

RESTORING *Lake Tahoe* & SUPPORTING COMMUNITIES



Regional Plan Update Overview

The Regional Plan Update is the blueprint for the Tahoe Region's sustainable future. It will guide how communities evolve, how ecosystems function, whether the transportation network is effective, and whether the Basin is restored and economically sustainable. It proposes to do so by pairing ecosystem restoration with redevelopment activities to promote mixed-use town centers where people can live, work, and thrive.

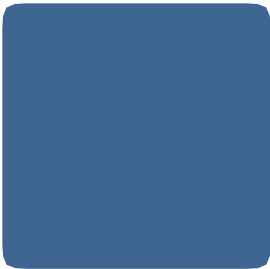
Priorities for the Regional Plan Update:

1. Accelerating water quality restoration and other ecological benefits by supporting environmental redevelopment opportunities and Environmental Improvement Program (EIP) investments.
2. Transitioning to more permitting by local governments to create one-stop-shopping for homeowner improvements in order to return TRPA to the more regional role the Compact originally intended.
3. Creating walkable communities and increasing alternative transportation options.

Important policies being addressed by the Regional Plan Update include:

- Retaining the established regional growth control system. Under this system, rampant overdevelopment was stopped and open spaces preserved. Most of the current policies in the Regional Plan will remain in place.
- Creating a more efficient planning system that integrates TRPA requirements into the plans and permits of other government agencies.
- Encouraging property owners to transfer development rights from sensitive or outlying areas to existing town centers with the goal of restoring these lands.
- Eliminating regulatory barriers to environmental redevelopment of rundown buildings.
- Simplifying burdensome regulations for homeowners while achieving threshold gains.
- Integrating with the Regional Transportation Plan to support sidewalk and bike trail projects that reduce automobile dependency and increase walkability and safety.
- Continuing to deliver restoration projects under the Environmental Improvement Program that achieve erosion control on roadways and restore forests and wetlands.

The draft Regional Plan Update is subject to refinement. TRPA's Governing Board will be making a decision on the Plan in late 2012.

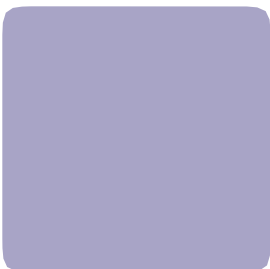
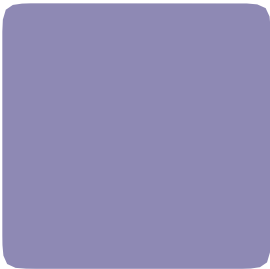


To get involved, visit trpa.org and click the blue Regional Plan tab or find us at [facebook/voiceforlaketahoe](https://www.facebook.com/voiceforlaketahoe). Send questions and comments to trpa@trpa.org.

June 2012

12-0788 A page1

RESTORING *Lake Tahoe* & SUPPORTING COMMUNITIES



Regional Plan Update – Area Plans

To better address issues of regional environmental significance, TRPA's vision is for an improved planning and permitting system where all requirements—TRPA, local, state, and federal—are addressed in coordinated area plans.

If approved by the Governing Board, the new system of regional and area plans will increase TRPA's focus on key environmental goals while removing the need in most cases for two layers of permit requirements. Under the new framework:

- TRPA will increasingly implement the Regional Plan through requirements of area plans instead of the direct review of most development permits.
- TRPA will review and approve the area plans for conformance with the Regional Plan and check in at least annually to ensure that development within each area meets the adopted standards.
- Large-scale projects and permitting in sensitive areas such as Lake Tahoe's shorezone would continue to fall under direct permitting requirements of TRPA.
- Many details are still being finalized on this new planning approach.

Called conformance review in similar planning frameworks, the goals of area plans are:

- Removing redundant processes for property owners.
- Implementing environmental protections and growth controls with greater efficiency.
- Helping property owners make environmental improvements by offering a streamlined permit review process.
- Offering more flexibility to address unique local conditions.

The draft Regional Plan Update is subject to refinement. TRPA's Governing Board will be making a decision on the Plan in late 2012.



To get involved, visit trpa.org and click the blue Regional Plan tab or find us at [facebook/voiceforlaketahoe](https://www.facebook.com/voiceforlaketahoe). Send questions and comments to trpa@trpa.org.

June 2012

12-0788 A page2

RESTORING *Lake Tahoe* & SUPPORTING COMMUNITIES



Regional Plan Update – Transfer of Development Rights

TRPA's transfer of development program is a central component of growth management. Transfers of development allow property owners to maintain property values while improving land use patterns, accelerating restoration of sensitive lands, and promoting environmental redevelopment. Incentives in the current transfer program have not achieved the desired rate of restoration and redevelopment. While existing regulations succeeded in stopping runaway growth, they also unintentionally encourage property owners to keep old development in place.

How Lake Tahoe's existing development pattern impacts the environment:

- Extensive development is located in stream environment zones (SEZs) and other sensitive lands. Approximately 75 percent of marshes and 50 percent of meadows were developed before the need for their protection was well understood.
- Older development is often a significant source of water pollution.
- The highly dispersed existing development pattern makes transit systems inefficient and creates an over-dependency on private automobile use.
- Many areas lack safe and convenient pedestrian and bicycle facilities.

Transfers of development can improve land use efficiency while accelerating restoration of sensitive lands and promoting environmentally beneficial redevelopment in preferred areas.

Proposed updates to TRPA's Transfer of Development Program include the following incentives:

- If an existing home in a stream environment zone is torn down and the land restored and protected as open space, the owner could transfer the development right to a town center for an environmental redevelopment project where TRPA would provide up to two additional development rights as a match incentive.
- Additional incentives are provided for transfers from remote neighborhoods where longer vehicle trips create air quality impacts.

The goal of these proposed updates is to promote a future development pattern in the Tahoe Basin that advances environmental goals and supports sustainable communities.

The draft Regional Plan Update is subject to refinement. TRPA's Governing Board will be making a decision on the Plan in late 2012.



To get involved, visit trpa.org and click the blue Regional Plan tab or find us at [facebook/voiceforlaketahoe](https://www.facebook.com/voiceforlaketahoe). Send questions and comments to trpa@trpa.org.

June 2012

12-0788 A page3

RESTORING *Lake Tahoe* & SUPPORTING COMMUNITIES



Regional Plan Update – Environmental Redevelopment

The term environmental redevelopment refers to older properties at Lake Tahoe undergoing significant upgrades that include upgraded buildings, state-of-the-art stormwater treatment and scenic, parking and pedestrian/transit improvements. Science tells us that 72 percent of the sediment polluting Lake Tahoe comes from our developed areas. Environmental redevelopment policies benefit our communities and the Lake.

What environmental redevelopment policies need updating?

- Current protective policies on land coverage, height, density, combined with the cap on development rights make many redevelopment projects infeasible.
- Required environmental improvements are often too costly to be offset by increased property value. As a result, the rate of reinvestment has been slow and many older non-conforming developments remain.
- Existing land coverage policies in community centers are less stringent for vacant lots than for redevelopment, even though redevelopment is often more environmentally beneficial.
- Development transfers that result in restored wetlands and marshes currently have little preference over other transfers.

TRPA has drafted complementary policies that create incentives for restoration of sensitive lands and increase the feasibility of environmental redevelopment.

What policy updates are proposed to incentivize environmental redevelopment?

- Allowing coverage amounts to be equal for redevelopment as is currently allowed for new development.
- Encouraging the development of Area Plans at the local level that provide equal or greater environmental protections while using unique planning strategies for each community.
- Area Plans that demonstrate environmental improvement to increase building height and density, not to exceed specific regional limitations.

The draft Regional Plan Update is subject to refinement. TRPA's Governing Board will be making a decision on the Plan in late 2012.



To get involved, visit trpa.org and click the blue Regional Plan tab or find us at [facebook/voiceforlaketahoe](https://www.facebook.com/voiceforlaketahoe). Send questions and comments to trpa@trpa.org.

June 2012

RESTORING *Lake Tahoe* & SUPPORTING COMMUNITIES



Regional Plan Update – Land Coverage

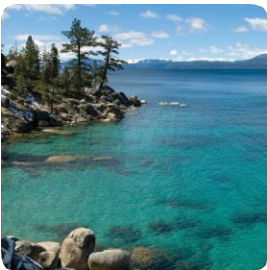
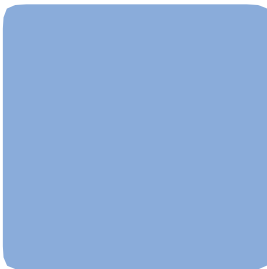
Paved areas like roads, parking lots and buildings—impervious surfaces—negatively impact water quality in sensitive watersheds like Lake Tahoe. TRPA created rules for land coverage because of the link to Lake Tahoe's world-famous clarity.

Rampant overdevelopment was one of the biggest threats to the Tahoe Basin's ecosystem in the 1980s. TRPA's 1987 Regional Plan was successful in stopping runaway growth by limiting land coverage and development opportunities. Managing land coverage remains a foundation to improving the Lake's degraded water quality.

TRPA's current land coverage system has, however, made redevelopment of many older properties cost prohibitive. The Regional Plan Update is proposing an evolution of land coverage regulations to promote the redevelopment of older buildings and improvements to Lake clarity. The following strategies are being proposed:

- Encouraging land coverage to be relocated to town centers, where greater density, walkability, and links to transit are planned.
- Establishing incentives to use pervious driveways, decks, and other surfaces that infiltrate runoff by offering land coverage credits or exemptions.
- Creating coverage exemptions for bike trails. Current rules treat bike trails the same as parking lots and create an impediment to completing critical bike trail connections.
- Allowing excess coverage to be removed and converted to development rights.
- Allowing land coverage to be transferred throughout the Tahoe Region watershed versus within smaller individual areas to accelerate coverage reductions and equalize coverage costs.
- Allowing coverage to be regulated at a neighborhood scale, rather than parcel-by-parcel, if overall coverage and coverage on sensitive lands is reduced. Aggregating coverage to a larger measurement area could accelerate environmental restoration, facilitate redevelopment, and improve cost-effectiveness.

The draft Regional Plan Update is subject to refinement. TRPA's Governing Board will be making a decision on the Plan in late 2012.



To get involved, visit trpa.org and click the blue Regional Plan tab or find us at [facebook/voiceforlaketahoe](https://www.facebook.com/voiceforlaketahoe). Send questions and comments to trpa@trpa.org.

June 2012

12-0788 A page5

RESTORING *Lake Tahoe* & SUPPORTING COMMUNITIES



Regional Plan Update – Homeowner Improvements

Under TRPA's growth management system, Tahoe's residential neighborhoods are nearly built out meaning most vacant private parcels have been developed. Most of the existing homes in the Region are more than 30 years old and lack modern amenities and environmental design features known as Best Management Practices (BMPs).

Unintended consequences of TRPA's current land use rules can prevent homeowners from making reasonable improvements to their properties. Proposed amendments include:

- Simplifying the permitting process by combining TRPA and local government requirements into a single permitting system.
- Modifying land coverage regulations to treat pervious improvements like decks and patios differently than impervious surfaces like buildings and parking lots (pervious surfaces allow stormwater infiltration which benefits water quality). Changes would allow a percentage of a deck area to be subtracted from the total coverage on a property as long as BMPs are certified for the property.
- Providing land coverage exemptions for small temporary structures like sheds and dog houses as long as BMPs are certified for the property.
- Providing a 25 percent coverage credit for the use of pervious paving surfaces.
- Continuing to ensure BMP and fire defensible space requirements are consistent.
- Reforming land coverage transfer limitations so property owners can purchase coverage for home modifications at a reasonable price.
- Providing development transfer incentives so homes that are located on sensitive lands can be torn down and the development right transferred to less sensitive land. Additional development rights would be provided by TRPA as a match incentive.
- Allowing area-wide BMP programs to encourage more effective stormwater treatment in developed areas to improve water quality.

The draft Regional Plan Update is subject to refinement. TRPA's Governing Board will be making a decision on the Plan in late 2012.



To get involved, visit trpa.org and click the blue Regional Plan tab or find us at [facebook/voiceforlaketahoe](https://www.facebook.com/voiceforlaketahoe). Send questions and comments to trpa@trpa.org.

June 2012

12-0788 A page6

RESTORING *Lake Tahoe* & SUPPORTING COMMUNITIES



Regional Plan Update – Small Businesses

Thriving businesses provide important support for restoration efforts at Lake Tahoe by bringing environmentally-beneficial reinvestment in our community centers. A diverse mix of small businesses is also key to supporting liveable, walkable communities. The policy updates that would be beneficial to small businesses fall into two categories.

Removing regulatory barriers:

- Amendments to coverage, height and density limits would be allowed under Area Plans, within specific regional limitations (see TRPA Area Plans Fact Sheet).
- Greater opportunities would be available for small businesses to transfer existing development from sensitive marshes and meadows in order to upgrade and improve their properties.
- Excess land coverage could be restored and converted to other commodities such as tourist accommodation or residential units for use on site or to sell.
- Disabled access ramps would be excepted from land coverage accounting (Alt. 4).
- Required stormwater BMPs within an Area Plan could be implemented on an area-wide scale rather than parcel-by-parcel, reducing the overall cost and increasing effectiveness of BMPs.
- The timeframe after which air quality mitigation fees are reset for closed businesses would be extended to aid economic recovery (Alt. 4).

Improvements to the permit process:

- One-stop-shops for building permits would be created under conforming Area Plans.
- Allowing coverage to be managed at a neighborhood scale rather than parcel-by-parcel to provide design flexibility while protecting water quality.
- Design standards and permitting processes will be more predictable and secure for reinvestment.

The draft Regional Plan Update is subject to refinement. TRPA's Governing Board will be making a decision on the Plan in late 2012.



To get involved, visit trpa.org and click the blue Regional Plan tab or find us at [facebook/voiceforlaketahoe](https://www.facebook.com/voiceforlaketahoe). Send questions and comments to trpa@trpa.org.

June 2012

12-0788 A page7

RESTORING *Lake Tahoe* & SUPPORTING COMMUNITIES



Regional Transportation Plan



The transportation element of the Lake Tahoe Regional Plan is the Regional Transportation Plan Update, Mobility 2035.

Based on the public's vision during the Pathway process, Mobility 2035 proposes investment in walkable, mixed-use town centers served by reliable and convenient public transit, with complete streets that encourage biking and walking. Fine particulates from road runoff is a major contributor to the Lake's degradation. To restore water clarity, Mobility 2035 focuses on reducing dependency on the automobile and advancing public transportation projects and programs.

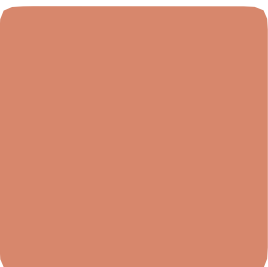
Mobility 2035 proposed transportation investments include:

- US Hwy 50 South Shore Community Revitalization Project (Stateline Area)
- US Hwy 50 Water Quality Improvement Project Phase I ("Y" to Trout Creek) – approved
- SR 89/Fanny Bridge Community Revitalization Project
- Kings Beach Commercial Core Improvement Project – approved
- Incline Village Gateway – approved
- Operational expansions for TART and BlueGO
- Lake Tahoe Waterborne Transit
- Bus shuttle from Sacramento Airport to South Lake Tahoe
- Sidewalk improvements in Kings Beach, South Lake Tahoe, and Incline Village
- Nevada Stateline-to-Stateline Bikeway (East Shore)
- South Tahoe Greenway Trail (South Shore)
- Dollar Creek Shared-Use Trail (North Shore)
- Sawmill Bicycle Path and Lake Tahoe Boulevard Enhancement Project (South Shore)

The goals and policies of Mobility 2035 support and are consistent with:

- Environmental Improvement Program (EIP)
- TRPA Environmental Thresholds
- California Sustainable Communities Strategy (SCS)
- New greenhouse gas targets set by California legislation (AB 32 and SB 375)
- Total Maximum Daily Load (a Lake Tahoe water quality restoration plan)

The draft Regional Plan Update is subject to refinement. TRPA's Governing Board will be making a decision on the Plan in late 2012.

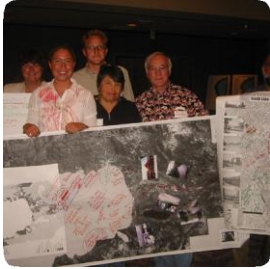


To get involved, visit trpa.org and click the blue Regional Plan tab or find us at [facebook/voiceforlaketahoe](https://www.facebook.com/voiceforlaketahoe). Send questions and comments to trpa@trpa.org.

June 2012

12-0788 A page8

RESTORING *Lake Tahoe* & SUPPORTING COMMUNITIES



Regional Plan Update – Public Participation

An engaged community is fundamental to sound public policy. The Regional Plan Update process has benefited from unprecedented public participation over the last several years. At the Place-Based Planning workshops and Pathway Forum and other events, more than 4,500 citizens actively participated to provide a vision for Lake Tahoe communities that includes more sustainable development patterns and enhanced quality of life. Plan amendments now under consideration reflect input from these workshops.

More public meetings and workshops are scheduled to inform you on the Regional Plan Update and to provide a venue for you to continue to share your thoughts with Governing Board representatives and TRPA staff. You can also send your comments on the Lake Tahoe Regional Plan Update to regionalplancomments@trpa.org or on the Regional Transportation Plan to mobility2035comments@trpa.org.

Important Dates and Milestones in 2012

- **June 13 – 9:30 a.m.** Advisory Planning Commission, TRPA Board Rooms, 128 Market Street, Stateline, NV.
- **June 27 – 9:30 a.m.** TRPA Governing Board public hearings, North Tahoe Events Center, 8318 North Lake Boulevard, Kings Beach, CA.
- **June 28 – 9:30 a.m.** TRPA Governing Board public hearings, TRPA Board Rooms, 128 Market Street, Stateline, NV.
- **July 25 – 9:30 a.m.** TRPA Governing Board public hearings,
5 - 8 p.m. Livable/Walkable/Bikeable Speakers' Panel, North Tahoe Events Center, 8318 North Lake Boulevard, Kings Beach, CA.
- **July 26 – 9:30 a.m.** TRPA Governing Board public hearings,
5 - 8 p.m. Livable/Walkable/Bikeable Speakers' Panel, TRPA Board Rooms, 128 Market Street, Stateline, NV.
- **August - September:** Governing Board meetings and public workshops on regional issues and potential solutions. **Dates to be announced.**
- **October - December:** Release of proposed Regional Plan Update and public hearings to certify final Environmental Impact Statements. Governing Board decisions on updated plans and ordinances. **Dates to be announced.**



To get involved, visit trpa.org and click the blue Regional Plan tab or find us at [facebook/voiceforlaketahoe](https://www.facebook.com/voiceforlaketahoe). Send questions and comments to trpa@trpa.org.

June 2012

12-0788 A page9