

## Chapter VII

# IMPLEMENTATION ELEMENT

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This element is a supplement to the Implementation Element of the TRPA Goals and Policies Plan. This Element details the Capital Improvement Program, Mitigation Fee Programs, Incentive Programs and Monitoring Programs to implement the Community Plan and to achieve the environmental targets which may be used.

### A. IMPLEMENTATION OBJECTIVES AND POLICIES

The following numbered objective relates to the Commercial Development Goal found in the Community Plan Goals section of Chapter I. To meet the objective, the following specific policies are adopted as standards:

1. From CP adoption until December 31, 1996, an additional 40,000 sq. ft. of commercial floor area may be allocated within the Kings Beach Community Plan Area. Incentive programs should assign priority to commercial development projects which emphasize area-wide improvements and rehabilitation of substandard development.
  - a. Policy: Within the 40,000 sq. ft. limitation, allocations of commercial floor area shall be issued by TRPA upon project approval pursuant to Chapter 33. However, TRPA shall only consider for approval projects recommended by Placer County or its designee. On an annual basis, Placer County or its local designee shall review proposed projects based on the following criteria and make an appropriate recommendation. The recommendation shall expire one year after the action unless the action is renewed or the original expiration date was for a period in excess of one year. Eligibility and amount of allocation shall be established by the criteria set forth in the Kings Beach Allocation Guidelines (Appendix E); however, no project may accrue more than 10,000 sq. ft. of allocation during the first three years of the Community Plan.
2. Provide other incentives to encourage the rehabilitation and/or remodeling of commercial, tourist, recreation, public service, residential properties in need of such attention. Incentive programs should assign priority to projects which emphasize rehabilitation by replacement of remodeling of substandard and inefficient development.
  - a. Policy: Allocations of the 50 residential bonus units, of the 0 tourist accommodation bonus units, and 750 PAOTs assigned to this CP area shall be issued upon TRPA project approval pursuant to Chapter 33. However, TRPA shall only consider for approval, projects recommended by Placer County or its local designee shall review proposed projects based on the following criteria and make an appropriate recommendation. The recommendation shall expire one year after the action unless the action is renewed or the original expiration date was for a period in excess of one year. Eligibility and amount of allocation shall be established by one or more of the following criteria:

- (1) The recreation project includes major rehabilitation of existing structures within the project area. Major rehabilitation for purposes of this section are improvements whose cost total over 50 percent of the replacement of all structures in the project area.
- (2) The project makes substantial progress toward meeting the desired offsite capital improvements listed in Chapter 7 for the special area in which the project is located. Substantial improvements for tourist accommodation bonus units and residential bonus units are addressed in Chapter 35 of the Code. Substantial progress for recreation projects shall be calculated based on one marina or overnight PAOT of allocation equals \$100 worth of the listed Chapter 7 improvements or membership in an improvement district implementing any of the listed improvements.
- (3) The project utilizes transferred development. Bonuses for transferred tourist accommodation or residential development is addressed in Chapter 35 of the Code. Recreation PAOTs transferred for marina or overnight use will be matched on a 1:1 basis.

## **B. IMPLEMENTATION IMPROVEMENT PROGRAMS**

The following is a list of capital improvement projects that should be implemented to achieve the Goals and Objectives of this Plan. The Matrix in Chapter IV presents the ranking of the relative importance of the CIP projects. Funding for these projects comes from Placer County funds, Tahoe Conservancy funds, Burton-Santini funds, Caltrans funds, TRPA mitigation funds, assessment district funds, private funding, and state and federal grants. For purposes of this program, it is generally assumed Placer County will be the recipient of grants and mitigation fees.

Project descriptions, schedules, and cost are preliminary and are subject to change. Project costs are estimated mid-range costs. Question marks indicate that the source or amount is unresolved.

1. Traffic/Air Quality

a. Highway Improvements

Purpose: In order to achieve the level of service targets and the VMT target, certain road improvements need to be implemented.

Program Description: The road system as described in the Transportation Element will be implemented through special assessment districts, through the State Transportation Improvement Plan (STIP), Placer County, or as project conditions of approval.

<u>Improvement</u>	<u>Description</u>
S.R. 28 Improvements	<p>As part of the overall improvements for Kings Beach, the highway will be improved as follows: four travel lanes, two bike lanes, curb, limited access and parking, and sidewalks. See typical section for Kings Beach in the Design Standards and Guidelines.</p> <p>Estimated cost: \$1.3 million Funding: Placer County, Redevelopment, Caltrans, Assessment District, Special Grants</p>
Local Street Improvements	<p>The local streets shall be improved to include two travel lanes, parallel parking, and sidewalks. Some streets such as Brook may become one way or not have parallel parking.</p> <p>Estimated cost: \$940,000 Funding: Placer County, Redevelopment, Assessment Districts, Special Grants</p>
S. R. 28/267 Intersection	<p>This intersection will be upgraded with turn lanes, scenic improvements and medians.</p> <p>Estimated cost: \$1,500,000 Funding: Placer County, Caltrans, Redevelopment, Assessment Districts, Special Grants</p>
Coon Street Intersection	<p>This four way signalized intersection will be upgraded with turn lanes and scenic improvements.</p> <p>Estimated cost: \$400,000 Funding: Placer County, Caltrans, Redevelopment, Assessment Districts, Special Grants</p>
Bear Street Intersection	<p>This three-way intersection on State Route 28 will be redesigned to include turn lanes and a conversion of Brook Street to one way.</p> <p>Estimated cost: \$350,000 Funding: Placer County, Caltrans, Redevelopment, Assessment Districts, Special Grants</p>

<u>Improvement</u>	<u>Description</u>
Truck Route/By Pass	Improvement of the existing truck route or relocation should be considered in future traffic studies.
Development of Service Alleys	<p>Estimated cost: None at this time  Funding: Placer County and Caltrans  (2 way 24' width for service vehicles, approximately 1800 lineal feet.)</p> <p>Estimated cost: \$500,000  Placer County, Redevelopment, Assessment Districts, Special Grants</p>

b. Parking System Program

Purpose: Within the Kings Beach Community Plan, maximize the use of existing, proposed areas by using shuttles, sidewalks, and multi-use parking facilities. The goal is to provide adequate parking and reduce vehicle trips.

Program Description: Using a coordinated planning process (e.g. TTD, parking district, TMA, etc.), implement a group of improvements and regulations that meet the goal. In the interim, the requirements of the parking ordinance shall govern parking requirements.

<u>Improvement</u>	<u>Description</u>
Community Parking Lots	Utilize existing and construct new parking facilities within the Kings Beach area which serve the needs for beach/water recreation facilities and transit park and ride. The existing State Park parking lot will continue to serve as the central focus for community parking. To accommodate new commercial development, and/or to compensate for some areas of parking deficiencies, new community parking areas should be developed at optimum locations. These locations and parking lot sizes will be based on an area-wide analysis developed by Placer County.

c. Transit System Program

Purpose: To meet the target for reduction in vehicle trip ends and level of service targets, transit service shall be improved.

Program Description: The Transportation Element calls for an increase in TART services, implementation of a casino shuttle, and increased use of public/private transit.

<u>Improvement</u>	<u>Description</u>
TART Expansion	Provide TART service at 30 minute headways on State Route 28 and an increased hours of operation to 6:30 a.m. to 11:30 p.m. Also included in an extension of the TART service area in Placer County. See Placer County TSM Plan for details.  Estimated cost: \$3,300,000 (Northshore) Funding: Placer County, Tahoe Vista/Kings Beach Shuttle
Casino Shuttle	Each major casino at North Stateline will provide on demand bus service for the users of its facility.  Estimated cost: \$50,000 Funding: Private
Ski/Tour Shuttles	Northstar, Squaw Valley, Alpine, and other ski areas will continue to provide bus service between their facilities and the major hotels. The North Shore tour boats will provide bus service between their facilities and the major hotels.  Estimated cost: \$190,000 Funding: Private
Airporter	Each hotel will provide pick up and return service to the jointly funded hourly service between the major hotels and the Reno Airport.  Estimated cost: \$25,000 Funding: Private
Transit Facilities	The S.R. 28 improvements and the parking lot improvements will include transit stops for bus service. Included with these stops will be transit shelters.  Estimated cost: \$40,000 Funding: Placer County, Private
Schedule:	The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution.  1992-96- Increased TART Service 1994 - Casino Shuttle 1995 - Airporter
Responsible Jurisdiction:	Placer County, TART, ski areas, casinos, tour boats

d. Sidewalk System Program

Purpose: A sidewalk system shall be implemented along State Route 28 to promote pedestrian traffic, to increase open space, and to implement scenic and drainage improvements.

Program Description: The sidewalk system as described and required in the Transportation Element will be implemented through special assessment districts, special grant programs, mitigation fees, redevelopment funds, project conditions of approval, or combinations thereof.

<u>Improvement</u>	<u>Description</u>
State Route 28	Construct sidewalks on State Route 28 for the length of the Community Plan. This sidewalk should provide a safe and attractive walking environment. The design should include pedestrian scale lighting, landscaping, and street furniture.  Estimated cost: \$1,500,000 Funding: Placer County, Caltrans, Private
Back Streets	Construct a sidewalk along the back side commercial blocks of the Community Plan (Trout, Brook, Salmon, and Minnow Avenues).  Estimated cost: Funding: Placer County, Frontage Improvements

e. Recreational Trail System

Purpose: To implement a bike and pedestrian trail system to promote access to the key recreation areas and to encourage non-auto trips.

Program Description: Construct a series of trails described in the Transportation and Recreation Element. These trails are multi-use and connect the Lake, recreation facilities, and the other community plan areas.

<u>Improvement</u>	<u>Description</u>
Lake Promenade	This project involves development of a bike trail along public rights-of-way from the Secline Avenue area, approximately to the Coon Street area, along the State Beach.  Estimated cost: \$35,000 Funding: Placer County, NTPUD, State Parks, Others
State Route 28 Trail	Two 4-foot bike lanes in each direction on Highway 28.  Estimated cost: \$1,000,000 Funding: Caltrans, Placer County, Other Sources
School Trail	Estimated cost: \$38,000 Funding: Redevelopment, Recreation District

2. SEZ Restoration Program

Purpose: To implement the TRPA SEZ Restoration Program for the Kings Beach area and to achieve the SEZ restoration target set forth in Chapter IV.

Description of Program: To achieve the Community Plan SEZ target of three acres of restoration, the following projects in and near the Kings Beach Community Plan are to be implemented.

<u>Improvement</u>	<u>Description</u>
Griff_Creek	This two acre project near State Roue 28 is a required and approved project pursuant to the TRPA SEZ Restoration Program.  Estimated cost: \$160,000 Funding: Placer County, Mitigation Fees, Special Grants
Baldy_Creek	Restore .5 acres of SEZ.  Estimated cost: (Part of the \$1,700,000 Kings Beach Project) Funding: Placer County
Cantina Area SEZ	Restore .5 acres of SEZ  Estimated cost: \$200,000 Funding: Placer County

3. Scenic Improvements Program

Purpose: To implement the improvements needed to attain the scenic thresholds.

Program Description: This program contains several programs, including:

<u>Improvements</u>	<u>Description</u>
Underground Utilities	Overhead utilities are to be undergrounded on State Route 267 near the intersection of State Route 28.  Estimated cost: \$1,000,000 Funding source: Private, Caltrans, Sierra Pacific, Pacific Bell
S.R. 28 Improvements	See Design Standards and Guidelines for Kings Beach S.R. 28 Improvements and Sign Program.
Sign Program:	Nonconforming signs shall be removed pursuant to an amortization schedule or an individual schedule established with each of the businesses. The preferred method is to link the sign upgrading to the off-setting scenic improvements.

4. Land Coverage Reduction

Purpose: The purpose of this program is to reduce existing land coverage by 2.0 acres in or near the Kings Beach Community Plan. This is the Community Plan target and is related to an estimate of how much hard land coverage will be needed for the substitute land coverage mitigation fee program.

Description of Program: To achieve the Kings Beach Community Plan land coverage reduction target of 2.0 acres, the following projects in and near the Kings Beach Community Plan are to be implemented.

<u>Improvement</u>	<u>Description</u>
S.R. 28 Improvements	The State Route 28 improvements are described in the Design Review Standards and Guidelines for Tahoe Vista. This should net about 1.0 acre.  Estimated cost: Not known at this time Funding: Assessment District, Placer County, Redevelopment, Caltrans, Special Grants
Beach Access	As beaches are acquired or improved reduce the existing land coverage by one acre.

5. Water Quality

a. 80% Best Management Practices Target

Purpose: The purpose of this program is to restore disturbed lands to help TRPA meet its 80% restoration target. The Kings Beach Community Plan target is 2.0 acres.

Program Description: In conjunction with other projects, restore the disturbed areas listed below by application of BMPs.

<u>Improvement</u>	<u>Description</u>
S.R. 28 Shoulders	The shoulder areas along State Route 28 need BMPs. A combination of revegetation, drainage, sidewalks, and adequate vehicle barriers are needed to achieve an estimated 0.5 acre of restoration.
Backstreet Areas	The shoulder areas along the backstreets need BMPs. A combination of revegetation, drainage, sidewalks, and adequate vehicle barriers are needed to achieve an estimated 0.5 acre of restoration.
Beach Access	It is estimated up to one acre of disturbed and covered land could be restored with the NTPUD program to improve the beaches in Kings Beach.
Parking Lots:	In combination with the development of community parking lots, one acre of BMP application is anticipated.

b. Area-Wide Drainage System

Purpose: To implement a series of area-wide drainage systems to help achieve the water quality targets. This system is required for those projects (because of high ground water, limited open space, or discharge permit requirements) in the service area requesting an exemption to the onsite BMP requirement for drainage treatment and retention.

Program Description: In phases, implement the area-wide drainage plan described in the Conservation Element.

6. Fisheries

Purpose: TRPA Thresholds call for the upgrading of Griff Creek as a fishery.

Program Description: As part of an overall program to control sediment, provide SEZ restoration, and to provide drainage improvements, Snow Creek will be improved as a fishery.

<u>Improvement</u>	<u>Description</u>
Snow Creek	Compatible with the SEZ restoration project establish a main channel through the area. The channel shall be cleared of barriers, provide with fish ladders, provided with adequate water flows, provided with improved substrate, and provided with vegetative cover. The ponds and treatment systems shall be maintained as diversions to protect the fishery during storm events.
Responsible Jurisdiction:	Estimated cost: Part of the SEZ project, see Tahoe Vista Placer County, Tahoe Conservancy, Department of Fish and Game

7. Recreation

Purpose: The purpose of this program is to improve public access and opportunities for outdoor recreation.

Program Description: In order to meet the recreation targets of Chapter V, a series of improvements are required to be implemented.

<u>Improvement</u>	<u>Description</u>
Improved Lake Access	<p>The improved lake access program includes increasing capacity by 750 PAOTs by:</p> <ul style="list-style-type: none"> <li>a. Improved transit service - see Ski/Tour Shuttles, Casino Shuttles, TART, Recreation Trails</li> <li>b. Extended season - Beaches to be open year round.</li> </ul> <p>Estimated cost: Not known at this time Funding: NTPUD</p> <ul style="list-style-type: none"> <li>c. Additional Beach - Within the Community Plan area increase the amount of beach front areas open to the public.</li> </ul> <p>Estimated cost: Not known at this time Funding: Public, Private</p>
Recreation Trails	See Recreation Trails

**C. MITIGATION FEE PROGRAMS**

1. Excess Land Coverage Program

Purpose: The purpose of this program is to reduce excess land coverage and achieve targets in the Community Plan Area and the related hydrologic area. this system is in lieu of the TRPA excess coverage program set forth in Section 20.5.

Program Description: Pursuant to Section 20.5.A(2)(e), a land bank accounting system is established as bank and credit to the CP all land coverage removed and lands restored as noted below. TRPA shall credit coverage reductions achieved pursuant to this Plan to a Kings Beach account. Eligible projects will not have to pay the normal Section 20.5 fees when they demonstrate that they have contributed to coverage removal projects.

- a. Public Works restoration projects listed in Chapter IV A.4. Land Coverage (e.g. the area-wide drainage system restoration work) may be credited to the CP account.
- b. Projects, both private and public, providing the 5% landscaping requirement of the Urban Design and Development Special Policy 6.A. may be credited to the CP account.

Eligibility: Projects contributing to the construction of the projects credited to the Kings Beach account may use the contributions as credit based on the coverage reduction schedule set forth in Section 20.5.

2. Water Quality Fee Program

Purpose: The purpose of this program is to provide a substitute to the TRPA Code program (Subsection 82.2.A) for implementing water quality improvements in the Tahoe City Community Plan area. Participants in this system would be exempt from the TRPA water quality mitigation fee when they have demonstrated that they have contributed to the water quality CIP projects.

Program Description: A series of area-wide drainage systems are proposed to be implemented through assessment districts and public works projects. All properties found to be served by the system will be considered as meeting the requirements of Chapter 25 for drainage storage and treatment. Also, the contributions for offsite improvements shall substitute for the Chapter 82 offsite mitigation fee requirements. Onsite BMP improvements such as paving and revegetation are still required as part of this program.

Eligibility: Properties, both public and private, which contribute to water quality improvements shall be exempt from further offsite water quality mitigation fees.

3. Traffic and Air Quality Fee Program

Purpose: The purpose of this program is to implement the transportation improvements listed in the Transportation Element and to provide a substitute to the TRPA Code program (Subsection 93.3.E) for collection of fees for offsite traffic and air quality mitigation.

Program Description: The Transportation Element lists improvements needed to meet the CP targets. Implementation of the CIP for transportation will provide the necessary mitigation. Fees or assessments paid equivalent to the requirements of Section 93.3 to implement the improvements listed in the Incentive Zone will be considered in lieu of the requirements of Section 93.3.

Eligibility: Properties demonstrating equivalent contributions to the construction of the improvements listed for their Incentive Zone will be exempt from the Section 93.3 requirements.

**D. INCENTIVE PROGRAM**

The incentive program is created to link required improvements with new development to ensure the Goals and Objectives of the Community Plan area achieved. The concept is to link future development to a list of mitigation measures listed in the matrix.

The allocation system links new floor area with the needed improvements. The system also rewards projects which contribute to desired improvements in the immediate area of the project.

To encourage this concept, Placer County and TRPA may provide following incentives to projects in the Community Plan area:

1. Land coverage: CP projects are eligible for the transfer coverage program pursuant to Section 20.3.
2. Commercial floor area allocation: CP projects are eligible for commercial floor area allocations pursuant to Commercial Development Policy 1.A. Placer County may make special provisions for reserving allocations for projects in assessment districts.
3. Tourist accommodation bonus units: Projects are eligible to receive bonus units based on the criteria in Chapter 35 and Commercial Development Policy 2.A.
4. Residential bonus units: Projects are eligible to receive bonus units based on the criteria in Chapter 35 and Commercial Development Policy 2.A.
5. PAOTs: Projects are eligible for the listed PAOT allocations based on the criteria in Commercial Development Policy 2.A.
6. Program Substitutions/Mitigation Fee Waivers: Projects in the incentive areas shall be subject to the following special regulations:

Excess coverage fee - TRPA excess coverage fees shall not apply if the findings of Subparagraph 20.5.A(2)(e) are made.

Water quality fee - TRPA water quality fees shall not apply if there has been an irrevocable commitment to construct the transportation improvements listed below for the specific incentive area.
7. Change in use: Commercial changes in use are exempt from project review if the following criteria is met:
  - a. The change in use is within the commercial land use classification;
  - b. The change is to an allowed use;
  - c. The property is a member of an approved parking assessment district;
  - d. The change does increase the parking requirement to a greater requirement than one space for 200 sq. ft., or the number established upon creating the district, and;
  - e. The proposed activity is consistent with the Plan, is not a project by other requirements of Chapter 4 of the Code.
8. Offsite parking: Use of offsite parking is permissible pursuant to the parking analysis in the appendix of this Plan.
9. TDR retirement 4-7 lands: Land capability 4-7 parcels from which development is transferred need not be permanently retired pursuant to Chapter 34.
10. Height Bonus: Additional height pursuant to Subsection 22.4.B for tourist accommodation buildings.

11. Environmental documentation: Projects consistent with the plan description may tier off the Community Plan EIS.
12. Sign replacement: Arrangements shall be made through the County or assessment districts to give financial assistance for sign replacement for conformance.

Optional: TDR priority with CTC: Arrangements could be made with the TRPA land bank (California Tahoe Conservancy) to give priority to transfers of land coverage and existing development to this CP.

#### **E. MONITORING PROGRAM**

The TRPA Code requires monitoring and periodic review of each community plan. Section 14.7 requires that community plans be reviewed on five year intervals to determine conformance with approved schedules, and to check the adequacy of programs, standards, mitigation, and monitoring.

The Community Plan Monitoring Program relies upon the existing TRPA Monitoring Program. The monitoring provisions of the community plan rely on certain key indicators listed in Chapter 32. The program is to measure progress in relationship to the targets established in the Conservation Element.