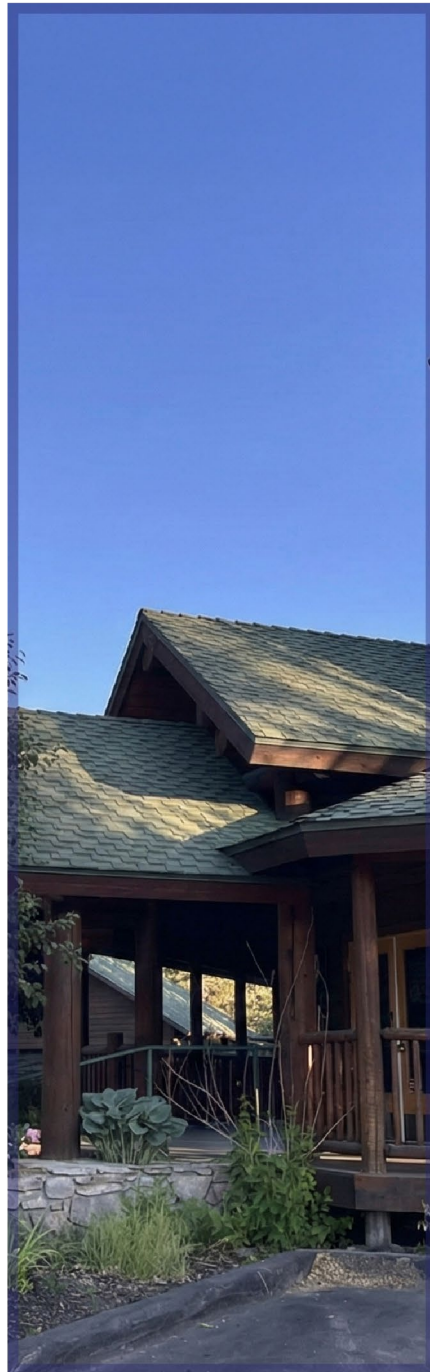


CHAPTER 7

COMMUNITY-SPECIFIC POLICIES





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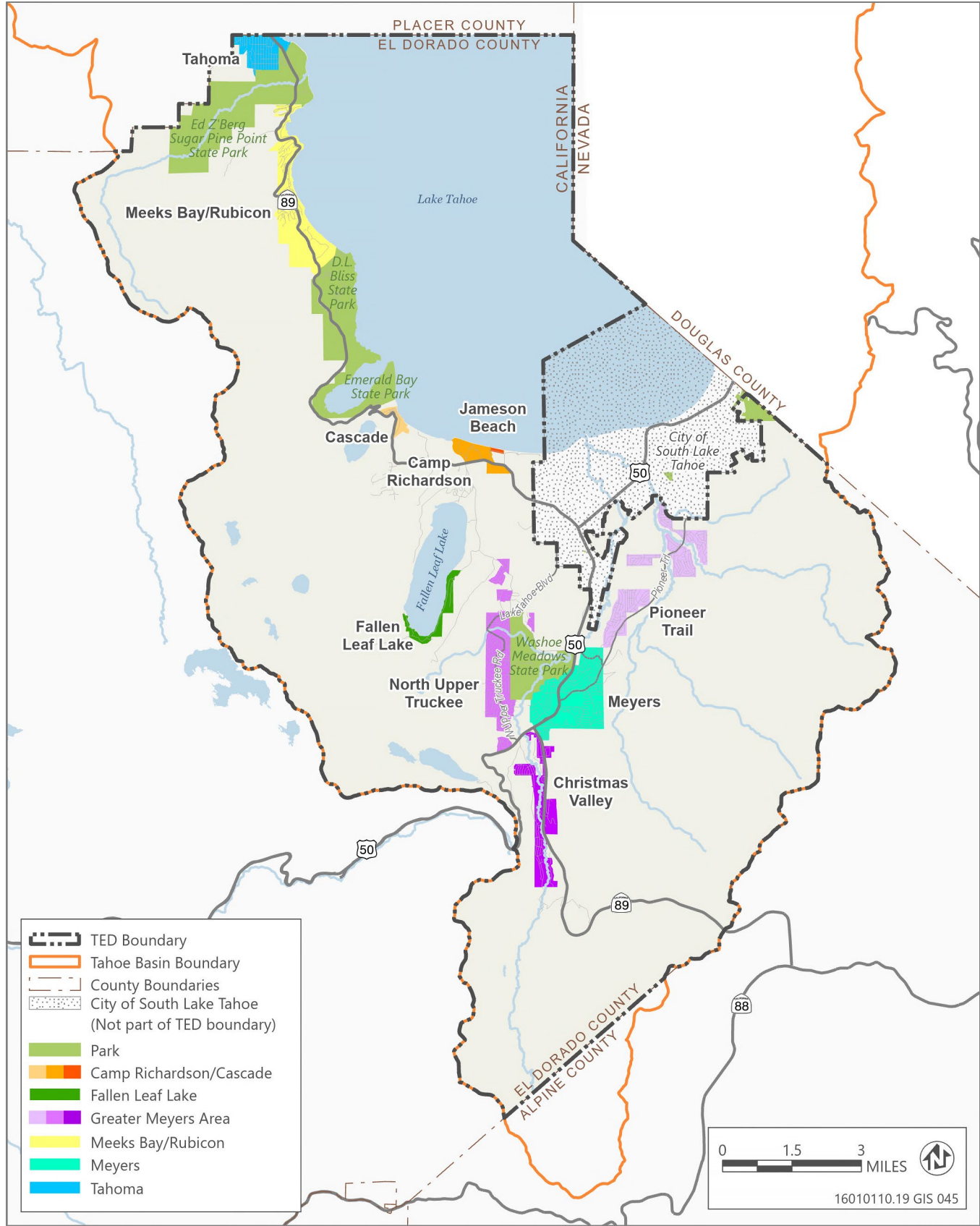
COMMUNITY-SPECIFIC POLICIES

There are six communities within the Plan Area ranging in size from 41 to more than 3,300 parcels where most of the permanent population resides. These six communities include:

- Camp Richardson/Cascade,
- Greater Meyers Area (Christmas Valley, North Upper Truckee, and Pioneer Trail)
- Fallen Leaf Lake,
- Meeks Bay/Rubicon,
- Meyers, and
- Tahoma.

This chapter includes community-specific policies that address the unique needs of communities within the Plan Area, as shown in Figure 7-1. These policies supplement the areawide goals and policies contained in earlier chapters.

Figure 7-1 COMMUNITIES WITHIN THE PLAN AREA



Source: Ascent 2024.

CAMP RICHARDSON/CASCADE

CAMP RICHARDSON

Camp Richardson is located about three miles from the intersection of US Highway 50 (US 50) and California State Route 89 (SR 89). South Lake Tahoe is the nearest year-round commercial and public services center. The United States Forest Service (USFS) owns most of Camp Richardson except for 41 parcels on Jameson Beach Road between Pope Beach and the Camp Richardson Marina which are privately owned. The USFS-owned portions of Camp Richardson, which a concessionaire operates and manages, as well as Lake Tahoe, provide nearby recreation opportunities. Land uses in the Camp Richardson community includes single-family residential with three parcels of recreational facilities. The recreational facilities at this historic resort include a restaurant, cabins and hotel, campgrounds and retail stores. Homes in the Camp Richardson community tend to be older, with the first homes built in 1920 and an average year of home construction of 1957. Most of the homes in the community are second homes, with 92 percent of housing units vacant.

CASCADE

The Cascade community is located south of Emerald Bay and east of Cascade Lake. The private community is small and partially gated year-round. Current land use within the neighborhood is entirely single-family residential. Development began in 1946 and continued through 2021, with a slight spike in homes being built between 1994 and 2002. Over 90 percent of homes within the Cascade community are vacant, implying that the community is almost entirely second homes. The City of South Lake Tahoe, roughly six miles to the southeast, provides the nearest public services and commercial uses.

POLICIES

CR-1: Camp Richardson Resort Improvements. Restore and improve Camp Richardson Resort as a high quality, year-round destination resort consistent with the historic character, the environmental setting and guest expectations.

CR-2: Plan Compliance at Camp Richardson. Future development at Camp Richardson shall be in conformance with and promote the goal and objectives of the 2009 Camp Richardson Vision Plan, the 2020 SR 89 Recreation Corridor Management Plan, and/or successor master plan.

CR-3: Reducing Conflicting Uses at Camp Richardson. Conflicting use between the Camp Richardson marina and the adjoining single-family home property owners should be reduced.

CR-4: Public Transit and Park-and-Rides. Expand public transit service to recreation sites and explore park-n-ride locations near Camp Richardson to reduce traffic and unauthorized parking.

CR-5: Historical Structures. Coordinate with public landowners and corresponding concessionaires to restore historic structures in Camp Richardson Resort and other recreation sites.

CR-6: Camp Richardson Marina. Assist the Camp Richardson Marina in promoting recreational access to Lake Tahoe, removing aquatic invasive species, relocating industrial uses out of environmentally sensitive lands, and promoting redevelopment of commercial uses to resort recreation uses.

CR-7: Year-Round Access to Recreation. Enhance year-round opportunities, as appropriate, to access various recreation sites, including but not limited to Baldwin Beach Day-Use Area, Camp Richardson Corral, Kiva Picnic Area, Kiva Beach, Tallac Historic Site, Taylor Creek SNO-PARK, Taylor Creek Visitor Center, Valhalla (Heller Estate), and Camp Richardson Resort.

CR-8: Recreation Amenities. Coordinate with public landowners and corresponding concessionaires to provide adequate amenities, such as restrooms, trash cans, vehicle parking, bicycle parking, and educational and interpretive signage at recreational sites.

CR-9: Campgrounds. Coordinate with the USFS Lake Tahoe Basin Management Unit to encourage and facilitate recreational camping while managing visitors appropriately in Camp Richardson.

CR-10: Recreational User Conflicts. Collaborate with public landowners, concessionaires, and corresponding law enforcement agencies to manage conflicts between recreational users as well as with wildlife in Camp Richardson.

CR-11: Bike Paths. Work with the USFS Lake Tahoe Basin Management Unit to maintain and further improve bike paths in the Camp Richardson area.

CR-12: Stormwater Infrastructure. Maintain and further improve stormwater infrastructure in the Cascade area.

CR-13: Camp Richardson Commercial Development. Encourage the relocation and consolidation of commercial development to the north side of State Route 89 to reduce traffic and discourage unauthorized parking on State Route 89.

CR-14: Temporary and Seasonal Events. Coordinate temporary and seasonal events with transportation providers, Caltrans, the El Dorado County Sheriff's office and California Highway Patrol to limit the impacts on US Highway 89.

GREATER MEYERS AREA

CHRISTMAS VALLEY

Christmas Valley is located south of Meyers along SR 89 and South Upper Truckee Road. The Celio family was one of the original landowners in the area, and structures at Celio Ranch in Christmas Valley (previously called Upper Lake Valley) date back to 1914. The community is relatively private and the nearest community services and commercial areas are in Meyers.

Christmas Valley is one of the newest communities within the Plan Area. Development in the subdivision began in the early 1960s, peaked in 1976, and slowed in 1982. The community is mostly single-family residential, with some larger three-to-five-acre residential estate properties, multi-family housing in the northern portion of the community, and some commercial uses east of SR 89. About 16 percent of parcels are owned by the USFS and the California Tahoe Conservancy (Conservancy). The community has a higher percentage of full-time residents than other communities in the Plan Area—49 percent of housing units are vacant.

NORTH UPPER TRUCKEE

The North Upper Truckee community contains the neighborhoods accessed through North Upper Truckee Road, Sawmill Road, and Tahoe Mountain Road. The area stretches between Meyers and the “Y” area of the City of South Lake Tahoe, which provide the nearest amenities and public services. The community is zoned entirely as single-family residential. Nearby recreational opportunities include Washoe Meadows State Park, Angora Ridge, and Tahoe Paradise Park. The community is characterized by more locals than many other communities in the Plan Area—42 percent of housing units are vacant.

North Upper Truckee is the newest community within the Plan Area and development of the subdivisions began in 1961, with a major increase in development from 1970 to 1980. The 2007 Angora Fire burned structures within the northern portion of the community and as a result homes in this area tend to be newer, as they were rebuilt after the fire. Out of all the communities within the Plan Area, North Upper Truckee has the highest percentage of parcels owned by the USFS and Conservancy at 38 percent.

PIONEER TRAIL

The Pioneer Trail community contains the discontinuous neighborhoods that are accessed by Pioneer Trail, including the Black Bart, Montgomery Estates, and Washoan neighborhoods. Existing land use is mostly single-family residential, with two parcels providing public services and a handful of multi-family housing parcels. The community is closest to the City of South Lake Tahoe, which provides majority of its community services and amenities. Neighboring USFS, Conservancy, and City of South Lake Tahoe lands provide recreation and open space.

The Pioneer Trail subdivisions are newer, with most development occurring in 1955 and later with most homes built from 1969 to 1982. The Black Bart neighborhood has a higher concentration of homes built before 1960, while the Montgomery Estates neighborhoods tend to be newer and have a higher concentration of homes built from 2000 to 2010. Homes in this community have a high proportion of second homes, with 62 percent of housing vacant. An additional 19 percent of parcels within the community are owned by the USFS and Conservancy.

POLICIES

GM-1: Pioneer Trail Maintenance. Provide timely roadway maintenance of Pioneer Trail in coordination with transportation providers through pavement improvement projects, road shoulder parking management, and street sweeping.

GM-2: Airport-area Redevelopment. Encourage and incentivize redevelopment opportunities, including mixed-use, commercial, and affordable housing, in suitable areas close to the South Lake Tahoe Airport.

GM-3: Washoe Meadows State Park. Coordinate with California Department of Parks and Recreation (State Parks) to further improve and maintain the recreational day-use facilities, including fishing, hiking, viewing wildlife, while also preserving the natural beauty of Washoe Meadows State Park.

GM-4: Small Residential Communities and Neighborhoods. Maintain and enhance the small, rural character of the residential communities and neighborhoods within the Greater Meyers area.

GM-5: Walkable and Bikeable Communities. Preserve and improve winter and summer access from the residential neighborhoods within the Greater Meyers Area to public lands and formal recreational areas as well as the Meyers Town Center.

GM-6: Elks Club. Coordinate with the Conservancy to improve and maintain the Elks Club property for access to the trail network and Upper Truckee River as well as improve water quality.

GM-7: Post-Caldor Fire Restoration. Collaborate with the relevant public land-owning agencies, like the USFS Lake Tahoe Basin Management Unit and Conservancy, to restore the Caldor Fire area, including removal of fire-killed trees, fuels reduction, reforestation, trail restoration, and terrestrial and aquatic habitat restoration.

GM-8: Upper Truckee River Restoration Efforts. Coordinate with the relevant public land-owning agencies, like State Parks, USFS Lake Tahoe Basin Management Unit and Conservancy, to further restore the Upper Truckee River.

GM-9: U.S. Forest Service Cabins. Work with the USFS and those that participate in its Recreational Residence Program to maintain and preserve the historical character of the cabins in the Greater Meyers Area, including the following tracts: Christmas Valley, Echo Lake, Rainbow, and more, pursuant to special use permits.

GM-10: Echo Lake. Coordinate with the USFS and concessionaires to further improve and maintain the recreational day-use facilities, including fishing, boating, hiking, viewing wildlife, while also preserving the natural beauty of the Echo Lake area.

GM-11: Coordination with the City of South Lake Tahoe. Coordinate with the City of South Lake Tahoe as a nearby local jurisdiction on relevant land use and zoning related issues as appropriate.

FALLEN LEAF LAKE

FALLEN LEAF LAKE

The Fallen Leaf Lake community is a small, isolated community along the south and southeast shores of Fallen Leaf Lake. The community is accessed through Fallen Leaf Road, which is closed for public vehicle access and gated during winter. In summer, the community is a popular destination for visitors recreating at Fallen Leaf Lake, Glen Alpine, and Desolation Wilderness. Most of Fallen Leaf Lake and the surrounding area is public land that is owned and managed primarily by the USFS, which means access cannot be completely restricted to that land. The Fallen Leaf Lake Community Services District (CSD) provides public services such as potable water and seasonal fire response. There is a small store and market near the marina, however the nearest major commercial uses and other public services are in the City of South Lake Tahoe. Land use within the community is mostly single-family residential, with some tourist accommodations, a place of worship, the market and a fire station.

The community is entirely second homes, with approximately 98 percent of housing units vacant. Structures around Fallen Leaf Lake tend to be older, with the oldest residence built in 1916 and many homes built before 1961. The community is unique in that it features a low percentage of parcels owned by the USFS and Conservancy while being almost entirely surrounded by public land and heavily visited for recreational uses.

ANGORA LAKES

Angora Lakes consists of three small high-alpine lakes and is a popular recreational destination during the summer months for swimming, hiking, and non-motorized boating. This area is open to the public during the summer-only for day-use. There are Forest Service cabins in the Angora Lakes area as well as the Angora Lakes Resort. The Resort, a permittee of the USFS Lake Tahoe Basin Management Unit, has a small, private cabins for rent as well as a small snack shop and kayak, paddleboard, and boat rentals.

POLICIES

FLL-1: Limit Winter Vehicle Access. Limit winter vehicle access on Fallen Leaf Road and Angora Ridge Road by closing and locking gates as well as restricting plowing services.

FLL-2: Public Access. Continue to allow public access to surrounding public lands in the summer and winter months (non-vehicular in winter).

FLL-3: Recreational Safety and Enforcement. Collaborate with public landowners, concessionaires, private landowners and corresponding law enforcement agencies to improve recreational safety and enforcement as well as manage conflicts between recreational users and/or wildlife.

FLL-4: Road Safety Improvements. Improve transportation safety for all users through physical improvements to Fallen Leaf Road and other nearby roads, data gathering, awareness programs, planning, and enforcement.

FLL-5: New Piers. Discourage the construction of new piers on Fallen Leaf Lake serving individual landowners and, if new piers are desired, encourage that they serve multiple landowners.

FLL-6: Improve Public Information, Technology, and Signage. Improve public information, use the best technology available, and provide better signage to allow continued public access year-round while balancing private residential use.

FLL-7: Trail Improvements. Formalize user-created trails by paving and installing water quality treatment improvements as well as establishing new trails with appropriate outreach and engagement with the community.

FLL-8: Trailhead Access and Parking. Improve trailhead access and parking at the Glen Alpine Trailhead, Angora Lakes Trailhead, and other relevant areas, including providing a method to notify the public when the parking lots are full to prevent unnecessary vehicle trips.

FLL-9: Boat Facilities. Coordinate the evaluation of the best uses for Fallen Leaf Lake with the residents, in cooperation with the U.S. Forest Service and El Dorado County, especially regarding boat and marina access and appropriate boat and motor size restrictions given the small scale of Fallen Leaf Lake (Special Policies #1 and #2 may be modified because of this evaluation).

FLL-10: Stormwater Infrastructure. Maintain and further improve water quality and stormwater infrastructure in the area.

FLL-11: Dam Replacement. Replace the dam at Fallen Leaf Lake and allow the passage of fish (via a ladder or other methods) to further improve fish spawning.

FLL-12: Neighborhood Compatibility. Ensure new development, residential and commercial, is limited and of a size, scale, and character that is compatible with existing uses and character of the Fallen Leaf Lake area.

FLL-13: Preserve Historical Character.

Collaborate with private residents, business owners, and the U.S. Forest Service to continue to preserve the historical character of all development in the Angora Lakes and Fallen Leaf Lake area.

FLL-14: Stanford Sierra Camp. Coordinate with Stanford Sierra Camp to better facilitate guests and visitors.

MEEKS BAY/RUBICON

The Meeks Bay/Rubicon community includes the residential areas around Rubicon Bay, Meeks Bay, and Glenridge along the west shore of Lake Tahoe north of Meeks Bay. The community is located far from services and is isolated in winter. Access to the area from the south through Emerald Bay on SR 89 can close for weeks at a time due to avalanche hazards. The nearest town center is roughly 12 miles to the north in Tahoe City. The Meeks Bay/Rubicon community is close to D.L. Bliss State Park, Meeks Bay Resort, and Desolation Wilderness.

Homes within Meeks Bay/Rubicon are mostly second homes and 89 percent of available housing units are vacant. An additional 31 percent of parcels within the subdivisions are owned by the USFS and Conservancy. Structures in the area date back to 1916, but a vast majority were built between 1956 to 1965 and 1974 to 1982.

POLICIES

MB/R-1: Trailhead Access. Improve trail access from Meeks Bay to Desolation Wilderness and set back the relevant trailhead from US Highway 89 for improved access and increased public safety.

MB/R-2: Marina and Campground. Coordinate with U.S Forest Service and the Washoe Tribe to explore the removal of the marina facilities, campsites, and any other recreational facilities from stream environment zones.

MB/R-3: Meeks Bay Resort and Marina. Coordinate with the U.S. Forest Service and Washoe Tribe, as the concessionaire, to maintain and improve the Meeks Bay Resort and Marina as well as current or future restoration efforts.

MB/R-4: Neighborhood Compatibility. Ensure new development, residential and commercial, is limited and of a size, scale, and character that is compatible with existing uses and character of the area.

MB/R-5: Preserve Historical Character. Collaborate with private residents, business owners, and the USFS to continue to preserve the historical character of all development in the Meeks Bay/Rubicon area.

MB/R-6: Public Transit and Park-and-Rides. Expand public transit service to recreation sites and explore park-n-ride locations near Ed Z'Burg Sugar Pine State Park, D. L. Bliss State Park, and Meeks Bay to reduce traffic and unauthorized parking, especially on SR 89.

MB/R-7: North Tahoe Fire Protection District Facility. Work with the North Tahoe Fire Protection District and other relevant agencies to study the demand and feasibility of expanding the North Tahoe Fire Protection District fire station, as the only first responders between Fallen Leaf Lake and the Placer County line on the west shore of Lake Tahoe.

MB/R-8: Meeks Creek Bridge and Fish Passage. Collaborate with Caltrans to replace the SR 89 bridge with a modern structure paired with the removal of unnatural barriers to fish passage.

MB/R-9: Meeks Bay Meadow. Coordinate with land owning agencies and the Washoe Tribe to further restore the Meeks Bay Meadow and nearby areas.

MB/R-10: West Shore Trail. Collaborate with U.S. Forest Service, Lake Tahoe Basin Management Unit and Tahoe Regional Planning Agency to plan and implement the West Shore Trail.

MEYERS

Meyers is the largest community within the Plan Area and includes more than 3,300 parcels. Meyers was historically established as a Pony Express stop and the site of a toll house for the private roads over Echo Summit. The community currently contains the development east SR 89 on the north and south sides of US 50. The core of Meyers is the Town Center, which provides public services, commercial uses, and multi-family housing. Other land uses in the community are almost entirely single-family residential. The community is surrounded by recreation and open space lands, including Tahoe Paradise Park, Lake Valley State Recreation Area, Washoe Meadows State Park, and USFS lands.

Structures within Meyers tend to be newer, with the average year of construction of 1982. The community experienced a major spike in development between 1972 and 1980, and smaller spikes from 1958 to 1965 and 2000 to 2007. The neighborhoods north of US 50 have a higher concentration of older homes built between 1940 and 1960; this neighborhood also tends to have a higher percentage of full-time residents, with 30 percent of housing units vacant. The neighborhoods south of US 50 tend to have newer homes and higher rates of vacancy (51 percent vacant). Almost 30 percent of parcels within Meyers are owned by the USFS, State Parks, and Conservancy.

POLICIES

M-1: Community Plaza. Encourage the development of a permanent multi-use community plaza in Meyers to provide visitor information, public parking and restrooms, and a central gathering place.

M-2: US 50 Right-of-Way Land Use. Limit land uses in the US 50 non-operational right-of-way (which may be acquired by adjoining property owners) to parking, decks, outdoor seating, paths, signage, landscaping, lighting, public art, and water quality control facilities.

M-3: Snow Removal. Consult and collaborate with Caltrans to implement snow removal operations along US 50 consistent with the Highway's role as Meyer's main street.

M-4: Gateway Signs. Encourage the installation of gateway monument signage at the western and eastern entrances to Meyers.

M-5: Level of Service. Maintain Level of Service of "D" or better at US 50/Pioneer Trail and US 50/SR 89 intersections consistent with the Linking Tahoe: Regional Transportation Plan (RTP).

M-6: Public Transit. Encourage El Dorado County, transit providers and recreation area shuttles to increase transit service to and from Meyers. Provide high quality transit stops and facilities which encourage ridership and are designed consistent with the Meyers Town Center Streetscape Design Guidelines (Appendix A).

M-7: Park-and-Ride. Provide park-and-ride opportunities in Meyers. Encourage the use of shared community parking areas which can serve the land use districts.

M-8: Air Quality. Identify opportunities to reduce traffic speeds through Meyers without adversely affecting air quality. Consider using right-of-way improvements and traffic controls to achieve the objective.

M-9: Snow Chain-Up Area. Consult and collaborate with Caltrans, TRPA and the California Highway Patrol to redesign the chain-up areas and modify snow chain-up procedures, including short term truck parking, along US 50, and consider developing a chain-up area that is separate from the travel lane and can serve as public parking and recreational access during non-winter months.

M-10: Pedestrian Crossing. Promote a safe pedestrian crossing of US 50 within the Meyers Town Center including consideration of a non-interface/grade separated facility.

M-11: Scenic Quality. Reduce the visual dominance of the US 50 corridor through Meyers.

M-12: Center Lane. Develop an enhanced center lane along US 50 through the Area Plan which provides access and visibility to adjoining land uses and permits turn movements at cross street intersections.

M-13: Successional Sierra Juniper. Promote the planting of Sierra Juniper seedlings in landscaping and revegetation efforts.

M-14: Meyers Culture. Promote special events in Meyers that highlight surrounding recreational opportunities and natural or cultural heritage.

M-15: Bridge Crossing. Provide an undercrossing of US 50 at the existing Upper Truckee River bridge to connect recreational and transportation trails on either side of the highway.

M-16: Ag Inspection Station. Relocate the agricultural inspection station to a location outside the Plan Area.

M-17: Agriculture Inspection Station Design. Coordinate with the Department of Food and Agriculture to implement aesthetic improvements at the existing inspection station until the station is relocated, consistent with the Meyers Town Center Streetscape Design Guidelines (Appendix A).

M-18: Community Non-Profit. Encourage the creation of a community non-profit organization to assist with funding and implementing improvements to implement this Area Plan.

TAHOMA

Tahoma is located along the northern boundary of the Plan Area and is divided between El Dorado and Placer counties. The location is generally isolated, especially during winter months, as Emerald Bay area (to the south of Tahoma) closes. While limited commercial uses exist in Tahoma, the closest major commercial areas and public services are in Tahoe City about nine miles to the north. The community is predominantly second homes and 75 percent of housing units are vacant. Existing land uses are mostly single-family residential with some commercial uses along the SR 89 corridor. Most homes within Tahoma are part of the Tahoe Cedars Property Owners Association, which provides community amenities and jointly manages Marie Sluchak Community Park. Tahoma is also adjacent to Ed Z'Berg Sugar Pine Point State Park and USFS managed lands that provide trails, camping, and public access to Lake Tahoe.

The USFS and Conservancy own nine percent of parcels within Tahoma, a lower percentage compared to other communities within the Plan Area. Following the original 1910s resort development in Tahoma, most structures were built between 1957 and 1980, with 1975 being the average year structures were built.

The TED Area Plan creates a new Tahoma Village Center along SR 89 to establish a walkable, mixed-use town center. This zone prioritizes neighborhood-oriented retail and services alongside residential development, including deed-restricted affordable and workforce housing designed to fit within Tahoma's existing character. It supports both vertical and horizontal integration of uses—allowing homes, shops, lodging, and public spaces to coexist—with the goal of creating a pedestrian-friendly hub that revitalizes this stretch of highway.

POLICIES

T-1: Air Quality. Identify opportunities to reduce traffic speeds through Tahoma without adversely affecting air quality and consider using right-of-way improvements and traffic controls to achieve the objective.

T-2: Traffic Congestion. Maintain a level of service of D or better during peak traffic periods, consistent with the Connection 2050 Transportation Plan.

T-3: Neighborhood Compatibility. Ensure new development is of a size, scale and character that is compatible with existing uses and character of the area to maintain the small, rural town character of Tahoma.

T-4: Public Transit and Park-and-Rides.

Expand public transit service to recreation sites and explore park-n-ride locations near Tahoma Village Center, key neighborhoods, and recreational hubs to reduce traffic and unauthorized parking.

T-5: Affordable Housing. Incentivize development and redevelopment opportunities for affordable housing, including senior housing and workforce housing.

T-6: County Maintenance Yard. Evaluate the County-owned maintenance yard for necessary improvements to maintain snow removal operations during winter months and road improvements and maintenance during summer months.

T-7: Roadway Improvements and Water Quality. Assess County-maintained and owned facilities to determine their life expectancy and replace facilities as needed.

T-8: Marie Sluchak Community Park. Coordinate with the Tahoe Cedars Property Owner’s Association to further improve and maintain the Marie Sluchak Community Park as an important community meeting place for Tahoma and the west shore of Lake Tahoe.

T-9: Coordinate with Placer County. Coordinate with Placer County as a nearby local jurisdiction on relevant land use and zoning related issues as appropriate.

T-10: Broadband Access. Enhance access to broadband in Tahoma and on the west shore of Lake Tahoe.