marketplace (<http://tdr.trpa.org>) to connect project proponents with holders of banked development in order to spur progress toward meeting this performance measure.

The TRPA Governing Board unanimously approved changes to the development rights system in October 2018. The changes allow conversions between different types of development rights using environmentally-neutral exchange rates. This will provide more flexibility and simplicity while also maintaining the overall cap on development potential in the Tahoe Basin.

Transfer data was obtained by querying records from TRPA’s Parcel Tracker on <https://parcels.laketahoeinfo.org>, TRPA’s Accela permit tracking system, and physical file research. TRPA’s Geographic Information System (GIS) was used to determine if the receiving parcels were in town centers and if the sending parcels are “remote.”

Performance Measure #2: Summary	2018 Level-1 & Level-2 Benchmarks
Transfer more than zero residential units to centers from SEZs	Met
Transfer more than 414.18 square feet of commercial floor area to centers from SEZs	Not Met
Transfer more than 0.36 tourist accommodation units to centers from SEZs	Not Met
Transfer more than zero potential residential units* to centers from SEZs	Met
Transfer more than zero residential units to centers from other sensitive lands	Not Met
Performance Measure #2: Summary (continued)	2018 Level-1 & Level-2 Benchmarks
Transfer more than 959.55 square feet of commercial floor area to centers from other sensitive lands	Not Met

Transfer more than zero tourist accommodation units to centers from other sensitive lands	Not Met
Transfer more than 0.18 potential residential units* to centers from other sensitive lands	Met
Transfer more than 0.09 residential units to centers from remote areas	Not Met
Transfer more than 470.18 square feet of commercial floor area to centers from remote areas	Not Met
Transfer more than zero tourist accommodation units to centers from remote areas	Not Met
Transfer more than 0.09 potential residential units* to centers from remote areas	Met

*Note: Potential residential units were formerly called Residential Development Rights (RDR)

In 2018, each of the benchmarks for transferring potential residential units were met; all other transfer benchmarks were not met because only those transfers that are received into town centers count toward these performance measures. Overall, however, 43 transfers of development occurred in 2018, and each resulted in environmentally beneficial improvements. Tables 4 and 5 below outline the cumulative benefits of the 179 transfers that TRPA approved between 2013 and 2018. More than 73,000 square feet of coverage, 67 residential units, and 97 tourist units have been removed and transferred from sensitive stream environment zones to less-sensitive areas. In addition, more than 100,000 square feet of coverage, 16,700 square feet of commercial floor area and 15 residential units have been transferred from remote areas into town centers and the walkable areas near centers.

Table 4: Cumulative changes by land sensitivity from TRPA approved transfers, 2013-2018			
Development Right	Stream Environment Zones	Other Sensitive Areas	Non-Sensitive Areas
Coverage (sq. ft.)	- 73,393	+ 14,478	+ 58,915
Commercial Floor Area (CFA) (sq. Ft.)	0	0	0
Residential Units (ERU/RDR)	- 67	- 5	+ 72
Tourist Units (TAU)	- 97	0	+ 97

Table 5: Cumulative changes by location from TRPA approved transfers, 2013-2018			
Development Right	Remote Areas	Areas within 1/4 mile of a Town Center	Town Centers
Coverage (sq. ft.)	- 104,026	+ 11,066	+ 92,960
Commercial Floor Area (CFA) (sq. ft.)	0	- 16,791	+ 16,791
Residential Units (ERU/RDR)	- 15	+ 4	+ 11

Tourist Units (TAU)	0	0	0
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Additionally, TRPA analyzed banked development rights (Table 6) on both public and private parcels and identified nearly 23,700 square feet of banked commercial floor area, 21 banked tourist accommodation units, 22 banked residential units, 98 banked potential residential units, and more than 545,200 square feet of existing coverage that has been removed from stream environment zones and is currently banked and ready to be transferred. An additional 46,600 square feet of banked commercial floor area, 11 tourist accommodation units, 80 residential units, 208 potential residential units, and 2.2 million square feet of banked coverage was also identified as ready to be transferred from remote areas. These rights may lead to the redevelopment of town centers in the future, as the 2012 Regional Plan encourages and incentivizes the relocation of sensitive and remote development to these centers.

Table 6. Estimated banked development rights by location				
	Commercial Floor Area (sq. ft.)	Tourist Accommodation Units	Existing Residential Units/Potential Residential Units ¹	Coverage ² (sq. ft.)
Banked in Stream Environment Zones	23,698	21	22 / 98	545,242
Banked in Remote Areas	46,612	11	80 / 208	2,248,450
Total Banked	183,607	922	195 / 265	3,010,582
<u>Notes:</u>				
1 Potential residential units were formerly called Residential Development Rights (RDR)				
2 Coverage includes banked hard and soft coverage (potential coverage is not included)				
Source: TRPA Permit Records and LakeTahoelInfo.org/Parcel Tracker				

PERFORMANCE MEASURE #3

Accelerate the removal rate for existing non-residential units of use on sensitive lands

Historically, the Tahoe Region has relocated existing non-residential development but has not retired any non-residential units of use. The 2012 Regional Plan Update added policy language encouraging a publicly-funded acquisition program targeted at acquiring and retiring excess existing non-residential development on sensitive lands. This performance measure tracks this program’s effectiveness at removing existing commercial floor area and tourist accommodation units from sensitive lands.

Performance Measure #3: Summary	2018 Level-1 Benchmark	2018 Level-2 Benchmark
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Remove existing tourist units of use from sensitive lands (Develop and fund a program to acquire and retire tourist units of use within 4 years – level 1) (acquire 10 TAUs – level 2)	Partially Met	Partially Met
Remove existing commercial floor area from sensitive lands (Develop and fund a program to acquire CFA within 4 years – level 1) (acquire 5,000 sf of CFA – level 2)	Partially Met	Not Met

The benchmark to establish a program to remove commercial and tourist units from sensitive lands has not been met; the California Tahoe Conservancy (CTC) developed the Tahoe Livable Communities Program to seek opportunities to acquire and restore properties and retire the associated non-residential development rights. However, the CTC has not yet funded any project(s) to acquire non-residential units of use. Instead, these units have been deposited into the CTC’s land bank for future consideration. Due to very different development patterns on sensitive lands in Nevada, the Nevada Division of State Lands (NDSL) relies primarily on coverage removal rather than retirement of existing development. No non-residential units of use have been acquired from sensitive lands in Nevada by NDSL.

Funded acquisition programs or similar strategies are needed in order for a significant number of units to be retired to meet this benchmark. TRPA made changes to the development rights program in October 2018 to reaffirm the role of land banks in achieving the goals of the development rights transfer system. In addition, TRPA will allow local governments and philanthropic non-profit organizations to form banks under an MOU with TRPA in order to acquire, hold, disperse, retire or transfer development rights. These actions were designed to increase the effectiveness of the development rights removal/restoration, banking and transfer systems by accelerating the removal and relocation of development rights from sensitive and remote areas.

Additionally, incremental progress can be made in other ways. Since the adoption of the 2012 Regional Plan, private property owners have removed 92 tourist accommodation units from stream environment zones, and 39 of these units were transferred to non-sensitive land. Additionally, 16,700 square feet of commercial floor area has been removed and banked from stream environment zones since 2012. These development rights were subsequently banked and are available for transfer, rather than permanently retired, though it is likely that these units will be transferred into less sensitive areas and town centers due to the Regional Plan incentives for the relocation of sensitive development.

PERFORMANCE MEASURE #4

Improve housing availability for residents and workers

The 2012 Regional Plan Update Environmental Impact Statement (EIS) documented that housing in the Tahoe Region has become less affordable and quality housing is prohibitively expensive for essential workers, including teachers and police officers. This measure evaluates the utilization of multi-residential bonus units for affordable and workforce housing.

Performance Measure #4: Summary	2018 Level-1 Benchmark	2019 Level-2 Benchmark
Average annual rate of multi-residential bonus unit utilization 20.23 units per year (level-1) and 21.24 units per year (level-2)	Not Met	Not Met

In the Tahoe Region, nine multi-residential bonus units were used in 2018 for low- or moderate-income housing, so the performance measure benchmark has not been met.

To address regional affordable housing issues, TRPA is supporting proactive housing initiatives spearhead by local governments and non-profits, including the Mountain Housing Council and South Shore Housing Task Force. These groups are evaluating larger systemic impediments, incentives, and potential changes to bonus unit allocation programs that could lead to the development of additional affordable and moderate housing.

In addition, the TRPA development rights initiative expanded the income eligibility for residential bonus units in 2018. These bonus units can now be used for affordable, moderate, and achievable housing, a change intended to help provide greater housing options for low-income residents up to the “missing middle,” people who earn above the area median income but cannot afford the median home price.

PERFORMANCE MEASURE #5

Increase percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian).

Non-auto mode share travel captures the percentage of people bicycling, walking, and using transit or other non-auto travel modes indicating the degree to which land-use patterns, policy, and funding decisions at Lake Tahoe influence travel behavior of residents and visitors. Non-auto mode share at Tahoe is measured by intercept surveys at commercial and recreation sites in winter and summer.

Performance Measure #5: Summary	2018 Level-1 Benchmark	2018 Level-2 Benchmark
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Percentage of trips by auto/truck/motorcycle/other motorized vehicles below 80.93% (level-1) and below 80.68% (level-2)	Met	Met
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* Close to target indicates that the performance measure is within 5% of the benchmark.

Since 2006, TRPA has conducted basin-wide travel surveys every two years in order to better understand basic travel characteristics of both residents and visitors. TRPA’s 2018 Summer Travel Survey was conducted in late August of 2018 (see http://www.trpa.org/wp-content/uploads/travel_survey_report.html). The data collected - which includes data points such as mode share, origin-destinations, and trip purpose - is used for a variety of purposes at TRPA including regional performance metrics, project planning, and travel demand modelling.

Benchmarks are shown in Table 7 using data from the summer 2018 survey and winter 2016 surveys.

Table 7: 2016 winter and 2018 summer percentage of trips by travel mode					
	2016 Winter Percentage of Trips	2018 Summer Percentage of Trips	Average 2016/2018	Average Mode Level-1 Benchmark	Average Mode Level-2 Benchmark
Auto, Truck, Motorcycle, Van	86.0%	74.6%	80.6%	80.93%	80.68%
Walk	8.0%	14.1%	10.9%	10.75%	n/a
Bike	1.0%	7.3%	3.9%	4.20%	n/a
Transit	2.0%	2.2%	2.1%	4.13%	n/a
Other*	3.0%	1.8%	2.4%	n/a	n/a
Total Non-Auto Mode Share	14.0%	25.4%	19.4%	19.07%	19.32%
Note: Other includes miscellaneous non-auto modes, such as skateboards, scooters, and skiing. Percentages may not add due to rounding.					
Source: Tahoe Regional Planning Agency, 2018 Summer Travel Survey, October 2018					

The summer 2018 non-auto share of 25.4 percent exceeded both the level-1 and level-2 benchmarks. The combined annual average non-auto share including summer 2018 and winter 2016 values of 19.4 percent exceeded both the level-1 and level-2 benchmarks.

PERFORMANCE MEASURE #6

Decrease in automobile vehicle miles travelled per capita (excluding through-trips).

Vehicle miles traveled (VMT) per capita is a measure of the efficiency of the transportation system and the degree to which the land use pattern affects personal motor vehicle travel. VMT per capita is measured through an activity-based computer model, which is updated with empirical data including traffic counts, population, and parcel-based land-use data. VMT per capita is analyzed for the Regional Transportation Plan update every four years. The next update and progress report for the performance measure will be part of the 2019 Threshold Evaluation Report and the 2020 Regional Transportation Plan Update.

The level-1 benchmark is a decreasing average travel distance from 2013 levels (estimated at 33.7 miles per day). The level-2 benchmark is an additional one percent improvement (33.4 miles per day using the current transportation model). The last evaluation of this performance measure was based on data from the 2017 Regional Transportation Plan; regional VMT per capita (excluding through trips) met the level-1 target, and the level-2 benchmark was within one percent of the level-2 goal.

Performance Measure #6: Summary	2018 Level-1 Benchmark	2018 Level-2 Benchmark
Decrease per-capita VMT below baseline average of 33.7 miles per day (level-1) and 33.4 miles per day (level-2)	Not Evaluated. Last Evaluation = Met	Not Evaluated. Last Evaluation = Close to Target

* Close to target indicates that the performance measure is within 5% of the benchmark.

Implementing the Regional Transportation Plan and Sustainable Communities Strategy continues to be the priority for the Transportation Program. The plan outlines key priorities to reduce vehicle miles traveled. This past year, TRPA and partners continued to complete gaps in the pedestrian and bike trail system around the lake, explore transit options such as micro mobility, address recreation travel through comprehensive corridor planning, and transportation design strategies that put pedestrians first and prioritizes safety for all users. Additionally, in 2018 the states of California and Nevada formed a bi-state transportation consultation group adopting a 10-year Bi-State Transportation Action Plan that includes a list of priority corridor, transit, technology and trail projects that address the Region’s most critical

transportation needs. Implementation of the 10-year Action Plan will make the Region’s roadways safer and less congested; and, will make it easier for people to travel to, from and around Tahoe without their cars.

PERFORMANCE MEASURE #7

Accelerate pedestrian and bicycle improvements

This measure is related to Regional Plan policies regarding sidewalks, trails, and public investment levels. The 2012 Regional Plan Update included coverage exemptions and other amendments intended to decrease costs for construction of these facilities and increase the number of improvements. The data used to calculate the average annual miles of pedestrian and bicycle facilities constructed was obtained from the Lake Tahoe Region Bicycle and Pedestrian Plan and the Environmental Improvement Program Project Tracker.

Performance Measure #7: Summary	2018 Level-1 Benchmark	2018 Level-2 Benchmark
Construction of pedestrian and bicycle improvements: 4.15 miles per year (level-1) and 9 miles per year (level-2)	Met	Not Met

The results of this analysis show that Tahoe implementing agencies constructed 4.9 miles of improvements in 2017, for a combined post-2012 annual average for this performance measure of 4.7 miles. This meets the level-1 benchmark of 4.15 miles per year derived from the Lake Tahoe Region Bicycle and Pedestrian Plan. The level-2 benchmark of nine miles of pedestrian and bicycle facilities constructed per year was not met.

Several pedestrian and bicycle trails were completed in 2018, including the Dollar Creek Shared-Use Trail, which provides over two miles of pathway near Tahoe City and sidewalks constructed as part of the U.S. Highway 50 Water Quality Improvement Project in South Lake Tahoe. Other projects under construction will count towards this performance measure when completed, including the State Route 28 shared-use path between Incline Village and Sand Harbor, expected to be completed in 2019.

PERFORMANCE MEASURE #8

Accelerate privately-funded coverage removal from stream environment zones and other sensitive lands.

This measure relates to policy amendments in the 2012 Regional Plan that seek to facilitate environmental improvements through redevelopment and private investment. The effectiveness of key amendments related to transfer incentives for coverage is tracked through coverage removal from stream environment zones, coverage removal from other sensitive lands, and collection of excess coverage mitigation fees.

The data to determine the average annual removal was obtained from coverage transfer records using the same methods as in Performance Measure #2; however, data transfers initiated as a result of public acquisitions were removed from the analysis.

Performance Measure #8: Summary	2018 Level-1 Benchmark	2018 Level-2 Benchmark
Increase the amount of coverage removed and transferred from SEZs to more than 0.14 acres/year (level-1) and 0.17 acres/year (level-2)	Met	Met
Increase the coverage removed and transferred from other sensitive areas to more than 0.17 acres/year (level-1) and 0.2 acres/year (level-2)	Not Met	Not Met
Increase the collection of excess coverage mitigation fees: more than \$693,738/year (level-1) and \$728,425/year (level-2)	Met	Close to Target

Privately-funded coverage removal and transfer from stream environment zones and other sensitive lands continues to result in environmental restoration. However, this measure is dependent on project activity which requires transfers of land coverage and private investment decisions. Table 8 shows the post-2012 average coverage transferred from stream environment zones and sensitive areas compared to the baseline average calculated for the years 2002 through 2018.

Table 8: Private coverage transfer by year		
Year	SEZ Transfer (acres)	Sensitive Transfer (acres)
2018	1.20	0.01
2017	0.19	0.09
2016	0.04	0.04
2015	0.12	0.03
2014	0.13	0.03
2013	0.00	0.08
2013 to 2018 Average	0.28	0.047
Baseline average	0.14	0.17
Source: TRPA Permit Records and LakeTahoInfo.org/Parcel Tracker		

As referenced in Performance Measure #2, banked development rights were evaluated as a measure of future transfer potential. TRPA identified more than 6.6 acres of previously existing land coverage removed from stream environment zones and another three acres removed from other sensitive lands since 2012. This land coverage is currently banked and will likely be transferred in the future to non-sensitive areas and town centers because of 2012 Regional Plan policies that provide incentives to relocate development in these areas. In addition to these figures, more than 30,000 square feet of previously existing land coverage from stream environment zones has been permanently retired by private property owners since 2012, as a condition of project approval.

For excess coverage mitigation (ECM) fees, the baseline is an annual average of \$693,738 collected per year. The post-2012 annual average of \$712,920 meets the level-1 benchmark to increase ECM fees collected above the pre-2012 average, but was slightly below the level-2 benchmark to further increase collections by five percent above the benchmark.

Table 9: Annual average excess coverage mitigation fees collected in 2013 -2018 compared to baseline		
Annual Year	Total Excess Coverage Mitigation Fees	Post-2012 Excess Coverage Mitigation Fees
2002	\$941,189	
2003	\$618,351	
2004	\$677,895	
2005	\$332,921	
2006	\$837,451	
2007	\$404,932	
2008	\$1,932,739	
2009	\$291,533	
2010	\$287,305	
2011	\$613,066	
2012	-	
2013		\$335,632
2014		\$451,103
2015		\$996,804
2016		\$1,025,772
2017		\$874,386
2018		\$593,825
Baseline annual average	\$693,738	
Post 2012 annual average		\$712,920
Source: TRPA Permit Records and TRPA Financial Records		
Note: These baseline figures have been restated to match the baseline originally adopted by the TRPA Governing Board in May 2013. Data for 2012 was not included in the baseline. Prior year reports included erroneous baseline information that has been corrected here. In addition, the data for 2013-2016 were also recalculated using updated methodology to ensure consistency and accuracy of the calculations.		

PERFORMANCE MEASURE #9

Accelerate issuance of water quality BMP certificates in conjunction with property improvements.

This performance measure tracks the private investment to mitigate the impacts of development through implementation of water quality BMPs associated with development permits. The measure seeks to evaluate the rate of issuance of certifications for the control of stormwater through permits issued by TRPA and MOU partners for property improvements (new construction, redevelopment, additions, remodels, etc.). The level-1 benchmark is an increase in the rate of certification from permitting, as a percentage of all remaining properties without certification, from the baseline of one percent. The level-2 benchmark calls for a 25 percent improvement upon the baseline average.

Performance Measure #9: Summary	2018 Level-1 Benchmark	2018 Level-2 Benchmark
Increase the rate of BMP Certificates issued in conjunction with property improvements: issue BMP certificates to 1% of outstanding properties through permitting (level-1) and 1.25% (level-2)	Met	Not Met

Certificates issued as a result of permitted projects, as well as the certification rates for single-family residential, multi-family residential, and commercial properties by all methods as shown in Table 10, were obtained directly from the TRPA BMP database.

Performance Measure	2018	Average per Year (2013 to 2018)
Percent of total outstanding properties issued BMP certificates in conjunction with property improvements	1.07%	0.96%
Certification of single-family residential parcels all methods	256	398
Certification of multi-family residential parcels all methods	78	151
Certification of commercial parcels	18	43
Total number of certifications issued in area-wide BMPs	2	16
Completed area-wide BMP projects	0	1

Approved and funded area-wide BMP projects	0	1
Source: TahoeBMP.org BMP Database		

The post-2012 annual average percentage of uncertified parcels that receive BMP certificates through permitting was 1.07 percent, above the level-1 benchmark. The level-2 benchmark, a 25 percent increase in the annual average rate of BMP certificates issued in conjunction with property improvements, was not achieved.

The TRPA Stormwater Management Program and GIS staff worked together to generate several regional maps that will assist TRPA and local jurisdiction staff to identify parcels and assist owners with BMP installations, including a map that identifies areas where future area-wide water quality treatments could be installed.

PERFORMANCE MEASURE #10

Achieve Lake Tahoe Total Maximum Daily Load performance benchmarks.

This measure tracks the performance benchmarks set by the Lake Tahoe Total Maximum Daily Load (TMDL) program, which is a water quality program adopted and administered directly by the states of California and Nevada for Lake Tahoe. TRPA’s 2012 Regional Plan and land use regulations play a critical part in the overall implementation system relied on to achieve the TMDL and attain TRPA water quality threshold standards. The TMDL performance benchmarks are tracked by the Lahontan Regional Water Quality Control Board and the Nevada Division of Environmental Protection. For this performance measure, there is no level-2 benchmark.

Performance Measure #10: Summary	2018 Level-1 & Level 2 Benchmarks
Completion of required TMDL load reductions as established by State TMDL programs	Met

The Lake Tahoe TMDL Program 2018 Performance Report released in August 2018 (see <https://clarity.laketahoeinfo.org/Document/Index>), found that local governments and highway departments at Lake Tahoe collectively met and exceeded their 2017 water year pollutant load reduction targets. Pollutant controls reduced fine sediment particulate load by over 12 percent, total phosphorus by almost ten percent, and total nitrogen loads by over seven percent.

PERFORMANCE MEASURE #11

Accelerate Scenic Threshold attainment on urban roadways.

Scenic conditions in the Tahoe Region's less intensely developed areas generally meet adopted threshold standards. Scenic quality along roadways in developed areas is generally out of attainment. The 2012 Regional Plan included amendments to accelerate redevelopment activity that is expected to also achieve scenic improvements in town centers. This performance measure analyzes the average annual improvement in developed areas, especially community centers. Although redevelopment activity is occurring (see discussion of Performance Measure #1 above) that may be improving roadway unit scenic conditions, updated scenic assessment information is collected only every four years for the threshold evaluation report analysis.

Within the Tahoe Region, 14 of the scenic roadway units have portions that are within urban areas. The level-2 benchmark for this performance measure is to increase the average annual scenic improvement rate for urban roadway units by 20 percent.

The last scenic evaluation was completed for the 2015 Threshold Evaluation Report. Based on that report, the cumulative improvement in these 14 units was not enough for the annual average scores to meet the level-1 or level-2 benchmarks. This information is not available on an annual basis, and is collected every four years for the threshold report analysis. The next scenic evaluation will be done in 2019.

Performance Measure #11: Summary	2018 Level-1 Benchmark	2018 Level-2 Benchmark
Accelerate scenic improvement on urban roadways by increasing annual scenic scores for urban roadway units by 1.45 points/year (level-1) and 1.74 points/year (level-2)	Not Evaluated. Last Evaluation = Not Met	Not Evaluated. Last Evaluation = Not Met

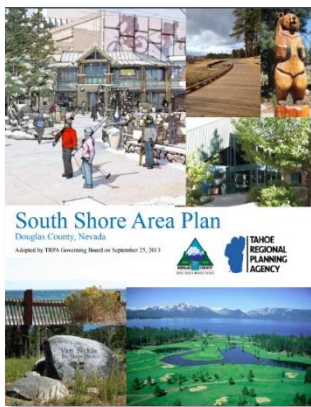
PERFORMANCE MEASURE #12

Prepare and maintain area plans in conformance with the 2012 Regional Plan.

Under the 2012 Regional Plan, area plans, once approved by local governments and found to be in conformance with the Regional Plan by TRPA, replace community plans and plan area statements. There are three indicators evaluated under this measure: the number of acres included in new area plans; the recertification rate for area plans; and the number of public meetings for each area plan under development.

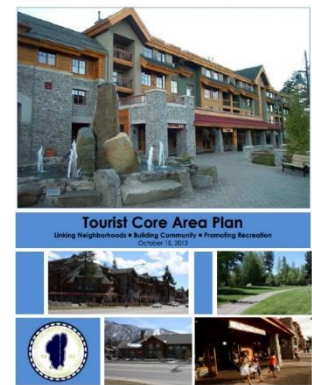
Performance Measure #12: Summary	2018 Level-1 Benchmark	2018 Level-2 Benchmark
Include 20% of private land in new area plans (level-1 and -2)	Met	Met
100% recertification rate for area plans (level-1 and -2)	Met	Met
At least two public meetings for each area plan under development (level-1 and -2)	Partially Met	Partially Met

Through 2018, five area plans have been approved, covering more than 24 percent of the land area of the Lake Tahoe Region, including 76 percent of Centers (Town Centers, Regional Centers, and the highest density commercial district) in the Region. This exceeds the 20 percent benchmark.



- The Governing Board adopted the **South Shore Area Plan** and an associated delegation memorandum of understanding (MOU) on September 25, 2013. The area plan includes approximately 667 acres in Douglas County, Nevada. Due to resource constraints at Douglas County, the MOU is not in effect and the county is not delegated project review; TRPA continues to issue permits within the area plan.

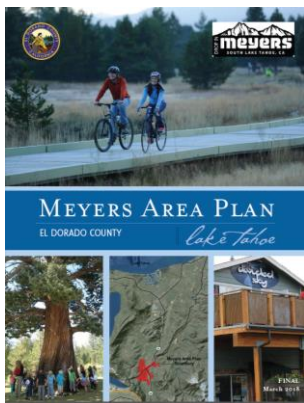
- The Governing Board adopted the City of South Lake Tahoe’s **Tourist Core Area Plan** on November 11, 2013. It includes approximately 282 acres (excluding roadways) in the City of South Lake Tahoe. An MOU for the plan was adopted by the TRPA Governing Board on December 17, 2014. The MOU covers the entire City, including areas within and outside of existing and future Area Plans. The MOU took effect in September 2015. The City is currently processing an applicant-initiated request to amend the Tourist Core Area Plan to annex in 49 parcels located north of US Highway 50 near its intersection with Johnson Boulevard and Fairway Avenue. Existing uses within this area include the Beach Retreat, Lakeshore Lodge, Howard Johnson, and CVS. The purpose of the proposed amendment is to encourage redevelopment of densely developed parcels by providing the incentives (height, density and coverage) available to parcels within Town Centers





- The Governing Board adopted the City of South Lake Tahoe’s **Tahoe Valley Area Plan** on July 22, 2015. The plan includes a 337-acre mixed-use area, centered on the U.S. Highway 50 and State Route 89 “Y” intersection. The plan’s focus is on accelerating transfers of development out of sensitive lands and promoting more vibrant and walkable community centers through redevelopment and expansion of the bike/pedestrian system. The MOU adopted by the City in September 2015 includes the Tahoe Valley Area Plan.

- The Governing Board adopted the **Placer County Tahoe Basin Area Plan** on January 25, 2017. The plan covers all 46,162 acres (72.1 square miles) of Placer County, California, located within the Region. The area plan and implementing regulations update and replace six previous TRPA community plans and 57 TRPA plan area statements within the Tahoe Region, as well as County general plans, land use regulations, and development standards and guidelines. The plan contains policies that concentrate development and enhance mobility within the Kings Beach and Tahoe City Town Centers, ensure transit is a viable alternative to automobile travel, and encourage environmentally beneficial redevelopment and restoration of sensitive land. The Governing Board approved a delegation MOU in October 2017 and it went into effect in May 2018.



- The Governing Board adopted the **Meyers Area Plan** on February 21, 2018. This Area Plan includes approximately 669 acres in the Meyers community in El Dorado, California. A delegation MOU that covers the Meyers Area Plan and future Area Plans, as well as the rest of El Dorado County in the Tahoe Region, was adopted by the Governing Board in November 2018.

Based on an annual audit of the previously adopted area plans and implementation of delegated permitting authority, the TRPA Governing Board reviewed and recertified all existing area plans on October 25, 2017, meeting the benchmark of 100 percent area plan recertifications.

Table 11 summarizes the number of public meetings that occurred in 2018 related to the development and update of area plans. Currently, Douglas County, the City of South Lake Tahoe, and Washoe County are preparing new or modified area plans. Public meetings were held in 2018 for the Meyers Area Plan and amendments to the City of South Lake Tahoe’s Tourist Core Area Plan. No meetings were held in 2018 for the Washoe County Area Plan or the Tahoe Douglas Area Plan.

Table 11: Number of public meetings and workshops held in 2018 in support of the development and update of area plans	
Area Plan	Number of Public Meetings/Workshops
Washoe County Area Plan	0
Meyers Area Plan	3
Tahoe Douglas Area Plan	0
Tourist Core Area Plan Amendment	1

PERFORMANCE MEASURE #13

Complete mitigation measures identified in the Regional Plan Update EIS

This measure is related to the mitigation measures called for in the 2012 Regional Plan Update EIS. The mitigation measures address construction best practices for air quality and noise, Region-wide traffic noise reduction, noise policy for mixed-use development, and greenhouse gas emissions reduction. The benchmark for this performance measure is to develop and adopt the mitigation measure identified in the Regional Plan Update EIS.

Performance Measure #13: Summary	2018 Level-1 Benchmark	2018 Level-2 Benchmark
Complete mitigation measures identified in the Regional Plan Update EIS	Met	Met

Mitigation programs for all the specified categories have been developed and the TRPA Governing Board adopted these programs in November 2013.

PERFORMANCE MEASURE #14

Increase rate of redevelopment

An objective of the 2012 Regional Plan is to improve economic vitality through accelerated property improvement and redevelopment associated with environmental improvement. This performance measure tracks the average annual rate of permits issued for rebuild, addition, and remodel projects (Table 12). The level-1 benchmark requires an increase in redevelopment from the 2002 to 2012 baseline. The level-2 benchmark seeks a 10 percent increase in redevelopment from the baseline.

Performance Measure #14: Summary	2018 Level-1 Benchmark	2018 Level-2 Benchmark
Approve more than 108.2 redevelopment permits (level-1) and 119 redevelopment permits (level-2)	Met	Met

* Close to target indicates that the performance measure is within 5% of the benchmark.

TRPA approved 152 redevelopment permits in 2018, including 141 residential permits and 11 commercial permits. The 2013 to 2018 average of 119.5 redevelopment projects exceeds the level-1 and level-2 benchmarks.

Table 12: Annual average of TRPA permits issued for additions/modifications/rebuilds after 2012				
Additions/Modifications/Rebuilds	2018	2013-2018 Average	Level-1 Pre-2012 Baseline Average (2002 – 2012)	Level-2 10% Increase from Level 1
Residential Permits	141	111.8	n/a	n/a
Commercial Permits	11	7.7	n/a	n/a
Total	152	119.5	108	119

Table 13: Summary of regional plan performance measures and indicators with 2018 status								
Category	Performance Measure	Indicator	Level-1 Benchmark	2018 Level-1 Results	2018 Level-1 Status	Level-2 Benchmark	2018 Level-2 Results	2018 Level-2 Status
Regional Land Use Patterns	PM1. Distribution of development for land-use types	Increase the percent of commercial floor area located within centers to more than 63.13% (level-1) and 63.23% (level-2)	63.13%	63.71%	100.9% = Met	63.23%	63.71%	100.8% = Met
		Decrease the percent of commercial floor area in remote areas to less than 26.32% (level-1) and 26.22% (level-2)	26.32%	25.52%	103.1% = Met	26.22%	25.52%	102.7% = Met
		Increase the percent of residential units located within centers to more than 3.84% (level-1) and 4.24% (level-2)	3.84%	3.88%	101.1% = Met	4.24%	3.88%	91.6% = Not Met
		Decrease the percent of residential units in remote areas to less than 67.66% (level-1) and 67.26% (level-2)	67.66%	67.51%	100.2% = Met	67.26%	67.51%	99.6% = Close to Target
		Increase the percent of tourist accommodation units located within centers to more than 83.37% (level-1) and 83.47% (level-2)	83.37%	76.44%	91.7% = Not Met	83.47%	76.44%	91.6% = Not Met
		Decrease the percent of tourist accommodation units in remote areas to less than 10.44% (level-1) and 10.34% (level-2)	10.44%	18.06%	57.8% = Not Met	10.34%	18.06%	57.3% = Not Met
		Increase the value of property improvements within centers to more than 10.94% (level-1) and 11.14% (level-2)	10.94%	11.72%	107.1% = Met	11.14%	11.72%	105.2% = Met
		Decrease the value of property improvements in remote areas to less than 71.38% (level-1) and 71.18% (level-2)	71.38%	66.89%	106.7% = Met	71.18%	66.89%	106.4% = Met
	PM2. Annual average number	Transfer more than zero residential units to centers from SEZs	<0 units	7.7	Met	No Level 2 Benchmark		

	of units transferred to town centers from sensitive and remote land	Transfer more than 414.18 square feet of commercial floor area to centers from SEZs	414.18 sf	0	Not Met	No Level 2 Benchmark
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Table 13: Summary of regional plan performance measures and indicators with 2018 status (continued)							
Regional Land Use Patterns	PM2. Annual average number of units transferred to town centers from sensitive and remote land	Transfer more than 0.36 tourist accommodation units to centers from SEZs	0.36 sf	0 sf	Not Met	No Level 2 Benchmark	
		Transfer more than zero potential residential units* to centers from SEZs	<0	0.5	Met	No Level 2 Benchmark	
		Transfer more than zero residential units to centers from other sensitive lands	<0 units	0 units	Not Met	No Level 2 Benchmark	
		Transfer more than 959.55 square feet of commercial floor area to centers from other sensitive lands	959.55 sf	0 sf	Not Met	No Level 2 Benchmark	
		Transfer more than zero tourist accommodation units to centers from other sensitive lands	<0 units	0 units	Not Met	No Level 2 Benchmark	
		Transfer more than 0.18 potential residential units* to centers from other sensitive lands	0.18	0.3	Met	No Level 2 Benchmark	
		Transfer more than 0.09 residential units to centers from remote areas	0.09 units	0 units	Not Met	No Level 2 Benchmark	
		Transfer more than 470.18 square feet of commercial floor area to centers from remote areas	470.18 sf	0 sf	Not Met	No Level 2 Benchmark	
		Transfer more than zero tourist accommodation units to centers from remote areas	<0 units	0 units	Not Met	No Level 2 Benchmark	
		Transfer more than 0.09 potential residential units* to centers from remote areas	0.09	0.8	Met	No Level 2 Benchmark	
	PM3. Removal rate for existing non-residential units of use	Remove existing tourist units of use from sensitive lands (Develop and fund a program to acquire and retire tourist units of use within 4 years – level 1) (acquire 10 TAUs – level 2)	Develop/fund program	Program developed, not funded	Partially Met	Remove 10 TAUs	Avg. of 13.1 TAUs per removed from SEZs and banked since 2012. None have

							been retired.	
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Table 13: Summary of regional plan performance measures and indicators with 2018 status (continued)								
Regional Land Use Patterns	PM3. Removal rate for existing non-residential units of use	Remove existing commercial floor area from sensitive lands (Develop and fund a program to acquire CFA within 4 years – level 1) (acquire 5,000 sf of CFA – level 2)	Develop/fund program	Program developed, not funded	Partially Met	Remove 5K sf CFA	Avg. of 2,386 sf per year of CFA removed from SEZs and banked since 2012. None has been retired.	Not Met
	PM4. Housing availability for residents and workers	Average annual rate of multi-residential bonus unit utilization 20.23 units per year (level-1) and 21.24 units per year (level-2)	20.23 units/year	1.7 unit/year	8.2% = Not Met	21.24 units/year	1.7 unit/year	7.8% = Not Met
Travel Behavior	PM5. Percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian)	Increase percentage of trips by non-auto modes (transit, bicycle, pedestrian) above 19.07% (level-1) and above 19.32% (level-2)	19.07%	19.40%	101.7% = Met	19.32%	19.40%	100.4% = Met
	PM6. Automobile vehicle miles traveled per capita (excluding through trips)	Decrease per-capita VMT below baseline average of 33.7 miles per day (level-1) and 33.4 miles per day (level-2)	33.7 miles/day	Not Evaluated	Last Evaluation: 100.5% = Met	33.4 miles/day	Not Evaluated	Last Evaluation: 99.6% = Close to target
	PM7. Construction of pedestrian and bicycle improvements	Construction of pedestrian and bicycle improvements: 4.15 miles per year (level-1) and 9 miles per year (level-2)	4.15 miles/year	4.9 miles/year	113% = Met	9 miles/year	4.9 miles/year	52.1% = Not Met
Environmental Restoration	PM8. Coverage removal from Stream Environment	Increase the amount of coverage removed and transferred from SEZs to more than 0.14 acres/year (level-1) and 0.17 acres/year (level-2)	0.14 acres/year	0.4 acres/year	285% = Met	0.17 acres/year	0.11 acres/year	234% = Met

	Zones and other sensitive lands (privately-funded)	Increase the coverage removed and transferred from other sensitive areas to more than 0.17 acres/year (level-1) and 0.2 acres/year (level-2)	0.17 acres/year	0.046 acres/year	32.7% = Not Met	0.2 acres/year	0.046 acres/year	26.9% = Not Met
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Table 13: Summary of regional plan performance measures and indicators with 2018 status (continued)								
Environmental Restoration	PM8. Coverage removal from Stream Environment Zones and other sensitive lands (privately-funded)	Increase the collection of excess coverage mitigation fees: more than \$693,738/year (level-1) and \$728,425/year (level-2)	\$693,738 /year	\$712,920 /year	102.8% = Met	\$728,425 /year	\$712,920 /year	97.9% = Close to Target
	PM9. Issuance of best management practices (BMP) certificates in conjunction with property improvements and area-wide BMP installations	Increase the rate of BMP Certificates issued in conjunction with property improvements: issue BMP certificates to 1% of outstanding properties through permitting (level-1) and 1.25% (level-2)	1.0%	1.07%	107% = Met	1.25%	1.07%	85.6% = Not Met
	PM10. Lake Tahoe Total Maximum Daily Load (TMDL) performance benchmarks	Completion of required TMDL load reductions as established by State TMDL programs	Achieve Reductions	Achieved Reductions	Met	No Level 2 Benchmark		
	PM11. Scenic improvement rate on urban roadways	Accelerate scenic improvement on urban roadways by increasing annual scenic scores for urban roadway units by 1.45 points/year (level-1) and 1.74 points/year (level-2)	1.45	1.25	86.2% = Not Met	1.74	1.25	71.8% = Not Met
Effective Regional Plan Implementation	PM12. Prepare and maintain area plans in conformance with the 2012 Regional Plan	Include 20% of private land in new area plans (level-1 and -2)	20%	24%	120% = Met	No Level 2 Benchmark		
		100% recertification rate for area plans (level-1 and -2)	100%	100%	100% = Met	No Level 2 Benchmark		

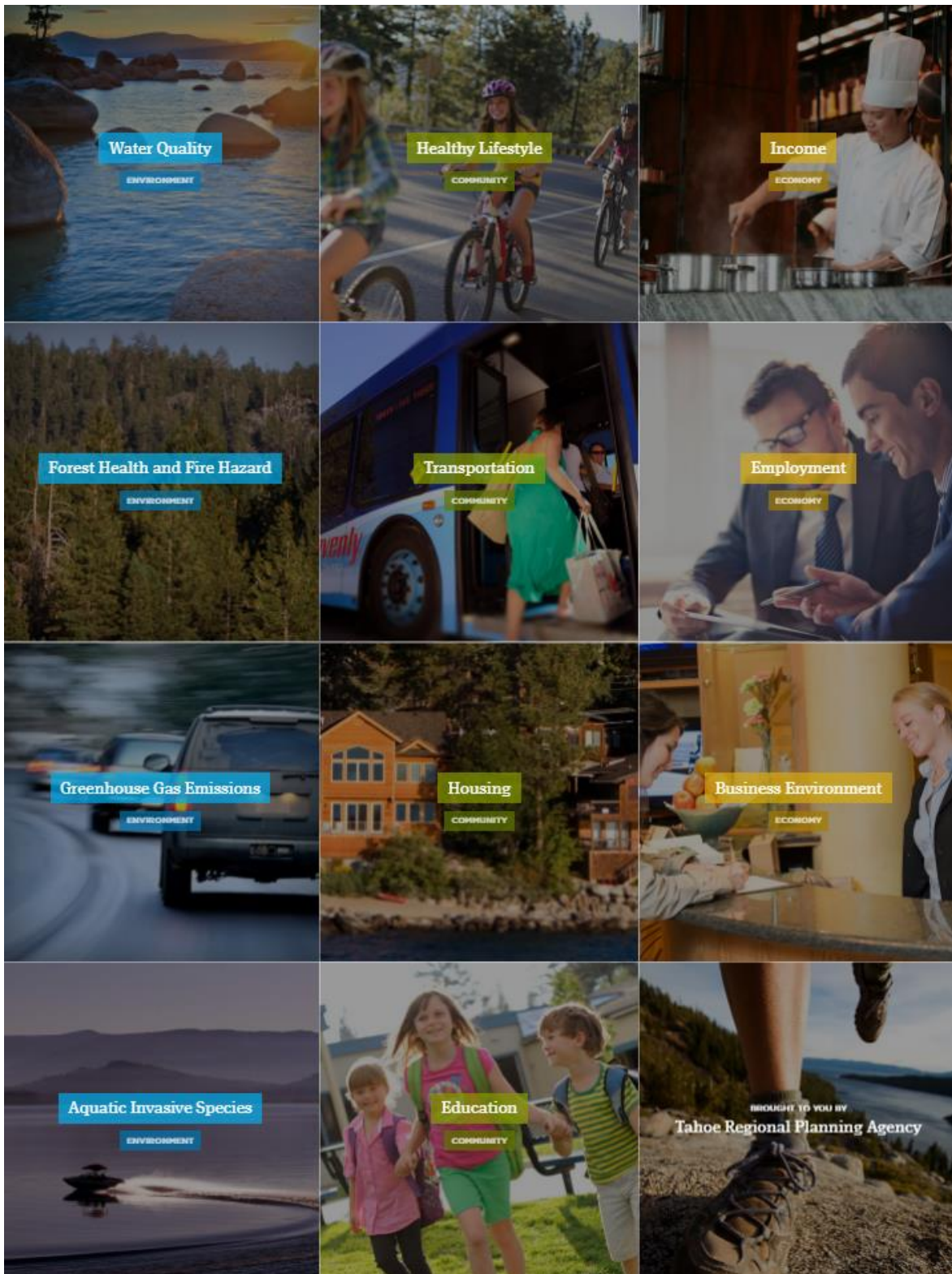
Table 13: Summary of regional plan performance measures and indicators with 2018 status (continued)								
Effective Regional Plan Implementation	PM12. Prepare and maintain area plans in conformance with the 2012 Regional Plan	At least two public meetings for each area plan under development (level-1 and -2)	2	1	25% = Partially Met	No Level 2 Benchmark		
	PM13. Complete mitigation measures identified in the Regional Plan Update environmental impact statement	Complete mitigation measures identified in the Regional Plan Update EIS	Complete Measures	Completed Measures	Met	No Level 2 Benchmark		
Economic Vitality	PM14. Rate of redevelopment	Approve more than 108.2 redevelopment permits (level-1) and 119 redevelopment permits (level-2)	108.2	152	141% = Met	119	119.5	110% = Met

Note: Close to target indicates that the performance measure is within 5% of the benchmark.

Attachment 2:

2018 Sustainability Indicators Report

2018 SUSTAINABILITY INDICATORS REPORT



Prepared by:



Select Photos by Novus Select

February 2019

Sustainability Dashboard Categories

Water Quality
Forest Health
Greenhouse Gas Emissions
Aquatic Invasive Species
Income
Business Environment
Employment
Housing
Transportation
Healthy Lifestyle

In 2013, the Lake Tahoe Sustainable Communities Program partners and community stakeholders selected a suite of indicators representative of the Lake Tahoe Region’s economic, environmental, and community health. In 2014, this subset of indicators were incorporated into a dashboard that provides ready public access to an overview of the Lake Tahoe Region’s economic, environmental, and community health.

The Sustainability Dashboard reports on 28 selected indicators of sustainability and is organized by 11 key categories of importance for the Lake Tahoe Region. Each dashboard category provides information on indicator status, ongoing efforts and projects, and suggestions on how individuals can get involved.

The Sustainability Dashboard is not meant to be a complete inventory of all metrics and indicators in the Region – the goal of the dashboard is to make easily accessible the big picture about

the condition of the Region’s economy, community, and environment. The Sustainability Dashboard is also not static; as new information becomes available or new priorities are identified, its indicators may also change. The Sustainability Dashboard is updated annually and can be found at <https://sustainability.laketahoeinfo.org/>. This report provides the most recent data for the 28 sustainability indicators.

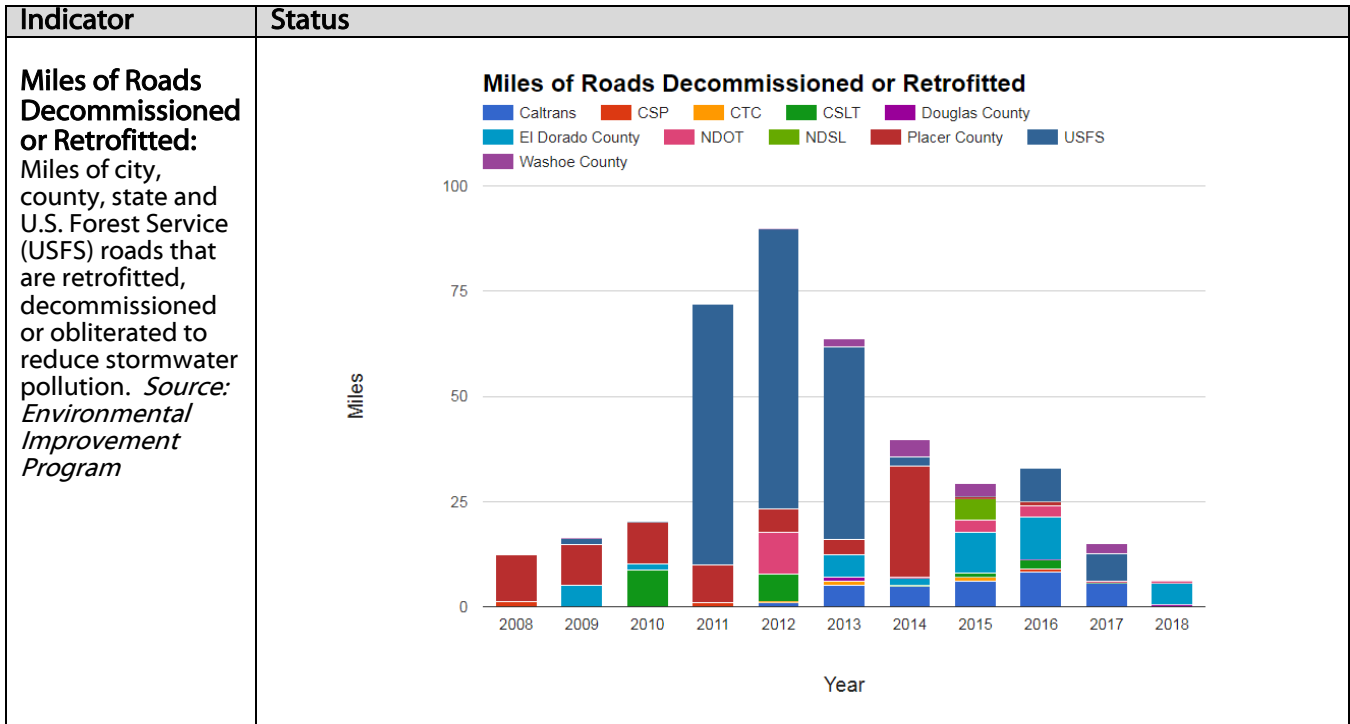


ENVIRONMENT

WATER QUALITY

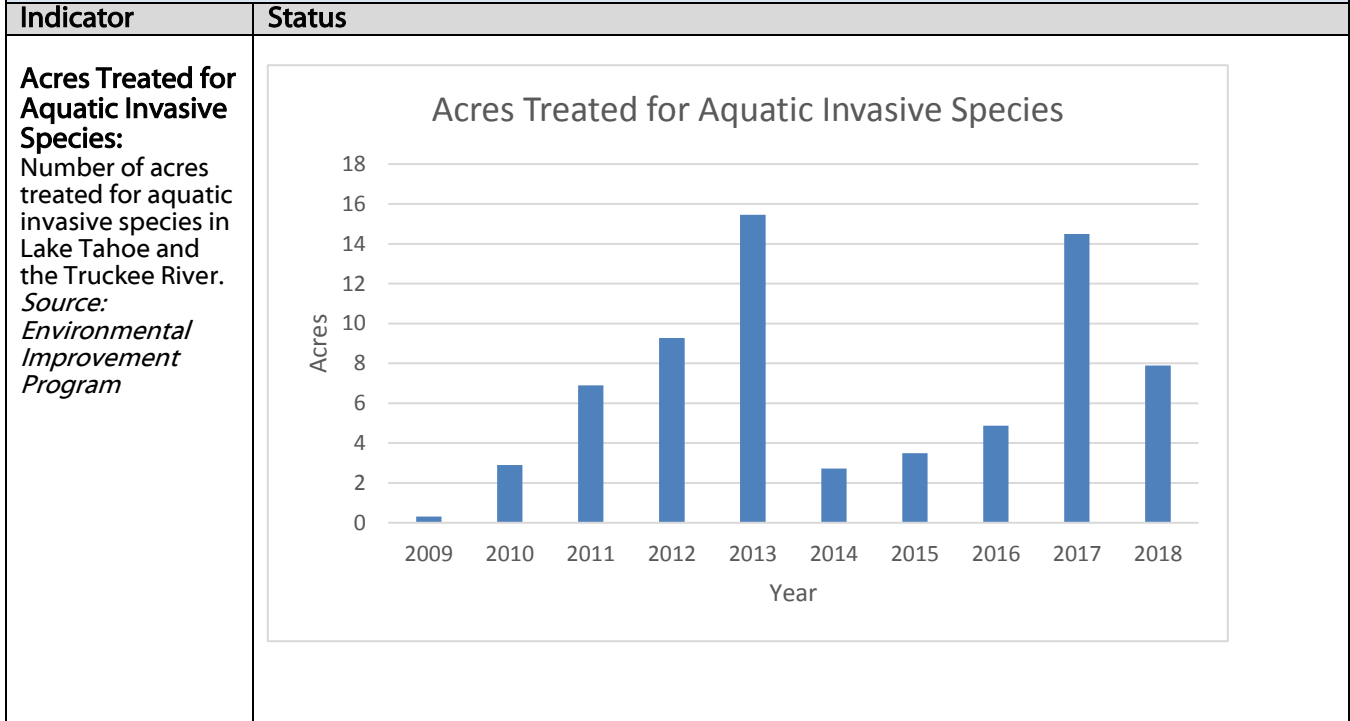
Lake Tahoe’s clarity has historically been the bellwether indicator for water quality – and the health of the entire ecosystem. Stormwater runoff from roads and dense urban areas, vehicle exhaust, altered wetlands and streams, and inadequate stormwater pollution control has significantly impacted Lake Tahoe’s famous clarity and the health of its watersheds. Many of these impacts occurred decades ago. Watershed restoration, air pollution controls, and aggressively implementing proper stormwater controls and best management practices are essential to restore the lake’s clarity and the basin’s wetlands and wildlife. Fine sediment loads entering Lake Tahoe are the primary cause of the lake’s clarity loss, thus efforts to slow clarity loss are focused on fine sediment load reductions. Stormwater runoff from paved and unpaved roads in the Lake Tahoe Basin is responsible for contributing about two-thirds of total fine sediment pollution to Lake Tahoe. Reduced stormwater volumes result in less demand on public stormwater treatment systems and fewer fine sediment particles and other nutrients being delivered to Lake Tahoe. When fewer nutrients are available in the waters of Lake Tahoe, less algae can grow and clarity loss is reduced.

Indicator	Status
<p>Tahoe Deep Water Clarity: Annual average depth of clarity in Lake Tahoe, as measured with a Secchi disk. <i>Source: Tahoe Environmental Research Center</i></p>	<p style="text-align: center;">Average Secchi Disk Transparency</p> <p>● Annual Average — 5-Year Average - - - Trend</p>
<p>Parcels with Stormwater Retrofits: Number of developed parcels in the Lake Tahoe Basin that are retrofitted with best management practices (BMPs). <i>Source: Environmental Improvement Program</i></p>	<p style="text-align: center;">Parcels with Stormwater BMPs</p> <p>■ Residential - Single Family Dwelling ■ Residential - Multi-Family Dwelling ■ Commercial ■ Unknown</p>



INVASIVE SPECIES

Aquatic invasive species degrade the biological integrity of aquatic ecosystems and impact nearshore clarity by altering the chemical, physical, and biological habitat features of waterbodies, outcompeting native species and increasing algae growth. Aquatic invasive species can also degrade recreational assets and reduce property values which would have significant impacts on the local economy and community.



Indicator	Status																																	
<p>Watercraft Inspections: Total annual number of pre-launch watercraft inspections completed. <i>Source: Environmental Improvement Program</i></p>	<p style="text-align: center;">Watercraft Inspections for Invasive Species</p> <table border="1"> <caption>Watercraft Inspections for Invasive Species (Estimated Data)</caption> <thead> <tr> <th>Year</th> <th>No Decontamination Necessary</th> <th>Watercraft Decontaminated</th> </tr> </thead> <tbody> <tr><td>2009</td><td>3,500</td><td>4,000</td></tr> <tr><td>2010</td><td>7,000</td><td>1,500</td></tr> <tr><td>2011</td><td>3,500</td><td>4,500</td></tr> <tr><td>2012</td><td>3,800</td><td>3,500</td></tr> <tr><td>2013</td><td>4,200</td><td>4,000</td></tr> <tr><td>2014</td><td>3,500</td><td>3,500</td></tr> <tr><td>2015</td><td>4,000</td><td>3,500</td></tr> <tr><td>2016</td><td>5,200</td><td>2,800</td></tr> <tr><td>2017</td><td>4,000</td><td>4,500</td></tr> <tr><td>2018</td><td>4,500</td><td>4,500</td></tr> </tbody> </table>	Year	No Decontamination Necessary	Watercraft Decontaminated	2009	3,500	4,000	2010	7,000	1,500	2011	3,500	4,500	2012	3,800	3,500	2013	4,200	4,000	2014	3,500	3,500	2015	4,000	3,500	2016	5,200	2,800	2017	4,000	4,500	2018	4,500	4,500
Year	No Decontamination Necessary	Watercraft Decontaminated																																
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GREENHOUSE GAS EMISSIONS

The Greenhouse Gas Emissions Inventory measures the estimated greenhouse gas (GHG) emissions generated by human-driven sources in the Lake Tahoe Region historically, as well as the projected GHG emissions generated in the future based on population and activity assumptions, and legislation and regulations currently in place. The Lake Tahoe Region’s Sustainability Action Plan calls for a 15 percent reduction in GHG emissions by 2020.

Indicator	Status										
<p>GHG Emissions: Estimated historic GHG emissions generated by human-driven sources in the Lake Tahoe Region. <i>Source: A Regional Greenhouse Gas Inventory for the Lake Tahoe Basin.</i></p>	<p style="text-align: center;">Baseline Region-Wide Greenhouse Gas Emissions</p> <table border="1"> <caption>Baseline Region-Wide Greenhouse Gas Emissions (Estimated Data)</caption> <thead> <tr> <th>Year</th> <th>Total Emissions (Millions)</th> </tr> </thead> <tbody> <tr><td>2005 Estimate</td><td>~1,300,000</td></tr> <tr><td>2010 Estimate</td><td>~1,400,000</td></tr> <tr><td>2020 Projected</td><td>~1,100,000</td></tr> <tr><td>2035 Projected</td><td>~1,200,000</td></tr> </tbody> </table>	Year	Total Emissions (Millions)	2005 Estimate	~1,300,000	2010 Estimate	~1,400,000	2020 Projected	~1,100,000	2035 Projected	~1,200,000
Year	Total Emissions (Millions)										
2005 Estimate	~1,300,000										
2010 Estimate	~1,400,000										
2020 Projected	~1,100,000										
2035 Projected	~1,200,000										

Indicator	Status
<p>Vehicle Miles Traveled Estimated average annual daily vehicle miles traveled (VMT) on roadways in the Lake Tahoe Region. <i>Source: Tahoe Metropolitan Planning Organization.</i></p>	
<p>Natural Gas Consumption: Total therms of natural gas consumption from residential, commercial and industrial buildings in the Lake Tahoe Region. <i>Source: Southwest Gas</i></p>	

FOREST HEALTH

In Tahoe, the buildup of forest fuels in addition to changes in climate have increased the likelihood of uncharacteristic, catastrophic wildfires that pose a serious risk to public safety, private property, and forest ecosystems. Vegetation management projects have been implemented throughout the Lake Tahoe Region forests to reduce the amount of forest fuels that could lead to large-scale fires. Improving forest ecosystem health and reducing hazardous fuels (wildfire risk) requires fuels reduction/forest health treatments in the defense zone and threat zone of the wildland urban interface. Treatments are prioritized to reduce fuel conditions that could support high-intensity wildfires in and near communities.

Indicator	Status
<p>Flame Length: Percentage of the wildland urban interface in the Lake Tahoe Region that is estimated and projected to have flame lengths that are within the desired condition of less than four feet. <i>Source: Lake Tahoe Basin Management Unit, U.S. Forest Service</i></p>	<p><i>Flame lengths in Tahoe are projected to increase by 2020.</i></p>
<p>Acres of Forest Fuels Reduction Treatment: This indicator measures the number of acres of treatment performed in the Lake Tahoe Region to reduce hazardous fuels. <i>Source: Environmental Improvement Program.¹</i></p>	

¹ Final 2018 fuels reduction numbers were not available at the time this report was published.

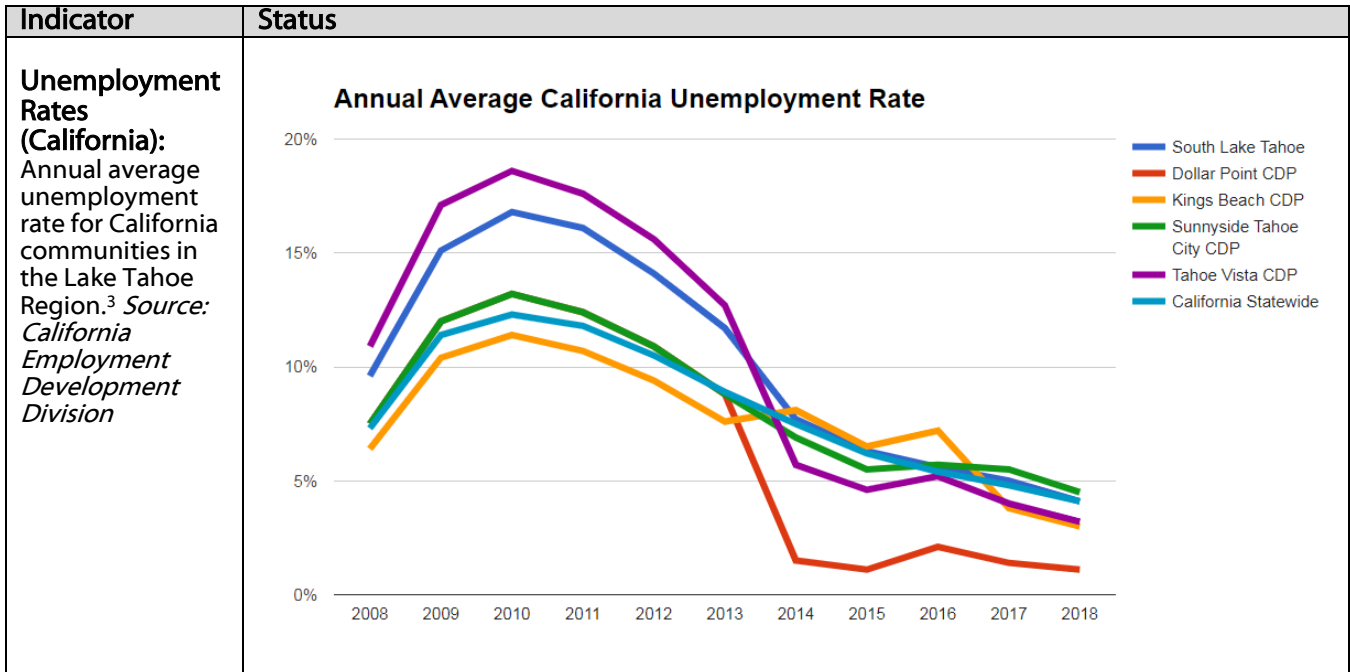
Indicator	Status																																				
<p>Acres of Stream Environment Zones (SEZs) Restored or Enhanced: This indicator measures acres of stream environment zones in the Lake Tahoe Region that have been restored or enhanced to regain natural or historic function and values. <i>Source: Environmental Improvement Program.</i></p>	<p>Acres of SEZ Restored or Enhanced</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Enhanced (Acres)</th> <th>Restored (Acres)</th> </tr> </thead> <tbody> <tr><td>2007</td><td>0</td><td>5</td></tr> <tr><td>2009</td><td>2</td><td>1</td></tr> <tr><td>2010</td><td>2</td><td>0</td></tr> <tr><td>2011</td><td>0</td><td>5</td></tr> <tr><td>2012</td><td>10</td><td>130</td></tr> <tr><td>2013</td><td>0</td><td>1</td></tr> <tr><td>2014</td><td>0</td><td>30</td></tr> <tr><td>2015</td><td>35</td><td>5</td></tr> <tr><td>2016</td><td>25</td><td>135</td></tr> <tr><td>2017</td><td>20</td><td>5</td></tr> <tr><td>2018</td><td>10</td><td>0</td></tr> </tbody> </table>	Year	Enhanced (Acres)	Restored (Acres)	2007	0	5	2009	2	1	2010	2	0	2011	0	5	2012	10	130	2013	0	1	2014	0	30	2015	35	5	2016	25	135	2017	20	5	2018	10	0
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ECONOMY

EMPLOYMENT
 Employment numbers can be compared to population, age distribution, and per capita income to indicate how job increases and losses are affecting the region’s residents, the economic health of a community, and the overall quality of life of community residents.

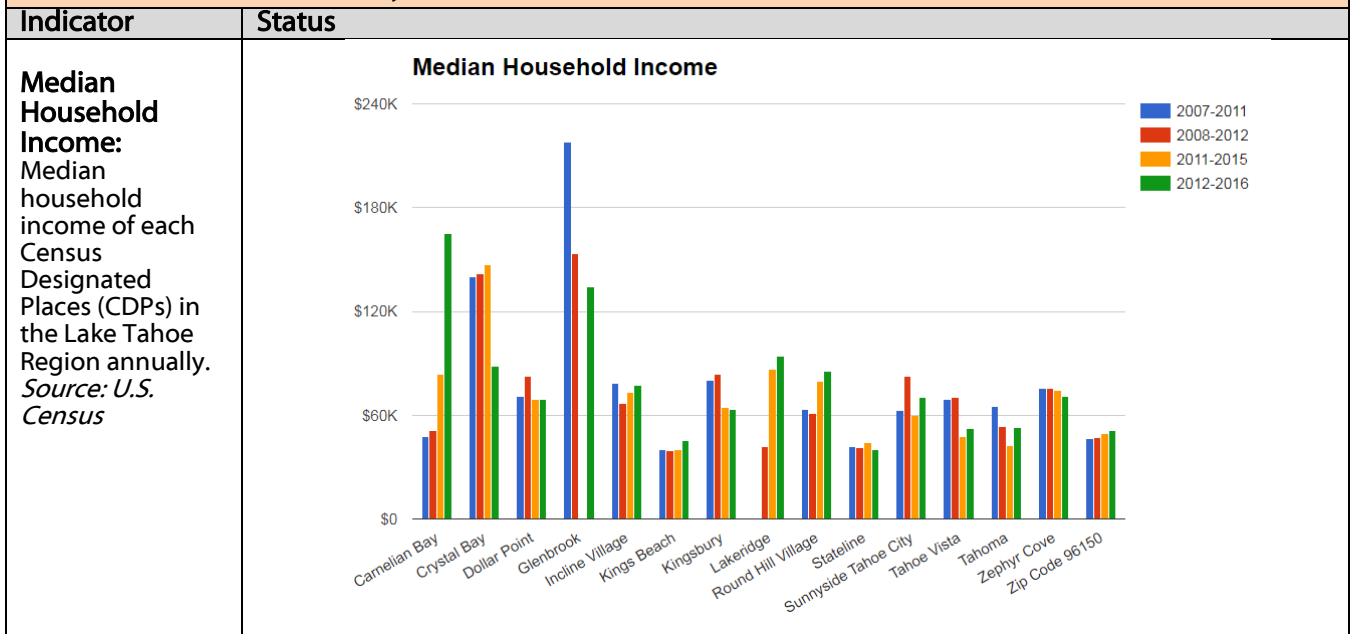
Indicator	Status																																																																								
<p>Employment (California): Annual average employment numbers for several California communities in the Lake Tahoe Region.² <i>Source: California Employment Development Division</i></p>	<p>Annual Average California Employment Numbers</p> <table border="1"> <thead> <tr> <th>Year</th> <th>South Lake Tahoe</th> <th>Dollar Point CDP</th> <th>Kings Beach CDP</th> <th>Sunnyside Tahoe City CDP</th> <th>Tahoe Vista CDP</th> </tr> </thead> <tbody> <tr><td>2008</td><td>14K</td><td>1K</td><td>2.5K</td><td>1.5K</td><td>1.2K</td></tr> <tr><td>2009</td><td>13.5K</td><td>1K</td><td>2.5K</td><td>1.5K</td><td>1.2K</td></tr> <tr><td>2010</td><td>13.2K</td><td>1K</td><td>2.5K</td><td>1.5K</td><td>1.2K</td></tr> <tr><td>2011</td><td>13.2K</td><td>1K</td><td>2.5K</td><td>1.5K</td><td>1.2K</td></tr> <tr><td>2012</td><td>13.5K</td><td>1K</td><td>2.5K</td><td>1.5K</td><td>1.2K</td></tr> <tr><td>2013</td><td>13.5K</td><td>1K</td><td>2.5K</td><td>1.5K</td><td>1.2K</td></tr> <tr><td>2014</td><td>10.5K</td><td>0.5K</td><td>2.2K</td><td>1.2K</td><td>1K</td></tr> <tr><td>2015</td><td>10.8K</td><td>0.5K</td><td>2.2K</td><td>1.2K</td><td>1K</td></tr> <tr><td>2016</td><td>11.2K</td><td>0.5K</td><td>2.2K</td><td>1.2K</td><td>1K</td></tr> <tr><td>2017</td><td>11.5K</td><td>0.5K</td><td>2.2K</td><td>1.2K</td><td>1K</td></tr> <tr><td>2018</td><td>11.2K</td><td>0.5K</td><td>2.2K</td><td>1.2K</td><td>1K</td></tr> </tbody> </table>	Year	South Lake Tahoe	Dollar Point CDP	Kings Beach CDP	Sunnyside Tahoe City CDP	Tahoe Vista CDP	2008	14K	1K	2.5K	1.5K	1.2K	2009	13.5K	1K	2.5K	1.5K	1.2K	2010	13.2K	1K	2.5K	1.5K	1.2K	2011	13.2K	1K	2.5K	1.5K	1.2K	2012	13.5K	1K	2.5K	1.5K	1.2K	2013	13.5K	1K	2.5K	1.5K	1.2K	2014	10.5K	0.5K	2.2K	1.2K	1K	2015	10.8K	0.5K	2.2K	1.2K	1K	2016	11.2K	0.5K	2.2K	1.2K	1K	2017	11.5K	0.5K	2.2K	1.2K	1K	2018	11.2K	0.5K	2.2K	1.2K	1K
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² Annual employment numbers are not available for communities in the Nevada portion of Tahoe or residents in the California portion of the Lake Tahoe Region who live outside of defined Census Designated Place (CDP). However, the portion of the total population of the Lake Tahoe Region who reside within defined CDPs in the California portion of the Lake Tahoe Region is roughly 70 percent, so this indicator is a good proxy for employment numbers for the entire Lake Tahoe Region.



INCOME

Income is an important gauge of the standard of living and wealth distribution of communities in the Lake Tahoe Region. An increase in income for a community creates opportunities for its residents, ranging from educational attainment to community participation. Increases in average income are likely to increase environmental stewardship through increased philanthropic spending. Reporting the income for Tahoe communities provides both a comparison of economic health in different communities in the Lake Tahoe Region and an understanding of the trend within each community over time.



³ Annual unemployment rates are not available for communities in the Nevada portion of the region or residents in the California portion of the region who live outside of defined Census Designated Place (CDP). However, the portion of the total population of the Lake Tahoe Region who reside within defined CDPs in the California portion of Tahoe is roughly 70 percent so this indicator is a good proxy for employment numbers for the entire region.

Indicator	Status																																																																						
<p>Subsidized School Lunches Eligibility: This indicator measures the percentage of students eligible for free and reduced priced meals through the National School Lunch Program in Lake Tahoe Region public schools. <i>Sources:</i> <i>California Department of Education, Nevada Department of Agriculture</i></p>	<p>Annual Percent of Students Eligible for Subsidized School Lunch Program</p> <table border="1"> <caption>Estimated Annual Percent of Students Eligible for Subsidized School Lunch Program</caption> <thead> <tr> <th>Year</th> <th>Lake Tahoe School District</th> <th>Tahoe-Truckee Unified School District</th> <th>Douglas Co. School District</th> <th>Washoe Co. School District</th> </tr> </thead> <tbody> <tr><td>2006</td><td>53%</td><td>35%</td><td>25%</td><td>18%</td></tr> <tr><td>2007</td><td>51%</td><td>40%</td><td>18%</td><td>22%</td></tr> <tr><td>2008</td><td>52%</td><td>32%</td><td>19%</td><td>19%</td></tr> <tr><td>2009</td><td>57%</td><td>48%</td><td>30%</td><td>28%</td></tr> <tr><td>2010</td><td>59%</td><td>46%</td><td>28%</td><td>24%</td></tr> <tr><td>2011</td><td>65%</td><td>51%</td><td>37%</td><td>23%</td></tr> <tr><td>2012</td><td>61%</td><td>45%</td><td>35%</td><td>26%</td></tr> <tr><td>2013</td><td>60%</td><td>47%</td><td>35%</td><td>26%</td></tr> <tr><td>2014</td><td>60%</td><td>44%</td><td>37%</td><td>28%</td></tr> <tr><td>2015</td><td>59%</td><td>46%</td><td>30%</td><td>26%</td></tr> <tr><td>2016</td><td>45%</td><td>30%</td><td>30%</td><td>28%</td></tr> <tr><td>2017</td><td>61%</td><td>36%</td><td>28%</td><td>28%</td></tr> <tr><td>2018</td><td>65%</td><td>39%</td><td>27%</td><td>30%</td></tr> </tbody> </table>	Year	Lake Tahoe School District	Tahoe-Truckee Unified School District	Douglas Co. School District	Washoe Co. School District	2006	53%	35%	25%	18%	2007	51%	40%	18%	22%	2008	52%	32%	19%	19%	2009	57%	48%	30%	28%	2010	59%	46%	28%	24%	2011	65%	51%	37%	23%	2012	61%	45%	35%	26%	2013	60%	47%	35%	26%	2014	60%	44%	37%	28%	2015	59%	46%	30%	26%	2016	45%	30%	30%	28%	2017	61%	36%	28%	28%	2018	65%	39%	27%	30%
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<p>Lake Tahoe Community College (LTCC) Courses Offered: This indicator measures the annual total number of credit and non-credit courses offered at LTCC.⁴ <i>Source:</i> <i>California Community College Chancellor's Office</i></p>	<p>Number of Courses Offered at LTCC</p> <table border="1"> <caption>Estimated Number of Courses Offered at LTCC</caption> <thead> <tr> <th>Year</th> <th>Credit Courses</th> <th>Non-Credit Courses</th> <th>Total</th> </tr> </thead> <tbody> <tr><td>2008-2009</td><td>1650</td><td>50</td><td>1700</td></tr> <tr><td>2009-2010</td><td>1250</td><td>50</td><td>1300</td></tr> <tr><td>2010-2011</td><td>1200</td><td>50</td><td>1250</td></tr> <tr><td>2011-2012</td><td>1250</td><td>50</td><td>1300</td></tr> <tr><td>2012-2013</td><td>900</td><td>50</td><td>950</td></tr> <tr><td>2013-2014</td><td>1050</td><td>50</td><td>1100</td></tr> <tr><td>2014-2015</td><td>1050</td><td>50</td><td>1100</td></tr> <tr><td>2015-2016</td><td>1250</td><td>50</td><td>1300</td></tr> <tr><td>2016-2017</td><td>1050</td><td>50</td><td>1100</td></tr> <tr><td>2017-2018</td><td>950</td><td>50</td><td>1000</td></tr> </tbody> </table>	Year	Credit Courses	Non-Credit Courses	Total	2008-2009	1650	50	1700	2009-2010	1250	50	1300	2010-2011	1200	50	1250	2011-2012	1250	50	1300	2012-2013	900	50	950	2013-2014	1050	50	1100	2014-2015	1050	50	1100	2015-2016	1250	50	1300	2016-2017	1050	50	1100	2017-2018	950	50	1000																										
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⁴ Credit courses are courses offered at LTCC that have an associated credit amount that can be used to advance towards a degree or can be transferred as credits to another college or university. Non-credit courses are courses offered by LTCC that have no credit associated with it.

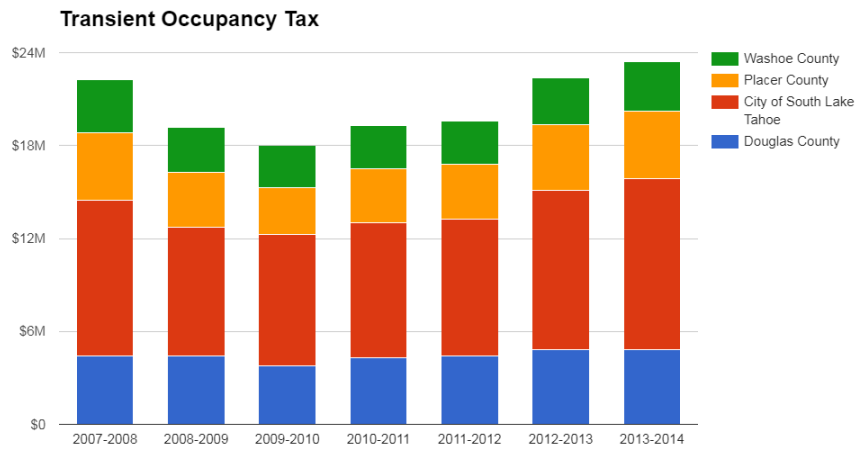
BUSINESS ENVIRONMENT

The business environment within a community influences the financial health and employment opportunities of its residents, as well as the character of the community. Tourism is the primary economic driver in the Lake Tahoe Region, roughly 40 percent of the overall economy in the region. Increasing industry diversification will increase the resilience of the local economy to macroeconomic trends, reducing the impacts of a recession and increasing the region’s ability to capitalize on a range of opportunities during periods of economic growth.

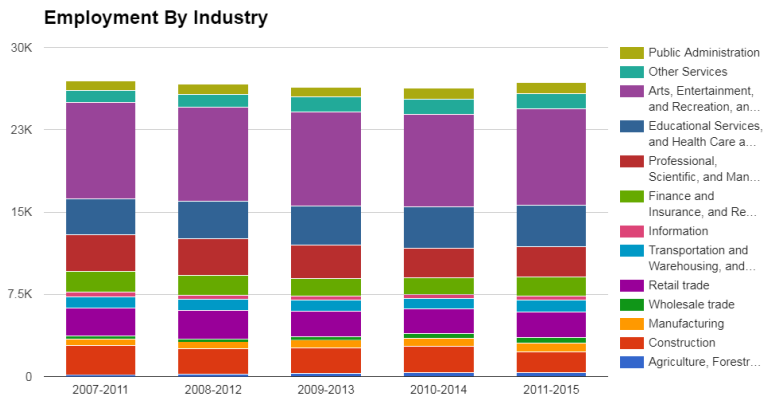
Concentrating development reduces the travel time and cost for residents and tourists to access retail facilities, facilitates additional visits to retail facilities and reduces public sector investments in infrastructure outside of the urban areas. These changes cause the concentrated areas of development to become economic hubs that generate higher private sector revenues, become community gathering areas, and cause the public sector to increase infrastructure investments (e.g. walking paths, parks) in concentrated development areas.

Indicator	Status
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Transient Occupancy Tax:
Total annual transient occupancy tax revenues collected from overnight lodging facilities in the Lake Tahoe Region.
Source: Local jurisdictions and visitor authorities.



Employment by Industry:
Number of employees per industry in the Lake Tahoe Region.
Source: U.S. Census



Indicator	Status																																																															
<p>Distribution of Development: Percentage of residential units, commercial floor area (CFA), and tourist accommodation units (TAUs) located within defined centers in the Lake Tahoe Region.⁵ <i>Source: Tahoe Regional Planning Agency.</i></p>	<p>Percent of Residential Development in Centers</p> <table border="1"> <thead> <tr> <th>Year</th> <th>General (%)</th> <th>2016 RPU Targets (%)</th> </tr> </thead> <tbody> <tr> <td>2012</td> <td>~3.8</td> <td>~7.5</td> </tr> <tr> <td>2014</td> <td>~3.8</td> <td>~7.5</td> </tr> <tr> <td>2015</td> <td>~3.8</td> <td>~7.5</td> </tr> <tr> <td>2016</td> <td>~3.9</td> <td>~7.5</td> </tr> <tr> <td>2017</td> <td>~3.8</td> <td>~7.5</td> </tr> <tr> <td>2018</td> <td>~3.8</td> <td>~7.5</td> </tr> </tbody> </table> <p>Percent of Commercial Development in Centers</p> <table border="1"> <thead> <tr> <th>Year</th> <th>General (%)</th> <th>2016 RPU Targets (%)</th> </tr> </thead> <tbody> <tr> <td>2012</td> <td>~62</td> <td>~65</td> </tr> <tr> <td>2014</td> <td>~62</td> <td>~65</td> </tr> <tr> <td>2015</td> <td>~62</td> <td>~65</td> </tr> <tr> <td>2016</td> <td>~62</td> <td>~65</td> </tr> <tr> <td>2017</td> <td>~62</td> <td>~65</td> </tr> <tr> <td>2018</td> <td>~62</td> <td>~65</td> </tr> </tbody> </table> <p>Percent of Tourist Units in Centers</p> <table border="1"> <thead> <tr> <th>Year</th> <th>General (%)</th> <th>2016 RPU Targets (%)</th> </tr> </thead> <tbody> <tr> <td>2012</td> <td>~82</td> <td>~85</td> </tr> <tr> <td>2014</td> <td>~82</td> <td>~85</td> </tr> <tr> <td>2015</td> <td>~82</td> <td>~85</td> </tr> <tr> <td>2016</td> <td>~82</td> <td>~85</td> </tr> <tr> <td>2017</td> <td>~75</td> <td>~85</td> </tr> <tr> <td>2018</td> <td>~75</td> <td>~85</td> </tr> </tbody> </table>	Year	General (%)	2016 RPU Targets (%)	2012	~3.8	~7.5	2014	~3.8	~7.5	2015	~3.8	~7.5	2016	~3.9	~7.5	2017	~3.8	~7.5	2018	~3.8	~7.5	Year	General (%)	2016 RPU Targets (%)	2012	~62	~65	2014	~62	~65	2015	~62	~65	2016	~62	~65	2017	~62	~65	2018	~62	~65	Year	General (%)	2016 RPU Targets (%)	2012	~82	~85	2014	~82	~85	2015	~82	~85	2016	~82	~85	2017	~75	~85	2018	~75	~85
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⁵ The Tahoe Regional Planning Agency’s Regional Plan defines specific boundaries for these existing centers, generally including all concentrated areas of development and properties within ¼ mile of existing commercial and public services land uses.

COMMUNITY

HOUSING

A lack of affordable housing limits the ability of people to live close to work and can reduce the availability of qualified workers for local businesses. In response to high housing prices, local workers may be forced to choose between living outside the region and facing long commutes or paying more for housing than they can for housing. Commuting to and from the Lake Tahoe Region also increases greenhouse gas emissions and impacts quality of life.

Indicator	Status
<p>Second Home Ownership: Percentage of housing units in the Lake Tahoe Region in seasonal, recreational or occupational use.⁶ <i>Source: U.S. Census</i></p>	<p>Percent of Housing Units in Seasonal, Recreational, or Occasional Use</p>
Indicator	Status
<p>Median House Prices: Annual median house price of houses sold in the Lake Tahoe Region. <i>Source: Realtor Associations and Individual Realtors.</i></p>	<p>Median House Prices</p>

⁶ The US Census Bureau defines these units as vacant units used or intended for use only in certain seasons or for weekends or other occasional use throughout the year. Seasonal units include those used for summer or winter sports or recreation, such as beach cottages and hunting cabins. Interval ownership units, sometimes called shared-ownership or time-sharing condominiums, also are included.

TRANSPORTATION

Transportation policies and programs in the Lake Tahoe Region aim to provide a successful multi-modal transportation system that appeals to users, supports mobility needs, and decreases dependency on the private automobile. A well-functioning public transit system is one of the primary tools for changing travel mode share in the Lake Tahoe Region to be less dependent on automobile travel. Transit ridership is regularly monitored in the Lake Tahoe Region because it allows transportation planners the ability to assess how and to what extent public transportation systems are being utilized and enables prioritization for the allocation of transportation resources. Pedestrian and bicycle routes and paths provide options for increased personal mobility and decreased dependence on automobiles, both for everyday travel needs as well as recreational use. This reduces air and water pollution, increases community health and cultivates additional economic activity.

Indicator	Status
<p>Travel Mode Share: Percentage of travelers in the Lake Tahoe Region that drive in a car/truck/van, use public transit, ride a bike, walk, or use another form of Transportation.⁷ <i>Source: Tahoe Metropolitan Planning Organization.</i></p>	<p>Travel Mode Share</p>
<p>Transit Ridership: Total annual transit ridership for the two most utilized public transportation systems serving Tahoe communities.⁸ <i>Source: Tahoe Metropolitan Planning Organization.</i></p>	<p>Annual Transit Ridership</p>

⁷ This indicator is based on surveys conducted by the Tahoe Metropolitan Planning Organization (TMPO) in winter and summer seasons every two years.

⁸ The first is the Tahoe Area Regional Transit (TART) system, which primarily serves North Lake Tahoe communities, and connects North Lake Tahoe users with the Truckee Train and Intermodal Depot. The second is BlueGo, which primarily serves Tahoe South Shore communities, and connects South Shore residents with Carson City and the Carson Valley in Douglas County. Transit Ridership is defined as the number of user trips of the transit system, including paid and complimentary trips, whether they are on a fixed route or demand-response.

Indicator	Status																																								
<p>Miles of Pedestrian & Bicycle Routes Improved or Constructed: Miles of bicycle paths, sidewalks and other transit routes improved or constructed in the Lake Tahoe Region each year. <i>Source: Environmental Improvement Program</i></p>	<table border="1"> <caption>Miles of Pedestrian and Bicycle Routes Improved or Constructed</caption> <thead> <tr> <th>Year</th> <th>Constructed (Miles)</th> <th>Improved (Miles)</th> <th>Total (Miles)</th> </tr> </thead> <tbody> <tr><td>2009</td><td>1.5</td><td>0</td><td>1.5</td></tr> <tr><td>2010</td><td>3.5</td><td>15.5</td><td>19.0</td></tr> <tr><td>2012</td><td>4.0</td><td>2.5</td><td>6.5</td></tr> <tr><td>2013</td><td>3.5</td><td>3.0</td><td>6.5</td></tr> <tr><td>2014</td><td>6.0</td><td>0</td><td>6.0</td></tr> <tr><td>2015</td><td>9.5</td><td>0</td><td>9.5</td></tr> <tr><td>2016</td><td>1.5</td><td>0</td><td>1.5</td></tr> <tr><td>2017</td><td>1.0</td><td>0</td><td>1.0</td></tr> <tr><td>2018</td><td>3.5</td><td>2.5</td><td>6.0</td></tr> </tbody> </table>	Year	Constructed (Miles)	Improved (Miles)	Total (Miles)	2009	1.5	0	1.5	2010	3.5	15.5	19.0	2012	4.0	2.5	6.5	2013	3.5	3.0	6.5	2014	6.0	0	6.0	2015	9.5	0	9.5	2016	1.5	0	1.5	2017	1.0	0	1.0	2018	3.5	2.5	6.0
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EDUCATION

A good education empowers children to fulfill their dreams and become productive members of society. In addition, a highly skilled and educated workforce is a key driver of innovation and economic growth for a community. Communities with a higher number of employers requiring a diploma for most well-paying jobs are likely to see higher graduation rates.

Indicator	Status																																																																						
<p>Graduation Rates: Annual cohort graduation rate of students from Lake Tahoe Region public high schools.⁹ <i>Sources: California Department of Education, Nevada Department of Education.</i></p>	<table border="1"> <caption>Graduation Rates (Estimated)</caption> <thead> <tr> <th>Entity</th> <th>2009-2010</th> <th>2010-2011</th> <th>2011-2012</th> <th>2012-2013</th> <th>2013-2014</th> <th>2014-2015</th> <th>2015-2016</th> <th>2016-2017</th> <th>2017-2018</th> </tr> </thead> <tbody> <tr><td>South Tahoe High School</td><td>90%</td><td>92%</td><td>93%</td><td>94%</td><td>95%</td><td>96%</td><td>97%</td><td>98%</td><td>99%</td></tr> <tr><td>North Tahoe High School</td><td>91%</td><td>88%</td><td>89%</td><td>90%</td><td>91%</td><td>92%</td><td>93%</td><td>94%</td><td>95%</td></tr> <tr><td>George Whittell High School</td><td>90%</td><td>91%</td><td>92%</td><td>93%</td><td>94%</td><td>95%</td><td>96%</td><td>97%</td><td>98%</td></tr> <tr><td>Incline Village High School</td><td>85%</td><td>86%</td><td>87%</td><td>88%</td><td>89%</td><td>90%</td><td>91%</td><td>92%</td><td>93%</td></tr> <tr><td>California Statewide</td><td>75%</td><td>76%</td><td>77%</td><td>78%</td><td>79%</td><td>80%</td><td>81%</td><td>82%</td><td>83%</td></tr> <tr><td>Nevada Statewide</td><td>60%</td><td>61%</td><td>62%</td><td>63%</td><td>64%</td><td>65%</td><td>66%</td><td>67%</td><td>68%</td></tr> </tbody> </table>	Entity	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	South Tahoe High School	90%	92%	93%	94%	95%	96%	97%	98%	99%	North Tahoe High School	91%	88%	89%	90%	91%	92%	93%	94%	95%	George Whittell High School	90%	91%	92%	93%	94%	95%	96%	97%	98%	Incline Village High School	85%	86%	87%	88%	89%	90%	91%	92%	93%	California Statewide	75%	76%	77%	78%	79%	80%	81%	82%	83%	Nevada Statewide	60%	61%	62%	63%	64%	65%	66%	67%	68%
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⁹ Cohort graduation rates measure the percentage of students who enter high school and graduate within four years.

Indicator	Status
<p>High School Proficiency Test Scores: Annual percentage of students in the Lake Tahoe Region public high schools that pass the high school proficiency test.¹⁰ <i>Sources: Nevada Department of Education, California Department of Education</i></p>	<div style="text-align: center;"> <h3>NV High School Proficiency Exam</h3> <p>The chart displays the percentage of students passing the NV High School Proficiency Exam from 2006-2007 to 2014-2015. The y-axis represents the percentage from 0% to 100%. The x-axis lists schools and statewide averages for Reading, Science, Mathematics, and Writing. The legend indicates the years: 2006-2007 (blue), 2007-2008 (orange), 2008-2009 (yellow), 2009-2010 (green), 2010-2011 (purple), 2011-2012 (cyan), 2012-2013 (pink), 2013-2014 (light green), and 2014-2015 (red).</p> </div> <div style="text-align: center;"> <h3>CA High School Exit Exam</h3> <p>The chart displays the percentage of students passing the CA High School Exit Exam from 2006-2007 to 2014-2015. The y-axis represents the percentage from 0% to 100%. The x-axis lists South Tahoe High, North Tahoe High, and statewide averages for Mathematics and English-Language Arts. The legend indicates the years: 2006-2007 (blue), 2007-2008 (orange), 2008-2009 (yellow), 2009-2010 (green), 2010-2011 (purple), 2011-2012 (cyan), 2012-2013 (pink), 2013-2014 (light green), and 2014-2015 (red).</p> </div>

¹⁰ High School proficiency tests are scored differently in California and Nevada and therefore data for each state is displayed separately.

PUBLIC HEALTH

A healthy community contains more productive members of society, reduces local health care system costs and promotes healthy behavior choices of its residents and visitors.

The distribution of payers for hospital services is a helpful measure of the wealth levels, personal health and hospital affordability for Tahoe residents over time. This indicator reflects the affordability and accessibility of hospitals in the region for local residents; affordability and accessibility are impacted by the dependence on government insurance because below market rates for government insurers are offset by above market rates for private insurers and self-payers.

Indicator	Status																																																		
<p>Payers for Hospital Services: Annual total count of Tahoe residents discharged from hospitals in California serving Tahoe residents by expected source of payment. <i>Source: California Office of Statewide Health Planning and Development</i></p>	<p>Total Patient Discharge by Payer Category</p> <table border="1"> <caption>Estimated data for Total Patient Discharge by Payer Category</caption> <thead> <tr> <th>Year</th> <th>Government</th> <th>Private</th> <th>Self</th> <th>Other Payer/Unknown</th> </tr> </thead> <tbody> <tr><td>2006</td><td>600</td><td>550</td><td>20</td><td>10</td></tr> <tr><td>2007</td><td>450</td><td>500</td><td>20</td><td>10</td></tr> <tr><td>2008</td><td>400</td><td>450</td><td>20</td><td>10</td></tr> <tr><td>2009</td><td>450</td><td>500</td><td>20</td><td>10</td></tr> <tr><td>2010</td><td>450</td><td>450</td><td>20</td><td>10</td></tr> <tr><td>2011</td><td>400</td><td>400</td><td>20</td><td>10</td></tr> <tr><td>2012</td><td>450</td><td>400</td><td>20</td><td>10</td></tr> <tr><td>2013</td><td>600</td><td>400</td><td>20</td><td>10</td></tr> <tr><td>2014</td><td>650</td><td>350</td><td>20</td><td>10</td></tr> </tbody> </table>	Year	Government	Private	Self	Other Payer/Unknown	2006	600	550	20	10	2007	450	500	20	10	2008	400	450	20	10	2009	450	500	20	10	2010	450	450	20	10	2011	400	400	20	10	2012	450	400	20	10	2013	600	400	20	10	2014	650	350	20	10
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2007	450	500	20	10																																															
2008	400	450	20	10																																															
2009	450	500	20	10																																															
2010	450	450	20	10																																															
2011	400	400	20	10																																															
2012	450	400	20	10																																															
2013	600	400	20	10																																															
2014	650	350	20	10																																															
<p>Principal Diagnosis of Concern: Annual total count of patients discharged from Tahoe hospitals by principal diagnosis group.¹¹ <i>Source: California Office of Statewide Health Planning and Development.</i></p>	<p>Patient Discharge by Area of Diagnostic Concern</p> <table border="1"> <caption>Estimated data for Patient Discharge by Area of Diagnostic Concern</caption> <thead> <tr> <th>Year</th> <th>Cancer</th> <th>Circulatory System</th> <th>Respiratory System</th> <th>Skin Disorders</th> </tr> </thead> <tbody> <tr><td>2006</td><td>200</td><td>120</td><td>80</td><td>30</td></tr> <tr><td>2007</td><td>180</td><td>200</td><td>70</td><td>20</td></tr> <tr><td>2008</td><td>140</td><td>130</td><td>90</td><td>20</td></tr> <tr><td>2009</td><td>140</td><td>130</td><td>100</td><td>20</td></tr> <tr><td>2010</td><td>140</td><td>90</td><td>100</td><td>20</td></tr> <tr><td>2011</td><td>110</td><td>90</td><td>120</td><td>20</td></tr> <tr><td>2012</td><td>90</td><td>120</td><td>120</td><td>20</td></tr> <tr><td>2013</td><td>70</td><td>170</td><td>130</td><td>20</td></tr> <tr><td>2014</td><td>80</td><td>140</td><td>150</td><td>30</td></tr> </tbody> </table>	Year	Cancer	Circulatory System	Respiratory System	Skin Disorders	2006	200	120	80	30	2007	180	200	70	20	2008	140	130	90	20	2009	140	130	100	20	2010	140	90	100	20	2011	110	90	120	20	2012	90	120	120	20	2013	70	170	130	20	2014	80	140	150	30
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¹¹ The California Office of Statewide Health Planning and Development (OSHPD) tracks 19 principal diagnosis group, but this indicator only reports on cancer, circulatory system, respiratory system, and skin disorder diagnosis groups. These groups were selected because they consistently have the highest total patient counts and/or they are the most relevant health conditions experienced by Tahoe residents.

