

Land Use / Transportation Background

This handout provides an overview of input received on Land Use / Transportation from Place-Based Planning (local vision summaries), the Regional Vision Summary, feedback from the APC and Governing Board provided during a joint work session and brief comments from the Forum.

Land Use

Place-Based Planning Input

South Lake Tahoe Vision Summary

2027–New housing developments have enhanced the feasibility of transit while improving corridors, centers, and neighborhoods. Housing types and styles are suitable for a variety of family needs and incomes. New housing is helping diversify and stabilize the economy by supporting the needs of local businesses and their employees. Housing is an integral part of the revitalization of the Hwy 50 corridor where mixed-use and mixed income developments are contributing to the creation of lively gathering places, a sense of community and the identity of neighborhoods.

Public Gathering Places

Planning concepts should result in places for gathering in South Shore communities. There should be an emphasis on creating active centers that provide social and economic focal points with mixed-use development and housing, civic uses and facilities, and well-managed commercial services.

Planning and Design Features:

- All individual development projects should contribute to creating “a sense of place” – as part of a gateway, a central district, or a neighborhood.
- Housing should be conceived and function as an integral part of mixed-use places.
- Social and cultural uses, such as community centers, libraries, schools and places of worship, should be part of mixed-use complexes, in order to create inviting public gathering places.
- Open spaces should be organized focal points in new developments, defined by buildings and connected to the surrounding pedestrian networks.
- Gathering places should be animated by compatible commercial establishments.

New and Enhanced Places

Planning for the future should anticipate enhanced commercial gateway areas as gathering places and create potential for new public places. Wherever possible, the new places should provide public access to Lake Tahoe.

Planning and Design Features:

- Investment in Meyers’ commercial area should support its evolution toward a social and economic center for the community and into an enhanced gateway to the basin.
- Meyers should be connected to South Shore’s mixed-mode transportation solution.
- A new “Bijou Center” should provide public access to Lake Tahoe and be a center for civic and cultural activities.
- Redevelopment in Stateline / Douglas County communities should connect community resources, visitor facilities, recreation and Lake Tahoe.

New and Enhanced Places

Land use concepts identify a new role for existing places by adding new uses, improving their accessibility and/or changing their form.

Meyers

- Meyers' commercial area would be reinvented as a social and economic center for the community as well as an enhanced gateway to the basin.

The Y

- The Y would be transformed into a contemporary commercial service district served by a transit center.
- New housing would be located with and adjacent to commercial uses.

Bijou Center

- A new "Bijou Center" would provide public access to Lake Tahoe and be a center for commercial, civic and cultural activities.

Stateline

- Future phases of redevelopment in Stateline / Douglas County communities would create a pedestrian center served by transit that connects community resources, visitor facilities, recreation and Lake Tahoe.

Mixed-mode Corridors, Centers and Gathering Places

Places for gathering in South Lake Tahoe's communities would be created by comprehensively investing in the Hwy 50 corridor. Creating active centers would provide social and economic focal points that include mixed-use development with housing, civic uses and facilities and better-managed commercial activities.

Mixed-use Activities

- Each project would contribute to creating "a sense of place" – as part of a gateway, central district, or neighborhood activated by compatible commercial land uses.
- Open spaces would be focal points in new developments, defined by buildings and connected to surrounding pedestrian networks.
- Social and cultural uses, such as community centers, libraries, schools and places of worship, would be part of a mixed-use approach to creating gathering places.

Variety of Housing

- A variety of housing types would function as integral parts of mixed-use places.
- Housing would be part of master planned projects that consider the relationship to existing neighborhoods, transit and pedestrian facilities.
- The restoration or investment in existing housing would be approached in the context of planning for mixed-use districts.

Mobility and Transit

- Transit centers would be located in Meyers, The Y, 56-Acre Project and Kahle Community Center. The transit centers would connect regional buses, trolleys, local shuttles, bike trails and pedestrian facilities (year-round sidewalks, bus shelters and lighting).
- Seasonal transit service for recreation destinations would connect to transit centers in Sugar Pine Point and Emerald Bay.
- Seasonal water transit would be accommodated at Bijou Center, Emerald Bay, and Sugar Pine Point Recreation Area.
- Bike trails along the CalTrans right-of-way between Meyers and Stateline, Sawmill Bike Path between Meyers and The Y, and bike facilities between Emerald Bay and Sugar Pine recreation areas would be completed.
- The Hwy 50 and Kingsbury Grade rights-of-ways would be designed to support peak (seasonal) access needs and make pedestrians safer and more comfortable.

Future Community Facilities

- Schools and libraries would be planned so their locations, programs and facility improvements would integrate them into the surrounding community.
- Public facilities would be located and designed to support the creation of gathering places and to improve existing neighborhoods.
- Private non-profit clubs, places of worship, and publicly accessible commercial meeting/event places would be planned as part of the community.

Placer Vision Summary

2027–Reinvestment in Tahoe City, Kings Beach and other smaller mixed-use places around Lake Tahoe has greatly enhanced the communities' appearance and created social focus. This enhanced appearance and redeveloped lodging properties have been

accomplished while improving water quality, increasing public use of transit and leading to a stable and growing year round local economy. A key reason for the environmental, economic and social success of Placer County's North Lake Tahoe area has been the commitment to reinvest in existing community centers, rather than in building new places. Appropriately scaled mixed-use infill reflects local character and seems familiar to the historic main streets of Kings Beach and Tahoe City, while adding vitality, better visitor accommodations and workforce housing. Historic buildings are prominently featured, new small open spaces enrich shopping streets, and shared parking reduces the visual impact of parking lots. Walking along Hwy 28's traditional beach towns is now a delightful "postcard experience".

Reinvest in and Revitalize Existing Centers

Reinvestment and revitalization should take place in Placer County's existing Basin community centers; this is preferable to developing new community centers.

Planning and Design Features:

- Reinvestment in town centers should introduce "functional retail", eliminate blight, and diversify the local economy.
- Placer County's Basin communities should include workforce housing.
- Public and private investment should enhance the image of Placer County's Basin communities.
- Planning should emphasize the town centers of Kings Beach and Tahoe City as important focal points. These town centers are envisioned as mixed-use places with visitor accommodations, retail services, housing and recreational activities.
- Investments in the smaller surrounding communities should respond to community needs and should reflect community character.
- New investment in Placer County's Basin community centers should enhance the connections and community interface with adjacent neighborhoods and recreational opportunities.
- Investment should reflect the communities' unique scale and character; "clean up the junk" and "keep the best buildings."

Area-wide Environmental Improvements

Solutions for safeguarding and improving water quality and other environmental improvements should be approached at the broader, area-wide scale, rather than one parcel or project at a time.

Planning and Design Features:

- Water quality projects, such as multi-use swales, should be incorporated into plans for new development; applying state-of-the-art water quality system technology to create needed pathways, snow storage and open space.
- Investment and regulations should support comprehensive area-wide strategies that improve the Tahoe Basin's environment.
- Opportunities to improve water quality and other environmental conditions should be addressed immediately, including projects currently funded and under design.
- The design of roadways and parking areas and the placement of buildings should be planned as part of a larger, comprehensive strategy for managing stormwater runoff.
- Solutions for managing water runoff from commercial areas and adjacent residential neighborhoods should be sought within town centers and gateway areas.
- Investments should result in a healthy forest and safer interface with communities to protect them from catastrophic wildfires.

Revitalizing the Centers of Existing Communities

Concepts for revitalizing Placer County's Basin communities' centers require a comprehensive approach; creating successful mixed-use districts and inviting public gathering places.

Mixed-use Future

- Investment in Placer's Basin communities would be part of a County economic development strategy responding to opportunities presented by the growing regional population and the "Resort Triangle".

- Downtowns in Kings Beach and Tahoe City would become mixed-use places with commercial, tourist accommodations, civic, and residential uses.
- The downtowns would have a variety of upscale and affordable lodging facilities. Existing facilities would be modernized and new accommodations would be developed as part of redevelopment efforts.
- New uses would support economic development and place-making objectives for community centers.
- The character of mixed-use infill development would be compatible with the best of the existing traditional buildings.

Workforce Housing

- Plans for Tahoe City and Kings Beach would include workforce housing as part of mixed-use projects.
- In some locations housing would be linked to commercial uses.
- Concepts would provide incentives for reinvestment in existing units affordable for Placer's Basin communities' workforce.

Connections to Neighborhoods

- New investment in downtowns and other mixed-use areas would provide appropriate transitions in scale and use with adjacent neighborhoods.
- Roadways, pathways and sidewalks with adequate lighting would be planned and designed to provide safe connections between residential neighborhoods and mixed-use downtowns.
- Neighborhoods would be made safer and more social by including community uses and facilities, lighted streets and sidewalks, and parks serving the community.
- Shared downtown parking would be managed to reflect the needs of mixed-use districts and adjacent residential neighborhoods.

Improving the Image

- Public investment in roads and facilities would contribute to the enhancement of the overall image and local character of main streets.
- New development would be responsive to local site conditions, architectural traditions, and micro-climate.
- Site planning would support the creation of gathering places while protecting the trees and beaches that give Lake Tahoe lakefront towns their unique character.

Area-wide Environmental Improvements

Opportunities to improve water quality and other environmental conditions are addressed immediately, including projects currently funded and under design. Solutions for safeguarding and improving water quality and other environmental improvements would be approached at the broader, area-wide scale, rather than one parcel or one project at a time.

Roadway and Parking Design

- The design of roadways and parking areas would be planned as part of a larger, comprehensive strategy for managing stormwater runoff.
- Passive on-site and off-site solutions for detaining and filtering parking lot runoff would be considered in context of an area-wide approach.

Commercial and Mixed-use Districts

- The design of parking areas and the placement of buildings would be planned as part of a larger, comprehensive strategy for managing stormwater runoff.
- Managing water runoff from commercial areas and adjacent residential neighborhoods would be part of a comprehensive solution.
- Multi-use swales and basins would be incorporated in plans for mixed-use areas. Water quality investments would be used as a method for creating pathways, snow storage and open space.

Forest and Lake Health

- Continued restoration of watersheds and forest areas would contribute to lake clarity.
- Fuels management would make communities safer from catastrophic wild fires while contributing to potential bio-fuel opportunities.

Washoe Vision Summary

In 2027–Incline Village and Crystal Bay are integrated into the lakeside and forest providing recreational opportunities and design that fits into their natural setting. The easy-going lifestyle of Incline Village has been improving over the past 20 years. **Recent investment in infrastructure, up-scaled visitor facilities, community structure and services, health services and top of the line educational facilities reflects the climate, natural setting and desired community character** defined 20 years earlier. For residents, the connectedness to many recreational opportunities on Lake Tahoe, hiking trails and community facilities continues to make living in Incline Village and Crystal Bay an exceptional experience.

Design of Community Centers

Hwy 28 should be treated as Washoe County Basin communities' "main street" by presenting walkable environments and an image compatible with the natural setting and their village scale.

Planning and Design Features:

- Each project should contribute to enhancing pedestrian connections along Hwy 28 and adjacent neighborhoods.
- The roadway design of Hwy 28 as it passes through community centers should support pedestrian access and safety needs of the adjacent uses.
- Reinvestment in existing commercial developments should be conceived as part of a larger village center plan. Land uses, parking, pedestrian connections, building placement and green design, open space, streetscape, and architectural image all should make contributions toward creating a welcoming, sustainable and successful village center.
- New investment should contribute to improving the mix and quality of commercial activities.
- Opportunities to include housing in new community center developments should be considered.
- New public and private investment in the village center should contribute to the creation of a system of inter-connected gathering places.
- Community center planning should create opportunities for engaging cultural activities.

Improve Village Centers

All new investment, both public and private, would contribute to more connected and active village center districts for Incline and Crystal Bay.

Incline Village Center

- Incline Village center would be master planned as a sustainably designed district, rather than a set of individually zoned parcels. This would include creation of a deliberate design plan for parks and gathering places, and placement of green buildings so they frame and activate public places.
- Sites of older existing commercial centers and buildings would be redeveloped as community gathering places, with a mix of uses, cultural uses, higher quality commercial services, and greater attention paid to pedestrian connectivity and comfort.
- New investment would promote a mix of compatible, mutually supportive uses, including housing built for the workforce and for families.
- Parking would be planned as a shared resource, and would be located behind or next to buildings.
- Reinvestment on individual parcels along Hwy 28 would have a "main street" orientation, with a mix of uses, connecting storefronts, sidewalks and parking.
- Cultural, commercial, recreational and civic facilities in the Country Club Drive area would function as an extension of the Village Center.

Crystal Bay

- Reinvestment in the Stateline area of Crystal Bay would contribute to the Hwy 28 commercial and visitor area by orienting towards the street and providing an interesting storefront walking experience.
- New investment along Hwy 28 should connect pathways and enhance lake access.

Regional Vision Summary

2027–North Lake Tahoe's welcoming gateway communities benefit from the concerted efforts to coordinate the design of roadways, new buildings, recreational and community facilities. Whether arriving in the Tahoe Basin on SR89 in Tahoe City or on SR267 in Kings Beach, you know where you are. Kings Beach and Tahoe City are distinct places in history and by design. Their downtown districts have evolved, taking advantage of their unique histories, traditions, and natural

settings. The evolution happened when their downtowns were revitalized to function as mixed-use districts. Each and every public and private investment contributes to their shared success.

2027–Reinvestment in Tahoe City, Kings Beach and other smaller mixed-use places around Lake Tahoe has greatly enhanced the communities’ appearance and created social focus. This enhanced appearance and redeveloped lodging properties have been accomplished while improving water quality, increasing public use of transit and leading to a stable and growing year round local economy.

A key reason for the environmental, economic and social success of Placer County’s North Lake Tahoe area has been the commitment to reinvest in existing community centers, rather than in building new places. Appropriately scaled mixed-use infill reflects local character and seems familiar to the historic main streets of Kings Beach and Tahoe City, while adding vitality, better visitor accommodations and workforce housing. Historic buildings are prominently featured, new small open spaces enrich shopping streets, and shared parking reduces the visual impact of parking lots. Walking along Hwy 28’s traditional beach towns is now a delightful "postcard experience".

Areas of Opportunity: Improving Commercial and Community Centers

The desire and opportunity to reinvest in Placer County’s Basin Community commercial areas was popular. Places that provide an opportunity for new investment as well as reinvestment included Kings Beach, Tahoe City, Tahoe Vista and Homewood. Several areas were identified as important opportunities for restoration, including the Tahoe Basin watersheds and forests. Participants also suggested that residents of the Tahoe Basin start improving their own homes and neighborhoods to reduce the impact those homes and neighborhoods have on the natural environment.

Reinvest in and Revitalize Existing Centers. Reinvestment and revitalization should take place in Placer County’s existing Basin community centers; this is preferable to developing new community centers.

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- Placer County’s Basin communities should include workforce housing.
- Public and private investment should enhance the image of Placer County’s Basin communities.
- Planning should emphasize the town centers of Kings Beach and Tahoe City as important focal points. These town centers are envisioned as mixed-use places with visitor accommodations, retail services, housing and recreational activities.
- Investments in the smaller surrounding communities should respond to community needs and should reflect community character.
- New investment in Placer County’s Basin community centers should enhance the connections and community interface with adjacent neighborhoods and recreational opportunities.
- Investment should reflect the communities’ unique scale and character; “clean up the junk” and “keep the best buildings.”

Improving Connections

Public and private investment in Placer County’s Basin communities should contribute to improved vehicular and non-motorized connections to commercial centers, neighborhoods, visitor attractions and recreation. Highway design should improve economic vitality and pedestrian safety and comfort.

- Improving connections between Placer County’s Basin communities should be a priority in planning better transportation systems (i.e., bus transit, water-borne transit and bicycle routes).
 - Investment in Placer County’s Basin communities should contribute to the completion of regional systems of trails, bike routes, parking and transit services.
 - Each public roadway and private roadside project should improve the safety and comfort of the pedestrian experience in Placer County’s Basin communities.
 - Parking in community centers should be planned at a district scale, where resources can be effectively applied toward more efficient transportation, improved water quality and community appearance.
- Cooperation between public agencies (i.e., Placer County, Public Utility Districts, Tahoe Regional Planning Agency, and Federal and State agencies) is required.
- Connections between regional-serving airports, ski resorts and communities outside the Basin should be part of the regional transportation strategy.

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Regional Vision Concepts**Conservation and Environment**

- Any new development in the Basin should fit within the context of the appropriate area and should be required to be “green” certified. (Forum)
- The built environment should be compatible in scale and design with the natural landscape of Lake Tahoe. (RT)
- The built environment should reflect the character, culture, and natural systems of local communities. (RT)
- Development within sensitive lands should be identified and removed to appropriate locations through targeted incentives. (RT)
- New mixed-use and residential development should be sustainable. The development should be within walking distance of transit and utilize green construction methods. (PB SLT/PB Placer)
- Development should minimize the ecological footprint of residents and visitors while maximizing their quality of life. (RT)
- Highways should be designed as mixed-mode “main streets” in communities providing walkable and transit-friendly facilities. (PB Washoe)

Land Use and the Economy

- Public and private interests should cooperate at a local and regional level to connect in- and out-of-the Basin economies. (PB Placer)
- Investment and revitalization of existing centers should be a priority. (PB Placer)
- The economic vitality and image of the Basin’s gateways should be enhanced. (PB SLT)
- A diverse economy should be fostered that is in harmony and complementary to the unique natural environment of the Basin. (RT)
- Investment should include clean industries utilizing green technology compatible with the Basin’s environment. (PB Washoe)
- Local, small business opportunities and economic incentives should be implemented to keep the Basin economy diverse. (Forum)

Land Use, Housing and Social Wellbeing

- Investment should include housing for the Basin’s working families. (PB Placer)
- Investment should result in the creation of places for gathering in communities. (PB SLT)
- Investment in commercial gateway areas should enhance them as gathering places and create new public spaces. (PB SLT)
- Community planning and investment should address the recreational, educational, housing and economic needs of families. (PB Washoe/Forum)

Urban Environmental Improvements

A combination of public and private sector investments would be utilized to implement environmental improvements in urban areas currently characterized by dated facilities and extensive coverage. Development incentives and a collaborative planning process would target projects that integrate green building design, improve pedestrian amenities, reduce existing coverage, and enhance the scenic character of the natural and built environment.

Sustainably Designed Communities

New investment in the Basin's communities would "set the green bar high" demonstrating the Region's leadership in sustainable design. This would include green construction methods, emphasis on low and zero-emission transit, and infrastructure that improve water and air quality. New investment would be designed to last and would be maintained to ensure its high-performance features through the life of the project.

Mixed-use Town Centers and Nodes

Town centers would incorporate concepts that minimize environmental impact such as mixed-use and green design. Thus, these centers would provide a space for diverse businesses, public facilities and amenities, and natural landscapes. Streetscapes would integrate pedestrian and non-auto oriented facilities to reduce automobile traffic and related emissions, increase pedestrian safety, and provide opportunities for community interaction. Building design would embrace the scenic character of the Basin, highlight scenic viewpoints, and be scaled in harmony with the community.

Governing Board / APC Input

Question #1: What are the top two benefits we can achieve in the area of water quality improvements?

- Reductions in suspended solids and nutrient loads
- Improvement in lake clarity
- If transit implemented well, then reduction in traffic, less transit impacts, less particulate matter and an improvement in air quality.
- Reduction in runoff on the way to the lake
- Erosion control projects
- Roadway BMPs, sand/soil separators
- Basin-wide stormwater treatment/drainage design and maintenance
- Redevelopment improvements (Kings Beach)
- Truckee River Restoration

Forum Input

Benefits to Urban Water Quality and Environmental Improvements

- Area-wide storm water mgmt
- Reduce coverage/Implement infiltration / Remove paving
- Fine sediment control
- Roadway sediment implementation, improve friction materials
- Enhanced Lake Beauty / Improved clarity at shoreline
- Urban SEZ's double as public open space and paths / Increased SEZ restoration
- Low impact design efficacy and lower cost of green space
- Improved water quality / Cleaner Lake / Better drinking water
- Healthy urban forest, more native veg
- Reduced strip development
- Lower Impact Redevelopment (LIR)
- Reduce coverage in the Right/Appropriate Locations
- Public scenic value / Protection of urban environments
- Habitat improvements

Benefits to Mixed-use Main Streets

- Enhance Vibrancy and sense of community
- Facilitates transit oriented development

- Help support arts and culture / Arts center as social gathering place
- Facilitates residential-commercial mixed use in communities
- More effective use of downtown/commercial districts
- Proximity & mobility
- Residential, commercial, recreation mix
- Public transit/pathways / Less vmt (vehicle miles traveled)
- Native landscaped sidewalks
- Social gathering places
- Variety of retail/mix/cultural
- Walkable Pedestrian friendly / Sidewalks
- Live/Work, mixed use
- Higher density, needs some open space
- Reflects community character / More attractive to visitor
- Consolidate business areas/more open space
- Retail sustainability / Economy to be enhanced/ Diverse business structure

Transportation

Place-Based Planning

Placer County Vision Summary

Mixed-mode Transportation Strategies

Public and private investment in Placer County contributes to improved vehicular and non-motorized connections to commercial centers, residential neighborhoods, visitor attractions and recreation. Highways are designed to improve economic vitality and pedestrian safety and comfort.

Enhanced Regional Connections and Local Service

- Transit connections to regional airports would support residents and visitors.
- Transit connections, intercept parking and non-motorized pathways would connect Placer County's Basin destinations to communities and resorts outside the basin.
- Transit service would be increased to enhance its reliability for residents and visitors. This includes increasing frequency of service/headways and providing buses and shuttles appropriate for the needs of passengers and their belongings.
- The future proposed Kings Beach Pier would support recreation and water-borne transit.

Transit Centers

- Tahoe City and Kings Beach would include transit centers located near the junction of transit and auto routes, bike paths and walking trails.
- If found feasible, (seasonal) water transit stops would serve downtowns of Kings Beach and Tahoe City.

Managing Downtown Parking

- Shared downtown parking would be laid out and managed as a district (with cooperation of Placer County, TRPA, and Federal and State agencies), rather than on a parcel by parcel or project by project basis.
- Parking plans and design would respond to local and regional transportation objectives.
- Parking would meet dual objectives: community character and water quality.

Mixed-mode Main Streets

- Hwy 28 in downtown Tahoe City and Kings Beach and SR89 in West Shore communities would be redesigned to accommodate pedestrians, bikes and parking necessary to support the success of mixed-use main street districts.
- The design of Hwy 28 would support the seasonal transit, parking and non-motorized access needs of Burton Creek State Park.

Completing Bike Connections

- Completion of the Dollar Hill Bike Trail (as multi-use trails) would connect Kings Beach to Dollar Point, Northstar to Kings Beach, and complete the trail to destinations from Dollar Point south.

- Improved bike connections would be developed through the Homewood area.
- Transit service (with vehicles equipped with bike racks) to popular bike trails would be an objective when planning transit centers.

Area-wide Environmental Improvements (Placer)

Opportunities to improve water quality and other environmental conditions are addressed immediately, including projects currently funded and under design. Solutions for safeguarding and improving water quality and other environmental improvements would be approached at the broader, area-wide scale, rather than one parcel or one project at a time.

Roadway and Parking Design

- The design of roadways and parking areas would be planned as part of a larger, comprehensive strategy for managing stormwater runoff.
- Passive on-site and off-site solutions for detaining and filtering parking lot runoff would be considered in context of an area-wide approach.

Commercial and Mixed-use Districts

- The design of parking areas and the placement of buildings would be planned as part of a larger, comprehensive strategy for managing stormwater runoff.

Washoe Vision Summary

In 2027—Traveling through Washoe County’s Basin communities provides a seamless experience where views of the Lake, mountains, forest and communities are connected.

Every roadway, facility and private sector investment over the past 20 years has contributed to protecting the environment and being an integral part of the natural setting. Traveling along Hwy 28 and Hwy 431 reveals both the expansive and intimate beauty of the North Shore. The walking trails interconnect natural and social places where the forest and Lake Tahoe visually trump urban activities. **A regionally coordinated multi-modal transportation system has reduced automobile traffic for residents, employees and visitors.**

Improve Mobility and Travel Experience

Planning concepts for Washoe County’s Basin communities provide more transportation choices for visitors and residents, reduce environmental impacts of driving, and protect the scenic quality of travel.

Transit Centers

- A multi-modal transit center accommodating buses, bicycles, short-term parking, and other potential future nonpolluting transit would be planned as an integral part of a coordinated regional transportation system.
- Planned as part of a coordinated regional transit system, and pending adequate funding, a water transit stop would be located east of the Hyatt with shuttle, trail and bike connections.
- A water and bus transit center would be planned for the Sand Harbor State Park.
- Transit connections to Carson City and Reno would be improved.

Hwy 28

- The highway would be designed as a mixed-mode street as it passes through Incline and Crystal Bay with pedestrian and bicycle facilities being accommodated in the right-of-way.
- The design of Hwy 28 would support the seasonal transit, parking and bikeway access needs of Sand Harbor State Park.

Hwy431/Hwy 28 Regional Gateway

- Thoughtful planning of the junction of these two highways could lead to the desired arrival experience at Lake Tahoe.
- The roadway, signage and buildings would be designed to treat the intersection as part of the rural travel experience in the Tahoe Basin.

Incline/Crystal Bay Village Gateways

- Incline Village’s east gateway would introduce travelers to a mixed-mode Hwy 28 as it passes through Incline Village. Community and regional bike trails and pedestrian facilities would merge at this point.
- Incline Village’s west gateway would include adaptive reuse of the old Orbit gas station as a visitor/welcome center and small-scale commercial use that can take advantage of both the location’s visibility and wooded setting.

- Hwy 28 in Crystal Bay would shift from a rural highway to a village street as it passes through the California Nevada State Line commercial and visitor district.
- Gateways would include locations for public art.

South Lake Tahoe Vision Summary

2027–Hwy 50 has been redesigned as a mixed-mode lifeline for South Shore communities. The completed bike trails, new transit centers and parking management program now provide visitors with a vacation experience without the hassle of traffic jams. New investment in the southern part of the Tahoe Basin has improved pedestrian, bike and transit access. Hwy 50 has been reinvented as a **mixed-mode transportation corridor** connecting transit facilities that function as gateways and popular gathering places. The South Shore Trolley has become the most convenient way to move between transit and activity centers and between home and the work place. A popular family activity for visitors is riding the Sawmill Bikeway loop from Meyers to Stateline and taking water-borne or land-based transit to one of the State Parks. Moving about in the Tahoe Basin has become part of the recreational experience for visitors. The **basin-wide transportation system** brings local residents closer to each other. It is now easy to ride to Homewood for a jazz concert, or invite friends over from Glenbrook. This was made possible by **diversifying transportation choices, developing intercept parking areas in and outside the Tahoe Basin, creating parking management programs at a regional and local scale, and more effective cooperation between Lake Tahoe’s public and private transit providers.**

Mixed-mode Transportation Centers and Corridors

Investment in the southern part of the Tahoe Basin should improve auto, pedestrian, bike and transit circulation throughout the community. Hwy 50 should be transformed into a significant transportation corridor that connects multi-modal transit facilities which function as mixed-use gateways, service centers and gathering places.

Planning and Design Features:

- Continued investment in transit should result in safe, comfortable, efficient and affordable services and facilities.
- All new public and private investment should connect to existing and future pedestrian and bicycle facilities.
- New transportation investment should be designed and planned to improve water quality.
- Transit stops should be featured at Tahoe Airport, gateways and service hubs in the South Lake Tahoe communities.
- The Hwy 50 and Kingsbury Grade rights-of-way should be designed to support peak (seasonal) access needs and make pedestrians safer and more comfortable.
- Workforce housing should be built within walking distance of multi-modal transit facilities (i.e., transit centers, bus stops, bike trails and sidewalks).
- Roadway investments should result in improved transit flow.

Mixed-mode Corridors, Centers and Gathering Places

Places for gathering in South Lake Tahoe’s communities would be created by comprehensively investing in the Hwy 50 corridor. Creating active centers would provide social and economic focal points that include mixed-use development with housing, civic uses and facilities and better-managed commercial activities.

Mobility and Transit

- Transit centers would be located in Meyers, The Y, 56- Acre Project and Kahle Community Center. The transit centers would connect regional buses, trolleys, local shuttles, bike trails and pedestrian facilities (year-round sidewalks, bus shelters and lighting).
- Seasonal transit service for recreation destinations would connect to transit centers in Sugar Pine Point and Emerald Bay.
- Seasonal water transit would be accommodated at Bijou Center, Emerald Bay, and Sugar Pine Point Recreation Area.

- Bike trails along the CalTrans right-of-way between Meyers and Stateline, Sawmill Bike Path between Meyers and The Y, and bike facilities between Emerald Bay and Sugar Pine recreation areas would be completed.
- The Hwy 50 and Kingsbury Grade rights-of-ways would be designed to support peak (seasonal) access needs and make pedestrians safer and more comfortable.

Public Lands Vision Summary

Access

Access to public lands and waterways was deemed critical for both residents and visitors. Access problems exist in areas that were identified as “focal points” around the lake. Alternative transportation options should include: public transit, boat ferries, pedestrian and bike trails, as well as improved parking.

Planning and Design Features:

- Plan appropriately sized parking areas at highly desired destinations. Charge for parking where appropriate.
- Provide and promote the use of public transportation to highly congested areas.
- Build bike and pedestrian trails with access to recreation sites.
- Protect and feature scenic vistas.
- Increase opportunities for access to Lake Tahoe and area lakes.

Access Concepts

Regional:

- Plan and manage appropriately sized parking areas at popular destinations.
- Provide and promote the use of alternative means of transportation to highly congested areas.
- Build bike and pedestrian trails with access to recreation sites and around Lake Tahoe.
- Protect and feature scenic vistas.
- Increase access opportunities to Lake Tahoe as well as area lakes.

North Shore:

- Residents and visitors would have access to Lake Tahoe (Lake Forest and Crystal Bay.) Trailheads and trails will be built at Diamond Peak and Ponderosa Ranch.
- Bike lock-ups would be placed at trailheads and in towns. Public lock-ups to be available for kayaks, canoes, etc.
- Seasonal transportation options including boats, buses and trolleys would be provided and promoted.
- Commuter parking lots would be created. Free “community blue bikes” would be available at various locations for ease of transit.

East Shore:

- Public transit to area beaches and recreation sites would be provided and promoted.
- Parking and beach access would be managed to reduce or avoid environmental impacts.

West Shore:

- Access to the shoreline, wilderness areas and (motorized and non-motorized) trails would be available through managed transit and parking at trailheads and recreation sites.
- Bike and pedestrian trails would be built to recreation sites and in areas where gaps currently exist.

South Shore:

- Enhanced alternative means of transportation and seasonal transportation options would be available to area lakes, beaches and recreation sites.
- Scenic vistas would be featured and protected.

Regional Vision

In 2027, the Tahoe Basin has a diversity of convenient transportation options that enhance the travel experience and lower congestion with less environmental impact. An arrival at Lake Tahoe is breathtaking. The expansive views of the blue Lake, mountains, and forest are followed by an ordered pattern of mixed-use village centers and neighborhoods nestled in the trees around the Lake. The highways transform into pedestrian-friendly main streets as they pass through vibrant communities. Alternative fuel vehicles shuttle visitors to and from the Basin and numerous transportation options including boat ferries, trails, and regional transit vehicles are used by both residents and visitors.

Transportation and the Environment

- Transportation system investment in the Basin should include “clean-fuel” transit options as well as non-auto connections in the Basin. (PB Placer)
- Sustainable alternatives to the private automobile should be enhanced to improve the mobility, environmental and economic health of the Tahoe Basin. (RT)
- A comprehensive system of auto, pedestrian, bike, and transit facilities should be planned throughout the Basin. (PB SLT)
- Highways should be designed as mixed-mode “main streets” in communities providing walkable and transit-friendly facilities. (PB Washoe)
- Basin transportation plans and projects should improve air quality. (RT)
- A regional agency should manage the transportation system in the Basin benefiting both residents and visitors. (Forum)

Transportation and Social Wellbeing

- Transportation services should be provided for the disabled and senior residents in the Basin. (PB Placer)
- Transportation should support the needs of the Basin’s low-income families. (PB Placer/PB Washoe)

Improved Transportation Systems

Mobility was an important regional planning theme that emerged from both the local community and public lands workshops. People felt a need for a flexible transportation system that provides choices for residents, visitors, and employees during peak and off-peak seasons; while providing an opportunity to make significant environmental improvements.

At a regional scale, there are a number of elements that need to be considered in order to make improved mobility a reality. An important consideration would be how a basin-centric transportation system would be managed and funded. A Basin-wide transportation system would consider:

- Mixed-mode main streets that support the need for parking, pedestrian facilities, and transit access in community centers’;
- A parking management program that manages the parking resources in the Basin;
- Intercept parking in peak season that provides an alternative to driving into congested areas and destinations;
- Bike trail systems that make it easy and safe to circumnavigate the Basin;
- Intermodal stations for time transfer buses, parking, and trail access; and
- Water transit opportunities.

Regional Vision Transportation Concepts

Mixed-mode Streets and Bike Trail Connections

Mixed-mode streets and related urban environmental improvements would be supported by mixed-use centers, nodes, and neighborhoods. These streets would be tailored to meet the needs of each community. Mixed-mode streets would provide on-street parking, transit services, comfortable and safe walking paths, and regional bicycle connections as identified in regional and local plans. Mixed-mode streets would be connected to neighborhoods with bike trails and sidewalks. Businesses would front the sidewalks, with parking in the back. Transit would run frequently.

Mobility and Access

Basin communities and recreational destinations would be served by a centrally managed transportation system. Consolidation of automobile travel for both visitors and commuters would be facilitated by various transportation options. Parking would be managed to encourage walking, bicycling, and transit use. Parking would be located in shared lots behind buildings. Parking standards would respond to specific needs of each Basin community.

Forum Input

Benefits to Mixed-mode Main Streets:

- Reduce VMTs
- Reduce coverage

- Improve pedestrian and bike safety / more walkable communities / Accessible communities

- Seamless transition between modes
- Increase ridership across Basin
- Convenient, comfortable and safe public transit
- Improved resident and visitor experience
- Decrease pollution
- Less impact on environment
- Enhanced visitor experience
- Centralized amenities
- Improve vibrancy of town centers -- sense of Community – more opportunities for gathering spaces
- Improve urban-rural connections
- Year round transportation system
- Transportation quality and quantity useful for workforce and not just tourists
- North Shore/South Shore recreational transit
- Bike friendly transit, node at lodging areas as hub for in basin travel

Benefits to Highway, Transit and Parking:

- Parking to look at lake, in lieu of driving around the lake
- Reduced traffic congestion
- You can get there!
- Less parking needed
- Reduced emissions / Improve WQ and AQ
- Improved lake clarity
- Improved personal health
- Improved traffic circulation
- b/t residential and commercial
- free-frequent-far-reaching public transit
- Improve resident and visitor mobility
- Reduce reliance on private automobile
- Increase mobility options
- Enhance enjoyment of the region
- Greater access to recreation and public lands

APC / Governing Board

Question #1: What should be our approach to Transportation in the Basin?

- Seamless around the Basin
- Convenient for locals (including families) and visitors
- Efficient in and out of the Basin
- Multi-modal (pedestrian-friendly) including a trail around the Lake
- Fund the Tahoe Transportation District
- Redirect funding from planning toward implementation
- Alternative trail systems and to the automobile
- Meet customer needs and reduce VMTs (vehicle miles traveled)
- Consistent in level of service
- Water transit options
- Clean, ubiquitous, fun, flexible, frequent, free, fast...
- Environmentally and pedestrian-friendly, green fuels
- 89 realignment at Tahoe City
- Delivery system options