

Chapter 7

IMPLEMENTATION ELEMENT

While the plan sets forth the framework for achieving the desired goals and objectives, it is the day to day actions of government which truly shape the community plan area. Thus, the manner in which the government and the community implement the plan is the real test of commitment to its goals and objectives. The implementation element is a supplement to the Implementation Element of the TRPA Goals and Policies Plan and the El Dorado County General Plan.

The Meyers Community Plan must respond to and be con with the goals, objectives and requirements of both El Dorado County and TRPA. The requirement to prepare and implement a Meyers Community Plan arises from the Regional Plan Goals and Policies and is authorized by the California State Government Code. The plan, in the context of California state planning law, serves as the General Plan for the geographic area defined by the Meyers Community Plan.

The plan is adopted by the County Board of Supervisors as an amendment to the El Dorado County General Plan. It is adopted by the TRPA Governing Board as a Regional Plan amendment which replaces the existing Plan Area Statement for Plan Area 125, Meyers Commercial. As a result of plan adoption, projects proposed within the plan area must be consistent with not only the community plan itself, but also with the El Dorado county General Plan and TRPA's Regional Plan.

This chapter sets forth the mechanisms and actions necessary to carry out the goals and objectives of the Community Plan.

A. COMMUNITY PLAN IMPLEMENTATION OBJECTIVES AND SPECIAL POLICIES

Utilizing the community plan goals established in Chapter 1, the following objectives and special policies shall be implemented as part of the plan. Objectives represent desired ends or results. Policies are implemented as the means to achieve objectives.

θ Implementation Goal

Develop realistic implementation methods to ensure the community plan's long term success.

Objectives and Special Policies:

1. The El Dorado County Board of Supervisors or their designee shall have the responsibility to guide the plan's implementation[§]

Policy: Land coverage, commercial floor area, tourist accommodation units, and other units of use regulated by TRPA shall not be transferred out of the plan area unless the Board of Supervisors or their designee finds that such transfer will result in a substantial community benefit in terms of implementing the community plan and its programs[§].

[§] Amended 12/20/95

2. Identify appropriate entities to take responsibility for implementing and monitoring the plan's improvement programs.

Policy: Projects utilizing the Bonus Unit Incentive Program provided under Chapter 35 of TRPA's Code of Ordinances to acquire bonus tourist accommodation units shall participate in capital improvement projects within the community plan under Section 35.3.

Policy: Off-site mitigation which may be required as part of a man-modified land capability determination shall be implemented within the community plan area.

Policy: Projects containing existing land coverage greater than 70% shall reduce on-site coverage by a minimum of 5% as part of the project.

Policy: Project applicants who elect to participate in substitute air quality or water quality mitigation fee program(s) shall implement such programs or projects within the community plan area.

3. Establish community design criteria to evaluate distribution of additional commercial floor area.

Policy: Projects seeking allocations of additional commercial floor area within the plan area shall be subject to the plan's Commercial Floor Area Allocation Procedures.

4. Request, as part of plan adoption, that the Tahoe Regional Planning Agency allow use of additional floor area allocation for projects within the community plan which had been reserved for projects outside the community plan.

Policy: In the event that additional commercial floor area is allocated to the plan area, it shall be distributed to each priority group identified in Appendix C in the same proportions as the existing allocation unless the El Dorado County Board of Supervisors finds modification is needed to meet current trends, and such modified allocation maintains the intent of the Meyers Community Plan. [§]

5. Identify program cost estimates and potential funding sources for improvement programs contained in the final community plan. Hold community fund raising events to raise money and develop awareness of the plan.
6. Consider the feasibility of establish of establish local funding sources such as improvement or assessment districts as a means to implement the plan.
7. Identify and encourage opportunities to relocate and consolidate existing commercial uses within the community plan.
8. Incorporate the plan into the County's 2010 General Plan and initiate rezoning of the lands within the community plan as necessary to implement the plan and establish consistency between them.
9. Request that El Dorado County make available previously banked land

[§] Amended 05/27/98.

- coverage for use as an incentive in the community plan area.
10. Request Caltrans to make available for sale or other means of transfer the excess U.S. 50 right of way in West Meyers to the adjoining property owners.

B. IMPLEMENTING THE COMMUNITY PLAN

The plan will implement the following items. References are provided to locate additional discussion of each item.

1. Allocate Additional Commercial Floor Area and Tourist Accommodation Units. The plan allocates 25,400 square feet of additional commercial floor area (CFA) and ten additional bonus tourist accommodation units (TAU) to new and existing uses within the plan area. The CFA will be allocated according to allocation guidelines established in Appendix C of the plan. Uses must meet the guidelines and other applicable portions of the Regional Plan to be allocated the CFA. The CFA is part of an incentive package offered to stimulate development or private and public improvement projects contained in the plan. [§]

The additional ten bonus TAUs contained in the plan do not have specific plan guidelines or regulations regarding their allocation. The Regional Plan requires projects using bonus TAUs to match each additional unit with an existing transferred unit. Projects must also participate in identified capital improvements established by Chapter 35 of TRPA's Code to accumulate bonus units.

2. Implement Capital Improvement Programs. A series of capital improvement programs will implement the plan's goals, objectives and policies. They will assist in achieving environmental threshold-related targets identified in Chapter 4. The programs are fully described in this chapter.

Following plan adoption, the Board of Supervisors or their designee will develop and adopt, with the assistance of TRPA, a prioritized list of public improvements. Preliminary program costs, funding sources, and other mechanisms shall be identified to carry out the projects over a specified schedule^{§§}.

To fully realize the plan's vision, funding for numerous improvements will be needed. The plan's philosophy regarding funding advocates two complimentary approaches: new construction and remodel improvements on private lands would be funded by the individual property owners or tenants who directly benefit from the improvements; public improvements constructed on public lands would be funded through a combination of capital improvements funds and grants. For the purpose of the plan's capital improvement programs, El Dorado County is identified as the recipient of grants and mitigation fees.

The plan recommends establishing a low interest, revolving building improvement loan program with area banks to help provide financial resources to carry out improvements on private lands. Interested community leaders should cooperatively approach area banks to establish the program. Seed money to begin the program may come from the following source: area banks and other lending institutions; State of California Main Streets Program grant; shared participation among businesses within the plan area; and creation of a County Redevelopment district^{§§}.

[§] Amended 05/27/98.

^{§§} Amended 12/20/95

Public improvements will seek state and federal funds for highway-related projects. State grants and regional mitigation fees will be sought to construct the balance of public projects which can be shown to implement the programs' objectives. Other publicly oriented projects such as the Meyers Visitors Center will be funded through programs of the individual agencies involved. Based on the perceived or actual success or failure of funding and implementing plan improvements, El Dorado County may pursue creation of a redevelopment district and agency provided by California state law. It could be created during any part of the plan's life, however, in general the earlier it is implemented, the greater the chance for its success.

3. Improve the Visual and Scenic Quality of Meyers. Central to the plan's implementation is the Community Design Plan, Design Review Guidelines and substitute sign standards. Their purpose is to improve the appearance and function of the built environment in Meyers and create a visually memorable gateway to Lake Tahoe. U.S. 50 and California 89 are state designated scenic highways and TRPA-designated regional scenic corridors. Physical improvements to the built environment are needed to meet perceptual expectations of persons travelling the scenic corridors. Both elements will be a positive catalyst for future development and redevelopment in Meyers. They apply to all projects in the plan area regardless of ownership. Specific program policies are listed in Chapter 2. The Community Design Plan is located in Chapter 4. Design Review Guidelines are located in Appendix A. Substitute sign standards are found in Appendix B. They will replace certain sections of existing County and TRPA standards and guidelines within the plan area.

Community design elements are implemented as part of the project review and approval process. Prior to project approval, a finding of consistency shall be made with the design program goals, objectives, and specific design criteria[§].

Substitute sign standards recognize the unique environment in Meyers and will replace specific sections of existing TRPA and County standards. Certain sections of the Region-wide ordinance will continue to be in effect (e.g., amortization of non-conforming signs), however, the determination of non-conformity will be based on the substitute standards wherever they apply.

4. Eliminate Inconsistencies Between El Dorado County Zoning and TRPA's List of Permissible Uses in the Plan Area. Several inconsistencies exist between the two sets of regulations pertaining to allowable uses and their definitions within the plan area. Adoption of the plan and its implementing ordinances will achieve consistency between the El Dorado County zoning ordinance and TRPA's list of permissible land uses.

TRPA will adopt the Community Plan Area Statement (Chapter 2) as part of adopting the plan and replace the existing Plan Area Statement 125, Meyers Commercial. El Dorado County will incorporate the community plan as adopted verbatim and in total into the 2010 General Plan when it is adopted. In the interim, it will amend the County's existing 1969 General Plan and 1981 Long Range Land Use Plan.

[§] Amended 12/20/95

Use provisions and development standards of the County zoning ordinance will be amended to be consistent with the Community Plan and associated Plan Area Statement.

C. METHODS OF IMPLEMENTATION

The following methods will be used to implement the plan. Additional methods may prove to be effective in implementing the plan.

1. Provide Additional Development Incentives. The plan contains at least three significant incentives to create additional growth and make badly needed improvements to the area. The incentives are: 25,400 square feet of additional commercial floor area; ten additional tourist accommodation bonus units; and additional land coverage.[§]

Additional commercial floor area is acquired through the allocation procedures listed in Appendix C. Tourist accommodation bonus units are acquired through participation in the Bonus Unit Program prescribed in Chapter 35 of TRPA's Code. Additional land coverage which can range from 50% on developed parcels to 70% on undeveloped parcels is permitted in certain situations by Chapter 20 of the Code.

2. Planning Commission Designated. The Board of Supervisors designates the Planning Commission as the primary implementing body of the community plan. It has specific duties in several areas including design review, determining consistency with plan policy, and identifying the need for plan amendments^{§§}.
3. Acquire and Utilize the Excess U.S. 50 Right-of-Way. Essential to the plan's implementation is the integration of the two forty foot strips of U.S. 50's non-operational right-of-way. The right-of-way is controlled by Caltrans. The majority of the excess right-of-way is located in the West Meyers land use district. Through sale or other means of transfer to adjoining property owners, the unusually wide swath of no man's land is expected to gradually disappear. Minor boundary lot line adjustments should be used to revise parcel boundaries to include the former right-of-way. Chapter 2 identifies the appropriate uses permissible within these lands.
4. Use Substitute Mitigation Fee Program. The Regional Plan allows projects within community plans to participate in substitute mitigation fee programs in the areas of excess land coverage, water and air quality. Substitute fee programs generally allow project proponents to mitigate impacts off-site in lieu of paying mitigation fees. The benefit of substitute programs is that mitigation work can be performed within the plan area. Smaller, individual projects which tend to have smaller mitigation fees are generally not expected to participate in the substitute programs.

The plan recommends participation by larger projects in substitute air and water quality mitigation programs. Due to the complexity of the program, the plan does not generally recommend development of a community plan excess land coverage reduction program.

- a) Water Quality Mitigation Fee Program. Water quality mitigation fees are collected from projects which add impervious surfaces such as

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buildings and pavement. The fees are used to fund water quality improvement projects in the jurisdiction in which they are collected. Fees are collected for each additional square foot of coverage added. Chapter 82 of the Code allows individual projects to perform off-site water quality mitigation as a part of the project of paying the mitigation fee. Consistent with the policy established above, projects which elect to use the substitute fee program shall participate in a program or project located within the community plan area.

The plan contains a water quality improvement program consisting of specific water quality improvement projects which should be constructed within the plan area. Refer to Chapter 4 and this chapter for a detailed program description. Individual public and private development projects which install all or parts of the identified off-site improvements as part of their project may be exempted from the water quality mitigation fees in an amount equal to their contribution.

- b) Air Quality Mitigation Fee Program. Air quality mitigation fees are collected for projects which either produce or attract additional vehicle trips. The fees are used to fund transportation and air quality improvement projects in the jurisdiction in which they are collected. Generally, commercial and public service uses attract trips (e.g., a new retail store), while tourist accommodation and residential uses (beds) produce trips. Fees collected are based on either the number of new trips produced or the number attracted. Chapter 93 of the Code allows individual projects to perform off-site transportation and air quality mitigation as a part of the project instead of paying the mitigation fee. Consistent with the policy established above, projects which elect to use the substitute fee program shall participate in a program or project located within the community plan area.

Chapter 4 of the plan contains a transit/transportation/air quality improvement program consisting of specific improvement projects which should be constructed or implemented within the plan area. Refer to Chapter 4 and this chapter for detailed program descriptions. Individual public and private development projects which install all or part of the identified off-site improvements as part of their project may be exempted from the air quality mitigation fees in an amount equal to their contribution.

5. Implement Community Design Improvements Program Using Conditions of Project Approval. An important method to realize certain improvements or implement specific plan policies is to require them to be installed or implemented as a condition of project approval. The improvements, which generally are needed on-site, are then implemented at the same time as the rest of the project. On-site improvements which the plan recommends to be implemented as a condition of individual project approval generally include landscaping, building façade changes, signage, parking and access, exterior lighting, bicycle racks and outdoor displays. The Community Design Plan indicates the general location and nature of planned improvements. It serves as the long range vision for the plan area. All projects should be consistent with the map. §The Planning Commission of the Planning

§ Amended 12/20/95

Department as may be applicable, should review projects and find them to be consistent with applicable portions of the plan prior to recommending their approval, or taking final action when appropriate.

6. Adopt a Unified Set of Permissible Land Uses . A major constraint to orderly land use and development in Meyers is the existing County zoning. In several instances, it does not permit certain land use otherwise allowed by TRPA. To receive approval, a project must be a permissible use by both the County and TRPA. An important plan objective, therefore, is to remove the inconsistency between the two jurisdictions. As part of adopting the community plan and implementing their General Plan, El Dorado County will revise the County zoning to be consistent with permissible uses listed in the Community Plan Area Statement (Chapter 2).

D. SCHEDULE OF PLAN IMPLEMENTATION

Implementing the plan will take several years. It is unreasonable to assume that all improvements and all additional development included in the plan will occur immediately following the plan's adoption. Plan implementation can be broken down into three types of activities: development of additional commercial floor area and tourist accommodation units; rehabilitation of private land uses; and installation of public benefits and improvements. Implementation of the plan should begin with enforcement of existing County and TRPA land use and development ordinances. Lack of consistent enforcement of existing codes and ordinances, especially along the U.S. 50 corridor, is a contributing cause to significant negative visual quality impacts.

While the initial plan contains commercial floor area allocations only through 1997, it should be viewed as an on-going plan for development of Meyers. The plan is reviewed and adjusted every five years. It advocates the following implementation schedule using five year increments.

θ Years 1-5

- Commercial floor area allocation distributed and constructed (includes installation of community design, signage and water quality improvements on parcels receiving allocation)
- Pat Lowe Memorial Bike Trail completed (includes removal and restoration of excess land coverage and disturbed lands, and restoration of associated SEZ areas)
- Transfer and acquisition of U.S. 50 excess right-of-way
- Non-conforming signs replaced and/or removed
- Excess highway signage consolidated and/or removed
- Park and Ride facility developed
- Community gateway entry features constructed
- Overhead utility lines converted to underground service along U.S. 50
- Water quality Best Management Practices installed on all parcels

θ **Years 6-10**

- Additional tourist accommodation units distributed and constructed
- Remaining SEZ areas restored
- Meyers Visitors Center developed (permanent facilities)
- Agricultural Inspection Station architectural improvements installed
- Architectural improvements completed on all uses with U.S. 50 frontage
- Designated chain-up area constructed

θ **Years 11-15**

- Landscaping improvements completed on all uses with U.S. 50 frontage
- Recreational access trailheads developed
- U.S. 50/California 89 intersection improvements installed
- Water quality Best Management Practices installed on public rights-of-way

θ **Years 16-20**

- U.S. Highway 50 landscape medians and turn pockets installed

E. CAPITAL IMPROVEMENT PROGRAMS[§]

The following list of capital improvement program (CIP) projects is expected to be implemented within the plan area to achieve the plan's goals, objectives and improvement targets.

Project schedules and cost estimates are preliminary and are subject to change. Where shown, project costs are estimated as mid-range costs.

WATER QUALITY

1. Stream Environment Zone (SEZ) Restoration

Purpose: To implement the TRPA SEZ Restoration Program for the Meyers area and to achieve the SEZ restoration target established in Chapter 4.

Program Description: To achieve the community plan SEZ restoration target of 1.5 acres, the following projects will be implemented:

- a) Minal Street cul-de-sac (0.25 acres)
- b) U.S. 50 Yank's Station area sliver parcels (3 parcels/1.1 acres)
- c) Yank's Station drainage channel (0.15 acres)

Estimated Cost:

a) Minal Street cul-de-sac	\$100,000
b) U.S. 50 Yank's Station area sliver parcels	\$75,000

[§] Amended 12/20/95

Note: A portion of the costs are included in bike trail CIP below

- c) Yank's Station drainage channel \$40,000

Funding: California Tahoe Conservancy Restoration grant; Caltrans Transportation Enhancement Activities grant; TRPA water quality mitigation funds; Private

AIR QUALITY/TRANSPORTATION

1. Pat Lowe Memorial Bike Trail, Phase 2

Purpose: To promote pedestrian and bicycle use, thereby reducing automobile dependency for short trips within the plan area.

Program Description: Construct a Class I bike trail along the northside of U.S. 50. The project will include landscaping, restoration of stream environment zone and other disturbed lands and water quality control facilities.

Estimated Cost: \$450,000

Funding: California Tahoe Conservancy Recreation Access grant; Caltrans Transportation Enhancement Activities grant; TRPA water/air quality mitigation fund; County Transportation Development Act (TDA) fund, Burton-Santini funds; State Water Quality Control Board Non-point Source Pollution Control grant.

2. El Dorado County Transit Service Expansion

Purpose: To meet targets for vehicle miles travelled and maintain level of service at key intersections.

Program Description: Increase headways to one hour and hours of operation to 6:30 a.m. to 11:30 p.m. for Bus Plus (STAGE) service to the plan area; add additional transit stops and five shelters at key locations.

Estimated Cost:

5 Shelters @ \$12,000 per shelter	\$60,000
Expanded Service*	\$2,160,000

Funding: El Dorado County State Transit Assistance funds; TRPA air quality mitigation funds; Private; Federal Transit Administration Section 3 and Section 18 grants.

* Cost shown is for total El Dorado County transit service expansion during the first five years of Regional Transportation Plan implementation. Increased service to Meyers is included in the cost.

3. Community Park and Ride Facility

Purpose: To provide an integrated community transit and parking facility reducing vehicle trips and increasing access to transit service. It may also serve as a rest stop and winter chain-up area for motorists travelling through

Meyers.

Program Description: Develop two state-owned, 4.59 acre parcels along U.S. 50 into an integrated transit center with community parking for approximately 150 vehicles, transit and other recreation shuttle service (ski areas), restrooms, bicycle racks or locker, storm water drainage, signage and information kiosk. A long term goal is to have south shore employee van/bus shuttle originate from the facility. Visitors to the Region may be able to use the facility as a place to leave their vehicle and access regional transit.

Estimated Cost: \$750,000

Funding: TRPA air quality mitigation funds; County local transportation funds; Caltrans Transportation Enhancement Activities grant; Caltrans Surface Transportation Program; Federal Highways Administration (FHWA) Scenic Byways grant; Private.

4. U.S. 50/California 89 Intersection Improvements and Chain-Up Area

Purpose: Maintain level of service at the intersection and provide a dedicated chain-up area for traffic over nearby Echo Summit. Provide a means for local traffic to avoid delays caused by chain control procedures.

Program Description: Intersection improvements may include traffic channelization, signalization or other traffic control devices. The chain-up area will use existing road shoulders (paved and unpaved) to provide two eleven foot parking lanes approximately 500 feet long, signage, snow storage and drainage facilities. Approximately six feet of additional paving width of compacted road shoulder will be necessary. Overhead lighting is already in place.

Estimated Cost:

Intersection improvements	\$75,000
Chain-up area	\$75,000

Funding: FHWA Scenic Byways grant; TRPA air and water quality mitigation funds; Caltrans Transportation Enhancement Activities grant; private.

5. Recreation Shuttle Service Expansion

Purpose: To reduce vehicle trip ends by providing regularly scheduled shuttle service from Meyers to nearby recreation areas.

Program Description: Recreation areas providing shuttle service such as Heavenly, Kirkwood and Sierra-at-Tahoe would make regularly scheduled stops at the facility. The Beach Bus, Tahoe Queen and casino operators could also extend service to Meyers.

Estimated Cost: \$200,000

Funding: Recreation providers, casinos, TRPA air quality mitigation funds; Private.

SCENIC QUALITY

1. U.S. 50 Corridor Landscape and Lighting Improvements

Purpose: To implement the Meyers community design program and regional scenic quality improvement program along the U.S. 50 corridor, a scenic threshold unit targeted for restoration.

Program Description: Install coordinated landscape frontage and exterior lighting standards on both sides of U.S. 50 in the Yank's Station and West Meyers land use districts. The Meyers Bike Trail landscaping will provide shrubs and groundcover along the highway edge. The adjacent private properties generally would install parking lot landscape screening consisting of trees (mainly deciduous varieties) and selective shrub plantings.

Estimated Cost:

Per typical 100 foot frontage	\$4,000
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Item Cost:

Two area lights, Idaho Wood Products #296 or equivalent	\$1,800
Grading and soil preparation	\$700
Landscape plant materials	\$1,000
Temporary irrigation for plant establishment	\$500

Note: Low-level lighting bollards could be installed for approximately \$1,000 less than the area lights.

Funding: Public and private property owners. Participation in a landscape and lighting benefit assessment district or business improvement district, both permitted under California law, are the recommended methods to implement the program.

2. U.S. 50 Center Landscaped Median

Purpose: To create a sense of arrival to Meyers and the Tahoe Basin; to implement the regional scenic quality program along the U.S. 50 corridor, a scenic threshold unit targeted for restoration.

Program Description: Install an intermittent 14 foot wide landscaped median, including curb and gutter and planting bed using the existing U.S. 50 center turn lane between Apache/Santa Fe and California 89. Total median length is approximately 2,000. It would provide turn pockets and vehicle stacking space at each street intersection and at major driveways serving multiple businesses. The general location of the median is shown the Community Design Plan.

Estimated Cost:
\$30.00 per linear foot \$600,000

Funding: Caltrans Transportation Enhancement Activities grant; FHWA Scenic Byways grant.

3. Gateway Entry Features

Purpose: To create a sense of arrival to Meyers and the Tahoe Basin.

Program Description: Install up to three monuments with landscaping announcing the arrival in Meyers. Locations may include two along U.S. 50 at either end of the plan area and one along California 89 near the plan area boundary.

Estimated Cost:
\$5,000 per entry feature \$15,000

Funding: FHWA Scenic Byways grant; Private.

4. Overhead Utility Lines Converted to Underground Service

Purpose: To create a sense of arrival to Meyers and the Tahoe Basin; to reduce overhead utility lines along designated scenic highway corridors.

Program Description: Convert existing overhead utility lines and overhead service connections to underground service along U.S. 50 within the community plan boundaries from California 89 to the Upper Truckee River, approximately 1,500 linear feet.

Estimated Cost:
\$325.00 per linear foot \$485,000

Funding: El Dorado County undergrounding funds (pursuant to Public Utilities code Rule 20); Private.

RECREATION

1. Permanent Meyers Visitors Center

Purpose: To assist in providing a high quality, outdoor recreational experiences to Tahoe Basin visitors by providing visitor information services at a strategic entry location.

Program Description: Construct a permanent visitors center and interpretive facilities within the community plan area. The plan's preferred location is at the U.S. 50/California intersection. Estimated capacity is 150 person at one time.

Estimated Cost: \$5,000,000

Funding: U.S.D.A. Forest Service, California Tahoe Conservancy, California Department of State Parks.

F. COMMUNITY PLAN REVIEW AND MONITORING

A review of the adopted community plan is required every five years to determine conformance with the plan's approved schedules of development and adequacy of programs, standard, mitigation and monitoring. It may be revised based on the review's conclusions. Monitoring of threshold target attainment and maintenance and capital improvements implementation will occur in accordance with Table 7-1 below. To a large degree the monitoring program relies on existing components of TRPA's monitoring programs, especially activities affecting threshold attainment and maintenance.

EI Dorado County and TRPA[§] will annually review the schedule of plan improvements to ensure the plan is implemented according to schedule. Minor adjustments to the implementation schedule may result from the annual review.

**Table 7-1
Community Plan Threshold Target Monitoring Summary**

Element	Location	Sample Period	Responsible Party
Water Quality and BMP Effectiveness	Representative Projects	Spring runoff and Representative Storm Events	Project Proponents, TRPA
Land Coverage Reduction	Target Restoration Projects	Annually	TRPA
Stream Environment Zone Restoration	Target Restoration Sites	Project Completion Date	TRPA, Tahoe Conservancy, USDA Forest Service
Scenic Resources	Roadway Units #36, #37 and #38; Resource #36-1	5 Year Threshold Review/Evaluation	TRPA, [§] EI Dorado County
Noise (CNEL)	Selected Sites in Plan Area	5 Year Threshold Review/Evaluation	TRPA
Traffic Level of Service (LOS)	Key Intersections (U.S. 50/Cal. 89, U.S. 50/Pioneer	5 Year Threshold Review/Evaluation	TRPA, Caltrans, EI Dorado County
Western Juniper Trees	Existing Locations	Annually	TRPA, [§] EI Dorado County

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