Douglas County Board of Commissioners
Resolution Number 2014R-079

A resolution adopting amendments to the Douglas County Master Plan to incorporate the Tahoe Douglas Area Plan by reference. The Tahoe Douglas Area Plan includes all properties outside the South Shore Area Plan under the jurisdiction of the Tahoe Regional Planning Agency (TRPA) within Douglas County. This plan will replace the Round Hill Community Plan and the Plan Area Statements.

WHEREAS, the Tahoe Douglas Area Plan was prepared by Douglas County in collaboration with the Tahoe Regional Planning Agency, to provide a vision, goals, objectives, and strategies for the purpose of planning within the Tahoe Douglas Area; and

WHEREAS, the 2011 Douglas County Master Plan Update is amended to incorporate the Tahoe Douglas Area Plan by reference; and

WHEREAS, the Tahoe Douglas Area Plan will replace the Round Hill Community Plan and the Plan Area Statements within Douglas County; and

WHEREAS, on September 3, 2014, a public community meeting was held to provide information and solicit community input on the Tahoe Douglas Area Plan; and

WHEREAS, on September 9, 2014, the Douglas County Planning Commission held a public scoping meeting to provide information and solicit input on the Tahoe Douglas Area Plan; and

WHEREAS, on September 24, 2014, the Tahoe Regional Plan Implementation Committee held a public scoping meeting to provide information and solicit input on the Tahoe Douglas Area Plan; and

WHEREAS, the Tahoe Douglas Area Plan is supported by goals and policies within the 2011 Douglas County Master Plan Update and the Tahoe Regional Plan Update; and

WHEREAS, on October 14, 2014, the Planning Commission held a public hearing and took public comment on the Tahoe Douglas Area Plan, and as attached herein; and

WHEREAS, on October 14, 2014, the Douglas County Planning Commission held a public hearing and voted to adopt Resolution Number PC 2014-02, incorporating the Tahoe Douglas Area Plan into the Douglas County Master Plan; and

WHEREAS, on October 16, 2014, the Douglas County Board of Commissioners held a public hearing and took public comment on the Master Plan Amendment; and

WHEREAS, the Board of Commissioners has determined that findings necessary to amend the Master Plan can be and are made, as articulated in the staff report and at the public hearing, in accordance with Douglas County Code, Section 20.608.040, and NRS Section 278.210; and

NOW, THEREFORE, BE IT RESOLVED that the Douglas County, Nevada, 2011 Master Plan Update is amended to incorporate the Tahoe Douglas Area Plan by reference provided as Exhibit A, updating Chapter 2 *Land Use*, is hereby approved and adopted by the Board of Commissioners, in a manner provided by law; and

NOW, THEREFORE, BE IT RESOLVED that the Tahoe Douglas Area Plan provided as Exhibit B. as presented, is hereby approved and adopted by the Board of Commissioners, in a manner provided by law; and

This Resolution shall be effective upon the TRPA Governing Board's review and approval of the Area Plan as approved by the Douglas County Board of Commissioners.

Adopted the 16th day of October 2014 by the following vote:

AYES: Barry Penzel

Doug N. Johnson

Lee Bonner

Greg Lynn

Nancy McDermid

NAYS: None

ABSENT: None

ABSTAIN: None

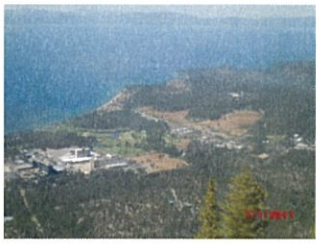
Doug N. Johnson, Chairman
Douglas County Board of Commissioners

BY: Kathy Lewis
for: Douglas County Clerk-Treasurer

BY: Paul Penny
Deputy Clerk

Tahoe Planning Area

Introduction



The Tahoe Planning Area serves as the Land Use Element for properties in Douglas County under the jurisdiction of the Tahoe Regional Planning Agency (TRPA). The development policies for this area are addressed in two area plans, the South Shore Area Plan, which is incorporated into this Chapter, and the Tahoe Douglas Area Plan, which is anticipated to be adopted by the County Board of Commissioners in late 2014, and will be incorporated into the Master Plan by reference at the time of adoption. Both plans have been developed to conform to the Tahoe Regional Planning Compact, Thresholds, and 2012 TRPA Regional Plan. Once an Area Plan is adopted by the TRPA Governing Board, it is considered to be a component of the TRPA Regional Plan.

Location and General Description

The Tahoe Planning Area, previously referred to as the Tahoe Regional Plan, is located on the western edge of Douglas County, Nevada. The area totals 23,461 acres, or approximately 5 percent of the County. Approximately 84 percent of land is in public ownership, and the remaining 16 percent is in private ownership. The area borders Lake Tahoe, the 10th deepest lake in the world, known for the clarity of its waters and scenic beauty.

Background

The Lake Tahoe Region is under the jurisdiction of the TRPA, established in 1969 under the Bi-State Tahoe Regional Planning Compact (Public Law 91-148), in order to control growth and development and protect Lake Tahoe's clarity and environment.

In the 1980s, the Bi-State Tahoe Regional Planning Compact was amended (Public Law 96-551, 94 Stat. 3233) to further control growth; the Environmental Threshold Carrying Capacities, or "thresholds", which are environmental standards that address matters such as air quality, water quality, and noise, were adopted (August 1982); and the 1987 Regional Plan was adopted, which put in place residential growth caps called "allocations" and established caps on all other forms of development.

The TRPA developed Community Plans and Plan Area Statements to implement the 1987 Regional Plan. Douglas County adopted three Community Plans for Stateline, Kingsbury, and Round Hill and 30 Plan Area Statements. The Community Plans and Plan Area Statements addressed the policies, regulations, and programs for specific areas in order to attain and maintain the environmental thresholds and implement the goals and policies of the 1987 Regional Plan.

2012 TRPA Regional Plan

In December 2012, the TRPA Governing Board adopted an updated Regional Plan. The TRPA Regional Plan Goals and Policies serve as a guide for all future land use decisions within the Lake Tahoe Region, and are adopted by reference into the Douglas County, Nevada, Master Plan. The priorities of the updated Regional Plan include:

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

Important policies addressed in the Regional Plan include:

- Retaining the established regional growth control system. Under this system, rampant overdevelopment was stopped and open spaces preserved. Most of the policies from the 1987 Regional Plan stayed in place.
- Creating a more efficient planning system that integrates TRPA requirements into the plans and permits of other government agencies.
- Encouraging property owners to transfer development rights from sensitive or outlying areas to town centers with the goal of restoring these lands.
- Eliminating regulatory barriers to the environmental redevelopment of rundown buildings.
- Simplifying burdensome regulations for homeowners while achieving threshold gain.
- Integrating with the Regional Transportation Plan to support sidewalk and bike trail projects that reduce automobile dependency and increase walkability and safety.
- Continuing to deliver restoration projects under the EIP that achieve erosion control on roadways and restore forests and wetlands.

Area Plans

The 2012 TRPA Regional Plan and TRPA Code of Ordinances, Chapter 13, *Area Plans*, include new provisions that allow for local, state, and federal agencies, in coordination with TRPA staff, to prepare coordinated Area Plans for the implementation of land use goals, policies, and ordinances. The Area Plans, which must include implementing ordinances and zoning, are required to be consistent with the Regional Plan. Once an Area Plan has been found in conformance with the Regional Plan, local, state, or federal agencies may assume development review authority by entering into a Memorandum of Understanding (MOU) with TRPA. For Douglas County planning purposes, the objective is to replace the existing Community Plans and Plan Area Statements with two

Area Plans for the entire County, specifically the South Shore Area Plan and the Tahoe Douglas Area Plan, and assume additional development review authority by entering into an MOU with TRPA.

Current Conditions

The following is an overview of current conditions within the Tahoe Planning Area.

Environment

For a number of years, Douglas County has been participating in programs developed by the TRPA, and partnering agencies, to restore the environment and maintain the clarity of Lake Tahoe. The programs include:

Best Management Practices

Thousands of properties around the Lake Tahoe Region have installed Best Management Practices (BMPs), measures to reduce storm water runoff, minimize soil erosion and capture polluted water before it enters Lake Tahoe. The TRPA requires the installation of BMPs with new development. The Nevada Tahoe Conservation District (NTCD) assists with the design and installation of BMPs on existing developed residential parcels.

Overall, the percentage of developed parcels with BMP Certificates is much higher in Douglas County than in the rest of the Lake Tahoe Region, as shown in Figure 2.5.

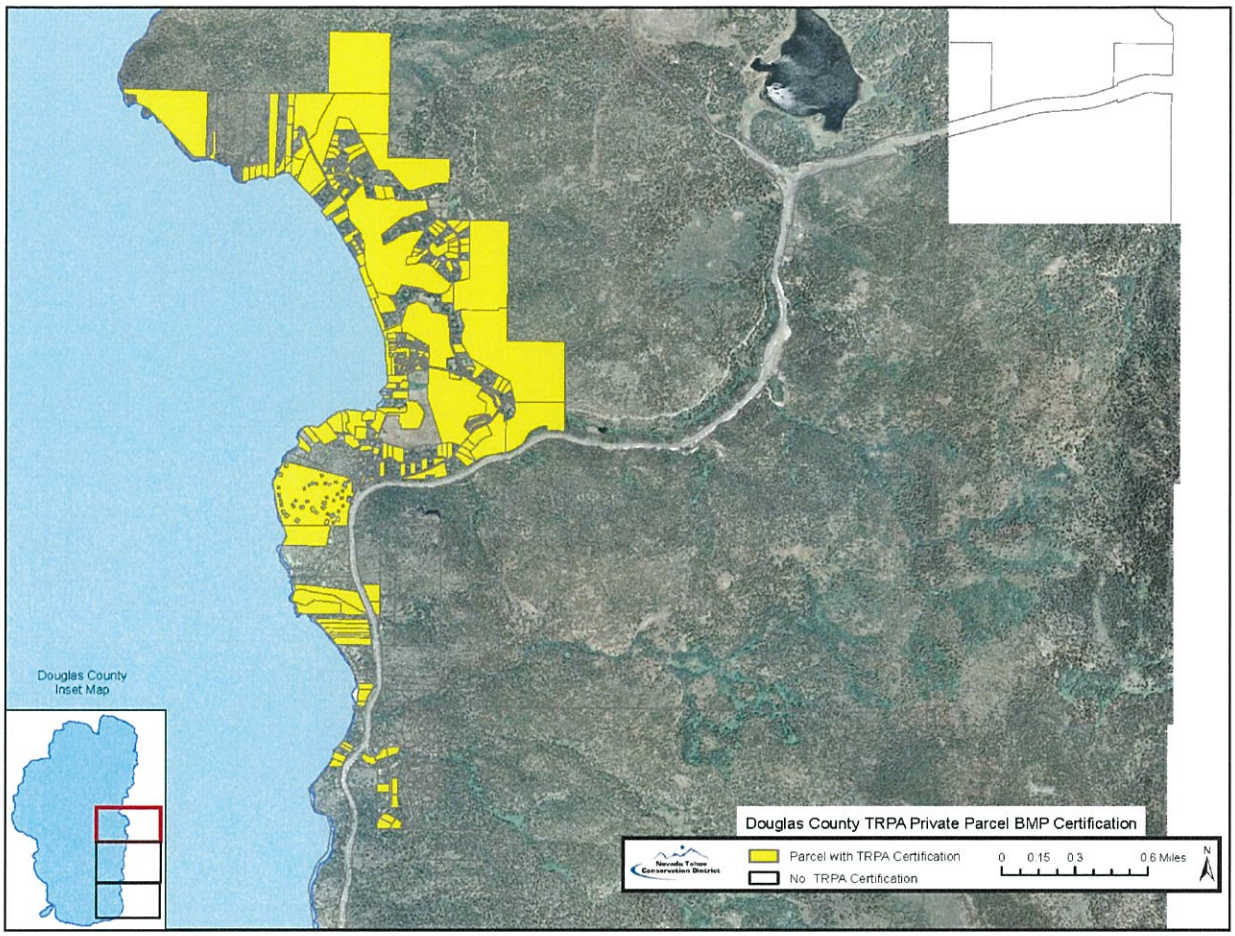
Figure 2.5
Percentage of Developed Parcels with BMP Compliance

	Lake Tahoe Region	**Douglas County**	**California**	**Nevada**
Single-Family Residential	28%	**39%**	23%	52%
Multi-Family Residential	64%	**43%**	54%	69%
Commercial	38%	**57%**	29%	56%

Source: TRPA 2014. These numbers are estimated as of 12/31/2013.

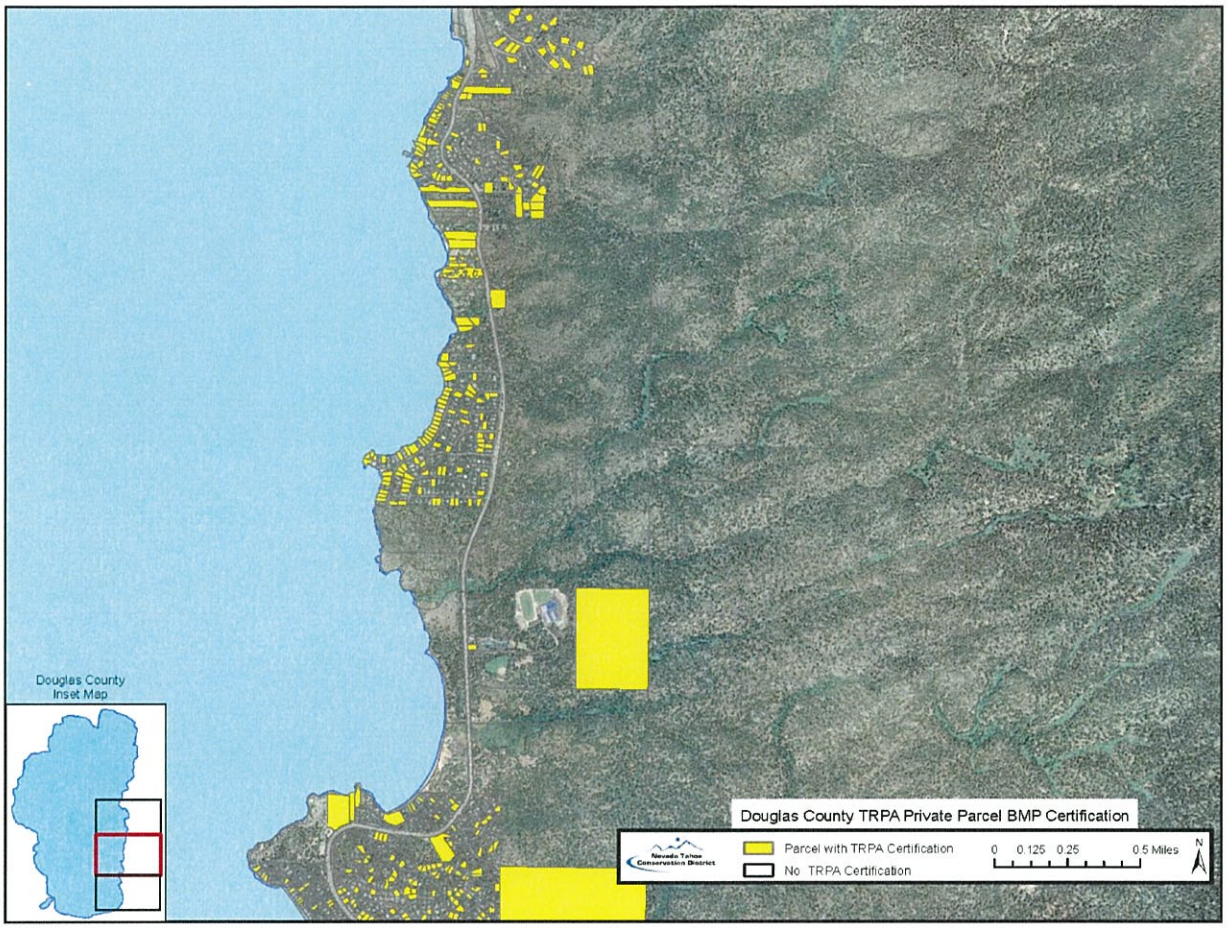
Maps 2.16a, b, and c show the location of private parcels with BMP certificates.

Map 2.16a
Private Parcel BMP Certificates



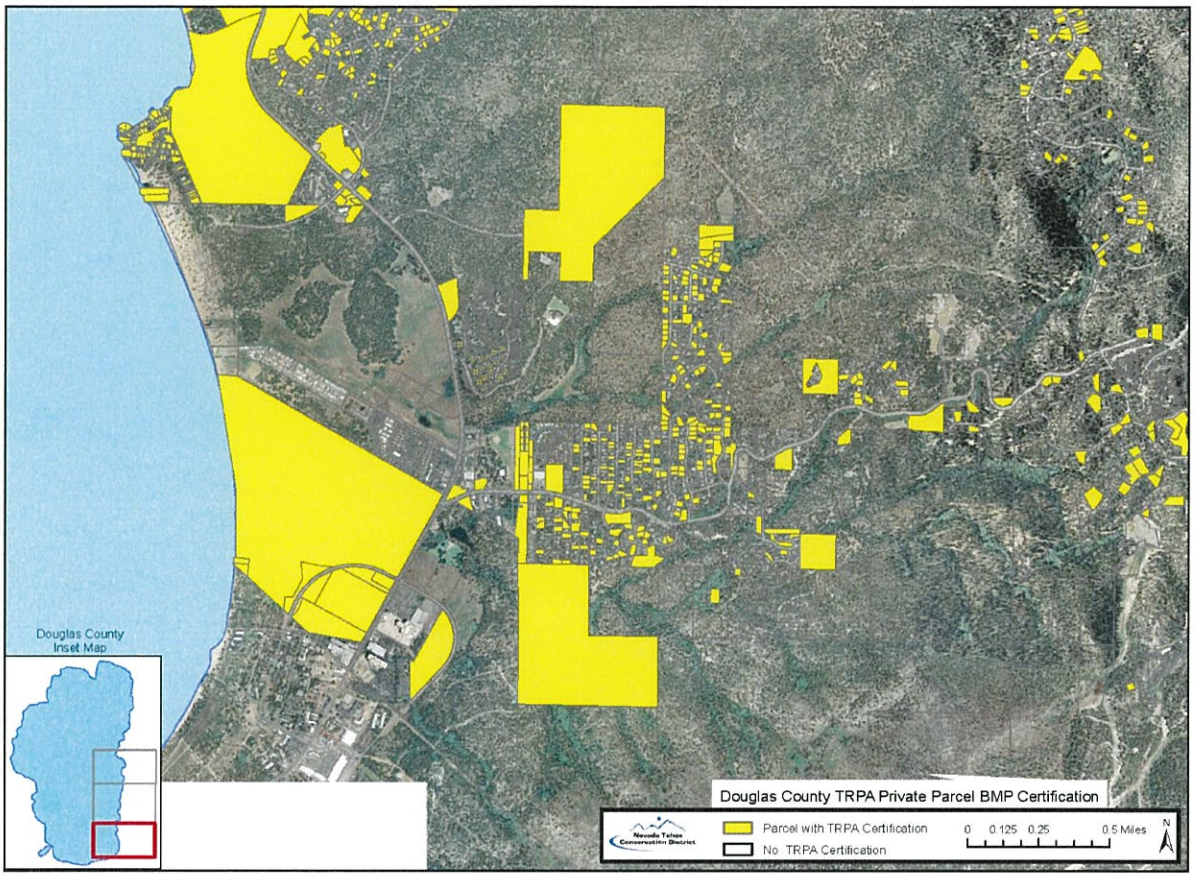
Source: NTCD

Map 2.16b
Private Parcel BMP Certificates



Source: NTCD

Map 2.16c
Private Parcel BMP Certificates



Source: NTCD

The TRPA, Douglas County, and NTCD continue to work to increase BMP compliance and maintenance on individual parcels, as well as through the development of area-wide water quality improvement projects.

Environmental Improvement Program (EIP)

The TRPA is responsible for coordinating the EIP, a program that identifies projects and programs needed to improve the environment at Lake Tahoe. The cost of implementing the EIP has been apportioned between the Federal Government, the States of Nevada and California, local governments, and private property owners. In Douglas County, approximately 31 water quality and erosion control EIP projects have been completed by various agencies, including the State of Nevada, County, GIDs, NTCD, NDOT, and private entities (refer to Figure 2.6). Additional EIP projects have also been completed by the U.S. Forest Service.

Figure 2.6
Water Quality or Erosion Control EIP Projects

Water Quality or Erosion Control Projects Completed Pre-2004 (TMDL Baseline Conditions)				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
186	CR02	Cave Rock Estates; EIP #10078	1990	Retaining walls, slope stabilization, conveyances to dry basins (3000 cf, 6630 cf);
				Streets affected include: US50, Cave Rock Dr., Winding Way, Gull Ct, Wren, Lark, Chukkar, Gull, Pheasant Lane, Robin Circle.
188	EWCF	Kingsbury Highlands ECP	1990	Retaining walls, conveyances to infiltration trench (450 cf);
				Project area is off SR207 on Highlands Rd, Laurel Lane, and Laurel Circle
187	ZK01	Zephyr Knolls ECP	1991	Conveyances;
				Lakeview Dr, US 50
176	BCB	Lower Kingsbury ECP (Phase 0) / Burke Creek ECP	1992	Retaining walls, revegetation (71,800 sf), slope stabilization (56268 sf), conveyances, rock lined channel, vegetated swale (456 lf);
				Project area is Lower Kingsbury (Charles Ave, Crest View, Cypress, Daggett, Delissa, Desni, Edgewood, Granite Springs, Hall, Hawthorne, Juniper, Meadow, Palisades, Panorama, Pine, Pony Express, Reinken, Robert, Sequoia, William, Woodland) & Burke Crk (Chimney Rock, Mackay, Reynolds, Ridge, Sherwood Ct, Sherwood Dr, Summit, Terrace View)
204	EWCE	Kingsbury Hubbard Drive ECP	1992	Retaining walls, slope stabilization, conveyances;
				Project area Hubbard Drive
205	EWCG	Summit Village/Kingsbury Estates ECP	1992	Retaining walls, conveyances, percolation trench
168	SK02	Skyland WQIP Phase 1; EIP #10055	1997	Conveyances to and dry basins on 50/Myron (1000 cf, 690 CF), Lynn (360 cf), Myron/Skyland (1400 cf), Skyland/Tahoe (1250 cf)

Water Quality or Erosion Control Projects Completed Pre-2004 (TMDL Baseline Conditions) – Continued				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
23	MB01	Marla Bay ECP; EIP #10069	2000	Revegetation, conveyance piping to sediment traps
146	RH04	Round Hill GID Water Quality Project Phase 0; EIP #10155	2001	Conveyance piping;
				Project area in Navajo Court which drains to the end of the cul-de-sac
22	BCC, EWCH	Upper Kingsbury North; EIP #240	2002	Conveyances to and dry basins on Benjamin/Aspen (2400 cf), Donna/Scott (4200 cf), Kingsbury/Benjamin (3600 cf);
				Upper Kingsbury North ECP (Kingsbury Village)/Tahoe Estates
105	ZC01	Zephyr Cove GID WQIP; EIP #10079	2002	Conveyances to and 2 infiltration galleries; Armortech rock lined channel.
12	EWCG	Upper Kingsbury South ECP Phases I & II (Tahoe Village); EIP#242	2002	Conveyances to and dry basins on Buchanan (4800 cf), Jack Cir (3600 cf), Jack Dr (3600 cf);
				Upper Kingsbury, Tahoe Village, Tahoe Estates; SR 207 Kingsbury Grade from US 50 to Dagget Pass
20	CR02	Cave Rock Estates Slope Protection Project (CR ECP Ph 2B); EIP #10078	2003	Retaining walls, 78,000 sf revegetation/bare soil cover
14	BCB, EWCD	Lower Kingsbury Phase I & II; EIP #239	2003	Conveyances to and dry basins (2000 cf, 1000 cf), TVs (6 CDS, 1 Jenson); SEZ restoration, vegetated swale 3000 LF;
				Lower Kingsbury Phase I & II; SR 207 Kingsbury Grade from US 50 Junction to Daggett Pass
13	SK01	Skyland WQIP Phase II; EIP #10055	2003	Conveyances to and 3 Baysaver treatment vaults;
				Skyland location- Tahoe Dr, Skyland Dr, Skyland Ct & Alpine Dr

Water Quality or Erosion Control Projects Completed Pre-2004 (TMDL Baseline Conditions) – Continued				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
19	RH02,03,04	Round Hill Phase I and Navajo Court: & Phase III-SEZ; EIP #10155	2003	Retaining walls, slope stabilization, conveyances to treatment vaults: 2 Vortechnic, 1 Jenson, 1 CDS ;
				The smaller project was designed to finish one street that didn't get completed in Phase 0.
	SSWA	SSWA; EIP #01.01.01.11	2004	Project numbers 115, 160, 178, 207, 209 (NTCD codes)

Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions)				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
106		Round Hill GID Water Quality Project Phase II; EIP #10155	4-Oct	Slope stabilization, revegetation (56550 sf);
				This project consisted of an SEZ restoration and included installation of 7 manholes to access the new sewer line and some revegetation.
46	KUC	Kahle Drive WQIP; EIP #10054	2006	Conveyances to and 1 treatment vault (Vortechnic) and 1 wetland/retention basin (64,700 cf);
				Water Quality improvement project for Oliver Park GID and Kahle Drive, runoff from Michelle Dr, Faris Ct, Aynes Ct, Irwin Dr, Laura Dr & Kahle Drive funnel into wetlands located downhill, water is treated and discharges across Kahle Drive into Rabe Meadow.
99	LR01	Lakeridge GID WQIP, Lakeridge- Phase I & Hidden Woods Phase II; EIP #678	2006	Retaining walls, slope stabilization, conveyances to and 1 treatment vault (Vortechnic), 1 wetland basin (9100 cf);
				Collect water from Cedar Ridge, Sugar Pine Cir, Lincoln Cir & Canyon Cir and treat (catch basin) & convey the water to the infiltration basins located just below Hwy 50, the water then flows into a treatment vault & discharges to Lake Tahoe. Water from Tamarack Dr & Pine Point Dr (located below Hwy 50) also conveys into the treatment vault.

Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions) – Continued				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
47	LV01	Lake Village Homeowners Assn WQIP Phase IA; EIP #679	2006	Slope stabilization, conveyances to 1 treatment vault (Vortechnics), dry basin (3000 cf);
				Most of Lake Village Homeowners Association except for the south west corner of the HOA, including the west section of Cascade Ct, the south section of Manzanita Ct, and Lake Village Drive.
113	LP01	Lincoln Park WQIP; EIP #677	2006	Conveyances to and treatment vault (Vortechnics 7000);
				Located within Lincoln Park along Hwy 50, including Alley 'A' and Lincoln Way
17	LC01	Logan Creek ECP; EIP #676	2007	Retaining walls, slope stabilization, conveyances to and 1 treatment vault (Vortechnic), 3 dry basins (1928 cf);
				Logan Creek Estates-Logan Crk Dr, Michael Lane
165	RH03, RH04	Round Hill GID Ph III; Round Hill Phase I and Navajo Court: & Phase III-SEZ; EIP #10155	2007	Conveyances to and dry basin (350 cf), rock lined channel, revegetation;
				Round Hill-Cheyenne Cir towards McFaul Way, it was a drainage project along these streets
16	HW01	Hidden Woods Homeowners Assn WQIP; EIP #678	2007	Conveyances to and treatment vault (Vortechnics 3000), infiltration gallery (2@ 960 sf);
				Project parts of 2 phase effort (1-WQ Improvement, 2-Improve road entrance to Hidden Woods) Project extends from US Hwy 50 entrance along Hidden Woods Drive to first section of Hidden Woods Circle.

Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions) – Continued				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
109	LV01	Lake Village (Lake Village Drive Impr.) WQIP Phase IB, EIP #679	2007	Slope stabilization, revegetation (8000 sf), conveyances to dry basin (900 sf);
				Includes the southwest corner of the HOA along Lake Village Drive and the west section of Cascade Ct and south section of Manzanita Ct
236	LV02	Lake Village Phase II WQIP EIP #679/01.01.01.13	2012	Numerous dry basins, armortec lined conveyances;
				This project area includes Lake Village Drive/Echo Drive from US Highway 50 to the Kingsbury Middle School. This project will strive to reduce source control issues associated with compacted parking areas, eroding cut slopes and unstable road shoulders. In addition, measures such as catch basins, pretreatment vaults, retention/detention facilities and infiltration basins may be included for the collection and treatment of stormwater runoff and to minimize peak flows and runoff volumes where feasible and appropriate. Stormwater runoff to be treated is generated on impervious surface within the Douglas County right of way.
240	WW01	Warrior Way WQIP; EIP #10173	2012	Conveyance and basins for treatment of Warrior Way road runoff flows
	GB01	Glenbrook Creek Restoration; 01.02.03.03	2013	Enhance Glenbrook Creek and surrounding meadow with targeted restoration actions and vegetation management.

Water Quality or Erosion Control – Funded Projects (2013 – 2016)				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Description**
	CR02	Cave Rock GID WQIP Retrofit; 01.01.01.16	2014	Existing sand bed filter is piping and not capturing FSP. Filter bed reconfiguration may be necessary and engineered media will be necessary;
				New project is maintenance and upgrade of bed filter installed in 1990's
	ZC01	Zephyr Cove GID WQIP; 01.01.01.15	2014	Expected installation of infiltration basins to treatment NDOT and ZCGID (DC) flows consist of creating infiltration basins on USFS property;
				The current treatment facilities at ZCGID are not designed to capture FSP. They consist of medium sized, deep concrete tanks with grates. These devices will capture coarse-sediments, but cannot capture fine sediments of concern. Additionally, they appear to be undersized and the current is sufficient to lift the grates off-of them causing safety concerns. Hwy 50 conveys stormwater runoff through this area.
	DCA	Burke Creek Crossing, Master Plan; 01.02.03.01	2015	Replace culvert on Burke Creek at Hwy 50 with large box culvert. Realign channel downstream of Hwy 50.
	EDGE	Edgewood; 04.02.02.11	2015	Edgewood Lodge Improvements and pond excavation; shoreline

Water Quality or Erosion Control – Future Potential Projects (2016 – 2021)				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Description**
	MB01	Marla Bay WQIP; EIP #242, 01.01.01.14		The current treatment facilities at MBGID are not designed to capture FSP. They consist of deep concrete tanks with grates. These devices will capture coarse-sediments, but cannot capture fine sediments of concern. Resizing the vaults and installing filters may be necessary. Potential to convey and treat runoff in adjacent parcels. Hwy 50 conveys stormwater runoff through area.

NDOT Water Quality or Erosion Control Projects Completed Pre-2004 (TMDL Baseline Conditions)				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
115	SSWA	US50 to Stateline	2000	The project provides water quality improvements for the casino corridor along Highway 50 including Lake Parkway East and West.
				Improvements include curb and gutter, conveyance pipes, drainage inlets, sediment traps and treatment vaults (4), along with riprap slope stabilization and revegetation
218		Kahle Drive (Pre EIP)	1992	Burke Creek/Kahle Ditch Restoration Project
				#218-Burke Creek / Kahle Ditch Restoration Project (1992)- runoff from Douglas County Community Center, Douglas County Administration area and NDOT routed down Kahle Drive to treatment vault to dry basin which discharges to Rabe Meadow/Burke Creek

NDOT Water Quality or Erosion Control Projects Completed Pre-2004 (TMDL Baseline Conditions) – Continued				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
46		Kahle Drive WQIP	2003	#46- Kahle Drive WQIP (2006)- Oliver Park runoff routed down Kahle Drive via drainage inlets and conveyance pipes to treatment vaults (2) to a wetland which discharges to Rabe Meadow/Burke Creek, the project also included paving, riprap slope stabilization and revegetation
119	760	SR760 - from Elks Point Rd; EIP #688	2002	State Route 760 water quality, erosion control and drainage improvements from Highway 50 junction to Nevada Beach entrance
				Improvements include curb and gutter, conveyance pipes, drainage inlets and a settling basin, along with riprap slope stabilization, revegetation and a paved bike trail to Lake Tahoe

NDOT Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions)				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
118	5013, 5002, 5012, 5011, 5016	US50 - from Bourne Meadow to south of Tahoe Drive; EIP #687	2004	Highway 50 water quality, erosion control and drainage improvements from Bourne Meadow to just south of Tahoe Drive
				Improvements include curb and gutter, conveyance pipes, drainage inlets, and treatment vaults (2), along with retaining walls (Binwalls 2-3), riprap slope stabilization and revegetation
171	2862, 2863, 2864, 2804, 2814, 2815, 2816, 2818,	SR28 in Incline from Lakeshore Blvd to SR431 (Part of Phase II); EIP #10156	2005	The project provides water quality improvements for the entire length of Highway 28 from the Highway 431 junction to the east Lakeshore Blvd entrance in Incline Village.
	2808, 2805, 2809, 2850A, 2850B, 2851, 2813, 2820			Improvements include curb and gutter, conveyance pipes, drainage inlets, conveyance ditches, 2 treatment vaults, riprap slope stabilization, revegetation and paving
185	5015, 5006, 5009, 5008	US50 in Douglas County from Kahle Dr to Elks Point Rd (Part of Phase II)	2005	The project provides water quality improvements from Kahle Drive to Elks Point Rd
				Improvements along the NDOT right of way consist of curb and gutter, retaining walls, riprap slope stabilization, conveyance piping, drainage inlets and sediment traps
	5014, 5001, 5018, 5019	Highway 50, Skyland to Cave Rock	2005/2006	

NDOT Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions) – Continued				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
137	506, 505, 504, 503, 502, 501, 5017	Highway 50, Cave Rock to Glenbrook; #954	2006	Highway 50 water quality improvements from approximately 0.5 miles north of Cave Rock to Glenbrook entrance (Mile Point 7.6-9.6)
				Improvements include curb and gutter, conveyance pipes, trench drains, a treatment vault, riprap slope stabilization and revegetation
		NDOT Hwy 50- Bin Wall 1 Elks Point N	2006/2007	
230	20701-20712	NDOT 207; EIP #01.01.02.16	2011	The project design provides water quality improvements for the entire length of Kingsbury Grade (a.k.a. State Route 207) in Douglas County, NV.
				The project includes a significant amount of source control for cut and fill slopes (revegetation, rock rip-rap and retaining walls), pavement of road shoulders, new storm drain, lining of existing roadside channels with articulated block, vegetative buffers, improvement of discharge points to stream environment zones (SEZ), infiltration basins, construction of new articulated block lined channels and asphalt concrete swales and the installation of sediment treatment cans and sumped drop inlets.

NDOT Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions) – Continued				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
NA		NDOT Hwy 50 - Water Quality Improvement Project Phase A EIP 01.01.02.14	2012	The project area is comprised of three discontinuous segments from Cave Rock to the US Highway 50/State Route 28 intersection. Significant cut slopes exist throughout the project area and contribute a significant amount of sediment to stormwater. Slope stabilization options such as revegetation and soil/rock nailing and refacing will be evaluated through the alternative design process. In addition, facilities for the conveyance and treatment of stormwater will be evaluated and designed. Erosion control (primarily cut and fill slope stabilization) and water quality features will be implemented to reduce the discharge of sediments and pollutants into Lake Tahoe as part of a two phase project.
NA		NDOT Hwy 50 - Water Quality Improvement Project Phase B EIP 01.01.02.15	2014	Second phase of EIP 01.01.02.14

Source: NTCD

There are four projects exclusive to Douglas County on the EIP 5-year Priority Project List (January 1, 2012 through December 31, 2016) that have yet to be completed. These are Burke Creek (EIP #01.02.03.01), Zephyr Cove Water Quality Improvement Project (WQIP) (EIP #01.01.01.15), Cave Rock WQIP Retrofit (EIP #01.01.01.16), and Marla Bay WQIP (EIP #01.01.01.14. The Burke Creek project requires the replacement of the culvert at Burke Creek and Highway 50 and realigning the channel downstream to improve fish passage and sediment transport as well as enhance the stream environment zone. The NTCD has organized the Burke Creek Working Group to plan for and design the project. The County has recently acquired the land necessary to complete the project, and planning for this project is underway. The Zephyr Cove and Cave Rock projects have received funding and are in the process of being designed. The remaining two projects may be funded at a later date.

The County plans to add projects to the EIP list that will contribute to pollutant load reductions that will be identified in the future Stormwater Load Reduction Plan (SLRP),

refer to discussion on Total Maximum Daily Load (TMDL) below. The projects will be added to the EIP list in order for the County to secure funding and receive credit for the projects as part of the annual Performance Evaluation, which is an evaluation of each local jurisdiction's progress in meeting certain environmental goals and is linked to the distribution of residential allocations.

Additional implementation of the EIP will occur through development and redevelopment along the TRPA designated Scenic Travel Routes (i.e. Highway 50 and State Route 208). Since all projects must meet scenic quality standards along the travel routes, an incremental improvement to Scenic Quality Thresholds are expected through implementation of the Area Plan. Of note, the 2011 Threshold Evaluation Report shows that portions of Highway 50 that run through the South Shore and Spooner Summit are not in attainment of the Scenic Threshold Standards.

Total Maximum Daily Load (TMDL)

Douglas County participated with a number of local, state, and federal agencies in the development of the Lake Tahoe TMDL Program, adopted at the Tahoe Summit on August 16, 2011. The program is a requirement of the federal Clean Water Act. The program is designed to protect Lake Tahoe, an Outstanding National Resource Water, from certain pollutants of concern, including fine sediment particles, nitrogen, and phosphorus, with fine sediment from urban stormwater runoff contributing most to Lake clarity decline.

According to the Lake Tahoe TMDL Technical Report (LRWQCB and NDEP 2010), it is estimated that Nevada jurisdictions contribute 25 percent of the entire Basin fine sediment particle load to the Lake. Douglas County borders approximately 18 percent of the Lake Tahoe shoreline, yet is estimated to have the least amount of runoff contributing to the decrease in Lake clarity at three (3) percent of the Basin-wide fine sediment particle load.

To meet the requirements of the Lake Tahoe TMDL Program, the pollutant load prior to 2005 (October 2004) must be reduced by the amounts shown in Figure 2.7.

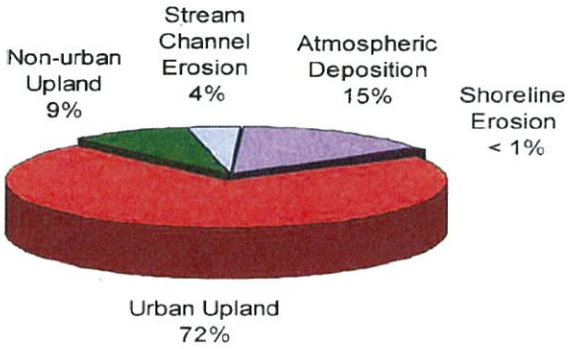
Figure 2.7
Load Reduction Targets for the Lake Tahoe TMDL

Pollutant	5-Year Milestone 2016	10-Year Milestone 2021	15-Year Milestone 2026	Transparency Standard (65-Year)
Fine Sediment Particles	10%	21%	34%	71%
Total Phosphorus	7%	14%	21%	50%
Total Nitrogen	8%	14%	19%	46%

Source: Final Lake Tahoe Total Maximum Daily Load (August 2011)

Since the TMDL Report found that stormwater run-off from urban upland developed areas (roads and town centers) produces the greatest amount of fine sediment particles (72 percent) entering the Lake (refer to Figure 2.8), the 2012 TRPA Regional Plan is encouraging the redevelopment of the existing built environment and implementation of associated water quality improvement projects to improve Lake clarity.

Figure 2.8
Sources of Fine Sediment Particles in the Lake Tahoe Basin



Source: Final Lake Tahoe Total Maximum Daily Load (August 2011)

Douglas County's Stormwater Load Reduction Plan (SLRP), the Plan to implement the Lake Tahoe TMDL Program, is currently being developed by NTCD in coordination with the Nevada Division of Environmental Protection (NDEP) and NTCD. This plan is essential for laying out how Douglas County will meet its TMDL load reduction obligations under the Memorandum of Agreement with NDEP, adopted by the Board in August 2013. The SLRP is expected to be finalized by the end of 2014. It is being developed in two phases:

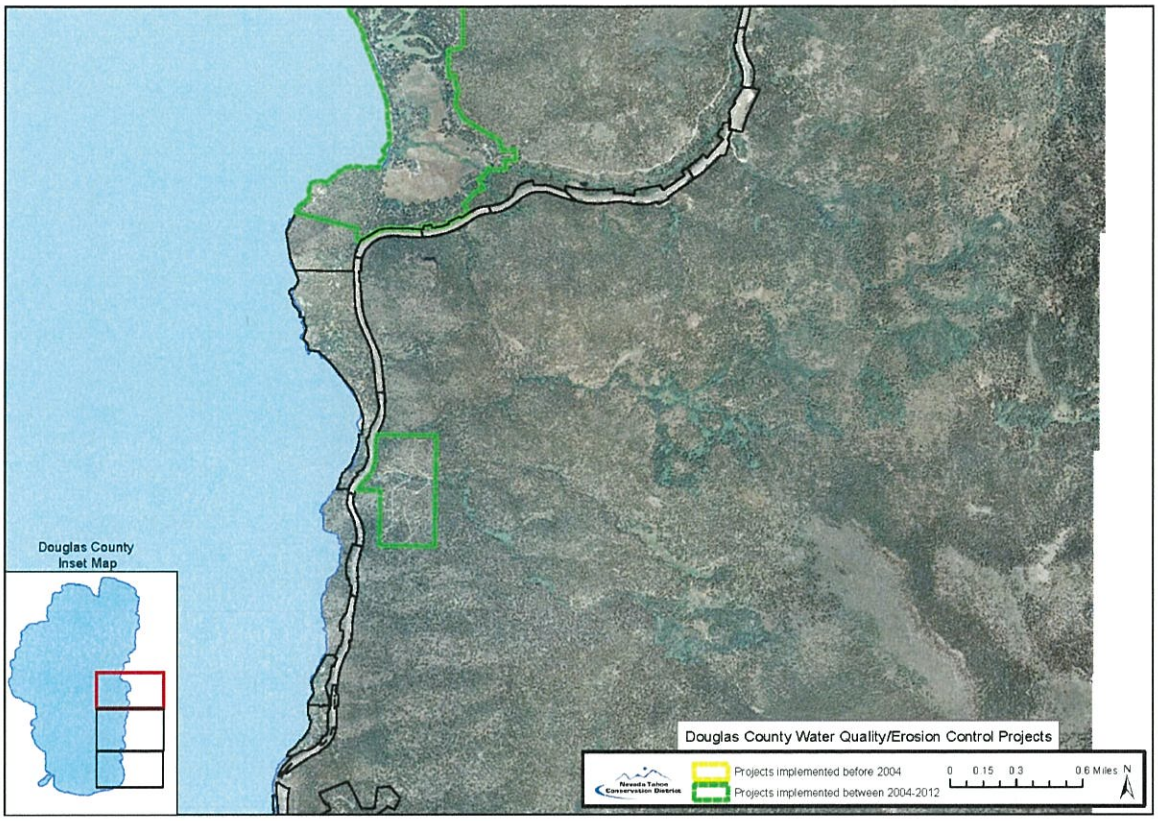
Phase I: The NTCD developed baseline and existing conditions pollutant loads for the Nevada jurisdictions of Douglas County, Washoe County, and NDOT. Loads were determined on a 'catchment' basis within each jurisdiction, leading to an overall jurisdictional baseline (2004) and existing (2012) pollutant load estimate. Because of the geographic layout of urbanized areas within Douglas County, these catchments may cover multiple jurisdictions including the County, General Improvement Districts (GIDs) and Homeowner Associations (HOAs). The difference between the existing conditions pollutant load and the baseline pollutant load is the load reduction achieved thus far, and will go toward meeting the first TMDL implementation milestone. In addition to developing jurisdictional baseline pollutant load estimates, the NTCD identified, evaluated, rated and ranked catchments based on pollutant risk potential.

Phase II: The NTCD identified cost-effective strategies and on-the-ground actions that will provide a 34 percent load reduction from the jurisdiction's October 2004 baseline stormwater loads. The results of the load reduction modeling using the Pollutant Load Reduction Model (PLRM) and SLRP protocols are the basis for the identified

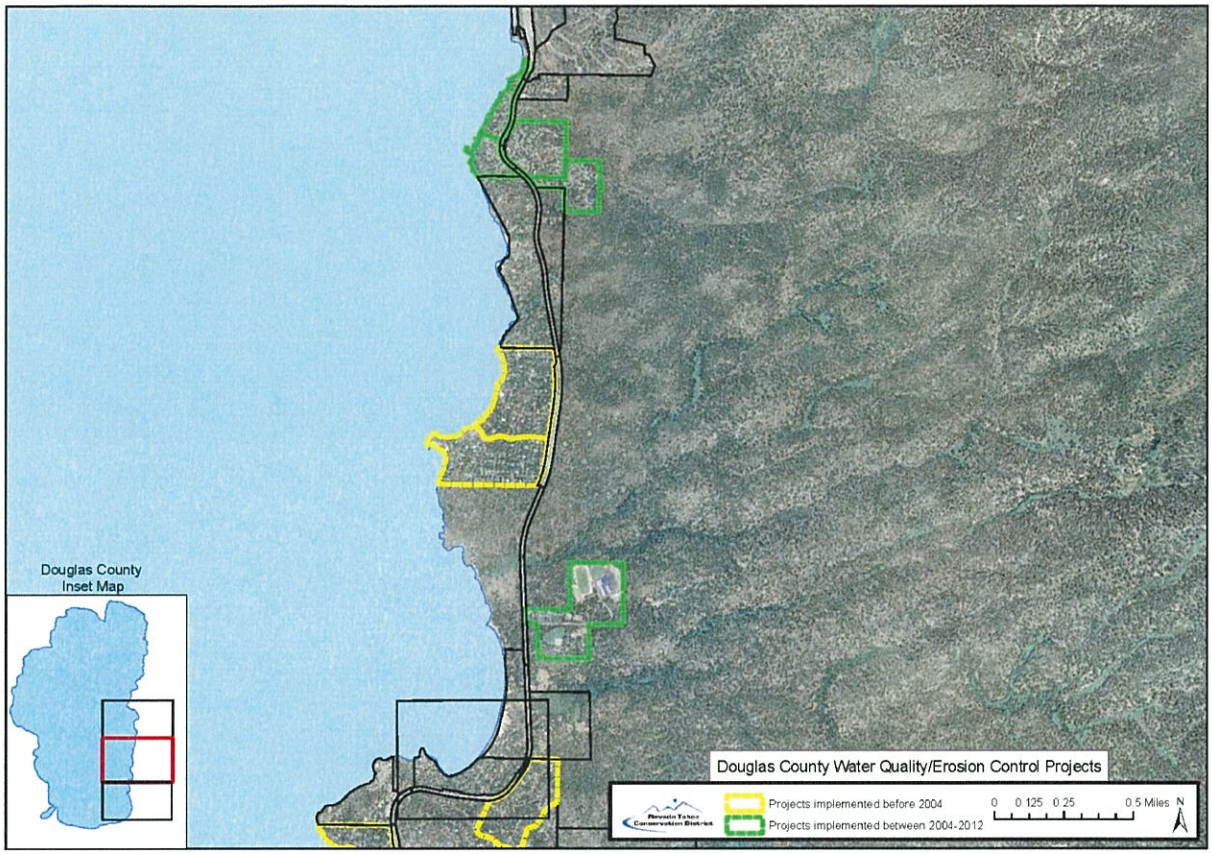
implementation alternatives and will include a timeline and preliminary cost estimates. The study also identifies particular catchments that will be prioritized for specific implementation actions. Identifying areas with the greatest sediment yields will facilitate jurisdictions to focus their load reduction activities in those locations and on those actions and strategies that will result in the greatest load reductions.

Maps 2.17a, b, and c show baseline and existing water quality and erosion control project areas and Maps 2.18a, b, and c show funded and future water quality and erosion control project areas identified by the NTCD that are to be incorporated into the SLRP.

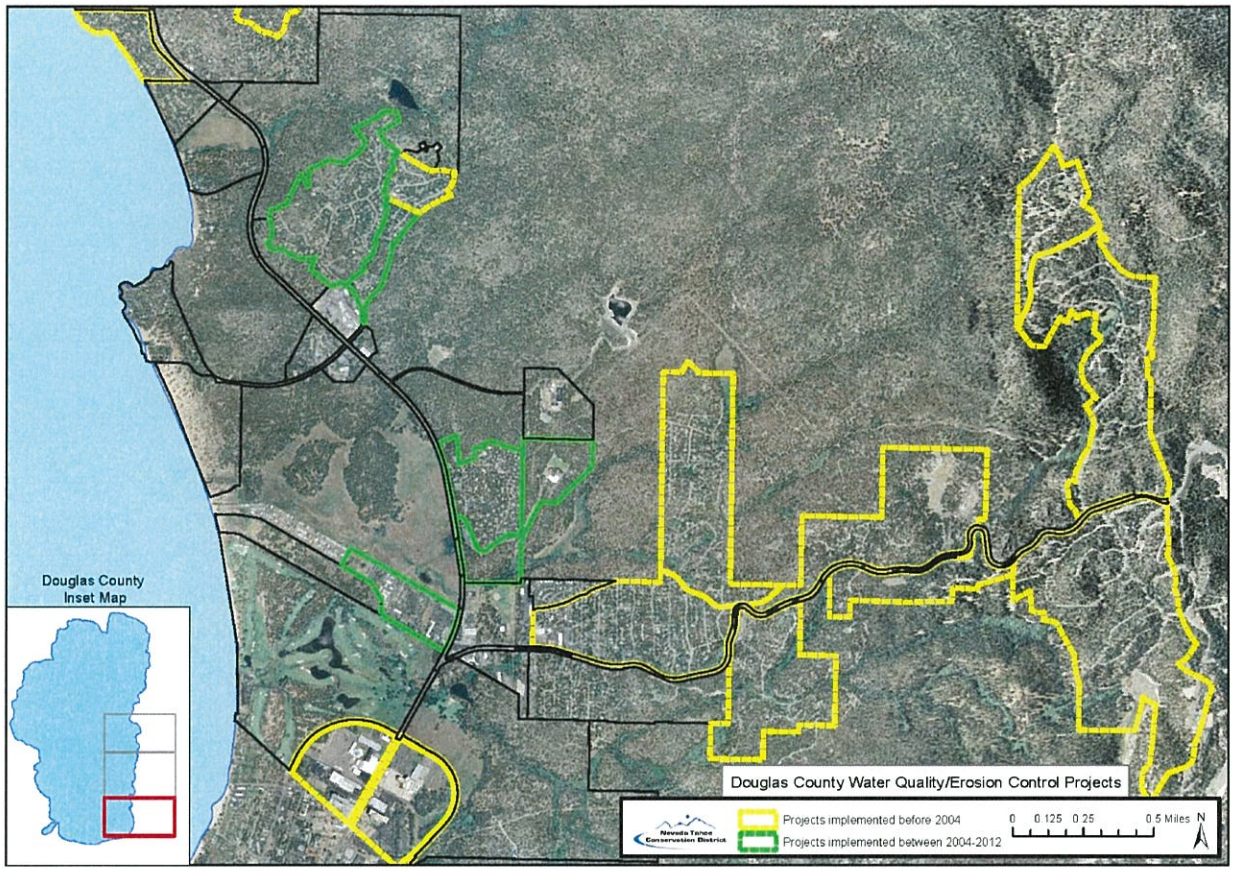
Map 2.17a
Baseline and Existing Water Quality/Erosion Control Projects



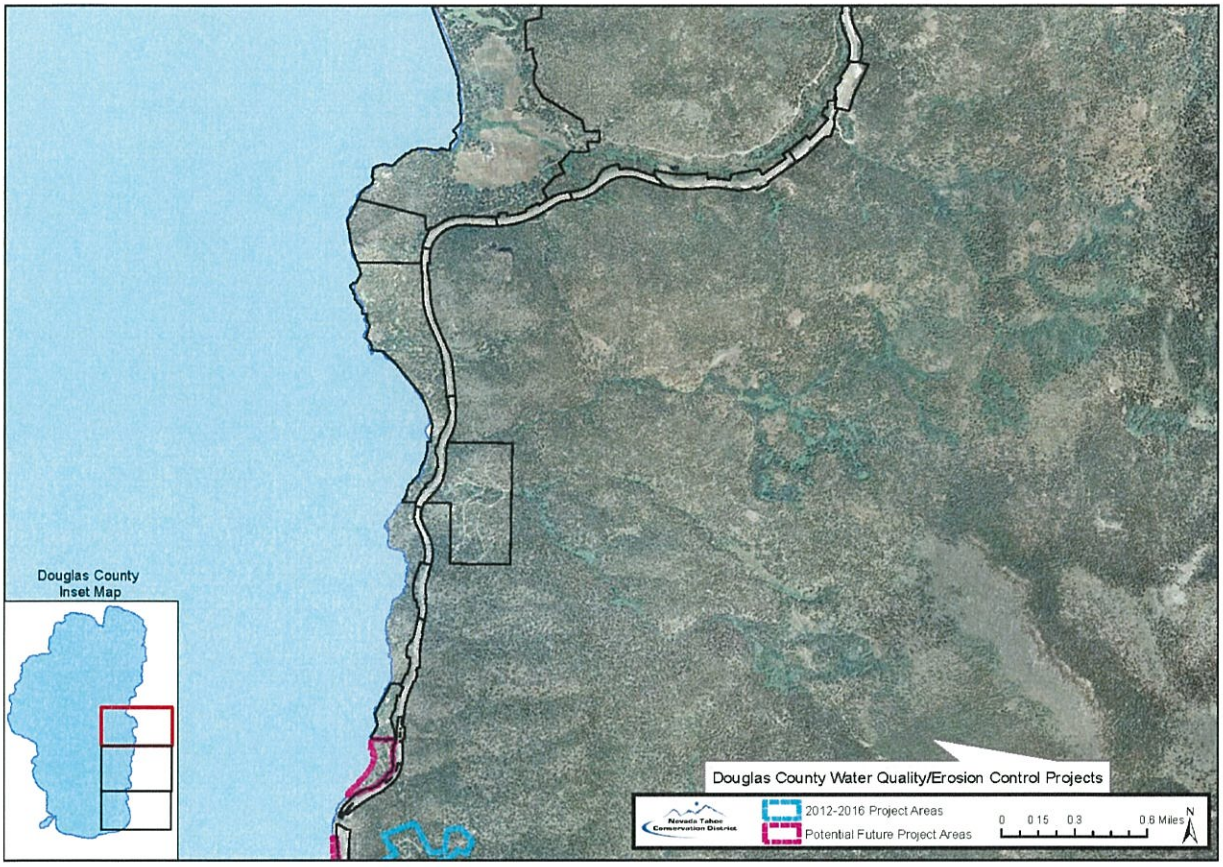
Map 2.17b
Baseline and Existing Water Quality/Erosion Control Projects



Map 2.17c
Baseline and Existing Water Quality/Erosion Control Projects

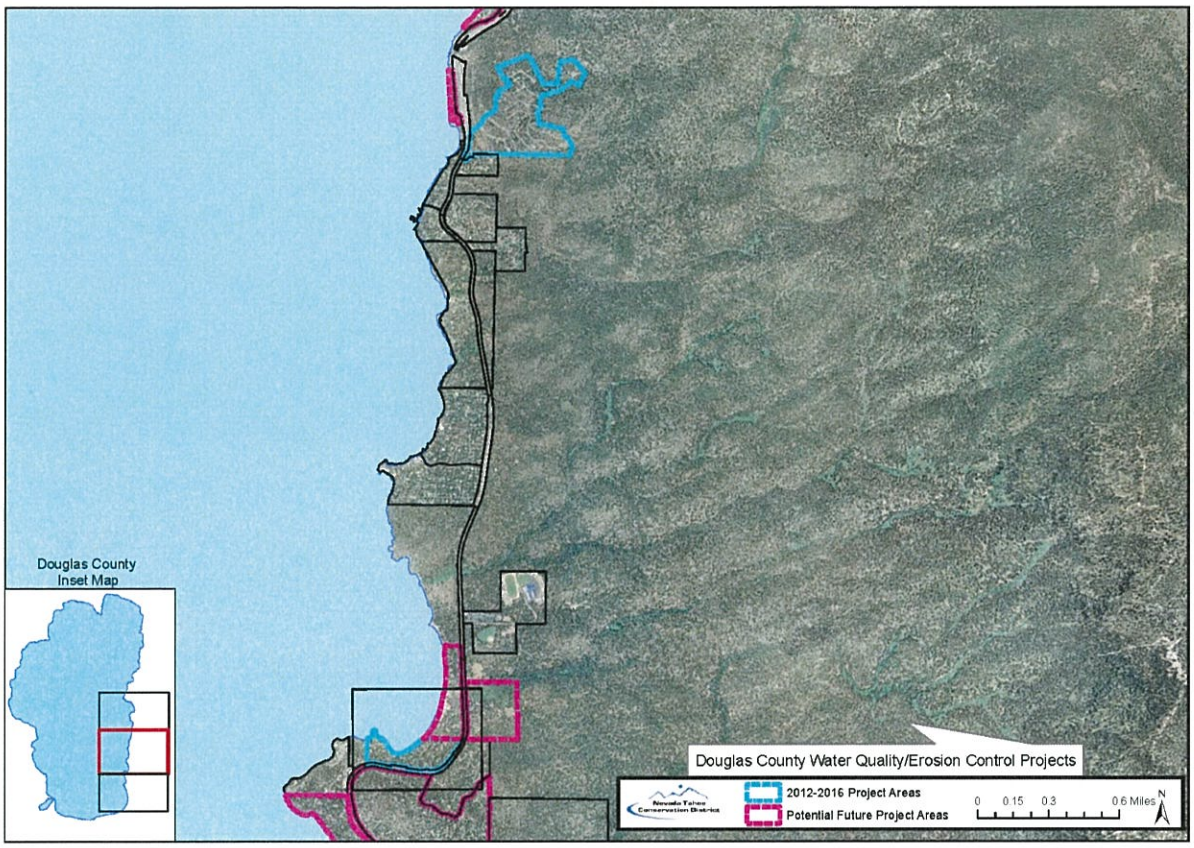


Map 2.18a
Funded and Future Water Quality/Erosion Control Projects



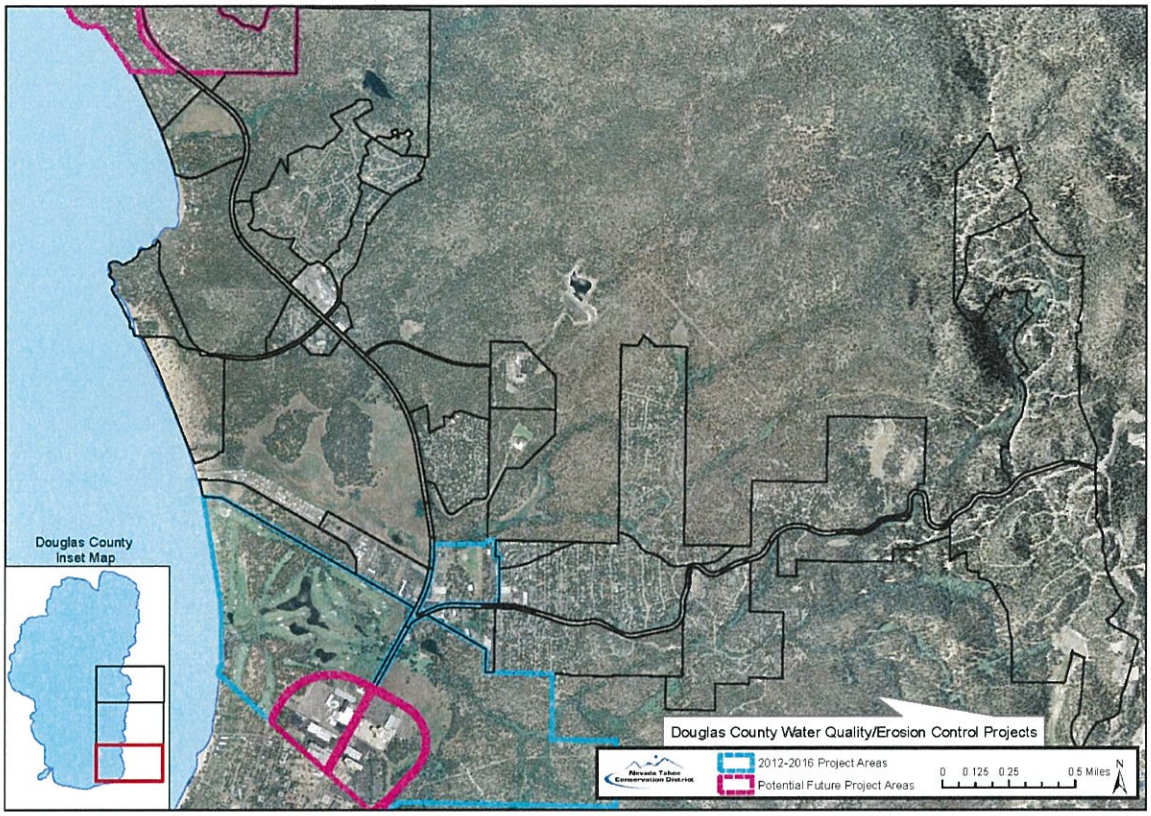
Source: NTCD

Map 2.18b
Funded and Future Water Quality/Erosion Control Projects



Source: NTCD

Map 2.18c
Funded and Future Water Quality/Erosion Control Projects



Source: NTCD

Preliminary estimates conducted by the NTCD suggest Douglas County's baseline fine sediment load is 82,800 lbs/year. The final Douglas County baseline load will be released in the SLRP. Using these preliminary estimates, Douglas County will need to implement water quality improvement actions, including: 1) capital improvement projects; 2) implementation of BMPs; and 3) advanced road operations that cumulatively result in 10,000 lbs/year to achieve the 10 percent reduction requirement by 2016 (Five-Year Milestone).

Preliminary modeling results show that a great level of load reduction has already been achieved over baseline conditions. These load reductions are primarily through the implementation of large scale water quality improvement projects, such as Lake Village, Cave Rock, and Lakeridge, and private parcel BMP implementation. Projects that include water quality improvements, such as the Tahoe Beach Club and Edgewood Lodge and Golf Course Improvement Project, will also help the County meet its fine sediment particle load reduction goals. If it is determined that additional fine sediment particle load reduction is necessary to achieve the TMDL Milestones, the next and most cost-effective step may be to implement advanced road operations.

It needs to be noted that Douglas County maintains less than six miles of roads within the Tahoe Planning Area. NDOT, GIDs, and HOAs maintain the remaining roads in Douglas County. In most cases, the GIDs and HOAs do not have the expertise, resources, or financial capability of implementing advanced road operations independently. As a result, the NTCD and County are exploring the option of forming a TMDL Cooperative to share in the responsibility of advanced road operations. The SLRP analysis identifies other potential cost-effective means to implement load reduction strategies specific to Douglas County.

TMDL Monitoring

Douglas County's MOA with NDEP requires the County to monitor implementation of the SLRP. As a result, the County is participating with other public agencies around the Lake to implement The Implementers' Monitoring Program (IMP). The data collected as part of this monitoring supports the TMDL Management System and the modeling and assessment tools associated with the Lake Clarity Crediting Program. A "One Lake, One Plan" approach was used to utilize the available funding in the most efficient manner.

Final Sediment Load Reduction Plan (SLRP)

The final SLRP was submitted to NDEP on August 16, 2014. NDEP provided comments on September 29, 2014. The County has 45 days to respond to those comments. Once the SLRP is adopted by NDEP, the SLRP, as amended, will be adopted by reference into the Master Plan.

Wastewater

All septic systems have been removed from the Tahoe Planning Area. All development is connected to public and private wastewater systems and all wastewater is pumped out of the Tahoe Planning Area to the Carson Valley in order to protect the clarity of Lake Tahoe. For more information on the management of wastewater, refer to Chapter 12, *Public Services and Facilities Element*.

Thresholds

Douglas County's commitment to implementing environmental programs and projects continues to help the TRPA in maintaining and attaining environmental thresholds. The 2011 Threshold Evaluation Executive Summary Findings for the Lake Tahoe Region are provided in Figure 2.9.

Figure 2.9
2011 Threshold Evaluation Report Findings

Threshold	2011 Threshold Evaluation Executive Summary Findings
Water Quality	The rate of Lake Tahoe annual clarity decline has slowed over the last decade. The winter clarity threshold indicator met the interim target of 78.7 feet (2011 measured 84.9 feet) and is trending toward attainment of 109.5 feet. Trends in stream water quality indicated that conditions have not declined over time. However, summer lake clarity and nearshore conditions are highlighted as major areas of concern.
Air Quality	The Tahoe Basin made air quality gains over the last five years. The majority of air quality indicators in the Lake Tahoe Basin were at or better than attainment with adopted standards. The Report shows that indicators for carbon monoxide and vehicle-miles-traveled moved from non-attainment into attainment. Federal and state tailpipe and industrial emission standards have likely contributed to this achievement along with local projects which delivered walkable, transit-friendly improvements such as the Heavenly Gondola in South Lake Tahoe.
Soil Conservation	An analysis of impervious cover (land coverage) showed that seven of the nine land capability classes were in attainment with threshold targets, however, sensitive wetlands and very steep lands are "over-covered" which can negatively affect water quality and other resources. Stream zone restoration efforts implemented by TRPA partner agencies are making progress in achieving restoration goals with more needing to be done.
Scenic Resources	The Tahoe Basin made gains in scenic quality over the last five years. Overall, compliance with scenic quality standards is at 93 percent with an improving trend in scenic quality for the built environment. Developed areas along roadways and Lake Tahoe's shoreline continue to be the locations where scenic improvements are needed.
Vegetation	The Regional Plan and partner agencies have successfully protected sensitive plant species, keeping those standards in attainment. However, a couple of uncommon plant communities fell short of attainment because of non-native species; beaver, aquatic invasive species and noxious weeds were identified as potential threats to the integrity of uncommon plant communities. Progress is being made on fuels reduction and forest ecosystem restoration.
Recreation	Both Recreation Threshold Standards have been implemented and are in attainment. TRPA partners have made substantial progress in upgrading recreational facilities through the EIP.
Fisheries	TRPA and partner agencies have implemented a robust aquatic invasive species control and prevention program; however, aquatic invasive species continue to be a major area of concern because their threat to fisheries and other aquatic biota.
Wildlife	Indicators for special interest wildlife species show stable or improving conditions. TRPA's development regulations have protected riparian wildlife habitats and partner agencies are making progress restoring these valuable habitats.
Noise	TRPA and the peer review panel recommended that noise standards and evaluation approaches be re-evaluated. The majority of standards were determined to be out of attainment as a result of a 'no exceedance' interpretation of the standard and that TRPA has little enforcement authority to address many noise issues – in particular, single event noise.

Source: 2011 Threshold Evaluation

Socioeconomic Conditions

While environmental conditions have stabilized in many instances, socioeconomic conditions in the Tahoe Planning Area have deteriorated significantly as a result of land use regulations in the 1987 TRPA Regional Plan that dis-incentivized redevelopment, the introduction of tribal gaming in California, and the economic recession. Troubling socioeconomic trends in the Tahoe Planning Area include:

- Gaming revenues decreased significantly from a high of $338 million in 2004 to $209 million in 2011, a decrease of 38 percent (South Shore Vision Destination Economic Impact Analysis/Nevada Gaming Commission).

- Employment within South Shore casinos declined from 7,074 in 2001 to 3,423 in 2011, a reduction of 52 percent (South Shore Vision Destination Economic Impact Analysis).

- The population in the Tahoe Planning Area declined from 6,739 people in 2000 to 5,227 people in 2010, a reduction of 22 percent (Douglas County Master Plan/U.S. Census).

- School enrollment declined in Tahoe schools from a total of 822 students in 1990/1991 to 431 students in 2010/2011, a reduction of 48 percent (Douglas County School District).

- Approximately 49 percent of Douglas County homes in the Tahoe Planning Area are owned by second home owners (Lake Tahoe Basin Prosperity Plan/2003 TRPA Data).

- The unemployment rate in Douglas County (countywide) increased from a high of 6 percent in 1990 to a high of 14.8 percent in 2012 (U.S. Department of Labor: Bureau of Labor Statistics).

- In 2010, the median sales price for a single-family home in the Tahoe Planning Area was $600,000, as compared to $210,000 in Minden and Gardnerville (Douglas County Assessor's Office/Douglas County Master Plan, Chapter 4, *Housing Element*).

- There are only four affordable housing projects, consisting of 133 affordable housing units, located in the Tahoe Planning Area (Douglas County Master Plan, Chapter 4, *Housing Element*).

For information on how Douglas County is addressing the above socioeconomic trends, refer to Chapter 9, *Economic Development Element*, which provides an overview of the programs and projects the County is working on to implement the Economic Vitality Strategy and Action Plan (Tahoe Revitalization) and Lake Tahoe Basin Prosperity Plan,

and Chapter 4, *Housing Element*, which contains specific recommendations for addressing housing issues in the Tahoe Planning Area.

Public Services and Facilities

Chapter 12, *Public Services and Facilities Element*, provides information on how public services and facilities, including public safety, libraries, schools, solid waste, and water and wastewater and descriptions of public service and facility providers within the Tahoe Planning Area, as well as maps showing the location of public facilities and service areas.

Inventory of Existing Land Use Conditions

The following is an inventory of existing land use conditions:

Ownership

The Tahoe Planning Area includes 4,844 parcels. Figure 2.10 shows the property ownership, number of parcels, and acreage. The majority of the 23,461 acres, or 84 percent, is owned by federal, state, or local government entities. Thus, only 16 percent is under private ownership.

Figure 2.10
Tahoe Planning Area Ownership, Parcels, and Acreage

Property Ownership	Parcels	Acreage
Private	4,058	3,763
Federal	527	18,041
State	168	1,274
Local	91	383
Total	4,844	23,461

Source: Douglas County GIS Department and Assessor's Database (2013)

Population and School Enrollment Decline

The population in the Tahoe Planning Area declined from 6,739 people in 2000 to 5,227 in 2010 (U.S. Census). This decline in population also led to declining school enrollments and the closure of Kingsbury Middle School in 2008. Zephyr Cove Elementary (grades K-6) and Whittell High School (grades 7-12) are still operating and located in the area. The Douglas County School District Facilities Master Plan (2010) provides a variety of options for addressing declining school enrollment in the Tahoe Planning Area, from maintaining the status quo to establishing a K-12 school on the Whittell High School site.

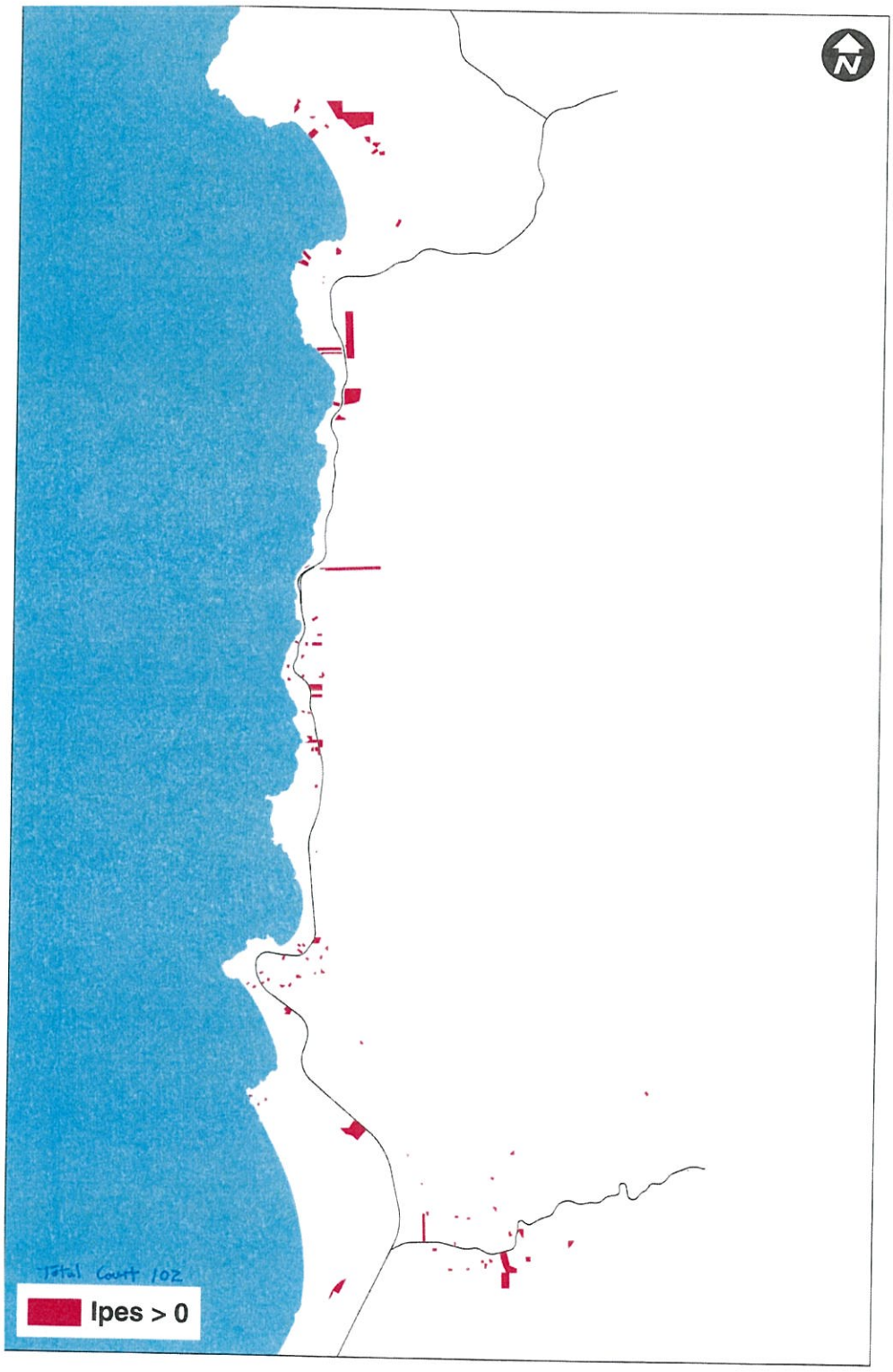
Residential Build-Out Scenario

Following the adoption of the 1987 Regional Plan, the TRPA developed the Individual Parcel Evaluation System (IPES) and assigned a numerical score to vacant parcels according to their relative suitability for development. IPES scores were not applied to residential parcels that were already developed or to parcels ineligible for residential use. As of 2012, there were a total of 102 vacant residential parcels in the Tahoe Planning Area with an IPES score above zero. Douglas County received eight residential allocations in 2013. If Douglas County continues to receive eight residential allocations per year and they are used to develop the 102 vacant parcels with an IPES score above zero, residential parcels in the Tahoe Planning Area could be completely built-out within less than 13 years.

Douglas County has distributed all of the residential allocations that were allocated to the County before the Regional Plan Update in 2012. As of August 2014, 45 people remained on a waiting list for a residential allocation in Douglas County.

Map 2.19 shows the location of existing vacant parcels with an IPES score of zero or above.

Map 2.19
Existing Vacant Parcels with an IPES Score



Source: TRPA GIS Department

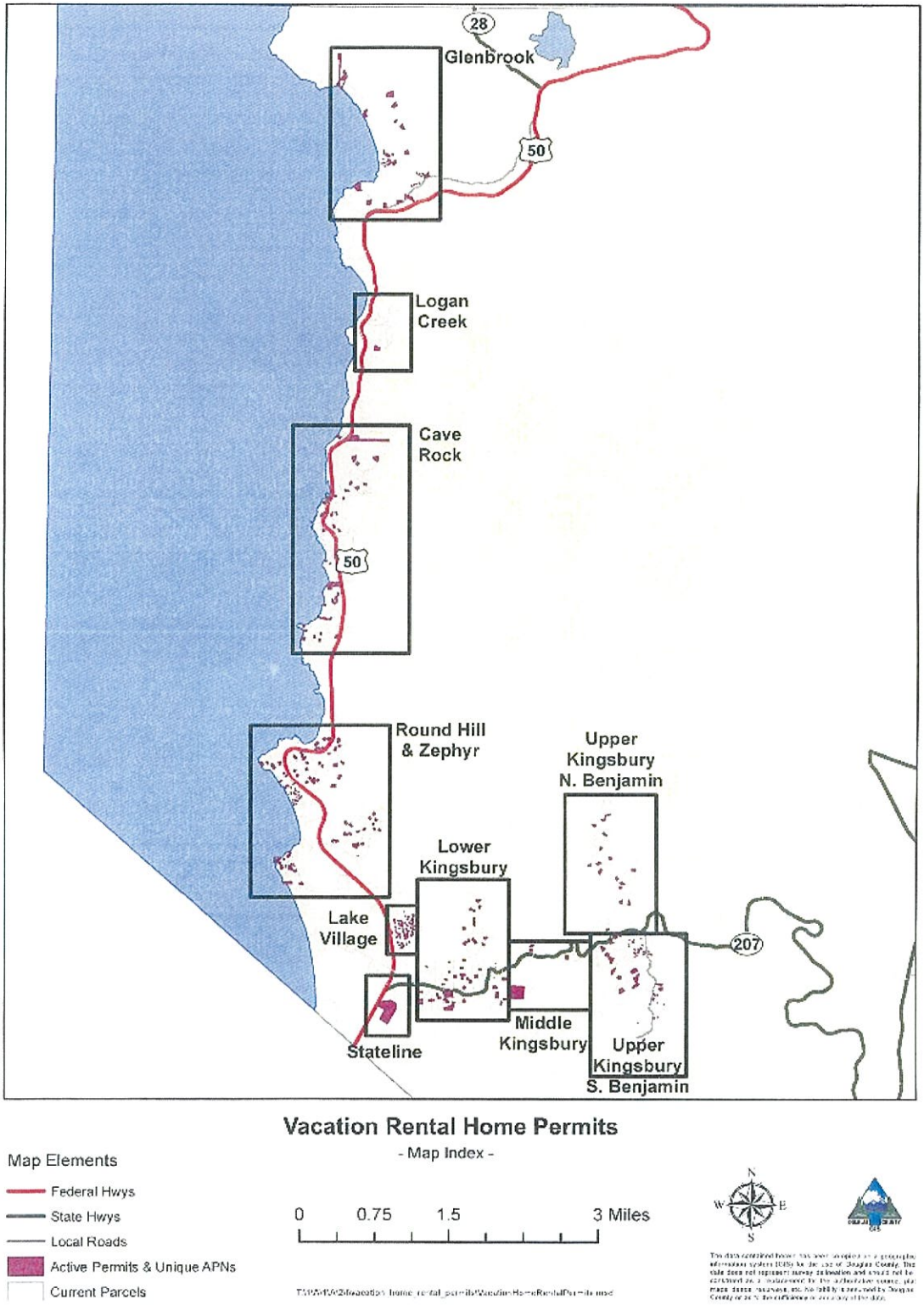
Second Homes

As of November 2012, there were approximately 3,948 housing units (single-family and multi-family) in the Tahoe Planning Area (Douglas County Assessor). The Lake Tahoe Basin Prosperity Plan found that approximately 49 percent of Douglas County homes are owned by second home owners (2003 TRPA data). The impact of second homeownership on Tahoe communities should be examined as part of an ongoing TRPA regional housing needs assessment.

Vacation Home Rental Permits

Douglas County, pursuant to Douglas County Code, Chapter 5.40, *Vacation Rentals in the Tahoe Township*, requires a vacation home rental permit for all properties used as a vacation home rental for more than 28 consecutive days in the Tahoe Township. As of October 2012, Douglas County had 397 active vacation home rental permits, which is approximately 10 percent of total housing units in the Tahoe Planning Area. Map 2.20 shows the location of the permits.

Map 2.20
Vacation Home Rental Permits



Source: Douglas County GIS Department

Planned Unit Developments

The following is a list of existing and tentatively approved planned unit developments within the Tahoe Planning Area. The planned unit developments will continue to be subject to development regulations and standards imposed on the projects with the original approvals, or as amended, as well as applicable TRPA and Douglas County Code requirements. Of note, prior to 1997, the Planned Unit Development was not a zoning overlay in Douglas County. Consequently, only those Planned Unit Developments approved after 1997 appear on the County's zoning map.

Castle Rock Park
Cave Rock Villas
Kingsbury Pines
Lake Village
Manzanita Heights
Ponderosa Park
Stanford Square
Summit Village
Uppaway
Villagers Townhouses
Peterson (tentatively approved)
Phat Pads/Cave Rock Junction (tentatively approved)
Tahoe Beach Club (tentatively approved by TRPA)

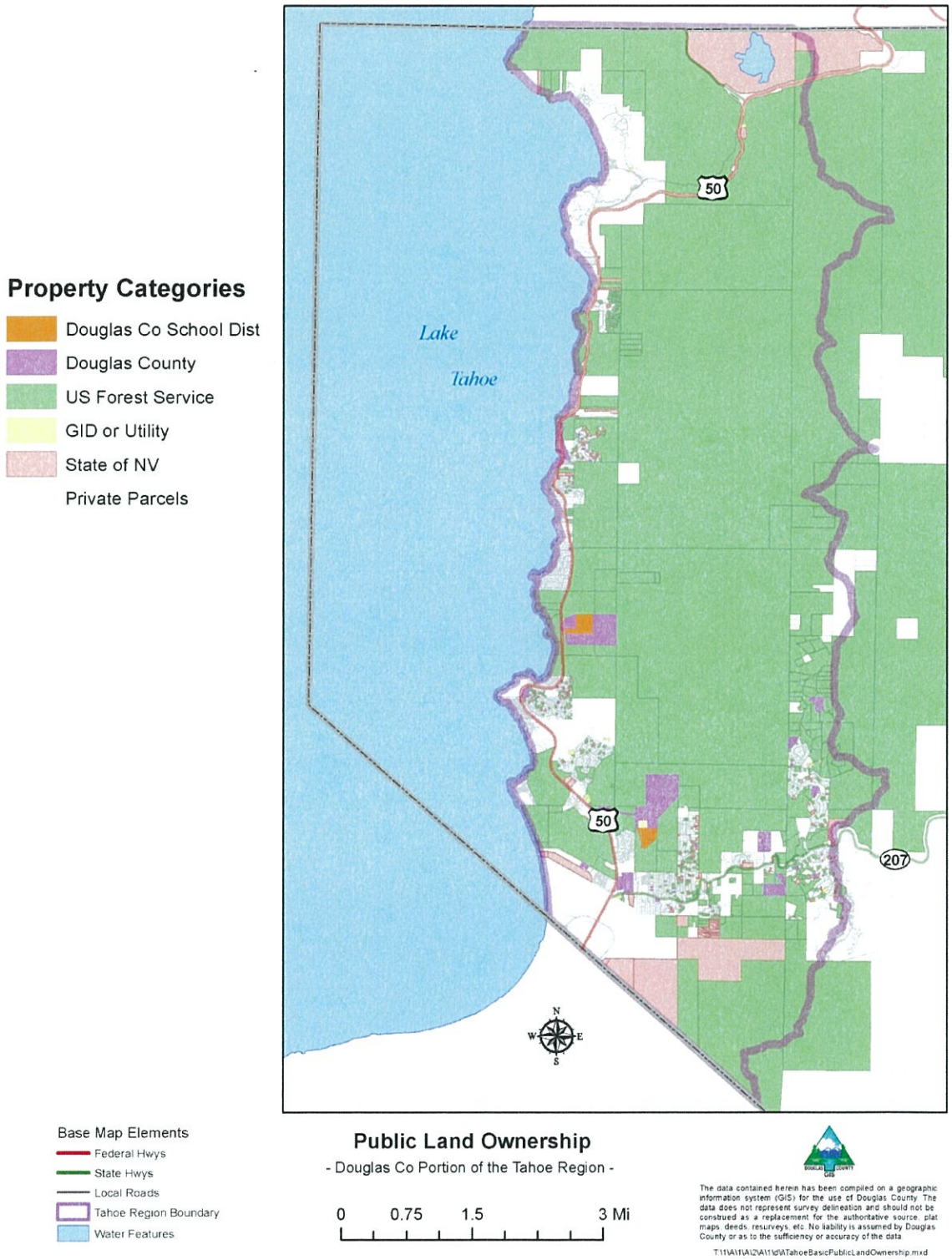
Commercial and Tourist Lands

The majority of commercial and tourist developments are concentrated within the High Density Tourist District, Kingsbury Town Center, and Round Hill Mixed-Use District.

Public Lands

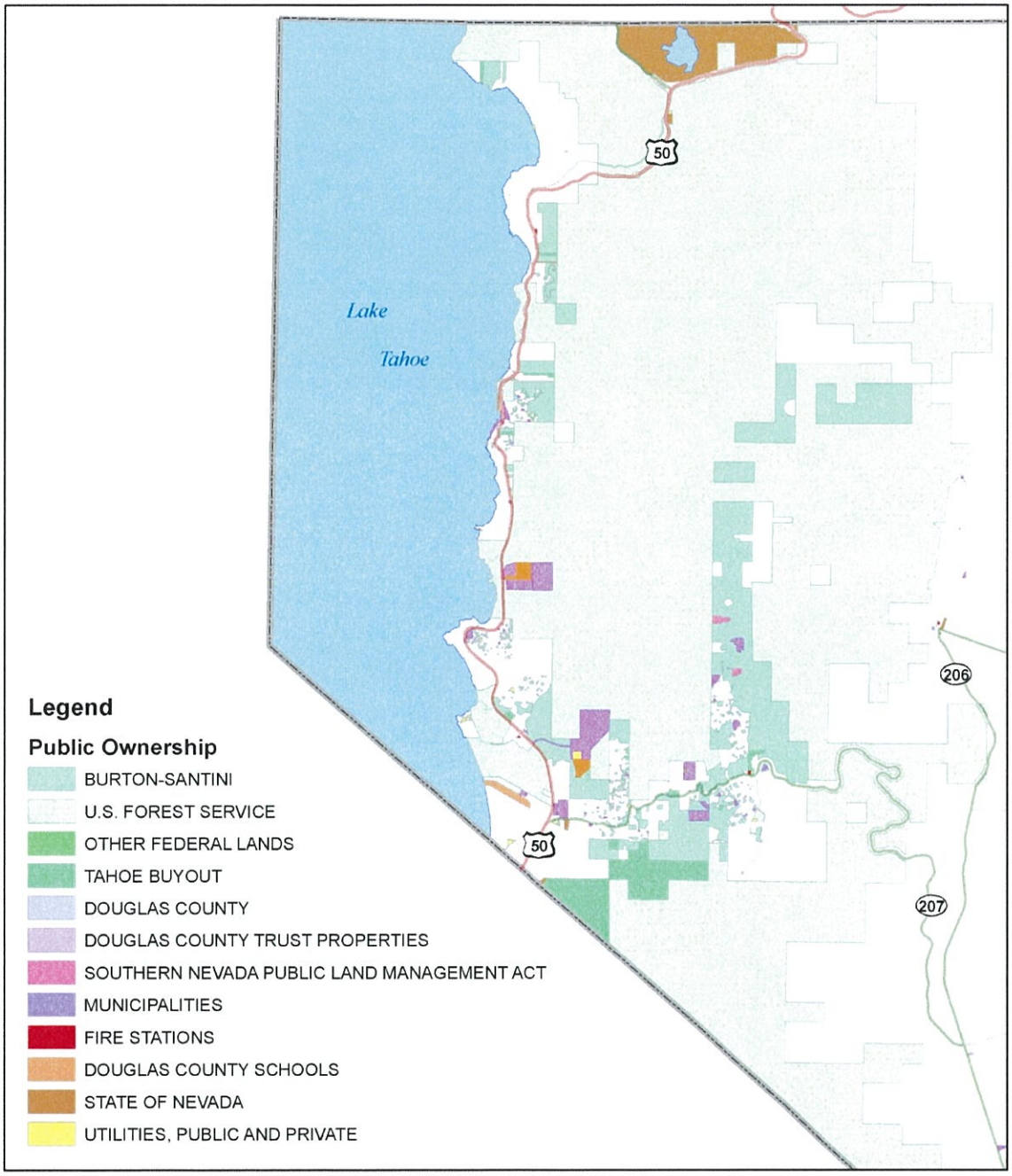
The majority of the 23,461 acres, or 84 percent of land, within the Tahoe Planning Area is owned by federal, state, or local government entities. Map 2.21 shows the location of public lands by owner and Map 2.22 shows the location of public land acquisitions through programs developed to protect Lake Tahoe, such as Burton-Santini, Tahoe Buyout, and the Southern Nevada Public Land Management Act (SNPLMA).

Map 2.21
Public Lands by Owner in the Tahoe Planning Area



Source: Douglas County GIS Department 2013

Map 2.22
Public Land Acquisition in the Tahoe Planning Area



Base Map Elements
- Federal Hwys
- State Hwys
- Local Roads
- Current Parcels
- Water Features

Public Land Ownership
- LakeTahoe -

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N W E S

The data contained herein has been compiled on a geographic information system (GIS) for the use of Douglas County. The data does not represent survey delineation and should not be construed as a replacement for the authoritative source, plat maps, deeds, resurveys, etc. No liability is assumed by Douglas County or as to the sufficiency or accuracy of the data.

T:\1\A\1\A\2\A\1\d\\TahoeBasicPublicLandAcquisition.mxd

Forest Service

In the Tahoe Planning Area, approximately 77 percent of land is part of the National Forest System, which includes 527 parcels, or approximately 18,041 acres. The U.S. Forest Service, Lake Tahoe Basin Management Unit (LTBMU), manages National Forest System lands in the Lake Tahoe Region pursuant to the Land and Resource Management Plan (Forest Plan) and a MOU with TRPA. The LTBMU is currently in the process of updating the 1988 Forest Plan. The Forest Plan, and as amended, is adopted by reference into the Master Plan and will guide how National Forest System lands are managed in the Tahoe Planning Area.

State of Nevada

In 2012, the State of Nevada, Department of Conservation and Natural Resources, Division of State Lands, owned 157 parcels (includes State Parks), totaling approximately 1,389 acres, in the Tahoe Planning Area. A number of these lands are protected and not available for development or disposal. They are managed by Nevada Tahoe Resource Team (NTRT), coordinated by the Nevada Division of State Lands, to protect Lake Tahoe and its watershed. Management goals include clean water, healthy forests, the reduction of excess fire fuels and hazardous forest conditions, good wildlife habitat, and reasonable public access. The Nevada Division of State Lands also administers a land bank, coordinates Nevada's share of the EIP, as well as implements other Tahoe programs, and administers the Nevada Tahoe Regional Planning Agency (NTRPA), which reviews the provisions of the Tahoe Compact related to gaming.

The Department of Conservation and Natural Resources, Nevada Division of State Parks, manages the Spooner Lake, Van Sickle Bi-State, and Cave Rock State Parks in Douglas County. The Nevada Division of State Parks is in the process of updating the Lake Tahoe Nevada State Park's General Management Plan. The General Management Plan, and as amended, is adopted by reference into the Master Plan and will guide how State Parks are managed in the Tahoe Planning Area.

NDOT owns five parcels, totaling approximately 16 acres, and the University of Nevada owns two parcels totaling approximately 33 acres in the Tahoe Planning Area.

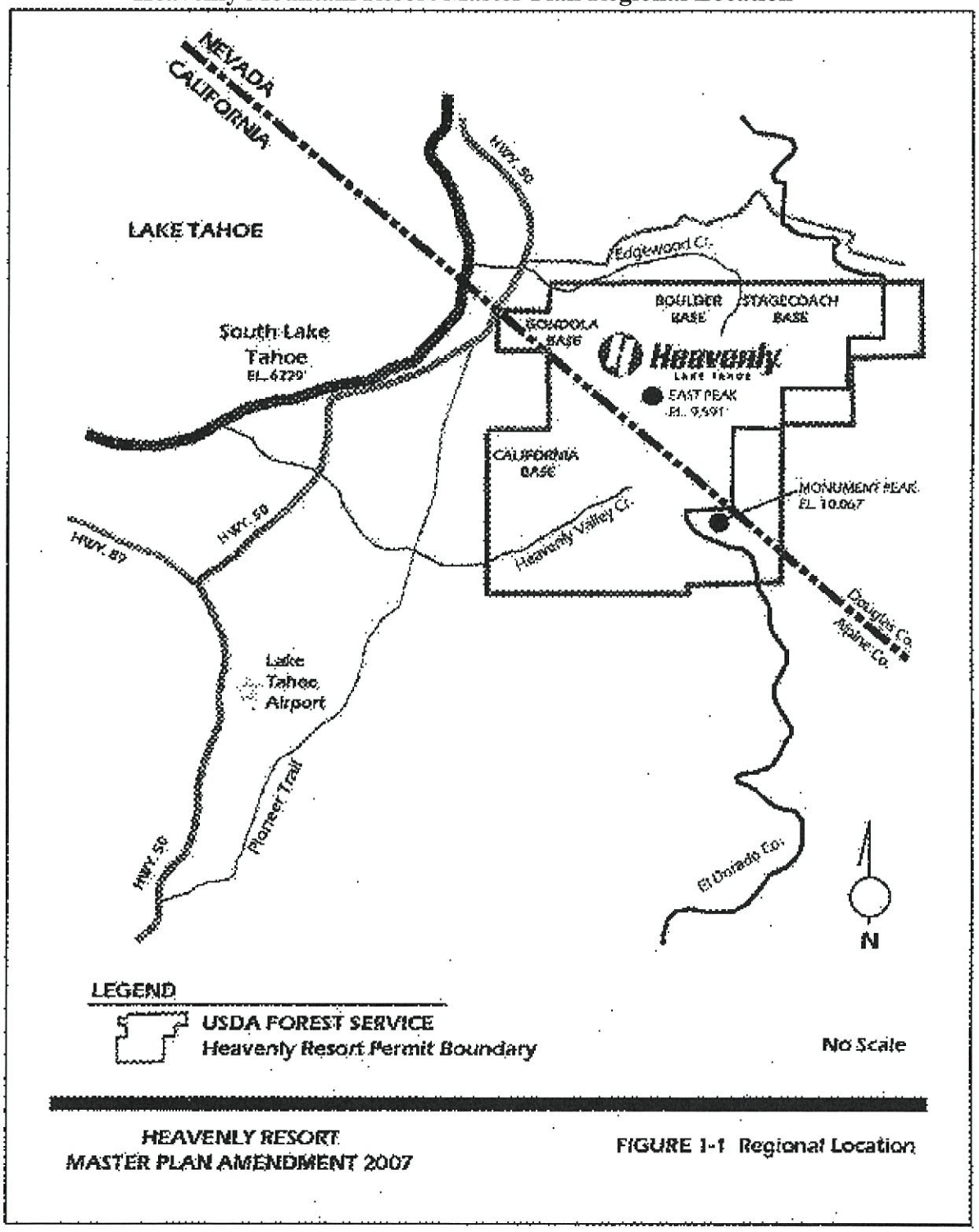
Local Governments

As of 2012, Douglas County owned 52 parcels, totaling approximately 209 acres, in the Tahoe Planning Area. There are other public lands under the ownership of the Douglas County School District, GIDs and fire departments.

Heavenly Mountain Resort Master Plan

Heavenly Ski Resort is located in the States of Nevada and California, with the majority located on U.S. Forest Service land. Approximately 6,210 acres of land in the eastern portion of the resort, including the Stagecoach Base and Boulder Base areas, lie within Douglas County. The Heavenly Mountain Resort Master Plan, which is a twenty year plan for the improvement, expansion, and management of the resort, was updated in 2007 (TRPA Adopting Ord. # 2007-04). The Heavenly Mountain Resort Master Plan, and as amended, will continue to guide future land use decisions for the Resort. Map 2.23 depicts the limits of the Master Plan area.

Map 2.23
Heavenly Mountain Resort Master Plan Regional Location



Source: Heavenly Mountain Resort Master Plan Amendment 2007

Transportation

All future planning projects in the Tahoe Planning Area must comply with the provisions of Mobility 2035: Lake Tahoe Regional Transportation Plan (2012) and Lake Tahoe Region Bicycle and Pedestrian Plan (2010), and as amended. For more information on transportation, refer to Chapter 5, *Transportation Element*.

Energy Conservation Strategy

In 2009 and 2011, Douglas County performed audits on its buildings and facilities, and identified opportunities for improved efficiencies. Improvements that have been installed to date include adjustment of all of the run times on heating, ventilations, and/or air-conditioning (HVAC) units, installation of automatic light sensors in the restrooms for light and water, replacement of all the street lights from high pressure sodium to light emitting diodes (LED), replacement the County light fixtures with florescent light bulbs, and installation of a system to control run time of lighting. Additionally, a new high efficiency HVAC system was installed at the Library, and an energy efficient roof was installed at the Senior Center. Although not part of the Audit, TRPA's office building has also been upgraded with the largest solar array in the Tahoe Region.

The Douglas County School District (DCSD) is also working to improve the energy efficiency of school buildings, including Whittell High School and Zephyr Cove Elementary in the Tahoe Region, as one of 17 Educations Partners in the US Department of Energy's Better Building Challenge, a component of the President's Climate Action Plan.

Douglas County will continue to implement projects that are identified in the building and facilities audits, including upgrading of the fleet to more fuel efficient and environmentally sound vehicles. Specific project that are anticipated for implementation in the next five years include:

1. Installation of solar screens on windows.
2. Installation of double pane glass windows.
3. Update parking lot lights to utilize LEDs.
4. Installation of a high efficiency HVAC system and cooling tower at the Courthouse in Tahoe.
5. Replace water heaters with energy efficient heaters, including some tankless water heaters.
6. Install energy efficient foam roofing.
7. Replace motor pool vehicles with fuel efficient vehicles that utilize recycled materials.
8. Replace motor pool vehicles with flex fuel vehicles.

New Construction: Douglas County Code allows for straw bale construction, solar power, and wind energy conversion systems. To create a private incentive for renewable energy systems, the County grants a 50 percent discount on all building related fees. In

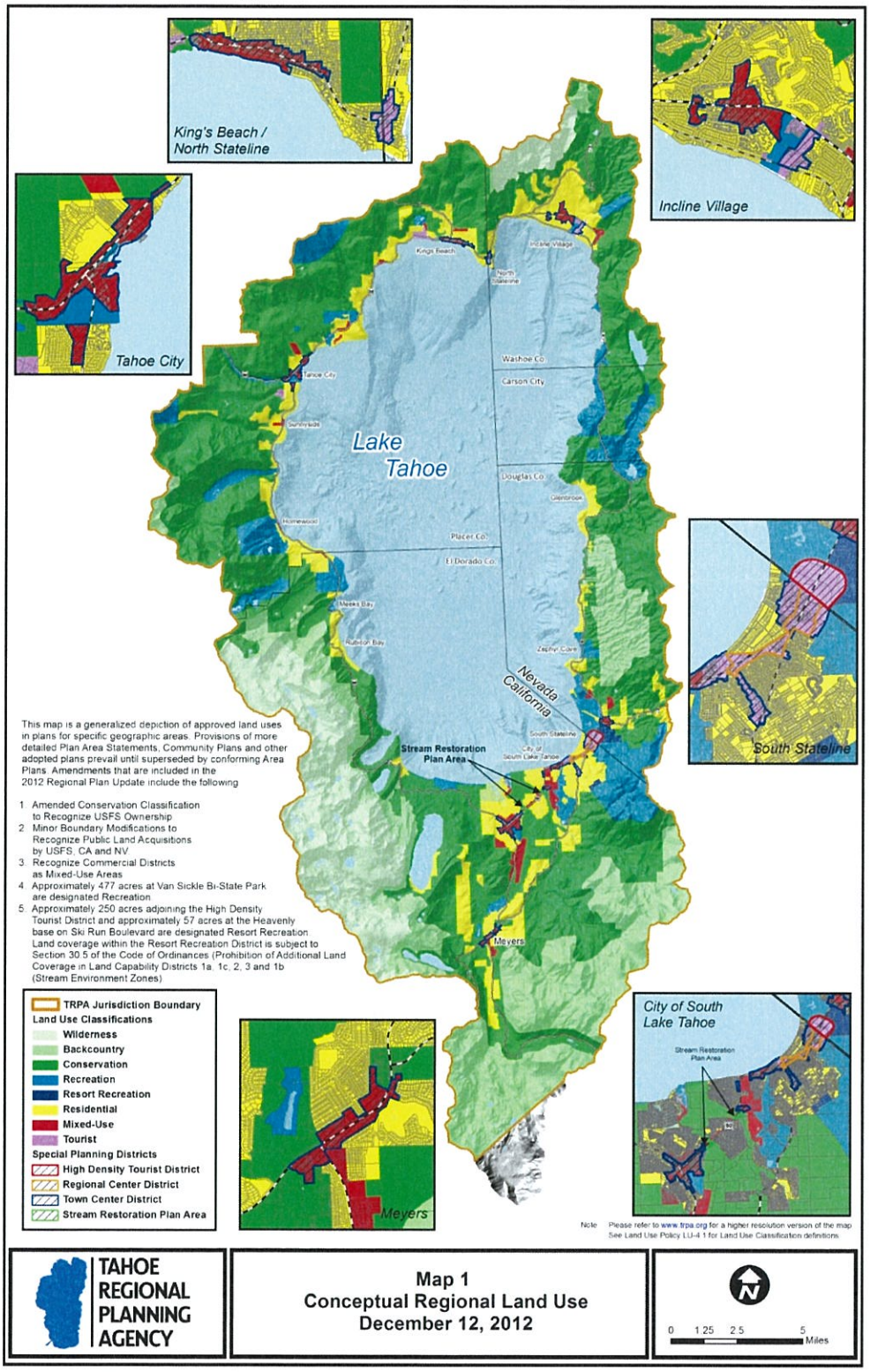
2013, the County adopted the 2009 International Energy Conservation Code (IECC), which encourages energy conservation through efficiency in building design, mechanical systems, lighting systems and the use of new materials and techniques. According to the Department of Energy, the 2009 IECC provides approximately 15 percent in energy efficiency gains in homes and 5 percent in commercial buildings compared to the 2006 IECC. The County also has plans to adopt portions of the International Building Code – Green Building Code and provide incentives to encourage its use. The County will utilize an updated energy code at the time the State of Nevada updates the required codes.

Refer to Chapter 8: Environmental Resources & Conservation Element for additional information on Energy Conservation and Greenhouse Gas Reduction strategies.

2012 TRPA Regional Plan Land Use Classifications and Special Planning Districts

The 2012 TRPA Regional Plan includes eight new land use districts and four new special planning districts, which are reflected on Map 1 of the Regional Plan (Map 2.24).

Map 2.24
2012 TRPA Regional Plan Conceptual Regional Land Use Map



Source: 2012 TRPA Regional Plan

Land Use Compatibility

Based on the inventory of existing conditions, the Regional Plan Land Use Districts, and the Conceptual Regional Land Use Map, Douglas County has developed new future land use and zoning districts for the Tahoe Planning Area. The Special Planning Districts, including the High Density Tourist District and Town Center Districts shown on Map 2.24 are reflected as overlay zoning districts on the Official Douglas County Zoning Map. Zoning districts are defined in Douglas County Code (Title 20), Chapter 20.703, *Tahoe Area Plan Regulations*. The future land use districts are defined below, and depicted on the Tahoe Planning Area Future Land Use Map (Map 6 of the Tahoe Douglas Area Plan).

Future Land Use Districts for the Tahoe Planning Area are defined below:

Backcountry: Backcountry areas are designated and defined by the U.S. Forest Service as part of their Resource Management Plans. These lands are roadless areas, including Lincoln Creek. On these lands, natural ecological processes are primarily free from human influences. Backcountry areas offer a recreation experience similar to Wilderness, with places for people seeking natural scenery and solitude. Primitive and semi-primitive recreation opportunities include hiking, camping, wildlife viewing, and cross-country skiing, in addition to more developed or mechanized activities not allowed in Wilderness areas (e.g., mountain biking, snowmobiling). Management activities that support administrative and dispersed recreation activities are minimal, but may have a limited influence. Limited roads may be present in some backcountry areas; road reconstruction may be permitted on backcountry lands where additional restrictions do not apply. Backcountry areas contribute to ecosystem and species diversity and sustainability, serve as habitat for fauna and flora, and offer wildlife corridors. These areas provide a diversity of terrestrial and aquatic habitats, and support species dependent on large, undisturbed areas of land. Backcountry areas are managed to preserve and restore healthy watersheds with clean water and air, and healthy soils. Watershed processes operate in harmony with their setting, providing high quality aquatic habitats.

Commercial: Commercial areas are existing commercial or tourist areas that provide or have the potential to provide a mix of uses, including commercial, tourist, recreation, public service, light industrial, office, and residential uses. The purpose of this classification is to concentrate higher intensity land uses for public convenience, and enhanced sustainability. Commercial areas also include areas recognized by the Bi-State Compact as suitable for gaming. These lands include areas that are:

1. Already developed with high concentrations of visitor services, visitor accommodations, and related uses;
2. Of good to moderate land capability (land capability districts 4-7);
3. Have existing excess land coverage; and
4. Located near commercial services, employment centers, public services and facilities, transit facilities, pedestrian paths, and bicycle connections.

Conservation: Conservation areas are non-urban areas with value as primitive or natural areas, with strong environmental limitations on use, and with a potential for dispersed recreation or low intensity resource management. Conservation areas include (1) public lands already set aside for this purpose, (2) high-hazard lands, stream environment zones, and other fragile areas, without substantial existing improvements, (3) isolated areas which do not contain the necessary infrastructure for development, (4) areas capable of sustaining only passive recreation or non-intensive agriculture, and (5) areas suitable for low-to-moderate resource management.

Receiving Area: Receiving Areas are areas that are eligible to receive the transfer of existing residential development and residential development rights, tourist accommodation units, and commercial floor area and are located near commercial services, employment centers, public services and facilities, transit facilities, pedestrian paths, and bicycle connections.

Recreation: Recreation areas are non-urban areas with good potential for developed outdoor recreation, park use, or concentrated recreation. Lands which this plan identifies as recreation areas include (1) areas of existing private and public recreation use, (2) designated local, state, and federal recreation areas, (3) areas without overriding environmental constraints on resource management or recreational purposes, and (4) areas with unique recreational resources which may service public needs, such as beaches and ski areas. The T-RR (Tahoe-Resort Recreation) zoning district, which is compatible with the Recreation land use district, may only be applied to the specific Edgewood Mountain parcel depicted on Map 1 of the 2012 TRPA Regional Plan. This area allows for tourist, commercial and residential uses provided in conjunction with a recreation use. New development must be the result of development transfers that result in the retirement of existing development.

Residential: Residential areas are urban areas having potential to provide housing for the residents. In addition, the purpose of this classification is to identify density patterns related to both the physical and manmade characteristics of the land and to allow accessory and non-residential uses that complement the residential neighborhood. These lands include: (1) areas now developed for residential purposes; (2) areas of moderate-to-good land capability; (3) areas within urban boundaries and serviced by utilities; and (4) areas of centralized location in close proximity to commercial services and public facilities.

Figure 2.11 has been developed to illustrate the relationship between future land use and zoning for the Tahoe Planning Area.

Figure 2.11
TRPA Conceptual Land Use Districts, Douglas County Future Land Use Districts, and Equivalent Douglas County Zoning Districts

TRPA Conceptual Land Use Districts	Douglas County Future Land Use Districts	Equivalent Douglas County Zoning Districts
Backcountry	Backcountry	T-B (Tahoe-Backcountry)
Conservation	Conservation	T-C (Tahoe-Conservation)
Recreation Resort Recreation	Recreation*	T-R (Tahoe – Recreation) T-RR (Tahoe – Resort Recreation)
Residential	Residential*	T-RES (Tahoe-Residential)
Mixed-Use Tourist	Commercial*	T-MU (Tahoe – Mixed-Use) T-T (Tahoe-Tourist) HDT (High Density Tourist) Overlay TC (Town Center) Overlay
All Districts	All Districts	PD (Planned Development) Overlay SA (Special Area) Overlay

* Receiving Areas may be designated on the Future Land Use Map within a Recreation, Residential, or Commercial Land Use District if located near commercial services, employment centers, public services and facilities, transit facilities, pedestrian paths, and bicycle connections.

TRPA Review

Pursuant to TRPA Regional Plan Land Use Policy – LU 4.12, TRPA will continue to review projects within the High Density Tourist, Conservation, and Resort Recreation Land Use Districts on the Conceptual Regional Land Use Map and the Shorezone of Lake Tahoe, as well as all development that is equal to or greater than:

Figure 2.12
TRPA Review Required

		Town Center	Not in Center
Residential		50,000 square feet	25,000 square feet
Non-Residential		40,000 square feet	12,500 square feet

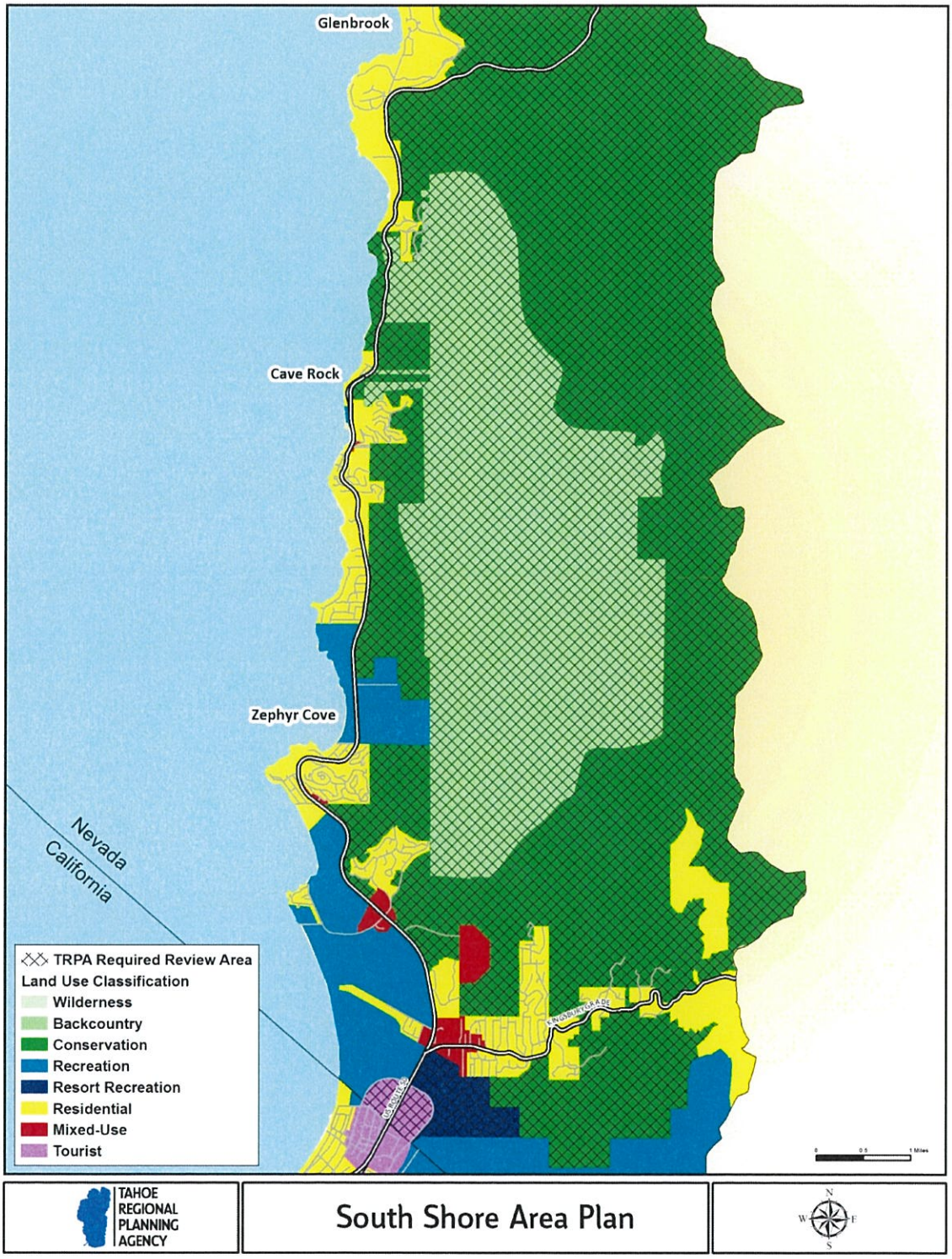
Note: All measurements are new building floor area.

Map 2.25 shows the location of parcels within the High Density Tourist, Conservation, and Resort Recreation Land Use Districts on the Conceptual Regional Land Use Map subject to TRPA review. Projects within the Backcountry Land Use District will also require a TRPA review.

Any development on the Kingsbury Middle School site will be reviewed by TRPA, and subject to a Special Use Permit.

TRPA will continue to review all projects within the Shorezone.

Map 2.25
TRPA Review Required



Source: TRPA

PHASE I: SOUTH SHORE AREA PLAN

In order to encourage the environmental redevelopment of the existing built environment, promote economic vitality, and work towards the attainment of TRPA's environmental threshold standards, the TRPA Governing Board approved the South Shore Area Plan (Phase I) on September 25, 2013. The South Shore Area Plan includes properties generally along Highway 50 from the California-Nevada Stateline to the lower Kingsbury area.

Background

In 2011, Douglas County participated with the South Tahoe Alliance of Resorts (S.T.A.R.), City of South Lake Tahoe, TRPA, and community members on the development of the South Shore Vision Plan, a planning document that focused on the redevelopment of the built environment along the Highway 50 Corridor, from Ski Run Boulevard in the City of South Lake Tahoe, California, to Kahle Drive in Douglas County, Nevada.

The South Shore Vision Plan addressed the following key issues:

- Reinventing the area to address the older and obsolete built environment.
- Improving the market and economic conditions that currently exist.
- Assessing transportation needs, including the proposed U.S. Highway 50/South Shore Community Revitalization Project (Loop Road) and "Main Street" narrowing.
- Defining and understanding travel and tourism barriers.
- Finding solutions to other impediments to redevelopment.
- Assessing the limits to the potential for redevelopment.
- Analyzing current summer and winter programs.
- Identifying new attraction/uses and improving the bed base.
- Initiating environmental enhancements.
- Coordinating with the Lake Tahoe Basin Prosperity Plan to find solutions for revitalizing the Basin economy.

The purpose of the South Shore Vision Plan was to create a vision for the most significant tourist destination in the Lake Tahoe Region, and to utilize the "Vision" to inform the TRPA Regional Plan Update and attract new capital investment to upgrade the natural and built environment and implement environmental improvements.

The South Shore Vision Plan also demonstrated how the existing out-dated built environment could be transformed into a world class tourist destination. The following photos depict existing conditions and the illustrations depict the "Vision" for the South Shore:

Existing Conditions

Source: South Shore Vision Plan

South Shore Vision Plan Illustrations

Source: South Shore Vision Plan

The South Shore Vision Plan also demonstrated that the redevelopment of the South Shore could include many positive environmental benefits, such as:

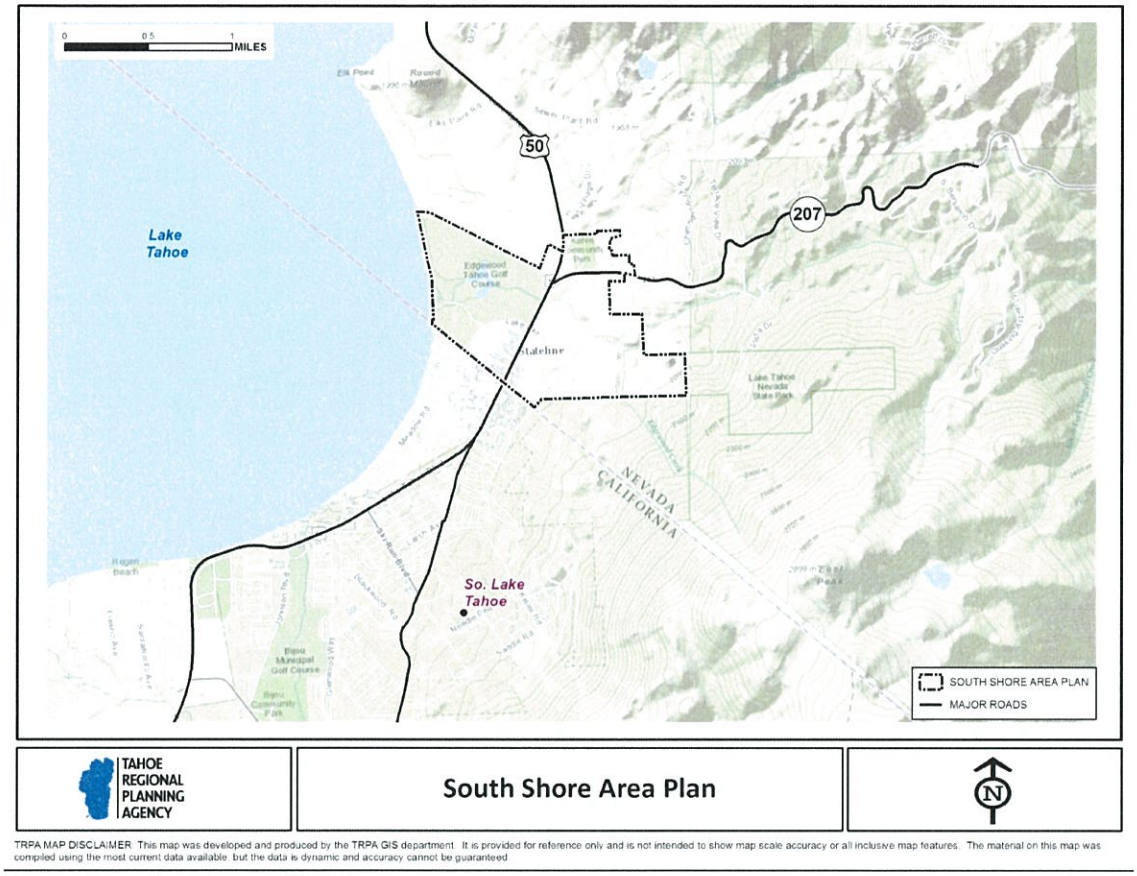
- Reduction in coverage
- Increased open space
- Restored stream environment zones
- Water quality improvement projects
- Pedestrian friendly streets
- Public transportation
- Energy efficient buildings
- Access to recreational opportunities

Ultimately, the South Shore Vision Plan was successful in providing a framework for promoting positive changes to the Regional Plan for Douglas County and the City of South Lake Tahoe.

South Shore Area Plan

The South Shore Area Plan (SSAP) has been developed to build upon the concepts in the South Shore Vision Plan and Lower Kingsbury Visioning and Summary Report, as well as to be consistent with the goals and policies in the 2012 TRPA Regional Plan. The boundaries of the South Shore Area Plan include those properties evaluated in the South Shore Vision Plan within Douglas County, as well as the properties within the Kingsbury Community Plan. The boundary of the South Shore Area Plan is depicted in Map 2.26.

Map 2.26
South Shore Area Plan Boundary



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Source: Douglas County GIS Department

The four primary areas within the South Shore Area Plan are described below:

High Density Tourist District

The Casino Core area, the previous Stateline Community Plan, was designated a High Density Tourist District on the TRPA Conceptual Regional Plan Land Use Map. This is the primary area, along with the lower Kingsbury area, targeted for redevelopment. The area is currently dominated by casino/hotel uses, including the Hard Rock, MontBleu Hotel/Casino, Harrah's Hotel/Casino, Harvey's Hotel/Casino, and CVS Pharmacy (previously Bills Casino). Existing conditions include:

- 2,266 hotel rooms.
- Five existing hotel towers that range in height from 85 to 197 feet.
- Four parking garages and a substantial amount of surface parking.

The objective is to transform the area into a world class recreational tourist destination, which will include:

- Replacing the existing towers with energy efficient buildings that are architecturally compatible with the natural scenic beauty of the Region and move the area towards Scenic Threshold attainment.
- Reducing coverage and surface parking.
- Restoring stream environment zones, improving water quality, and creating open space.
- Creating a pedestrian friendly environment.

The other main objective is to provide a variety of recreational opportunities within walking distance from the bed base, such as:

Skiing:	The existing Gondola provides direct access to Heavenly Mountain Ski Resort.
Golfing:	The existing Edgewood-Tahoe Golf Course is within walking distance.
Biking:	The Nevada Stateline-to-Stateline Bikeway provides access to the Lake within biking and walking distance.
Hiking:	The Van Sickle Bi-State Park is within walking distance and provides access to hiking, picnicking, mountain biking, and horseback riding.
Beach:	The Edgewood Lodge and Golf Course Improvement Project includes an easement to access a new public beach within walking distance (previously there was no public beach within walking distance).
Lake:	The Tahoe Transportation District has been exploring the feasibility of providing waterborne transit from this area to give visitors and residents an opportunity to spend time on the Lake, as well as provide access to Tahoe City on the northshore.
Shopping:	The creation of a pedestrian friendly retail environment.
Dining:	The inclusion of a wide variety of dining options.
Entertainment:	The development of outdoor and indoor entertainment amenities.

Overall, the objective is to revitalize the economy, contribute to the attainment of TRPA environmental threshold standards, including water quality and scenic, and create a sustainable tourist destination that provides access to recreational opportunities within walking and biking distance of the bed base, which is intended to contribute to a reduction in vehicle miles traveled and improved air quality. All redevelopment projects in the High density Tourist District will be evaluated to ensure consistency with these overall objectives.

Edgewood Lodge and Golf Course

This site contains the existing Edgewood-Tahoe Golf Course, and was placed within the Recreation Land Use District on the TRPA Conceptual Regional Land Use Map. In 2012, the TRPA approved the Edgewood Lodge and Golf Course Improvement Project on the site. The project consists of a tourist accommodation complex with a total of 194 new tourist accommodation units (TAUs) transferred from retired hotel sites in the City of South Lake Tahoe; improvements in water and energy efficiency; and the a new public

beach. The project also includes environmental enhancement projects intended to contribute to attainment of TRPA environmental threshold carrying capacities. The goals of these threshold improvement projects, among others, are to:

1) Meet and exceed existing TRPA stormwater infiltration and treatment requirements;
2) Reduce the overall pollutant load of sediment, fine sediment, phosphorus and nitrogen;
3) Improve the function of the Golf Course Creek and Edgewood Creek stream environment zones (approximately 200,000 square feet of stream environment zones and 1.5 acres of coverage within the shorezone will be restored); and
4) Dredge and remove accumulated material in site ponds to reestablish pollutant capture capacity.

The project demonstrates how new projects can bring environmental gain to the Lake Tahoe Region.

Edgewood Lodge Project

Source: Edgewood Lodge Golf Course Improvement Project Presentation to TRPA Advisory Planning Commission on May 9, 2012

This site was in Plan Area Statement 070A (Edgewood), including Special Area #1 (Tourist Area), which allowed for up to 250 tourist accommodation units to be transferred to the site. This site continues to be allowed a maximum of 250 tourist accommodation units with the South Shore Area Plan.

Edgewood Mountain

The Edgewood Mountain area is approximately 256 acres and has historically been a conservation area, although numerous recreation, public service, and some residential uses were historically allowed in the area. The site contains the historic Friday Station (an original Pony Express stop). With the 2012 TRPA Regional Plan Update, the parcel was placed in the Resort Recreation District on the Conceptual Regional Land Use Map. The purpose of designating it Resort Recreation was to allow for additional recreational

opportunities, such as a cross country ski area, to be located near the bed base and to reduce vehicle miles traveled thus improving air quality. The 2012 TRPA Regional Plan also allows for tourist accommodations and commercial structures that are accessory to a recreation use to be located on the site, as long as development is transferred in from outside of the designated area and the transfer results in the retirement of development. Tourist accommodation units or commercial development may be subdivided into air space condos (no lot or block subdivisions are allowed). The parcel has been identified as a future site for a bike/pedestrian path to connect Market Street to the Van Sickle Bi-State Park, consistent with the Lake Tahoe Regional Transportation Plan and the Lake Tahoe Region Bicycle and Pedestrian Plan (refer to T Action 4.3).

Lower Kingsbury

The lower Kingsbury area contains more than 100 different commercial, industrial, and public uses. The most notable uses include the Lakeside Inn Hotel/Casino, Douglas County Government Offices/Tahoe Transportation and Visitors Center, Edgewood Village, Kahle Community Center/Park, Kingsbury Station, Red Hut Center, Shady Lane Commercial (Industrial) Center, Kingsbury Square, and Kingsbury Center. With the 2012 TRPA Regional Plan Update, the parcels were designated Mixed-Use/Town Center on the Conceptual Regional Land Use Map.

In 2008, all of the parcels within the lower Kingsbury area were evaluated in the Lower Kingsbury Visioning and Land Use Alternatives Report. The Summary Report was developed with input from local property owners, identified opportunities and constraints for revitalization and environmental improvements and resulted in a number of recommendations, including:

1. Transforming the area into a pedestrian friendly and mixed-use environment.
2. Creating more diverse housing options.
3. Developing an area wide water quality improvement project.
4. Creating more bike connections, including connections to the Kahle Community Center and a bike/pedestrian path from Market Street to the South Shore through the Edgewood Mountain Parcel.

Financial or regulatory incentives and/or County sponsored redevelopment programs were identified as potential catalysts for redevelopment in the area.

The South Shore Vision Plan evaluated the properties that contain the Lakeside Inn and Douglas County Government Center/Tahoe Transportation and Visitors Center. It identified this area as the Gateway Area into the South Shore and recommended redeveloping this area into a mixed-use environment and, beginning at Kahle Drive,

creating a streetscape along the entire street corridor that includes pedestrian amenities, landscaping, and an interesting environment to support retail.

The lower Kingsbury area is the only area designated as a Mixed-Use/Town Center on the Conceptual Regional Land Use Map within the County. This area is intended to provide a mix of commercial, public services, light industrial, office, and residential uses and is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities.

Douglas County is adopting new land use and zoning provisions in this area to encourage property owners to develop mixed-use projects, including more diverse housing options, as well as take advantage of additional density and height provisions, which will also result in environmental benefits as development commodities are transferred from more environmentally sensitive areas. The Tahoe Planning Area now includes new actions (refer to T Actions T 2.3 and T 4.3) to address outstanding issues, such as moving forward with an area wide water quality improvement project and a pedestrian/bike connection between Market Street and Van Sickle Bi-State Park. The County recognizes that including the Kingsbury Town Center in the South Shore Area Plan is the first step in fostering the redevelopment and revitalization of the area.

Economic Analysis

In 2012, the Lake Tahoe Visitors Authority (LTVA), S.T.A.R., City of South Lake Tahoe, and Douglas County funded the South Shore Vision Destination Economic Impact Analysis, which explores the economic impacts of maintaining current operations and infrastructure (status quo) as opposed to implementing changes (transformation) proposed in the South Shore Vision Plan.

Status Quo: The Analysis found that over the past decade the South Shore has experienced a significant decline in economic activity, within the following areas:

- Gaming revenue
- Rooms rented
- Occupancy
- Retail sales
- Employment

For Douglas County, the greatest area of concern has been the significant decline in gaming revenue from a high of $338 million in 2004 to $209 million in 2011, a decrease of 38 percent. This decline is attributed to the opening of tribal casinos in California, the lack of investment in infrastructure as a result of the regulatory nature of the Lake Tahoe Region, and the economic recession. Overall, the Analysis found that the status quo does not provide a level of revenue that is sustainable for the South Shore.

Transformation: The Analysis found that in order to transform the economy and generate long term revenue, the types of changes proposed in the South Shore Vision Plan are necessary. These changes include:

- Diversifying into a more recreation based economy;
- Leveraging Lake Tahoe's history with entertainment in a unique setting; and
- Upgrading the visitor experience by providing walkable areas that feature upgraded visitor and community based experiences.

The Analysis also found that policy makers are at a unique juncture in that they can maintain the status quo or transform the visitor experience to foster economic vitality in the South Shore.

Existing Conditions and Conservation

The TRPA LiDAR Impervious Coverage Calculations from 2012 for the Kingsbury Town Center and High Density Tourist District are provided in Figure 2.13.

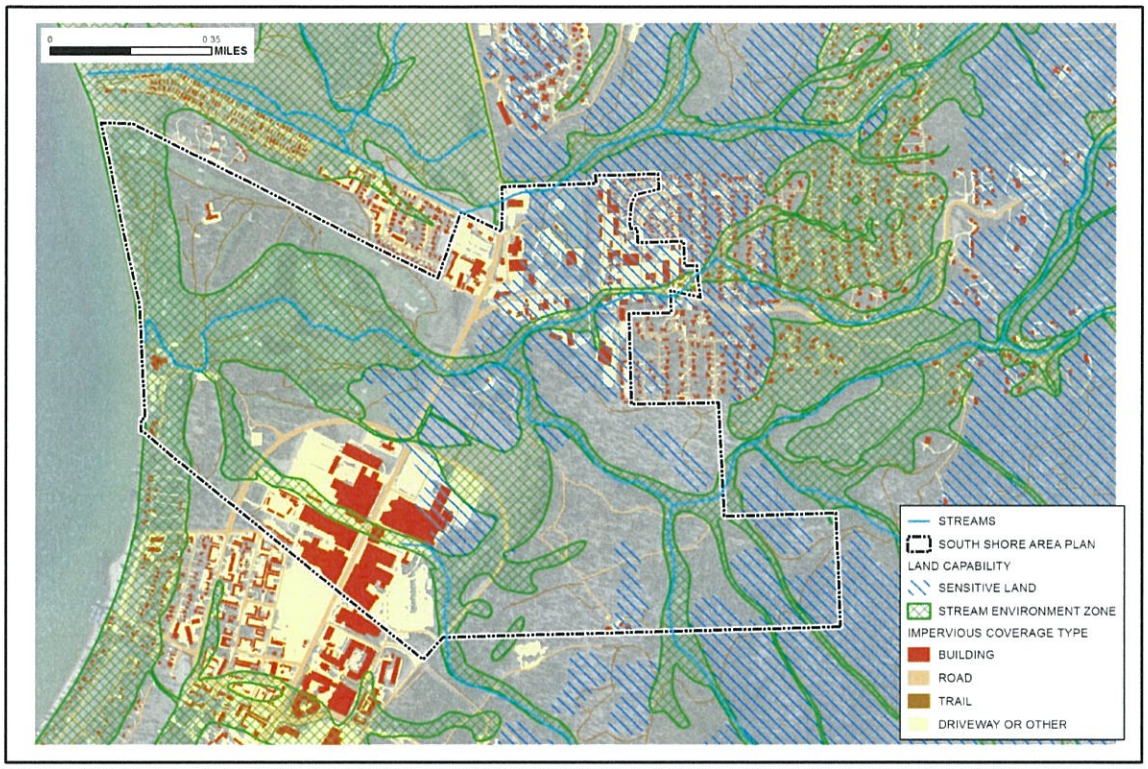
Figure 2.13
LiDAR Impervious Coverage Calculations, 2012

Town Center	Acres Impervious	Total Area	Percent Impervious
Kingsbury Town Center	51.55	88.25	58.42
High Density Tourist District	81.41	115.44	70.52

Source: TRPA

Maps 2.27 and 2.28 show existing coverage and land capability for the South Shore Area Plan, respectively.

Map 2.27
South Shore Area Plan Coverage (Existing Conditions)



TAHOE REGIONAL PLANNING AGENCY

South Shore Existing Conditions

N W E S

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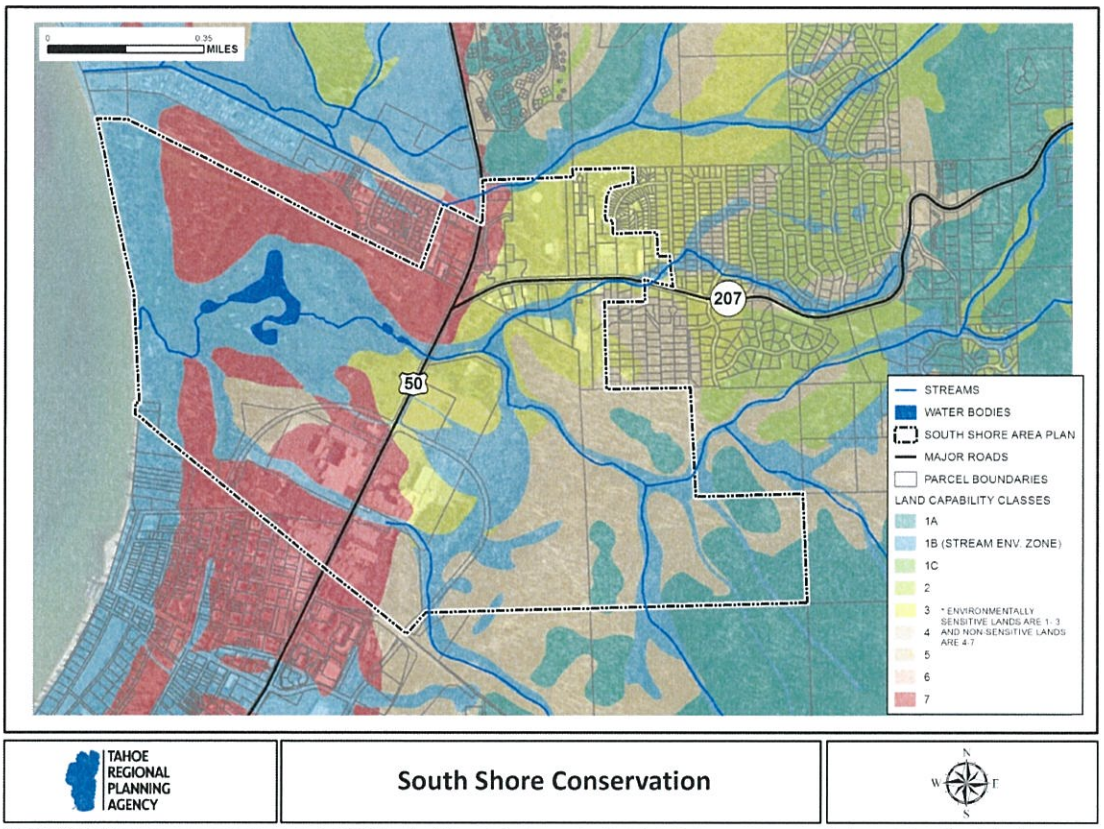
Map 2.28
South Shore Area Plan Land Capability (Conservation) Map



Source: TRPA

The South Shore Area Plan retains the strict environmental protections required under the TRPA Regional Plan and includes several strategies to further accelerate environmental improvements and restoration including the following:

- **Environmental Redevelopment:** Promoting the redevelopment of existing developed areas to include increased bicycle, pedestrian, and transit amenities; coverage reduction; and compliance with water quality and other environmental regulations.
- **Transfers of Development Rights/Existing Development:** The High Density Tourist District and Kingsbury Town Center have been designated as Receiving Areas for transfers of development on the Future Land Use Map (refer to Map 2.32). As shown on Map 2.27, the Centers are already extensively developed and meet or exceed coverage limitations. As Receiving Areas, future development will be directed to these areas instead of occurring in outlying and/or environmentally sensitive areas. Although not reflected as Receiving Areas on the Future Land Use Map, the Edgewood-Tahoe Golf Course site (limited to Special Area #1) is a receiving area in that up to 250 TAUs may be transferred to the site and the Edgewood Mountain site is a receiving area in that development is only allowed if it is transferred in and the transfer results in the retirement of development.
- **Compact Mixed-Use Land Use Pattern:** The Area Plan has new zoning districts to encourage a greater mixing of uses, which can result in fewer and shorter vehicle trips and associated improvements in air quality and traffic. In addition, the High Density Tourist District represents the largest tourist bed base in the Region, and the plan promotes recreational and non-auto transportation options in and around the district to further reduce vehicle trips.
- **TMDL Implementation:** Requires water quality improvements that will help the County meet TMDL milestones.
- **Comprehensive Coverage Reduction:** The Master Plan includes a policy that requires the County to consider opportunities for coverage reduction in all public and private redevelopment projects within Centers.
- **Area-Wide Water Quality Improvements:** Area-wide stormwater management systems, including the existing Stateline Stormwater System, are recognized and called for to ensure compliance with TRPA BMP and SLRP requirements.
- **Stream Environment Zone Protection:** The Master Plan includes a policy that requires Douglas County to pursue opportunity for SEZ restoration in all public and private projects that contain disturbed SEZ.

Commercial Floor Area

The 35,000 square feet of remaining Commercial Floor Area (CFA) for the Stateline Community Plan and 1,000 square feet of remaining CFA for the Kingsbury Community Plan, for a total of 36,000 square feet of CFA, that has yet to be allocated to a project is now available throughout the South Shore Area Plan. Under the 2012 TRPA Regional

Plan, no new CFA will be allocated by TRPA until all of the existing CFA is used. The County Board of Commissioners can transfer CFA to other Receiving Areas.

Transportation

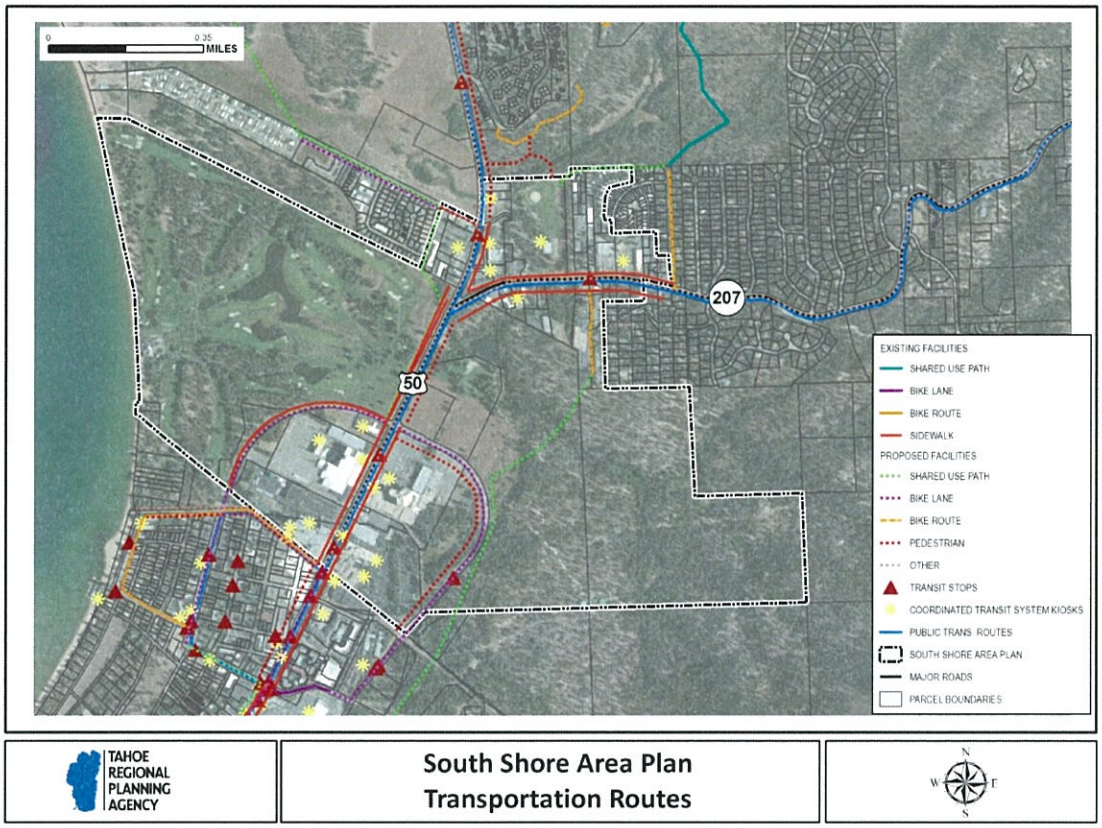
The South Shore Area Plan was developed in consideration of several proposed alternatives that envision implementation of the US 50/South Shore Community Revitalization Project (Loop Road), a key transportation and air quality improvement strategy identified in the Compact and the Lake Tahoe Regional Transportation Plan. While the Project has a long history involving over 20 years of project planning, it has more recently been undertaken by the Tahoe Transportation District (TTD) as the project lead agency, given the bi-state nature of the Project. TTD initiated the Caltrans required Project Study Report in 2009, which was reviewed and approved by Caltrans District 3 in June 2010. This key planning document was also accepted by NDOT and Douglas County, who are representing the local and state interest of Nevada in the project development process.

In 2011, the Project was advanced into the environmental analysis phase and a joint environmental document is being prepared as required to comply with the statutory requirements of the California Environmental Quality Act, National Environmental Policy Act, and Tahoe Regional Planning Agency Rules of Procedure. As part of the project development process, the TTD established a Community Review Committee and Business Review Committee representative of interested members of the community at large and businesses in and around the Project Area. Input obtained through these committee meetings and other public forums have been very valuable informing the community of the project goals and objectives and obtaining local input on various design elements, including the elements to create a local "Main Street." The creation of a walkable and bikeable "Main Street" within the casino/resort village core is instrumental in encouraging and facilitating the redevelopment of the built environment as envisioned in South Shore Area Plan.

An economic analysis was prepared for the Project to evaluate the short and long term economic impact which estimated annual increases in retail sales between $16 and $25 million and approximately $1 billion in residual public and private investment in and around the project area upon project completion. Douglas County plans to continue to work with the TMPO, TTD, NDOT, Caltrans, and City of South Lake Tahoe to advance designs, obtain environmental approval, secure right of way, and construction funding to ultimately implement the project.

Map 2.29 includes the bike and pedestrian plan for the South Shore Area Plan (reflects bicycle and pedestrian facilities shown on Map 5, Conceptual Bicycle & Pedestrian Facilities, of the 2012 TRPA Regional Plan).

Map 2.29
South Shore Area Plan Bike and Pedestrian Plan



Source: TRPA

Transit services are currently provided throughout the South Shore Area Plan. Transit services are provided at the casinos and bus shelters have been placed along Highway 50 and the Kingsbury Grade (State Route 207). The Kingsbury Transit Center, along Highway 50, is located at the base of the Kingsbury Grade. There are also transit services provided to connect the South Shore to the Carson Valley and free ski shuttles are offered. Future transit projects will be provided as planned for in the Regional Transportation Plan.

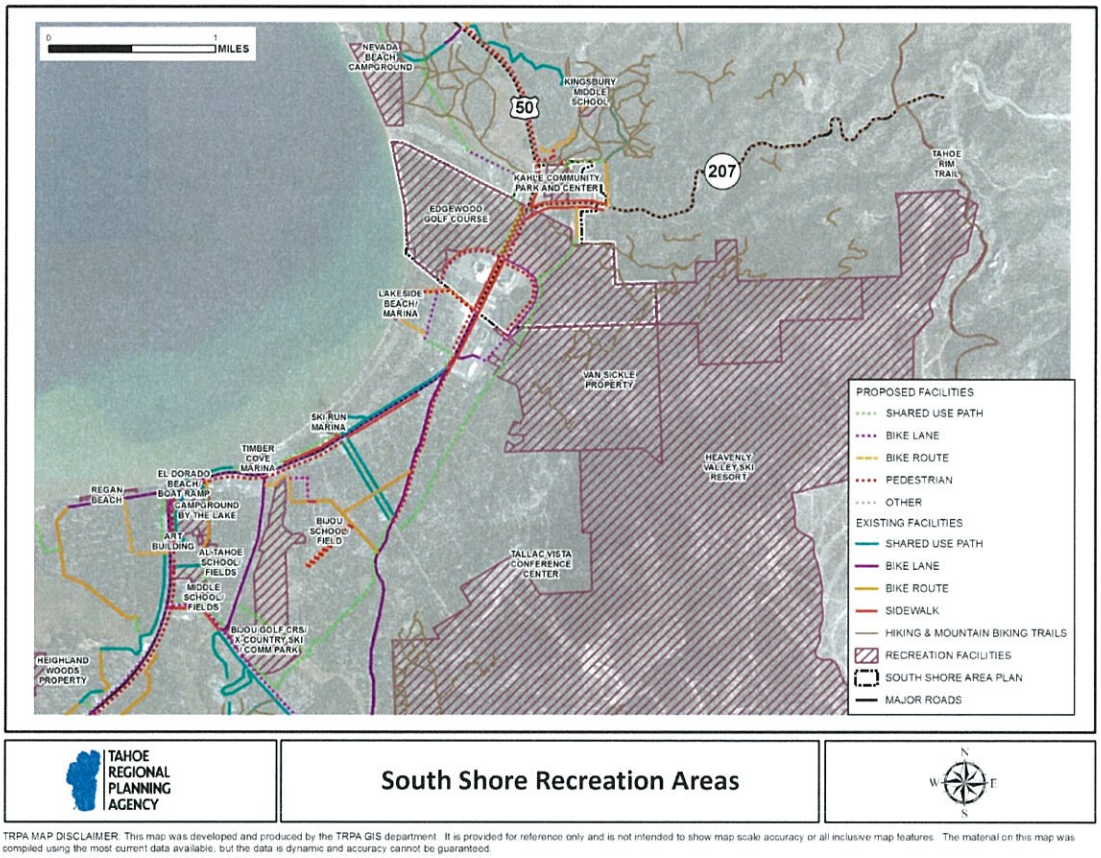
Recreation

Douglas County is currently preparing a "Tahoe Basin Recreation and Tourism Plan." This plan focuses on regional collaboration that could align recreation fee policies, remove barriers for hosting region-wide events, improve visitor information coordination, and provide a platform for pursuing funding for regional facilities, trails, and services. Although work has begun on this plan, there is not a schedule for its completion.

Map 2.30 shows existing and future recreation opportunities within biking and walking distance of the South Shore Area Plan. The Nevada Stateline-to-Stateline Bikeway

provides access to Lake Tahoe and the Van Sickle Bi-State Park includes trails that provide direct access to the Rim Trail.

Map 2.30
South Shore Area Plan Recreation Areas



Source: TRPA

Tahoe Design Standards and Guidelines for Area Plans.

In order to ensure quality redevelopment that reflects the desired mountain character of Tahoe and brings the area into Scenic Threshold attainment, the Tahoe Design Standards and Guidelines have been developed for the South Shore and Tahoe Douglas Area Plans. The Tahoe Design Standards and Guidelines include site layout, landscape, building, signage, lighting, and screening standards. These guidelines replace the South Shore Design Guidelines.

Area Wide Water Quality Control

The Stateline Regional Stormwater Treatment Disposal System Agreement (1997), established the Stateline Stormwater Association, created for the purpose of constructing, operating, and maintaining stormwater control, treatment, and disposal facilities to serve the casino core area of Stateline and achieve water quality targets. Association members consist of Mont Bleu, Harrah's, Harvey's, Horizon, Park Cattle Company (Edgewood Companies), Wells Fargo Bank, Douglas County (Lake Parkway), and the NDOT (Highway 50). This was the first public-private partnership developed to address stormwater on an area-wide level. Improvements constructed by the association tie together previously existing individual drainage systems and deliver an estimated 83 percent of the design storm volume to the treatment facility, with subsequent discharge to the irrigation storage reservoir on the Edgewood-Tahoe Golf Course. The Edgewood Lodge and Golf Course Improvement Project includes upgrades to this system, which will significantly reduce the amount of fine sediment particles entering Lake Tahoe. This area wide water quality control system also satisfies the TRPA requirement for onsite stormwater infiltration for drainage treatment and retention. It is anticipated that future redevelopment will also tie into this system. An area-wide water quality control system should be developed for the lower Kingsbury area to accelerate BMP installation.

PHASE II: TAHOE DOUGLAS AREA PLAN

The Tahoe Douglas Area Plan includes all properties within Douglas County under the jurisdiction of the TRPA outside of the South Shore Area Plan. The Tahoe Douglas Area Plan replaces the Round Hill Community Plan and 30 Plan Area Statements. It is anticipated that the Douglas County Board of Commissioners will adopt the Tahoe Douglas Area Plan at the end of 2014, and that the TRPA Governing Board will adopt the Tahoe Douglas Area Plan at the beginning of 2015. Once adopted, the Plan will be considered a part of the Douglas County Master Plan.

Key Issues

The following are key issues that were identified during the development of this plan.

TRPA Regional Plan List of Priority Projects

The TRPA continues to work to address issues raised during the Regional Plan Update that were placed on the 2012 TRPA Regional Plan, Attachment 5, *Preliminary List of Priority Projects*. These include: the need to prioritize an evaluation of affordable housing policies, evaluate floodplain management regulations, and evaluate the TRPA Code of Ordinances to make it more understandable and effective. Douglas County will continue to work with TRPA and other interested parties to address these issues.

Wayfinding Signage

A wayfinding signage program needs to be developed for the South Shore Area Plan to encourage visitors to walk, bike, or use transit (refer to T Action 4.4). It should be noted that the City of South Lake Tahoe and Tahoe Chamber of Commerce installed wayfinding street signs along Highway 50 in the City and the Tahoe Chamber of Commerce is working on a wayfinding signage program for Douglas County. The Lake Tahoe Bicycle Coalition has also expressed an interest in helping the County develop a wayfinding signage program for bike and pedestrian infrastructure, similar to the one developed for the City of South Lake Tahoe.

Funding for Environmental Improvement Projects/TMDL

It is anticipated that public funding available for EIP projects and the implementation of the TMDL Program/SLRP will be scarce as a result of budget constraints at federal, state, and local levels. Therefore, it is extremely important to develop regulations that encourage environmentally beneficial redevelopment and the associated implementation of water quality improvements, as well as evaluate the feasibility of developing a local funding source.

TMDL Coordination

One of the primary components of TMDL/SLRP implementation includes advanced road operations (or street sweeping) to reduce the amount of fine sediment from entering the Lake. In addition to Douglas County and NDOT, there are 11 GIDs and four HOAs responsible for maintaining streets in Douglas County. In most cases, these smaller entities do not have the resources or financial capability of implementing advanced road operations independently. Thus, NTCD, the County and other jurisdictions are currently discussing the idea of creating a TMDL Cooperative to implement advanced road operations.

Housing

Douglas County needs to work with TRPA and local residents and business owners to address and implement the recommendations in the TRPA Regional Housing Needs Program Assessment (2014) in order to encourage the development of more low, moderate, and mixed income housing to meet the needs of the Region's residents and workforce.

Economy

Douglas County needs to continue to work to address issues raised in the Economic Vitality Strategy and Action Plan (Tahoe Revitalization) and Lake Tahoe Basin Prosperity Plan, as discussed in Chapter 9, *Economic Development Element.*

South Shore Community Revitalization Project

The South Shore Area Plan was developed in consideration of several proposed alternatives that envision implementation of the US 50/South Shore Community Revitalization Project (Loop Road), a key transportation and air quality improvement strategy identified in the Compact and the Lake Tahoe Regional Transportation Plan. While the Project has a long history involving over 20 years of project planning, it has more recently been undertaken by the Tahoe Transportation District (TTD) as the project lead agency, given the bi-state nature of the Project. TTD initiated the Caltrans required Project Study Report in 2009, which was reviewed and approved by Caltrans District 3 in June 2010. This key planning document was also accepted by NDOT and Douglas County, who are representing the local and state interest of Nevada in the project development process.

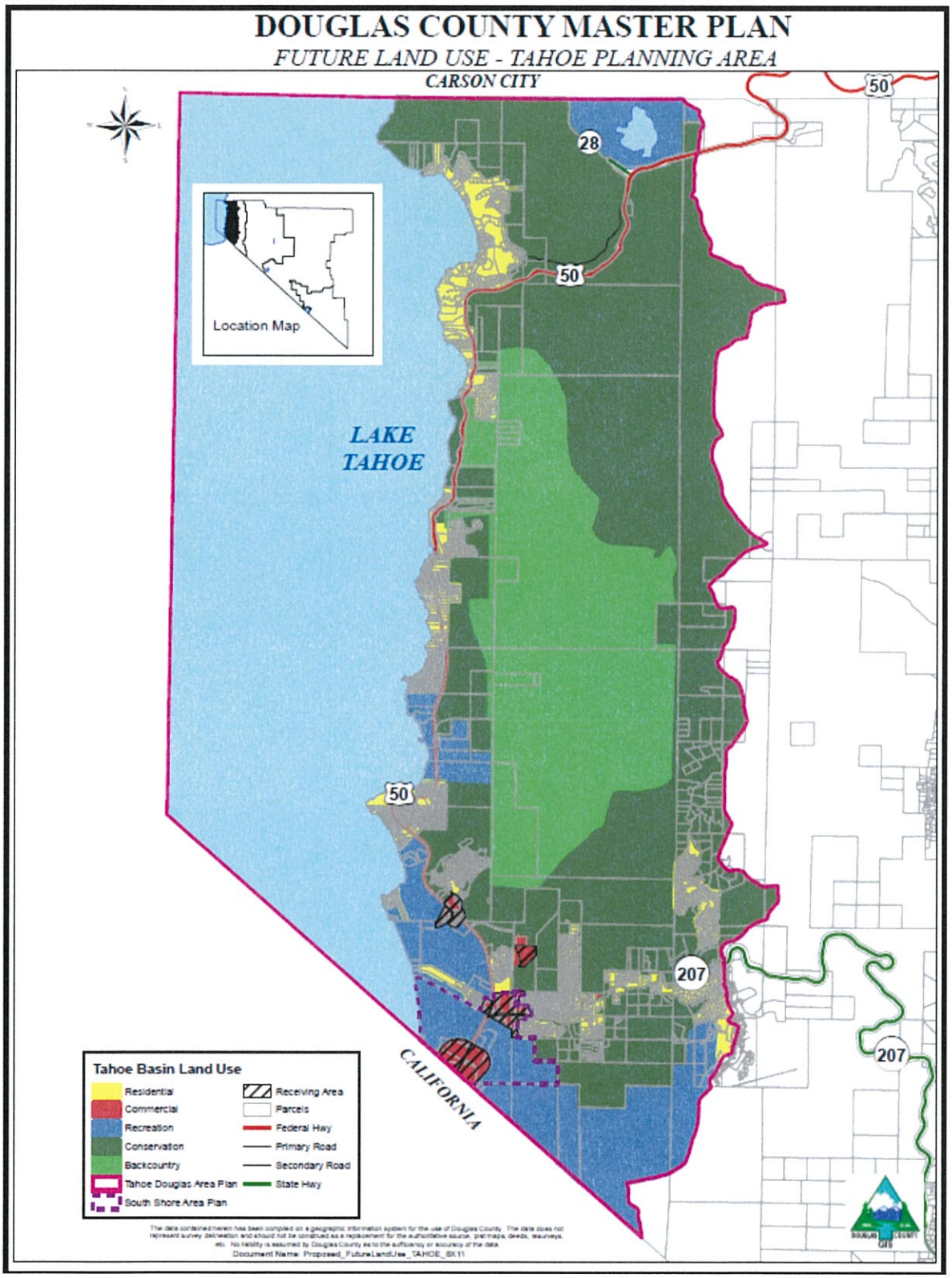
In 2011, the Project was advanced into the environmental analysis phase and a joint environmental document is being prepared as required to comply with the statutory requirements of the California Environmental Quality Act, National Environmental Policy Act, and Tahoe Regional Planning Agency Rules of Procedure. As part of the project development process, the TTD established a Community Review Committee and Business Review Committee representative of interested members of the community at large and businesses in and around the Project Area. Input obtained through these committee meetings and other public forums have been very valuable informing the community of the project goals and objectives and obtaining local input on various design elements, including the elements to create a local "Main Street." The creation of a walkable and bikeable "Main Street" within the casino/resort village core is instrumental in encouraging and facilitating the redevelopment of the built environment as envisioned in South Shore Area Plan.

An economic analysis was prepared for the Project to evaluate the short and long term economic impact which estimated annual increases in retail sales between $16 and $25 million and approximately $1 billion in residual public and private investment in and around the project area upon project completion. Douglas County plans to continue to work with the TMPO, TTD, NDOT, Caltrans, and City of South Lake Tahoe to advance designs, obtain environmental approval, secure right of way, and construction funding to ultimately implement the project.

Tahoe Planning Area Future Land Use Map

Map 2.31 is the future land use map for the Tahoe Planning Area.

Map 2.31
Future Land Use – Tahoe Planning Area



Tahoe (T) Planning Area Goals, Policies, and Actions

The following goals, policies, and actions serve as a guide for moving forward with addressing issues and implementing identified projects and programs:

T Goal 1 **To coordinate with the TRPA in achieving mutual objectives and simplify the development review process.**

T Action 1.1 Douglas County shall encourage TRPA to develop a technical working group to improve the predictability and effectiveness of the TRPA Code of Ordinances.

T Goal 2 **To continue to participate in efforts to improve the clarity of Lake Tahoe and surrounding environment.**

T Policy 2.1 Douglas County shall continue to implement projects identified in the Environmental Improvement Program (EIP).

T Policy 2.2 Douglas County shall pursue opportunities for SEZ restoration in all public and private redevelopment projects that contain disturbed SEZ.

T Policy 2.3 Douglas County shall pursue opportunities for coverage reduction in all public and private redevelopment projects within Centers.

T Policy 2.4 Douglas County shall support efforts by the NTCD to secure funding For BMP technical assistance and education.

T Policy 2.5 Douglas County shall work with the NTCD to collaborate on strategies for BMP enforcement and compliance efforts in high loading areas with connectivity to Lake Tahoe identified in the SLRP.

T Action 2.1 Douglas County shall continue to work with NDEP, NTCD, GIDs, and other stakeholders on the development and implementation of the Stormwater Load Reduction Plan (SLRP), the Plan to implement the Lake Tahoe Total Maximum Daily Load (August 2011).

T Action 2.2 Douglas County shall participate with the NTCD, NDOT, GIDs, and HOAs to develop a stormwater management collaborative to implement projects and programs identified in the SLRP.

T Action 2.3 Douglas County shall work with the NTCD and property owners in the Kingsbury Town Center to develop an area wide water quality improvement project.

T Action 2.4 Douglas County shall participate in the TRPA BMP Compliance Subcommittee and consider moving forward with actions identified by the Sub-Committee to increase BMP compliance.

T Action 2.5 Douglas County shall work with the NTCD to develop a strategy to address BMP enforcement, compliance, and maintenance.

T Goal 3 To develop public-private partnerships in order to promote environmental redevelopment, expand recreational opportunities, and achieve Tahoe Revitalization.

T Policy 3.1 Douglas County shall encourage TRPA to adopt goals, policies, and regulations that encourage the environmental redevelopment of the built environment.

T Policy 3.2 Douglas County shall continue to participate in programs and projects identified in the Economic Vitality Strategy and Action Plan (Tahoe Revitalization) and Lake Tahoe Basin Prosperity Plan.

T Action 3.1 Douglas County shall explore the feasibility of developing a Tax Increment Financing (TIF) or Tax Increment Area (TIA) to fund public improvements within the South Shore Area Plan and surrounding area.

T Action 3.2 Douglas County will study opportunities for regional collaboration for recreation through the preparation and review of the Tahoe Basin Recreation and Tourism Plan.

T Goal 4 To encourage alternative modes of transportation in order to reduce vehicle miles traveled (VMT) and improve the Lake Tahoe experience.

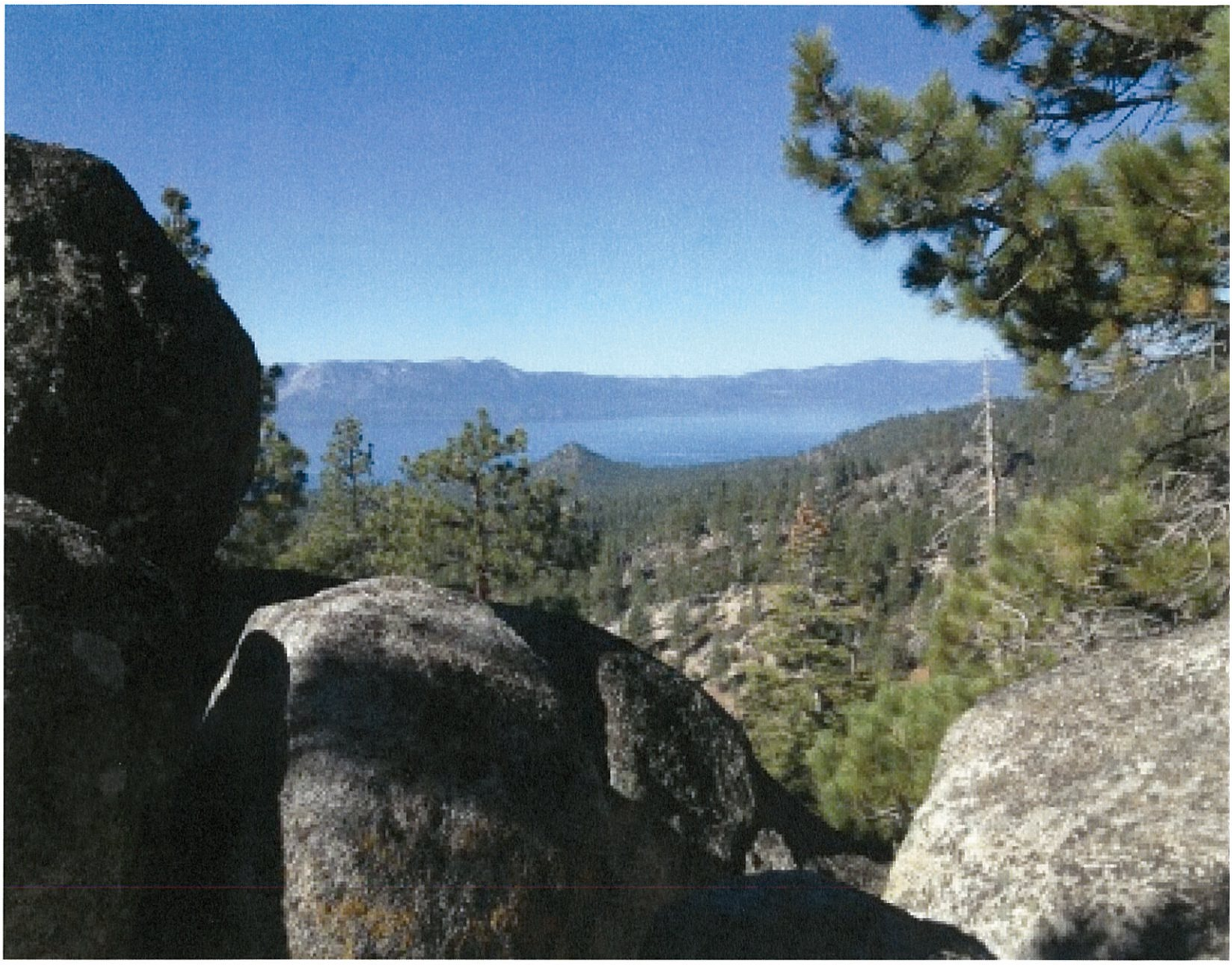
T Policy 4.1 Sidewalks and landscaping shall be required for all new and expanded uses.

T Policy 4.2 Pedestrian linkages between parking lots shall be provided to reduce VMT.

T Action 4.1 Douglas County shall continue to participate in efforts to complete the Nevada Stateline-to-Stateline Bikeway (Tahoe Lakeview Trail) Project.

T Action 4.2 Douglas County shall participate with the TMPO, Tahoe Transportation District, Federal Highway Administration, NDOT, City of South Lake Tahoe, Caltrans, and Nevada State Parks in the planning and implementation of the South Shore Community Revitalization Project (Loop Road).

T Action 4.3	Douglas County shall explore the feasibility of acquiring an easement and constructing a pedestrian/bike path through the Edgewood Mountain parcel, from Market Street to the Van Sickle Bi-State Park, to encourage the use of alternative modes of transportation and reduce VMT.
T Action 4.4	Douglas County shall develop a wayfinding signage program to encourage walking, biking, and transit use.
T Goal 5	**Enhance the aesthetic character of the built environment to preserve and complement the natural environment.**
T Policy 5.1	The area adjoining Highway 50 should be maintained as a scenic view corridor.
T Policy 5.2	The Edgewood Mountain open space parcel (Parcel 1) recorded in the Official Records of Douglas County as Document No. 26156 shall continue to be maintained as a scenic view corridor and as a historic site.
T Policy 5.3	Utilities shall be placed underground along scenic corridors and throughout the Tahoe Planning Area.
T Policy 5.4	Maximize views of the Lake and surrounding mountain ridgelines from Highway 50 and public gathering places through appropriate site and building design.
T Action 5.1	Douglas County shall work with TRPA and business owners to improve the appearance of signage.
T Goal 6	**To retain special policies and environmental safeguards from the Community Plans and Plan Area Statements in the Area Plan.**
T Policy 6.1	Public recreation uses and health and wellness uses shall be the primary uses on the Kahle Community Center site.
T Policy 6.2	The area east of Shady Lane shall remain an industrial area.
T Policy 6.3	The 250 TAUs allowed on the Edgewood Golf Course site shall be limited to Special Area (SA) #1 as shown on the Record of Survey Map for Park Cattle Co. recorded in the Official Records of Douglas County as Document No. 34529.
T Policy 6.4	The public beach approved in coordination with the Edgewood Lodge and Golf Course Improvement project shall remain in perpetuity.



Draft Tahoe Douglas Area Plan

Douglas County, Nevada
October, 2014

EXHIBIT B

DOUGLAS COUNTY
GREAT PEOPLE GREAT PLACES

TAHOE REGIONAL PLANNING AGENCY

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Appendix A: Chapter 20.703: Tahoe Area Plan Regulations

Appendix B: Development Standards and Design Guidelines

Appendix C: Environmental Improvement

Appendix D: Project List from the Regional Transportation Plan adopted by the Tahoe Metropolitan Planning Organization

Appendix E: Project List from the Lake Tahoe Region Bicycle and Pedestrian Plan adopted by the Tahoe Metropolitan Planning Organization

Appendix F: The Kahle Drive Vision and the Douglas County Mobility and Water Quality Illustrations

Appendix G: Conformance Review Checklist

ACKNOWLEDGEMENTS

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Tahoe Visitors Authority
Carol Chaplin, Executive Director

FRAMEWORK

The Tahoe Douglas Area Plan includes an introduction and the following Elements:

Current Conditions Element – This element includes an overview of existing environmental, socioeconomic, and land use conditions.

Land Use Element – The element includes land use districts and a future land use map.

Environmental Resources and Management Element – This element includes an overview of ongoing efforts to restore and protect the Lake Tahoe environment and includes the County's Greenhouse Gas reduction strategy for buildings in Tahoe.

Transportation Element– This element provides an overview of transportation plans used to plan for and implement road, transit, bikeway, and pedestrian improvements.

Recreation Element – This element identifies parks, trails and other recreation facilities.

Public Services and Facilities Element – This element provides an overview of public facilities and service providers and provides an overview of public safety, library, schools, solid waste, and water and wastewater facilities and services.

Implementation Element – This element includes a link to the TRPA's Environmental Improvement Program (EIP), Douglas County's Capital Improvement Program (CIP), County and Tahoe Metropolitan Planning Organization (TMPO) transportation planning documents, implementing code and design standards and guidelines, as well as identifies issues and provides Goals, Policies, and Actions to address identified issues.

As demonstrated in Appendix G, Conformance Review Checklist, this Area Plan has been developed to comply with the Regional Plan Goals and Policies and TRPA Code of Ordinances provisions.

INTRODUCTION

The Tahoe Region is under the jurisdiction of the Tahoe Regional Planning Agency (TRPA), established in 1969 under the Bi-State Tahoe Regional Planning Compact (Public Law 91-148), in order to control growth and development and protect Lake Tahoe's clarity and environment.

In the 1980s, the Bi-State Tahoe Regional Planning Compact was amended (Public Law 96-551, 94 Stat. 3233) to further control growth; the Environmental Threshold Carrying Capacities, or "thresholds", which are environmental standards that address matters such as air quality, water quality, and noise, were adopted (August 1982); and the 1987 Regional Plan was adopted, which put in place residential growth caps called "allocations" and established caps on all other forms of development.

The TRPA developed Community Plans and Plan Area Statements to implement the 1987 Regional Plan. Douglas County adopted three Community Plans for Stateline, Kingsbury, and Round Hill and 30 Plan Area Statements in 1993. The Community Plans and Plan Area Statements addressed the policies, regulations, and programs for specific areas in order to attain and maintain the environmental thresholds and implement the Goals and Policies of the 1987 Regional Plan.

2012 TRPA Regional Plan

In December 2012, the TRPA Governing Board adopted an updated Regional Plan. The TRPA Regional Plan Goals and Policies serve as a guide for all future land use decisions within the Tahoe Region, and are adopted by reference into this Area Plan. The priorities of the updated Regional Plan include:

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

Important policies addressed in the Regional Plan include:

- Retaining the established regional growth control system. Under this system, rampant overdevelopment was stopped and open spaces preserved. Most of the policies from the 1987 Regional Plan stayed in place.
- Creating a more efficient planning system that integrates TRPA requirements into the plans and permits of other government agencies.
- Encouraging property owners to transfer development rights from sensitive or outlying areas to town centers with the goal of restoring these lands.
- Eliminating regulatory barriers to the environmental redevelopment of rundown buildings.
- Simplifying burdensome regulations for homeowners while achieving threshold gain.

- Integrating with the Regional Transportation Plan to support sidewalk and bike trail projects that reduce automobile dependency and increase walkability and safety.
- Continuing to deliver restoration projects under the EIP that achieve erosion control on roadways and restore forests and wetlands.

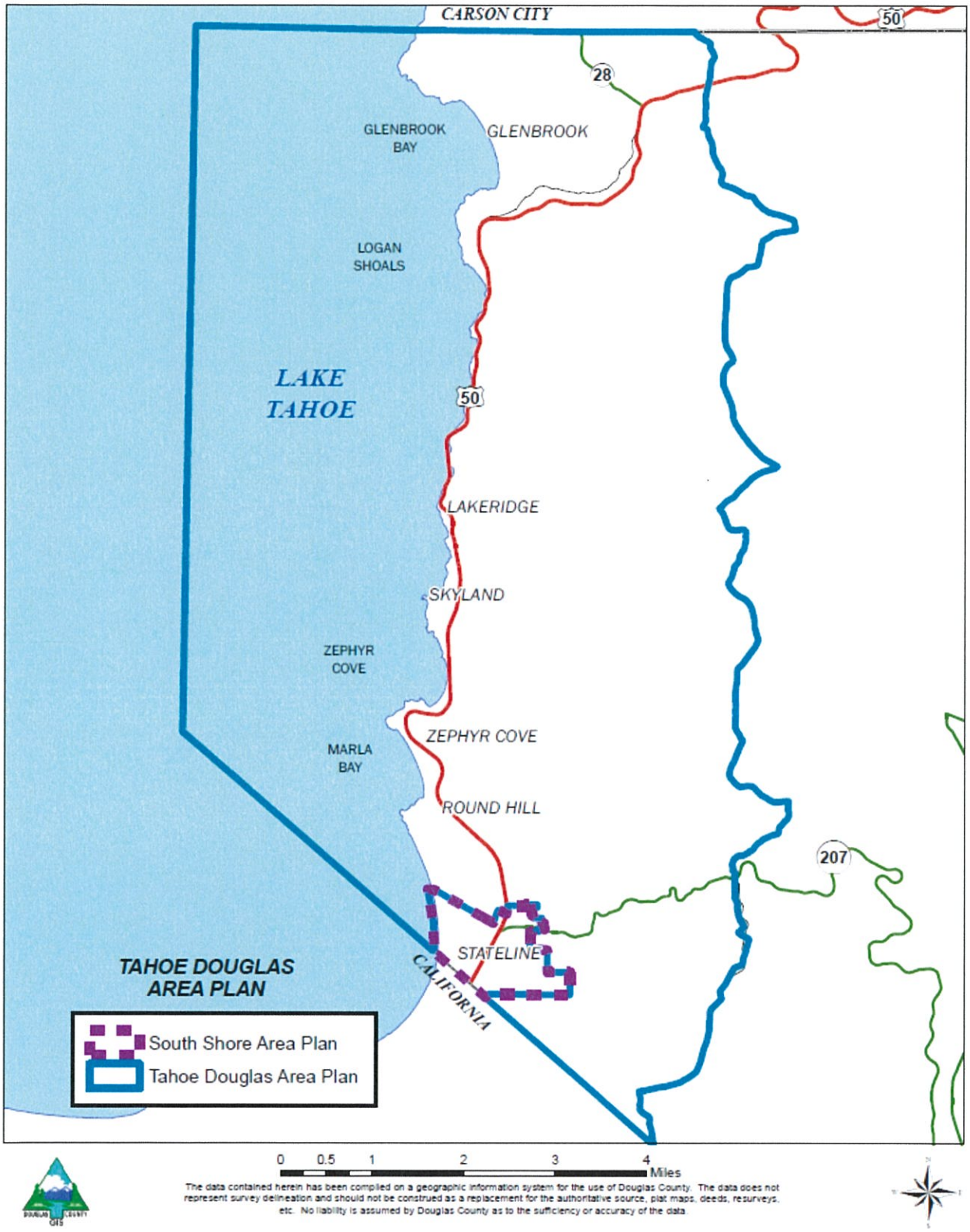
Area Plans

The 2012 TRPA Regional Plan and Code of Ordinances, Chapter 13: *Area Plans*, include provisions that allow for local jurisdictions, in coordination with TRPA, to prepare coordinated Area Plans for the implementation of the Regional Plan. Area Plans will replace Plan Area Statements and Community Plans. Once an Area Plan has been found in conformance with the Regional Plan, the County may assume development review authority by entering into a Memorandum of Understanding (MOU) with TRPA. On September 25, 2013, the TRPA Governing Board approved the County's first Area Plan, the South Shore Area Plan, and an associated MOU. The Tahoe Douglas Area Plan includes all property outside of the South Shore Area Plan under the jurisdiction of the TRPA. Map 1 shows the location of both Douglas County Area Plans.

Tahoe Douglas Area Plan

The Tahoe Douglas Area Plan has been developed to conform to the Bi-State Tahoe Regional Planning Compact, TRPA Thresholds and Regional Plan, and Chapter 13: *Area Plans* of the TRPA Code of Ordinances. Once an Area Plan is adopted by the TRPA Governing Board, it is considered to be a component of the Regional Plan.

Map 1: Douglas County Area Plans



Source: TRPA

CURRENT CONDITIONS ELEMENT

The following is an overview of current environmental, socioeconomic, and land use conditions within the Douglas County Area Plan boundaries.

Environment

For a number of years, Douglas County has been participating in programs developed by the TRPA, and partnering agencies, to restore the environment and maintain the clarity of Lake Tahoe. The programs include:

Best Management Practices

Thousands of properties around the Tahoe Region have installed Best Management Practices (BMPs), measures to reduce storm water runoff, minimize soil erosion and capture polluted water before it enters Lake Tahoe. The TRPA requires the installation of BMPs with new development. The Nevada Tahoe Conservation District (NTCD) assists with the design and installation of BMPs on existing developed residential parcels. Figure 1 shows Douglas County's estimated BMP compliance rate.

Overall, the percentage of developed parcels with BMP Certificates is higher in Douglas County than in the rest of the Tahoe Region, as shown in Figure 1.

Figure 1

BMP Compliance as of 12/31/2013

	Lake Tahoe Region	**Douglas County**	**California**	**Nevada**
Single-Family Residential	28%	**39%**	23%	52%
Multi-Family Residential	64%	**43%**	54%	69%
Commercial	38%	**57%**	29%	56%

Source: TRPA 2014. These numbers are estimated as of 12/31/2013. Percentages and data change daily as additional certificates are added and parcels are retired from development, created, combined, and split. Certificate numbers include Bmp and Source Control.

The TRPA, Douglas County, and NTCD continue to work to increase BMP compliance and maintenance on individual parcels, as well as through the development of area-wide water quality improvement projects.

Environmental Improvement Program (EIP)

The TRPA is responsible for coordinating the Environmental Improvement Program (EIP), a program that identifies projects and programs needed to improve the environment at Lake Tahoe. The cost of implementing the EIP has been apportioned between the Federal Government, the States of Nevada and California, local governments, and private property owners. In Douglas County, approximately 31 water quality and erosion control EIP projects have been completed by various agencies, including the State of Nevada, County, GIDs, NTCD, NDOT, and private

entities (refer to Appendix C for a list of EIP projects). Additional EIP projects have also been completed by the U.S. Forest Service.

Total Maximum Daily Load (TMDL)

Douglas County participated with a number of local, state, and federal agencies in the development of the Lake Tahoe TMDL Program, adopted at the Tahoe Summit on August 16, 2011. The program is a requirement of the federal Clean Water Act. The program is designed to protect Lake Tahoe, an Outstanding National Resource Water, from certain pollutants of concern, including fine sediment particles, nitrogen, and phosphorus, with fine sediment from urban stormwater runoff contributing most to Lake clarity decline.

According to the Lake Tahoe TMDL Technical Report (LRWQCB and NDEP 2010), it is estimated that Nevada jurisdictions contribute 25 percent of the entire Basin fine sediment particle load to the Lake. Douglas County borders approximately 18 percent of the Lake Tahoe shoreline, yet is estimated to have the least amount of runoff at three (3) percent of the Basin-wide fine sediment particle load.

To meet the requirements of the Lake Tahoe TMDL Program, the pollutant load prior to 2005 (October 2004) must be reduced by the amounts shown in Figure 2.

Figure 2
Load Reduction Targets for the Lake Tahoe TMDL

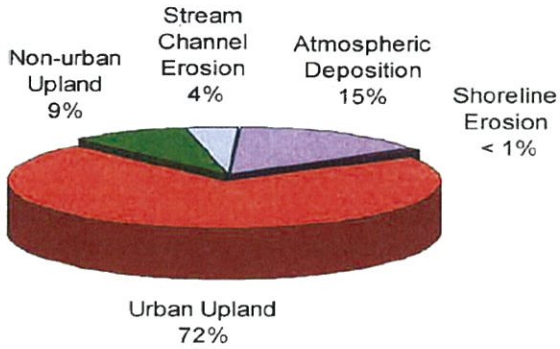
Pollutant	5-Year Milestone 2016	10-Year Milestone 2021	15-Year Milestone 2026	Transparency Standard (65-Year)
Fine Sediment Particles	10%	21%	34%	71%
Total Phosphorus	7%	14%	21%	50%
Total Nitrogen	8%	14%	19%	46%

Source: Final Lake Tahoe Total Maximum Daily Load (August 2011)

Since the TMDL Report found that stormwater run-off from urban upland developed areas (roads and town centers) produces the greatest amount of fine sediment particles (72 percent) entering the Lake (refer to Figure 3), the 2012 TRPA Regional Plan is encouraging the redevelopment of the existing built environment and implementation of associated water quality improvement projects to improve Lake clarity.

Figure 3

Sources of Fine Sediment Particles in the Lake Tahoe Basin



Source: Final Lake Tahoe Total Maximum Daily Load (August 2011)

Douglas County's Stormwater Load Reduction Plan (SLRP), the Plan to implement the Lake Tahoe TMDL Program, is currently being developed by the NTCD in coordination with the Nevada Division of Environmental Protection (NDEP). This plan is essential for laying out how Douglas County will meet its TMDL load reduction obligations under the Memorandum of Agreement with NDEP adopted by the Board of Commissioners in August 2013. The SLRP is expected to be finalized by the end of 2014. It is being developed in two phases:

Phase I: The NTCD developed baseline and existing conditions pollutant loads for the Nevada jurisdictions of Douglas County, Washoe County, and NDOT. Loads were determined on a 'catchment' basis within each jurisdiction, leading to an overall jurisdictional baseline (2004) and existing (2012) pollutant load estimate. Because of the geographic layout of urbanized areas within Douglas County, these catchments may cover multiple jurisdictions including the County, General Improvement Districts (GIDs) and Homeowner Associations (HOAs). The difference between the existing conditions pollutant load and the baseline pollutant load is the load reduction achieved thus far, and will go toward meeting the first TMDL implementation milestone. In addition to developing jurisdictional baseline pollutant load estimates, the NTCD identified, evaluated, rated and ranked catchments based on pollutant risk potential.

Phase II: The NTCD identified cost-effective strategies and on-the-ground actions that will provide a 34 percent load reduction from the jurisdiction's October 2004 baseline stormwater loads. The results of the load reduction modeling using the Pollutant Load Reduction Model (PLRM) and SLRP protocols are the basis for the identified implementation alternatives and will include a timeline and preliminary cost estimates. The study also identifies particular catchments that will be prioritized for specific implementation actions. Identifying areas with the greatest sediment yields will facilitate jurisdictions to focus their load reduction activities in those locations and on those actions and strategies that will result in the greatest load reductions.

Thresholds

Douglas County's commitment to implementing environmental programs and projects continues to help the TRPA in maintaining and attaining environmental thresholds. The 2011 Threshold Evaluation Executive Summary Findings for the Tahoe Region are provided in Figure 4.

Figure 4
2011 Threshold Evaluation Report Findings

Threshold	2011 Threshold Evaluation Executive Summary Findings
Water Quality	The rate of Lake Tahoe annual clarity decline has slowed over the last decade. The winter clarity threshold indicator met the interim target of 78.7 feet (2011 measured 84.9 feet) and is trending toward attainment of 109.5 feet. Trends in stream water quality indicated that conditions have not declined over time. However, summer lake clarity and nearshore conditions are highlighted as major areas of concern.
Air Quality	The Tahoe Basin made air quality gains over the last five years. The majority of air quality indicators in the Lake Tahoe Basin were at or better than attainment with adopted standards. The Report shows that indicators for carbon monoxide and vehicle-miles-traveled moved from non-attainment into attainment. Federal and state tailpipe and industrial emission standards have likely contributed to this achievement along with local projects which delivered walkable, transit-friendly improvements such as the Heavenly Gondola in South Lake Tahoe.
Soil Conservation	An analysis of impervious cover (land coverage) showed that seven of the nine land capability classes were in attainment with threshold targets, however, sensitive wetlands and very steep lands are "over-covered" which can negatively affect water quality and other resources. Stream zone restoration efforts implemented by TRPA partner agencies are making progress in achieving restoration goals with more needing to be done.
Scenic Resources	The Tahoe Basin made gains in scenic quality over the last five years. Overall, compliance with scenic quality standards is at 93 percent with an improving trend in scenic quality for the built environment. Developed areas along roadways and Lake Tahoe's shoreline continue to be the locations where scenic improvements are needed.
Vegetation	The Regional Plan and partner agencies have successfully protected sensitive plant species, keeping those standards in attainment. However, a couple of uncommon plant communities fell short of attainment because of non-native species; beaver, aquatic invasive species and noxious weeds were identified as potential threats to the integrity of uncommon plant communities. Progress is being made on fuel reduction and forest ecosystem restoration.
Recreation	Both Recreation Threshold Standards have been implemented and are in attainment. TRPA partners have made substantial progress in upgrading recreational facilities through the EIP.
Fisheries	TRPA and partner agencies have implemented a robust aquatic invasive species control and prevention program; however, aquatic invasive species continue to be a major area of concern because their threat to fisheries and other aquatic biota.
Wildlife	Indicators for special interest wildlife species show stable or improving conditions. TRPA's development regulations have protected riparian wildlife habitats and partner agencies are making progress restoring these valuable habitats.
Noise	TRPA and the peer review panel recommended that noise standards and evaluation approaches be re-evaluated. The majority of standards were determined to be out of attainment as a result of a 'no exceedance' interpretation of the standard and that TRPA has little enforcement authority to address many noise issues – in particular, single event noise.

Source: 2011 Threshold Evaluation

Socioeconomic Conditions

While environmental conditions have stabilized in many instances, socioeconomic conditions in Tahoe have deteriorated significantly as a result of land use regulations in the 1987 TRPA Regional Plan that dis-incentivized redevelopment, the introduction of tribal gaming in California, and the economic recession. Troubling socioeconomic trends in the Douglas County portion of the Tahoe Region include:

- Gaming revenues decreased significantly from a high of $338 million in 2004 to $209 million in 2011, a decrease of 38 percent (South Shore Vision Destination Economic Impact Analysis/Nevada Gaming Commission).

- Employment within South Shore casinos declined from 7,074 in 2001 to 3,423 in 2011, a reduction of 52 percent (South Shore Vision Destination Economic Impact Analysis).

- The population declined from 6,739 people in 2000 to 5,227 people in 2010, a reduction of 22 percent (Douglas County Master Plan/U.S. Census).

- School enrollment declined in Tahoe schools from a total of 822 students in 1990/1991 to 431 students in 2010/2011, a reduction of 48 percent (Douglas County School District).

- Approximately 49 percent of Douglas County homes in Tahoe are owned by second home owners (Lake Tahoe Basin Prosperity Plan/2003 TRPA Data).

- The unemployment rate in Douglas County (countywide) increased from a high of 6 percent in 1990 to 9.4 percent in 2013 (U.S. Department of Labor: Bureau of Labor Statistics).

- In 2010, the median sales price for a single-family home in Tahoe was $600,000, as compared to $210,000 in Minden and Gardnerville (Douglas County Assessor's Office/Douglas County Master Plan, Chapter 4: *Housing Element*).

- There are only four affordable housing projects, consisting of 133 affordable housing units, located in the Tahoe (Douglas County Master Plan, Chapter 4: *Housing Element*).

For information on how Douglas County is addressing the above socioeconomic trends, refer to the Douglas County Master Plan, Chapter 9: *Economic Development Element*, which provides an overview of the programs and projects the County is working on to implement the Economic Vitality Strategy and Action Plan (Tahoe Revitalization) and Lake Tahoe Basin Prosperity Plan, and Chapter 4: *Housing Element*, which contains specific recommendations for addressing housing issues in Tahoe.

Inventory of Existing Land Use Conditions

The following is an inventory of existing land use conditions:

Location and Acreages

Lake Tahoe, the 10th deepest lake in the world, known for the clarity of its waters and scenic beauty is located on the western edge of Douglas County. The TRPA has jurisdiction over the Tahoe Region, including 23,461 acres within Douglas County, Nevada (see Figure 6).

Figure 5
Area Plans

Area Plan	Acreage	Percent
South Shore Area Plan	695	3%
Tahoe Douglas Area Plan	22,766	97%
Total	23,461	100%

Source: Douglas County GIS

Ownership

The Douglas County portion of the Tahoe Region includes approximately 4,844 parcels. Figure 6 shows the property ownership, number of parcels, and acreage. The majority of the 23,461 acres in the Tahoe Region, or 84 percent, is owned by federal, state, or local government entities. Thus, only 16 percent is under private ownership.

Figure 6
Tahoe Ownership, Parcels, and Acreage

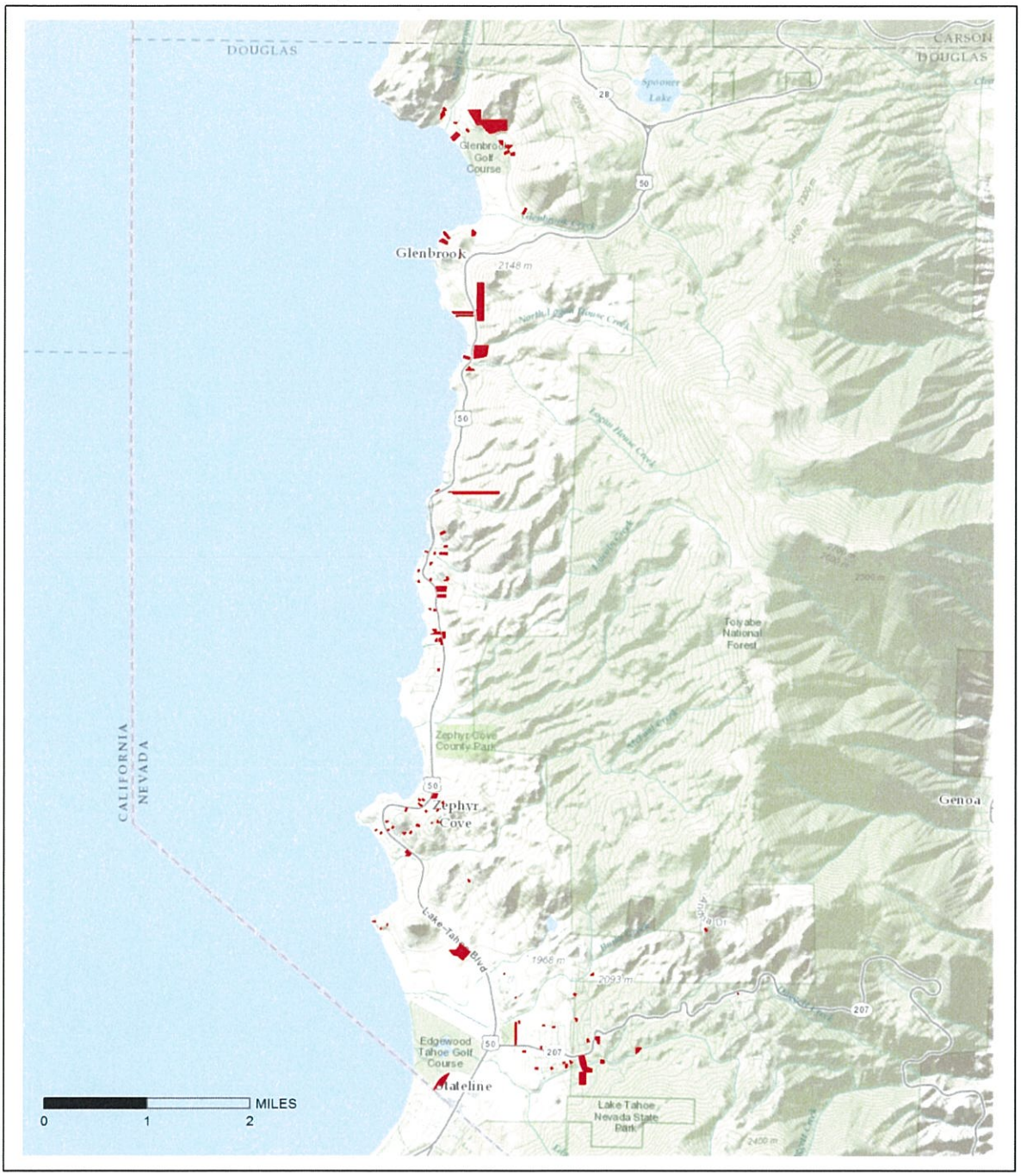
Property Ownership	Parcels	Acreage
Private	4,058	3,763
Federal	527	18,041
State	168	1,274
Local	91	383
Total	4,844	23,461

Source: Douglas County GIS Department and Assessor's Database (2013)

Residential Build-Out Scenario

Following the adoption of the 1987 Regional Plan, the TRPA developed the Individual Parcel Evaluation System (IPES) and assigned a numerical score to vacant parcels according to their relative suitability for development. IPES scores were not applied to residential parcels that were already developed or to parcels ineligible for residential use. As of 2012, there were a total of 102 vacant residential parcels with an IPES score above zero. Douglas County received eight residential allocations in 2013. If Douglas County continues to receive eight residential allocations per year and they are used to develop the 102 vacant parcels with an IPES score above zero, residential parcels in Tahoe could be completely built-out within less than 13 years. Map 2 shows the location of existing vacant parcels with an IPES score of zero or above.

Map 2
Existing Vacant Parcels with an IPES Score



VACANT PARCELS, IPES > 0

Douglas County

TAHOE REGIONAL PLANNING AGENCY

TRPA MAP DISCLAIMER: This map was developed and produced by the TRPA GIS department. It is provided for reference only and is not intended to show map scale accuracy or all inclusive map features. The material on this map was compiled using the most current data available, but the data is dynamic and accuracy cannot be guaranteed.

Source: TRPA GIS Department (Data last updated in 2012)

As of August 2014, 45 people remained on a waiting list for a residential allocation in Douglas County.

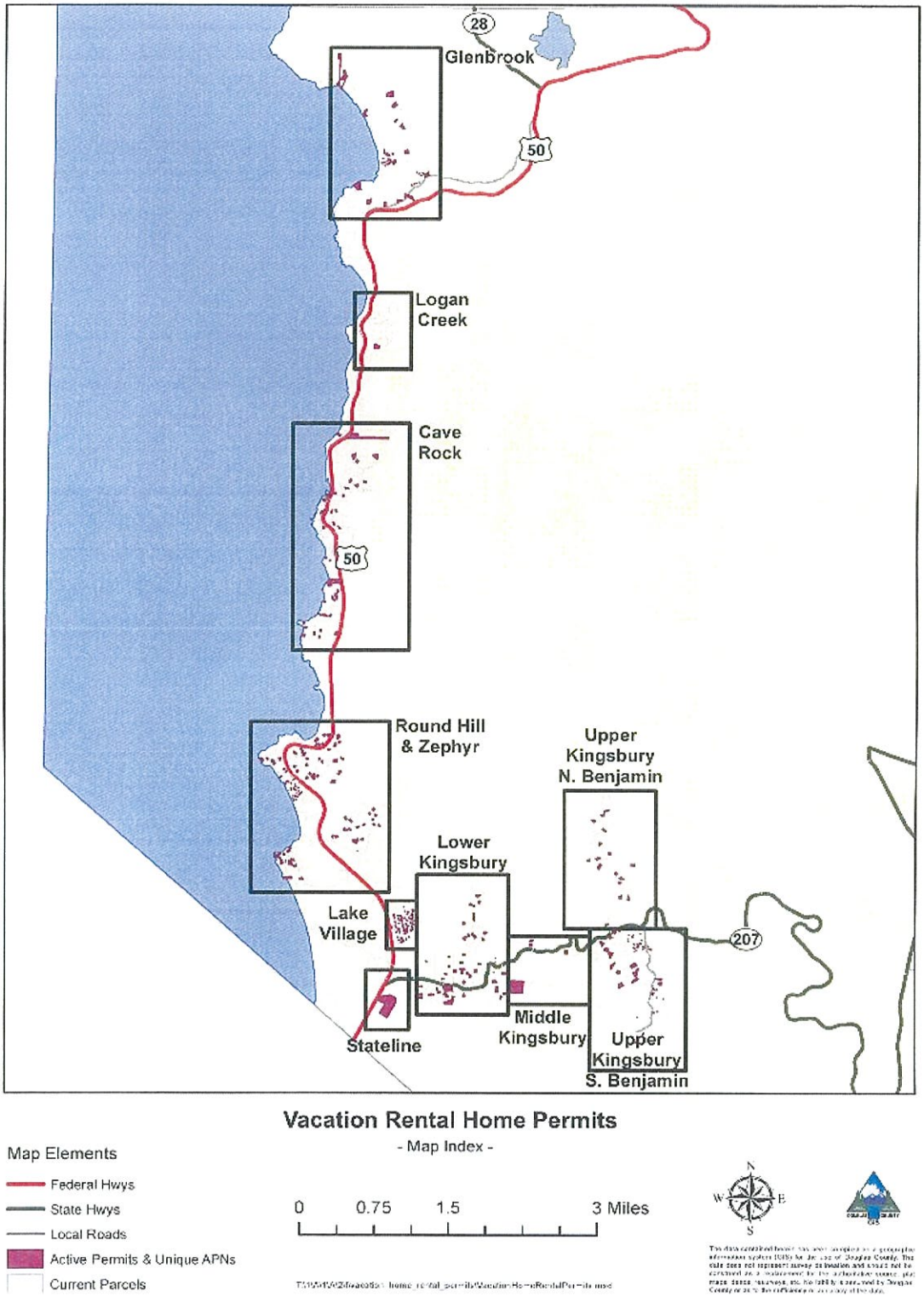
Second Homes

As of November 2012, there were approximately 3,948 housing units (single-family and multi-family) in Tahoe (Douglas County Assessor). The Lake Tahoe Basin Prosperity Plan found that approximately 49 percent of Douglas County homes are owned by second home owners (2003 TRPA data).

Vacation Home Rental Permits

Douglas County, pursuant to Douglas County Code, Chapter 5.40, *Vacation Rentals in the Tahoe Township*, requires a vacation home rental permit for all properties used as a vacation home rental for more than 28 consecutive days in Tahoe. As of August, 2014, Douglas County had 404 active vacation home rental permits, which is approximately 10 percent of total housing units. Map 3 shows the location of the permits.

Map 3
Vacation Home Rental Permits

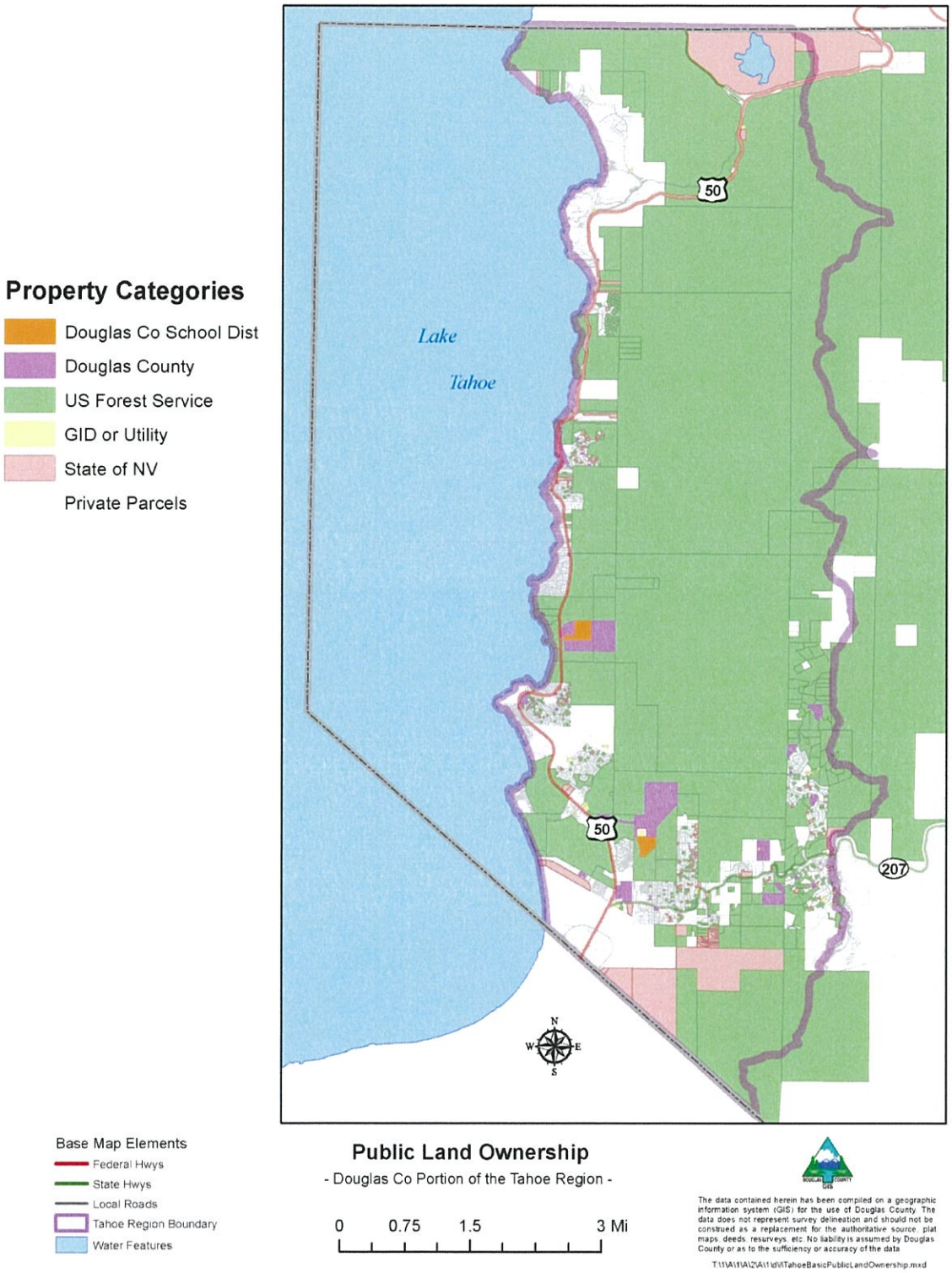


Source: Douglas County GIS Department

Public Lands

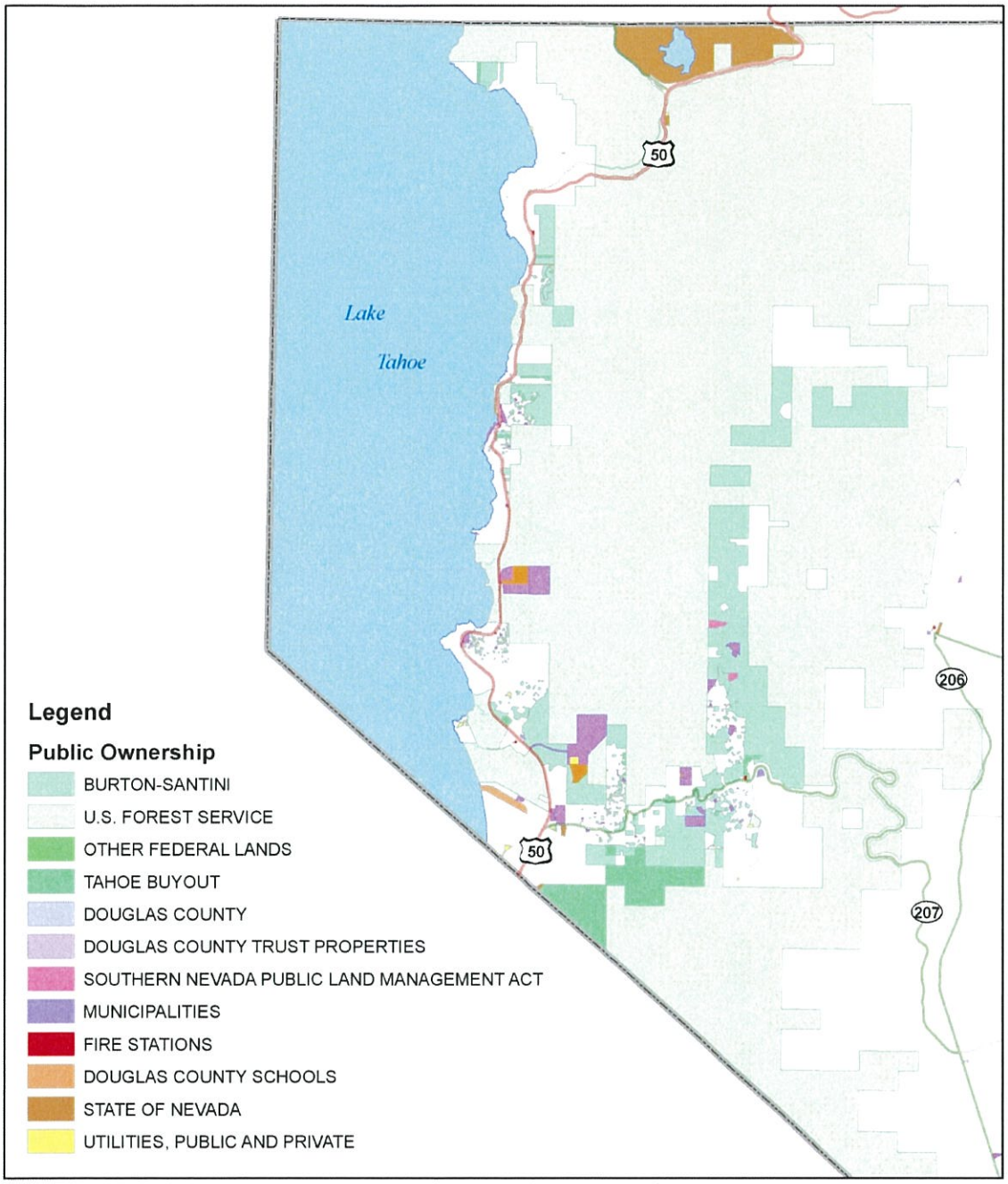
The majority of the 23,461 acres, or 84 percent of land, within the Tahoe Region is owned by federal, state, or local government entities. Map 4 shows the location of public lands by owner and Map 5 shows the location of public land acquisitions through programs developed to protect Lake Tahoe, such as Burton-Santini, Tahoe Buyout, and Southern Nevada Public Land Management Act (SNPLMA).

Map 4
Public Lands by Owner in the Tahoe Region



Source: Douglas County GIS Department 2013

Map 5
Public Land Acquisition in the Tahoe Region



Base Map Elements
- Federal Hwys
- State Hwys
- Local Roads
- Current Parcels
- Water Features

Public Land Ownership
- LakeTahoe -

0 0.75 1.5 3 Mi

N W E S

The data contained herein has been compiled on a geographic information system (GIS) for the use of Douglas County. The data does not represent survey delineation and should not be construed as a replacement for the authoritative source: plat maps, deeds, resurveys, etc. No liability is assumed by Douglas County or as to the sufficiency or accuracy of the data.

T:\1\A\1\A\2\A\1\df\TahoeBasicPublicLandAcquisition.mxd

Forest Service

In the Douglas County portion of the Tahoe Region, approximately 77 percent of land is part of the National Forest System, which includes 527 parcels, or approximately 18,041 acres. The U.S. Forest Service, Lake Tahoe Basin Management Unit (LTBMU), manages National Forest System lands pursuant to the Land and Resource Management Plan (Forest Plan) and a MOU with TRPA. The LTBMU is currently in the process of updating the 1988 Forest Plan. The Forest Plan, and as amended, is adopted by reference into this Area Plan and will guide how National Forest System lands are managed.

State of Nevada

In 2012, the State of Nevada, Department of Conservation and Natural Resources, Division of State Lands, owned 157 parcels (includes State Parks), totaling approximately 1,389 acres, in the Douglas County portion of the Tahoe Region. A number of these lands are protected and not available for development or disposal. They are managed by Nevada Tahoe Resource Team (NTRT), coordinated by the Nevada Division of State Lands, to protect Lake Tahoe and its watershed. Management goals include clean water, healthy forests, the reduction of excess fire fuels and hazardous forest conditions, good wildlife habitat, and reasonable public access. The Nevada Division of State Lands also administers a land bank, coordinates Nevada's share of the EIP, as well as implements other Tahoe programs, and administers the Nevada Tahoe Regional Planning Agency (NTRPA), which reviews the provisions of the Tahoe Compact related to gaming.

The Department of Conservation and Natural Resources, Nevada Division of State Parks, manages the Spooner Lake, Van Sickle Bi-State, and Cave Rock State Parks in Douglas County. The Nevada Division of State Parks is in the process of updating the Lake Tahoe Nevada State Park's General Management Plan. The General Management Plan, and as amended, is adopted by reference into this Area Plan and will guide how State Parks are managed in Tahoe.

NDOT owns five parcels, totaling approximately 16 acres, and the University of Nevada owns two parcels totaling approximately 33 acres in the Area Plan.

Local Governments

As of 2012, Douglas County owned 52 parcels, totaling approximately 209 acres, in the Tahoe Region. There are other public lands under the ownership of the Douglas County School District, GIDs and fire departments.

LAND USE ELEMENT

The Tahoe Douglas Area Plan includes all properties under the jurisdiction of the TRPA in Douglas County outside of the South Shore Area Plan. The Area Plan replaces the Round Hill Community Plan and 30 Plan Area Statements. The Area Plan retains the strict land use protections required under the TRPA Regional Plan and includes several land use strategies to accelerate environmental improvements and restoration including the following:

- **Environmental Redevelopment:** Promoting the redevelopment of existing developed areas to include increased bicycle, pedestrian, and transit amenities; coverage reduction; and compliance with water quality and other environmental regulations.

- **Compact Mixed-Use Land Use Pattern:** The Area Plan has new mixed-use districts to encourage a greater mixing of uses, which can result in fewer and shorter vehicle trips and associated improvements in air quality and traffic.

- **Existing Land Use Pattern:** The Area Plan maintains the integrity of established residential neighborhoods and includes provisions to protect public lands for conservation and ecological purposes.

Land Use Districts

The 2012 Regional Plan includes new land use classifications, which are reflected on Map 1 of the Regional Plan. Based on existing conditions and the Regional Plan land use classifications, Douglas County developed new future land use and zoning districts to implement Area Plans. Zoning districts for Area Plans are defined in Douglas County Code (Title 20), Chapter 20.703: *Tahoe Area Plan Regulations*. The future land use districts are defined below and depicted on the Tahoe Douglas Area Plan Future Land Use Map (refer to Map 6).

Backcountry: Backcountry areas are designated and defined by the U.S. Forest Service as part of their Resource Management Plans. These lands are roadless areas, including Lincoln Creek. On these lands, natural ecological processes are primarily free from human influences. Backcountry areas offer a recreation experience similar to Wilderness, with places for people seeking natural scenery and solitude. Primitive and semi-primitive recreation opportunities include hiking, camping, wildlife viewing, and cross-country skiing, in addition to more developed or mechanized activities not allowed in Wilderness areas (e.g., mountain biking, snowmobiling). Management activities that support administrative and dispersed recreation activities are minimal, but may have a limited influence. Limited roads may be present in some backcountry areas; road reconstruction may be permitted on backcountry lands where additional restrictions do not apply. Backcountry areas contribute to ecosystem and species diversity and sustainability, serve as habitat for fauna and flora, and offer wildlife corridors. These areas provide a diversity of terrestrial and aquatic habitats, and support species dependent on large, undisturbed areas of land. Backcountry areas are managed to preserve and restore healthy

watersheds with clean water and air, and healthy soils. Watershed processes operate in harmony with their setting, providing high quality aquatic habitats.

Commercial: Commercial areas are existing commercial or tourist areas that provide or have the potential to provide a mix of uses, including commercial, tourist, recreation, public service, light industrial, office, and residential uses. The purpose of this classification is to concentrate higher intensity land uses for public convenience, and enhanced sustainability. Commercial areas also include areas recognized by the Bi-State Compact as suitable for gaming.* Commercial lands include areas that are:

1. Already developed with high concentrations of visitor services, visitor accommodations, and related uses;
2. Of good to moderate land capability (land capability districts 4-7);
3. Have existing excess land coverage; and
4. Located near commercial services, employment centers, public services and facilities, transit facilities, pedestrian paths, and bicycle connections.

**Gaming is only allowed in the South Shore Area Plan.*

Conservation: Conservation areas are non-urban areas with value as primitive or natural areas, with strong environmental limitations on use, and with a potential for dispersed recreation or low intensity resource management. Conservation areas include (1) public lands already set aside for this purpose, (2) high-hazard lands, stream environment zones, and other fragile areas, without substantial existing improvements, (3) isolated areas which do not contain the necessary infrastructure for development, (4) areas capable of sustaining only passive recreation or non-intensive agriculture, and (5) areas suitable for low-to-moderate resource management.

Receiving Area: Receiving Areas are areas that are eligible to receive the transfer of existing residential development and residential development rights, tourist accommodation units, and commercial floor area and are located near commercial services, employment centers, public services and facilities, transit facilities, pedestrian paths, and bicycle connections.

Recreation: Recreation areas are non-urban areas with good potential for developed outdoor recreation, park use, or concentrated recreation. Lands which this plan identifies as recreation areas include (1) areas of existing private and public recreation use, (2) designated local, state, and federal recreation areas, (3) areas without overriding environmental constraints on resource management or recreational purposes, and (4) areas with unique recreational resources which may service public needs, such as beaches and ski areas. The T-RR (Tahoe – Resort Recreation) zoning district is compatible with the Recreation land use district, and is not in the Tahoe Douglas Area Plan area.

Residential: Residential areas are urban areas having potential to provide housing for the residents. In addition, the purpose of this classification is to identify density patterns related to both the physical and manmade characteristics of the land and to allow accessory and non-residential uses that complement the residential neighborhood. These lands include: (1) areas now developed for residential purposes; (2) areas of moderate-to-good land capability; (3) areas

within urban boundaries and serviced by utilities; and (4) areas of centralized location in close proximity to commercial services and public facilities.

Figure 7 has been developed to illustrate the relationship between future land use and zoning for Area Plans.

Figure 7
TRPA Conceptual Land Use Districts, Douglas County Future Land Use Districts, and Equivalent Douglas County Zoning Districts

TRPA Conceptual Land Use Districts	Douglas County Future Land Use Districts	Equivalent Douglas County Zoning Districts
Backcountry	Backcountry	T-B (Tahoe-Backcountry)
Conservation	Conservation	T-C (Tahoe-Conservation)
Recreation *Resort Recreation***	Recreation*	T-R (Tahoe – Recreation) *T-RR (Tahoe – Resort Recreation)* **
Residential	Residential*	T-RES (Tahoe – Residential)
Mixed-Use *Tourist***	Commercial*	T-MU (Tahoe – Mixed-Use) *T-T (Tahoe-Tourist)* *HDT (High Density Tourist) Overlay*** *TC (Town Center) Overlay***
All Districts	All Districts	PD (Planned Development) Overlay SA (Special Area) Overlay

* Receiving Areas may be designated on the Future Land Use Map within a Recreation, Residential, or Commercial Land Use District if located near commercial services, employment centers, public services and facilities, transit facilities, pedestrian paths, and bicycle connections.
**Land Use and Zoning Districts in italics are located in the South Shore Area Plan, not the Tahoe Douglas Area Plan.

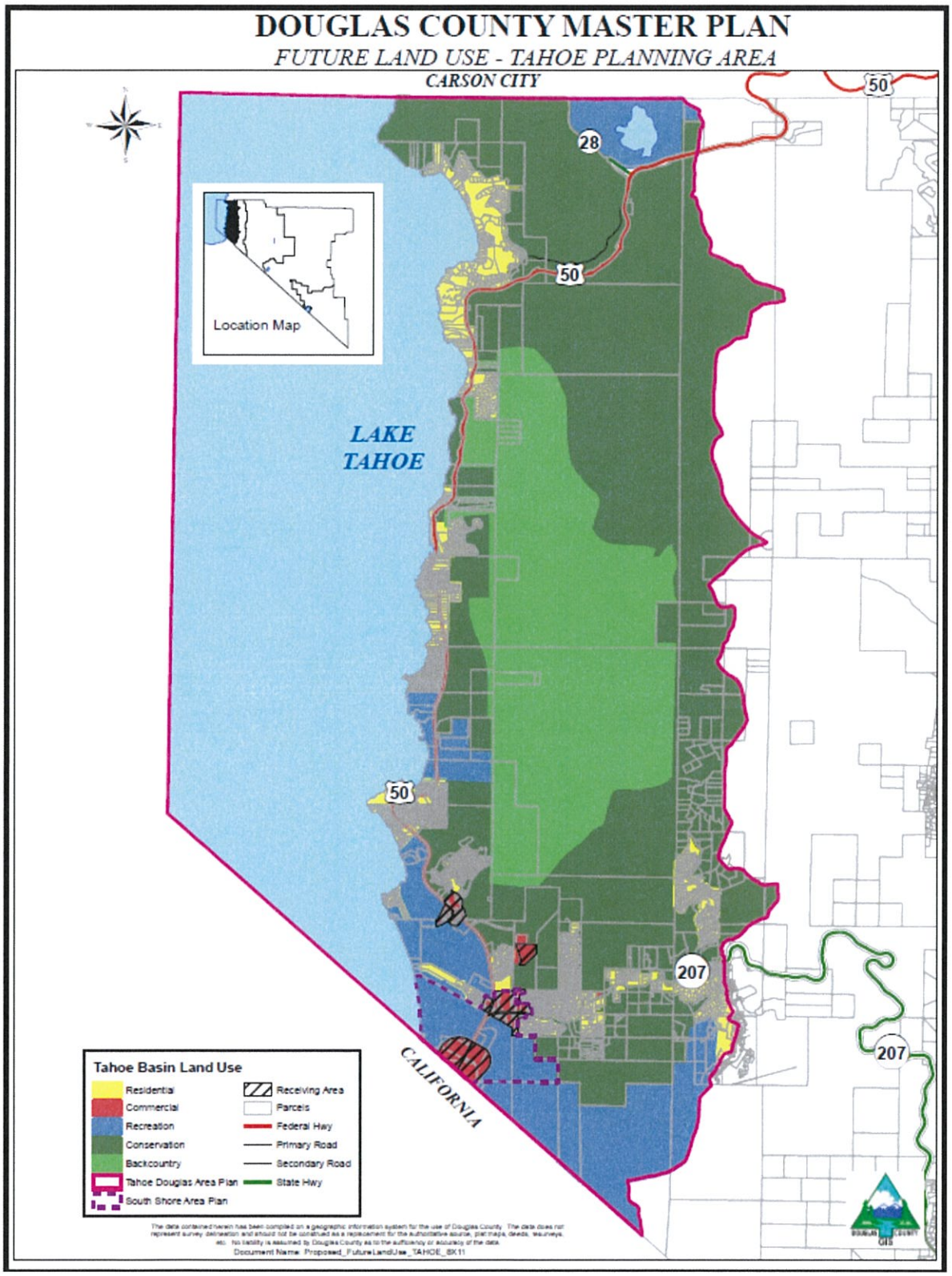
Subareas

Douglas County developed Subareas to replace Community Plans and Plan Area Statements. Subarea boundaries are depicted on the Official Zoning Map and are listed in Figure 9. The list of permitted uses and special requirements are provided by Subarea in Douglas County Code (Title 20), Chapter 20.703: *Tahoe Area Plan Regulations*. Subareas were established to ensure residential neighborhoods and public lands will be maintained with no significant change.

Figure 8
Tahoe Subareas

Subarea Name
Spooner Lake
Glenbrook
Shakespeare Point
Genoa Peak
Logan Creek
Cave Rock
Lincoln
Lakeridge
Skyland
Zephyr Cove
Marla Bay/Zephyr Heights
Round Mound
Elk Point
Nevada 4-H Camp
Rabe
Round Hill/Mixed-Use
Round Hill/Tahoe Dempsey
Lake Village
Round Hill/Residential
Douglas County Sewer Improvement District
Oliver Park
Middle Kingsbury
Chimney Rock
Kingsbury Drainage
Kingsbury Village
Upper Kingsbury
Kingsbury Heights
Palisades
Heavenly Valley (NV)
Tahoe Village

Map 6
Tahoe Douglas Area Plan Future Land Use Map



Commercial Uses

The Tahoe Douglas Area Plan has concentrated commercial development in the Round Hill Mixed-Use District and along Highway 50 in Zephyr Cove. The Kingsbury Middle School site is a special site that could be appropriate for mixed use commercial zoning. Given the uniqueness of the 20 acre site, it is designated as a special area that will allow both residential and commercial development provided that trip generation is capped at 1556 daily trips, consistent with the Regional Plan. The intent is to provide flexibility in the redevelopment of the site, recognizing that any development of this site will be subject to a Special Use Permit issued by TRPA. The County currently has no Commercial Floor Area (CFA) available for the Tahoe Douglas Area Plan necessary to construct any new commercial development. Any future commercial development would be required to purchase and transfer in Commercial Floor Area.

Planned Unit Developments

The following is a list of existing and tentatively approved planned unit developments within the Area Plan. The planned unit developments will continue to be subject to development regulations and standards imposed on the projects with the original approvals, or as amended, as well as applicable TRPA and Douglas County Code requirements.

Castle Rock Park
Cave Rock Villas
Kingsbury Pines
Lake Village
Manzanita Heights
Ponderosa Park
Sierra Colina
Stanford Square
Summit Village
Uppaway
Villagers Townhouses
Peterson (tentatively approved)
Phat Pads/Cave Rock Junction
Tahoe Beach Club (tentatively approved by TRPA)

TRPA Review

Pursuant to TRPA Regional Plan Land Use Policy – LU 4.12, TRPA will continue to review projects within the Backcountry and Conservation Land Use Districts and the Shorezone of Lake Tahoe, as well as all development that is equal to or greater than:

Figure 9
TRPA Review Required

			Not in Center
Residential			25,000 square feet
Non-Residential			12,500 square feet

Note: All measurements are new building floor area.

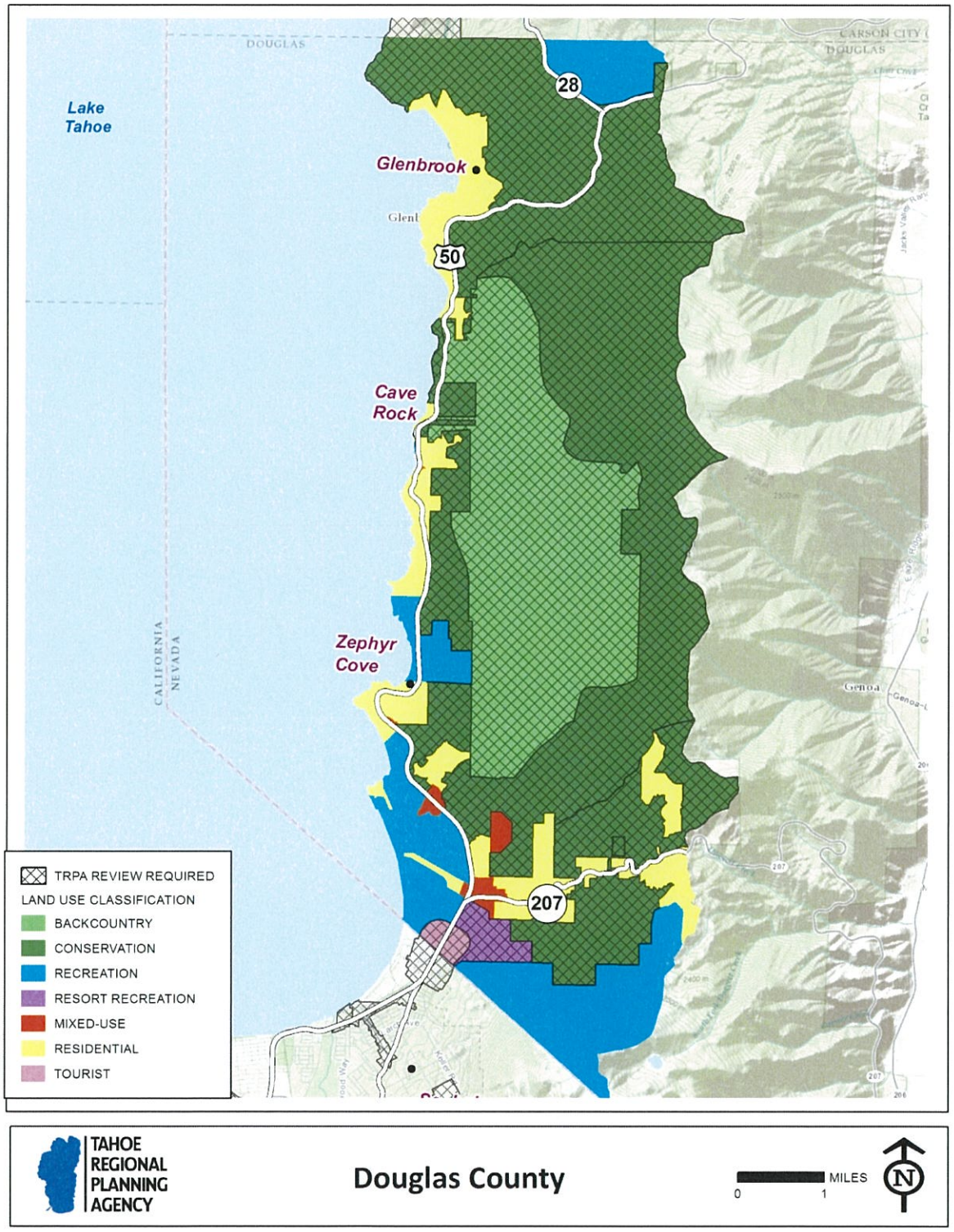
The Shorezone Tolerance District is defined in the Tahoe Code of Ordinances as "Areas with special regulations along the shorelines of Lake Tahoe, Fallen Leaf Lake, and Cascade Lake identified in the 1973 Shorezone Plan for Lake Tahoe and depicted on the TRPA Shorezone Tolerance District and Land Capability Overlay Maps." Maps 7 and 8 show the Land Use Districts and Shorezone Tolerance Districts where TRPA will retain permitting authority.

Additionally, TRPA will review any future development of the Kingsbury Middle School Site. All future development of this site will be subject to a Special Use Permit.

Douglas County Review

Douglas County plans to take on permitting authority subject to the above limitations for projects within this Area Plan under a Memorandum of Understanding (MOU).

Map 7
TRPA Review Required



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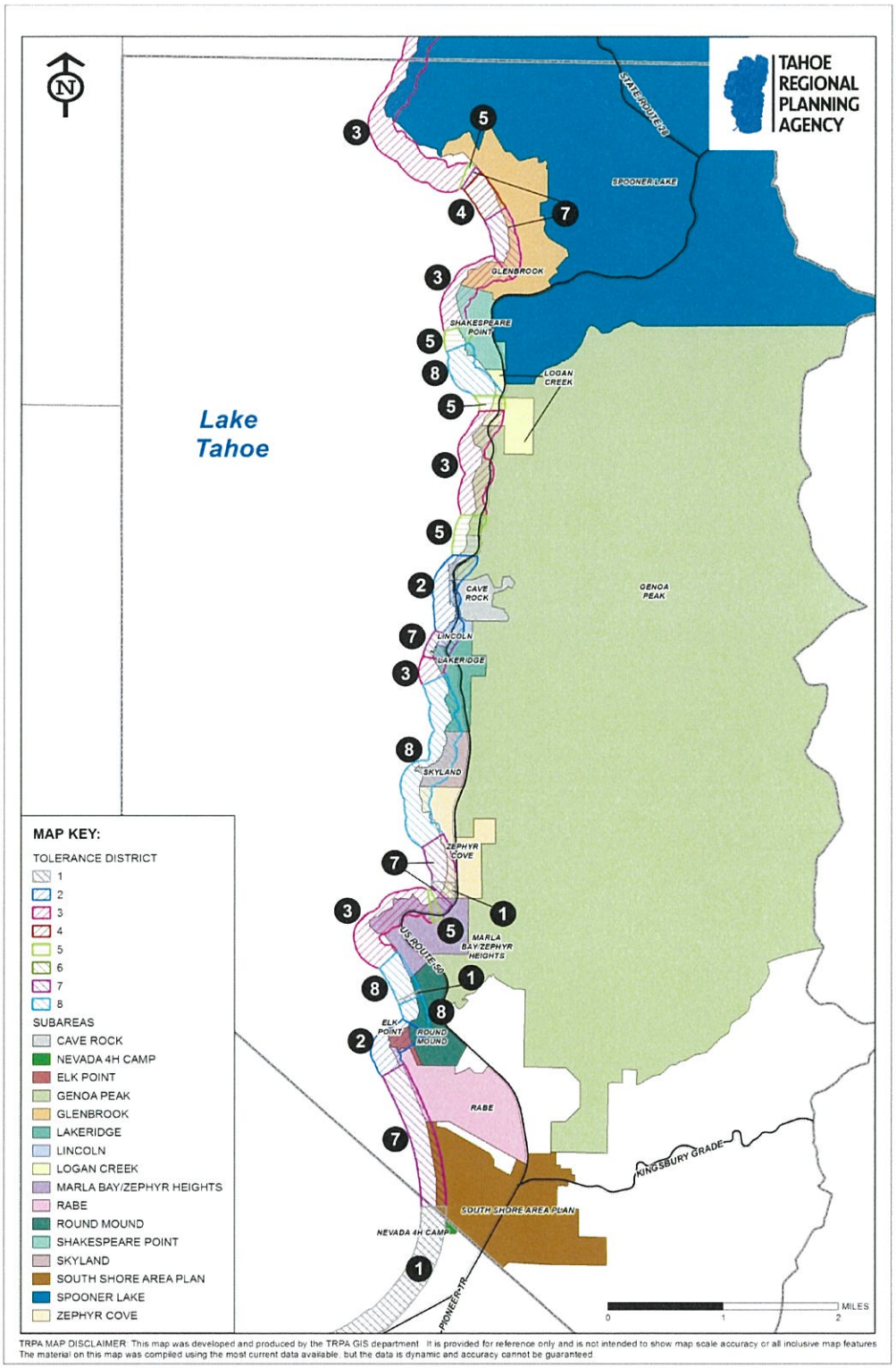
Source: TRPA

Map 8
Shorezone Tolerance Districts



Source: TRPA

ENVIRONMENTAL RESOURCES AND MANAGEMENT ELEMENT

The majority of land within the Tahoe Douglas Area Plan has already been acquired and conserved as a result of public land acquisitions programs developed to protect Lake Tahoe, such as Burton-Santini, Tahoe Buyout, and Southern Nevada Public Land Management Act (SNPLMA). Therefore, the focus over the coming years will not be on land conservation but on the implementation of projects and programs aimed at improving the Lake Tahoe environment to ensure maintenance and attainment of the Environmental Thresholds.

Environmental Improvement Program

TRPA's Environmental Improvement Program (EIP) identifies projects and programs needed to improve the environment at Lake Tahoe. There are four projects exclusive to Douglas County on the EIP 5-year Priority Project List (January 1, 2012 through December 31, 2016) that have yet to be completed. These are Burke Creek (EIP #01.02.03.01), Zephyr Cove Water Quality Improvement Project (WQIP) (EIP #01.01.01.15), Cave Rock WQIP Retrofit (EIP #01.01.01.16), and Marla Bay WQIP (EIP #01.01.01.14). The design of the Burke Creek project has been completed. It requires the replacement of the culvert at Burke Creek and Highway 50 and realigning the channel downstream to improve fish passage and sediment transport as well as enhance the stream environment zone. The County and NTCD recently acquired the land necessary to complete the project. The Zephyr Cove and Cave Rock projects have received funding and are in the process of being designed.

Stormwater Load Reduction Plan

Douglas County's Stormwater Load Reduction Plan (SLRP), the Plan to implement the Lake Tahoe Total Maximum Daily Load (TMDL) Program, has been developed by NTCD in coordination with the NDEP. This plan is essential for laying out how Douglas County will meet its TMDL load reduction obligations under the Memorandum of Agreement with NDEP adopted by the Board of Commissioners in August 2013. The SLRP was submitted to NDEP in August 2014. County staff is currently responding to comments by NDEP, and it is anticipated that the SLRP will be approved by the end of 2014. The SLRP has been developed in two phases:

Phase I: The NTCD developed baseline and existing conditions pollutant loads for the Nevada jurisdictions of Douglas County, Washoe County, and the Nevada Department of Transportation (NDOT). Loads were determined on a 'catchment' basis within each jurisdiction, leading to an overall jurisdictional baseline (2004) and existing (2012) pollutant load estimate. Because of the geographic layout of urbanized areas within Douglas County, these catchments may cover multiple jurisdictions including the County, General Improvement Districts (GIDs), and Homeowner Associations (HOAs). The difference between the existing conditions pollutant load and the baseline pollutant load is the load reduction achieved thus far, and will go toward meeting the first TMDL implementation milestone. In addition to developing jurisdictional baseline pollutant load estimates, the NTCD identified, evaluated, rated and ranked catchments based on pollutant risk potential.

Phase II: The NTCD identified cost-effective strategies and on-the-ground actions that will provide a 34 percent load reduction from the jurisdiction's October 2004 baseline stormwater

loads. The results of the load reduction modeling using the Pollutant Load Reduction Model (PLRM) and SLRP protocols are the basis for the identified implementation alternatives and will include a timeline and preliminary cost estimates. The study will also identify particular catchments that will be prioritized for specific implementation actions. Identifying areas with the greatest sediment yields will facilitate jurisdictions to focus their load reduction activities in those locations and on those actions and strategies that will result in the greatest load reductions.

Preliminary estimates conducted by the NTCD suggest Douglas County's baseline fine sediment load is 82,817 lbs/year. It must be noted that these estimates are preliminary and the final Douglas County baseline load will be released in the SLRP. Using these preliminary estimates, Douglas County will need to implement water quality improvement actions, including: 1) capital improvement projects; 2) implementation of BMPs; and 3) advanced road operations that cumulatively result in 8,282 lbs/year to achieve the 10 percent reduction requirement by 2016 (Five-Year Milestone).

Preliminary modeling results show that a great level of load reduction has already been achieved over baseline conditions. These load reductions are primarily through the implementation of large scale water quality improvement projects, such as Lake Village, Cave Rock, and Lakeridge, and private parcel BMP implementation. Projects that include water quality improvements will also help the County meet its fine sediment particle load reduction goals. If it is determined that additional fine sediment particle load reduction is necessary to achieve the TMDL Milestones, the next and most cost-effective step may be to implement advanced road operations.

Water Quality Enhancement:

Douglas County recently received an On Our Way Grant to fund the development of a series of maps and illustrations that depict the existing conditions, projects in development, and the conceptual design of the following components in the Lower Kingsbury/ Kahle Drive / Burke Creek Watershed area of the proposed Tahoe Douglas Area Plan.

- Storm water drainage, Burke Creek Restoration, and other water quality improvements.
- Existing and planned trails in the area.
- Gateway improvements in and around the US Highway 50 – Kahle Drive Intersection.

The Kahle Drive Vision document was prepared in October 2014 to provide a narrative to complement the maps and illustrations, and to provide a more complete vision statement. This project is reviewed in more detail in the Key Issues portion of the Plan, and the vision document and the illustrations are included in Appendix F.

TMDL Monitoring

Douglas County's MOA with NDEP requires the County to monitor implementation of the SLRP. As a result, the County is participating with other public agencies around the Lake to implement The Implementers' Monitoring Program (IMP). The data collected as part of this monitoring supports the TMDL Management System and the modeling and assessment tools

associated with the Lake Clarity Crediting Program. A "One Lake, One Plan" approach was used to utilize available funding in the most efficient manner.

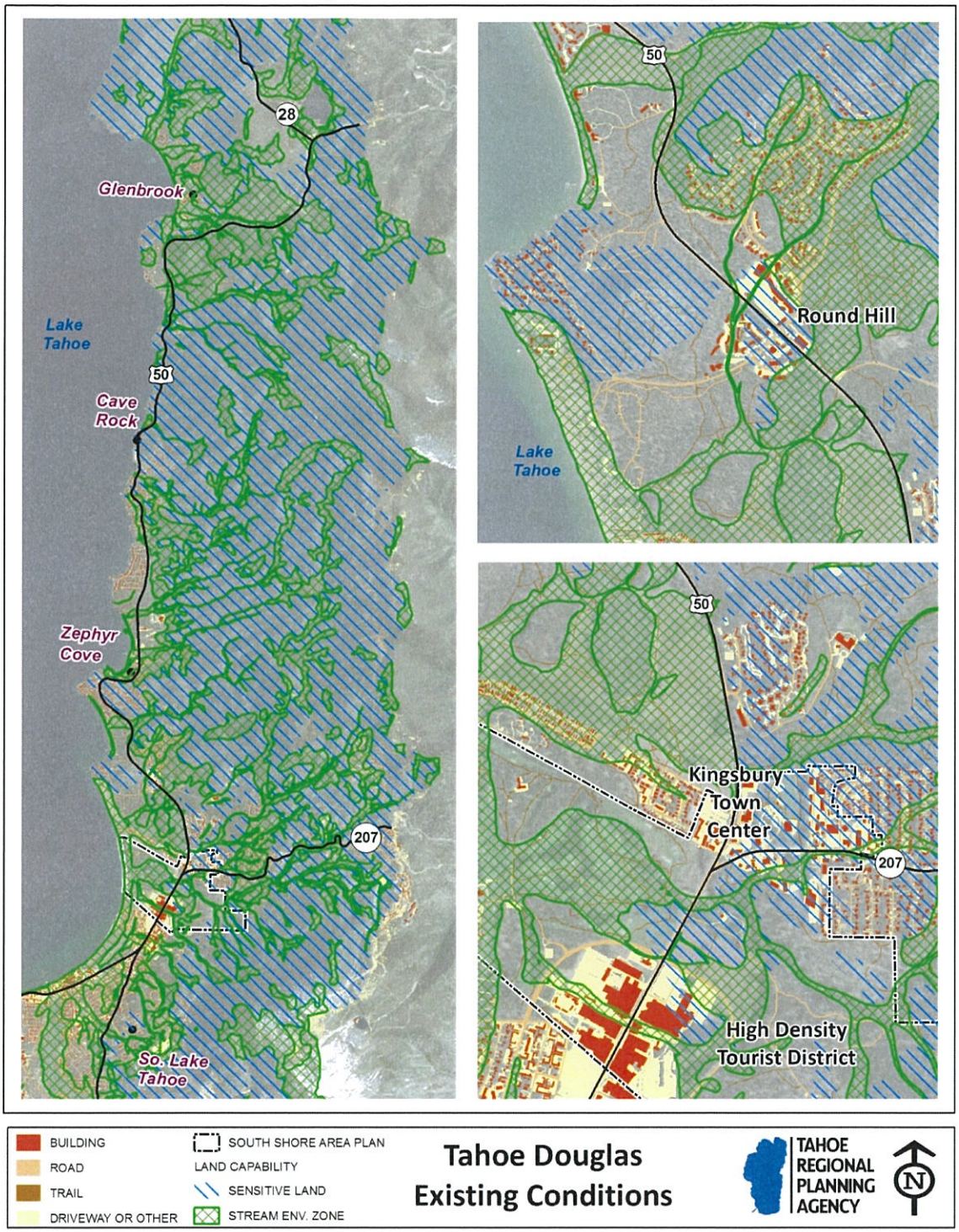
Final Stormwater Load Reduction Plan (SLRP)

The final SLRP was submitted to NDEP on August 16, 2014. NDEP has review the document, and provided comments. County staff is in the process of responding to those comments. Once the SLRP is adopted by NDEP, the SLRP, as amended, is adopted by reference into this Area Plan.

Reduce Land Coverage in Sensitive Lands

The County will work to remove coverage in sensitive lands, specifically stream environment zones (SEZs), by considering opportunities for SEZ restoration in all public and private projects to help TRPA in attaining and maintaining the Soil Conservation and Water Quality Thresholds. Map 9 shows existing coverage and Map 10 shows existing soils types based on Bailey Land Use Classifications.

Map 9
Tahoe Douglas Area Plan Coverage (Existing Conditions)



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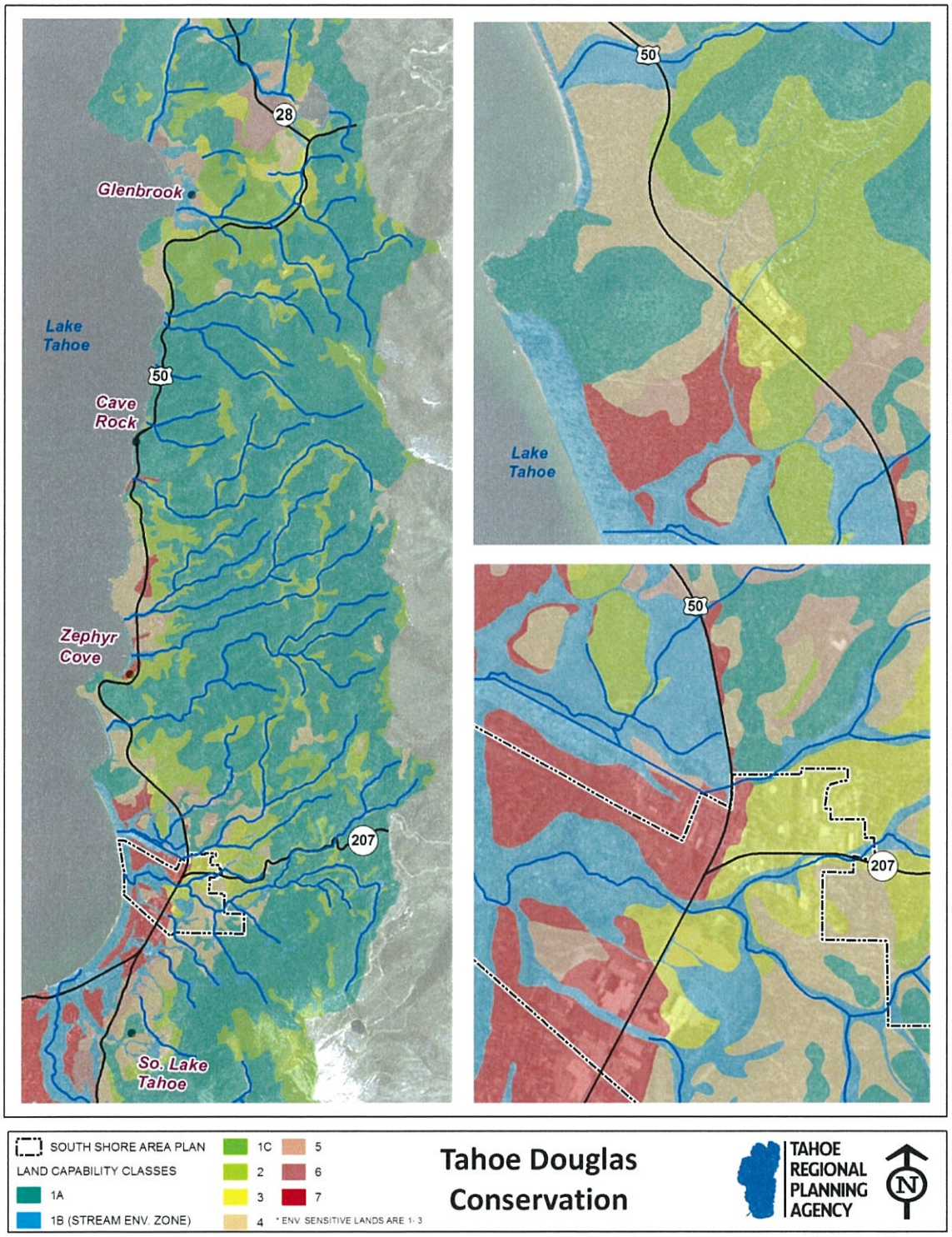
Source: TRPA

Map 10
Tahoe Douglas Area Plan Land Capability (Conservation)



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Source: TRPA

Energy Conservation Strategy

Douglas County has and will continue to implement projects and programs that will reduce the emissions of Greenhouse Gases (GHG) from the operation or construction of buildings and facilities in Tahoe, as outlined below:

Public Buildings and Facilities

In 2009, the Douglas County conducted an internal audit of County buildings and as a result adjusted all the run times on heating, ventilating, and/or air-conditioning (HVAC) units, installed automatic light sensors in restrooms for light and water, changed all the street lights from high pressure sodium to light emitting diodes (LED), replaced of the County light fixtures with florescent light bulbs, and installed a system to control the run time of lighting.

In 2011, the Douglas County Energy Audit was completed. The Audit includes specific recommendations for improving the energy efficiency of County buildings. The public buildings in Tahoe include the Administration Building/Jail & Parking Garage, Library, and Senior Center. Based on the Audit, the County installed a new high efficiency HVAC system at the Library and an energy efficient roof at the Senior Center. The County will continue to list, prioritize and fund projects identified in the Audit in the County's Capital Improvement Program (CIP).

The Douglas County School District (DCSID) is also working to improve the energy efficiency of school buildings, including Whittell High School and Zephyr Cove Elementary in Tahoe, as one of 17 Educational Partners in the U.S. Department of Energy's Better Building Challenge, a component of the President's Climate Action Plan.

Douglas County will continue to implement projects that are identified in the building and facilities audits, including upgrading of the fleet to more fuel efficient and environmentally sound vehicles. Specific project that are anticipated for implementation in the next five years include:

1. Installation of solar screens on windows.
2. Installation of double pane glass windows.
3. Update parking lot lights to utilize LEDs.
4. Installation of a high efficiency HVAC system and cooling tower at the Courthouse in Tahoe.
5. Replace water heaters with energy efficient heaters, including some tankless water heaters.
6. Install energy efficient foam roofing.
7. Replace motor pool vehicles with fuel efficient vehicles that utilize recycled materials.
8. Replace motor pool vehicles with flex fuel vehicles.

New Construction

Douglas County Code allows for straw bale construction, solar power, and wind energy conversion systems. To create a private incentive for renewable energy systems, the County grants a 50 percent discount on all building related fees.

In 2013, the County adopted the 2009 International Energy Conservation Code (IECC), which encourages energy conservation through efficiency in building design, mechanical systems, lighting systems and the use of new materials and techniques. According to the Department of Energy, the 2009 IECC provides approximately 15 percent in energy efficiency gains in homes and 5 percent in commercial buildings compared to the 2006 IECC. The County also has plans to adopt portions of the International Building Code – Green Building Code and provide incentives to encourage its use.

Refer to the Douglas County Master Plan, Chapter 8: *Environmental Resources & Conservation Element*, for additional information on GHG reduction strategies.

TRANSPORTATION ELEMENT

In the Douglas County portion of the Tahoe Region, streets, drainage and lighting are generally provided by General Improvement Districts (GIDs) and Homeowners Associations, with the Nevada Department of Transportation (NDOT) responsible for State Highways 50 and 207 (Kingsbury Grade). Douglas County only maintains 3.044 miles of roads in Tahoe. The Tahoe Transportation District (TTD) assists the County with providing needed transit services and designing and constructing projects, such as the Nevada Stateline-to-Stateline Bikeway.

This Area Plan requires that all future transportation projects comply with the provisions of the Tahoe Metropolitan Planning Organization's (TMPO) Mobility 2035: Lake Tahoe Regional Transportation Plan (2012) and Lake Tahoe Region Bicycle and Pedestrian Plan (2010), as amended, as well as Chapter 5: *Transportation Element* of the Douglas County Master Plan and the County's Transportation Plan, where applicable. Transportation projects in Tahoe must be consistent with these plans to be included on the County's 5-Year Transportation Plan, which is prepared annually and includes the projected short-term transportation needs of the County.

Traditionally, based on limited growth in Tahoe, the County focuses transportation resources on:

1. Routine and Preventive Road Maintenance
2. Rehabilitation of Existing Roads
3. Bike and Pedestrian Facilities Improvements
4. Transit Improvements

Map 11 includes existing and proposed bike and transit stops for the Area Plan.

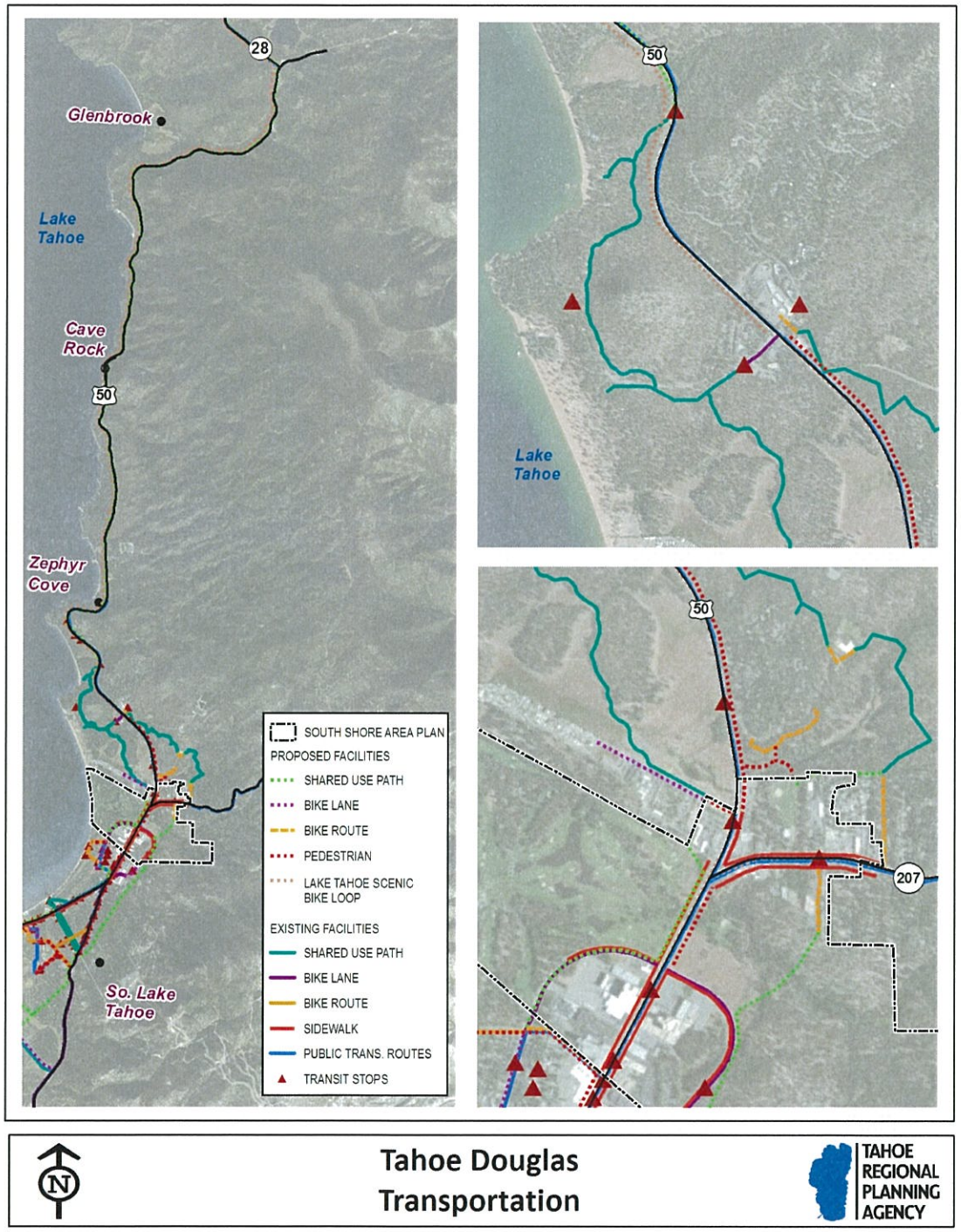
Highway 50 is the primary arterial in the Tahoe Douglas Area Plan jurisdiction. There are various areas, including Round Hill Pines Resort and the Zephyr Cove Resort, where on street parking coupled with moving traffic has yielded a perceived unsafe condition for motorists as well as pedestrians and cyclists. Similar safety concerns have been expressed at the entrance to Lake Village and at Warrior Way. Rather than pursuing an isolated study of each of these intersections, a Corridor Plan similar to the Corridor Plan recently executed on Highway 28 is proposed. This will be an opportunity for the County to partner with other agencies and property / business owners to provide coordinated solutions that provide for safe multimodal travel, parking, and transit, while protecting the environment. US Highway 50 from Spooner Summit to Stateline, Nevada should be considered a priority segment, and addressed early in the corridor planning process.

Douglas County recently received an On Our Way Grant to prepare maps and illustrations which will generate a public dialog regarding development in the area of Kahle Drive. The illustrations focus on watershed restoration and storm water drainage plans, community mobility improvements, and a conceptual gateway design at the intersection of US Highway 50 and Kahle Drive. The mobility improvements include the next phase of construction (Laura Drive) of the South Demonstration project of the Nevada Stateline to Stateline Bikeway Facility; and

Kahle Drive

conceptual new connections between this trail and the area of Lower Kingsbury and Kahle Community Park. Some of these improvements could also be incorporated into the Corridor Management Plans. The maps and illustrations prepared with this funding are included in Appendix F.

Map 11
Tahoe Douglas Area Plan Transportation Plan



Source: TRPA

RECREATION ELEMENT

The County is in the process of developing a Basin Recreation and Tourism Plan, in order to enhance and expand existing recreational opportunities in a regionally collaborative manner. Potential objectives of the plan are to (1) align recreation fee policies, (2) remove barriers for hosting region-wide events, (3) improve coordination of visitor information, and (4) identify funding sources for regional facilities, trails and services. Current recreation facilities maintained and operated by the County include the Kahle Community Center, within the South Shore Area Plan, and Zephyr Cove Park, which is an 80-acre park on the same site as the Douglas County Library on Warrior Way.

The Nevada Division of State Parks manages the Spooner Lake, Van Sickle Bi-State, and Cave Rock State Parks. The Nevada Division of State Parks is in the process of updating the Lake Tahoe Nevada State Park's General Management Plan. The General Management Plan, as amended, is adopted by reference into this Area Plan and will guide how State Parks are managed in Tahoe.

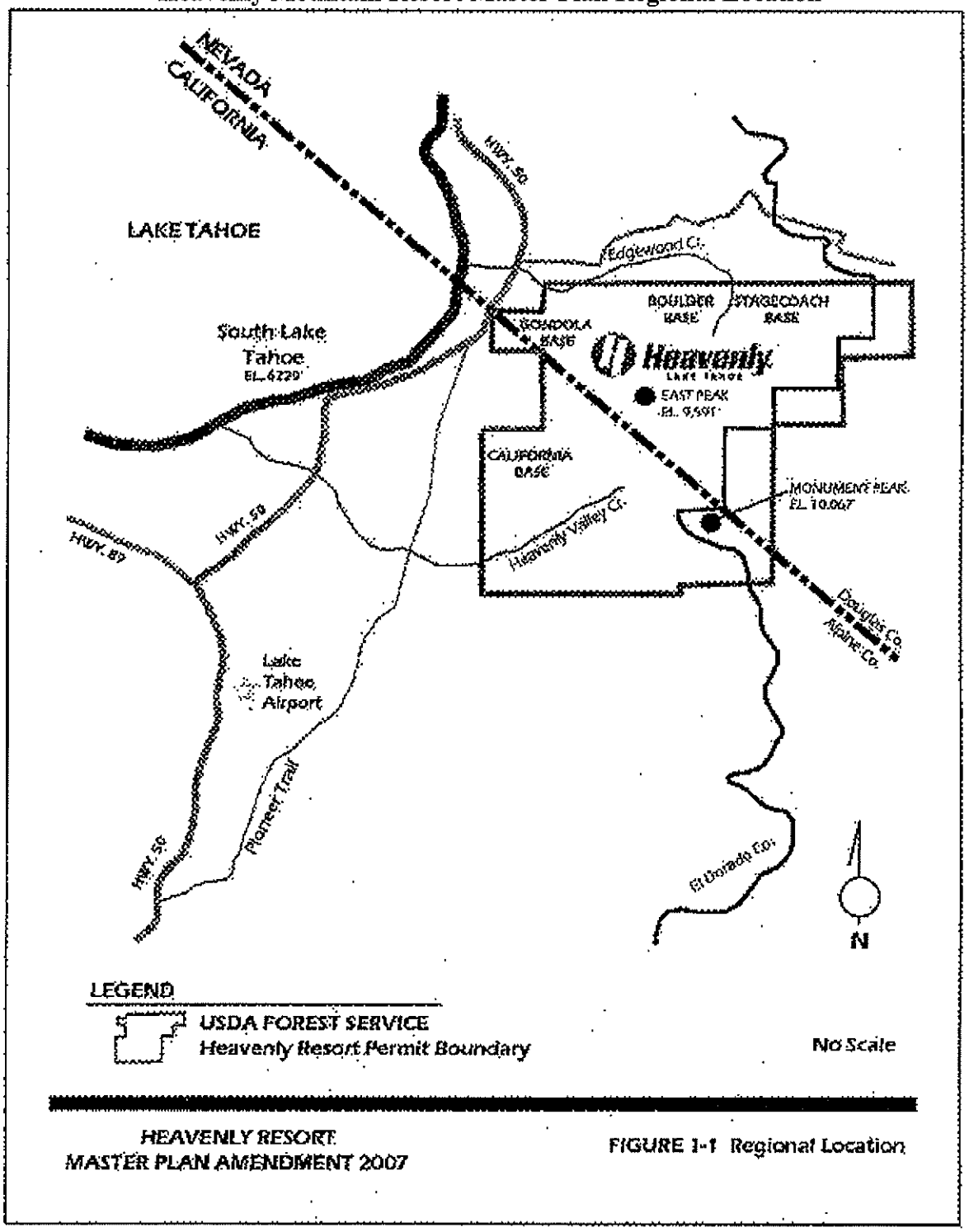
The U.S. Forest Service manages both Nevada Beach and Round Hill Pines Beach at Lake Tahoe, as well as manages most of the land within the Tahoe Region for conservation and recreation purposes. The County, in coordination with the Tahoe Transportation District (TTD), recently constructed the first and second phase of the Nevada Stateline-to-Stateline Bikeway, providing access from the South Shore to both beaches. A portion of the Rim Trail also runs through the Area Plan, primarily through the National Forest System, managed by the U.S. Forest Service lands.

Nevada Beach

Heavenly Mountain Resort is located in the States of Nevada and California, with the majority located on U.S. Forest Service lands. Approximately 6,210 acres of land in the eastern portion of the resort, including the Stagecoach Base and Boulder Base areas, lie within the Area Plan. The Heavenly Mountain Resort Master Plan, which is a twenty year plan for the improvement, expansion, and management of the resort, is currently being updated to allow for additional summer recreation activities. The Master Plan, as amended, will continue to guide future land use decisions for the Resort.

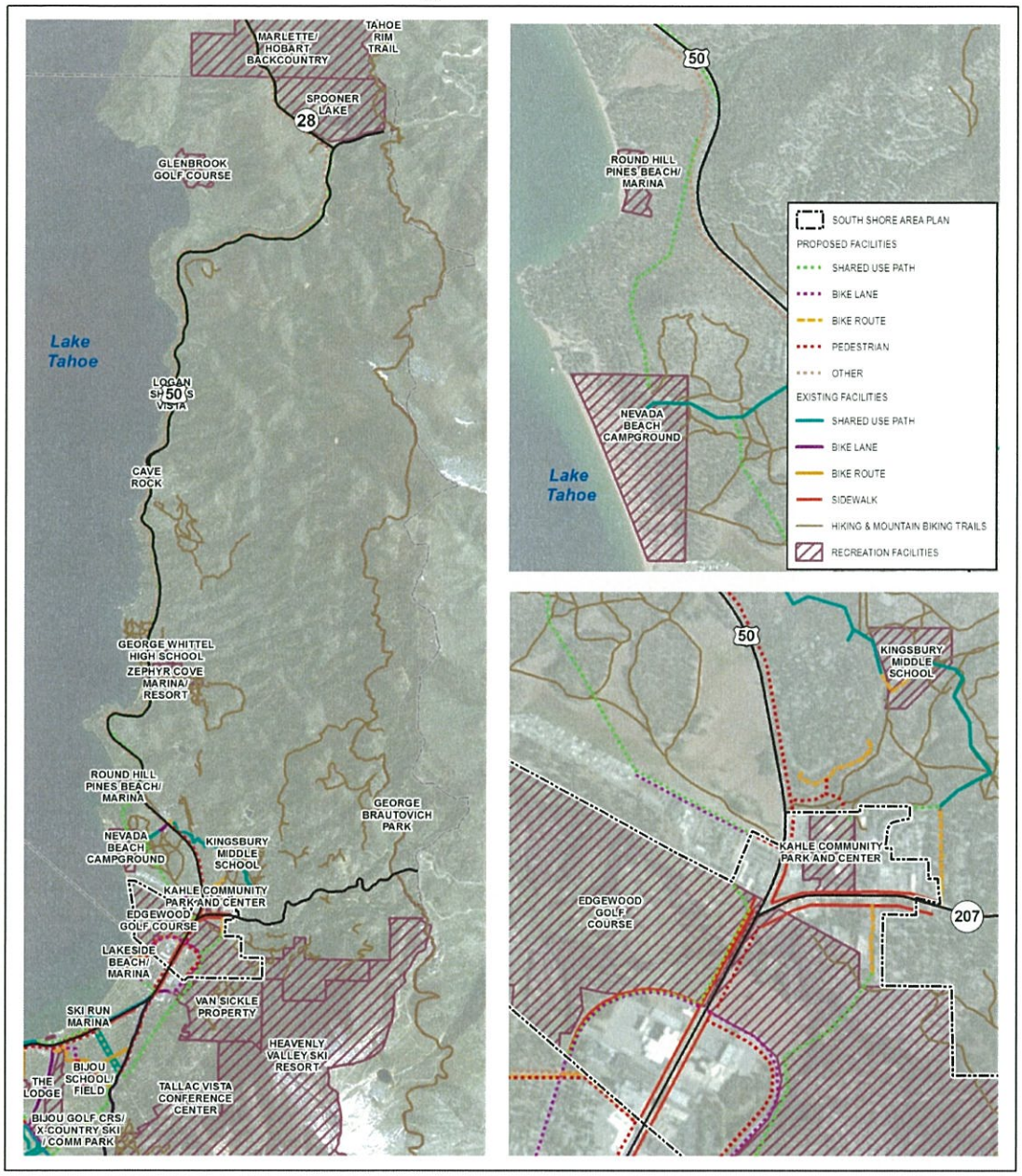
Map 12 depicts the limits of the Heavenly Mountain Resort Master Plan. Map 13 shows existing and future recreation opportunities within the Area Plan.

Map 12
Heavenly Mountain Resort Master Plan Regional Location



Source: Heavenly Mountain Resort Master Plan Amendment 2007

Map 13
Tahoe Douglas Area Plan Recreation Areas



TRPA MAP DISCLAIMER: This map was developed and produced by the TRPA GIS department. It is provided for reference only and is not intended to show map scale accuracy or all inclusive map features. The material on this map was compiled using the most current data available, but the data is dynamic and accuracy cannot be guaranteed.

Source: TRPA

PUBLIC SERVICES AND FACILITIES ELEMENT

In 2012, Douglas County adopted an updated Public Services and Facilities (PSF) Element (Volume I, Chapter 12, and Volume II, Chapter 8) as part of the Douglas County Master Plan. The PSF Element provides an overview of a wide range of public services and facilities provided throughout the County, including:

1. Public Safety
2. Library
3. Schools
4. Solid Waste
5. Water and Wastewater

The PSF Element also describes current issues and includes specific Goals, Policies, and Actions to address those issues. The Goals, Policies, and Actions are implemented through Chapter 20.100, *Public Facilities and Improvement Standards*, of Douglas County Code and the Douglas County Design Criteria and Improvement Standards Manual, which requires "adequate facilities" and provides standards for the design, construction, repair, and alternation of streets, drainage, grading, sewers, and water supply facilities. It is also implemented through the five-year Capital Improvement Program (CIP), which is developed annually in coordination with the preparation of the budget. The CIP provides information on current and long-range infrastructure and equipment requirements of the County and identifies both funded and unfunded projects.

The PSF Element recognizes that in addition to the County there are a number of General Improvement Districts (GIDs), private companies, and homeowners associations that provide and maintain public services and facilities. The following list includes service and facility providers in Tahoe (descriptions of these service and facility providers are in Volume II, Chapter 8 of the Douglas County Master Plan):

- Cave Rock Estates General Improvement District
- Douglas County Sewer Improvement District
- Douglas County School District
- Elk Point General Improvement District
- Kingsbury General Improvement District
- Logan Creek General Improvement District
- Marla Bay General Improvement District
- Oliver Park General Improvement District
- Round Hill General Improvement District
- Skyland General Improvement District
- Tahoe-Douglas Fire Protection District/Zephyr Fire Crew
- Tahoe Douglas Sewer District
- Zephyr Cove General Improvement District
- Zephyr Heights General Improvement District
- Zephyr Knolls General Improvement District
- Glenbrook Homeowners Association
- Edgewood Water Company

In most cases, the County has little or no jurisdiction over these agencies and private entities. Therefore service and facility planning is done with little input from the County.

The following is an overview of public services and facilities provided in Tahoe:

Public Safety

The Douglas County Sheriff's Office operates the Lake Tahoe Substation, which is a full service substation and includes 22 bed spaces for inmates, at the base of State Route 207 (Kingsbury Grade) and Highway 50. The County also offers Court and County Clerk services. These facilities area all located within the Kingsbury Town Center of the South Shore Area Plan.

The Tahoe Douglas Fire Protection District (TDFPD) provides fire protection, emergency medical services (EMS), rescue services, and facilitates the Tahoe Douglas Bomb Squad. The TDFPD has four fire stations: Kingsbury Station #21, Round Hill Station #23, Zephyr Cove Station #24, and Glenbrook Station #25. The TDFPD develops an annual Strategic Plan and a five-year CIP to plan for the physical resource needs (fire stations, apparatus and equipment) of the District. Map 14 provides the location of TDFPD facilities.

Zephyr Fire Crew is a seasonal fuels management team that reduces wildfire risk and improves forest health through fuels management practices. The team hand thins vegetation, provides property owners with support, conducts defensible space inspections, issues tree removal permits, and coordinates a curbside chipping program. The Zephyr Crew is available for strike team dispatching to regional locations for wildland firefighting support.

Library

The Douglas County Library System operates a Library in Zephyr Cove, near the Douglas County Senior Center, Zephyr Cove Elementary School, and Whittell High School. The Douglas County Public Library Long Range Management Plan helps the County determine future service and facility needs for the Library.

Schools

The Douglas County School District operates the Zephyr Cove Elementary School (grades K-6) and Whittell High School (grades 7-12) in the Area Plan. The Kingsbury Middle School was closed in 2008 due to declining school enrollment. This plan anticipates the redevelopment of this site for commercial and residential uses consistent with the thresholds of the regional plan, specifically a cap of 286 daily trips. The Douglas County School District Facilities Master Plan (2010) provides a variety of options for addressing declining school enrollment in Tahoe, from maintaining the status quo, to establishing a K-12 school on the Whittell High School site.

Solid Waste

Solid waste disposal services are provided by South Tahoe Refuse, Inc., under a franchise agreement with the County. Waste is transported to a material recovery facility and transfer station operated by South Tahoe Refuse, Inc. This facility is located west of Highway 50 in South Lake Tahoe, California. South Tahoe Refuse is also in charge of recycling programs.

Water and Wastewater

Douglas County provides water services within the Cave Rock, Skyland, and Zephyr Water Utility District water service areas and GIDs provide water service within the other service areas. In 2014, the three County water service areas were consolidated. Map 15 shows Tahoe water service areas.

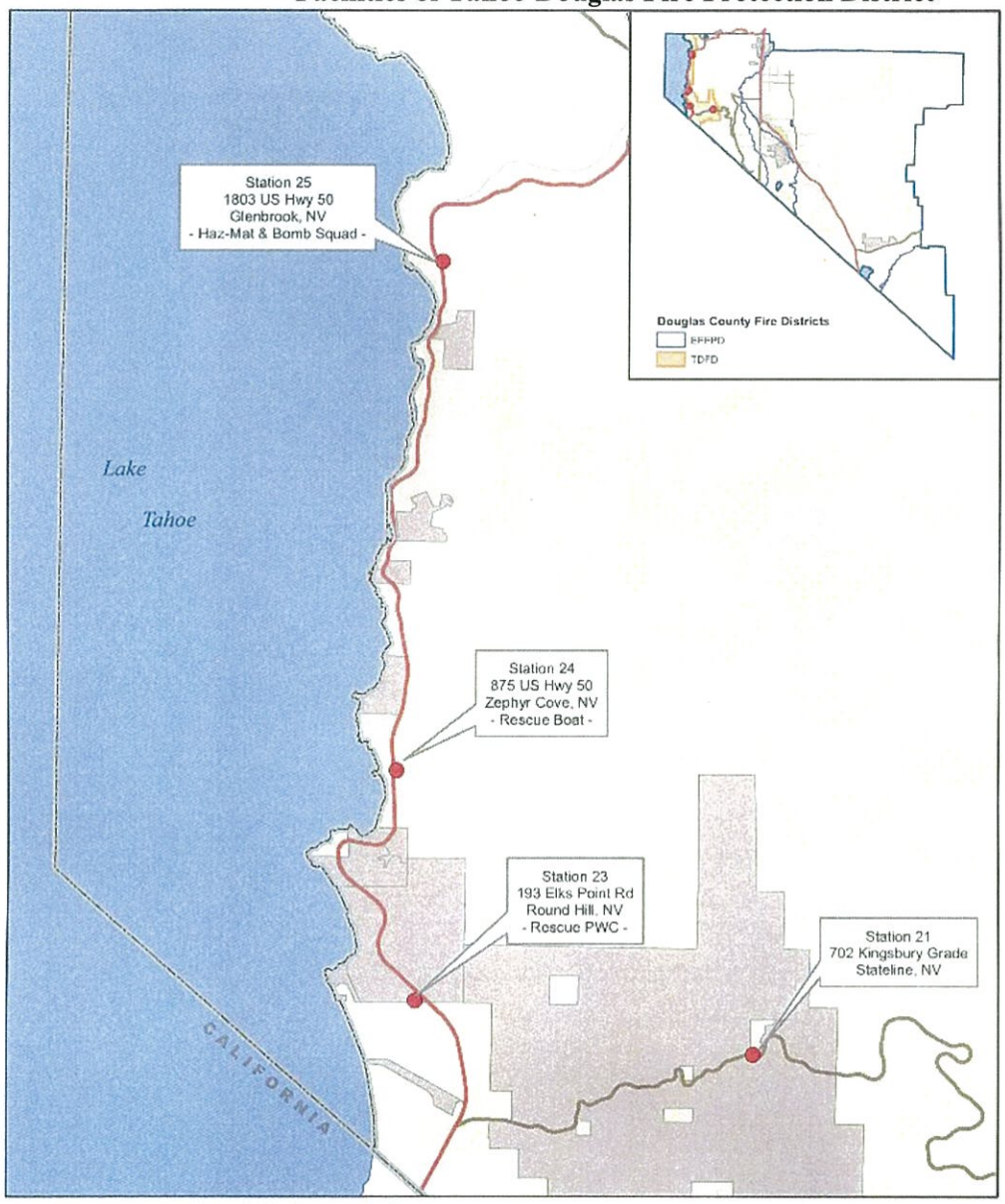
Since all septic systems have been removed from Tahoe in order to protect the clarity of Lake Tahoe, all development is connected to public and private wastewater systems and all wastewater is pumped out of Tahoe to the Carson Valley. GIDs, Sewer Improvement Districts, and others provide wastewater services. The County does not provide wastewater services in Tahoe. Map 16 shows Tahoe wastewater service areas.

Limited Growth

Since little growth is anticipated within the Area Plan as a result of land use restrictions within the Tahoe Region, the County's focus is on operating and maintaining existing public services and facilities. The County also coordinates with other service and facility providers to consolidate services and facilities where feasible in order to reduce costs and provide better and more efficient services to residents and visitors.

Map 14

Facilities of Tahoe-Douglas Fire Protection District



Facilities of Tahoe - Douglas Fire District

TDFD Facility

Base Map Elements

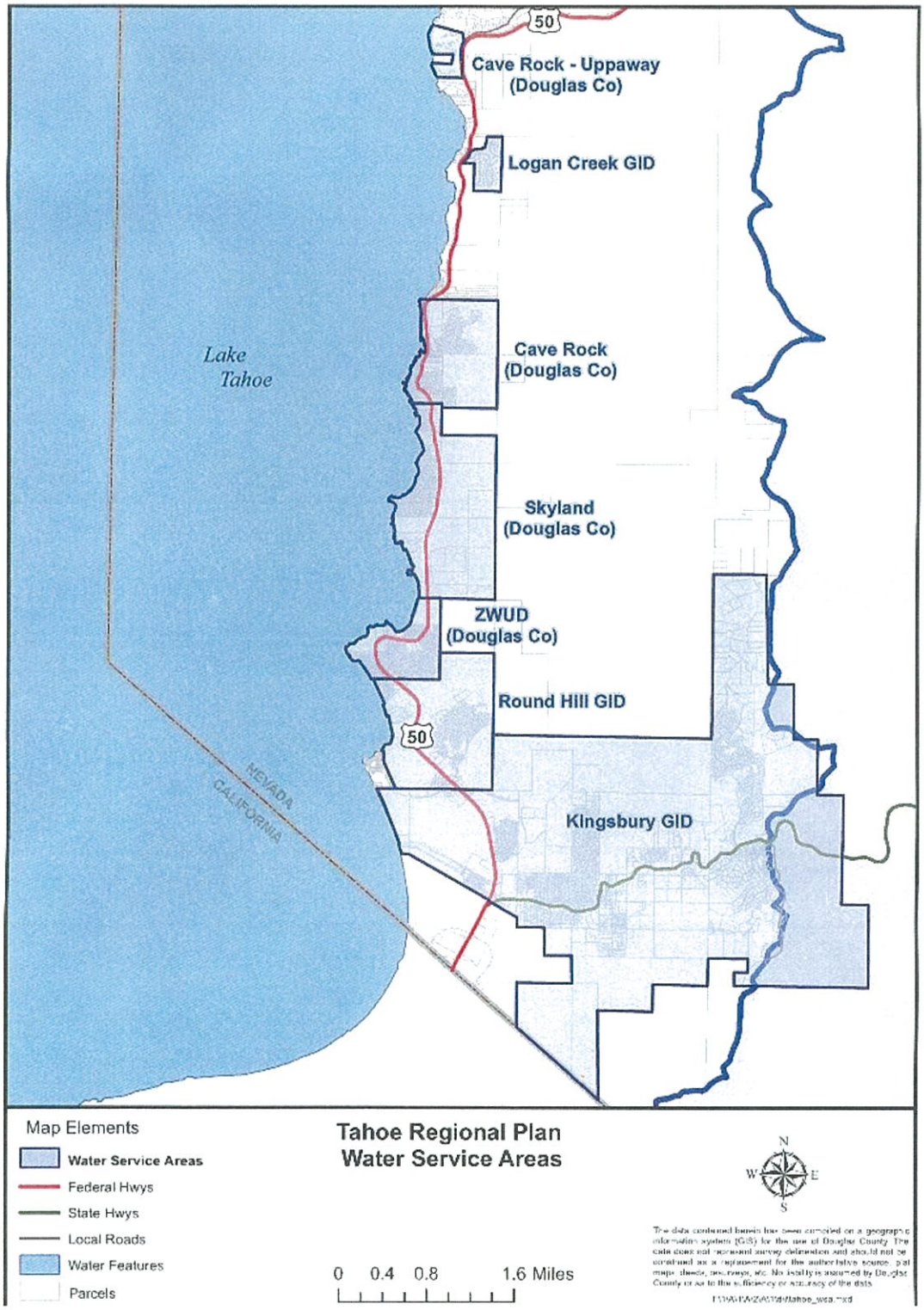
Federal
State
Primary Road
Secondary Road
Water Features
GIDs
Towns
County

0 0.25 0.5 1 1.5 2 Miles

The data contained herein has been compiled on a geographic information system (GIS) for the use of Douglas County. The data does not represent survey delineation and should not be construed as a replacement for the authoritative source, plat maps, deeds, surveys, etc. No liability is assumed by Douglas County or as to the sufficiency or accuracy of the data.

Map 15

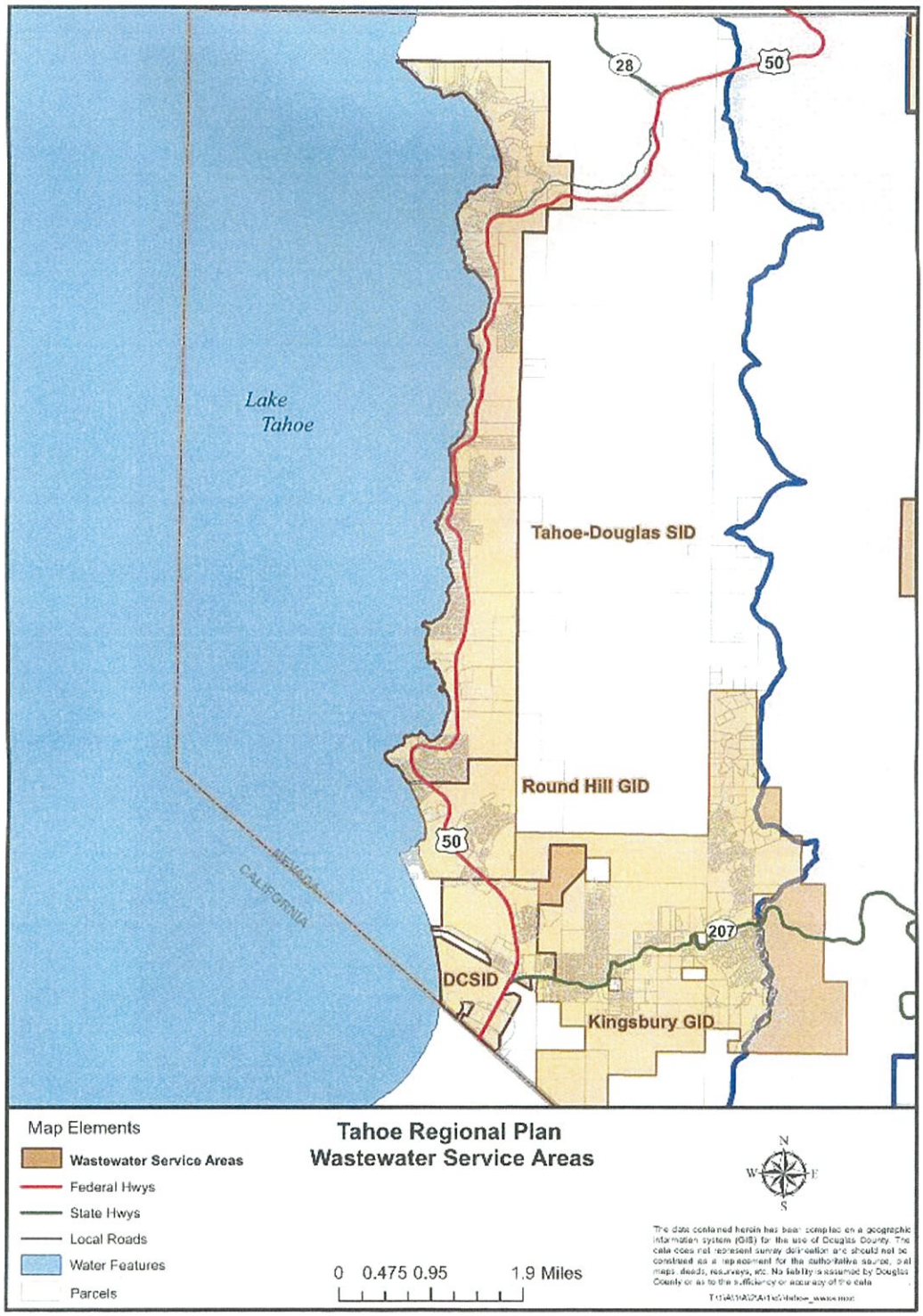
Tahoe Water Service Areas



Source: Douglas County

Map 16

Tahoe Wastewater Service Areas



Source: Douglas County

IMPLEMENTATION ELEMENT

The Implementation Element includes the TRPA's Environmental Improvement Program (EIP) and Douglas County's Capital Improvement Program (CIP) as well as transportation projects identified in the Tahoe Metropolitan Planning Organization's (TMPO) Mobility 2035: Regional Transportation Plan and Lake Tahoe Region Bicycle and Pedestrian Plan and the County's Transportation Plan and 5-Year Transportation Improvement Plan. It also relies on implementing code (Douglas County Code, Chapter 20.703, Tahoe Area Plan Regulations) and design standards and guidelines (Tahoe Design Standards and Guidelines). Furthermore, it identifies issues and Goals, Policies, and Actions to address identified issues.

Identified Projects for Implementation

Projects identified in Figure 10 are from the following planning documents or from public input obtained during the preparation of this Area Plan:

TRPA Environmental Improvement Program (EIP) 5-Year List: The EIP 5-Year List describes projects and programs that are slated for implementation in the next five years, necessary to attain and maintain environmental thresholds. Water quality projects identified as part of the Stormwater Load Reduction Plan (SLRP) necessary to treat stormwater before it enters Lake Tahoe have and will continue to be placed on the EIP 5-Year List, as well as transportation projects that will reduce vehicle miles traveled (VMT).

Douglas County Capital Improvement Program (CIP): A five-year CIP is developed annually by the County in coordination with the preparation of the annual budget. The CIP provides information on current and long-range infrastructure and equipment requirements of the County and identifies revenue sources. It is based on needs identified through various planning documents, including the Master Plan and County Commissioners' Strategic Plan, and requests and recommendations of County departments and Elected Officials and input received from citizens.

Mobility 2035: Regional Transportation Plan and Lake Tahoe Region Bicycle and Pedestrian Plan: The Regional Transportation Plan (RTP) is the transportation element of the Lake Tahoe Regional Plan. The Lake Tahoe Region Bicycle and Pedestrian Plan is adopted into the RTP by reference. The Plans identify projects necessary to improve mobility and safety while at the same time delivering environmental improvements. A list of projects specific to Douglas County is provided as Appendix D. The list also includes TMDL improvement projects associated with transportation systems. In addition, refer to Appendix E, which provides a list of projects identified in the Bicycle and Pedestrian Plan specific to Douglas County.

Douglas County 5-Year Transportation Improvement Plan: The Five-Year Transportation Plan identifies projected short-term term needs of the County in order to implement the County's Transportation Plan. The goal of the plan is to provide a safe and efficient transportation system which facilitates vehicular, bicycle, and pedestrian traffic within the financial constraints of existing funding. This plan is updated annually.

The projects identified in Figure 10 may be implemented by the County or other entities, such as the Nevada Tahoe Conservation District (NTCD), Tahoe Transportation District (TTD), or Nevada Department of Transportation (NDOT) and are dependent upon adequate funding and other factors.

Figure 10
Identified Projects for Implementation

Project Name	Source	Description	Status
Burke Creek WQIP (EIP #01.02.03.01)	EIP 12-2016	The project has been designed. The overall concept is to place the creek in a more suitable area to flow under Highway 50 and link it back up the existing creek path before the large pond adjacent to Kahle Drive. The County has recently acquired the land necessary to construct the project.	Underway
Zephyr Cove WQIP (EIP #01.01.01.15)	EIP 12-16	Un-treated or under-treated stormwater is being directly discharged to the Lake. The NTCD is working on installing a system on USFS land to take NDOT and Zephyr Cove GID runoff.	Underway
Cave Rock WQIP Retrofit (EIP #01.01.01.16)	EIP 12-16	The NTCD has an ongoing Community Watershed Program (CWP) focus in the Cave Rock neighborhood. Through the CWP and other efforts, the neighborhood will have a large sand filled Best Management Practices (BMP) at the base of the hill before Highway 50. Once that is accomplished, the residents that install Source Control BMPs will gain a full BMP certificate. NTCD efforts include the planning of the system, outreach to property owners on the concept, and technical assistance on BMPs.	Underway
Marla Bay WQIP (EIP #01.01.01.14)	EIP 12-16	The current treatment facilities at Marla Bay GID are not designed to capture fine sediment particles. They consist of medium sized, deep concrete tanks with grates. These devices will capture coarse-sediments, but cannot capture fine sediments of concern. Resizing the vaults and installing filters may be necessary.	
State Route 207 (Kingsbury Grade) WQIP (EIP 01.01.02.16) & Bike Improvements	EIP 12-16/Bike/Ped Plan	NDOT will be constructing water quality improvements for the entire length of S.R. 207. The project includes a significant amount of source control for cut and fill slopes (revegetation,	Underway

		rock rip-rap and retaining walls), pavement of road shoulders, new storm drain, lining of existing roadside channels with articulated block, vegetative buffers, improvement of discharge points to SEZ, infiltration basins, construction of new articulated block lined channels and asphalt concrete swales and the installation of sediment treatment cans and sumped drop inlets. As identified in the Bike and Pedestrian Plan, the shoulder will also be widened to better accommodate bikes.	
Nevada Passenger Facilities Project (EIP 03.01.02.20)	EIP 12-16	Construct transit passenger facilities at strategic locations around the Nevada side of the Basin that are served by fixed routes transit service.	2015
Kahle Connection to Round Hill Bike Path	CIP 13-17	This project will link the Round Hill Bike Path to Kahle Park.	FY 15-16
Kahle Park Bleacher Walls	CIP 13-17	This project is the continued phased construction of a retaining wall for erosion control and spectator seating at Kahle Park along the east side of the two soccer fields.	FY 15-16
Kahle Park Sports Turf	CIP 13-17	This project will replace existing grass with all weather sports turf reducing water consumption and utility bills and will allow for expanded use of the facility.	FY 15-16
Zephyr Cover Indoor Tennis Facility	CIP 13-17	Enhance existing tennis facilities to allow for year round use.	FY 14-15
Nevada Stateline-Stateline-Bikeway	Bike/Ped Plan	Construct a bikeway from Logan Shoals Vista to Round Hill Pines Beach.	
Nevada Stateline-Stateline-Bikeway	Bike/Ped Plan	Construct a bikeway from Spooner Summit to Logan Shoals Vista.	
Nevada Stateline-Stateline-Bikeway - South Demonstration Project, Phase III	Bike/Ped Plan	Construct a bikeway from Kahle Drive to Lake Parkway, or Stateline's commercial core.	Underway

Note: Additional projects may be included in the EIP, CIP, and transportation plans that are not listed here, such as general maintenance of roads.

Future Development

This Area Plan will be further implemented by requiring future projects to comply with the following code provisions and design standards and guidelines:

Tahoe Area Plan Regulations: All future projects will be required to comply with Chapter 20.700: Tahoe Area Plan Regulations of Douglas County Code (Title 20), as well as applicable provisions of the TRPA Code of Ordinances.

Tahoe Design Standards and Guidelines: All future non-residential projects will be required to comply with the Tahoe Design Standards and Guidelines, which include site layout, landscape, building, signage, lighting, and screening standards and guidelines. Residential development will be subject to the design standards of Chapter 36 of the TRPA Code of Ordinances.

Key Issues

The following are key issues identified during the development of this Area Plan:

TRPA Regional Plan List of Priority Projects
The TRPA continues to work to address issues raised during the Regional Plan Update that were placed on the Preliminary List of Priority Projects as stated in the 2012 TRPA Regional Plan. Douglas County will continue to work with TRPA and other interested parties to address these issues.

Kahle Drive Mobility and Water Quality Improvements
Appendix F contains maps and illustrations prepared with funds from the On Our Way Grant. These maps and illustrations provide a framework for storm water, drainage, water quality, mobility, and gateway improvements in the vicinity of Kahle Drive and Highway 50. This is the first step in developing a detailed plan to promote water quality and safety in this area. These graphics will be the foundation for specific strategies to implement improvements in this portion of the basin. The focus of the illustrations is:

- Potential gateway improvements at Kahle Drive and US 50, including concepts such as narrowing of the travel lanes, adding bike lanes and/or appropriate infrastructure, an improved crossing connection to the Stateline to Stateline Bikeway ("South Demo Project."), public art, and landscaping of the parcels adjacent to the intersection.
- Planned improvements on Laura Drive in connection with the next phase of the "South Demonstration Trail Project."
- A complete streets / "green street" treatment of Kahle Drive.
- Plans for the restoration of Burke Creek, consistent with designs being developed by the Nevada Tahoe Conservation District working with the County, NDOT, US Forest Service, LTBMU, and other project partners.
- Conceptual designs for storm water treatment along Kahle Drive.

Wayfinding Signage

A wayfinding signage program needs to be developed to encourage visitors to walk, bike, or use transit (refer to TD Action 4.4). It should be noted that the City of South Lake Tahoe and Tahoe Chamber of Commerce installed wayfinding street signs along Highway 50 in the City and the Tahoe Chamber of Commerce is working on a wayfinding signage program for Douglas County. The Lake Tahoe Bicycle Coalition has also expressed an interest in helping the County develop a wayfinding signage program for bike and pedestrian infrastructure, similar to the one developed for the City of South Lake Tahoe.

TMDL Coordination

One of the primary components of TMDL/SLRP implementation includes advanced road operations (or street sweeping) to reduce the amount of fine sediment from entering the Lake. In addition to Douglas County and NDOT, there are 11 GIDs and four HOAs responsible for maintaining streets in Douglas County. In most cases, these smaller entities do not have the resources or financial capability of implementing advanced road operations independently. Thus, the NTCD, County, and other jurisdictions are currently discussing the idea of creating a TMDL Cooperative to implement advanced road operations.

Housing

Douglas County needs to work with TRPA and local residents and business owners to address and implement the recommendations in the TRPA Regional Housing Needs Program Assessment (2013), in order to encourage the development of more low-, moderate-, and mixed-income housing to meet the needs of the Region's residents and workforce.

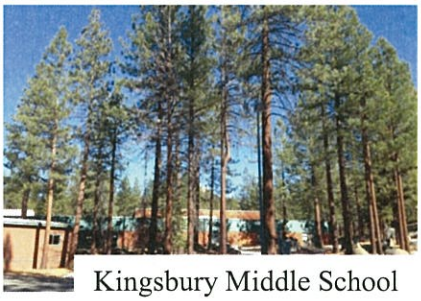
Lake Vista Apartments

Economy

Douglas County needs to continue to work to address issues raised in the Economic Vitality Strategy and Action Plan (Tahoe Revitalization) and Lake Tahoe Basin Prosperity Plan, as discussed in Chapter 9, *Economic Development Element*, of the Douglas County Master Plan.

Kingsbury Middle School Site

The Kingsbury Middle School was closed in 2008. The Douglas County School District (DCSD) has yet to sell the property and continues to have to maintain the buildings. The County will designate this property as a Special Area where Commercial and Residential uses, including multi-person dwellings, employee housing, professional office, health care services, personal services, and schools are allowed provided the daily trip generation does not exceed the 1556 daily trips contemplated in the Regional Plan.


Kingsbury Middle School

Highway 50 Corridor Planning

Highway 50 is the major arterial in the Douglas County portion of the Tahoe Basin. Challenges along this roadway include the turning movement of traffic at intersections with Warrior Way, Round Hills Pines Resort, Zephyr Cove Resort Areas, and the entrance to Lake Village, as well as on-street parking that compromises the safety and capacity of the roadway. Douglas County will work with partner agencies in the development of a corridor plan that addresses safety for motorists as well as the incorporation and improvement of multimodal traffic safety. This corridor plan will analyze opportunities for improved transit, parking management, and environmental improvements associated with the roadway.

Tahoe Douglas (TD) Area Plan Goals, Policies, and Actions

The following Goals, Policies, and Actions serve as a guide for moving forward with addressing issues and implementing identified projects and programs in Tahoe Douglas Area Plan (TD):

TD Goal 1 **To coordinate with Tahoe Regional Planning Agency (TRPA) in achieving mutual objectives and simplify the development review process.**

TD Action 1.1 Douglas County shall encourage TRPA to develop a technical working group to improve the predictability and effectiveness of the TRPA Code of Ordinances.

TD Goal 2 **To continue to participate in efforts to improve the clarity of Lake Tahoe and surrounding environment.**

TD Policy 2.1 Douglas County shall continue to implement projects identified in the Implementation Element and Environmental Improvement Program (EIP).

TD Policy 2.2 Douglas County shall pursue opportunities for Stream Environment Zone (SEZ) restoration in all public and private redevelopment projects.

TD Policy 2.3 Douglas County shall pursue opportunities for coverage reduction in all public and private redevelopment projects.

TD Policy 2.4 Douglas County shall support efforts by the Nevada Tahoe Conservation District (NTCD) to secure funding for Best Management Practices (BMP) technical assistance and education.

TD Policy 2.5 Douglas County shall work with the NTCD to collaborate on strategies for BMP enforcement and compliance efforts in high loading areas with connectivity to Lake Tahoe identified in the Stormwater Load Reduction Plan (SLRP).

TD Action 2.1 Douglas County shall continue to work with the Nevada Division of Environmental Protection (NDEP), NTCD, General Improvement Districts (GIDs), and other stakeholders on the development and implementation of the SLRP.

TD Action 2.2 Douglas County shall participate with the NTCD, Nevada Department of Transportation (NDOT), GIDs, and Homeowner Associations (HOAs) to develop a stormwater management collaborative to implement projects and programs identified in the SLRP.

TD Action 2.3 Douglas County shall participate in the TRPA BMP Compliance Subcommittee and consider moving forward with actions identified by the Sub-Committee to increase BMP compliance.

TD Action 2.4	Douglas County shall work with the NTCD to develop a strategy to address BMP enforcement, compliance, and maintenance.
TD Action 2.5	Douglas County shall work with NTCD, NDOT, US Forest Service, LTBMU, and other project partners on plans to restore Burke Creek.
TD Action 2.6	Douglas County shall work with NTCD to identify funding to prepare plans and implement storm water treatment along Kahle Drive.
TD Goal 3	**To develop public-private partnerships in order to promote environmental redevelopment, expand recreational opportunities, and achieve Tahoe Revitalization.**
TD Policy 3.1	Douglas County shall encourage TRPA to adopt goals, policies, and regulations that encourage the environmental redevelopment of the built environment.
TD Policy 3.2	Douglas County shall continue to participate in programs and projects identified in the Economic Vitality Strategy and Action Plan (Tahoe Revitalization) and Lake Tahoe Basin Prosperity Plan.
TD Policy 3.3	Douglas County may develop a Specific Plan for shorezone facilities for the Lincoln Park littoral strip pursuant to TRPA regulations, as well as lake and beach recreation amenities as it determines is in the best interest of the County. Alternatively, should the Lincoln Park homeowners acquire fee title to the littoral strip, a Specific Plan shall be developed by the homeowners for the littoral strip parcel prior to any further Shorezone development. The Specific Plan should encourage multiple use facilities and beach recreation for the residents of the subdivision and restoration of the Shorezone.
TD Goal 4	**To encourage alternative modes of transportation in order to reduce vehicle miles traveled (VMT) and improve the Lake Tahoe experience.**
TD Policy 4.1	Sidewalks and landscaping shall be required for all new and expanded uses.
TD Policy 4.2	Pedestrian linkages between parking lots shall be provided to reduce VMT.
TD Action 4.1	Douglas County shall continue to participate in efforts to complete the Nevada Stateline-to-Stateline Bikeway (Tahoe Lakeview Trail) Project.
TD Action 4.4	Douglas County shall develop a wayfinding signage program to encourage walking, biking, and transit use.
TD Action 4.5	Douglas County shall work with partner agencies in creating corridor management strategies that address parking management, bicycle, pedestrian and vehicle user safety, transit integration, and vehicle conflicts along US Highway 50.

TD Action 4.6	Douglas County shall pursue planned improvements on Laura Drive in connection with the next phase of the "South Demonstration Trail Project."
TD Goal 5	**Enhance the aesthetic character of the built environment to preserve and complement the natural environment.**
TD Action 5.1	Douglas County shall work with TRPA and business owners to improve the appearance of signage.
TD Action 5.2	Douglas County shall explore gateway improvements at Kahle Drive and US 50, including concepts such as narrowing of the travel lanes, increasing the bike lanes, and improved crossing connection to the Stateline to Stateline Bikeway ("South Demo Project"), public art, and landscaping of the parcels adjacent to the intersection.
TD Policy 5.3	Utilities shall be placed underground along scenic corridors and throughout the Tahoe Douglas Area Plan.
TD Policy 5.4	Maximize views of the Lake and surrounding mountain ridgelines from Highway 50 and public gathering places through appropriate site and building design.
TD Policy 5.5	Douglas County shall work with the Oliver Park GID and private property owners to secure funding to plan for and implement improvements to Kahle Drive.
TD Goal 6	Improve the safety of existing roadway designs in coordination with TRPA and NDOT, and in coordination with the Corridor Management process.
TD Action 6.1	Douglas County shall work with partner agencies to improve the safety for vehicles turning into and out of recreation, commercial residential, and resort areas from / on to Highway 50.
TD Action 6.2	Douglas County shall work with partner agencies to incorporate a complete streets concept on key corridors, including US Highway 50 within Douglas County, and Kahle Drive so as to improve the safety and access for bicyclists, pedestrians, transit, and vehicle users.

APPENDIX A
CHAPTER 20.703: TAHOE AREA PLAN REGULATIONS

ORDINANCE NUMBER 2014-1425

SUMMARY

An ordinance amending the Douglas County Development Code, Title 20, Chapter 20.703, *Tahoe Area Plan Regulations,* establishing code language to implement the Tahoe-Douglas Area Plan, including development standards and permitted uses, pursuant to the Tahoe Regional Planning Agency (TRPA) Code of Ordinances, Chapter 13, *Area Plans*, and other properly related matters.

TITLE

Ordinance No. 2014-1421 amending the Douglas County Development Code, Title 20, Chapter 20.703, *Tahoe Area Plan Regulations,* establishing code language to implement the Tahoe-Douglas Area Plan, including development standards and permitted uses, pursuant to the Tahoe Regional Planning Agency (TRPA) Code of Ordinances, Chapter 13, *Area Plans*, and other properly related matters.

The Board of County Commissioners of the County of Douglas of the State of Nevada does ordain as follows:

Section I: The Douglas County Development Code, Title 20, Chapter 20.703, *Tahoe Area Plan Regulations*, is being amended as follows (new language is red and underlined and deleted language is stricken through):

Chapter 20.703

Tahoe Area Plan Regulations

Sections:

20.703.010 Statutory authority.
20.703.020 Purpose.
20.703.030 Applicability to land area.
20.703.040 Applicability to other regulations.
20.703.050 Definitions.
20.703.060 Tahoe zoning districts.
20.703.070 South Shore Area Plan.
20.703.080 South Shore Area Plan development standards (Table).
20.703.090 South Shore Area Plan permitted, development permitted, and special use permitted uses (Table).
20.703.100 Tahoe-Douglas Area Plan.
20.703.110 Tahoe-Douglas Area Plan development standards (Table).
20.703.120 Tahoe-Douglas Area Plan permitted, development permitted, and special use permitted uses (Table).

20.703.125 Accessory uses.
20.703.130 List of primary uses and use definitions. 20.703.140 Design standards and guidelines.
20.703.150 Parking and loading.
20.703.160 Landscape and irrigation plans.
20.703.170 Lighting standards.
20.703.180 Signage.
20.703.190 Scenic quality.
20.703.200 Area-wide water quality.
20.703.205 Noise.
20.703.210 TRPA Code of Ordinances.
20.703.220 General provisions.
20.703.230 Planning.
20.703.240 Land uses.
20.703.250 Site development.
20.703.260 Growth management.
20.703.270 Resource management and protection.
20.703.280 Shorezone.
20.703.290 Rules and procedures.
20.703.300 Authority to condition development permits.
20.703.310 Conformity review for an amendment to an Area Plan.
20.703.320 Activities requiring TRPA approval.
20.703.330 Notification to TRPA and Washoe Tribe of proposed activities.
20.703.340 Monitoring.
20.703.350 Variances.
20.703.360 Appeals.

20.703.010 Statutory authority.

Pursuant to the Tahoe Regional Planning Agency (TRPA) Regional Plan and Code of Code of Ordinances, Chapter 13, *Area Plans*, the County adopts the following regulations to implement Area Plans within Douglas County, Nevada.

20.703.020 Purpose.

A. The TRPA and Douglas County have found that there is a mutually beneficial need to provide Douglas County, and other local jurisdictions, the option to prepare and implement Area Plans, provided such Area Plans conform with and further the Goals and Policies of the TRPA Regional Plan.

B. This chapter establishing Area Plans, in association with a Memorandum of Understanding (MOU) approved by the County and TRPA, enables TRPA to transfer limited development permitting authority to the County subject to appeal provisions to the TRPA.

C. The development activities delegated to the County within Area Plans has been found to not have a substantial effect on the natural resources in the Lake Tahoe Region. Permitting authority as allowed and set forth in an MOU enables TRPA to focus

its resources on projects of regional concern, while still maintaining an active and effective oversight role in the implementation of Area Plans.

20.703.030 Applicability to land area.

A. The provisions of the Tahoe Area Plan Regulations apply to those lands within Douglas County that are subject to an Area Plan adopted by the TRPA Governing Board.

B. The boundaries of an adopted Area Plan shall be depicted on the Official Douglas County Zoning Map.

20.703.040 Applicability to other regulations.

A. All development within the Lake Tahoe Region is required by federal and state law to comply with the Tahoe Regional Planning Compact (Public Law 96-551), Regional Plan, Code of Ordinances, and other provisions of the TRPA.

B. No Area Plan may limit TRPA's responsibility to enforce the Tahoe Regional Planning Compact, TRPA Regional Plan, and TRPA Code of Ordinances.

C. All regulations in the TRPA Code of Ordinances shall remain in effect unless superseded by the provisions of an Area Plan.

D. Other chapters and sections of this code, the Douglas County Design Criteria and Improvement Standards (DCDCIS) manual, and TRPA Code of Ordinances apply to the area within a conforming Area Plan only to the extent that a provision meets the purpose and intent of this chapter.

F. In case of conflicts between the provisions of this chapter and other code provisions, the most restrictive provision applies.

20.703.050 Definitions.

Definitions of the words used in this chapter are defined in this chapter or contained in the TRPA Code of Ordinances, Chapter 90, *Definitions*. In cases where the words are not defined in this chapter or the TRPA Code of Ordinances, refer to the definitions in Appendix A of this code. The Director has the authority to interpret the words or phrases used in this chapter to give them the meaning they have in common usage and to give this chapter its most reasonable application.

20.703.060 Tahoe zoning districts.

A. The following zoning districts have been established to implement Area Plans within Douglas County:

1. "T-B" (Tahoe-Backcountry). This district is primarily free from human influence and managed by the U.S. Forest Service.

2. "T-C" (Tahoe-Conservation). This district includes non-urban areas preserved for conservation and/or passive recreation uses, such as public trails.

3. "T-MU" (Tahoe – Mixed Use). This district is for areas that are targeted for redevelopment and that may include a mix of tourist, recreation, commercial, light industrial, public service, and residential uses.

4. "T-R" (Tahoe – Recreation). This district is for private and public recreation areas, such as golf courses, beaches, state parks, and ski resorts.

5. "T-RES" (Tahoe – Residential). This district is for established residential neighborhoods and may include such uses as single-family dwellings, multiple-family dwellings, and accessory uses.

6. "T-RR" (Tahoe – Resort Recreation). This district is limited to Edgewood Mountain parcels and allows for tourist, commercial and residential uses provided in conjunction with a recreation use. New development must be the result of development transfers that result in the retirement of existing development.

7. "T-T" (Tahoe-Tourist). This district is for existing and future tourist oriented uses.

B. The following overlay zoning districts have been established to implement Area Plans within Douglas County:

1. HDT (High Density Tourist) Overlay. This overlay district contains existing hotel/casino towers and is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, provides greater access to recreational opportunities, and provides economic opportunities. The district is the appropriate location for the Lake Tahoe Region's highest intensity development.

2. TC (Town Center) Overlay. This overlay district is for areas targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities and future development that will bring environmental gain to the Region.

3. PD (Planned Development) Overlay. This overlay district contains planned developments approved before December 12, 2012. All new planned developments within the Lake Tahoe Region are subject to the provisions of Chapter 39, *Subdivision*, of the TRPA Code of Ordinances and Chapter 20.676, *Planned Development (PD) Overlay District*, of this code.

4. SA (Special Area) Overlay. The overlay district is generally applied to sites with existing uses that were in effect before the adoption of the Regional Plan as well as to promote environmental redevelopment of designated areas consistent with the Regional Plan thresholds.

C. The following shall be depicted on the Official Douglas County Zoning Map:

1. Specific and Master Plans. The boundaries of specific and master plans, including the Heavenly Mountain Resort Master Plan (updated in 2007), developed pursuant to Chapter 14, *Specific and Master Plans*, of the TRPA Code of Ordinances.

2. TRPA Jurisdictional Boundary. The TRPA jurisdictional boundary as established by the Tahoe Regional Planning Compact.

20.703.070 South Shore Area Plan.

Sections 20.703.080 through 20.703.090 include provisions to implement the South Shore Area Plan.

20.703.080 South Shore Area Plan development standards (Table).

Development Standards	T-T/HDT Overlay *(High Density Tourist District)*	T-MU/TC Overlay *(Lower Kingsbury)*	T-RR *(Edgewood Mountain Parcel)*	T-R *(Edgewood Golf Course & Lodge)*
Height (maximum) [1]	197 feet [2] /95 feet	56 feet	42 feet	42 feet/60 feet [7]
Density, Single-Family Residential [8]	1 unit per parcel (parcels less than one acre). 2 units per parcel (parcels greater than or equal to one acre).			
Density, Multiple-Family Residential (maximum) [8]	25 units/acre	25 units/acre	15 units/acre	15 units/acre
Density, Multi-person, nursing and personal care, and residential care [8]	25 units/acre	25 units/acre	25 units/acre	25 units/acre
Density, Tourist (maximum) [6] [8]	40 units/acre	40 units/acre	40 units/acre	250 units for site
Density, Recreation [8]	Developed campgrounds - 8 sites /acre; Recreation vehicle sites - 10 sites/acre; Group facilities - 25 persons/acre			
Front Yard Setback (feet) [3] [5]	25' (from Hwy 50)	25' (from Hwy 50 and S.R. 207)	25'	25'
Rear Yard Setback (feet) [3] [5]	25' (from Lake Pkwy)	25'	25'	25'
Side Yard Setback (feet) [4] [5]	0'	0'	25'	25'
Side Yard Setback, Street Side (feet) [5]	25' (from Lake Pkwy)	25'	25'	25'
Minimum Parcel Size (square feet)	10,000	10,000	20,000	20,000
Land Coverage (maximum)	Per Section 30.4 of the TRPA Code of Ordinances. High Capability Lands in the T-T/HDT Overlay and T-MU/TC Overlay zoning districts may be covered up to 70%.			

[1] Structures must not project above the forest canopy, ridge lines, or otherwise detract from the viewshed, except as permitted within the T-T/HDT and T-MU/TC Overlay zoning districts. For structures within the T-MU/TC Overlay zoning district that are over three stories, the findings in Section 37.7.16 of the TRPA Code of Ordinances must be met. Eighty percent of structures fronting Highway 50 within the T-T/HDT Overlay zoning district shall not exceed 56 feet in height when an existing building or buildings are being replaced within 100 feet of the right-of-way. See DCDCIS Manual, Part I, Division 7, Tahoe Design Standards and Guidelines and TRPA Code of Ordinances for additional height requirements.

[2] Limited to replacement structures, provided the structures to be demolished and replaced are an existing casino hotel, with existing structures of at least eight stories, or 85 feet of height as measured from the lowest point of natural grade. Such structures shall also comply with Section 37.7.17 of the TRPA Code of Ordinances.

[3] Setbacks from major roadways (Highway 50, S.R. 207, and Lake Parkway) shall be measured from the back of curb line. All other setbacks shall be measured from property lines.

[4] Setbacks between structures must conform to International Building Code requirements.

[5] Projections, including roof overhangs and eves, porte coheres, decks, stairs and stairway landings, awnings, oriel and bay windows, and canopies, may encroach up to 20 percent into a setback as long as the projection conforms to International Building Code requirements.

[6] Bed and breakfast facilities are limited to 10 units/acre; all others are limited to 40 units/acre if less than 10% of the units have kitchens and 15 units/acre if greater than or equal to 10% of the units have kitchens. The 250 TAUs allowed on the Edgewood Golf Course and Lodge site shall be limited to Special Area (SA) #1 as shown on the Record of Survey Map for Park Cattle Co. recorded in the Official Records of Douglas County as Document No. 34529.

[7] Tourist accommodation buildings containing 50 or more units within Special Area #1, as shown on the Record of Survey Map for Park Cattle Company recorded in the official Records of Douglas County (Document No. 34529), may be constructed to a maximum of 60 feet in height pursuant to the provisions of Section 37.5.8 of the TRPA Code of Ordinances; all other structures shall not exceed 42 feet in height pursuant to Chapter 37: Height of the TRPA Code of Ordinances.

[8] For mixed-use projects, the density standards contained in this table shall be superseded by the maximum densities calculated in accordance with Section 31.5.2 of the TRPA Code of Ordinances.

20.703.090 South Shore Area Plan permitted, development permitted, and special use permitted uses (Table).

The following list represents those uses in the South Shore Area Plan which are permitted by right (P), require a County Special Use Permit (S), or are prohibited (blank space). "TRPA" is placed before any use requiring a TRPA review or Special Use Determination. Uses not listed are prohibited. Uses listed as permitted may require a Design Review pursuant to Chapter 20.614, *Design Review*, of this code. In cases where a TRPA review or Special Use Determination is required, a County Design Review or Special Use Permit shall not be required. In all cases, the County is responsible for Building Permit and Site Improvement Permit review and approval.

20.703.090 Use	**T-T/HDT**	**T-R**	**T-RR**	**T-MU/TC [3] [8]**
.010 Residential				
(A) Employee housing	TRPA-P	S[5]	TRPA-S	P
(B) Mobile Home Dwelling [1]				P
(C) Multiple-family dwelling.	TRPA-P	S[5]	TRPA-S	P
(D) Multi-person dwelling	TRPA-S		TRPA-S	S
(E) Nursing and personal care				S
(F) Residential care				S
(G) Single-family dwelling (includes condominiums)	TRPA-S [2]	S [2]	TRPA-S [2]	P
.020 Tourist Accommodation				
(A) Bed and breakfast facilities		S[5]	TRPA-S	P
(B) Hotel, motel, and other transient dwelling units	TRPA-P	S[5]	TRPA-S	P
(C) Time sharing (hotel/motel design)	TRPA-S	S[5]	TRPA-S	S
(D) Time sharing (residential design)	TRPA-S	S[5]	TRPA-S	S
.030 Commercial				
(A) Eating and drinking places	TRPA-P	P	TRPA-P	P
(B) General retail	TRPA-P	P[5]	TRPA-S	P
(C) Nursery				P
(D) Outdoor retail sales	TRPA-S		TRPA-S	P
(E) Service stations	TRPA-S			S
.040 Entertainment				
(A) Amusements and recreation services	TRPA-P	S[5]	TRPA-S	P
(B) Gaming-non restricted	TRPA-P			P

20.703.090 Use (Cont.)	T-T/HDT	T-R	T-RR	T-MU/TC
(C) Outdoor amusements	TRPA-P			S
(D) Privately owned assembly and entertainment	TRPA-S	S[5]	TRPA-S	S
.050 Services				
(A) Animal services				P
(B) Business support services	TRPA-P			P
(C) Health care services	TRPA-P			P
(D) Laundries and dry cleaning plant				S
(E) Personal service facility	TRPA-P	P[5]	TRPA-S	P
(F) Professional offices	TRPA-P			P
.060 Light industrial [4]				
(A) Food and kindred products				S
(B) Industrial services				S
(C) Small scale manufacturing				P
.070 Wholesale/Storage				
(A) Storage yards				S
(B) Vehicle & freight terminals				S
(C) Vehicle storage & parking	TRPA-P			S
(D) Warehousing				P
.080 Public service				
(A) Collection stations	TRPA-S			S
(B) Cultural facilities	TRPA-P	S[5]	TRPA-S	P
(C) Day care centers/pre-schools	TRPA-P	S[5]		S
(D) Government offices and facilities				P
(E) Hospitals				S
(F) Local assembly and entertainment	TRPA-P	S[5]	TRPA-S	P
(G) Membership organizations				P
(H) Post office	TRPA-P			P
(I) Public health and safety facilities, local	TRPA-P	S	TRPA-S	P
(J) Public health and safety facilities, regional	TRPA-P	S	TRPA-S	P
(K) Public owned assembly and entertainment	TRPA-S	S		S
(L) Public utility centers		S		S
(L) Religious assembly	TRPA-S			S
(M) Schools – college	TRPA-S			S

20.703.090 Use (Cont.)	T-T/HDT	T-R	T-RR	T-MU/TC
(N) Schools - kindergarten through secondary				S
(O) Social service organizations				P
(P) Threshold related research facilities	TRPA-S	S[5]	TRPA-S	S
.090 Linear public facilities				
(A) Pipelines and power transmission	TRPA-S	S	TRPA-S	S
(B) Transit stations and terminals	TRPA-P	S		P
(C) Transmission and receiving facilities	TRPA-S	S	TRPA-S	S
(D) Transportation routes [6]	P	P	P	P
.100 Recreation				
(A) Beach recreation		TRPA-P		
(B) Campground, developed	TRPA-P	S[5]	TRPA-S	
(C) Campground, undeveloped		S[5]	TRPA-S	
(D) Cross country ski courses		P	TRPA-S	
(E) Day use areas	TRPA-P	P	TRPA-S	P
(F) Equestrian stables.			TRPA-S	
(G) Golf courses		P		
(H) Group facilities	TRPA-P	S	TRPA-S	S
(I) Marinas		TRPA-S		
(J) Off-road vehicle courses			TRPA-S	
K) Outdoor recreation concessions	TRPA-P	P	TRPA-P	P
(L) Participant sports facilities	TRPA-P	S	TRPA-P	P
(M) Recreation centers	TRPA-S		TRPA-P	P
(N) Riding and hiking trails	TRPA-P	P	TRPA-P	P
(O) Snowmobile courses		S[7]	TRPA-S	
(P) Sport assembly	TRPA-S	S[5]	TRPA-P	S
Q) Visitor information centers	TRPA-P		TRPA-P	P
.110 Resource management				
(A) Farm/Ranch accessory structures			TRPA-P	
(B) Grazing and range improvement/pasture management			TRPA-P	
(C) Resource protection, restoration, and management	TRPA-P	P	TRPA-P	P
(D) Tree farms			TRPA-P	

[1] Mobile home dwellings shall only be allowed within mobile home parks established before December 12, 2012.

[2] Single-family dwellings in Special Area 1 as shown on the Record of Survey Map for Park Cattle Company recorded in the official Records of Douglas County (Document No. 34529) are limited to two or more units, such as a town house or condominium. A special use permit shall only be required if two or more units are being proposed. This is considered an airspace subdivision and not a lot and block subdivision. The provisions of this note supersede the provisions of the TRPA Code of Ordinances.

[3] Primary uses on the Kahle Community Center site (APN 1318-23-401-005) shall be limited to government offices, public recreation, health care services, health and wellness services (refer to " Personal service facility" definition), and uses considered accessory to a primary use.

[4] Light industrial uses in the T-C/MUC Overlay zoning district (Kingsbury Town Center) are only allowed east of Shady Lane.

[5] The following uses outside of Special Area 1 as shown on the Record of Survey Map for Park Cattle Company recorded in the official Records of Douglas County (Document No. 34529) within the T-R zoning district are prohibited: employee housing; multiple-family dwelling; bed and breakfast facilities; hotel, motel, and other transient dwelling units; time sharing (hotel motel design); time sharing (residential design); retail and personal service; amusements and recreation services; privately owned assembly and entertainment; cultural facilities; day-care centers/pre-schools; local assembly and entertainment; threshold related research facilities; campground (developed); campground (undeveloped); and sport assembly.

[6] New transportation routes shall only be allowed if included in the adopted Regional Transportation Plan or Bicycle and Pedestrian Plan.

[7] Snowmobile courses are prohibited within Special Area 1 as shown on the Record of Survey Map for Park Cattle Company recorded in the official Records of Douglas County (Document No. 34529).

[8] Buildings are limited to two stories or 35 feet in the portion of the Town Center that is the Kingsbury Mobile Home Park, 201 Manor Drive.

20.703.100 Tahoe-Douglas Area Plan.

Sections 20.703.110 through 20.703.110 include provisions to implement the Tahoe Douglas Area Plan.

20.703.110 Tahoe Douglas Area Plan development standards (Table).

Development Standards	T-B	T-C	T-MU	T-RES	T-R
Height (maximum)	N/A	Per Section 37.4 of the TRPA Code of Ordinances.			
Density, Single-Family Residential [2] [8]	N/A	N/A	1 unit per parcel (parcels less than one acre) 2 units per parcel (parcels greater than or equal to one acre)		
Summer home [2]	N/A	1 unit per parcel or lease site	N/A	N/A	1 unit per parcel or lease site
Density, Multiple-Family Residential (maximum) [2] [7] [8] [9] [12] [13]	N/A	N/A	15 units/acre	15 units/acre	N/A
Mobile home dwelling	N/A	N/A	N/A	8 units/acre	N/A
Density, Multi-person, nursing and personal care, and residential care [1][2] [8]	N/A	N/A	25 units/acre	25 units/acre	N/A
Density, Tourist (maximum) [2] [3] [10] [11] [12]	N/A	N/A	10 - 25 units/acre [6]	N/A	10 - 25 units/acre[6]
Density, Recreation [2]	N/A	Developed campgrounds – 8 sites/acre Recreation vehicle sites – 10 site/acre Group facilities – 25 persons/acre	N/A	N/A	Developed campgrounds – 8 sites/acre Recreation vehicle sites – 10 site/acre Group facilities – 25 persons/acre
Front Yard Setback (feet) [4] [5]	N/A	10′	10′	20′ [4]	10′
Rear Yard Setback (feet) [4] [5]	N/A	10′	10′	20′ [4]	10′
Side Yard Setback (feet) [4] [5]	N/A	20′	10′	7′ [4]	10′
Side Yard Setback, Street Side (feet) [4] [5]	N/A	25′	10′	20′ [4]	10′
Minimum Parcel Size (square feet) [6]	N/A	40 gross acres	10,000	8,000	20,000
Land Coverage (maximum) [14]	Per Section 30.4 of the TRPA Code of Ordinances.				

[1] A unit is a room.

[2] For mixed-use projects, the density standards contained in this table shall be superseded by the maximum densities calculated in accordance with Section 31.5.2 of the TRPA Code of Ordinances.

[3] Bed and breakfast facilities are limited to 10 units/acre with a unit being a bedroom; all others are limited to 40 units/acre if less than 10% of the units have kitchens and 15 units/acre if greater than or equal to 10% of the units have kitchens.

[4] Setbacks from Highway 50 shall be measured from the back of curb line. Front yard setbacks for residential structures shall be measured from the edge of pavement and all other setbacks shall be measured from property lines. For multiple-family dwellings, the front yard setback may be reduced to a minimum of 10 feet and the rear year setback may be reduced to a minimum of 10 feet when the parcel is adjacent to a commercial or multiple-family use and a minimum of 15 feet when the parcel is adjacent to a single-family use. For multiple-family dwellings, the side yard setback shall be increased to a minimum

of 10 feet and if the structure exceeds two stories, an additional 1-foot side yard setback for each 2 feet of height is required.

[5] Projections, including roof overhangs and eves, porte coheres, decks, stairs and stairway landings, awnings, oriel and bay windows, and canopies, may encroach up to 20 percent into a setback as long as the projection conforms to International Building Code requirements.

[6] For multi-family or mixed-use projects, building envelopes or condominium units can be created that are below the minimum parcel size.

[7] In Special Area #1 of the Lake Village Subarea (APN: 1318-23-301-001), the maximum residential density shall not exceed 3 dwelling units per acre.

[8] Employee housing densities shall not exceed the maximum densities established in this table.

[9] In the Spooner Lake Subarea, employee housing shall be limited to 5 units within State Park Lands.

[10] In the Zephyr Cove Subarea, the density of hotel, motel, and other transient units, and timeshares shall be limited to 20 units per acre if less than 10% of units have kitchens. If greater than or equal to 10% of units have kitchens, density shall be limited to 15 units per acre.

[11] In the Round Mound Subarea, the density of tourist accommodation units shall be limited to 20 units per acre if less than 10% of units have kitchens. If greater than or equal to 10% of units have kitchens, the density shall be limited to 15 units per acre.

[12] In the Round Hill/Tahoe Dempsey Subarea, the density of Multiple-Family Dwellings and Timeshares (Residential Design) shall be limited to 8 units per acre.

[13] In the Round Hill Residential and Tahoe Village Subareas, the density of Multiple-Family Dwellings shall be limited to 10 units per acre.

[14] Within the Round Hill Mixed-Use District, the following coverage provisions shall apply: 1) the maximum land coverage (base land coverage plus transferred coverage) allowed on parcels upon which there is no development legally existing as of July 1, 1987, shall be 70 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive; and 2) the maximum land coverage allowed on parcels upon which there legally exists development as of July 1, 1987, shall be 50 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive.

20.703.120 Tahoe-Douglas Area Plan permitted, development permitted, and special use permitted uses (Table) .

A. The following Table includes those uses that are permitted by right (P), require a County Special Use Permit (S), or are prohibited (blank space) within one of the Tahoe Douglas Area Plan Subareas. "TRPA" is placed before any use requiring a TRPA review or Special Use Determination. Uses not listed are prohibited. Uses listed as permitted may require a Design Review pursuant to Chapter 20.614, *Design Review*, of this code. In cases where a TRPA review or Special Use Determination is required, a County Design Review or Special Use Permit shall not be required. In all cases, the County is responsible for Building Permit and Site Improvement Permit review and approval. Special requirements applicable to Subareas are also provided in the Table.

20.703.120 Tahoe-Douglas Area Plan Subareas and Uses		**Zoning Districts**		
#1	**Spooner Lake Subarea**	**T-R**	**T-C**	
	Residential			
	(A) Employee housing	S	TRPA-S	
	Public service			
	(A) Cultural facilities	S	TRPA-S	
	(B) Post office	S	TRPA-S	
	(C) Public health and safety facilities, local	S	TRPA-S	

	Linear public facilities			
	(A) Pipelines and power transmission	S	TRPA-S	
	(B) Transit stations and terminals	S	TRPA-S	
	(C) Transmission and receiving facilities	S	TRPA-S	
	(D) Transportation routes	S	TRPA-S	
	Recreation			
	(A) Beach recreation	P	TRPA-P	
	(B) Boat launching facilities	S	TRPA-S	
	(C) Campground, developed	P	TRPA-P	
	(D) Campground, undeveloped	P	TRPA-P	
	(E) Cross country ski courses	P	TRPA-P	
	(F) Day use areas	P	TRPA-P	
	(G) Group facilities	P	TRPA-S	
	(H) Off-road vehicle courses [1]	P	TRPA-S	
	(I) Outdoor recreation concessions	P	TRPA-P	
	(J) Riding and hiking trails	P	TRPA-P	
	(K) Rural sports	S	TRPA-S	
	(L) Snowmobile courses	P	TRPA-S	
	(M) Visitor information centers	P	TRPA-P	
	Resource Management			
	(A) Resource protection, restoration, and management	P	TRPA-P	
	Special Requirement: [1] Off-road vehicle courses should be designated only on National Forestry System (NFS) lands managed by the U.S. Forest Service.			
#2	**Glenbrook Subarea**	**T-RES** [1]	**SA #1**[1]	
	Residential			
	(A) Employee housing	S		
	(B) Multiple-family dwelling [2]	S		
	(C) Single-family dwelling (includes condominiums)	P		
	Commercial			
	(A) Eating and drinking places	S		
	Services			
	(A) Professional offices	S		
	Public service			
	(A) Cemeteries	P		
	(B) Post office	S		
	(C) Public health and safety facilities, local	S		
	(D) Public health and safety facilities, regional	S		
	(E) Public utility centers	S		
	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		

	(D) Transportation routes	S		
	Recreation			
	(A) Beach recreation	P		
	(B) Cross country ski courses	S		
	(C) Day use areas	P		
	(D) Golf courses	P		
	(E) Outdoor recreation concessions	S		
	(F) Participant sports facilities	S		
	(G) Riding and hiking trails	S		
	Resource Management			
	(A) Farm/Ranch accessory structures	P		
	(B) Grazing and range improvement/pasture management	P		
	(C) Resource protection, restoration, and management	P		
	Special Requirements: [1] Refer to Table 20.203.280: *Shorezone* for shorezone and lakezone restrictions. [2] Multiple-family dwellings are only allowed on lots in the Glenbrook Subdivision that are designated as eligible for multi-density on the approved subdivision maps.			
#3	**Shakespeare Point (SP) Subarea**	**T-RES**		
	Residential			
	(A) Single-family dwelling (includes condominiums)	P		
	Public service			
	(A) Post office	P		
	(B) Public health and safety facilities, local	S		
	(C) Public utility centers	S		
	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		
	(D) Transportation routes	S		
	Recreation			
	(A) Beach recreation	P		
	(B) Day use areas	P		
	(C) Participant sports facilities	S		
	(D) Riding and hiking trails	P		
	Resource Management			
	(A) Resource protection, restoration, and management	P		
#4	**Genoa Peak (GP) Subarea**	**T-B/T-C**	**SA #1**	**SA #2**
	Residential			
	(A) Raising domestic animals	TRPA-S	TRPA-P	TRPA-S

	(B) Single-family dwelling	TRPA-S	TRPA-S	TRPA-S
	(C) Summer home	TRPA-S	TRPA-S	TRPA-S
	Public service			
	(A) Public health and safety facilities, local	TRPA-S	TRPA-S	TRPA-P
	Linear public facilities			
	(A) Pipelines and power transmission	TRPA-S	TRPA-S	TRPA-S
	(B) Transmission and receiving facilities	TRPA-S	TRPA-S	TRPA-S
	(C) Transportation routes	TRPA-S	TRPA-S	TRPA-S
	Recreation			
	(A) Beach recreation	TRPA-P	TRPA-P	TRPA-P
	(B) Boat launching facilities	TRPA-S	TRPA-S	TRPA-S
	(C) Campground, undeveloped	TRPA-P	TRPA-P	TRPA-P
	(D) Day use areas	TRPA-P	TRPA-P	TRPA-P
	(E) Off-road vehicle courses	TRPA-S	TRPA-S	TRPA-S
	(F) Riding and hiking trails	TRPA-P	TRPA-P	TRPA-P
	(G) Snowmobile courses	TRPA-S	TRPA-S	TRPA-S
	Resource Management			
	(A) Farm/Ranch accessory structures	TRPA-S	TRPA-S	TRPA-S
	(B) Grazing and range improvement/pasture management	TRPA-S	TRPA-S	TRPA-S
	(C) Resource protection, restoration, and management	TRPA-P	TRPA-P	TRPA-P
	(D) Tree farms	TRPA-P	TRPA-P	TRPA-P
#5	**Logan Creek (LC) Subarea**	**T-RES**	**SA #1**	
	Residential			
	(A) Single-family dwelling (includes condominiums)	P	P	
	Commercial			
	(A) Eating and drinking places		S [1]	
	Public service			
	(A) Public health and safety facilities, local	S	S	
	(B) Public utility centers	S	S	
	Linear public facilities			
	(A) Pipelines and power transmission	S	S	
	(B) Transit stations and terminals	S	S	
	(C) Transmission and receiving facilities	S	S	
	(D) Transportation routes	S	S	
	Recreation			
	(A) Beach recreation	P	P	
	(B) Day use areas	P	P	
	(C) Group facilities	S	S	
	(D) Marinas		TRPA-S	
	(E) Participant sports facilities	S	S	

	(F) Riding and hiking trails	P	P	
	(G) Rural sports	S	S	
	Resource Management			
	(A) Resource protection, restoration, and management	P	P	
	Special Requirement: [1] New commercial uses are limited to the existing marina site.			
#6	**Cave Rock Subarea**	**T-RES**		
	Residential	P		
	(A) Single-family dwelling			
	Public service			
	(A) Public health and safety facilities, local	S		
	(B) Public utility centers	S		
	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		
	(D) Transportation routes	S		
	Recreation			
	(A) Beach recreation	P		
	(B) Day use areas	P		
	(C) Participant sports facilities	S		
	(D) Riding and hiking trails	P		
	Resource Management			
	(A) Resource protection, restoration, and management	P		
#7	**Lincoln Subarea**	**T-RES**	**SA #1**	
	Residential			
	(A) Mobile Home Dwelling	S	S	
	(B) Single-family dwelling	P	P	
	Commercial			
	(A) Eating and drinking places		P	
	(B) General retail		P/S[1]	
	(C) Service stations		P	
	Services			
	(A) Professional offices		S	
	Public service			
	(A) Public health and safety facilities, local	S	S	
	(B) Public utility centers	S	S	
	Linear public facilities			
	(A) Pipelines and power transmission	S	S	
	(B) Transit stations and terminals	S	S	

	(C) Transmission and receiving facilities	S	S	
	(D) Transportation routes	S	S	
	Recreation			
	(A) Beach recreation	P	P	
	(B) Boat launching facilities	P	P	
	(C) Day use areas	P	P	
	(D) Outdoor recreation concessions	S	S	
	(E) Participant sports facilities	S	S	
	(F) Riding and hiking trails	P	P	
	Resource Management			
	(A) Resource protection, restoration, and management	P	P	
	Special Requirements: [1] Limited to food and beverage retail and general merchandise stores. Food and beverage retail is permitted by right (P) and general merchandise stores require a special use permit (S).			
#8	**Lakeridge Subarea**	**T-RES**		
	Residential			
	(A) Single-family dwelling	P		
	Public service			
	(A) Public health and safety facilities, local	S		
	(B) Public utility centers	S		
	(C) Religious assembly	S		
	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		
	(D) Transportation routes	S		
	Recreation			
	(A) Beach recreation	P		
	(B) Day use areas	P		
	(C) Participant sports facilities	S		
	(D) Riding and hiking trails	P		
	Resource Management			
	(A) Resource protection, restoration, and management	P		
#9	**Skyland Subarea**	**T-RES**		
	Residential			
	(A) Single-family dwelling	A		
	Public service			
	(A) Day care centers/pre-schools	S		
	(B) Public health and safety facilities, local	S		
	(C) Public utility centers	S		

	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		
	(D) Transportation routes	S		
	Recreation			
	(A) Beach recreation	P		
	(B) Day use areas	P		
	(C) Participant sports facilities	S		
	Resource Management			
	(A) Resource protection, restoration, and management	P		
#10	**Zephyr Cove Subarea**	**T-R**		
	Residential			
	(A) Employee housing	S		
	(B) Raising domestic animals	S		
	(C) Single-family dwelling [1]	S		
	Tourist Accommodation			
	(B) Hotel, motel, and other transient dwelling units	S		
	Commercial			
	(A) Eating and drinking places	S		
	(B) General retail	S[2]		
	(C) Outdoor retail sales	S		
	(D) Secondary storage	S		
	(E) Service stations	S		
	Entertainment			
	(A) Amusements and recreation services	S		
	Public service			
	(A) Cemeteries	S		
	(B) Cultural facilities	S		
	(C) Government offices and facilities	S		
	(D) Membership organizations	S		
	(E) Public health and safety facilities, local	S		
	(F) Public owned assembly and entertainment	S		
	(G) Public utility centers	S		
	(H) Religious assembly	S		
	(I) Schools – college	S		
	(J) Schools - kindergarten through secondary	S		
	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		

	(D) Transportation routes	S		
	Recreation			
	(A) Beach recreation	P		
	(B) Campground, developed	P		
	(C) Campground, undeveloped	P		
	(D) Cross country ski courses	S		
	(E) Day use areas	P		
	(F) Group facilities	S		
	(G) Marinas	TRPA-S		
	(H) Outdoor recreation concessions	P		
	(I) Participant sports facilities	S		
	(J) Recreation centers	P		
	(K) Riding and hiking trails	P		
	(L) Rural sports	S		
	(M) Snowmobile courses	S		
	Resource Management			
	(A) Resource protection, restoration, and management	P		
	Special Requirements: [1] Existing residential uses, outside of lands under public ownership, shall be allowed to remain as allowed uses with opportunities for expansion consistent with TRPA regulations. New single family dwellings permitted through transfer of development (TDR) shall not be eligible for residential bonus units. [2] Limited to food and beverage retail and general merchandise stores.			
#11	**Marla Bay/Zephyr Heights Subarea**	**T-RES**	**SA#1**	**SA#2**
	Residential			
	(A) Single-family dwelling	P	P	P
	Tourist accommodation			
	(A) Hotel, motel and other transient dwelling units		S	S
	Commercial			
	(A) Eating and drinking places		P	
	(B) General retail		P/S[1]	
	Entertainment			
	(A) Privately owned assembly and entertainment			S
	Services			
	(A) Personal service facility		P	
	(B) Professional offices		S	
	Public service			
	(A) Day care centers/pre-schools	S	S	S
	(B) Public health and safety facilities, local	S	S	S
	(C) Public utility centers	S	S	S
	Linear public facilities			
	(A) Pipelines and power transmission	S	S	S

	(B) Transit stations and terminals	S	S	S
	(C) Transmission and receiving facilities	S	S	S
	(D) Transportation routes	S	S	S
	Recreation			
	(A) Beach recreation	P	P	P
	(B) Day use areas	P	P	P
	(C) Group facilities			S
	(D) Outdoor recreation concessions			S
	(F) Participant sports facilities	S	S	S
	(G) Riding and hiking trails	P	P	P
	Resource Management			
	(A) Resource protection, restoration, and management	P	P	P
	Special Requirements: [1] Limited to food and beverage retail and general merchandise stores. Food and beverage retail is permitted by right (P) and general merchandise stores require a special use permit (S).			
#12	**Round Mound Subarea**	**T-RES**		
	Residential			
	(A) Domestic animal raising	S		
	(B) Employee housing	S		
	(C) Single-family dwelling	P		
	(D) Summer home	S		
	Tourist Accommodation			
	(A) Hotel, motel, and other transient dwelling units	S		
	Public service			
	(A) Government offices and facilities	S		
	(B) Public health and safety facilities, local	S		
	(C) Religious assembly	S		
	(D) Pipelines and power transmission	S		
	(E) Transit stations and terminals	S		
	(F) Transportation routes	S		
	Recreation			
	(A) Beach recreation	P		
	(B) Campground, developed	P		
	(C) Campground, undeveloped	P		
	(D) Cross country ski courses	S		
	(E) Day use areas	P		
	(F) Group facilities	S		
	(G) Marinas	TRPA-S		
	(H) Outdoor recreation concessions	P		
	(I) Recreation centers	S		
	(J) Riding and hiking trails	P		
	(K) Rural sports	S		

	Resource Management			
	(A) Resource protection, restoration, and management	P		
#13	**Elk Point Subarea**	**T-RES**		
	Residential			
	(A) Single-family dwelling	P		
	Public service			
	(A) Public health and safety facilities, local	S		
	(B) Public utility centers	S		
	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		
	(D) Transportation routes	S		
	Recreation			
	(A) Beach recreation	P		
	(B) Day use areas	P		
	(C) Participant sports facilities	S		
	(D) Riding and hiking trails	P		
	Resource Management			
	(A) Resource protection, restoration, and management	P		
#14	**Nevada 4-H Camp Subarea**	**T-R**		
	Residential			
	(A) Single-family dwelling	S		
	Commercial			
	(A) Eating and drinking places (need definition)	S		
	Public Service			
	(A) Public health and safety facilities, local	S		
	(B) Public utility centers	S		
	(C) Schools - kindergarten through secondary	S		
	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		
	(D) Transportation routes	S		
	Recreation			
	(A) Beach recreation	P		
	(B) Cross country ski courses	S		
	(C) Day use areas	P		
	(D) Golf courses	P		

	(E) Group facilities	S		
	(F) Marinas	TRPA-S		
	(G) Outdoor recreation concessions	P		
	(H) Participant sports facilities	S		
	(I) Riding and hiking trails	P		
	(J) Snowmobile courses	S		
	Resource Management			
	(A) Resource protection, restoration, and management	P		
#15	**Rabe Subarea**	**T-R**[1]		
	Residential			
	(A) Single-family dwelling	S		
	Public service			
	(B) Cultural facilities	S		
	(G) Membership organizations	S		
	(I) Public health and safety facilities, local	S		
	(K) Public utility centers	S		
	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transportation routes	S		
	Recreation			
	(A) Beach recreation	P		
	(B) Campground, developed	P		
	(C) Campground, undeveloped	P		
	(D) Cross country ski courses	S		
	(E) Day use areas	P		
	(F) Group facilities	S		
	(G) Marinas	TRPA-S		
	(H) Outdoor recreation concessions	P		
	(I) Participant sports facilities	S		
	(J) Riding and hiking trails	P		
	(K) Rural sports	S		
	(L) Snowmobile courses	S		
	(M) Visitor information centers	S		
	Resource Management			
	(A) Resource protection, restoration, and management	P		
	[1] The Bitler property and Elk Point property shall be required to implement scenic improvements and BMP retrofit programs as part of any Agency project approval.			
#16	**Round Hill/Tahoe Dempsey Subarea**	**T-RES**		

	Residential			
	(A) Employee housing	S		
	(B) Multiple-family dwelling.	S		
	(C) Single-family dwelling	S		
	Tourist Accommodation			
	(A) Time sharing (residential design)	S		
	Public service			
	(A) Post office	S		
	(B) Public health and safety facilities, local	S		
	(C) Public utility centers	S		
	(D) Religious assembly	S		
	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		
	(D) Transportation routes	S		
	Recreation			
	(A) Cross country ski courses	S		
	(B) Day use areas	P		
	(C) Participant sports facilities	S		
	(D) Riding and hiking trails	P		
	Resource Management			
	(A) Resource protection, restoration, and management	P		
#17	**Lake Village Subarea**	**T-RES**	**SA #1** [1] [2]	
	Residential			
	(A) Multiple-family dwelling [1] [2]	P	P	
	(B) Single-family dwelling	P	P	
	Services			
	(A) Health care services	S		
	(B) Professional offices	P		
	Public service			
	(A) Public health and safety facilities, local	S	S	
	(B) Public utility centers	S		
	Linear public facilities			
	(A) Pipelines and power transmission	S	S	
	(B) Transit stations and terminals	S	S	
	(C) Transmission and receiving facilities	S	S	
	(D) Transportation routes	S	S	
	Recreation			
	(A) Day use areas	P	P	

	(B) Participant sports facilities	S		
	(C) Riding and hiking trails	P	P	
	Resource Management			
	(A) Resource protection, restoration, and management	P	P	
	Special Requirements: [1] Permitted only in Special Area #1 or on lots designated as eligible for multi-density on the approved subdivision map. [2] For Special Area #1, the maximum residential density shall not exceed three (3) dwelling units per acre. Access shall be from Lake Village Drive only. All buildings and parking areas shall be set back 200 feet from the U.S. Hwy 50 right-of-way line. A minimum of 75% of any existing development, including residential development rights, transferred in for residential purposes shall be transferred from low land capability (Class 1-3) or from IPES parcels that are scored below 726, as appropriate.			
#18	**Round Hill Residential Subarea**	**T-RES**		
	Residential			
	(A) Multiple-family dwelling	S		
	(B) Single-family dwelling	P		
	Public service			
	(A) Day care centers/pre-schools	S		
	(B) Public health and safety facilities, local	S		
	(C) Public utility centers	S		
	(D) Religious assembly	S		
	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		
	(D) Transportation routes	S		
	Recreation			
	(A) Day use areas	P		
	(B) Participant sports facilities	S		
	(C) Riding and hiking trails	P		
	Resource Management			
	(A) Resource protection, restoration, and management	P		
#19	**Douglas County Sewer Improvement District Subarea**	**T-MU**	**SA #1**	
	Residential			
	(A) Employee housing	S	S	
	(B) Multiple-family dwelling	S	S	
	(C) Multi-person dwelling	S	S	
	Services			
	(A) Health care services	S	S	

	(B) Personal services	S	S	
	(C) Professional offices	S	S	
	Wholesale/Storage			
	(A) Vehicle storage & parking	S		
	Public service			
	(A) Collection stations	S		
	(B) Cultural facilities	S		
	(C) Government offices and facilities	P		
	(D) Local assembly and entertainment	S		
	(E) Public health and safety facilities, regional	P		
	(F) Public utility centers	P		
	(G) Schools – college	S	S	
	(H) Schools - kindergarten through secondary	P	S	
	Linear public facilities			
	(A) Pipelines and power transmission	P		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	P		
	(D) Transportation routes	S		
	Recreation			
	(A) Cross country ski courses	S		
	(B) Day use areas	P		
	(C) Outdoor recreation concessions	S		
	(D) Participant sports facilities	S		
	(E) Riding and hiking trails	P		
	(F) Sport assembly	S		
	Resource Management			
	(A) Resource protection, restoration, and management	P	S	
Special Requirements: The Kingsbury Middle School site is designated as Special Area #1. Redevelopment of the Kingsbury Middle School site will require a Special Use Permit from TRPA. Any development on this site is limited to 286 daily trips. Single-family dwellings are limited to two or more attached units, such as a townhouse or condominium, on the Kingsbury Middle School site.				
#20	**Oliver Park Subarea**	**T-RES**		
	Residential			
	(A) Employee housing	S		
	(B) Mobile Home Dwelling	S		
	(C) Multiple-family dwelling.	P		
	(D) Multi-person dwelling	S		
	(E) Single-family dwelling	P		
	Public service			
	(A) Day care centers/pre-schools	S		
	(B) Public health and safety facilities, local	S		
	(C) Public utility centers	S		

	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		
	(D) Transportation routes	S		
	Recreation			
	(A) Day use areas	P		
	(B) Participant sports facilities	S		
	(C) Riding and hiking trails	P		
	Resource Management			
	(A) Resource protection, restoration, and management	P		
#21	**Middle Kingsbury Subarea**	**T-RES**		
	Residential			
	(A) Mobile Home Dwelling	S		
	(B) Single-family dwelling	P		
	Public service			
	(A) Day care centers/pre-schools	S		
	(B) Post office	S		
	(C) Public health and safety facilities, local	S		
	(D) Public utility centers	S		
	E) Religious assembly	S		
	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		
	(D) Transportation routes	S		
	Recreation			
	(A) Day use areas	P		
	(B) Participant sports facilities	S		
	(C) Riding and hiking trails	P		
	Resource Management			
	(A) Resource protection, restoration, and management	P		
#22	**Chimney Rock Subarea**	**T-RES**		
	Residential			
	(A) Single-family dwelling	P		
	Public service			
	(A) Post office	S		
	(B) Public health and safety facilities, local	S		
	(C) Public utility centers	S		

	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		
	(D) Transportation routes	S		
	Recreation			
	(A) Day use areas	P		
	(B) Participant sports facilities	S		
	(C) Riding and hiking trails	P		
	Resource Management			
	(A) Resource protection, restoration, and management	P		
#23	**Kingsbury Drainage Subarea**	**T-R**	**SA #1**	**SA #2**
	Residential			
	(A) Raising domestic animals	S	S	S
	(B) Single-family dwelling	S	S	S
	(C) Summer homes	S	S	S
	Wholesale/Storage			
	(A) Storage yards		S	S
	Public service			
	(A) Cemeteries	S		
	(B) Public health and safety facilities, local	S	S	S
	(C) Public utility centers		S	S
	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(C) Transmission and receiving facilities	S		
	(D) Transportation routes	S		
	Recreation			
	(A) Campground, developed	S	S	S
	(B) Campground, undeveloped	S	S	S
	(C) Cross country ski courses	S	S	S
	(D) Day use areas	S	S	S
	(E) Group facilities	S	S	S
	(F) Off-road vehicle courses	S	S	S
	(G) Riding and hiking trails	P	P	P
	(H) Rural sports		S	S
	(I) Snowmobile courses	S	S	S
	Resource Management			
	(A) Farm/Ranch accessory structures	P	P	P
	(B) Grazing and range improvement/pasture management	P	P	P
	(C) Resource protection, restoration, and management	P	P	P

	(D) Tree farm	P	P	P
#24	**Kingsbury Village Subarea**	**T-RES**		
	Residential			
	(A) Single-family dwelling	P		
	Public service			
	(A) Day care centers/pre-schools	S		
	(B) Post office	S		
	(C) Public health and safety facilities, local	P		
	(D) Public utility centers	S		
	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		
	(D) Transportation routes	S		
	Recreation			
	(A) Day use areas	P		
	(B) Participant sports facilities	S		
	(C) Riding and hiking trails	P		
	Resource Management			
	(A) Resource protection, restoration, and management	P		
#25	**Upper Kingsbury Subarea**	**T-RES**		
	Residential			
	(A) Single-family dwelling	P		
	Commercial			
	(A) Personal service facility	S		
	Services			
	(E) Professional offices	S		
	Public service			
	(A) Day care centers/pre-schools	S		
	(B) Post office	S		
	(C) Public health and safety facilities, local	S		
	(D) Public utility centers	S		
	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		
	(D) Transportation routes	S		
	Recreation			
	(A) Day use areas	P		
	(B) Participant sports facilities	S		

	(C) Riding and hiking trails	P		
	Resource Management			
	(A) Resource protection, restoration, and management	P		
#26	**Kingsbury Heights Subarea**	**T-RES**		
	Residential			
	(A) Mobile Home Dwelling	S		
	(B) Single-family dwelling	P		
	Public service			
	(A) Post office	S		
	(B) Public health and safety facilities, local	S		
	(C) Public utility centers	S		
	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		
	(D) Transportation routes	S		
	Recreation			
	(A) Day use areas	P		
	(B) Participant sports facilities	S		
	(C) Riding and hiking trails	P		
	Resource Management			
	(A) Resource protection, restoration, and management	P		
#27	**Palisades Subarea**	**T-RES**	**SA #1** [1]	
	Residential			
	(A) Single-family dwelling	P	P	
	Tourist Accommodation			
	(A) Bed and breakfast facilities	S	S	
	Commercial			
	(A) Eating and drinking places		S	
	(D) General retail		S [2]	
	Services			
	(A) Personal services		S	
	(B) Professional offices		S	
	Public service			
	(A) Post office	S	S	
	(B) Public health and safety facilities, local	S	S	
	(C) Public utility centers	S	S	
	Linear public facilities			
	(A) Pipelines and power transmission	S	S	

	(B) Transit stations and terminals	S	S	
	(C) Transmission and receiving facilities	S	S	
	(D) Transportation routes	S	S	
	Recreation			
	(E) Day use areas	P	P	
	(L) Participant sports facilities	S	S	
	(N) Riding and hiking trails	P	P	
	Resource Management			
	(A) Resource protection, restoration, and management	P	P	
	Special Requirements: [1] In Special Area #1, commercial development shall be limited to parcels containing such development and new uses or change in use shall be limited to neighborhood serving uses which reduce vehicle miles traveled. [2] Limited to food and beverage retail sales and general merchandise stores.			
#28	**Heavenly Valley Nevada Subarea** [1]	**T-R**		
	Public service			
	(A) Power generating	S		
	(B) Public health and safety facilities, local	S		
	(C) Public utility centers	S		
	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		
	(D) Transportation routes	S		
	Recreation [2]			
	(A) Cross country ski courses	S		
	(B) Day use areas	P		
	(C) Downhill ski facilities	P		
	(D) Outdoor recreation concessions	P		
	(E) Participant sports facilities	S		
	(F) Riding and hiking trails	P		
	(G) Snowmobile courses	S		
	Resource Management			
	(A) Farm/Ranch accessory structures	S		
	(B) Grazing and range improvement/pasture management	P		
	(C) Resource protection, restoration, and management	P		
	(D) Tree farms	S		
	Special Requirements: [1] This Subarea is subject to the provisions of the Heavenly Mountain Resort Master Plan. [2] Expansion of recreation facilities which require an allocation or transfer of additional Persons at one time (PAOTs) may only be permitted after a finding that public transit is serving the associated recreation facilities at the time the PAOTS are allocated or transferred.			

	[3] The internal boundary between the Heavenly Nevada Subarea and California Plan Areas shall not be used to determine compliance with the Maximum Community Noise Equivalent Level (CNEL) standards. Only non-Heavenly Subarea boundaries shall be used.			
#29	**Tahoe Village Subarea**	**T-RES**		
	Residential			
	(A) Multiple-family dwelling	S		
	(B) Single-family dwelling	P		
	Tourist Accommodation			
	(A) Time sharing (residential design)	P		
	Public service			
	(A) Public health and safety facilities, local	S		
	(B) Public utility centers	S		
	Linear public facilities			
	(A) Pipelines and power transmission	S		
	(B) Transit stations and terminals	S		
	(C) Transmission and receiving facilities	S		
	(D) Transportation routes	S		
	Recreation			
	(A) Day use areas	P		
	(B) Participant sports facilities	S		
	(C) Riding and hiking trails	P		
	Resource Management			
	(A) Resource protection, restoration, and management	P		
#30	**Round Hill Mixed-Use Subarea**	**T-MU**	**SA #1**	**SA#2**
	Residential			
	(A) Employee housing	S	S	S
	(B) Multiple-family dwelling	S	S	S
	(C) Multi-person dwelling			P
	(D) Nursing and personal care	S	S	S
	(E) Residential care	S	S	S
	(F) Single-family dwelling			P
	Tourist Accommodation			
	(A) Bed and breakfast facilities	P	P	
	(B) Hotel, motel, and other transient dwelling units	S	S	S
	(C) Time sharing (hotel/motel design)	S	S	S
	(D) Time sharing (residential design)	S	S	S
	Commercial			
	(A) Eating and drinking places	P	P	P
	(B) General Retail	P	P	P
	(C) Nursery	S	S	S

	(D) Outdoor retail sales		S	
	(E) Service stations		P	
	Entertainment			
	(A) Amusements and recreation services		P	S
	(C) Outdoor amusements		S	
	(D) Privately owned assembly and entertainment	S	S	S
	Services			
	(A) Animal services	S	S	S
	(B) Auto repair and service		S	
	(C) Business support services		S	P
	(D) Health care services		P	P
	(E) Personal service facility	P	P	P
	(F) Professional offices	P	P	P
	(G) Schools - business and vocational	P	P	P
	(H) Secondary storage		S	P
	Light Industrial			
	(A) Small scale manufacturing	S	S	S
	Wholesale/Storage			
	(A) Vehicle storage & parking	S	S	S
	(B) Warehousing	S	S	S
	(C) Wholesale and distribution		S	
	Public service			
	(A) Collection stations	S	S	S
	(B) Cultural facilities	P	P	P
	(C) Day care centers/pre-schools	P	P	P
	(D) Government offices and facilities	P	P	P
	(E) Local assembly and entertainment	S	S	S
	(F) Membership organizations	P	P	P
	(G) Post office	P	P	P
	(H) Public health and safety facilities, local	P	S	P
	(I) Public health and safety facilities, regional	S	S	S
	(J) Public owned assembly and entertainment		S	
	(K) Religious assembly	P	P	P
	(L) Schools – college		S	
	(M) Schools - kindergarten through secondary	S	S	S
	(N) Social service organizations	P	P	P
	Linear public facilities			
	(A) Pipelines and power transmission	S	S	S
	(B) Transit stations and terminals	P	P	P
	(C) Transmission and receiving facilities	S	S	S
	(D) Transportation routes	S	S	
	Recreation			
	(A) Cross country ski courses	S	S	S

	(B) Day use areas	P	P	P
	(C) Golf courses			
	(D) Outdoor recreation concessions	S	S	S
	(E) Participant sports facilities	S	S	S
	(F) Recreation centers	S	S	S
	(G) Riding and hiking trails	P	P	P
	(H) Rural sports			S
	(I) Visitor information centers	P	P	P
	Resource Management			
	(A) Resource protection, restoration, and management	P	P	P

B. The following are general standards that apply to Subareas:

1. Mobile home dwelling shall only be permitted within mobile home parks established before December 12, 2012.

2. Renovations or additions to existing school facilities shall be permitted and new school facilities shall require a special use permit.

3. Downhill ski facilities are only permitted within an approved Master Plan, pursuant to Chapter 14, Specific and Master Plans, of the TRPA Code of Ordinances.

4. No new golf courses shall be permitted.

5. New transportation routes shall only be permitted if included in the adopted Regional Transportation Plan or Bicycle and Pedestrian Plan.

6. New or additional commercial development shall be limited to areas within the T-MU zoning district. Commercial development outside of the T-MU zoning district may be maintained or redeveloped, but shall not be expanded.

20.703.125 Accessory uses.

Accessory uses may be permitted per Sections 21.3.1 through 21.3.8 of the TRPA Code of Ordinances.

20.703.130 List of primary uses and use definitions.

Use	Definition
Residential	
Employee housing	Residential units owned and maintained by public or private entities for housing employees.
Mobile home dwelling	A home built entirely in the factory on a non-removable steel chassis that is transported to the building site on its own wheels and was installed prior to June 15, 1976, when the Federal Manufactured Home Construction and Safety Standards (commonly known as the HUD Code) went into effect.
Multiple-family dwelling	More than one residential unit located on a parcel. Multiple-family dwellings may be contained in separate buildings such as two or more detached houses on a single parcel, or in a larger building on a parcel such as a duplex, a triplex, or an apartment building. Vacation rentals are included, up to but not exceeding a four-plex, provided they meet the Local Government Neighborhood Compatibility Requirements as defined in the

	TRPA Code of Ordinances. One detached secondary residence is included.
Use	**Definition**
Multi-person dwelling	A building designed primarily for permanent occupancy by individuals unrelated by blood, marriage, or adoption in other than single-family dwelling units or transient dwelling units. A multi-person dwelling includes, but is not limited to, facilities such as dormitories and boarding houses, but not such facilities as hotels, motels, and apartment houses.
Nursing and personal care	Residential establishments with in-patient beds providing nursing and health-related care as a principal use, such as skilled nursing care facilities, extended care facilities, convalescent and rest homes, and board and care homes.
Raising domestic animals	The keeping, feeding, or grazing of animals as an avocation, hobby, or school project, secondary to the principal residential use of a property greater than two acres. The use applies to species commonly considered as farm animals, but does not include exotic animals. Household pets, such as dogs and cats, are included when such animals are being bred for commercial reasons. Outside storage or display is included as part of the use.
Residential care	Establishments primarily engaged in the provision of residential social and personal care for children, the aged, and special categories of persons with some limits on ability for self-care, but where medical care is not a major element. The use includes, but is not limited to, children's homes, halfway houses, orphanages, rehabilitation centers, and self-help group homes.
Single-family dwelling (includes condominiums)	One residential unit located on a parcel. A single-family dwelling unit may be contained in a detached building such as a single-family house, or in a subdivided building containing two or more parcels such as a town house condominium. Vacation rentals are included provided they meet the Local Government Neighborhood Compatibility Requirements as defined in the TRPA Code of Ordinances. A caretaker residence is included.
Summer home	A cabin-type single-family house intended primarily for intermittent vacation use and located in USFS summer home tracts or other remote recreation sites. Such structures are generally located in areas of restricted winter access.
Tourist Accommodation	
Bed and breakfast facilities	Residential-type structures that have been converted to or constructed as tourist accommodation facilities where bedrooms without individual cooking facilities are rented for overnight lodging, and where at least one meal daily is provided. The use does not include "Hotels and Motels," which are defined separately; nor rooming and boarding houses (see "Multi-Family Dwellings").
Hotel, motel, and other transient dwelling units	Commercial transient lodging establishments, including hotels, motor-hotels, motels, tourist courts, or cabins, primarily engaged in providing overnight lodging for the general public whose permanent residence is elsewhere. This use does not include Bed and Breakfast Facilities or Vacation Rentals.
Time sharing (hotel/motel design)	A right to exclusively use, occupy, or possess a tourist accommodation unit of a hotel/motel design without kitchen units, according to a fixed or floating time schedule on a periodic basis occurring annually over a period of time in excess of three years.

Time sharing (residential design)	A right to exclusively use, occupy, or possess a tourist accommodation unit of a residential design with kitchen units, according to a fixed or floating time schedule on a periodic basis occurring annually over a period of time in excess of three years.
Use	**Definition**
Commercial	
Eating and drinking places	Restaurants, bars, and other establishments selling prepared foods and drinks for on-premise consumption, as well as facilities for dancing and other entertainment that are accessory to the principal use of the establishment as an eating and drinking place. The use also includes drive-in restaurants, lunch counters, and refreshment stands selling prepared goods and drinks for immediate consumption.
General retail	An establishment for the retail sale. A retail facility includes but is not limited to antique or art shops, clothing, drug, dry good, florist, furniture, gift, building materials, grocery, hobby, mailing services, office supply, package liquor, paint, pet, shoe, sporting, automobile parts, books, toy stores, and other miscellaneous retail shopping goods (auto, mobile home and vehicle sales are not included in this definition).
Nursery	Commercial retail and wholesale establishment where plants are grown or stored for transplanting at other sites. Outside storage or display is included as part of the use.
Outdoor retail sales	Retail trade establishments operating outside of buildings on a daily or weekly basis, such as: roadside stands; flea markets; swap meets; seasonal sales involving Christmas trees, pumpkins, or other seasonal items; regular sales of art or handcrafted items in conjunction with community festivals or art shows; and retail sales of various products from individual motor vehicles locations outside the public right-of-way, not including bakery, ice cream, and similar vending vehicles that conduct all sales within the right-of-way and do not stop in any location except on customer demand. Outside storage or display is included as part of the use.
Service stations	Retail trade establishments primarily engaged in the sale of gasoline, which may also provide lubrication, oil change and tune-up services, and the sale of automotive products incidental to gasoline sales. The use may also include as accessory uses towing, mechanical repair services, car washing and waxing, and trailer rental. The use does not include storage of wrecked or abandoned vehicles, paint spraying body and fender work, and retail sale of gasoline as an accessory use to food and beverage retail sales when limited to not more than two pumps.
Entertainment	
Amusements and recreation services	Establishments providing amusement or entertainment for a fee or admission charge, such as: arcades and coin-operated amusements; billiard and pool halls; bowling alleys; card rooms; clubs and ballrooms that are principal uses rather than being subordinate to an eating or drinking place; dance halls; gymnasiums; health and athletic clubs; ice skating and roller skating facilities; indoor sauna, spa, or hot tub facilities; motion picture theaters; and tennis, handball, racquetball, indoor archery and shooting ranges, and other indoor sports activities.

Use	Definition
Gaming-non restricted	Establishments, regulated pursuant to Article VI(d) through (i) of the Compact, that deal, operate, carry on, conduct, maintain, or expose for play any banking or percentage game played with cards, dice, or any mechanical device or machine for money, property, checks, credit, or any representative of value. The use does not include social games played solely for drinks, or cigars or cigarettes served individually, games played in private homes or residences for prizes, or games operated by charitable or educational organizations to the extent excluded by state law. Restricted gaming is permissible only as an accessory use.
Outdoor amusements	Commercial establishments for outdoor amusement and entertainment such as: amusement parks; theme and kiddie parks; go cart and miniature auto race tracks; ice rinks; and miniature golf courses. Outside storage or display is included as part of the use.
Privately owned assembly and entertainment	Commercially operated facilities for public assembly and group entertainment with a capacity of greater than 300 people, such as: auditoriums; exhibition and convention halls; theaters, meeting halls and facilities for "live" theatrical presentations or concerts by bands and orchestras; amphitheaters; meeting halls for rent; and similar public assembly uses.
Services	
Animal services	Establishments primarily engaged in performing services for animals, such as veterinary services, animal hospitals, animal grooming, and pet sitting and overnight boarding services.
Auto repair and service	Service establishments engaged in repair, alteration, painting, washing, or waxing of automobiles as a principal use. Outside storage is included as part of the use. Automobile repair and service is also allowed in areas where Industrial Services are permitted.
Business support services	Service establishments within buildings that provide other businesses with services including maintenance, repair and service, testing, and rental. This includes establishments such as: outdoor advertising services, mail advertising services (reproduction and shipping); blueprinting, photocopying, and photofinishing; computer-related services (rental, repair, and maintenance); commercial art and design (production); film processing laboratories; and services to structures such as window cleaning, exterminators, janitorial services, and business equipment repair services.
Health care services	Service establishments primarily engaged in furnishing medical, mental health, surgical, and other personal health services such as: medical, dental, and psychiatric offices; medical and dental laboratories; outpatient care facilities; and allied health services. Associations or groups primarily engaged in providing medical or other health services to members are included. Nursing homes and similar long-term personal care facilities are classified in "Nursing and personal care," and mental health-related services, including various types of counseling practiced by licensed individuals other than medical doctors or psychiatrists or unlicensed individuals, are included under Professional Offices.

Use	Definition
Laundries and dry cleaning plant	Service establishments primarily engaged in high-volume laundry and garment services, such as power laundries (family and commercial); garment pressing and dry cleaning; linen supply; diaper service; industrial laundries; and carpet and upholstery cleaners. The use does not include coin-operated laundries or dry cleaning pick-up stores without dry cleaning equipment (see "Retail and personal service facilities").
Personal service facility	A personal service facility includes facilities primarily engaged in providing services generally involving the care of persons, such as: beauty and barber shops; nail salons; shoe repair shops; saunas and hot tubs; massage services; laundromats (self-service laundries); dry cleaning pick-up stores and small-scale dry cleaners without pick-up and delivery services; clothing rental; dating services; offsite rental of sporting equipment; health and wellness services; minor medical services, and wedding chapels. The use may also include the accessory retail sales of products related to the services provided.
Professional offices	A place where the following kinds of business are transacted or services rendered: engineering, architectural and surveying; real estate agencies; educational, scientific and research organizations; financial services; writers and artists; advertising agencies; photography and commercial art studios; publishing with offsite printing facilities; broadcasting studios; employment services; off premise concessions (OPC); reporting services; computer services; management, public relations, and consulting services; organizational offices; detective agencies; professional services; attorneys; and counseling services (other than licensed psychiatrists; see "Health Care Services"). Incidental offices are considered accessory uses to a primary use.
Schools - business and vocational	Business and vocational schools offering specialized trade and commercial courses.
Secondary storage	Outdoor storage that is accessory to a primary use.
Light Industrial	
Food and kindred products	Manufacturing establishments producing or processing foods and beverages for human consumption and certain related products for distribution within the region, such as beverages and liquors processing, and miscellaneous food preparation from raw products. Outside storage or display is included as part of the use.
Industrial services	Service establishments providing other businesses with services, including maintenance, repair, service, testing, publishing, and rental. This includes establishments such as: welding repair, armature rewinding, and heavy equipment repair, vehicle repair; research and development laboratories, including testing facilities; soils and materials testing laboratories; equipment rental businesses that are entirely within buildings, including leasing tools, machinery and other business item; and other business services of a "heavy service" nature. Outside storage or display is included as part of the use.
Recycling and scrap	Establishments engaged in assembling, breaking up, sorting, temporary storage, and distribution of recyclable or reusable scrap and waste materials, including auto wreckers engaged in dismantling automobiles for scrap. Outside storage or display is included as part of the use. The use does not include terminal waste disposal sites, which are prohibited, and temporary storage of toxic or radioactive waste materials.

Use	Definition
Small scale manufacturing	Establishments considered to be light manufacturing or cottage industry that produce jewelry, silverware and plated ware; musical instruments; toys; sporting and athletic goods; pens, pencils, and other office and artists' materials; buttons, costume novelties, miscellaneous notions; brooms and brushes; caskets; and other miscellaneous manufacturing industries. The use also includes artisan and craftsman-type operations that are not home occupations and that are not secondary to on-site retail sales. The use also includes small-scale blacksmith and welding services and the manufacture of trusses. Outside storage or display is included as part of the use.
Wholesale/storage	
Storage yards	Service establishments primarily engaged in the outdoor storage of motor vehicles, construction equipment, materials or supplies, fire wood lots, or industrial supplies. Outside storage or display is included as part of the use.
Vehicle and freight terminals	Transportation establishments furnishing services incidental to transportation, such as: freight forwarding services; transportation arrangement services; packing, crating, inspection and weighing services; freight terminal facilities; joint terminal and service facilities; trucking facilities, including transfer and storage; and postal service bulk mailing distribution centers. Outside storage or display is included as part of the use.
Vehicle storage & parking	Service establishments primarily engaged in the business of storing operative cars, buses, or other motor vehicles. The use includes both day use and long-term public and commercial garages, parking lots, and structures. Outside storage or display is included as part of the use. The use does not include wrecking yards (see "Recycling and scrap").
Warehousing	Establishments primarily engaged in the storage of furniture, household goods, or other commercial goods, such as warehouses and storage or mini-storage facilities offered for rent or lease to the general public. The use does not include warehouse facilities where the primary purpose of storage is for goods for wholesaling distribution. Outside storage or display is included as part of the use. The use does not include terminal facilities for handling freight (see "Vehicle and freight terminals").
Wholesale and distribution	Establishments engaged in the storage of merchandise for sale to retailers; to industrial, commercial, institutional, or professional business users; or to other wholesalers; or acting as agents or brokers in buying merchandise for or selling merchandise to such persons or companies. The use includes such establishments as: merchant wholesalers; agents, merchandise or commodity brokers, and commission merchants; and assemblers. Outside storage or display is included as part of the use.
Public service	
Cemeteries	Interment establishment engaged in subdividing property into cemetery lots and offering burial plots or air space for sale. This includes establishments such as: animal cemeteries; cemetery associations; and cemetery, mausoleum, and columbarium. The use does not include funeral parlors, cemetery real estate operations, and related facilities listed under "Personal Services."

Use	Definition
Collection stations	Establishments engaged in the temporary accumulation and storage of recyclable or discarded materials, including toxic and hazardous wastes, which are subsequently transported to recycling centers or solid waste disposal sites for further processing on a regular and consistent schedule. Outside storage or display is included as part of the use.
Cultural facilities	Permanent public or quasi-public facilities generally of a noncommercial nature, such as art exhibitions, planetariums, botanical gardens, libraries, museums, archives, interpretive centers, and arboretums.
Day care centers/pre-schools	Establishments used for the care of seven or more children residing elsewhere.
Government offices and facilities	Buildings containing offices or facilities for public or quasi-public entities, including administrative offices and meeting rooms.
Hospitals	Establishments primarily engaged in providing diagnostic services and extensive medical treatment, including surgical and other hospital services. Such establishments have an organized medical staff, inpatient beds, and equipment and facilities to provide complete health care.
Local assembly and entertainment	Facilities for public assembly and entertainment for the local community, not to exceed a capacity of 300 people, such as community centers, meeting halls, and multi-purpose centers.
Membership organizations	Permanent meeting facilities for organizations operating on a membership basis for the promotion of the interests of the members, such as: business associations; professional membership organizations; labor unions and similar organizations; civic, social and fraternal organizations; political organizations; and other membership organizations. The use does not include country clubs in conjunction with golf courses (see "Golf Courses"); religious organizations ("see Religious assembly"); and lodging (see "Multi-person Dwelling").
Post office	Establishments providing-mail service and delivery, such as postal substations and neighborhood delivery centers.
Power generating	Establishments engaged in the generation of electrical energy for sale to consumers, including hydro facilities, gas facilities, and diesel facilities. Outside storage or display is included as part of the use. Transmission lines located off the site of the power plant are included under "Pipelines and power transmission." Electrical substations are included under "Public utility centers."
Public health and safety facilities, local	Facilities operated by public or quasi-public entities for the local protection of the public, such as: fire stations and other fire prevention facilities; police and sheriff substations; satellite highway maintenance and snow removal facilities; water tanks, pumps, wells and related facilities; monitoring facilities; sewage pumps and related facilities; and emergency services. Outside storage or display is included as part of the use.
Public health and safety facilities, regional	Regional facilities operated by public or quasi-public entities for protection of the public, such as: fire stations and other fire prevention facilities; water and sewage facilities; transportation maintenance/storage facilities; police and sheriff substations and headquarters, including secondary county short-term incarceration facilities; and solid waste transfer stations that TRPA finds to be regionally serving. "Secondary county short-term incarceration facility" means a county jail (not a state or federal prison facility) that is not the primary jail for the county.

Use	Definition
Public owned assembly and entertainment	Facilities owned and operated by a public or nonprofit entity for public assembly and group entertainment with a capacity of greater than 300 people, such as: public auditoriums; exhibition and convention halls; civic theaters, meeting halls and facilities for live theatrical presentations or concerts by bands, choirs, and orchestras; meeting halls for rent; community centers; and similar public assembly uses.
Public utility centers	Public and quasi-public facilities serving as junction points for transferring utility services from one transmission to another or to local distribution and service, such as: electrical substations and switching stations; major telephone switching centers; natural gas regulating and distribution facilities; public water system wells, treatment plants and storage; and community wastewater treatment plants and settling ponds. Outside storage or display is included as part of the use. The use does not include office or service centers (see "Professional Offices or Government Offices").
Religious assembly	Religious organization assembly or institutional facility operated for worship or promotion of religious activities, including churches and incidental religious education. Other establishments maintained by religious organizations, such as full-time educational institutions, hospitals, and other potentially related operations (such as a recreational camp) are not considered a religious assembly and are classified according to their respective activities.
Schools – college	Junior colleges, colleges, universities, and professional schools granting associate arts degrees, certificates, undergraduate and graduate degrees, and requiring for admission at least a high school diploma or equivalent general academic training.
Schools - kindergarten through secondary	Kindergarten, elementary, and secondary schools serving grades up to 12, including denominational and sectarian.
Social service organizations	Public and quasi-public establishments providing social services and rehabilitation services, counseling centers, welfare offices, job counseling and training centers, or vocational rehabilitation agencies, serving persons with social or personal problems requiring special services and the handicapped and the disadvantaged. The use includes organizations soliciting funds to be used directly for these and related services. The use also includes establishments engaged in community improvement and neighborhood development.
Threshold related research facilities	Public or non-profit research establishments primarily engaged in implementing social, political, and scientific research relating to the Lake Tahoe Environmental Thresholds or the Lake Tahoe ecosystem. The use includes laboratories, monitoring stations, scientific interpretive centers, research and training classrooms, and related support facilities. Overnight multi-person facilities, outside storage, and caretaker facilities may be considered as accessory to this use. The use does not include facilities unrelated to threshold-related research, such as: general college administrative offices and classrooms (see Schools-College); and government administrative offices (see Government offices and facilities); or non- threshold-related research (which may be conducted under the "Professional office" use).

Use	Definition
Linear public facilities	
Pipelines and power transmission	Transportation facilities primarily engaged in the pipeline transportation of refined products of petroleum, such as: gasoline and fuel oils; natural gas; mixed, manufactured, or liquefied petroleum gas; or the pipeline transmission of other commodities. The use includes facilities for the transmission of electrical energy for sale, including transmission and distribution facilities. Outside storage or display is included as part of the use. The use does not include offices or service centers (see "Professional offices"); equipment and material storage yards (see "Storage yards"); distribution substations (see "Public utility centers"); and power plants (see "Power generating plants").
Transit stations and terminals	Passenger stations for vehicular and mass transit systems; also, terminal facilities providing maintenance and service for the vehicles operated in the transit system. The use includes, but is not limited to, buses, taxis, railway, and ferries. Outside storage or display is included as part of the use.
Transmission and receiving facilities	Communication facilities for public or quasi-public, commercial, and private electronic, optic, radio, microwave, electromagnetic, and photo-electrical transmission and distribution, such as: repeater and receiving facilities, feeder lines, and earth stations for satellite communications for radio, television, telegraph, telephone, data network, and other microwave applications. The use includes local distribution facilities such as lines, poles, cabinets, and conduits. Outside storage or display is included as part of the use. The use does not include uses described under Broadcasting Studios.
Transportation route	Public right-of-ways that are improved to permit vehicular, pedestrian, and bicycle travel.
Recreation	
Beach recreation	Recreational use of a beach, supported by developed facilities such as sanitation facilities, parking, picnic sites, and rental services, and nearshore facilities such as multiple-use piers and buoys. Nearshore and foreshore facilities are included in Chapter 81, *Permissible Uses and Structures in the Shorezone and Lakezone*, of the TRPA Code of Ordinances.
Boat launching facilities	Recreational establishments that provide boat launching, parking, and short-term trailer storage for the general public. The storage, mooring, and maintenance of boats are included under "Marinas." Raft launching is included under "Day Use Areas." Outside storage or display is included as part of the use.
Campground, developed	Land or premises designed to be used and rented for temporary occupancy by campers traveling by motorized vehicle or recreational vehicles, and that contain such facilities as campsites with parking areas, barbecue grills, tables, restrooms, and at least some utilities.
Campground, undeveloped	Land permanently established to be used for temporary occupancy by campers traveling by foot or horse, which may contain tent sites, fire rings, and sanitary facilities, but which does not contain utilities.
Cross country ski courses	Land or premises used as a commercial operation for nordic skiing. Outside storage or display is included as part of the use.

Use	Definition
Day use areas	Land or premises, other than Participant Sports Facilities, designated by the owner to be used by individuals or the general public, for a fee or otherwise, for outdoor recreation purposes on a daily basis such as regional and local parks, picnic sites, vista points, snow play areas, rafting facilities, and playgrounds.
Downhill ski facilities	Uses and facilities pertaining to ski areas, including but not limited to: runs, trails, lift-lines cables, chairs, cars, warming huts, care taking quarters, parking, vehicles, day lodges, shops for sale and rental of ski equipment, ski pro shop, first aid stations, ski school facilities and assembly areas, day nurseries, maintenance facilities, lounges, eating and drinking establishments, and other ski oriented shops. Outside storage or display is included as part of the use. Uses and facilities serving non-skiing activities or operating year-round such as tennis courts, swimming pools, hot tubs, restaurants, bars, and retail sales constructed on lands which serve or are utilized in the operation of a ski area shall be considered under the appropriate use classification in the TRPA Code of Ordinances.
Equestrian stables.	Equestrian stables for boarding horses that may be used for sleigh and carriage rides or horseback riding.
Golf courses	An area of land laid out for the game of golf, including driving ranges and putting greens. A golf course may include accessory uses such as eating and drinking places, clubhouses, and general retail stores. Outside storage or display is included as part of the use.
Group facilities	Establishments that provide overnight accommodations and outdoor recreation to organized groups such as recreational camps, group or organized camps, and religious camps.
Marinas	Establishments primarily providing water-oriented services, such as: yachting and rowing clubs; boat rentals; storage and launching facilities; sport fishing activities, excursion boat and sightseeing facilities; and other marina-related activities, including but not limited to fuel sales, boat pumpout facilities, and boat and engine repair. Marinas contain water-oriented facilities and structures, which are regulated and defined in Chapter 81. Outside storage or display is included as part of the use. The use does not include condominiums, hotels, restaurants, and other such uses with accessory water-oriented, multiple-use facilities.
Off-road vehicle courses	Areas authorized by the Agency for the use of off-road vehicles including, but not limited to, dirt bike, enduro, hill climbing, or other off-road motorcycle courses. The use also includes areas authorized by the Agency for competitive events utilizing four-wheel-drive vehicles. The use does not include the use of vehicles associated with timber harvest activities on approved skid trails or maintenance vehicles.
Outdoor recreation concessions	Facilities that are dependent on the use of outdoor recreation areas, such as onsite food and beverage sales, onsite recreational equipment rentals, parasailing, rafting, and onsite recreation instruction. The use also includes outfitter or guide service establishments whose base facilities are located on or near a recreation area, such as horse packing outfitters or snowmobiling outfitters. Outside storage or display is included as part of the use.
Participant sports facilities	Facilities for various outdoor sports and recreation including, but not limited to, tennis courts, swim and tennis clubs, ice skating rinks, zip lines, and athletic fields (non-professional). Outside storage or display is included as part of the use.

Use	Definition
Recreation centers	Indoor recreation establishments operated by a public or quasi-public agency providing indoor sports and community services, such as swimming pools, multi-purpose courts, weight rooms, and meeting and crafts rooms.
Riding and hiking trails	Planned paths for pedestrian, bike, and equestrian traffic, including trail heads.
Rural sports	Establishments that provide for special outdoor recreation group activities, such as: outdoor archery facilities; fishing clubs; and equestrian facilities, stables, and exhibition facilities. The use does not include indoor shooting facilities (see Amusements and Recreation Services").
Snowmobile courses	Mapped areas, pathways, and trails utilized in, and approved for, commercial snowmobile operations.
Sport assembly	Commercial facilities for spectator-oriented, specialized, sports assembly that do not exceed a 5,000-person seating capacity, such as stadiums, arenas, and field houses.
Visitor information centers	Nonprofit establishments providing visitor information and orientation.
Resource management	
Farm/Ranch accessory structures	An uninhabited structure or building designed and built to provide cover for cattle, horses, and other related ranch animals, or for storage of farm or ranch implements, supplies, and products. Outside storage or display is included as part of the use. The use does not include any residential use and is not open to the public.
Grazing and range improvement/pasture management	Utilizing natural forage as subsistence for livestock, such as pack and saddle horses, mules, and cattle, and structural and nonstructural improvements and their maintenance designed to increase the forage, make forage areas accessible, provide water, and control livestock movement. The use includes prescribed burning, irrigation, fertilization, water facility for animals, fencing, noxious plant control, type conversion, and seeding.
Resource protection, restoration, and management	Activities associated with the protection, restoration, and management of timber, wildlife and fishes, open space, vegetation, and watersheds to protect and restore the Lake Tahoe environment.
Tree farms	An area where trees or other vegetation on the TRPA-approved species list are grown for commercial harvest. The use includes establishments where Christmas trees are cultivated or where other native trees and plants are grown for harvest at a later date.

See Section 20.702.280 for permitted and special use permitted uses in in the Shorezone.

20.703.140 Design standards and guidelines.

A. All development under the jurisdiction of the TRPA must comply with the provisions of the DCDCIS manual, unless a stricter provision has been adopted in this section or by the TRPA, including, but not limited to:

1. BMPs shall be required pursuant to Section 60.4, *Best Management Practice Requirements*, of the TRPA Code of Ordinances and as described in the Handbook of Best Management Practices (2012), and as amended.

B. In order to ensure quality design and bring the South Shore and Tahoe Douglas Area Plans into threshold attainment, all future nonresidential development within an Area Plan shall be designed to meet the provisions of Part I, Planning Design Criteria, Division 7, Tahoe Design Standards and Guidelines, of the DCDCIS manual. Residential

development shall be per Chapter 36, Design Standards, of the TRPA Code of Ordinances.

20.703.150 Parking and loading.

A. The number of required parking and loading spaces shall be based on the requirements set forth in Chapter 20.692*, Off-Street Parking and Loading*, of this code. In cases where parking and loading standards for a use listed in this Chapter are not addressed in Chapter 20.692, the Director may determine parking requirements based on a similar use or require a parking analysis, pursuant to Subsection B below, to determine minimum parking requirements.

B. In lieu of meeting the above requirements in Subsection A, an applicant may prepare and submit a parking analysis including:

1. A parking demand estimate;
2. Proposed alternatives to reduce or relax minimum parking standards, which may include:
    a. Joint use of parking facilities (see Section 20.692.070 of this code);
    b. In-lieu payment to meet parking requirements;
    c. On-street parking (see Section 20.692.050.B.3. of this code);
    d. Free or discounted transit; and
    e. Paid parking management; and
3. Methods to ensure compliance with alternatives.

C. Parking requirements for uses other than single-family dwellings may be reduced 20 percent if a parking analysis indicates public transit service exists within 300 feet of the property and is a viable alternative for the parking reduction.

D. Off-site parking locations may be approved if it can be found that it will not violate other TRPA applicable standards. Such parking must be located within 300 feet of the facility it serves or must be directly connected by transit during the hours of operation.

20.703.160 Landscape and irrigation plans.

A. Landscape and irrigation plans are required with all non-residential projects and must comply with Chapter 20.694, *Landscape Standards*, of this code, and the DCDCIS manual, except when in conflict with a TRPA provision, in which case the TRPA provision applies. Plant species listed in the TRPA Recommended and Approved Native and Adapted Plants for the Tahoe Basin must be used for lawns and landscaping. Plant species not found on the TRPA recommended native and adapted plant list may only be used for landscaping as accent plantings. Such plants must be limited to borders, entryways, flowerbeds, and other similar locations to provide accents to the overall native or adapted landscape design.

20.703.170 Lighting standards.

A. Exterior lighting must be deflected away from all adjacent properties, public streets and public rights-of-way. Any light source must incorporate a cut-off shield to prevent the light source from being directly visible from areas offsite. Exterior light sources must be directed downward to avoid sky lighting.

B. Exterior lighting must be stationary and not blink, flash, or change intensity.

C. String lights, building or roofline tube lighting, and reflective or luminescent wall surfaces are prohibited. Exterior lighting must not be attached to trees except for the Christmas season, which is between Thanksgiving and March 1 of the following year.

D. Fixture mounting height must be appropriate to the purpose, but not exceed 15 feet above ground level within 100 feet of residential properties and 25 feet above ground level elsewhere.

E. Exterior lighting must be used for purposes of illumination only and must not be designed for or used as an advertising display. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures is authorized, provided the illuminated area does not exceed 25 feet above grade on a vertical wall and the light source is shielded from public view.

F. The commercial operation of searchlights for advertising or any other purpose is prohibited.

G. Seasonal lighting displays and lighting for special events which conflict with other provisions of this section may be permitted on a temporary basis pursuant to Chapter 22 of the TRPA Code of Ordinances.

20.703.180 Signage.

A. The installation, modification, or replacement of a sign requires review and approval as a project by either TRPA or the County in accordance with Chapter 38, Signs, of the TRPA Code of Ordinances, or substitute sign standards adopted as part of an Area Plan, including the signage standards in the South Shore and Tahoe Douglas Design Standards and Guidelines and the below provisions.

B. TRPA shall review all signage associated with a project that has not been delegated to the County through an MOU. The County shall not require a sign permit, pursuant to Chapter 20.618, *Sign Permit*, of this code, for signage approved by the TRPA.

C. For all signage associated with a project delegated to the County through an MOU, the County shall require a sign permit as required by Chapter 20.618, Sign Permit.

D. For all non-residential developments containing three or more units, the County shall require a master sign plan to ensure the consistent design of signage throughout a project, pursuant to Section 20.696.375, *Master sign plan required*, of this code.

E. In all cases, the County is responsible for the review and approval of Building Permits for signage.

F. Changeable Copy (Readerboard) Signs. One changeable copy sign is allowed, instead of a freestanding sign, with a project containing a gaming use, service station (gasoline price signs only), theater marquees, recreational and public uses, and institutional uses within the T-MU/TC Overlay and T-T/HDT Overlay zoning districts. Two changeable copy sign may be permitted as part of a project including both a gaming and theater use. Changeable copy signs include electronic message display signs which display words, symbols, figures, or images that can be electronically or mechanically changed by remote. The message change sequence can be accomplished immediately or by means of fade or dissolve modes. The maximum

speed of a revolution, frame or motion of the electronic message display area may not exceed four cycles per hour. The electronic message display area must have automatic photocell dimming capabilities based on ambient outside light set at seventy-five percent of full capacity for daytime (full sun) and forty percent for nighttime, or equivalent for other lighting technologies. Certification from the sign contractor that the sign's light intensity has been factory pre-set not to exceed the limits noted above is required. In no case shall a changeable copy sign be visible from the shoreline of Lake Tahoe.

G. In the T-HDT district, the sign provisions in Chapter 38, Signs, of the TRPA Code of Ordinances shall apply, except as follows:

1. Building signs. Each primary use within a project area may be allowed one square foot of sign area for each one lineal foot of building frontage up to a maximum of 300 square feet of sign area per building frontage for each distinct use with a total floor area greater than 500,000 square feet. Each primary use may be allowed a maximum of four building frontages. Signage that is placed on a diagonal of more than one frontage, may be divided equally between the two frontages, but shall not exceed 450 square feet.

2. Each project area may be allowed one square foot of sign area for each one lineal foot of building frontage separate and district from (1) above, up to a maximum of 120 square feet of sign area per building frontage for other primary uses with a total floor area greater than 50,000 square feet. Each use may be allowed a maximum of four building frontages. Signage that is placed on a diagonal of more than one frontage, may be divided equally between the two frontages, but shall not exceed 300 square feet.

3. Maximum height of building signs shall be 40 feet above grade or to the top of the wall on which the sign is located, whichever is less.

4. Up to 50 percent of the maximum allowable sign area for building signs may be used in a projecting sign.

5. Existing tower signs (signs existing and or approved as of the effective date of this chapter), defined as business name or corporate logo, located in proximity of building roof lien and within building profile, may remain and are not included in the calculation of allowable building sign area. Such signs may be maintained and replaced in kind, but any relocation or reconfiguration is subject to the provisions of this chapter.

6. Freestanding signs. Each project area which is greater than 5 acres in size and which has an existing and/or approved freestanding sign fronting Highway 50 may retain one freestanding sign on Highway 50, provided the signage: is not enlarged, is incorporated into a landscape planter or monument, does not exceed 600 square feet in area, and has a maximum sign height of 30 feet exclusive of appurtenances and/or architectural features. Each project area which is greater than 5 acres in size may be permitted 40 square feet of freestanding signage per major entry point other than along Highway 50 provided the signage is incorporated into a landscape planter or monument. If major entry points are shared by property owners, the signage may be increased by 50 percent. Maximum height shall be 20 feet.

H. In the T-MU/TC Overlay district (Kingsbury Town Center), the sign provisions in Chapter 38, Signs, of the TRPA Code of Ordinances shall apply, except as follows:

1. Roof signs. No sign shall be mounted on the roof of a building, except for signs mounted on mansard roofs and which do not extend vertically above the top of a mansard roofs and which do not extend vertically above the top of the mansard. Existing signs mounted on roofs of any structured adjoining a building which do not protrude above the adjoining a building which do not protrude above the adjoining building's height may remain.

2. Building signs. Each primary use with a project area maybe allowed one square foot of sign area for each one lineal foot of building frontage up to a maximum of 200 square feet of sign area per building frontage for each distance use with a total floor area of 50,000 square feet. Each parcel or project area may be allowed a maximum of four building frontages. Maximum height of building signs shall be 30 feet above grade or to the top of the wall on which the sign is located, whichever is greater. Up to 50 percent of the maximum allowable sign area for building signs may be used in a projecting sign.

3. Freestanding signs. Each project area with is greater than 5 acres in size and which has an existing and/or approved freestanding sign fronting Highway 50 may retain one freestanding sign on Highway 50 provided the signage: is not enlarged, is incorporated into a landscape planter or monument, does not exceed 300 square feet in area, and has a maximum sign height of 20 feet exclusive of appurtenances and/or architectural features. Each project area which is greater than 5 acres in size may be permitted 40 square feet of freestanding signage per major entry point other than along Highway 50 provided the signage is incorporated into a landscape planter or monument. If major entry pints are shared by property owners, the signage may be increased by 50 percent. Maximum height shall be 20 feet.

I. Direction and/or safety signs. In the T-HDT and T-MU/TC Overlay (Kingsbury Town Center) districts, directional and/or safety signs, which are no greater than 24 square feet in area, no greater than 12 feet in height, contain no advertising copy, and have a consistent set of colors and materials, may be allowed, and shall not be included in the total sign allowable sign area for each use. The height of direction and/or safety signs on buildings, parking garages and porte cochere entrances/exits may exceed 12 feet but shall be the minimum necessary to identify the entrance/exit and safely facilitate pedestrian and vehicular circulation. The number and area of direction and/or safety signs shall be limited to the minimum necessary to safely facilitate pedestrian and vehicular circulation and ensure safety.

J. Points of Interest (Wayfinding) and Community Entry Sign. Points of interest (wayfinding) signs and a community entry sign are subject to the following:

1. Signs identifying special points of interest and a community entry point may be approved as identified in an integrated community facility sign plan, as proposed or amended by the Tahoe Chamber of Commerce and approved by the Board. The Chamber of Commerce will be responsible for the placement and maintenance of all signs authorized by this section.

2. The approval of the Board is subject to the following:

a. Before the installation of any sign structure, the location, size, height, width

and general design must be approved by the County as being in conformance with the general purpose of this chapter. Where applicable, an encroachment permit must be obtained.

b. The maximum area for a community entry monument sign is 100 square feet and the total sign structure height must not exceed 20 feet measured from the adjacent natural grade.

c. All signs must have proper access and maintenance easements.

d. Signs along an NDOT right-of-way must be approved by NDOT.

20.703.190 Scenic quality.

A. The County shall require a Scenic Assessment with all project applications requiring a Scenic Assessment, pursuant to Chapter 66, *Scenic Quality*, of the TRPA Code of Ordinances.

B. Prior to approving a project that may potentially affect an identified scenic resource, the County shall find that a project is consistent with applicable recommendations in the Scenic Assessment for preserving or improving the scenic quality of the identified scenic resource.

20.703.200 Area-wide water quality.

A. Area-wide water quality treatments and funding mechanisms may be established in lieu of certain site-specific BMPs, subject to the provisions of Section 13.5.3.B.3., Area-wide Water Quality Treatments and Funding Mechanisms, of the TRPA Code of Ordinances.

B. The Stateline Stormwater Association, formed by the Stateline Regional Stormwater Treatment Disposal System Agreement (Document No. 405734), is recognized as providing area-wide water quality treatment for properties, subject to the terms of the agreement and applicable Nevada Division of Environmental Protection (NDEP) permit, within the South Shore Area Plan.

20.703.205 Noise.

All provisions of Chapter 68, *Noise Limitations*, of the TRPA Code of Ordinances shall apply to projects subject to the provisions of this chapter.

A. CNEL Noise Standards. All applications for projects, including those delegated to the County through an MOU, must demonstrate compliance with the following noise standards: 65 CNEL for the T-T/HDT Overlay, T-MU, and T-MU/TC Overlay zoning districts; 55 CNEL for the T-RR zoning district; 50 CNEL for the T-F&C , T-R, and T-RES zoning districts, 65 CNEL for the U.S. 50 Highway and Lake Parkway corridor; and 55 CNEL for the State Route 207 corridor. Highway corridors are limited to the area within 300 feet from the edge of right-of-way.

B. Single-Event Noise. All applications for projects, including those delegated to the County through an MOU, must demonstrate compliance with the single-event noise standards set forth in Section 68.3.1 of the TRPA Code of Ordinances.

C. Exemptions. The standards set forth in Chapter 68 of the TRPA Code of Ordinances shall not apply to approved construction or maintenance projects or the demolition of structures provided such activities are limited to the hours between 8:00 a.m. and 6:30 p.m. The standards set forth in Chapter 68 shall not apply to safety

signals, warning devices, or emergency pressure relief valves, and other similar devices. Emergency work to protect life or property shall be exempt from noise standards, as shall be fireworks used in accordance with an authorized permit.

20.703.210 TRPA Code of Ordinances.

Sections 20.703.230 through 20.703.290 specify the provisions of the TRPA Code of Ordinances that the County will enforce as part of a conforming Area Plan.

20.703.220 General provisions.

A. Applicability of the TRPA Code of Ordinances. For projects delegated to the County pursuant to an MOU, the Director shall review projects delegated to the Executive Director of the TRPA, the Commission shall review projects delegated to the Advisory Planning Commission and Hearings Officer, and the Board shall review projects reviewed by the TRPA Governing Board pursuant to the provisions of the TRPA Code of Ordinances.

B. Exempt Activities. The County may approve exempt activities and qualified exempt activities identified in Sections 2.3.1. through 2.3.8., *Exempt Activities*, of the TRPA Code of Ordinances, or as further specified in an MOU.

C. Environmental Documentation. For projects delegated to the County, the County shall require environmental documentation be submitted with project applications to ensure compliance with Chapter 3, *Environmental Documentation*, of the TRPA Code of Ordinances and require that they are prepared in accordance with Article 6, *Environmental Impact Statement*, of the TRPA Code of Ordinances, *Rules and Procedures*.

D. Required Findings. For projects delegated to the County through an MOU, the County shall require a statement of justification addressing all applicable findings within this code and the TRPA Code of Ordinances, including Chapter 4, *Required Findings*, to ensure compliance with both County and TRPA standards.

E. Compliance. The TRPA shall specify the provisions of Chapter 5, *Compliance*, of the TRPA Code of Ordinances that the County is responsible for enforcing in an MOU.

F. Tracking, Accounting, and Banking. The information that the County is responsible for tracking, accounting, or banking shall be specified in an MOU to ensure that the TRPA is provided the necessary information to comply with the provisions of Chapter 6, *Tracking, Accounting, and Banking*, of the TRPA Code of Ordinances.

G. Timelines. In the review of projects delegated to the County by TRPA through an MOU, the County shall follow all timelines established in the TRPA Code of Ordinances.

H. Expiration of Approvals. All project approvals shall expire if they do not meet the provisions of Section 2.2.4., *Expiration of TRPA Approvals*, of the TRPA Code of Ordinances.

20.703.230 Planning.

A. TRPA Regional Plan Maps. The TRPA and County shall coordinate GIS data to ensure that both agencies have access to the official TRPA maps listed in Chapter 10, *TRPA Regional Plan Maps*, of the TRPA Code of Ordinances as well as other information necessary to implement conforming Area Plans.

B. Plan Area Statements and Community Plans. The provisions of Chapter 11, *Plan Area Statements and Plan Area Maps*, and Chapter 12, *Community Plans*, of the TRPA Code of Ordinances shall not be applicable once Community Plans and Plan Area Statements are replaced by a conforming Area Plan.

C. Area Plans. The County, in coordination with TRPA, shall prepare Area Plans, and modifications to conforming Area Plans, in accordance with Chapter 13, *Areas Plans*, of the TRPA Code of Ordinances.

D. Specific and Master Plans. The TRPA, in coordination with the County, shall process all requests for specific and master plans in accordance with Chapter 14, *Specific and Master Plans*, of the TRPA Code of Ordinances.

E. Environmental Improvement Program. The TRPA is responsible for coordinating the Environmental Improvement Program as discussed in Chapter 15, *Environmental Improvement Program*, of the TRPA Code of Ordinances. The County is responsible for developing and implementing Environmental Improvement Projects to assist in the attainment and maintenance of the Environmental Threshold Carrying Capacities.

F. Regional Plan and Environmental Threshold Review. The TRPA is responsible for conducting regional plan and environmental threshold review in accordance with Chapter 16, *Regional Plan and Environmental Threshold Review*, of the TRPA Code of Ordinances.

20.703.240 Land uses.

A. Permissible Uses. The permissible uses in Chapter 21, *Permissible Uses*, of the TRPA Code of Ordinances are superseded by the permissible uses identified and defined in this chapter.

B. Temporary Uses, Structures, and Activities. The County may issue a Temporary Use Permit for a temporary use, structure, or activity if the temporary use, structure, or activity meets the provisions of Chapter 22, *Temporary Uses, Structures, and Activities*, of the TRPA Code of Ordinances and is not located within an area subject to TRPA review, as outlined in an MOU.

20.703.250 Site development.

A. Land Coverage. All applications for projects, including those delegated to the County through an MOU, must demonstrate compliance with Chapter 30, *Land Coverage*, of the TRPA Code of Ordinances through the submittal of a land capability and land coverage verification completed by TRPA, or a TRPA-Certified Contractor.

B. Density. Maximum densities set forth in an Area Plan must not exceed the maximum densities established in Chapter 31, *Density*, of the TRPA Code of Ordinances.

C. Basic Services. All projects proposing a new structure or reconstruction or expansion of an existing structure shall provide basic services in accordance with Chapter 20.100, *Public Facilities and Improvement Standards*, of this code, the DCDCIS manual, and Chapter 32, *Basic Services*, of the TRPA Code of Ordinances.

D. Grading and Construction. Grading and construction in the Lake Tahoe Region shall meet the provisions of this code, the DCDCIS manual, and TRPA Code of Ordinances, Chapter 33, *Grading and Construction*. Excavation, filling, and clearing of

vegetation or other disturbance of the soil shall not occur between October 15 and May 1 of each year, unless approval has been granted by TRPA.

E. Driveway Standards. Driveways must be constructed in accordance with the DCDCIS manual and this code. The provisions of Chapter 34, *Parking and Driveway Standards*, of the TRPA Code of Ordinances shall not apply.

F. Natural Hazard Standards and Floodplain Management. All development in floodplains that is allowed in Chapter 35, *Natural Hazards*, of the TRPA Code of Ordinances must comply with the provisions of Chapter 20.50, *Floodplain Management*, of this code.

G. Design Standards. Design standards and guidelines for an Area Plan, including the Tahoe Design Standards and Guidelines, shall supersede the provisions of Chapter 36, *Design Standards*, of the TRPA Code of Ordinances.

H. Height. The height standards in Chapter 37, *Height*, of the TRPA Code of Ordinances shall be followed in cases where substitute height standards have not been adopted as part of an Area Plan.

I. Signs. See Section 20.703.180, *Signage*, for signage standards.

J. Subdivision. All requests for subdivisions are limited to the provisions in Chapter 39, *Subdivision*, of the TRPA Code of Ordinances. Subdivisions in the T-RR zoning district are limited to air space condominium divisions; no lot and block subdivisions are allowed. If a request for a subdivision complies with the TRPA Code of Ordinances, then the provisions of Chapters 20.704 through 20.770, *Procedures for the Division of Land*, of this code shall apply.

20.703.260 Growth management.

A. The TRPA is responsible for enforcing and implementing Growth Management regulations, Chapters 50 through 53, of the TRPA Code of Ordinances.

B. For commodities allocated to the County by TRPA, including residential allocations and commercial floor area (CFA), the County is responsible for allocating commodities to projects and maintaining records of allocations which shall be transmitted to TRPA annually or as specified in an MOU.

C. Requests for CFA shall be made on applications provided by the community development department. Once an application has been determined to be complete, the director shall prepare a report for the planning commission and provide notice of the public hearing in a newspaper of general circulation. The planning commission shall evaluate applications for CFA based on the following project criteria:

1. Conformance with this chapter and the TRPA Code of Ordinances;

2. On-site and off-site improvements that will facilitate the implementation of Area Plan goals, policies, and actions; and

3. Potential employment and taxes generated by a project.

The planning commission may approve, deny, or continue a request.

D. Additional outdoor recreation facilities in Area Plans shall not exceed the limits of people at one time (PAOT) established in the following table. TRPA is responsible for distributing the additional outdoor recreation facilities pursuant to the provisions of the TRPA Code of Ordinances, Section 50.9, *Regulation of Additional Recreation Facilities*.

Table 20.703.260 – People at One Time (PAOT)

Recreation Area	Summer Day Uses PAOT	Winter Day Uses PAOT	Overnight Uses PAOT
Spooner Lake Recreation Area	0	0	390
Zephyr Cove Resort and Marina	0	0	200
Nevada Beach and Campground	0	0	500
Round Hill/Tahoe Dempsy	0	0	500
Heavenly Ski Resort	0	1,182	0
Total:	0	1,182	1,590

20.703.270 Resource management and protection.

In the review of projects delegated to the County through a conforming Area Plan and MOU, the County shall ensure compliance with the provisions of the Resource Management and Protection regulations, Chapters 60 through 68, of the TRPA Code of Ordinances.

20.703.280 Shorezone.

A. The TRPA is responsible for enforcing and implementing Shorezone regulations, Chapters 80 through 85, of the TRPA Code of Ordinances.

B. The following table identifies the permissible uses in the Shorezone by Subarea and Tolerance District:

Table 20.203.280 - Shorezone

	TOLERANCE DISTRICTS[1]							
SUBAREA/USE [2]	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
SPOONER LAKE								
(A) Beach recreation			TRPA-P		TRPA-P			
(B) Boat launching facilities			TRPA-S		TRPA-S			
(C) Safety and navigational facilities			TRPA-P		TRPA-P			
GLENBROOK [1][2]								
(A) Beach recreation				TRPA-P	TRPA-P		TRPA-P	
(B) Outdoor recreation concessions				TRPA-S	TRPA-S		TRPA-S	
(C) Salvage operations				TRPA-P	TRPA-P		TRPA-P	
(D) Safety and navigational facilities				TRPA-P	TRPA-P		TRPA-P	

SUBAREA/USE	1	2	3	4	5	6	7	8
[1] The Glenbrook Shorezone Plan shall serve as a planning guide for development in the shorezone. [2] In SA #1, the existing community pier shall be the only permissible pier.								
SHAKESPEARE POINT								
(A) Beach recreation					TRPA-P			TRPA-P
(B) Safety and navigational facilities					TRPA-P			TRPA-P
(C) Salvage operation					TRPA-P			TRPA-P
GENOA PEAK								
(A) Beach recreation			TRPA-P		TRPA-P			
(B) Boat launching facilities			TRPA-S		TRPA-S			
(C) Safety and navigational facilities			TRPA-P		TRPA-P			
(D) Salvage operations			TRPA-P		TRPA-P			
(E) Water borne transit			TRPA-P		TRPA-P			
LOGAN CREEK								
(A) Beach recreation					TRPA-P			TRPA-P
(B) Boat launching facilities					TRPA-S			
(C) Construction equipment storage					TRPA-S			
(D) Marinas					TRPA-S			
(E) Safety and navigational facilities			TRPA-P		TRPA-P			TRPA-P
(F) Salvage operations			TRPA-P		TRPA-P			TRPA-P
(G) Tour boat operations					TRPA-S			
(H) Water borne transit					TRPA-P			
(I) Water oriented outdoor recreation concessions					TRPA-P			
CAVE ROCK								
(A) Beach recreation					TRPA-P			
(B) Safety and navigational facilities		TRPA-P			TRPA-P			
(C) Salvage operations		TRPA-P			TRPA-P			
LINCOLN								
(A) Beach recreation		TRPA-P					TRPA-P	
(B) Boat launching facilities		TRPA-P						

SUBAREA/USE	1	2	3	4	5	6	7	8
(C) Marinas								
(D) Safety and navigational facilities		TRPA-P	TRPA-P				TRPA-P	
(E) Salvage operations		TRPA-P	TRPA-P				TRPA-P	
(F) Water oriented outdoor recreation concessions		TRPA-S						
LAKERIDGE								
(A) Beach recreation								TRPA-P
(B) Safety and navigational facilities			TRPA-P					TRPA-P
(C) Salvage operations			TRPA-P					TRPA-P
SKYLAND								
(A) Beach recreation								TRPA-P
(B) Safety and navigational facilities								TRPA-P
(C) Salvage operations								TRPA-P
ZEPHYR COVE								
(A) Beach recreation	TRPA-P						TRPA-P	TRPA-P
(B) Marinas	TRPA-S						TRPA-S	TRPA-S
(C) Safety and navigational facilities	TRPA-P						TRPA-P	TRPA-P
(D) Tour boat operations	TRPA-P						TRPA-P	TRPA-P
(E) Water borne transit	TRPA-P						TRPA-P	TRPA-P
(F) Water oriented outdoor recreation concessions	TRPA-P						TRPA-P	TRPA-P
MARLA BAY/ZEPHYR HEIGHTS								
(A) Beach recreation					TRPA-P			TRPA-P
(B) Safety and navigational facilities			TRPA-P		TRPA-P			TRPA-P
(C) Salvage operations			TRPA-P		TRPA-P			TRPA-P
ROUND MOUND								
(A) Beach recreation	TRPA-P	TRPA-P						TRPA-P
(B) Marinas								TRPA-S
(C)Water-oriented outdoor recreation concessions								TRPA-P

SUBAREA/USE	1	2	3	4	5	6	7	8
(D) Safety and navigational facilities	TRPA-P	TRPA-P						TRPA-P
(E) Tour boat operations (includes commercial boating)	TRPA-P	TRPA-P						TRPA-S
ELK POINT								
(A) Safety and navigational facilities		TRPA-P						
(B) Salvage operations		TRPA-P						
SOUTH SHORE AREA PLAN/NEVADA 4 H CAMP								
(A) Beach recreation							TRPA-P	
(B) Boat launching facilities							TRPA-S	
(C) Marinas							TRPA-S	
(D) Safety and navigational facilities	TRPA-P						TRPA-P	
(E) Salvage operations	TRPA-P						TRPA-P	
(F) Tour boat operations							TRPA-S	
(g) Water oriented outdoor recreation concessions							TRPA-P	
RABE								
(A) Beach recreation							TRPA-P	
(B) Boat launching facilities							TRPA-S	
(C) Marinas							TRPA-S	
(D) Salvage operations							TRPA-P	
(E) Tour boat operations							TRPA-P	
(F) Water borne transit							TRPA-P	
(G) Water oriented outdoor recreation concessions							TRPA-P	

[1] Shorezone tolerance districts are defined in Chapter 83, Shorezone Tolerance Districts and Development Standards, in the TRPA Code of Ordinances.

[2] Permissible uses in the lakezone are set forth in Section 81.3.1, Permissible Uses in the Lakezone, and permissible uses allowed in both the shorezone and lakezone are set forth in Section 81.3.3, Permissible Uses in the Shorezone and Lakezone, of the TRPA Code of Ordinances. Permitted or special use permitted accessory structures are set forth in Section 81.4, Accessory Structures, and provisions applicable to continuing existing uses are set forth in Section 81.6, Existing Uses, of the TRPA Code of Ordinances.

20.703.290 Rules and procedures.

For projects delegated to the County through an MOU by the TRPA, the County shall process the applications in accordance with the procedures in the TRPA Code of Ordinances, Rules and Procedures, Article 5, *Project Review*.

20.703.300 Authority to condition development permits.

A. Whenever this Title or TRPA Code of Ordinances authorizes the Director, the Planning Commission, Board, or other body to condition applications for development permits, the official or entity, after review of the application and other pertinent documents and any evidence made part of the record of the public hearing, may, in addition to those standards and special conditions required for particular types of development permits, impose additional conditions reasonably necessary to assure the following:

1. Conformity with the Goals and Policies embodied in the TRPA Regional Plan and Code of Ordinances;
2. Standards which are generally or specially applicable to particular uses including specific conditions relative to operation of the use;
3. Compatibility between the proposed development and adjacent development and neighborhoods;
4. Preservation of the character and integrity of adjacent development and neighborhoods; and
5. Protection of the health, safety and general welfare of the citizens of the county.

B. Where additional conditions are imposed, the body imposing the conditions shall make findings which embody the basic purpose of the conditions placed on the application. The conditions imposed by recommendation of the Director or Planning Commission may be modified subsequently by the final decision-maker or by the appellate body upon appeal of those conditions.

C. The Director shall include a copy of the approved conditions with the record of the decision which is filed with the secretary of the final decision-maker and the applicant.

20.703.310 Conformity review for an amendment to an Area Plan.

Following approval of an Area Plan by the TRPA Governing Board, any subsequent amendment to a plan or ordinance contained within an approved Area Plan approved by the Board shall be forwarded to the TRPA and reviewed by the Advisory Planning Commission and Governing Board for conformity with the requirements of the TRPA Regional Plan.

20.703.320 Activities requiring TRPA approval.

A. Projects that meet one of the following criteria require review and approval by TRPA:

1. All development within the High Density Tourist District, Resort Recreation, Conservation, and Backcountry Land Use Districts shown on Map 1, Conceptual Regional Land Use Map, of the TRPA Regional Plan;
2. All development within the Shorezone of Lake Tahoe; and

3. All development meeting the criteria in the following table:

Thresholds for TRPA Governing Board Review of Projects

(all measurements are new building floor area)		
	Town Center	**Not in a Center**
Residential	≥ 50,000 square feet	≥ 25,000 square feet
Non-Residential	≥ 40,000 square feet	≥ 12,500 square feet

4. All development on the Kingsbury Middle School site, subject to a Special Use Permit.

B. The TRPA must approve all plans associated with a Building Permit or Site Improvement Permit for projects that meet the criteria in Subsection A and that are not delegated to the County through an MOU, before the County will issue a Building Permit or Site Improvement Permit.

20.703.330 Notification to TRPA and Washoe Tribe of proposed activities.

Douglas County shall send to TRPA and the Washoe Tribe notice of all proposed activities within an Area Plan that require public notification, pursuant to Chapter 20.20, *Notice Provisions*, of this code, no less than 10 days prior to a hearing to provide TRPA and the Washoe Tribe adequate time to comment.

20.703.340 Monitoring.

On at least a quarterly basis, Douglas County shall send to TRPA copies of all building permits and development information that TRPA needs to measure compliance with the terms of a conforming Area Plan. At minimum, such building permits shall contain and make clear the necessary development information that TRPA needs to measure compliance with the terms of the Area Plan, such as additional land coverage, commercial floor area, residential units, or tourist accommodation units (TAUs).

20.703.350 Variances.

Douglas County may process variances to setbacks and parking standards for projects within a conforming Area Plan in accordance with the provisions of Chapter 20.606, *Variance*, of this code, as long as it can be found that the granting of a variance will not negatively impact an environmental threshold.

20.703.360 Appeals.

A. An "aggrieved person" as defined in Article VI(j)(3) of the Tahoe Regional Planning Compact, by a final determination on a development permit by the Director or Commission made pursuant to TRPA's delegated authority as provided for in the provisions of this Chapter, may appeal the final determination of the Director or Commission to the appellate body, which is the Board or the Board of Adjustments, and the County shall process the appeal in accordance with the procedures established in Subsections C through E of Section 20.28.020, *Appeals to county*, of this code.

B. Any final decision by the Board or Board of Adjustment made pursuant to TRPA's delegated authority as provided for in the provisions of this Chapter, may be appealed to the TRPA pursuant to Sections 13.9.1 through 13.9.10, *Appeals*, of the TRPA Code of Ordinances.

C. An appeal of a final determination on a development permit based on independent local, state or federal law, exclusive of the Tahoe Regional Planning Compact (Public Law 96-551), must be made and processed pursuant to Sections 20.28.020 and 20.28.030 of this code.

SECTION II: The TRPA Code of Ordinances, Chapter 13, *Area Plans*, requires the Area Plan to be approved by the Douglas County Board of Commissioners prior to the TRPA Governing Board's review and finding of conformance. Pursuant to TRPA Code of Ordinance §13.6.4 this Ordinance cannot take effect until the TRPA Governing Board has approved the Area Plan and made a finding of conformance. All plans, policies and regulations in the TRPA Regional Plan, TRPA Code of Ordinances, Douglas County Code and Douglas County zoning maps remain in effect until superseded by a TRPA and Douglas County approved Area Plan. Following TPRA Governing Board's finding of conformance, Douglas County's limited development permitting authority within the Area Plan is contingent upon and subject to TRPA and Douglas County entering into a Memorandum of Understanding (MOU).

Section III: This ordinance shall be effective upon the TRPA Governing Board's review and approval of the Tahoe Douglas Area Plan as approved by the Douglas County Board of Commissioners.

This ordinance shall not be effective until the TRPA Governing Boards' review and approval of the Amended South Shore Area Plan as approved by the Douglas County Board of Commissioners.

PROPOSED on _____, 2014

PROPOSED by Commissioner _____

PASSED on _____, 2015

VOTE: AYES: Commissioners _____

_____

_____

_____

_____

NAYS: Commissioners _____

_____

_____

_____

_____

Absent: _____

_____

_____

Doug N. Johnson, Chairman

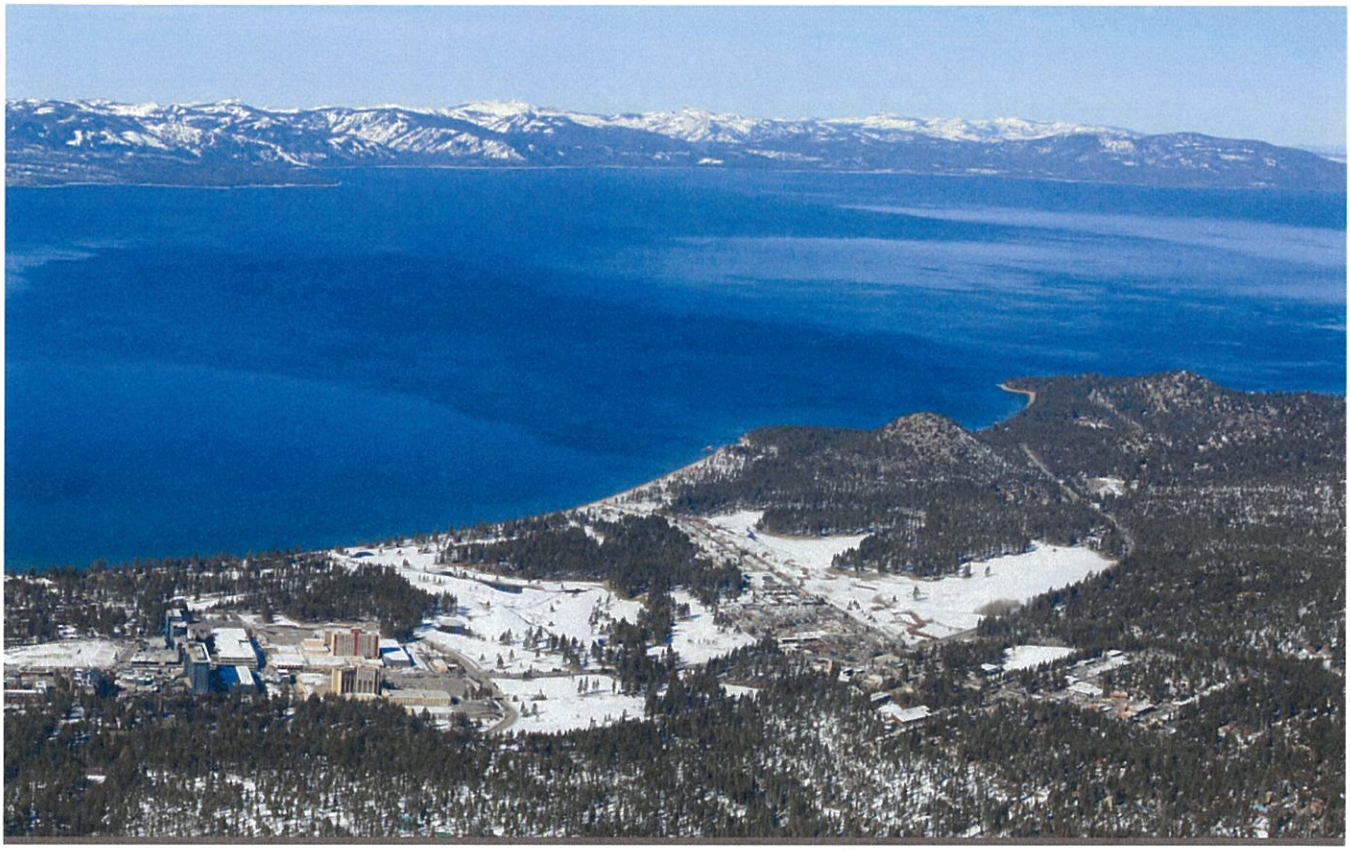
ATTEST:

_____

Clerk-Treasurer

This ordinance shall be effective upon final TRPA and Douglas County approval.

APPENDIX B
DEVELOPMENT STANDARDS AND DESIGN GUIDELINES



TAHOE

DESIGN STANDARDS AND GUIDELINES

DOUGLAS COUNTY, NEVADA

DRAFT

Prepared For:
Douglas County and the Tahoe Regional Planning Agency

Prepared By:
DESIGNWORKSHOP

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1. INTRODUCTION

1.1 Purpose and Applicability

The purpose of the Tahoe Design Standards and Guidelines is to enhance the existing experience within the Douglas County portion of the Tahoe Basin, improve the economic viability of the area and direct future development in ways that are responsive to the specific environmental conditions and natural setting of the Tahoe Region.

Beyond the general goals articulated above, it is the purpose of these standards and guidelines to comply with the Tahoe Regional Planning Agency Code of Ordinances requirements for a Conforming Area Plan. Among the required contents for Area Plans are Community Design Standards that address the fundamental areas of the development process including; Site Design, Building Height, Building Design, Landscaping, Lighting and Signing.

The Tahoe Design Standards and Guidelines are specifically tailored to the region of Douglas County within the Tahoe Basin. The standards and guidelines will assist landowners, developers, tenants, and their consultants, such as architects, who propose any, alteration, addition, construction, and/or development projects within the boundaries of either the South Shore Area Plan or the Tahoe Douglas Area Plan (see Image 2). In combination with the TRPA Code of Ordinances and the Douglas County Development Code, the Tahoe Design Standards and Guidelines are intended to convey the community's vision for the quality and character of the built environment. The design standards and guidelines are applicable to commercial, industrial, institutional, mixed-use and multi-family projects and buildings. Single-family residential projects shall be developed according to the requirements of the TRPA Code of Ordinances and the Douglas County Development Code, but do not need to comply with the standards and guidelines contained herein.

Douglas County and/or Tahoe Regional Planning Agency (TRPA) staff shall use the following standards and guidelines to review projects for 1) compliance with the intent of the design guidelines, and 2) compliance with the design standards. Individuals and entities proposing projects within either the South Shore Area Plan or Tahoe Douglas Area Plan boundary shall review these standards and guidelines before initiating the design and development process. To facilitate project approvals, questions regarding the design standards and guidelines, as well as other development-related questions, shall be discussed with the Douglas County Community Development staff as early in the development process as possible.

Image 1. The Tahoe Design Standards and Guidelines are intended to convey the community's vision for the quality and character of the built environment.

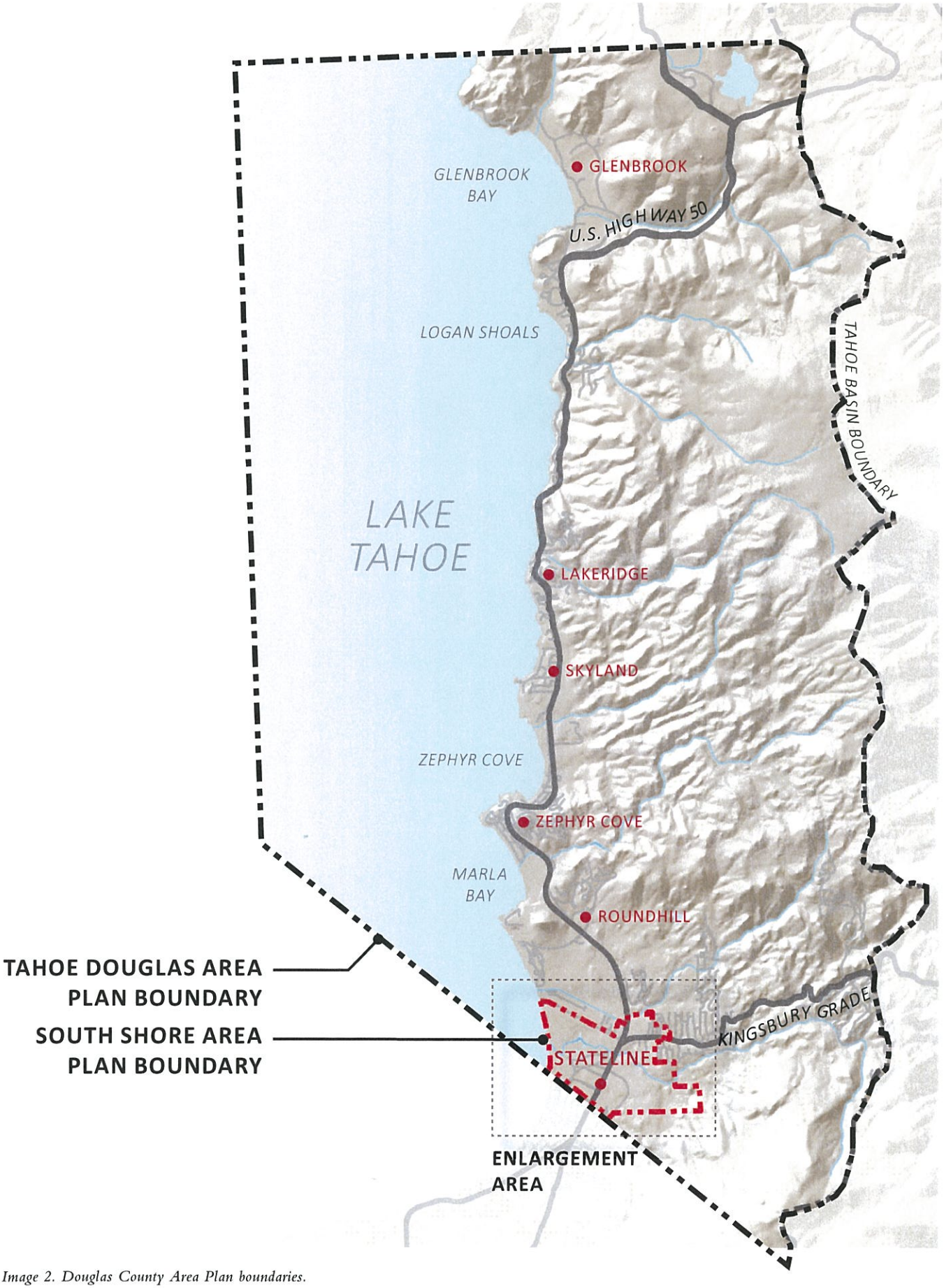


Image 2. Douglas County Area Plan boundaries.

1.2 Intent of Design Standards and Guidelines

These design standards and guidelines are intended to enable design professionals to prepare plans for both public and private projects. The design standards and guidelines relate to aesthetic consideration of project development. They are not intended to inhibit innovative design. Projects must also comply with other codes, i.e., the TRPA Code of Ordinances and the Douglas County Development Code. Nothing herein alters the provisions of Article VI of the Compact related to gaming. These design standards and guidelines describe how to aesthetically and sensitively refine the code and development requirements into a project that is compatible with the mountain environment, considerate of community's objectives and responsive to the specific environmental issues in the Tahoe Region. For example, there are codes that establish the parameters for height and coverage, however, they do not describe how to aesthetically and sensitively apply them to a site. This manual provides the guidance to accomplish this.

1.3 Document Organization

Each section of the Tahoe Design Standards and Guidelines begins with as statement to convey the overarching design intent followed by the specific standards and guidelines intended to achieve the desired character and design quality. Additionally, specific design standards and guidelines have been developed for areas within the Town Center and High-Density Tourist Districts to promote multi-modal transportation, encourage walkability, address unique building design and to facilitate environmental quality improvements.

To differentiate what is required vs. what is recommended this document identifies both standards and design guidelines. Guidelines are recommendations that support the overarching goals. Guidelines are not required for approval and therefore use terms such as "may," "encourage," "should," and "to be considered." Standards describe features and qualities which are mandated and measurable. Standards use the terms "shall" and "must" to indicate that compliance is required.

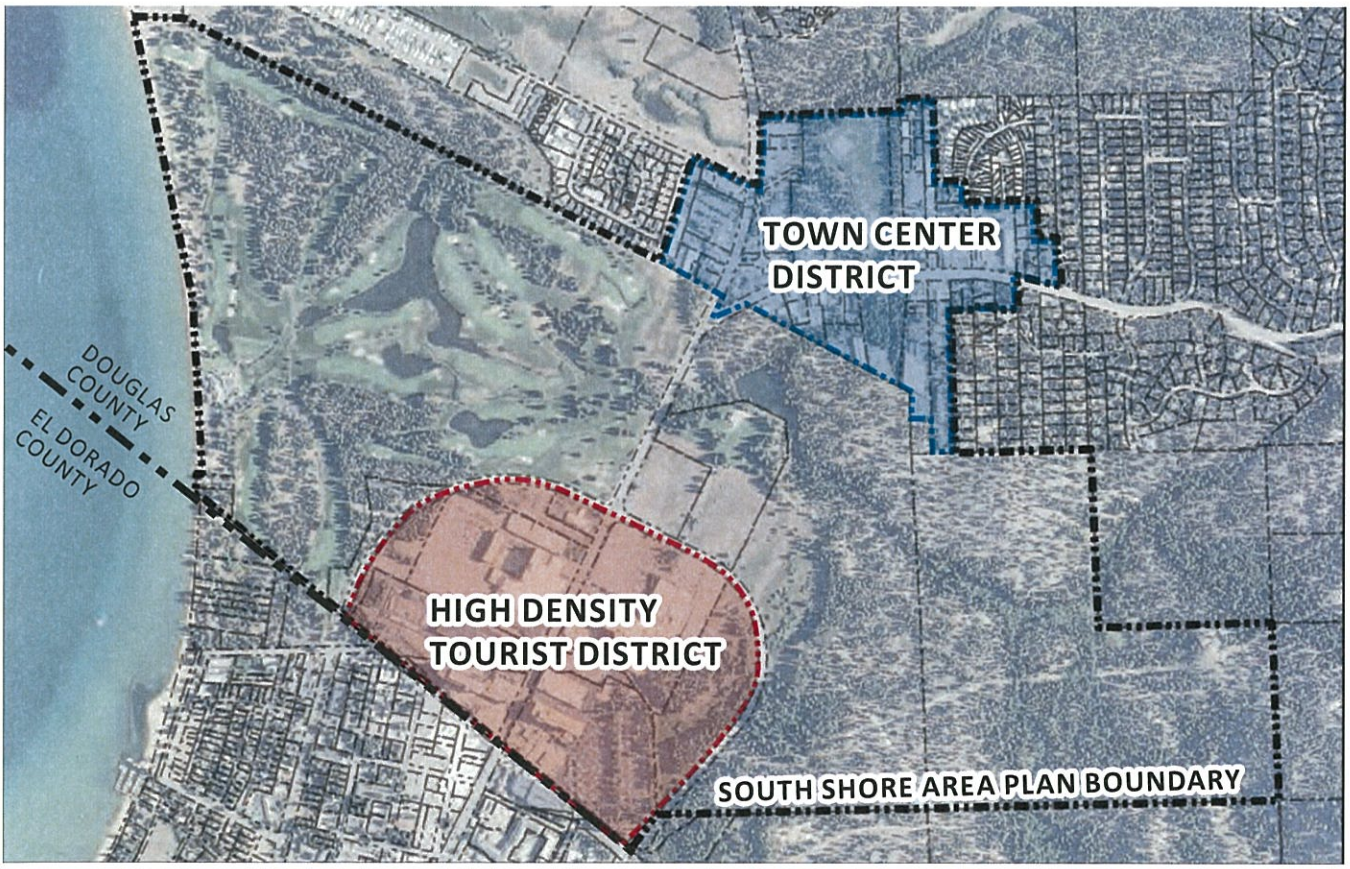


Image 3. Additional design standards and guidelines have been developed to support the goals and policies within special planning districts.

2. SITE DESIGN

Site layout involves the arrangement of indoor and outdoor spaces to accommodate the activities related to the proposed uses. Customer service, vehicle movement patterns, loading needs, and expansion potential should all be considered when establishing the site design. A site functions as an integral part of the community and site design should organize the spaces and activities based on a site's programmatic requirements as well as broader community objectives. The design should take into account factors such as safety, privacy, community identity and character, and preservation of the natural environment.

2.1 Building Arrangement and Location

The arrangement and location of buildings greatly influences the experiences and operational characteristics of a site. Consideration should be given to all the aspects of the site; the physical characteristics, environmental conditions, and social expectations to determine the arrangement and location for buildings that will provide the greatest benefit. Well organized buildings can create comfortable pedestrian plazas, promote walkability, encourage commerce, improve building performance and reinforce community identity.

2.1.1 Mixed-Use buildings shall be oriented with the primary entry and façade toward the street or the primary drive aisle.

2.1.2 In multi-building commercial and private recreational developments, the buildings shall be clustered creating pedestrian shopping plazas, corridors and open spaces. Where clustering is impractical, a visual link between the buildings shall be incorporated. This link can be accomplished by the use of an arcade system, trellises or other similar open structures.

2.1.3 Buildings shall be located in a manner that will complement adjacent structures and properties. Sites should be developed in a coordinated manner to provide order and diversity, and avoid an "unplanned" development look.

2.1.4 Loading areas or docks shall be located to the rear or the side of the building, away from public rights-of-way, and cannot interfere with the on-site circulation. All loading and unloading shall take place on site. Street servicing is discouraged. The loading areas/docks shall be designed so their visibility is minimal by using features such as wing walls and landscaping. The location and orientation of the building must consider accessibility to the loading areas.

Image 4. Organizing buildings and entry points towards the street encourages an active streetscape with opportunities for interesting gathering places.

2.1.5 Automotive repair/service buildings or other uses which provide mechanical services should be arranged so that the bay entries/exits are not fronting a primary street.

2.1.6 The existing natural features on a site such as trees, slopes and rock outcroppings should be retained and incorporated into the site layout to create more interesting and unique designs that are integrated with the natural existing environment.

2.1.7 Buildings shall be designed and sited with consideration of solar exposure, climate, noise, safety, fire protection and privacy. Outdoor spaces shall be designed to create interesting gathering spaces with opportunities for year-round event programming.

2.1.8 Setbacks shall be consistent with the Tahoe Area Plan Regulations (Chapter 20.703 in the Douglas County Development Code).

2.1.9 Detached storage buildings, service yards, maintenance yards, warehousing and outdoor storage areas shall be located in areas that are not highly visible from major transportation corridors, scenic turnouts, public recreation areas, or the waters of Lake Tahoe.

2.1.10 Buildings must be arranged or designed so that they do not create a "blind corner" and/or impair visibility. Specific consideration and design alternatives must be evaluated for corner lots and instances where there are existing and adjoining driveways.

2.1.11 Site plans are encouraged to incorporate Low Impact Development techniques to reduce the impact of built areas and promote naturally functioning systems. The following practices may be integrated with the overall design of landscape areas to combine the functions of storm water treatment with aesthetically pleasing landscape features:

a. *Pervious pavement materials that allow water to pass though the paving and infiltrate into the ground are encouraged for pedestrian applications. Other pavement surfaces may incorporate pervious pavements but shall be designed in conjunction with the site's Best Management Practices (BMPs).*

b. *Preserving existing trees should be planned for with a focus on preserving large groups of forest rather than individual trees that are subjected to changes of runoff, grades, or surface coverage. The protection zone for trees extends to the drip-line of the tree's canopy.*

c. *As part of surface water management, small areas of infiltration catchments are to be incorporated into the final contour of the landscape. These features will offer the reduction in run-off from each site.*

Image 5. Outdoor gathering places with opportunities for year-round event programming will help to establish a pedestrian oriented experience.

2.1.12 Building design and placement should preserve and enhance views from public areas towards Lake Tahoe and mountain ridge lines.

2.1.13 Building design and placement shall promote a visual balance between the various elements both on and adjacent to the site. Building arrangements shall neither create monotonous or overpowering forms nor should they dominate the visual composition.

2.1.14 New buildings adjacent to existing lower scale residential development shall respect the scale and privacy of adjacent properties by varying the massing within a project and incorporating architecture designs and building treatments that transition to smaller scale buildings.

STANDARDS AND GUIDELINES FOR TOWN CENTER DISTRICT

(In addition to those identified previously, the following standards and guidelines apply to properties within Town Centers)

2.1.15 Properties along US Highway 50 with ground level retail and commercial uses shall provide primary pedestrian access directly to the street. The intent of this retail/pedestrian street requirement is to present a dynamic, fragmented street front to outdoor spaces, rather than uniform blocks of building mass.

Image 6. Preserving existing trees and incorporating naturally functioning systems into the site design is integral to the establishing the aesthetics of the place.

Image 7. Building heights and arrangements that preserve and enhance view corridors helps to blend the built environment with the surrounding natural conditions.

STANDARDS AND GUIDELINES FOR HIGH-DENSITY TOURIST DISTRICT

(In addition to those identified previously, the following standards and guidelines apply to properties within the High-Density Tourist District)

2.1.16 Buildings that are 8 stories or higher, should be sited so their longest frontages are perpendicular to the primary street. Lower buildings located on the primary street frontage are encouraged to address the street so that their longest frontage is parallel to the street edge.

2.1.17 The travel route of Hwy 50 has a "canyon effect" because the existing tower structures are located too close together with inadequate setbacks. Within a given property, 80% of the buildings fronting Hwy 50 shall not exceed 56 feet in height when an existing building or buildings are being replaced within 100 feet of the right-of-way. 20% of the building or buildings frontage may be constructed to a maximum height of 95 feet. Redeveloped towers up to the maximum allowable height shall be sited behind buildings fronting on Hwy 50. Lower buildings at the street level will reduce the visual dominance of the towers and improve the visual condition along the Highway 50 travel route by creating a pedestrian scale street section by shifting the tower height away from the immediate area of the street. Existing buildings with non-conforming height are allowed to do frontage improvements up to their existing height.

2.1.18 Redevelopment of the existing towers is contingent on the creation of new and additional open space that will replace a portion of the surface parking with a landscape setting. Additional open space would improve the travel route rating with the development of a visually attractive landscape.

Image 8. Lower buildings located parallel to the street edge establish a pedestrian scaled street section.

Image 9. Redevelopment of the existing towers associated with gaming properties will be accompanied by new and additional open space to help bring the area into scenic threshold attainment.

2.2 Circulation and Parking

Circulation and parking establish the pattern of movement for pedestrians, bicyclists, trucks and automobiles. The design of the circulation system on a site is critical to creating safe travel routes between parking areas and building entrances. Simple layouts which can be readily understood by motorists are advocated.

2.2.1 The on-site circulation must be logical and provide convenient, safe and direct flow of pedestrians and vehicles.

2.2.2 All parking areas, driveways, parking aisles and sidewalks shall be graded, drained and paved in accordance with the Development Code and Part II of the Douglas County Design Criteria and Improvement Standards.

2.2.3 New surface parking areas are discouraged within view of US Highway 50. New parking areas should be situated behind buildings and screened from street views.

2.2.4 Parking aisles should be arranged to direct pedestrians parallel to moving cars thereby minimizing the need for pedestrians to cross parking aisles and landscape areas. As an alternative, separated pedestrian walkways should be incorporated in the parking lot design.

2.2.5 Whenever parking areas/drive aisles are connected to adjacent sites, the circulation must provide for similar direction of travel (both vehicular and pedestrian) and parking stalls to reduce conflict at points of connection.

2.2.6 To promote efficient and safe vehicular and pedestrian circulation, curb cuts and private driveways should be kept to a minimum.

2.2.7 In cases where one-way traffic aisles are provided, one-way traffic signs shall be clearly posted and one-way arrows shall be painted and maintained within the drive aisle.

2.2.8 The turning radii for drive aisles and loading areas shall meet the AASHTO standards for turning movements.

2.2.9 Parking spaces abutting structures must be separated by a 6 foot wide sidewalk or landscape planter.

2.2.10 Parking stalls shall be located so that vehicles do not back-up into primary ingress driveways. The first parking stall parallel to a driveway shall be separated by a landscape planter a minimum of 20 feet in width, one car length.

Image 10. Safe and convenient circulation systems will help ensure the safety of pedestrians and motorists.

2.2.11 Loading/unloading areas shall be clearly identified by installing no parking signs and/or striping of the space. The areas must be located in the rear or the sides of the building and shielded so that they are not visible from the street.

2.2.12 Parking areas abutting properties residentially used or designated shall be separated by a landscape buffer a minimum of 10 feet in width. In addition to landscaping, perimeter earth bearming is recommended as an effective way to reduce the visual impact of surface parking lots.

2.2.13 All parking and drive aisles shall be designed to provide sufficient emergency vehicle access and maneuverability.

2.2.14 All parking shall comply with the most current American with Disabilities Act (ADA) standards and regulations.

2.2.15 Establishments that typically require or generate frequent passenger loading and unloading shall provide specifically designated loading/unloading stopping bays. Direct ingress and egress should be provided so that vehicles are not directed into the on-site drive aisles.

2.2.16 The number of required parking and loading spaces shall be consistent with the Tahoe Area Plan Regulations (Chapter 20.703, Parking and Loading).

2.2.17 Parking lots shall be located and designed with BMPs to capture, treat and infiltrate storm water.

Image 11. Best Management Practices (BMPs), such as infiltration basins, provide an aesthetically pleasing and lower cost alternative to conventional storm water treatment strategies.

2.3 Parking Structures

Structured parking is encouraged as a means of reducing overall site coverage and where parking demand necessitates such a solution. Structures should be intuitively located without visually dominating a project.

2.3.1 The exterior surface materials of the parking structure must be compatible and complementary to the main structure.

2.3.2 The exterior façade facing a public right-of-way must be articulated by the use of one or more of the following features; complementary colors, stepping of floors, arrangement of façade elements and/or alternative building materials.

2.3.3 Solid screening elements shall be provided on a portion of each floor of the parking structure to sufficiently screen parked vehicles. Ground floor screening elements shall include landscape planters.

2.3.4 A minimum 5-foot wide landscape planter area shall be provided between the structure and a road, sidewalk or internal drive aisle. The planter shall include live plant material including but not limited to shrubs, trees, and vines.

2.3.5 The location of entrance and exit driveways shall be located/designed so that the impacts to vehicular and pedestrian traffic are minimized to the extent possible. Exit driveways shall be designed so that "blind corners" are avoided.

2.3.6 Sidewalks must be provided along the full length of buildings featuring customer entrances and along any façade facing public parking areas.

STANDARDS AND GUIDELINES FOR HIGH-DENSITY TOURIST DISTRICT

(In addition to those identified previously, the following standards and guidelines apply to properties within the High-Density Tourist District)

2.3.8 Locate new parking structures so they do not interfere with the opportunity to create a pedestrian oriented streetscape. Access to parking structures from US Hwy. 50 is allowed, but parking only structures fronting US Hwy. 50 are strongly discouraged.

2.4 Vehicular Access

The point where a driver enters or leaves a site affects both a project and the community as a whole. Care must be taken in locating access to avoid creating traffic hazards where drivers are entering or leaving a site. In addition, poor placement or an insufficient number of access points to a site can lead to their blockage and impede smooth traffic flow through a site.

2.4.1 Vehicular access points shall be kept to a minimum. However, the number and location of driveway curbs must be adequate to allow efficient traffic flow. Joint access between adjacent sites shall be utilized whenever possible to reduce traffic hazards and necessary curb cuts.

2.4.2 Driveways are to be designed and located to meet the AASHTO standards for turning movements.

2.4.3 The distance between driveways and intersection corner clearance must be consistent with the standards provided in Part II, Engineering Design and Criteria and Improvement Standards of the Douglas County Design Criteria and Improvement Standards.

2.4.4 Two-way traffic along Hwy 50 (or Main Street when Hwy 50 is realigned) is encouraged.

Image 12. Relocate and screen parking structures to create a pedestrian oriented main street.

2.5 Pedestrian Access

A safe and convenient pedestrian circulation system guarantees that people of all abilities can move around on the site and between properties throughout the year.

2.5.1 All sidewalks shall be constructed of Portland cement concrete, unit pavers or other similar concrete material.

2.5.2 Separate vehicular and pedestrian systems shall be provided. Pedestrian linkages between uses within development, surrounding developments and trails/bikeways shall be provided and emphasized, including distinct pedestrian access from parking areas to the building. Walkways should include enhanced paving, trellis structures or enhanced landscaping treatments. A continuous and direct sidewalk shall be provided from the street to the on-site sidewalk.

2.5.3 Sidewalks should be provided along the full length of the building featuring customer entrances and along any façade facing public parking areas.

2.5.4 On-site sidewalks must be a minimum of 4-feet wide. When parking stalls directly abut a sidewalk, the sidewalk shall be a minimum of 6-feet wide. If exterior stairways are used with the stairway landings on the sidewalk, the sidewalk shall be a minimum of 6-feet wide.

2.5.5 All pedestrian areas shall comply with the most current American with Disabilities Act (ADA) standards and regulations. Particular attention shall be given to ramps, accessible paths of travel, level landings and handrails.

2.5.6 Hotel, resort and institutional uses which have frequent loading and unloading of passengers are to provide a port-cochere or other similar feature at the passenger loading/unloading area.

STANDARDS AND GUIDELINES FOR TOWN CENTER DISTRICT

(In addition to those identified previously, the following standards and guidelines apply to properties within Town Centers)

2.5.7 Site designs and building arrangements shall promote pedestrian activity by providing enhanced design features along public roadways. Enhanced design features to be

Image 13. Simple concrete sidewalks accentuated with landscaping provide pleasant connections for pedestrians.

Image 14. Sidewalks shall be provided along the full length of building featuring customer entrances.

Image 15. Design elements such as increased setbacks and increased building articulation help create a comfortable zone for pedestrians.

considered include increased setbacks, stepped heights, increased building articulation, and/or higher quality building materials.

2.5.8 Promote alternative transportation modes such as walking, bicycling, transit use, and shared parking strategies which at a minimum shall include continuous sidewalks or other pedestrian paths and bicycle facilities along both sides of all highways with connections to other major activity centers.

STANDARDS AND GUIDELINES FOR HIGH-DENSITY TOURIST DISTRICT

(In addition to those identified previously, the following standards and guidelines apply to properties within the High-Density Tourist District)

2.5.9 To support an active pedestrian environment, buildings along US Hwy. 50 should provide covered overhead protection in the form of recessed arcades or protruding canopies. Public entrances to buildings shall ensure protection from unloading roof snow.

Image 16. Locate outdoor pedestrian areas where solar exposure will maximize the opportunity for a comfortable year-round experience.

Image 17. Protruding overhead canopies create interesting architectural façades and provide protection from falling snow.

Image 18. Promote alternative transportation modes by incorporating facilities such as transit stops into the site design.

2.6 Bicycle Access

2.6.1 When required by the Development Code and Design Manual, bicycle racks shall be installed close to building entrance(s). Within multi-building projects, the racks shall be placed so that they are convenient to all building/ entrances.

2.6.2 Bicycle racks shall be aesthetically treated. Such treatments can include inverted "U" shaped bollards, metal piping ribbons, planter, etc. All racks shall be permanently affixed and not obtrusive to pedestrian and vehicular circulation.

2.6.3 Bicycle linkages to any adjacent bikeways and/ or routes shall be provided.

STANDARDS AND GUIDELINES FOR THE TOWN CENTER AND HIGH-DENSITY TOURIST DISTRICTS

(In addition to those identified previously, the following standards and guidelines apply to properties within Town Centers)

2.6.4 Site designs shall integrate multimodal transportation improvements (pedestrian, bicycle and transit facilities) consistent with the TRPA/TMPO Regional Transportation Plan, Mobility 2035.

2.7 Open Space Areas

2.7.1 High intensity open spaces, such as playgrounds and picnic areas, that generally generate noise levels above the normal levels associated with the surrounding neighborhood, should be located so that they are not directly adjacent to noise sensitive uses such as adjoining residences.

2.7.2 Low intensity open spaces, such as greenways and pedestrian paths, should be located around the perimeter of the site. This can serve as a buffer to the adjacent properties, particularly residential, as well as assist a project in meeting the required on-site landscaping.

2.7.3 Whenever possible, open space areas should be located on the south and/or west sides of the building and site. This allows the areas to receive maximum sunlight which accelerates melting of snow and ice. Deciduous trees are to be used to provide shade in summer months.

2.7.4 The location of the open space areas should give consideration to the wind exposure. If necessary appropriate screening features such as walls, landscaping, trellises, etc. should be incorporated into the project design.

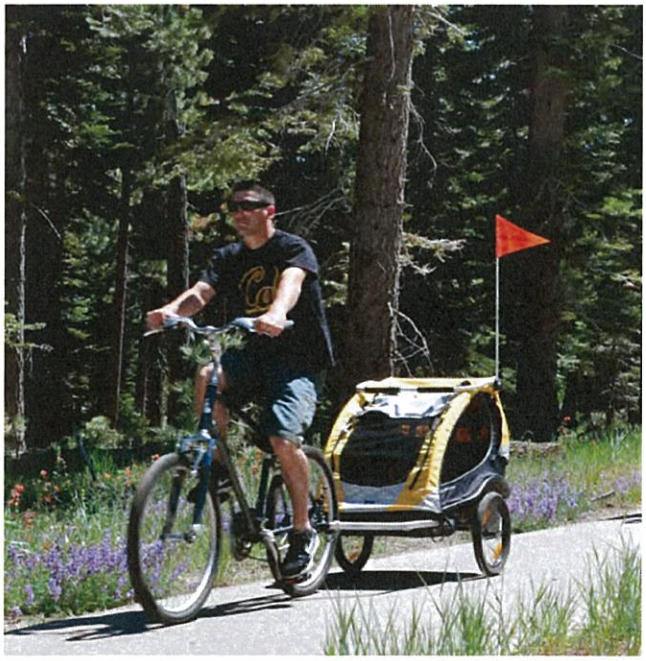


Image 19,20. Bicycle trail connections in combination with bike-friendly amenities will help encourage alternative modes of transportation.

STANDARDS AND GUIDELINES FOR THE TOWN CENTER AND HIGH-DENSITY TOURIST DISTRICTS

(In addition to those identified previously, the following standards and guidelines apply to properties within Town Centers)

2.7.5 Site plans shall include strategies for protecting undisturbed sensitive lands and, where feasible, establish park or open space corridors connecting undisturbed sensitive areas within Centers to undisturbed areas outside of Centers.

2.8 Snow Storage

2.8.1 Each development shall incorporate snow melt and/or provide an area for snow storage . The snow storage area should be unobstructed by buildings so that the snow can receive direct sunlight to accelerate the snow melt.

2.8.2 Adequacy and location of snow storage shall be approved by Douglas County.

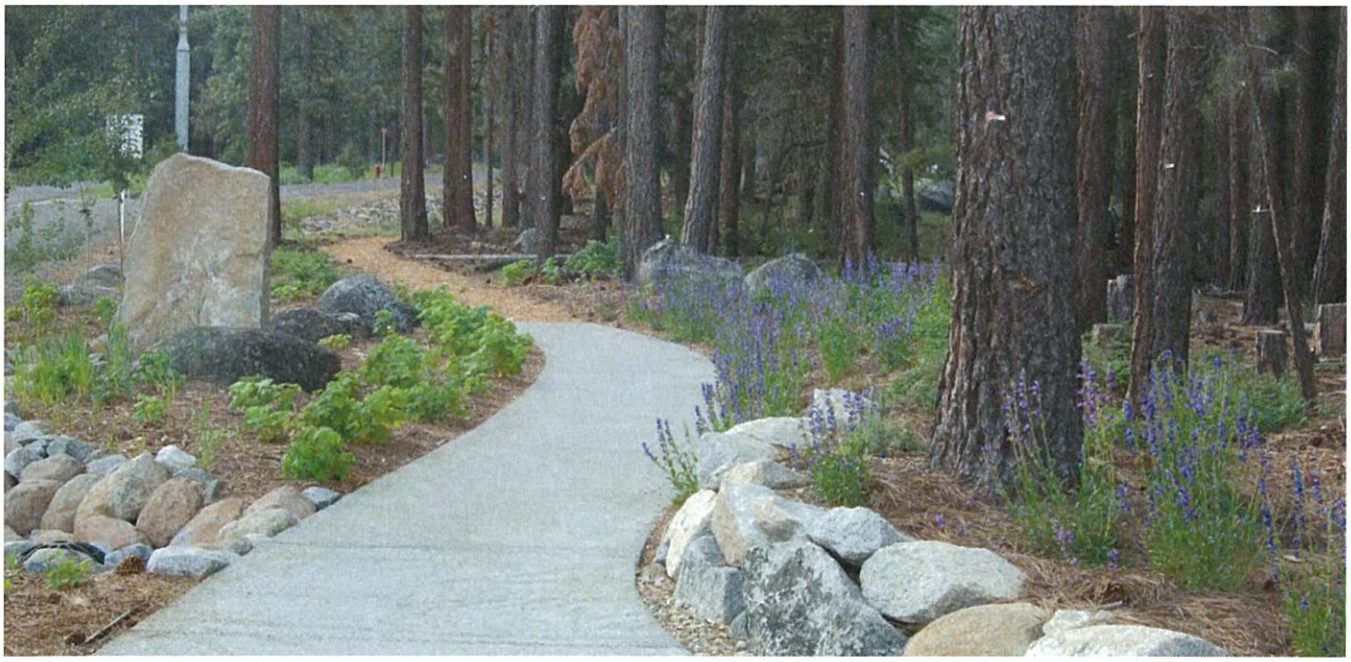


Image 21. To reinforce the recreation focus of the area, connections should be created to regional recreation attractions from major development nodes.

3. LANDSCAPE DESIGN

The landscape design standards and guidelines are intended to enhance and beautify pedestrian zones and to create a gradual transition from the more urbanized High Density Tourist District and Town Center District to the surrounding natural areas. The design of landscapes should respond to the intended site function with consideration of issues such as safety, maintenance and desired aesthetic quality. In areas focused on resort and retail activities, the landscape should create an inviting environment for pedestrians. This may be accomplished by establishing a rhythm of elements that unify the streetscape, providing plazas and event spaces that respond to a site's environmental factors and by screening undesirable views or framing impressive vistas. In contrast, undeveloped areas and areas abutting natural landscapes should incorporate plant materials spaced in natural-looking groups to seamlessly transition into the natural environment.

3.1 General

3.1.1 Native vegetation should be utilized whenever possible, consistent with TRPA Landscape Standards and Fire Defensible Space Requirements (Table 5-2: Site Type Recommended Species List, TRPA BMP Handbook).

3.1.2 Vegetation shall be used to screen parking, alleviate long strips of parking space, and accommodate storm water runoff where feasible.

3.1.3 Vegetation should be used to give privacy, reduce glare and heat, deflect wind, muffle noise, prevent erosion, and soften the line of architecture.

3.1.4 Minimize grading and preserve existing vegetation whenever possible.

3.1.5 Landscape designs should respond to the seasonal environmental conditions to encourage outdoor spaces that are comfortable year-round.

3.1.6 Create a quality built environment with the inclusion of amenities such as street furnishing, plantings, art works, and water features to enhance the places that people will walk, gather, or recreate.

3.1.7 Landscapes shall be irrigated to establish planting and provide the correct water levels to support the long term growth of landscape. Irrigation systems must use efficient water methods, group planting into similar hydro-zones, and use moisture sensors to control the use of water.

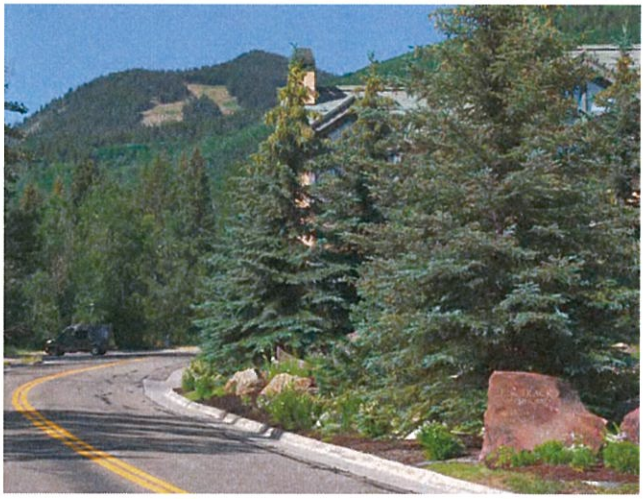


Image 22. Plant material used for screening should be effective during both the summer and winter.

Image 23. Landscapes within developed areas may be formally arranged to reflect the built environment and create an inviting environment for pedestrians.

4. BUILDING DESIGN

The architectural design standards and guidelines establish a quality and character for the built environment that reflects the area's mountain setting and environmental conditions. These standards are not intended to restrict imagination, innovation or variety in design, but rather are intended to highlight design principles that can result in creative solutions that enhance the quality and character of the built environment. Scenic and visual quality is not a question of style and therefore no specific architectural style or theme is proposed. The intent is to create design solutions that encourage a variety of architectural forms, scales, colors and materials that collectively fit within the natural mountain environment.

4.1 General

4.1.1 Buildings and additions to existing buildings are to be designed to complement rather than dominate their surroundings. They should be compatible with the surrounding buildings and should incorporate similar architectural elements or facades.

4.1.2 Buildings shall employ authentic, textured materials, compatible with the traditional and rustic resort style of the Lake Tahoe Region. Highly reflective materials are considered undesirable, because of their tendency to create uncomfortable glare conditions.

4.1.3 Building height shall be consistent with the Tahoe Area Plan Regulations (Chapter 20.703 of the Development Code).

4.1.4 Hotel, resort or institutional uses which propose a passenger loading and unloading area, a porte-cochere, or other similar feature should be provided and may be required. The design of an attached or detached port-cochere must contain the same architectural features and building materials as the primary building.

4.1.5 The use of standardized "corporate" architectural designs associated with chain or franchise buildings (prevalent with restaurants, service stations and retail stores) is strongly discouraged and alternative designs consistent with this design manual may be required.

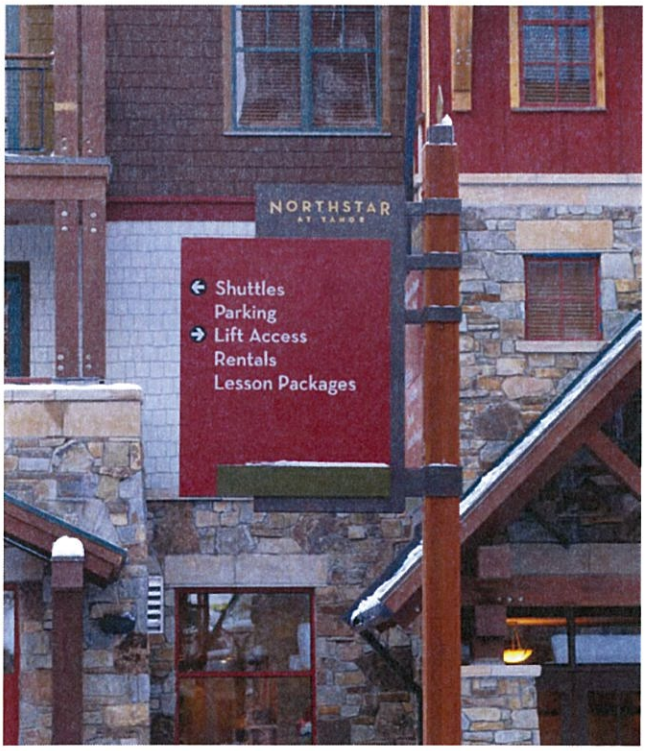


Image 24,25. Authentic building materials such as stone and timber are consistent with the traditional resort vernacular, but they may also be incorporated into more contemporary designs that also fit within the natural mountain environment.

4.1.6 Predominate building colors shall be of earth tones, but may be accented with brighter colors. This will provide color variation, punctuation, and a sense of festivity appropriate to the resort destination.

4.1.7 Architectural designs should include functional and visual responses to climate considerations such as solar orientation with warm decks and view windows, protection from prevailing winds, sheltered entries and pedestrian areas, roof overhangs and thermal protections.

4.1.8 Buildings that exemplify "green building" design are desirable. This includes vegetated roofs, rainwater collection systems, designs that preserve existing trees and use of recycled, reclaimed or sustainably harvested materials.

4.1.9 Open spaces, walkways and alleys are encouraged to break up building mass, allow access through developments and create visual breaks.

4.1.10 Larger developments that group retail, hotel, multi-unit residential and/or office buildings are encouraged to shape distinct and memorable public spaces.

4.1.11 If a sign is intended, the building façade shall be designed to accommodate signage, so that tenants will have advertising without detracting from the appearance of the structure.

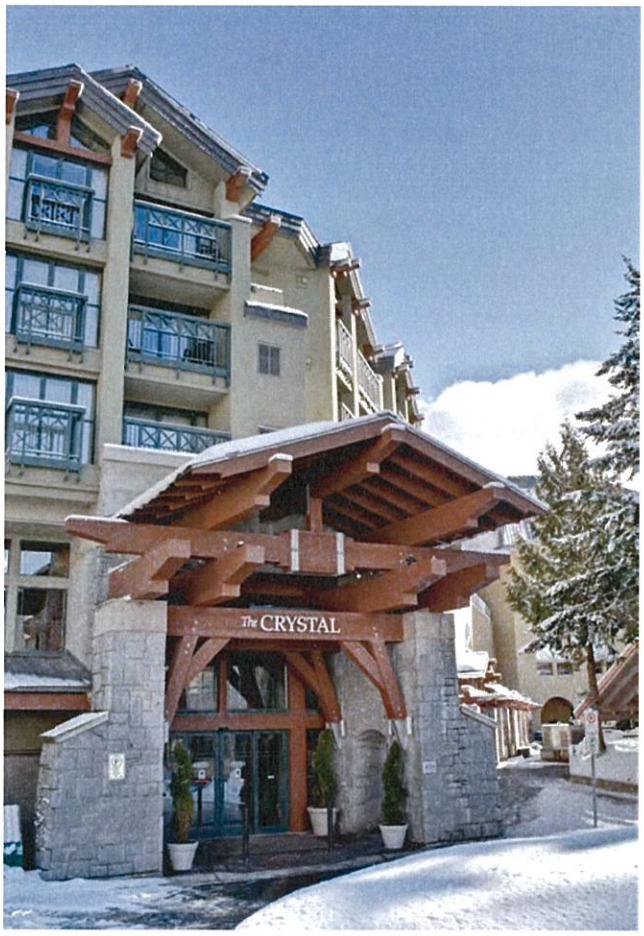


Image 26. Building entrances should be designed and located with consideration of climate considerations.

Image 27. Proper building placement and orientation, careful consideration of climate and interesting programmatic opportunities are all factors that lead to the creation of memorable public spaces.

STANDARDS AND GUIDELINES FOR HIGH-DENSITY TOURIST DISTRICT

(In addition to those identified previously, the following standards and guidelines apply to properties within the High-Density Tourist District)

4.1.12 The maximum allowable height will only be for towers associated with existing gaming properties and will be restricted to five towers. The proposed height will be applicable only if there is an existing high rise tower that is demolished and redeveloped. Redeveloped towers shall improve the visual quality of the area by replacing outdated and deteriorated facilities with newly constructed projects.

4.1.13 Up to four levels of occupied space will be allowed at the setback line from US Hwy. 50.

4.1.14 Redeveloped towers shall include design improvements such as strong pedestrian bases creating an orientation to the street, a mid-section with the potential to incorporate shadow lines and relief, articulation at the roof line aligned with the vernacular character of the region and building articulation to improve on the monolithic square shapes of the existing structures. These design features will have better proportions, comprise variety in design expression, and improve the appearance over the existing designs which do not demonstrate these characteristics.

4.2 Commercial, Institutional and Mixed-Use Building Elevations

Building exteriors are typically designed with clear distinction between the three main building components; the base, middle, and top. The base grounds the building to the site through the use of materials and forms that convey a sense of weight and stability. The base of a building is the also the most visually dynamic zone due to its connection to the street level. The middles of buildings should incorporate materials, textures, colors and detailing to provide interest and articulation. The tops of buildings are encouraged to be capped with well-proportioned, pitched roofs, acting as the uppermost unifying component.

4.2.1 Commercial, Institutional and Mixed-use buildings are to be designed on a "human scale" by using architectural enhancements. Such features should include windows, awnings, arcades, provide plazas and courtyards, and/or roof overhangs.

4.2.2 Commercial, Institutional and Mixed-use buildings of "box like" appearance are prohibited. The exterior walls shall be varied in depth and/or direction.

4.2.3 Varying portions of a building façade, particularly blank walls without windows or varying building materials, shall be articulated by the use of color, arrangement of façade elements, and/or change in material. These elements/materials shall include but are not limited to false windows, awnings, parapet eaves, trellises, arcades, siding, stone, or brick.

4.2.4 Awnings, parapet eaves or other similar decorative features shall provide a minimum vertical clearance of 8-feet.

4.2.5 Commercial, Institutional and Mixed-use metal buildings are not acceptable.

STANDARDS AND GUIDELINES FOR TOWN CENTER DISTRICT

(In addition to those identified previously, the following standards and guidelines apply to properties within Town Centers)

4.2.6 Building design shall be coordinated on all elevations in regards to color, material, form and detailing in order to achieve design harmony and integrity. Parapet walls should be treated as part of the building design, not as unrelated visual elements. Elevations need not look alike for a sense of overall architectural continuity to be present.

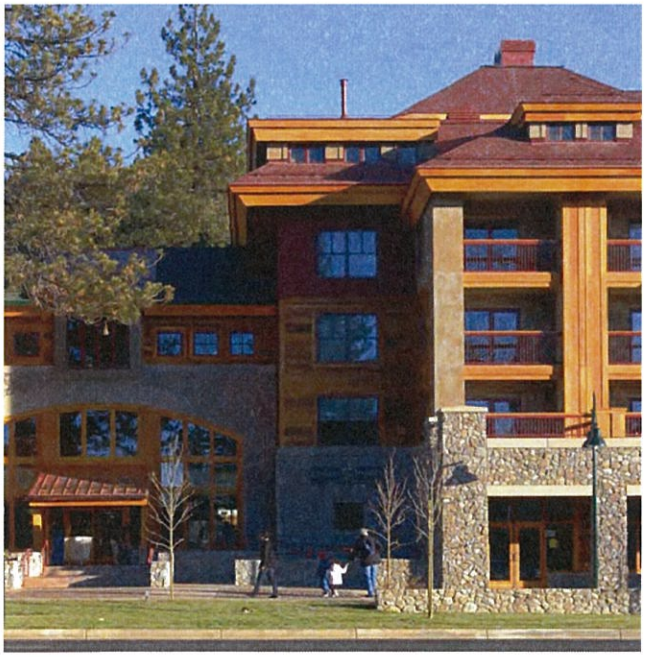


Image 28. Varying wall planes reduces the visual scale of a structure and helps to highlight interesting building features.

Image 29. Buildings within a development should not all look alike, but rather they should be visual balanced through their use of color, materials, form and detailing.

4.2.7 Development within the Town Center District shall incorporate buildings with varied heights and densities.

4.2.8 Properties along US Highway 50 with ground level retail and commercial uses shall provide primary pedestrian access directly to the street, in order to ensure an enjoyable and interesting visual experience for pedestrians. Long expanses of inactive building frontage shall be avoided by utilizing architectural elements such as transparent window surfaces, arcades, internal building uses that flow outdoors, and frequent building entry points.

STANDARDS AND GUIDELINES FOR HIGH-DENSITY TOURIST DISTRICT

(In addition to those identified previously, the following standards and guidelines apply to properties within the High-Density Tourist District)

4.2.9 The scoring of vividness, intactness, unity and variety shall be improved with new building elevations and better design in the built environment. The existing conditions have an appearance characterized by repetitive wall surfaces, clutter in the foreground and disassociated design. Redeveloped towers will create opportunities to generate visual interest, articulate the space, and create entries. Replacement of contrasting colors, monotonous wall surfaces, and the outdated design will also be design improvements over the existing conditions.

4.2.10 Dominate blank building walls shall be replaced with an open and more transparent building façade. Shops and restaurants oriented to the street will help establish a lively pedestrian promenade.

Image 30. As part of a tower redevelopment project, new lower scale buildings will be organized along US Hwy 50 to create more visual interest through variations in building scale and density.

4.3 Industrial Building Elevations

4.3.1 Industrial buildings shall be articulated by the use of varying colors, materials and textures. Features such as windows, decorative/false windows, recessed windows, building projections or recesses, and entryway treatments are to be incorporated in the building elevation(s) which face a parking lot or street.

4.3.2 Industrial metal buildings are permitted provided that any façade, visible from a street, is improved to include at least one of the following, but not limited to: wood or vinyl siding, stucco, brick or stone treatment. Windows shall have a minimum 4 inch trim or decorative window shutters.

4.4 Roofs

Building caps or roofs offer a design distinction that will allow the mountain setting to be incorporated into a building's design. A definitive "building top" that steps, slopes or otherwise breaks the rectangular form will prevent blocky structures from being built.

4.4.1 Roofs for buildings other than towers, must have at least one of the following features around the entire building: 1) stepping parapet roofs concealing flat roofs, 2) overhanging eaves, and/or 3) sloped roof. Up to 25% of roof surface may be flat.

4.4.2 For buildings other than towers, height of the building should be varied so that distinctive roof lines are created.

4.4.3 All roof-top equipment including, but not limited to, satellite receiving dishes, communication equipment and HVAC units shall be screened from view.

4.4.4 Reflective, untreated metal roofs are prohibited. All exposed metal surfaces shall be painted in a flat, non-glossy paint to complement or match the color of the exterior roof building material.

4.5 Multiple Tenant Buildings

4.5.1 Multi-Building/Tenant developments shall have consistent color schemes and wall textures, roofs, roof slopes, awning, arcades and other similar architectural features.

4.5.2 Smaller retail stores that are part of a multi-tenant commercial building shall have display windows and separate entrances. The principal building must have a clearly defined, visible customer entrance features such as but not limited to canopies, arcades, arches, wing walls and planters.

Image 31. Distinctive roof lines are created with roof forms and building heights that vary.

Image 32. Multiple tenant buildings shall have display windows with separate entrances.

5. SIGNS

The sign design standards and guidelines establish the parameters for developing high quality signs that will contribute to the overall identity of a district and help pedestrians and drivers locate businesses and services. Signs should be limited to specific locations where information is needed to direct visitors to key destinations or to communicate regulations for public safety or protection of natural resources. To accommodate the variety of roadway and pedestrian environments a mix of sign styles and their associated design standards are described below. The goal is to establish sign standards that recognize the commercial communication requirements of all sectors of the business community and to improve the visual quality, using signs that include natural materials in a manner that is consistent with the architectural style of the region.

5.1 General

5.1.1 Unless modified by these standards, all signs within the South Shore Area Plan and Tahoe Douglas Area Plan must meet the provisions of Section 20.703.180, Signage, of the Douglas County Development Code, as well as Chapter 38, Signs, in the TRPA Code of Ordinances.

5.1.2 Designs should be simple and easy to read with the number of lettering styles and amount of copy kept to a minimum, preferably giving only the name of the business.

5.1.3 Signs should be designed and located to be compatible with their surroundings in terms of size, shape, color, texture, and lighting. They should not compete visually with other signs.

5.1.4 Signs should be integrated into building and site design, and not appear as if added as an afterthought. They should be incorporated into the design of the façade, and should complement the architecture in terms of shape, placement, colors, and materials.

5.1.6 Reflective, fluorescent, and primary colors should be avoided.

5.1.7 When possible, signs should be consolidated into unified systems in order to avoid sign clutter along the street, Signage attached to the structure is encouraged.

5.1.8 Free standing signs should be kept low whenever site and visibility allow. Shrubs placed around base of a freestanding sign integrate it with the ground plane and screen any low level lights.

5.1.9 Illuminated signs should not be high intensity and glaring in nature. The larger the sign, the lower the level of illumination should be. Illumination of the letters is preferred over illumination of the sign background. It is most preferable the signs be externally illuminated. Light bulbs should not be exposed.

Image 33. Signs should convey unique and interesting aspects of a business through artful designs.

Image 34. Free standing signs shall be integrated with the ground plane through the use of plants and sign bases that anchor the sign to the site.

5.1.10 Signs should be located to respect pedestrian and driver safety. Projecting signs shall clear walkways by eight (8′) feet and shall project no closer than two (2′) feet from the curb line. Height allowances over driveways, alley and parking areas shall be a minimum of 13′6″. Signs should be placed to avoid conflicts with door openings. Signs are not permitted in the road right-of-way. Banners across U.S. Hwy 50 are subject to review and approval by the Nevada Department of Transportation (NDOT).

5.1.11 Illuminated signs should be positioned so that the light does not shine directly on adjoining properties, cause glare, or shine in the eyes of motorists or pedestrians.

5.1.12 The back for any one sided regulatory, directional, or informational sign located in a Rural transition or Rural Scenic Highway Corridor should be painted or otherwise colored closely to match the color of the adjacent landscape.

5.1.13 Signs should have no more than 60% of the sign area in copy. Sign copy includes all letters, numbers, characters, symbols, and other graphics which are part of the sign. The guideline does not apply to signs which consist of individual letters, characters, or other symbols and which have no perimeter or border. Sign Area = X*Y Sign Copy=(A*B)+(C*D) Sign Copy=.60(X*Y).

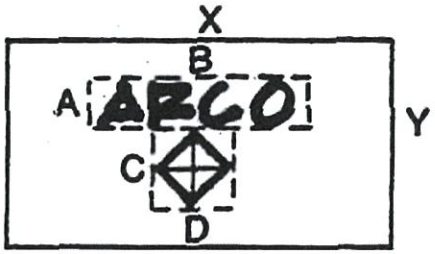


Image 35. Sign area measurement diagram.

5.2 Multiple Tenant Buildings

5.2.1 Every new or redevelopment project with three or more tenants requires a master sign plan. Sign placement, scale, and readability are to be considered in the design.

5.2.2 In multi-building / tenant complexes with three or more tenants all signs shall have a consistent theme through the use of compatible colors, materials, shapes, sizes and types of signs. A master sign plan standardizing the signs shall be provided as part of the development proposal.

5.3 Wall Signs

5.3.1 Wall signs must be integrated into the building and site design and not appear to be added as an afterthought.

Image 36. Incorporate wall signs into the design of structures to prevent the appearance that signage was added as an afterthought.

5.4 Monument Signs

5.4.1 Monument signs shall be designed so that they complement the architecture of the building/complex. The design of the monument should not be the main focus of the site, but rather blend in with the site and should contain only the name of the center/business, or major anchor.

5.4.2 Monument signs shall be located so that they do not create blind corners, interfere with circulation, parking or traffic safety.

5.4.3 Monument signs shall include the street number for the site. Street numbers shall be clearly visible from the street frontage during day and night.

5.4.4 Monument signs should be at eye level of passing motorists.

5.4.5 Two monument signs (or freestanding signs per Section 38.8.2. of the TRPA Code of Ordinances) may be allowed for the commercial complex located on APNs:1318-23-4-038, -039, -040, and - 041, as long as two signs do not create a traffic safety hazard and the transfer of land to complete the Burke Creek Restoration Project is complete.

Image 37. Monument signs should be utilized to consolidate the major building tenants as part of a single coordinated sign.

5.5 Points of Interest (Wayfinding) and Community Entry Sign

5.5.1 A point of interest (wayfinding) signage program should be developed by the Tahoe Chamber of Commerce, in coordination with Douglas County and NDOT, to promote walking and biking to recreation destinations.

5.5.2 One community entry sign shall be located near Kahle Drive and Highway 50, at the entry to the South Shore.

6. LIGHTING

The lighting design standards and guidelines encompass the range of lighting that is necessary to provide safety and security as well as provide, in limited areas, the ambient lighting that will allow for a festive atmosphere enhancing the qualities of an active civic place.

6.1 General

6.1.1 Lighting should be used to provide illumination for the security and safety of on-site areas such as parking, loading/unloading, pedestrian pathways and working areas. Excessive use of lighting fixtures is prohibited.

6.1.2 Fixture style and location must be compatible with the building's architecture, site design and landscape design. Decorative fixtures are highly recommended and where warranted, may be required. Light fixture style is to be consistent throughout the project.

6.1.3 Light fixtures shall be located facing away from adjacent sites (particularly residential parcels) so that the light does not spill-over onto abutting properties. Parking and building light fixtures must be cut-off luminaries that have less than 90-degree cut-off so that the light is not emitted horizontally or upward.

6.1.4 Projects located near residential or open space areas shall use low intensity/wattage lights and all lighting is to be extinguished or reduced in intensity 30 minutes after the close of business.

6.1.5 Wall pack, flood and other light fixtures which illuminate upwards or horizontally are prohibited.

6.1.6 A site photometric plan denoting candle illumination on a specific grid, both within the project and off-site, may be required where the project is located adjacent to residential uses and site lighting design indicates a potential for nuisance light impacts to the abutting property.

6.1.7 The overall height of parking lot light fixtures shall be not more than 15-feet in or within 100-feet of residential districts and not more than 26-feet (per TRPA code) within non-residential districts. Pedestrian walkway lights shall be of appropriate scale and are encourage to be low intensity bollard type fixtures with a maximum height of 10-feet.

6.1.8 Off-site street lighting may be required over driveways to provide safe entrances and exits.

Image 38. Fixtures with fully shielded light sources and 90 degree cutoffs protect the night sky by directing light downward.

6.1.9 Exterior lighting should be minimized to protect dark sky views, yet adequate to provide for public safety, and should be consistent with the architectural design.

6.1.10 Exterior lighting shall utilize cutoff shields that extend below the lighting element to minimize light pollution and stray light.

6.1.11 Lights shall not blink, flash, or change intensity except for temporary public safety signs.

6.1.12 The level of illumination shall be set at the minimum level required for use and even distribution of the light. This will prevent wide contrast levels between light sources and prevent uneven light dispersion. Refer to the following types of lighting and their associated illumination levels.

a. *Street lighting is intended to address safety concerns along primary and secondary streets for vehicular and pedestrian transportation needs. Levels of illumination for street lighting shall not exceed 3.0 foot candles, measured within one foot of the base at ground level.*

b. *Pedestrian zone lighting is intended for those areas where pedestrians are encouraged to gather such as outdoor plazas, outdoor dining areas, building entries, and pedestrian thoroughfares. Levels of illumination shall not exceed 5.0 foot candles in pedestrian spaces.*

c. *Safety and security lighting is intended for secondary pedestrian areas or landscape zones that require illumination for security and pedestrian safety. Levels of illumination shall not exceed 2.5 foot candles, measured within one foot of the base at ground level.*

6.1.13 Landscape lighting is allowed to highlight elements of the landscape through the use of down lighting with concealed fixtures or fixtures with lens hoods to screen the light source. Landscape lighting fixtures shall be painted with dark colors including brown, gray, black or green.

6.1.14 The entire lighting assembly (pole and fixture) shall be constructed with timber or painted a dark color such as brown, gray, black or green.

6.1.15 Lighting shall be limited to Incandescent, High Pressure Sodium, Metal Halide, Compact Florescent, or LED type lighting in all applications for exterior use.

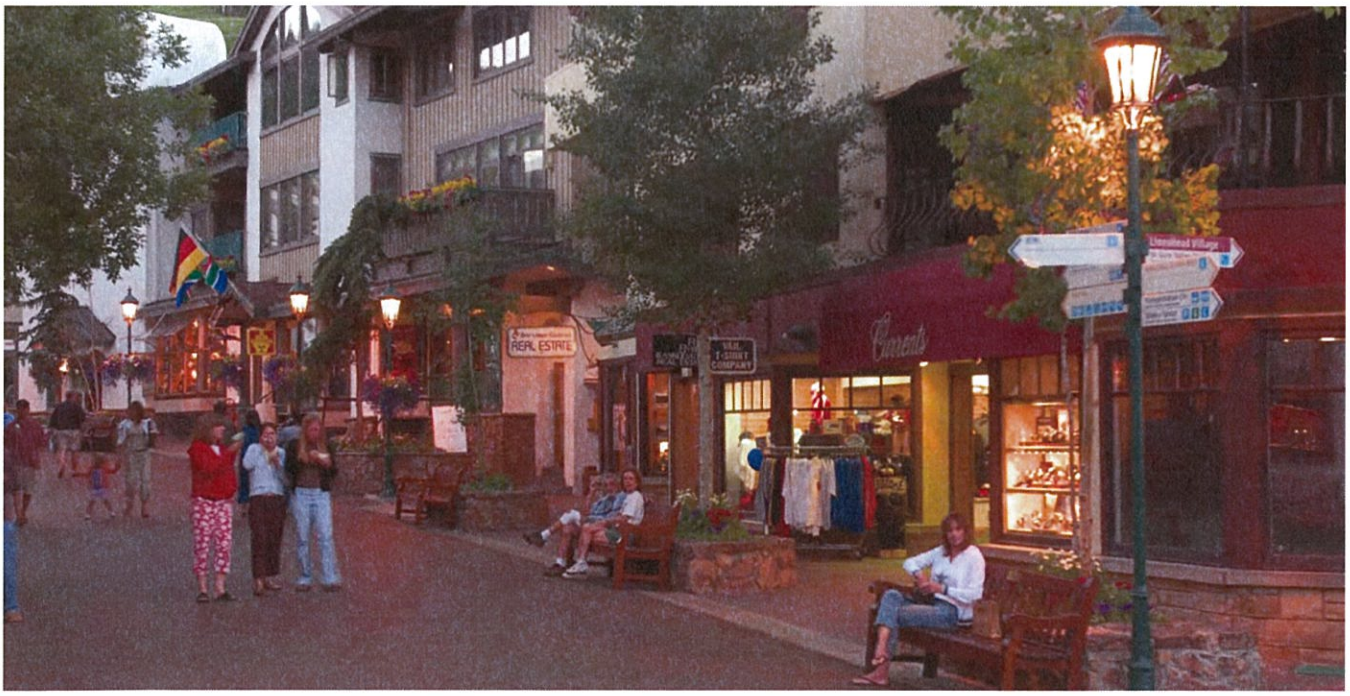


Image 39. Lighting levels should be designed to provide an even distribution of light to prevent contrasting lighting levels within areas intended to support similar functions.

STANDARDS AND GUIDELINES FOR THE TOWN CENTER AND HIGH-DENSITY TOURIST DISTRICTS

(In addition to those identified previously, the following standards and guidelines apply to properties within Town Centers)

6.1.16 Lighting which directs light downward shall be used in all applications except for the applications described in the Accent Lighting Standards.

6.1.17 Accent Lighting may be included as part of a lighting plan to prevent dark, uninviting, and oppressive building surfaces above the first floor. Illumination shall be for selective architectural features that serve to landmark, or otherwise highlight design features. Specifically, lighting of distinguished architectural features such as entries, arcades, chimneys, cornices, balconies, exterior trusses, highly textured material, knee braces, enriched architectural facades or landmark features are permitted. Wall lighting of blank wall or repetitive wall facades shall not be permitted. Up to 35% of vertical architectural surfaces may have accent lighting. This may include low angle or upward lighting.

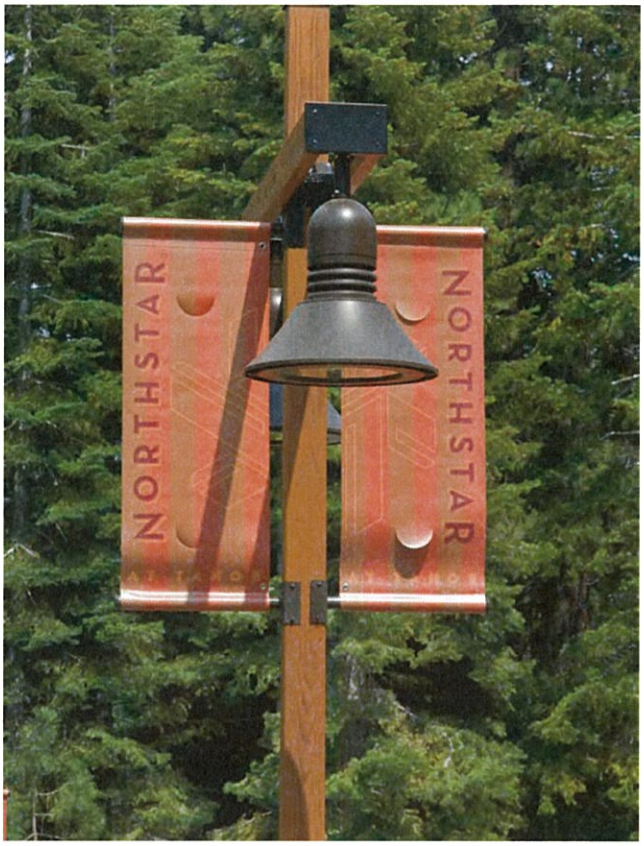


Image 40. Custom light poles consistent with the overall architectural style are encouraged.

7. SCREENING

The architectural design of a project shall include elements that screen from public view all external mechanical equipment, including refuse enclosures, electrical transformer pads and vaults, satellite receiving disks, communication equipment, and utility hardware on roofs, buildings, or the ground.

7.1 General

7.1.1 Any outdoor mechanical equipment such as transformers, HVAC units, electrical boxes, back flow preventers, etc. located on the ground should not be visible from the street or the main drive aisle. To the extent possible, use of subterranean vaults is recommended. In any event, such structures shall be screened from view. The method of screening shall be integrated with the adjacent structure in terms of landscaping, wall material/color, shape and size.

7.1.2 All roof-top equipment shall be screened from view as identified with the architectural guidelines of this manual.

7.1.3 Storage areas accessory to the permitted use(s) and visible from the public right-of-way, shall be screened from view by the use of a concrete block wall or similar opaque structure. Storage areas not visible from the public right-of-way may be screened by the use of chain-link fence with metal or plastic slating.

7.1.4 Trash enclosures shall be constructed of masonry block consistent in color and texture with the primary building. Steel grates shall be hung from individual steel posts imbedded in concrete. Trash enclosures visible from a street shall be screened with landscaping including, but not limited to evergreen trees or columnar shrubs. The following dumpster design criteria is provided from the Douglas County Design Criteria and Improvement Standards, Part 1, Appendix A.

1. *Typical construction materials:*

   A. Masonry block or poured concrete

2. *Gates are required for installations:*

   A. Gate shall be mounted on metal posts imbedded in concrete at corners, not attached to corners.

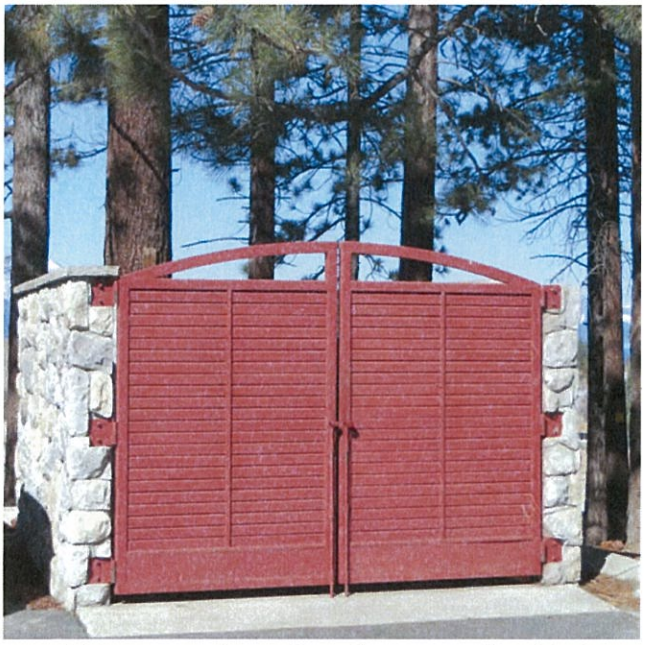


Image 41. Dumpster enclosures designed using materials and finishes consistent with the primary building helps to protect visual quality by unifying the appearance of site structures.

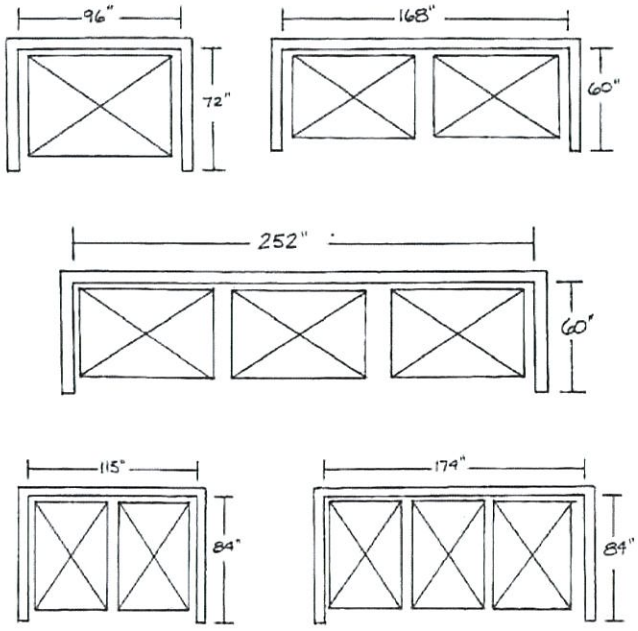


Image 42. 1 1/2 and 2 yard dumpster enclosure diagrams.

B. Metal framed with chainlink or colored slats.

C. Gate shall open 170 degrees minimum.

D. Gate shall lock in either the open or closed position.

3. *Surface - Concrete, level:*

   A. Concrete minimum thickness of 4 inches on 4 inches of aggregate base.

   B. Surrounding paved area level with enclosure.

4. *Stops to prevent dumpster from hitting walls when moving in and out shall be provided.*
5. *Slope from the front of the trash enclosure shall be a minimum of 2% and a maximum of 4%.*
6. *Enclosure height shall be 72".*
7. *Any required drainage shall not interfere with movement of the dumpster.*
8. *Clear access equal to the size of the enclosure, but not less than 8ft. by 10ft. must be maintained in front of the enclosure at all times.*
9. *Enclosures are for the express use of containing dumpsters, no other uses are permitted.*

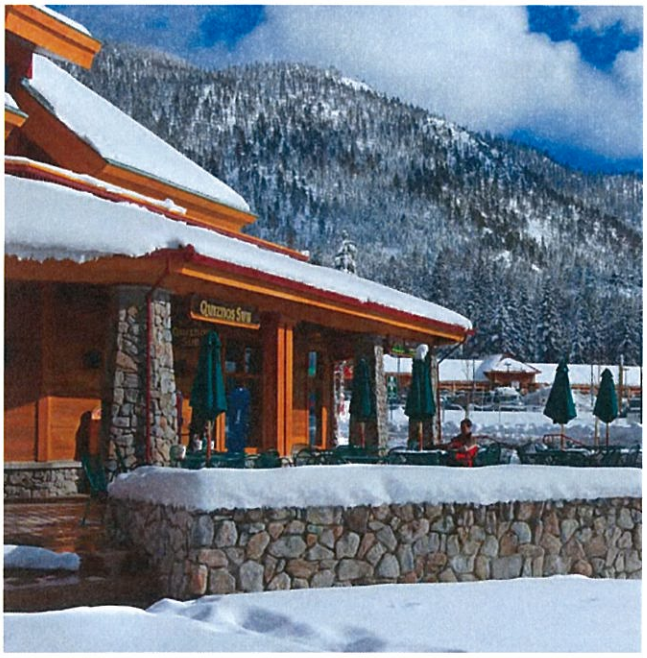
7.1.5 Accessory structures which are used for screening/storage purposes shall be architecturally compatible with the primary building(s).

7.2 Walls and Fences

7.2.1 Chain-link fencing with metal, wood or plastic slats are not permitted within the front yards.

7.2.2 Walls must be designed to blend in and be compatible with the building color and material. Landscaping, including vines, should be planted to soften the wall elevation and limit graffiti to the extent feasible.

7.2.3 Long wall surfaces must offset and be designed to prevent monotony. Wall and fence design must be consistent with Title 20. Walls and fences not used for screening of storage areas shall provide pedestrian opening if adjacent to sidewalks.



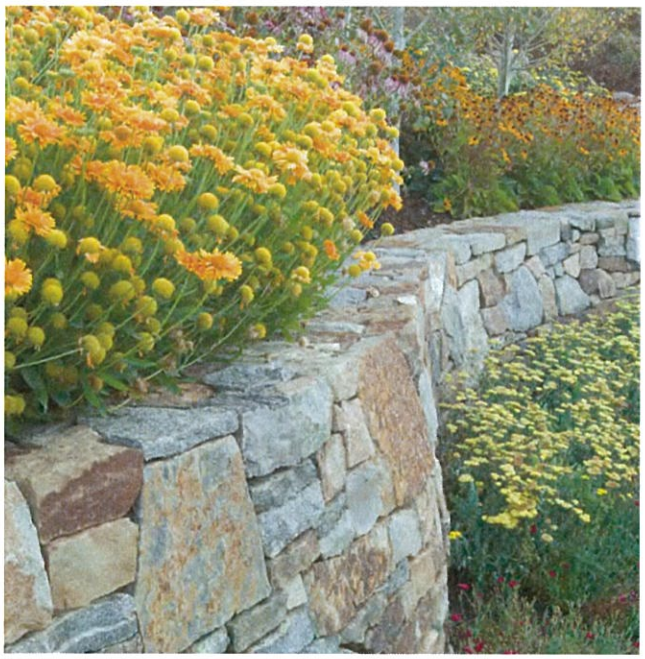


Image 43, 44. Walls shall be designed to blend in and complement building materials and colors. Curving wall layouts and incorporating landscape materials will help soften the contrast of the wall's vertical face.

Appendix A: Comparison of Douglas County Design Criteria and Improvement Standards (DCDCIS) to the Tahoe Area Design Standards and Guidelines

		Does the DCDCIS standard apply to the Tahoe Area?	Replacement standard if DCDCIS standard does not apply to the Tahoe Area.
2. SITE LAYOUT			
2.1 Building Arrangement and Location (DCIS Standards)			
2.1.1	Commercial and institutional building shall be oriented with the primary entry and façade toward the street or the primary drive aisle.	NO	Mixed-Use buildings shall be oriented with the primary entry and façade toward the street or the primary drive aisle.
2.1.2	In multi-building commercial and private recreational developments, the buildings shall be clustered creating pedestrian shopping plazas, corridors and open spaces. Where clustering is impractical, a visual link between the buildings shall be incorporated. This link can be accomplished by the use of an arcade system, trellises or other similar open structures.	YES	
2.1.3	Buildings shall be located in a manner that will complement adjacent structures and properties. Sites should be developed in a coordinated manner to provide order and diversity, and avoid and "unplanned" development look.	YES	
2.1.4	Loading areas or docks shall be located to the rear or the side of the building, away from public rights-of-way, and cannot interfere with the on-site circulation. The loading areas/docks shall be designed so their visibility is minimal by using features such as wing walls and landscaping. The location and orientation of the building must consider accessibility to the loading areas.	NO	Loading areas or docks shall be located to the rear or the side of the building, away from public rights-of-way, and cannot interfere with the on-site circulation. All loading and unloading shall take place on site. Street servicing is discouraged. The loading areas/docks shall be designed so their visibility is minimal by using features such as wing walls and landscaping. The location and orientation of the building must consider accessibility to the loading areas.
2.1.5	Automotive repair/service building or other uses which provide mechanical services should be arranged so that the bay entries/exits are not fronting a primary street. Fast food restaurants should be oriented so that the drive-thru window façade does not front the primary street.	NO	Automotive repair/service buildings or other uses which provide mechanical services should be arranged so that the bay entries/exits are not fronting a primary street.
2.1.6	The existing natural features on a site such as trees, slopes and rock outcroppings should be retained and incorporated into the site layout to create more interesting and unique designs that are integrated with the natural existing environment.	YES	
2.1.7	The building location and orientation must consider sun and wind exposures, minimizing noise levels and impacts to safety and privacy. Pedestrian plazas, open space areas, and walkways should be located on the south or the west sides of the building(s) so that maximum sun exposure is provided during winter months. Deciduous trees can be used to effectively provide shade in the summer months. Buildings should be located so that screening from wind is provided. Typical wind direction in the Tahoe Basin is primarily from the west, northwest and southwest.	NO	Buildings shall be designed and sited with consideration of solar exposure, climate, noise, safety, fire protection and privacy. Outdoor spaces shall be designed to create interesting gathering spaces with opportunities for year-round event programming.
2.1.8	Building setbacks shall be consistent with the provisions of the Douglas County Consolidated Development Code. Consideration should be given to any future expansion by providing adequate area to meet development code requirements and compliance with the guidelines set forth by this manual.	NO	Setbacks shall be consistent with the Tahoe Area Plan Regulations (Chapter 20.703 in the Douglas County Development Code).
2.1.9	Detached storage building and storage areas shall be located in the rear of the site. The storage areas and materials shall be properly screened by the use of fences (chain link fences must be slatted), landscaping, decorative walls or other similar opaque screening fixtures.	NO	Detached storage buildings, service yards, maintenance yards, warehousing and outdoor storage areas shall be located in areas that are not highly visible from major transportation corridors, scenic turnouts, public recreation areas, or the waters of Lake Tahoe.

2.1.10	Buildings must be arranged or designed so that they do not create a "blind corner" and/or impair visibility. Specific consideration and design alternatives must be evaluated for corner lots and instances where there are existing and adjoining driveways.	YES	

New Tahoe Area Guidelines and Standards (Building Arrangement)	
2.1.11	a. Site plans are encouraged to incorporate Low Impact Development techniques to reduce the impact of built areas and promote naturally functioning systems. The following practices may be integrated with the overall design of landscape areas to combine the functions of stormwater treatment with aesthetically pleasing landscape features: 1. Pervious pavement materials that allow water to pass though the paving and infiltrate into the ground are encouraged for pedestrian applications. Other pavement surfaces may incorporate pervious pavements but shall be designed in conjunction with the site's BMPs. Pervious pavements are defined as materials with 10% voids that allow the pavement to create no surface run-off in combination with a water collection zone under the paving. 2. Preserving existing trees should be planned for with efforts on preserving large groups of forest rather than individual trees that are subjected to changes of runoff, grades, or surface coverage. The protection zone for trees extends to the drip-line of the tree's canopy. 3. As part of surface water management, small areas of infiltration catchments are to be incorporated into the final contour of the landscape. These features will offer the reduction in run-off from each site.
2.1.12	Building design and placement should preserve and enhance views from public areas towards Lake Tahoe and mountain ridgelines.
2.1.13	Building design and placement shall promote a visual balance between the various elements both on and adjacent to the site. Building arrangements shall neither create monotonous or overpowering forms nor should they dominate the visual composition.
2.1.14	New buildings adjacent to existing lower scale residential development shall respect the scale and privacy of adjacent properties by varying the massing within a project and incorporating architecture designs and building treatments that transition to smaller scale buildings.
2.1.15	Properties along US Highway 50 with ground level retail and commercial uses shall provide primary pedestrian access directly to the street. The intent of this retail/pedestrian street requirement is to present a dynamic, fragmented street front to outdoor spaces, rather than uniform blocks of building mass.
2.1.16	Buildings that are 8 stories or higher, should be sited so their longest frontages are perpendicular to the primary street. Lower buildings located on the primary street frontage are encouraged to address the street so that their longest frontage is parallel to the street edge.
2.1.17	The travel route of Hwy 50 has a "canyon effect" because the existing tower structures are located too close together with inadequate setbacks. Within a given property, 80% of the buildings fronting Hwy 50 shall not exceed 56 feet in height when an existing building or buildings are being replaced within 100 feet of the right-of-way. 20% of the building or buildings frontage my be constructed to a maximum height of 95 feet. Redeveloped towers up to the maximum allowable height shall be sited behind buildings fronting on Hwy 50. Lower buildings at the street level will reduce the visual dominance of the towers and improve the visual condition along the Highway 50 travel route by creating a pedestrian scale street section by shifting the tower height away from the immediate area of the street. Existing buildings with non-conforming height are allowed to do frontage improvements up to their existing height.
2.1.18	Redevelopment of the existing towers is contingent on the creation of new and additional open space that will replace a portion of the surface parking with a landscape setting. Additional open space would improve the travel route rating with the development of a visually attractive landscape.

TRPA Related Building Arrangement and Location Design Standards (Ref. Only)
a. Existing natural features outside of the building site shall be retained and incorporated into the site design to the greatest extent feasible. Projects shall be designed to avoid disturbance to rock outcrops and stream environment zones and to minimize vegetation removal and maintain the natural slope of the project site and be consistent with Section 36.12 (TRPA-Ch.36.5.1, A).
b. Projects shall be designed to use existing disturbed areas rather than undisturbed areas for the siting of all improvements except when (TRPA-Ch.36.5.1, B): 1. The disturbed area is precluded from development by setbacks or other such limitations; 2. The disturbed lands are classified as sensitive lands and alternative sites classified as non-sensitive lands exist on the parcel; 3. The use of the disturbed lands would require more total disturbance than use of undisturbed lands; 4. Avoidance of other development impacts are of more importance than the preservation of undisturbed areas; and/or 5. The degree of existing disturbance is minor and the area shall be restored as part of the project.

2.2 Circulation and Parking (DCIS)			
2.2.1	The on-site circulation must be logical and provide convenient, safe and direct flow of pedestrians and vehicles.	YES	
2.2.2	All parking areas, driveways, parking aisles and sidewalks shall be graded, drained and paved in accordance with the Development Code and Part II of the Douglas County Design Criteria and Improvement Standards.	YES	

2.2.3	Parking lots serving commercial and institutional projects which accommodate more than 25 spaces shall be divided into a series of connected smaller lots. Providing landscaping which offsets portions of the parking lot or locating parking areas on more than one side of a building are effective means by which visual impacts of large parking lots can be mitigated.	NO	New surface parking areas are discouraged within view of US Highway 50. New parking areas should be situated behind buildings and screened from street views.
2.2.4	Parking aisles shall be arranged to direct pedestrians parallel to moving cars thereby minimizing the need for pedestrians to cross parking aisles and landscape areas. As an alternative, separated pedestrian walkways should be incorporated in the parking lot design.	YES	
2.2.5	Whenever parking areas/drive aisles are connected to adjacent sites, the circulation must provide for similar direction of travel (both vehicular and pedestrian) and parking stalls to reduce conflict at points of connection.	YES	
2.2.6	In large development/shopping centers located along streets with high volume of vehicular traffic, frontage/local road and shared access are recommended and may be required.	NO	To promote efficient and safe vehicular and pedestrian circulation, curb cuts and private driveways shall be kept to a minimum.
2.2.7	In cases where one-way traffic aisles are provided, one-way traffic signs shall be clearly posted and one-way arrows shall be painted and maintained within the drive aisle.	YES	
2.2.8	The turning radii for drive aisles and loading areas shall meet the AASHTO standards for turning movements.	YES	
2.2.9	Parking spaces abutting structures must be separated by a 6 foot wide sidewalk or landscape planter.	YES	
2.2.10	Parking stalls shall be located so that vehicles do not back-up into primary ingress driveways. The first parking stall parallel to a driveway shall be separated by a landscape planter a minimum of 20 feet in width, one car length.	YES	
2.2.11	Loading/unloading areas shall be clearly identified by installing no parking signs and/or striping of the space. The areas must be located in the rear or the sides of the building and shielded so that they are not visible from the street. The size and number of the loading/unloading areas must be consistent with the requirement of the Development Code.	YES	
2.2.12	Parking areas abutting properties residentially used or designated shall be separated by a landscape planter a minimum of 10-feet in width and a 6-foot high masonry wall.	NO	Parking areas abutting properties residentially used or designated shall be separated by a landscape buffer a minimum of 10 feet in width. In addition to landscaping, perimeter earth bearming is recommended as an effective way to reduce the visual impact of surface parking lots.
2.2.13	All parking and drive aisles shall be designed to provide sufficient emergency vehicle access and maneuverability.	YES	
2.2.14	All parking shall comply with the most current American with Disabilities Act (ADA) standards and regulations.	YES	
2.2.15	Establishments that typically require or generate frequent passenger loading and unloading shall provide specifically designated loading/unloading stopping bays. Direct ingress and egress should be provided so that vehicles are not directed into the on-site drive aisles.	YES	
New Tahoe Area Guidelines and Standards (Parking and Circulation)			
2.2.16	The number of required parking and loading spaces shall be consistent with the Tahoe Area Plan Regulations (Chapter 20.703, Parking and Loading).		
2.2.17	Parking lots shall be located and designed with BMPs to capture, treat and infiltrate storm water.		

TRPA Related Parking and Circulation Design Standards (Ref. Only)
a. Onsite parking areas shall be provided with landscaped perimeters. On-site parking areas greater than one-quarter acre in size shall be provided with landscaped islands designed in accordance with the following: (TRPA-Ch.36.5.2, A). 1. Landscaped islands should also be provided within the interior of parking areas to break up expanses of pavement and screen parked vehicles. Parking areas should be divided into bays not exceeding 75 feet in length with landscaped buffer strips between bays. Tree planting on the interior of the parking area should be provided at an average ratio of at least one tree per four (4) spaces.

2.3 Parking Structures (DCIS)			
2.3.1	The exterior surface materials of the parking structure must be compatible and complementary to the main structure.	YES	
2.3.2	The exterior façade must be articulated by the use of complementary colors, stepping of floors, arrangement of façade elements and/or alternative building materials is highly desirable.	NO	The exterior façade facing a public right-of-way must be articulated by the use of one or more of the following features; complimentary colors, stepping of floors, arrangement of façade elements and/or alternative building materials.
2.3.3	Solid screening elements shall be provided on each floor of the parking structure to sufficiently screen parked vehicles. Ground floor screening elements shall include landscape planters.	NO	Solid screening elements shall be provided on a portion of each floor of the parking structure to sufficiently screen parked vehicles. Ground floor screening elements shall include landscape planters.
2.3.4	A minimum 5-foot wide landscape planter area shall be provided between the structure and a road, sidewalk or internal drive aisle. The planter shall include live plant material including but not limited to shrubs, trees, and vines.	YES	
2.3.5	The location of entrance and exit driveways shall be located/designed so that the impacts to vehicular and pedestrian traffic are minimized to the extent possible. Exit driveways shall be designed so that "blind corners" are avoided.	YES	
2.3.6	Sidewalks must be provided along the full length of the building featuring customer entrances and along any façade facing public parking areas.	YES	
New Tahoe Area Guidelines and Standards (Parking Structures)			
2.3.8	Locate new parking structures so they do not interfere with the opportunity to create a pedestrian oriented streetscape. Access to parking structures from US Hwy. 50 is allowed, but parking only structures fronting US Hwy. 50 are strongly discouraged.		

2.4 Vehicular Access (DCIS)			
2.4.1	Vehicular access points shall be kept to a minimum. However, the number and location of driveway curbs must be adequate to allow efficient traffic flow. Joint access between adjacent sites shall be utilized whenever possible to reduce traffic hazards and necessary curb cuts.	YES	
2.4.2	Driveways are to be designed and located to meet the AASHTO standards for turning movements.	YES	
2.4.3	The spacing between driveways and intersection corner clearance shall be consistent with the standards provided in Part II, Engineering Design and Criteria and Improvement Standards of the Douglas County Design Criteria and Improvement Standards.	NO	The distance between driveways and intersection corner clearance must be consistent with the standards provided in Part II, Engineering Design and Criteria and Improvement Standards of the Douglas County Design Criteria and Improvement Standards.
2.4.4	Commercial developments within the Towns of Minden and Gardnerville, and throughout the Carson Valley shall use interlocking pavers, stones or other similar treatments to denote driveway approaches to a minimum depth of 10 feet.	NO	Two-way traffic along Hwy 50 (or Main Street when Hwy 50 is realigned) is encouraged.

TRPA Related Vehicular Access Design Standards (Ref. Only)
a. New driveways shall be designed and located so as to cause the least adverse impacts on traffic, transportation, air quality, water quality, and safety (TRPA-Ch.34.3.2, A).
b. Shared driveways are allowed if the effect is equal or superior to the effect of separate driveways (TRPA-Ch.34.3.2, B).
c. Approved community plans may replace the standards in subsections 34.3.3 through 34.3.5, inclusive, with alternative specific provisions, provided such provisions are more appropriate to the situation and provide equal or superior measures to satisfy the environmental thresholds. See also subparagraph 12.6.3.C (TRPA-Ch.34.3.2, C).

d. On state and federal highways, the ingress/egress standards of the Nevada Department of Transportation shall apply, as appropriate, in addition to the standards in subsections 34.3.3 through 34.3.5, inclusive. Where the state standards conflict with subsections 34.3.3 through 34.3.5, inclusive, the state standards shall control (TRPA-Ch.34.3.2, D). d. On state and federal highways, the ingress/egress standards of the Nevada Department of Transportation shall apply, as appropriate, in addition to the standards in subsections 34.3.3 through 34.3.5, inclusive. Where the state standards conflict with subsections 34.3.3 through 34.3.5, inclusive, the state standards shall control (TRPA-Ch.34.3.2, D).
e. Slopes of driveways shall not exceed the standards of the Douglas County. Driveways shall not exceed ten percent slope, unless TRPA finds that construction of a driveway with a ten percent or less slope would require excessive excavation and that the runoff from a steeper driveway shall be infiltrated as required in Section 60.4. In no case shall the driveway exceed 15 percent slope (TRPA-Ch.34.3.2, E).
f. Driveways shall be managed in accordance with the Best Management Practices described in Section 60.4 of the TRPA Code of Ordinances (TRPA-Ch.34.3.2, F).
g. Adequate access shall be provided for emergency vehicles and for those persons attempting to render emergency services (TRPA-Ch.36.5.2,C).

2.5 Pedestrian Access (DCIS)			
2.5.1	All sidewalks shall be constructed of Portland cement concrete or other similar concrete material.	YES	
2.5.2	Separate vehicular and pedestrian systems shall be provided. Pedestrian linkages between uses within development, surrounding developments and trails/bikeways shall be provided and emphasized, including distinct pedestrian access from parking areas to the building. Walkways should include enhanced paving, trellis structures or enhanced landscaping treatments. A continuous and direct sidewalk shall be provided from the street to the on-site sidewalk.	YES	
2.5.3	Sidewalks should be provided along the full length of the building featuring customer entrances and along any façade facing public parking areas.	YES	
2.5.4	On-site sidewalks must be a minimum of 4-feet wide. When parking stalls directly abut a sidewalk, the sidewalk shall be a minimum of 6-feet wide. If exterior stairways are used with the stairway landings on the sidewalk, the sidewalk shall be a minimum of 6-feet wide.	YES	
2.5.5	All pedestrian areas shall comply with the most current American with Disabilities Act (ADA) standards and regulations. Particular attention shall be given to ramps, accessible paths of travel, level landings and handrails.	YES	
2.5.6	Hotel, resort and institutional uses which have frequent loading and unloading of passengers are to provide a port-cochere or other similar feature at the passenger loading/unloading area.	YES	
New Tahoe Area Guidelines and Standards (Pedestrian Access)			
2.5.7	Site designs and building arrangements shall promote pedestrian activity by providing enhanced design features along public roadways. Enhanced design features to be considered include increased setbacks, stepped heights, increased building articulation, and/or higher quality building materials.		
2.5.8	Promote alternative transportation modes such as walking, bicycling, transit use, and shared parking strategies which at a minimum shall include continuous sidewalks or other pedestrian paths and bicycle facilities along both sides of all highways with connections to other major activity centers.		
2.5.9	To support an active pedestrian environment, buildings along US Hwy. 50 should provide covered overhead protection in the form of recessed arcades or protruding canopies. Public entrances to buildings shall ensure protection from unloading roof snow.		
TRPA Related Pedestrian Access Design Standards (Ref. Only)			
a. A pedestrian circulation system shall be incorporated into the site plan to assure that pedestrians can move safely and easily both on the site and between properties and activities within the neighborhood year round (TRPA-Ch.36.5.2, B).			

2.6 Bicycle Access (DCIS)			
2.6.1	When required by the development code, bicycle racks shall be installed close to building entrance(s). Within multi-building projects, the racks shall be placed so that they are convenient to all building/ entrances.	YES	

2.6.2	Bicycle racks shall be aesthetically treated. Such treatments can include inverted "U" shaped bollards, metal piping ribbons, planter, etc. All racks shall be permanently affixed and not obtrusive to pedestrian and vehicular circulation.	YES	
2.6.3	Bicycle linkages to any adjacent bikeways and/or routes shall be provided.	YES	
New Tahoe Area Guidelines and Standards (Bicycle Access)			
2.6.4	Site designs shall integrate multimodal transportation improvements (pedestrian, bicycle and transit facilities) consistent with the TRPA/TMPO Regional Transportation Plan, Mobility 2035.		

2.7 Open Space Areas (DCIS)			
2.7.1	High intensity open spaces such as playgrounds, picnic areas, etc. that generally generate noise levels above the normal levels associated with the surrounding neighborhood, should be located so that they are not directly adjacent to noise sensitive uses such as adjoining residences.	YES	
2.7.2	Low Intensity open spaces such as greenways, pedestrian paths, etc. should be located around the perimeter of the site. This can serve as a buffer to the adjacent properties, particularly residential, as well as assist the project in meeting the required on-site landscaping.	YES	
2.7.3	Whenever possible, open space areas should be located on the south and/or west sides of the building and site. This allows the areas to receive maximum sunlight which accelerates melting of snow and ice. Deciduous trees are to be used to provide shade in summer months.	YES	
2.7.4	The location of the open space areas should give consideration to the wind exposure. If necessary appropriate screening features such as walls, landscaping, trellises, etc. should be incorporated into the project design.	YES	
New Tahoe Area Guidelines and Standards (Open Space Areas)			
2.7.5	Site plans shall include strategies for protecting undisturbed sensitive lands and, where feasible, establish park or open space corridors connecting undisturbed sensitive areas within Centers to undisturbed areas outside of Centers.		

2.8 Snow Storage (DCIS)			
2.8.1	Each development, particularly in the Lake Tahoe portion of the County shall provide an area for snow storage. The snow storage area(s) should be unobstructed by building so that the snow can receive direct sunlight to accelerate the snow melt.	NO	Each development shall incorporate snow melt and/or provide an area for snow storage . The snow storage area should be unobstructed by buildings so that the snow can receive direct sunlight to accelerate the snow melt.
2.8.2	Parking spaces, driveways, drive aisles or sidewalks may not be used for snow storage.	NO	Adequacy and location of snow storage shall be approved by Douglas County.
TRPA Related Snow Storage Design Standards (Ref. Only)			
a. Snow disposal shall comply with Section 60.1.4, TRPA Code of Ordinances (TRPA-Ch.60.1.4)			
b. Commercial, tourist accommodation, public service, recreation and multi-residential projects shall provide, within the project area, snow storage areas of a size adequate to store snow removed from parking, driveway and pedestrian access areas or have arrangements by means of recorded easements or equivalent arrangements to remove and store accumulated snow offsite (TRPA-Ch.36.5.3, B).			

3. LANDSCAPE DESIGN

3.1 General (DCIS)			
3.1.1	Plants used in project landscaping shall be appropriate for the climate and consistent with the recommended plant list in Appendix B.	NO	Replaced all landscape standards with the Landscape Standards and Guidelines for the South Shore.
3.1.2	The landscape design shall be consistent with Title 20 requirements. Each site shall incorporate at least the minimum percentage of landscaping required by Title 20. Alternative means of meeting this requirement including planter boxes, trellises, landscaping walls, and hardscape may be considered.	NO	Replaced all landscape standards with the Landscape Standards and Guidelines for the South Shore.

3.1.3	Existing trees and natural features are to be preserved and incorporated into the landscaping plan to the extent feasible. Natural areas are not to be disturbed during grading and construction activity.	NO	Replaced all landscape standards with the Landscape Standards and Guidelines for the South Shore.
3.1.4	Landscaping is to be used to define specific areas within a development site such as entrances to sites, buildings, defining edges of various land uses, providing transitions between neighboring properties and provide screening for loading areas and mechanical equipment.	NO	Replaced all landscape standards with the Landscape Standards and Guidelines for the South Shore.
3.1.5	Plants should be in scale with adjacent structure and to be of appropriate size to accomplish intended purposes.	NO	Replaced all landscape standards with the Landscape Standards and Guidelines for the South Shore.
3.1.6	Landscaping shall be perpetually maintained with prompt removal and replacement of dead and diseased plants.	NO	Replaced all landscape standards with the Landscape Standards and Guidelines for the South Shore.
3.1.7	Deciduous trees must be used for street trees, parking lot areas and within planter areas that are designated to provide shade. Evergreen trees are primarily intended to be used for screening and winter color.	NO	Replaced all landscape standards with the Landscape Standards and Guidelines for the South Shore.
3.2 Site Perimeter Landscaping (DCIS)			
3.2.1	Unless adjacent sites are integrated (shared parking, access, drive aisles, etc.) or no building setback is provided, perimeter landscaping is required along all property lines of the project site. The landscape planter along the interior property lines shall be a minimum of 6-feet in width or 8-feet when a 2-foot parking space overhang is provided. Where projects are adjacent to residential uses, the landscape planter is to be increased to a minimum of 10 feet.	NO	Replaced all landscape standards with the Landscape Standards and Guidelines for the South Shore.
3.2.2	Parking areas abutting a public street and/or sidewalk shall provide a linear landscape planter a minimum of 10-feet in width. In addition to the general requirements, the planter shall include a combination of berming, solid masonry wall (a minimum of 36-inches in height), dense hedge and include street trees, planted on average every 40 lineal feet of street frontage.	NO	Replaced all landscape standards with the Landscape Standards and Guidelines for the South Shore.
3.2.3	In addition to the general landscape requirements, the perimeter landscaping along the interior property lines shall be separated from adjacent properties by the use of a concrete curb or a redwood header board (minimum 2-inches thick) or other similar materials which can effectively separate ground cover materials.	NO	Replaced all landscape standards with the Landscape Standards and Guidelines for the South Shore.
3.2.4	Perimeter landscaping along interior property lines shall include deciduous and/or evergreen trees, shrubs, perennials or annuals.	NO	Replaced all landscape standards with the Landscape Standards and Guidelines for the South Shore.
3.3 Retention/Detention Basin Landscaping (DCIS)			
3.3.1	If the project proposes to utilize on-site retention/detention basin(s), the basin(s) shall be landscaped. The landscaping shall include non-buoyant material such as turf, cobble rock and low spreading ground cover shrubs. The use of buoyant material such as walk-on bark and mulch is not permitted. The landscaping shall be irrigated in accordance with Title 20.	NO	Replaced all landscape standards with the Landscape Standards and Guidelines for the South Shore.
	The landscape design shall provide adequate access for maintenance of the basin.	NO	Replaced all landscape standards with the Landscape Standards and Guidelines for the South Shore.
	Basins facing public rights-of-way shall be fenced utilizing decorative wrought iron or comparable low/ no maintenance material.	NO	Replaced all landscape standards with the Landscape Standards and Guidelines for the South Shore.
New Tahoe Area Guidelines and Standards (Landscape Design)			

3.1.1	Native vegetation should be utilized whenever possible, consistent with TRPA Landscape Standards and Fire Defensible Space Requirements (Table 5-2: Site Type Recommended Species List, TRPA BMP Handbook).
3.1.2	Vegetation shall be used to screen parking, alleviate long strips of parking space, and accommodate storm water runoff where feasible.
3.1.3	Vegetation should be used to give privacy, reduce glare and heat, deflect wind, muffle noise, prevent erosion, and soften the line of architecture.
3.1.4	Minimize grading and preserve existing vegetation whenever possible.
3.1.5	Landscape designs should respond to the seasonal environmental conditions to encourage outdoor spaces that are comfortable year-round.
3.1.6	Create a quality built environment with the inclusion of amenities such as street furnishing, plantings, art works, and water features to enhance the places that people will walk, gather, or recreate.
3.1.7	Landscapes shall be irrigated to establish planting and provide the correct water levels to support the long term growth of landscape. Irrigation systems must use efficient water methods, group planting into similar hydro-zones, and use moisture sensors to control the use of water.

TRPA Related Landscape Design Standards (Ref. Only)

a. Plant Species Permitted
Plant species shall be chosen from the TRPA BMP Handbook, Table 5-2: SITE TYPE RECOMMENDED SPECIES LIST (TRPA-Ch.36.7.1).

b. Minimum Plant Sizes and Spacing
For projects other than single-family home projects, the following sizes and spacing shall be required for woody plant materials at time of planting (TRPA-Ch.36.7.2):

1. Trees shall be a minimum six feet tall or one-inch caliper size or diameter at breast height;
2. Shrubs shall be a minimum three-gallon pot size, such that upright shrubs shall have a minimum height of 18 inches and minimum spread of 18 inches, and spreading shrubs shall have a minimum spread of 18 to 24 inches; and
3. Groundcovers shall be a minimum four-inch pot size or one gallon container and shall be a maximum 24 inches on center spacing.

c. Accent Vegetation
Plant species not found on the TRPA Recommended Native and Adapted Plant List may be used for landscaping as accent plantings. Such plants shall be limited to borders, entryways, flower-beds, and other similar locations to provide accents to the overall native or adapted landscape design (TRPA-Ch.36.7.3).

4. BUILDING DESIGN

4.1 General (DCIS)

4.1.1	Buildings and additions to existing buildings are to be designed to complement rather than dominate their surroundings. They should be compatible with the surrounding buildings and should incorporate similar architectural elements or facades.	YES	
4.1.2	Predominant exterior building materials must be of superior quality. Exterior walls shall include one or more of the following materials: stucco, brick, wood, native stones or tinted textured masonry units. Smooth-faced concrete block or fabricated metal panels are prohibited as the predominant building material.	NO	Buildings shall employ authentic, textured materials, compatible with the traditional and rustic resort style of the Lake Tahoe Region. Highly reflective materials are considered undesirable, because of their tendency to create uncomfortable glare conditions.
4.1.3	Building height shall be consistent with the Development Code within the respective zoning district and be in scale with the adjoining uses.	NO	Building height shall be consistent with the Tahoe Area Plan Regulations (Chapter 20.703 of the Development Code).
4.1.4	Hotel, resort or institutional uses which propose a passenger loading and unloading area, a porte-cochere, or other similar feature should be provided and may be required. The design of an attached or detached port-cochere must contain the same architectural features and building materials as the primary building.	YES	
4.1.5	The use of standardized "corporate" architectural designs associated with chain or franchise buildings (prevalent with restaurants, service stations and retail stores) is strongly discouraged and alternative designs consistent with this design manual may be required.	YES	

New Tahoe Area Guidelines and Standards (General Building)

4.1.6	Predominate building colors shall be of earth tones, but may be accented with brighter colors. This will provide color variation, punctuation, and a sense of festivity appropriate to the resort destination.
4.1.7	Architectural designs should include functional and visual responses to climate considerations such as solar orientation with warm decks and view windows, protection from prevailing winds, sheltered entries and pedestrian areas, roof overhangs and thermal protections.

4.1.8	Buildings that exemplify "green building" design are desirable. This includes vegetated roofs, rainwater collection systems, designs that preserve existing trees and use of recycled, reclaimed or sustainably harvested materials.
4.1.9	Open spaces, walkways and alleys are encouraged to break up building mass, allow access through developments and create visual breaks.
4.1.10	Larger developments that group retail, hotel, multi-unit residential and/or office buildings are encouraged to shape distinct and memorable public spaces.
4.1.11	If a sign is intended, the building façade shall be designed to accommodate signage, so that tenants will have advertising without detracting from the appearance of the structure.
4.1.12	The maximum allowable height will only be for towers associated with existing gaming properties and will be restricted to five towers. The proposed height will be applicable only if there is an existing high rise tower that is demolished and redeveloped. Redeveloped towers shall improve the visual quality of the area by replacing outdated and deteriorated facilities with newly constructed projects.
4.1.13	Up to four levels of occupied space will be allowed at the setback line from US Hwy. 50.
4.1.14	Redeveloped towers shall include design improvements such as strong pedestrian bases creating an orientation to the street, a mid-section with the potential to incorporate shadow lines and relief, articulation at the roof line aligned with the vernacular character of the region and building articulation to improve on the monolithic square shapes of the existing structures. These design features will have better proportions, comprise variety in design expression, and improve the appearance over the existing designs which do not demonstrate these characteristics.

TRPA Related General Building Design Standards (Ref. Only)

a. Color of Structures (TRPA-Ch.36.6.1, C).

1. For all structures visible from the Scenic Threshold Travel Routes and from Public Recreation Area and Bicycle Trails identified in the 1993 Lake Tahoe Basin Scenic Resource Evaluation, subdued colors of earthtone ranges shall be used for the primary color of structures.
2. Colors shall be within a range of natural colors that blend, rather than contrast, with the existing backdrop vegetation and soils color.
3. For this subparagraph, earthtone colors shall be medium to dark and shall meet the Munsell® Colors set forth in Appendix G, TRPA Approved Earthtone Colors, of the Design Review Guidelines or other color systems that are equivalent to the adopted hues, values, and chromas of Appendix G.
4. TRPA may grant exceptions to this provision pursuant to Section 67.7, for scenic roadway corridors designated as urban, for unique situations such as site characteristics, or as set forth in subparagraph 83.11.1. Structures in the shoreland that were constructed prior to January 1, 1950, may maintain their historic colors when doing exempt maintenance and repair.

4.2 Commercial, Institutional and Mixed-Use Building Elevations (DCIS)

4.2.1	Commercial and institutional buildings are to be designed on a "human scale" by using architectural enhancements. Such features should include windows, awning, arcades, provide plazas and courtyards, and/or roof overhangs.	NO	Commercial, Institutional and Mixed-use buildings are to be designed on a "human scale" by using architectural enhancements. Such features should include windows, awnings, arcades, provide plazas and courtyards, and/or roof overhangs.
4.2.2	Commercial and institutional buildings of "box like" appearance are not acceptable. The exterior walls shall be varied in depth and/or direction. Wall planes are not to run in one continuous direction for more than 30 feet without an offset. Facades greater than 100 ft. in length must incorporate recesses (a minimum of 3 feet deep) and projections (minimum 3 feet out) a minimum of 20% the length of the façade. The projections or recesses must be a minimum width of 5 feet.	NO	Commercial, Institutional and Mixed-use buildings of "box like" appearance are prohibited. The exterior walls shall be varied in depth and/or direction.
4.2.3	Varying portions of a building façade, particularly blank walls without windows or varying building materials, shall be articulated by the use of color, arrangement of façade elements, and/or change in material. These elements/materials shall include but are not limited to false windows, awnings, parapet eaves, trellises, arcades, siding, stone, or brick.	YES	
4.2.4	Awnings, parapet eaves or other similar decorative features shall provide a minimum vertical clearance of 8-feet.	YES	
4.2.5	Commercial or institutional metal buildings are not acceptable.	NO	Commercial, Institutional and Mixed-use metal buildings are not acceptable.

New Tahoe Area Guidelines and Standards (Commercial, Institutional and Mixed-Use Building Elevations)

4.2.6	Building design shall be coordinated on all elevations in regards to color, material, form and detailing in order to achieve design harmony and integrity. Parapet walls should be treated as part of the building design, not as unrelated visual elements. Elevations need not look alike for a sense of overall architectural continuity to be present.
4.2.7	Development within the Town Center District shall incorporate buildings with varied heights and densities.

4.2.8	Properties along US Highway 50 with ground level retail and commercial uses shall provide primary pedestrian access directly to the street, in order to ensure an enjoyable and interesting visual experience for pedestrians. Long expanses of inactive building frontage shall be avoided by utilizing architectural elements such as transparent window surfaces, arcades, internal building uses that flow outdoors, and frequent building entry points.
4.2.9	The scoring of vividness, intactness, unity and variety shall be improved with new building elevations and better design in the built environment. The existing conditions have an appearance characterized by repetitive wall surfaces, clutter in the foreground and disassociated design. Redeveloped towers will create opportunities to generate visual interest, articulate the space, and create entries. Replacement of contrasting colors, monotonous wall surfaces, and the outdated design will also be design improvements over the existing conditions.
4.2.10	Dominate blank building walls shall be replaced with an open and more transparent building façade. Shops and restaurants oriented to the street will help establish a lively pedestrian promenade.

4.3 Industrial Building Elevations (DCIS)			
4.3.1	Industrial buildings shall be articulated by the use of varying colors, materials and textures. Features such as windows, decorative/false windows, recessed windows, building projections or recesses, and entryway treatments are to be incorporated in the building elevation(s) which face a parking lot or street.	YES	
4.3.2	Industrial metal buildings are permitted provided that any façade, visible from a street, is improved to include at least one of the following, but not limited to: wood or vinyl siding, stucco, brick or stone treatment. Windows shall have a minimum 4 inch trim or decorative window shutters.	YES	

4.4 Roofs (DCIS)			
4.4.1	The roof line of any commercial and private recreational building shall not run in a continuous plane for more than 50 feet without offsetting or jogging the roof plane. Roofs must have at least one of the following features around the entire building: 1) stepping parapet roofs concealing flat roofs, 2) overhanging eaves, and/or 3) sloped roof.	NO	Roofs for buildings other than towers, must have at least one of the following features around the entire building: 1) stepping parapet roofs concealing flat roofs, 2) overhanging eaves, and/or 3) sloped roof. Up to 25% of roof surface may be flat.
4.4.2	Height of the building should be varied so that distinctive roof lines are created.	NO	For buildings other than towers, height of the building should be varied so that distinctive roof lines are created.
4.4.3	Buildings utilizing roof-top equipment (including satellite dishes) shall provide parapet walls and/or drop wells to screen the equipment from all sides of the building. The texture and color of the features shall be consistent with the texture and color of the building and shall not be of "picket fence" type screening.	NO	All roof-top equipment including, but not limited to, satellite receiving dishes, communication equipment and HVAC units shall be screened from view.
4.4.4	Reflective, untreated metal roofs are prohibited. All exposed metal surfaces shall be painted in a flat, non-glossy paint to complement or match the color of the exterior roof building material.	YES	

TRPA Related Roof Design Standards (Ref. Only)

a. Roofs, including mechanical equipment and skylights, shall be constructed of non-glare finishes and earthtone colors that minimize reflectivity. For this subparagraph, non-glare earthtone colors are defined as Munsell Colors set forth in Appendix G, TRPA Approved Earthtone Colors, of the Design Review Guidelines, that have a value and chroma of 0-4 or other color systems that are equivalent to the adopted hues, values, and chromas of Appendix G (TRPA-Ch.36.6.1, B).

4.5 Multiple Tenant Buildings (DCIS)			
4.5.1	Multi-Building/Tenant developments shall have consistent color schemes and wall textures, roofs, roof slopes, awning, arcades and other similar architectural features.	YES	
4.5.2	Smaller retail stores that are part of a multi-tenant commercial building shall have display windows and separate entrances. The principal building must have a clearly defined, visible customer entrance features such as but not limited to canopies, arcades, arches, wing walls and planters.	YES	

5.SIGNS

5.1 General (DCIS)

5.1.1	Every project should be designed with a master sign plan. Provisions for sign placement, sign scale in relationship to the building and sign readability are to be considered in the design.	NO	Replaced all sign standards with the Sign Standards and Guidelines for the South Shore.
5.1.2	In multi-building/tenant complexes all signs shall have a consistent theme through the use of compatible colors, materials, shapes, sizes and types of signs. A master sign plan standardizing the signs shall be provided as part of the development proposal.	NO	Replaced all sign standards with the Sign Standards and Guidelines for the South Shore.
	Signs are to be designed and located to be compatible with the size, shape, color, texture and lighting of the surrounding signs except when signs are non-conforming. Signs are not to compete visually with other signs.	NO	Replaced all sign standards with the Sign Standards and Guidelines for the South Shore.
5.1.4	Wall signs must be integrated into the building and site design and not appear to be added as an afterthought.	NO	Replaced all sign standards with the Sign Standards and Guidelines for the South Shore.
5.1.5	Designs should be simple and easy to read with the number of lettering styles and amount of copy kept to a minimum, preferably giving only the name of the business.	NO	Replaced all sign standards with the Sign Standards and Guidelines for the South Shore.
5.1.6	Monument signs shall be designed so that they complement the architecture of the building/complex. The design of the monument should not be the main focus of the site, but rather blend-in with the site and should contain only the name of the center/business, or major anchor. Monument signs which display multiple tenants within a center are discouraged.	NO	Replaced all sign standards with the Sign Standards and Guidelines for the South Shore.
5.1.7	Monument signs shall be located so that they do not create blind corners, interfere with circulation, parking or traffic safety.	NO	Replaced all sign standards with the Sign Standards and Guidelines for the South Shore.
5.1.8	Monument signs shall include the street number for the site. Street numbers shall be clearly visible from the street frontage during day and night.	NO	Replaced all sign standards with the Sign Standards and Guidelines for the South Shore.
5.1.9	Monument signs should be at eye level of passing motorists.	NO	Replaced all sign standards with the Sign Standards and Guidelines for the South Shore.

New Tahoe Area Guidelines and Standards (Signs)

5.1.1	Unless modified by these standards, all signs within the South Shore Area Plan must meet the provisions of Section 20.703.180, Signage, of the Douglas County Development Code, as well as Chapter 38, Signs, in the TRPA Code of Ordinances.
5.1.2	Designs should be simple and easy to read with the number of lettering styles and amount of copy kept to a minimum, preferably giving only the name of the business.
5.1.3	Signs should be designed and located to be compatible with their surroundings in terms of size, shape, color, texture, and lighting. They should not compete visually with other signs.
5.1.4	Signs should be integrated into building and site design, and not appear as if added as an afterthought. They should be incorporated into the design of the façade, and should complement the architecture in terms of shape, placement, colors, and materials.
5.1.6	Reflective, fluorescent, and primary colors should be avoided.
5.1.7	When possible, signs should be consolidated into unified systems in order to avoid sign clutter along the street, Signage attached to the structure is encouraged.
5.1.8	Free standing signs should be kept low whenever site and visibility allow. Shrubs placed around base of a freestanding sign integrate it with the ground plane and screen any low level lights.
5.1.9	Illuminated signs should not be high intensity and glaring in nature. The larger the sign, the lower the level of illumination should be. Illumination of the letters is preferred over illumination of the sign background. It is most preferable the signs be externally illuminated. Light bulbs should not be exposed.
5.1.10	Signs should be located to respect pedestrian and driver safety. Projecting signs shall clear walkways by eight (8') feet and shall project no closer than two (2') feet from the curb line. Height allowances over driveways, alley and parking areas shall be a minimum of 13'6". Signs should be placed to avoid conflicts with door openings. Signs are not permitted in the road right-of-way. Banners across U.S. Hwy 50 are subject to review and approval by the Nevada Department of Transportation (NDOT).
5.1.11	Illuminated signs should be positioned so that the light does not shine directly on adjoining properties, cause glare, or shine in the eyes of motorists or pedestrians.
5.1.12	The back for any one sided regulatory, directional, or informational sign located in a Rural transition or Rural Scenic Highway Corridor should be painted or otherwise colored closely to match the color of the adjacent landscape.

5.1.13	Signs should have no more than 60% of the sign area in copy. Sign copy includes all letters, numbers, characters, symbols, and other graphics which are part of the sign. The guideline does not apply to signs which consist of individual letters, characters, or other symbols and which have no perimeter or border. Sign Area = X*Y Sign Copy=(A*B)+(C*D) Sign Copy=.60(X*Y).
5.2.1	Every new or redevelopment project with three or more tenants requires a master sign plan. Sign placement, scale, and readability are to be considered in the design.
5.2.2	In multi-building / tenant complexes with three or more tenants all signs shall have a consistent theme through the use of compatible colors, materials, shapes, sizes and types of signs. A master sign plan standardizing the signs shall be provided as part of the development proposal.
5.3.1	Wall signs must be integrated into the building and site design and not appear to be added as an afterthought.
5.4.1	Monument signs shall be designed so that they complement the architecture of the building/ complex. The design of the monument should not be the main focus of the site, but rather blend in with the site and should contain only the name of the center/business, or major anchor.
5.4.2	Monument signs shall be located so that they do not create blind corners, interfere with circulation, parking or traffic safety.
5.4.3	Monument signs shall include the street number for the site. Street numbers shall be clearly visible from the street frontage during day and night.
5.4.4	Monument signs should be at eye level of passing motorists.
5.4.5	Two monument signs (or freestanding signs per Section 38.8.2. of the TRPA Code of Ordinances) may be allowed for the commercial complex located on APNs:1318-23-4-038, -039, -040, and - 041, as long as two signs do not create a traffic safety hazard and the transfer of land to complete the Burke Creek Restoration Project is complete.
5.5.1	A point of interest (wayfinding) signage program should be developed by the Tahoe Chamber of Commerce, in coordination with Douglas County and NDOT, to promote walking and biking to recreation destinations.
5.5.2	One community entry sign shall be located near Kahle Drive and Highway 50, at the entry to the South Shore.

6.LIGHTING

6.1 General (DCIS)

6.1.1	Lighting should be used to provide illumination for the security and safety of on-site areas such as parking, loading/unloading, pedestrian pathways and working areas. Excessive use of lighting fixture is to be avoided.	NO	Lighting should be used to provide illumination for the security and safety of on-site areas such as parking, loading/unloading, pedestrian pathways and working areas. Excessive use of lighting fixtures is prohibited.
6.1.2	Fixture style and location must be compatible with the building's architecture, site design and landscape design. Decorative fixtures are highly recommended and where warranted, may be required. Light fixture style is to be consistent throughout the project.	YES	
6.1.3	Light fixtures shall be located facing away from adjacent sites (particularly residential parcels) so that the light does not spill-over onto abutting properties. Parking and building light fixtures must be cut-off luminaries that have less than 90-degree cut-off so that the light is not emitted horizontally or upward.	YES	
6.1.4	Projects located near residential or open space areas shall use low intensity/wattage lights and all lighting is to be extinguished or reduced in intensity 30 minutes after the close of business.	YES	
6.1.5	Wall pack, flood and other light fixtures which illuminate upwards or horizontally are prohibited.	YES	
6.1.6	A site photometric plan denoting candle illumination on a specific grid, both within the project and off-site, may be required where the project is located adjacent to residential uses and site lighting design indicates a potential for nuisance light impacts to the abutting property.	YES	
6.1.7	The overall height of parking lot light fixtures shall be not more than 15-feet in or within 100-feet of residential districts and not more than 25-feet within non-residential districts. Pedestrian walkway lights shall be of appropriate scale and are encourage to be low intensity bollard type fixtures with a maximum height of 10-feet.	NO	The overall height of parking lot light fixtures shall be not more than 15-feet in or within 100-feet of residential districts and not more than 26-feet (per TRPA code) within non-residential districts. Pedestrian walkway lights shall be of appropriate scale and are encourage to be low intensity bollard type fixtures with a maximum height of 10-feet.
6.1.8	Off-site street lighting may be required over driveways to provide safe entrances and exits.	YES	

New Tahoe Area Guidelines and Standards (Lighting)	
6.1.9	Exterior lighting should be minimized to protect dark sky views, yet adequate to provide for public safety, and should be consistent with the architectural design.
6.1.10	Exterior lighting shall utilize cutoff shields that extend below the lighting element to minimize light pollution and stray light.
6.1.11	Lights shall not blink, flash, or change intensity except for temporary public safety signs.
6.1.12	The level of illumination shall be set at the minimum level required for use and even distribution of the light. This will prevent wide contrast levels between light sources and prevent uneven light dispersion. Refer to the following types of lighting and their associated illumination levels. a. Street lighting is intended to address safety concerns along primary and secondary streets for vehicular and pedestrian transportation needs. Levels of illumination for street lighting shall not exceed 3.0 foot candles, measured within one foot of the base at ground level. b. Pedestrian zone lighting is intended for those areas where pedestrians are encouraged to gather such as outdoor plazas, outdoor dining areas, building entries, and pedestrian thoroughfares. Levels of illumination shall not exceed 5.0 foot candles in pedestrian spaces or approved locations unless approved by the Douglas County Planning Commission. c. Safety and security lighting is intended for secondary pedestrian areas or landscape zones that require illumination for security and pedestrian safety. Levels of illumination shall not exceed 2.5 foot candles, measured within one foot of the base at ground level.
6.1.13	Landscape lighting is allowed to highlight elements of the landscape through the use of down lighting with concealed fixtures or fixtures with lens hoods to screen the light source. Landscape lighting fixtures shall be painted with dark colors including brown, gray, black or green.
6.1.14	The entire lighting assembly (pole and fixture) shall be constructed with timber or painted a dark color such as brown, gray, black or green.
6.1.15	Lighting shall be limited to Incandescent, High Pressure Sodium, Metal Halide, Compact Florescent, or LED type lighting in all applications for exterior use.
6.1.16	Lighting which directs light downward shall be used in all applications except for the applications described in the Accent Lighting Standards.
6.1.17	Accent Lighting may be included as part of a lighting plan to prevent dark, uninviting, and oppressive building surfaces above the first floor. Illumination shall be for selective architectural features that serve to landmark, or otherwise highlight design features. Specifically, lighting of distinguished architectural features such as entries, arcades, chimneys, cornices, balconies, exterior trusses, highly textured material, knee braces, enriched architectural facades or landmark features are permitted. Wall lighting of blank wall or repetitive wall facades shall not be permitted. Up to 35% of vertical architectural surfaces may have accent lighting. This may include low angle or upward lighting.

TRPA Related Lighting Design Standards (Ref. Only)
a. Exterior lights shall not blink, flash, or change intensity. String lights, building or roofline tube lighting, reflective, or luminescent wall surfaces are prohibited (TRPA-Ch.36.8.1, A).
b. Lighting shall not be attached to trees except for seasonal winter displays. Seasonal winter lighting may be displayed from November 26 through March 1 (TRPA-Ch.36.8.1, B).
c. Parking lot, walkway, and building lights shall be directed downward (TRPA-Ch.36.8.1, C).
d. The fixture mounting height shall not exceed the limitations (26 feet) set forth in Chapter 37.6.1 of the TRPA Code of Ordinances (TRPA-Ch.36.8.1, D).
e. Outdoor lighting shall be used for purposes of illumination only, and shall not be designed for, or used as, an advertising display. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures projected above the horizontal is prohibited (TRPA-Ch.36.8.1, E).
f. The commercial operation of searchlights for advertising or any other purpose is prohibited (TRPA-Ch.36.8.1, F).
g. Seasonal lighting displays and lighting for special events that conflict with other provisions of this section may be permitted on a temporary basis pursuant to Chapter 22: Temporary Uses, Structures, and Activities (TRPA-Ch.36.8.1, G).

6.SCREENING

7.1 General (DCIS)			
7.1.1	Any outdoor mechanical equipment such as transformers, HVAC units, electrical boxes, back flow preventers, etc. located on the ground must not be visible from the street or the main drive aisle. To the extent possible, use of subterranean vaults is recommended. In any event, such structures shall be screened from view. The method of screening shall be integrated with the adjacent structure in terms of landscaping, wall material/color, shape and size.	YES	
7.1.2	All roof-top equipment shall be screened from view as identified with the architectural guidelines of this manual.	YES	

7.1.3	Storage areas accessory to the permitted use(s) and visible from the public right-of-way, shall be screened from view by the use of a concrete block wall or similar opaque structure. Storage areas not visible from the public right-of-way may be screened by the use of chain-link fence with metal or plastic slating.	YES	
7.1.4	Trash enclosures shall be constructed of masonry block consistent in color and texture with the primary building. Steel grates shall be hung from individual steel posts imbedded in concrete in accordance with Appendix A of the Douglas County Design Criteria and Improvement Standards. Trash enclosures visible from a street shall be screened with landscaping including, but not limited to evergreen trees or columnar shrubs.	YES	
7.1.5	Accessory structures which are used for screening/storage purposes shall be architecturally compatible with the primary building(s).	YES	

TRPA Related Screening Standards (Ref. Only)

a. The architectural design of a project shall include elements that screen from public view all external mechanical equipment, including refuse enclosures, electrical transformer pads and vaults, satellite receiving disks, communication equipment, and utility hardware on roofs, buildings, or the ground (TRPA-Ch.36.6.1, A).

7.2 Walls and Fences (DCIS)			
7.2.1	Chain-link fencing with metal, wood or plastic slats is not permitted within the front yards.	YES	
7.2.2	Walls must be designed to blend in and be compatible with the building color and material. Landscaping, including vines, should be planted to soften the wall elevation and limit graffiti to the extent feasible.	YES	
7.2.3	Long wall surfaces must offset and be designed to prevent monotony. Wall and fence design must be consistent with Title 20. Walls and fences not used for screening of storage areas shall provide pedestrian opening if adjacent to sidewalks.	YES	

Appendix B: Site Type Recommended Species List

SITE TYPE RECOMMENDED SPECIES LIST							
Scientific Name [1, 2]	**Common Name**	**Wetland**	**SEZ/Riparian-Wet Meadow**	**Upland–Generic**	**Upland–Full Shade**	**Upland–Full Sun/ Dry Site**	**Upland–High Disturbance**
Grasses, Rushes, and Sedges							
Achnatherum lemmonii	Lemmon's needlegrass			•		•	
Achnatherum occidentale	western needlegrass			•		•	
Agrostis exarata	spike bentgrass		•				
Bromus carinatus	California brome		•	•		•	
Bromus marginatus	mountain brome			•			
Calamagrostis canadensis	bluejoint	•	•				
Carex praegracilis	slender sedge		•				
Danthonia californica	California oatgrass			•			
Deschampsia caespitosa	tufted hairgrass		•				
Deschampsia elongata	slender hairgrass		•				
Elymus elymoides	squirreltail			•		•	
Elymus glaucus[3]	blue wildrye	•	•		•		
Elymus trachycaulus	slender wheatgrass,		•	•		•	
Festuca brevipila	hard fescue			•			•
Festuca ovina 'Covar'	sheep fescue, 'Covar'			•		•	•
Festuca rubra[3]	red fescue		•		•		•
Festuca rubra ssp. arenaria[3]	Boreal creeping red fescue		•		•		•
Glyceria striata[3]	fowl mannagrass		•		•		
Hordeum brachyantherum	meadow barley		•				
Hordeum brachyantherum ssp. californicum	California barley		•				
Juncus arcticus ssp. littoralis	mountain rush	•	•				
Juncus effusus	common rush	•	•				
Leymus triticoides	beardless wildrye		•				
Melica californica	California oniongrass			•			
Phalaris arundinacea	reed canarygrass		•				
Phleum alpinum	alpine timothy		•				
Poa ampla, 'Sherman'	big bluegrass, 'Sherman'			•		•	•
Poa secunda	Sandberg bluegrass			•		•	•
Thinopyrum intermedium	intermediate wheatgrass			•			•
Thinopyrum intermedium 'Greenar'	intermediate wheatgrass, 'Greenar'			•			•
Thinopyrum intermedium 'Oahe'	intermediate wheatgrass, 'Oahe'			•			•
Forbs							
Achillea millefolium	common yarrow		•	•			•
Aconitum columbianum	Columbian monkshood		•				
Agastache urticifolia	nettle-leaf giant hyssop		•				
Anaphalis margaritacea	western pearly everlasting		•	•			
Aquilegia formosa	crimson columbine				•		

CHAPTER 5: Soil and Vegetation Management
Table 5-2: Site Type Recommended Species List

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June 2011

SITE TYPE RECOMMENDED SPECIES LIST

Scientific Name [1, 2]	Common Name	Wetland	SEZ/Riparian-Wet Meadow	Upland—Generic	Upland—Full Shade	Upland—Full Sun/ Dry Site	Upland—High Disturbance
Arnica cordifolia[3]	heartleaf arnica				•		•
Artemisia douglasiana	Douglas' sagewort		•				
Balsamorhiza sagittata	arrowleaf balsamroot			•			•
Caltha leptosepala	white marsh marigold		•				
Chamerion angustifolium	fireweed		•	•			•
Delphinium glaucum[3]	mountain larkspur		•		•		
Epilobium ciliatum	fringed willowherb		•	•			•
Erigeron compositus[4]	cutleaf daisy			•			
Eriophyllum lanatum	common woolly sunflower			•			
Fragaria virginiana	wild strawberry		•				•
Geranium richardsonii	Richardson's geranium		•				
Geum macrophyllum[3]	big leaf avens		•		•		
Geum triflorum	old man's whiskers		•	•			
Gilia capitata	bluehead gilia			•		•	
Heracleum maximum	common cowparsnip		•				
Ipomopsis aggregata	scarlet gilia			•		•	
Linum lewisii	Lewis flax			•		•	
Lotus nevadensis	Nevada bird's-foot trefoil			•			
Lotus unifoliolatus var. unifoliolatus	American bird's-foot trefoil			•			•
Lupinus argenteus	silvery lupine			•		•	•
Lupinus fulcratus	greenstipule lupine			•		•	•
Lupinus grayi	Sierra lupine			•		•	•
Lupinus lepidus	Pacific lupine			•		•	•
Lupinus polyphyllus	bigleaf lupine		•				
Mertensia ciliata	tall fringed bluebells		•				
Mimulus cardinalis[3]	scarlet monkey flower		•		•		
Mimulus guttatus	common monkey flower	•	•				
Nasturtium officinale	Watercress	•					
Osmorhiza occidentalis	western sweetroot				•		
Oxyria digyna[4]	alpine mountainsorrel			•			
Paeonia brownii	Brown's peony			•			
Pedicularis groenlandica	elephant heads		•				
Penstemon rydbergii	Rydberg's penstemon		•				
Penstemon speciosus	royal penstemon			•		•	
Phacelia ramosissima	branching phacelia			•			
Potentilla fruticosa	shrubby cinquefoil		•				
Potentilla glandulosa	sticky cinquefoil		•				•
Potentilla gracilis	slender cinquefoil			•			
Ranunculus occidentalis	western buttercup		•				
Rumex salicifolius	willow dock	•	•				•
Solidago canadensis	Canada goldenrod		•	•			•

SITE TYPE RECOMMENDED SPECIES LIST							
Scientific Name [1, 2]	**Common Name**	**Wetland**	**SEZ/Riparian-Wet Meadow**	**Upland—Generic**	**Upland—Full Shade**	**Upland—Full Sun/ Dry Site**	**Upland—High Disturbance**
Symphyotrichum spathulatum var. spathulatum	western mountain aster		•				
Thalictrum fendleri	Fendler's meadow-rue		•				
Urtica dioica ssp. holosericea	stinging nettle		•				•
Wyethia mollis	woolly mule-ears			•		•	•
Subshrubs, Shrubs, and Trees							
Acer circinatum	vine maple				•		
Acer glabrum	Rocky Mountain maple		•				
Alnus incana ssp. tenuifolia	thinleaf alder		•				•
Amelanchier alnifolia	western Serviceberry		•				
Amelanchier utahensis	Utah serviceberry			•			
Arctostaphylos patula	greenleaf manzanita			•		•	•
Arctostaphylos nevadensis	pinemat manzanita			•			
Arctostaphylos uva-ursi	bearberry			•			
Artemisia tridentata ssp. vaseyana	mountain big sagebrush					•	
Calocedrus decurrens	incense cedar			•	•		•
Ceanothus cordulatus	whitethorn			•		•	•
Ceanothus prostratus	prostrate ceanothus, squawbush			•		•	
Ceanothus velutinus	tobaccobrush			•			
Cercocarpus ledifolius	curl-leaf mountain mahogany					•	
Chrysolepis sempervirens	chinquapin			•			
Cornus sericea	redosier dogwood		•				
Ericameria nauseosa	rubber rabbitbrush					•	•
Eriogonum nudum	naked buckwheat					•	•
Eriogonum umbellatum	sulphur-flower buckwheat			•		•	•
Holodiscus discolor	oceanspray creambush		•				
Juniperus occidentalis	western Sierra or Sierra juniper					•	
Lonicera involucrata[3]	twinberry		•		•		
Mahonia aquifolium	Oregon grape				•		•
Penstemon deustus	hot-rock penstemon			•		•	
Penstemon newberryi	mountain pride		•	•		•	
Pinus contorta var. murrayana[5]	Sierra lodgepole pine		•				•
Pinus flexilis[6]	limber pine					•	
Pinus jeffreyi	Jeffrey pine			•		•	•
Pinus monticola	western white pine			•			
Pinus ponderosa	Ponderosa pine			•		•	•
Populus balsamifera ssp. trichocarpa	black cottonwood		•				
Populus tremuloides	quaking aspen		•				•
Prunus virginiana	western chokecherry		•	•			
Purshia tridentata	antelope bitterbrush			•		•	
Quercus vacciniifolia	huckleberry oak			•	•		

SITE TYPE RECOMMENDED SPECIES LIST

Scientific Name [1, 2]	Common Name	Wetland	SEZ/Riparian-Wet Meadow	Upland—Generic	Upland—Full Shade	Upland—Full Sun/ Dry Site	Upland—High Disturbance
Rhus trilobata	skunkbush			•			
Ribes aureum	golden currant		•	•			
Ribes cereum	wax currant			•		•	
Ribes montigenum	gooseberry currant			•			
Ribes nevadense	Sierra currant		•				
Ribes roezlii	Sierra gooseberry			•			
Rosa woodsii	Woods' rose		•	•			•
Rubus parviflorus	thimbleberry		•	•			•
Salix exigua	narrow leaved willow	•	•				
Salix geyeriana	Geyer's willow		•				
Salix lemmonii	Lemmon's willow		•				
Salix lucida ssp. lasiandra	Pacific willow	•	•				
Salix scouleriana	Scouler's willow		•				
Sambucus nigra ssp. cerulea	blue Elderberry		•				
Sambucus racemosa	red elderberry		•				
Sorbus scopulina	Greene's mountain ash		•				
Spiraea douglasii	rose spirea		•				
Spiraea splendens[3]	rose meadowsweet		•		•		
Symphoricarpos molllis	creeping snowberry				•		

Notes:
1 – Nomenclature follows U.S. Department of Agriculture's PLANTS Database.
2 – Names of nonnative species are displayed in bold font.
3 – Mesic shaded uplands only
4 – Talus, rocky alpine slopes only
5 – Invasive of wet meadows
6 – Subalpine sites only

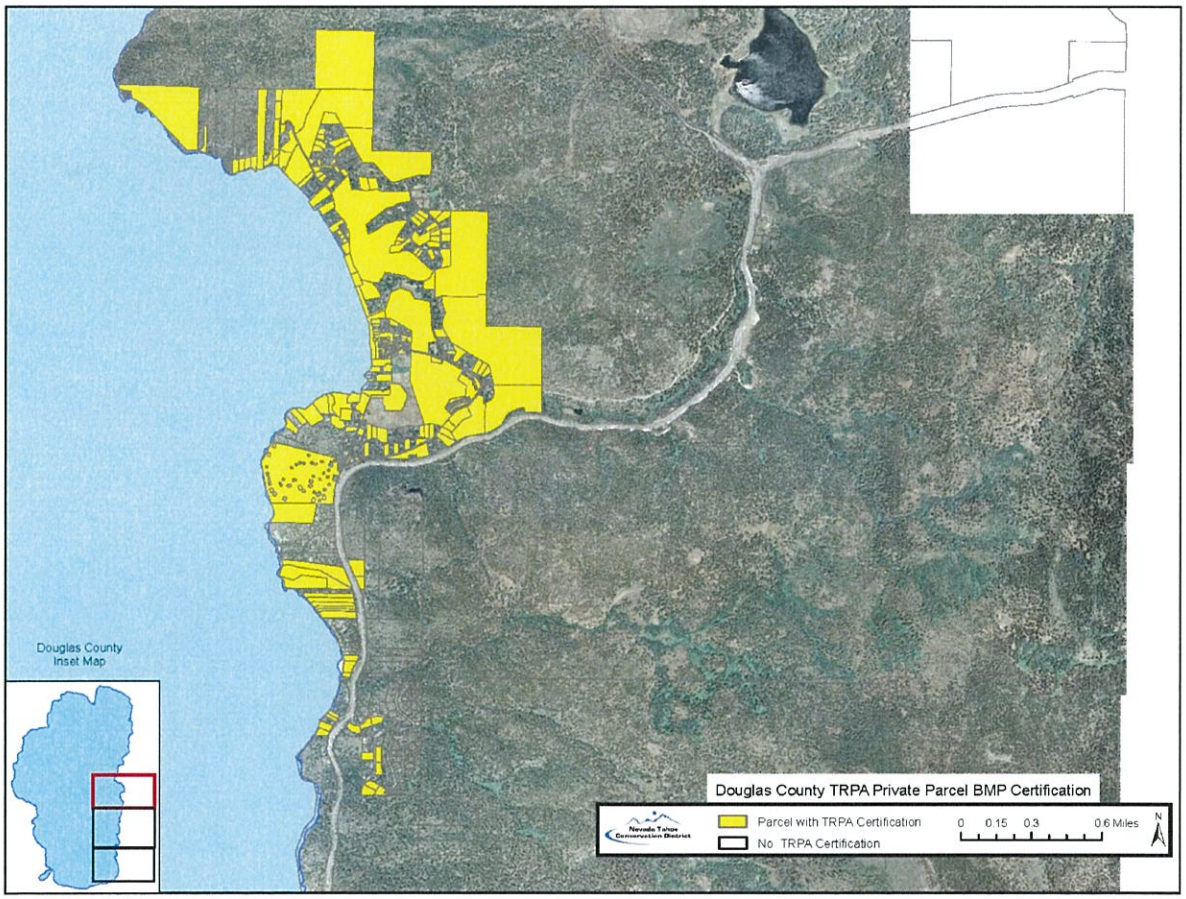
APENDIX C
ENVIRONMENTAL IMPROVEMENT

The following is information on Douglas County's past and current efforts to improve the clarity of Lake Tahoe.

BMP Certificates

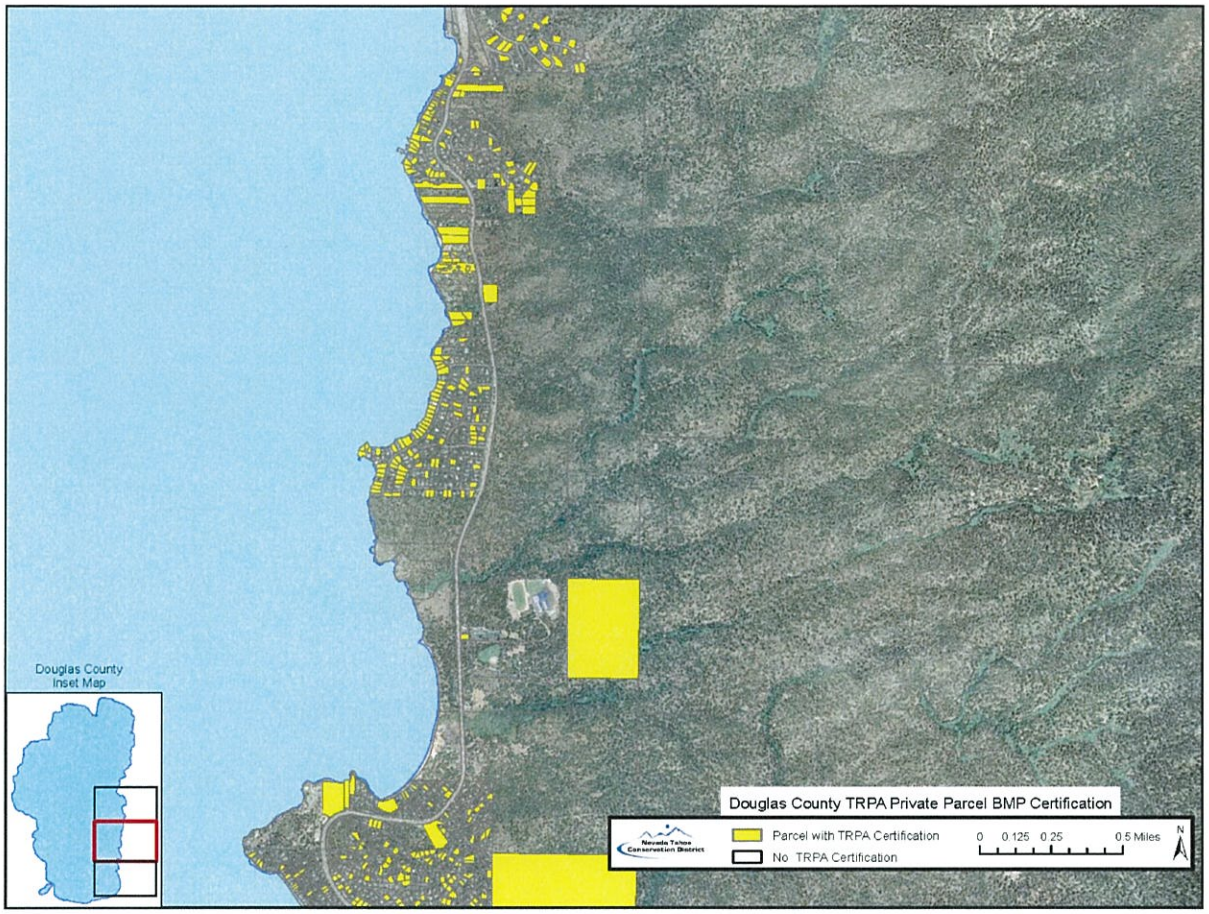
Thousands of properties around the Lake Tahoe Region have installed Best Management Practices (BMPs), measures to reduce storm water runoff, minimize soil erosion and capture polluted water before it enters Lake Tahoe. Maps 1, 2, and 3 show the location of private parcels with BMP certificates in Douglas County.

Map 1
Private Parcel BMP Certificates



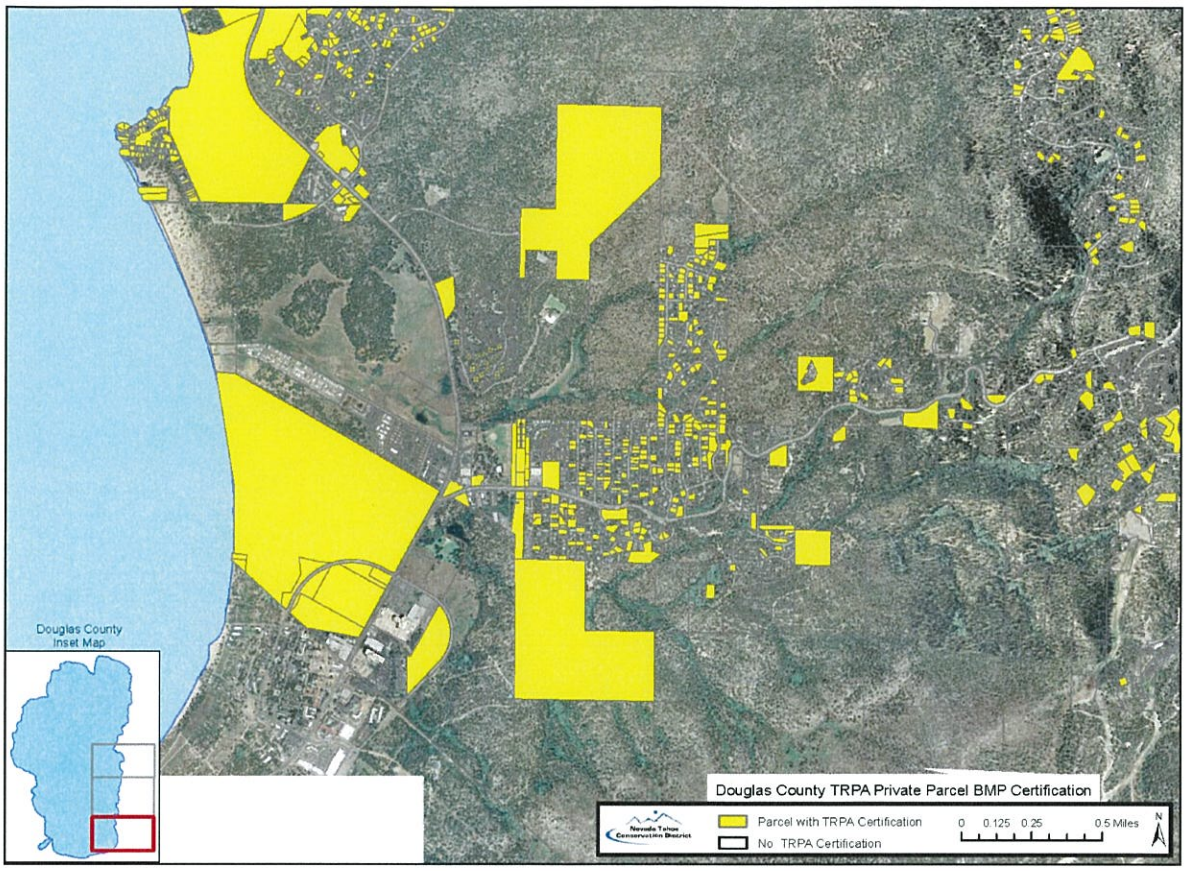
Source: NTCD

Map 2
Private Parcel BMP Certificates



Source: NTCD

Map 3
Private Parcel BMP Certificates



Source: NTCD

Water Quality and Erosion Control Environmental Improvement Program (EIP) Projects

The TRPA is responsible for coordinating the Environmental Improvement Program (EIP), a program that identifies projects and programs needed to improve the environment at Lake Tahoe. Figure 1 includes water quality or erosion control projects completed pre-2004 (Total Maximum Daily Load (TMDL) baseline conditions), completed 2004-2012 (TMDL existing conditions), funded projects (2013 – 2016), and future potential projects (2016 – 2021) for Douglas County.

Figure 1
Water Quality or Erosion Control EIP Projects

Water Quality or Erosion Control Projects Completed Pre-2004 (TMDL Baseline Conditions)				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
186	CR02	Cave Rock Estates; EIP #10078	1990	Retaining walls, slope stabilization, conveyances to dry basins (3000 cf, 6630 cf);
				Streets affected include: US50, Cave Rock Dr., Winding Way, Gull Ct, Wren, Lark, Chukkar, Gull, Pheasant Lane, Robin Circle.
188	EWCF	Kingsbury Highlands ECP	1990	Retaining walls, conveyances to infiltration trench (450 cf);
				Project area is off SR207 on Highlands Rd, Laurel Lane, and Laurel Circle
187	ZK01	Zephyr Knolls ECP	1991	Conveyances;
				Lakeview Dr, US 50
176	BCB	Lower Kingsbury ECP (Phase 0) / Burke Creek ECP	1992	Retaining walls, revegetation (71,800 sf), slope stabilization (56268 sf), conveyances, rock lined channel, vegetated swale (456 lf);
				Project area is Lower Kingsbury (Charles Ave, Crest View, Cypress, Daggett, Delissa, Desni, Edgewood, Granite Springs, Hall, Hawthorne, Juniper, Meadow, Palisades, Panorama, Pine, Pony Express, Reinken, Robert, Sequoia, William, Woodland) & Burke Crk (Chimney Rock, Mackay, Reynolds, Ridge, Sherwood Ct, Sherwood Dr, Summit, Terrace View)
204	EWCE	Kingsbury Hubbard Drive ECP	1992	Retaining walls, slope stabilization, conveyances;
				Project area Hubbard Drive
205	EWCG	Summit Village/Kingsbury Estates ECP	1992	Retaining walls, conveyances, percolation trench
168	SK02	Skyland WQIP Phase 1; EIP #10055	1997	Conveyances to and dry basins on 50/Myron (1000 cf, 690 CF), Lynn (360 cf), Myron/Skyland (1400 cf), Skyland/Tahoe (1250 cf)

Water Quality or Erosion Control Projects Completed Pre-2004 (TMDL Baseline Conditions) – Continued				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
23	MB01	Marla Bay ECP; EIP #10069	2000	Revegetation, conveyance piping to sediment traps
146	RH04	Round Hill GID Water Quality Project Phase 0; EIP #10155	2001	Conveyance piping;
				Project area in Navajo Court which drains to the end of the cul-de-sac
22	BCC, EWCH	Upper Kingsbury North; EIP #240	2002	Conveyances to and dry basins on Benjamin/Aspen (2400 cf), Donna/Scott (4200 cf), Kingsbury/Benjamin (3600 cf);
				Upper Kingsbury North ECP (Kingsbury Village)/Tahoe Estates
105	ZC01	Zephyr Cove GID WQIP; EIP #10079	2002	Conveyances to and 2 infiltration galleries; Armortech rock lined channel.
12	EWCG	Upper Kingsbury South ECP Phases I & II (Tahoe Village); EIP#242	2002	Conveyances to and dry basins on Buchanan (4800 cf), Jack Cir (3600 cf), Jack Dr (3600 cf);
				Upper Kingsbury, Tahoe Village, Tahoe Estates; SR 207 Kingsbury Grade from US 50 to Dagget Pass
20	CR02	Cave Rock Estates Slope Protection Project (CR ECP Ph 2B); EIP #10078	2003	Retaining walls, 78,000 sf revegetation/bare soil cover
14	BCB, EWCD	Lower Kingsbury Phase I & II; EIP #239	2003	Conveyances to and dry basins (2000 cf, 1000 cf), TVs (6 CDS, 1 Jenson); SEZ restoration, vegetated swale 3000 LF;
				Lower Kingsbury Phase I & II; SR 207 Kingsbury Grade from US 50 Junction to Daggett Pass
13	SK01	Skyland WQIP Phase II; EIP #10055	2003	Conveyances to and 3 Baysaver treatment vaults;
				Skyland location- Tahoe Dr, Skyland Dr, Skyland Ct & Alpine Dr
19	RH02,03,04	Round Hill Phase I and Navajo Court: & Phase III-SEZ; EIP #10155	2003	Retaining walls, slope stabilization, conveyances to treatment vaults: 2 Vortechnic, 1 Jenson, 1 CDS ;

Water Quality or Erosion Control Projects Completed Pre-2004 (TMDL Baseline Conditions) – Continued				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
				The smaller project was designed to finish one street that didn't get completed in Phase 0.
	SSWA	SSWA; EIP #01.01.01.11	2004	Project numbers 115, 160, 178, 207, 209 (NTCD codes)

Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions)				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
106		Round Hill GID Water Quality Project Phase II; EIP #10155	4-Oct	Slope stabilization, revegetation (56550 sf);
				This project consisted of an SEZ restoration and included installation of 7 manholes to access the new sewer line and some revegetation.
46	KUC	Kahle Drive WQIP; EIP #10054	2006	Conveyances to and 1 treatment vault (Vortechnic) and 1 wetland/retention basin (64,700 cf);
				Water Quality improvement project for Oliver Park GID and Kahle Drive, runoff from Michelle Dr, Faris Ct, Aynes Ct, Irwin Dr, Laura Dr & Kahle Drive funnel into wetlands located downhill, water is treated and discharges across Kahle Drive into Rabe Meadow.
99	LR01	Lakeridge GID WQIP, Lakeridge- Phase I & Hidden Woods Phase II; EIP #678	2006	Retaining walls, slope stabilization, conveyances to and 1 treatment vault (Vortechnic), 1 wetland basin (9100 cf);
				Collect water from Cedar Ridge, Sugar Pine Cir, Lincoln Cir & Canyon Cir and treat (catch basin) & convey the water to the infiltration basins located just below Hwy 50, the water then flows into a treatment vault & discharges to Lake Tahoe. Water from Tamarack Dr & Pine Point Dr (located below Hwy 50) also conveys into the treatment vault.

Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions) – Continued				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
47	LV01	Lake Village Homeowners Assn WQIP Phase IA; EIP #679	2006	Slope stabilization, conveyances to 1 treatment vault (Vortechnics), dry basin (3000 cf);
				Most of Lake Village Homeowners Association except for the south west corner of the HOA, including the west section of Cascade Ct, the south section of Manzanita Ct, and Lake Village Drive.
113	LP01	Lincoln Park WQIP; EIP #677	2006	Conveyances to and treatment vault (Vortechnics 7000);
				Located within Lincoln Park along Hwy 50, including Alley 'A' and Lincoln Way
17	LC01	Logan Creek ECP; EIP #676	2007	Retaining walls, slope stabilization, conveyances to and 1 treatment vault (Vortechnic), 3 dry basins (1928 cf);
				Logan Creek Estates-Logan Crk Dr, Michael Lane
165	RH03, RH04	Round Hill GID Ph III; Round Hill Phase I and Navajo Court: & Phase III-SEZ; EIP #10155	2007	Conveyances to and dry basin (350 cf), rock lined channel, revegetation;
				Round Hill-Cheyenne Cir towards McFaul Way, it was a drainage project along these streets
16	HW01	Hidden Woods Homeowners Assn WQIP; EIP #678	2007	Conveyances to and treatment vault (Vortechnics 3000), infiltration gallery (2@ 960 sf);
				Project parts of 2 phase effort (1-WQ Improvement, 2-Improve road entrance to Hidden Woods) Project extends from US Hwy 50 entrance along Hidden Woods Drive to first section of Hidden Woods Circle.

Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions) – Continued				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
109	LV01	Lake Village (Lake Village Drive Impr.) WQIP Phase IB, EIP #679	2007	Slope stabilization, revegetation (8000 sf), conveyances to dry basin (900 sf);
				Includes the southwest corner of the HOA along Lake Village Drive and the west section of Cascade Ct and south section of Manzanita Ct
236	LV02	Lake Village Phase II WQIP EIP #679/01.01.01.13	2012	Numerous dry basins, armortec lined conveyances;
				This project area includes Lake Village Drive/Echo Drive from US Highway 50 to the Kingsbury Middle School. This project will strive to reduce source control issues associated with compacted parking areas, eroding cut slopes and unstable road shoulders. In addition, measures such as catch basins, pretreatment vaults, retention/detention facilities and infiltration basins may be included for the collection and treatment of stormwater runoff and to minimize peak flows and runoff volumes where feasible and appropriate. Stormwater runoff to be treated is generated on impervious surface within the Douglas County right of way.
240	WW01	Warrior Way WQIP; EIP #10173	2012	Conveyance and basins for treatment of Warrior Way road runoff flows
	GB01	Glenbrook Creek Restoration; 01.02.03.03	2013	Enhance Glenbrook Creek and surrounding meadow with targeted restoration actions and vegetation management.

Water Quality or Erosion Control – Funded Projects (2013 – 2016)				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Description**
	CR02	Cave Rock GID WQIP Retrofit; 01.01.01.16	2014	Existing sand bed filter is piping and not capturing FSP. Filter bed reconfiguration may be necessary and engineered media will be necessary;
				New project is maintenance and upgrade of bed filter installed in 1990's
	ZC01	Zephyr Cove GID WQIP; 01.01.01.15	2014	Expected installation of infiltration basins to treatment NDOT and ZCGID (DC) flows consist of creating infiltration basins on USFS property;
				The current treatment facilities at ZCGID are not designed to capture FSP. They consist of medium sized, deep concrete tanks with grates. These devices will capture coarse-sediments, but cannot capture fine sediments of concern. Additionally, they appear to be undersized and the current is sufficient to lift the grates off-of them causing safety concerns. Hwy 50 conveys stormwater runoff through this area.
	DCA	Burke Creek Crossing, Master Plan; 01.02.03.01	2015	Replace culvert on Burke Creek at Hwy 50 with large box culvert. Realign channel downstream of Hwy 50.
	EDGE	Edgewood; 04.02.02.11	2015	Edgewood Lodge Improvements and pond excavation; shoreline

Water Quality or Erosion Control – Future Potential Projects (2016 – 2021)				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Description**
	MB01	Marla Bay WQIP; EIP #242, 01.01.01.14		The current treatment facilities at MBGID are not designed to capture FSP. They consist of deep concrete tanks with grates. These devices will capture coarse-sediments, but cannot capture fine sediments of concern. Resizing the vaults and installing filters may be necessary. Potential to convey and treat runoff in adjacent parcels. Hwy 50 conveys stormwater runoff through area.

NDOT Water Quality or Erosion Control Projects Completed Pre-2004 (TMDL Baseline Conditions)				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
115	SSWA	US50 to Stateline	2000	The project provides water quality improvements for the casino corridor along Highway 50 including Lake Parkway East and West.
				Improvements include curb and gutter, conveyance pipes, drainage inlets, sediment traps and treatment vaults (4), along with riprap slope stabilization and revegetation
218		Kahle Drive (Pre EIP)	1992	Burke Creek/Kahle Ditch Restoration Project
				#218-Burke Creek / Kahle Ditch Restoration Project (1992)- runoff from Douglas County Community Center, Douglas County Administration area and NDOT routed down Kahle Drive to treatment vault to dry basin which discharges to Rabe Meadow/Burke Creek

NDOT Water Quality or Erosion Control Projects Completed Pre-2004 (TMDL Baseline Conditions) – Continued				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
46		Kahle Drive WQIP	2003	#46- Kahle Drive WQIP (2006)- Oliver Park runoff routed down Kahle Drive via drainage inlets and conveyance pipes to treatment vaults (2) to a wetland which discharges to Rabe Meadow/Burke Creek, the project also included paving, riprap slope stabilization and revegetation
119	760	SR760 - from Elks Point Rd; EIP #688	2002	State Route 760 water quality, erosion control and drainage improvements from Highway 50 junction to Nevada Beach entrance
				Improvements include curb and gutter, conveyance pipes, drainage inlets and a settling basin, along with riprap slope stabilization, revegetation and a paved bike trail to Lake Tahoe

NDOT Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions)				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
118	5013, 5002, 5012, 5011, 5016	US50 - from Bourne Meadow to south of Tahoe Drive; EIP #687	2004	Highway 50 water quality, erosion control and drainage improvements from Bourne Meadow to just south of Tahoe Drive
				Improvements include curb and gutter, conveyance pipes, drainage inlets, and treatment vaults (2), along with retaining walls (Binwalls 2-3), riprap slope stabilization and revegetation
171	2862, 2863, 2864, 2804, 2814, 2815, 2816, 2818,	SR28 in Incline from Lakeshore Blvd to SR431 (Part of Phase II); EIP #10156	2005	The project provides water quality improvements for the entire length of Highway 28 from the Highway 431 junction to the east Lakeshore Blvd entrance in Incline Village.
	2808, 2805, 2809, 2850A, 2850B, 2851, 2813, 2820			Improvements include curb and gutter, conveyance pipes, drainage inlets, conveyance ditches, 2 treatment vaults, riprap slope stabilization, revegetation and paving
185	5015, 5006, 5009, 5008	US50 in Douglas County from Kahle Dr to Elks Point Rd (Part of Phase II)	2005	The project provides water quality improvements from Kahle Drive to Elks Point Rd
				Improvements along the NDOT right of way consist of curb and gutter, retaining walls, riprap slope stabilization, conveyance piping, drainage inlets and sediment traps
	5014, 5001, 5018, 5019	Highway 50, Skyland to Cave Rock	2005/2006	

NDOT Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions) – Continued				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
137	506, 505, 504, 503, 502, 501, 5017	Highway 50, Cave Rock to Glenbrook; #954	2006	Highway 50 water quality improvements from approximately 0.5 miles north of Cave Rock to Glenbrook entrance (Mile Point 7.6-9.6)
				Improvements include curb and gutter, conveyance pipes, trench drains, a treatment vault, riprap slope stabilization and revegetation
		NDOT Hwy 50- Bin Wall 1 Elks Point N	2006/2007	
230	20701-20712	NDOT 207; EIP #01.01.02.16	2011	The project design provides water quality improvements for the entire length of Kingsbury Grade (a.k.a. State Route 207) in Douglas County, NV.
				The project includes a significant amount of source control for cut and fill slopes (revegetation, rock rip-rap and retaining walls), pavement of road shoulders, new storm drain, lining of existing roadside channels with articulated block, vegetative buffers, improvement of discharge points to stream environment zones (SEZ), infiltration basins, construction of new articulated block lined channels and asphalt concrete swales and the installation of sediment treatment cans and sumped drop inlets.

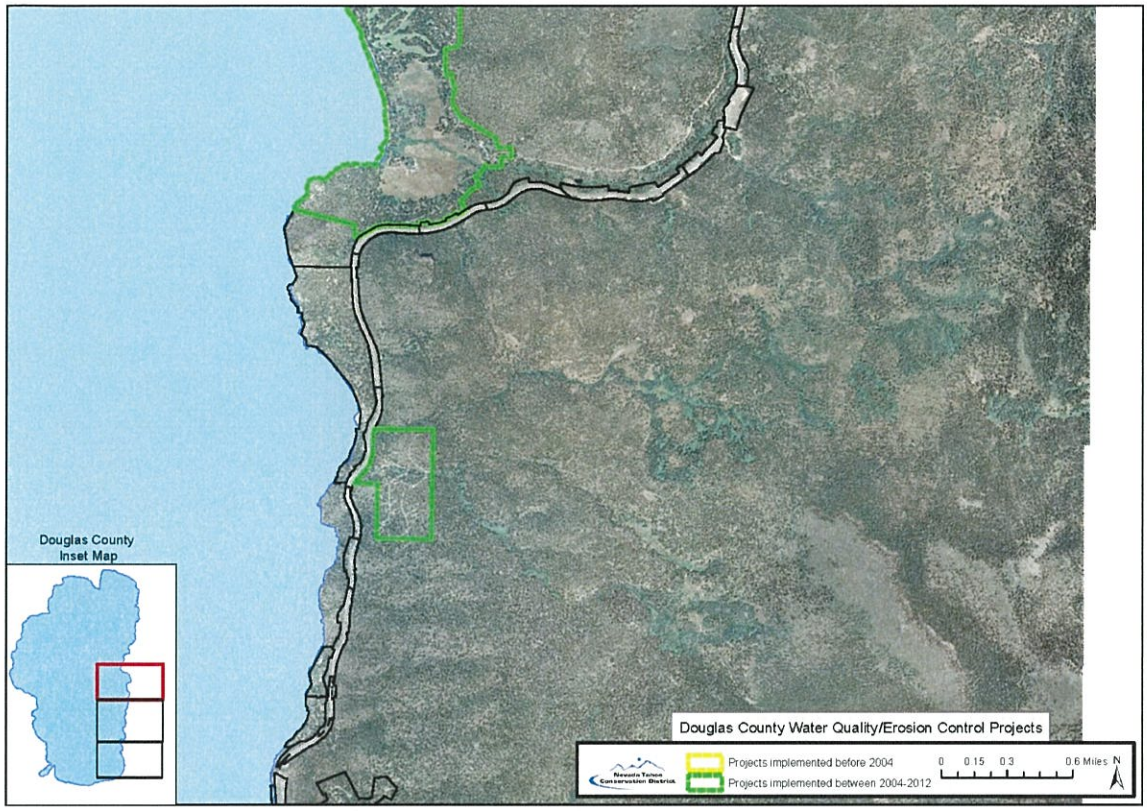
NDOT Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions) – Continued				
NTCD ID	**SLRP ID**	**Project Name; EIP Number**	**Year**	**Improvements, Project Area**
NA		NDOT Hwy 50 - Water Quality Improvement Project Phase A EIP 01.01.02.14	2012	The project area is comprised of three discontinuous segments from Cave Rock to the US Highway 50/State Route 28 intersection. Significant cut slopes exist throughout the project area and contribute a significant amount of sediment to stormwater. Slope stabilization options such as revegetation and soil/rock nailing and refacing will be evaluated through the alternative design process. In addition, facilities for the conveyance and treatment of stormwater will be evaluated and designed. Erosion control (primarily cut and fill slope stabilization) and water quality features will be implemented to reduce the discharge of sediments and pollutants into Lake Tahoe as part of a two phase project.
NA		NDOT Hwy 50 - Water Quality Improvement Project Phase B EIP 01.01.02.15	2014	Second phase of EIP 01.01.02.14

Source: NTCD

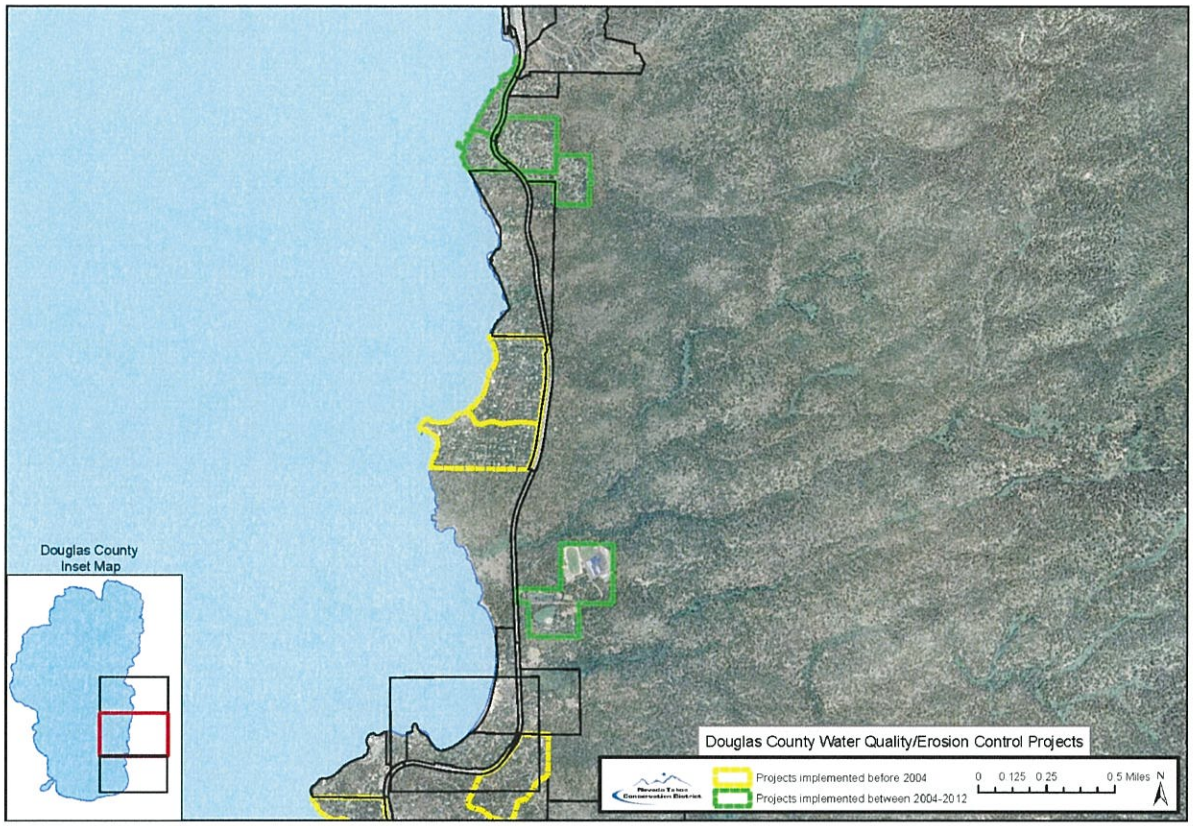
Water Quality/Erosion Control Projects

Maps 4, 5, and 6 show baseline and existing water quality and erosion control project areas and Maps 7, 8, and 9 show funded and future water quality and erosion control project areas identified by the Nevada Tahoe Conservation District (NTCD) to be incorporated into the Stormwater Load Reduction Plan (SLRP).

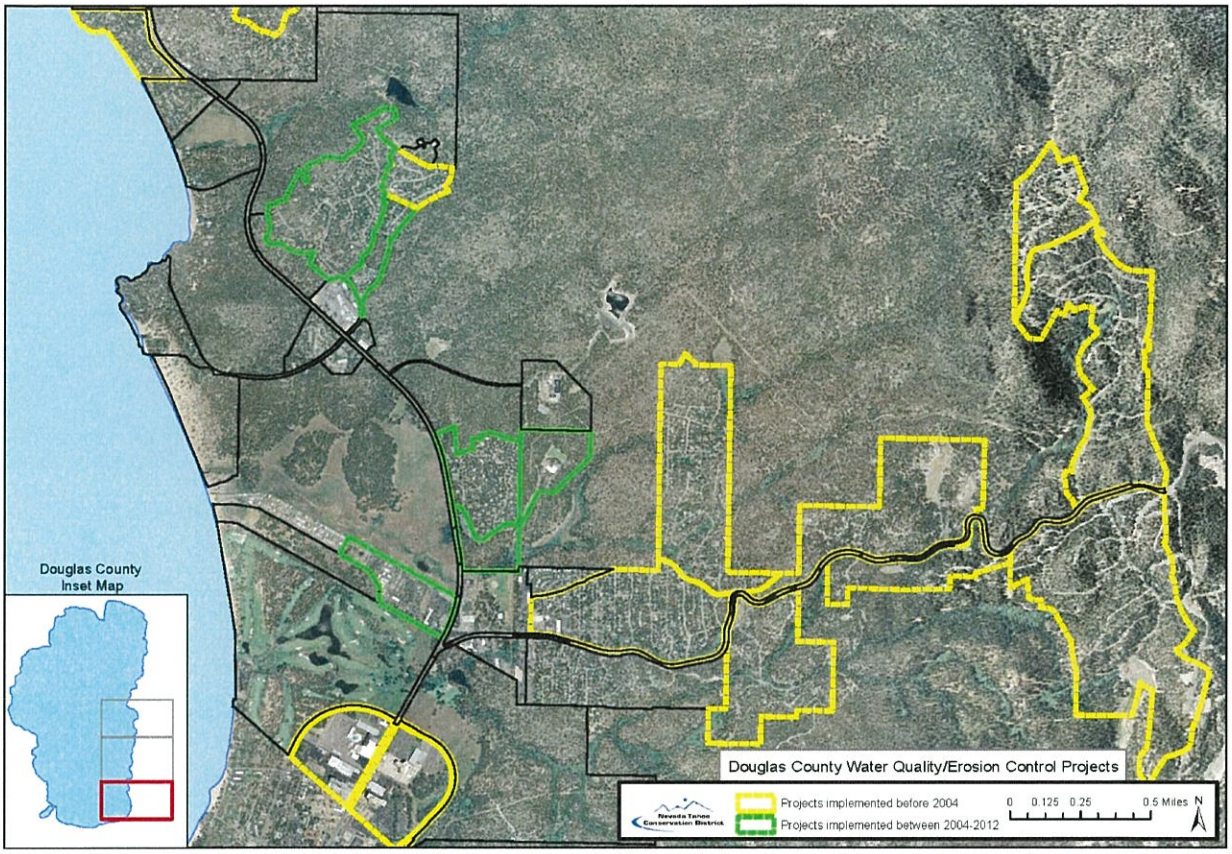
Map 4
Baseline and Existing Water Quality/Erosion Control Projects



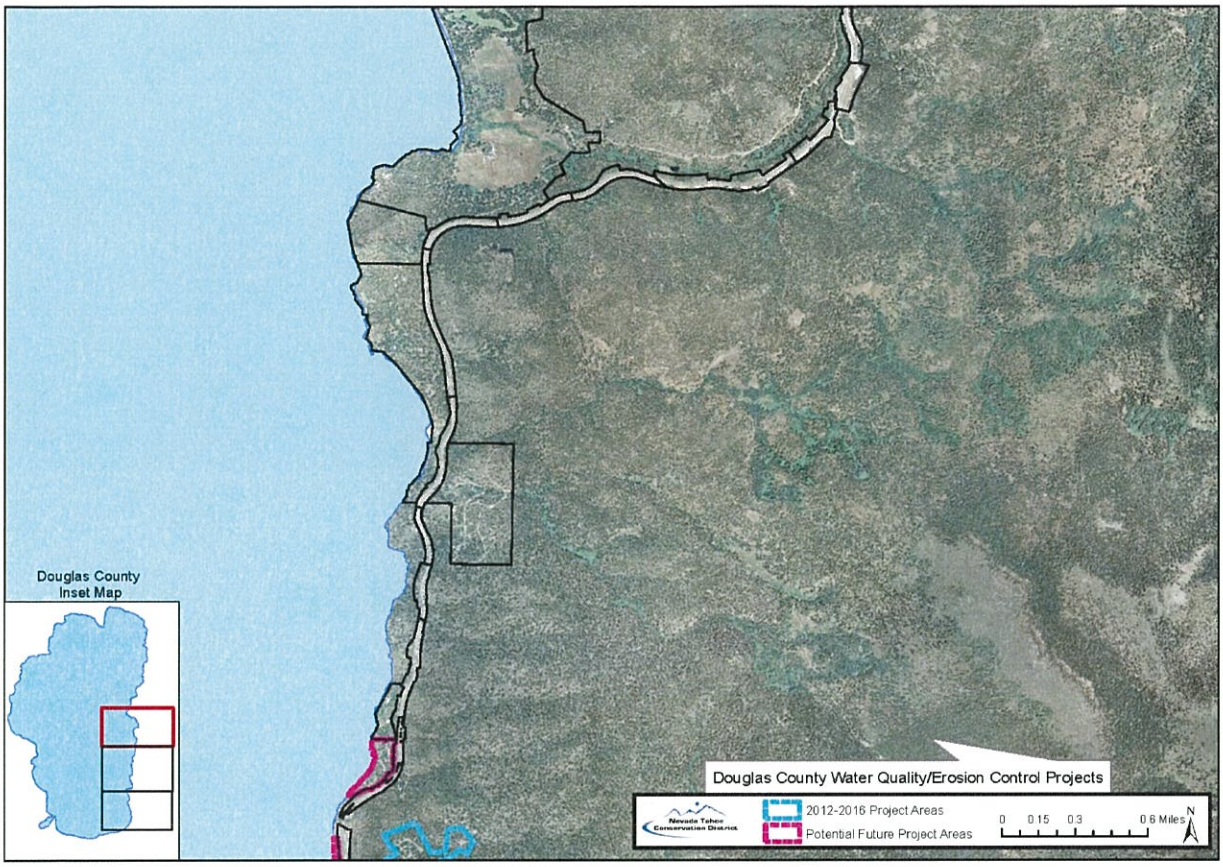
Map 5
Baseline and Existing Water Quality/Erosion Control Projects



Map 6
Baseline and Existing Water Quality/Erosion Control Projects

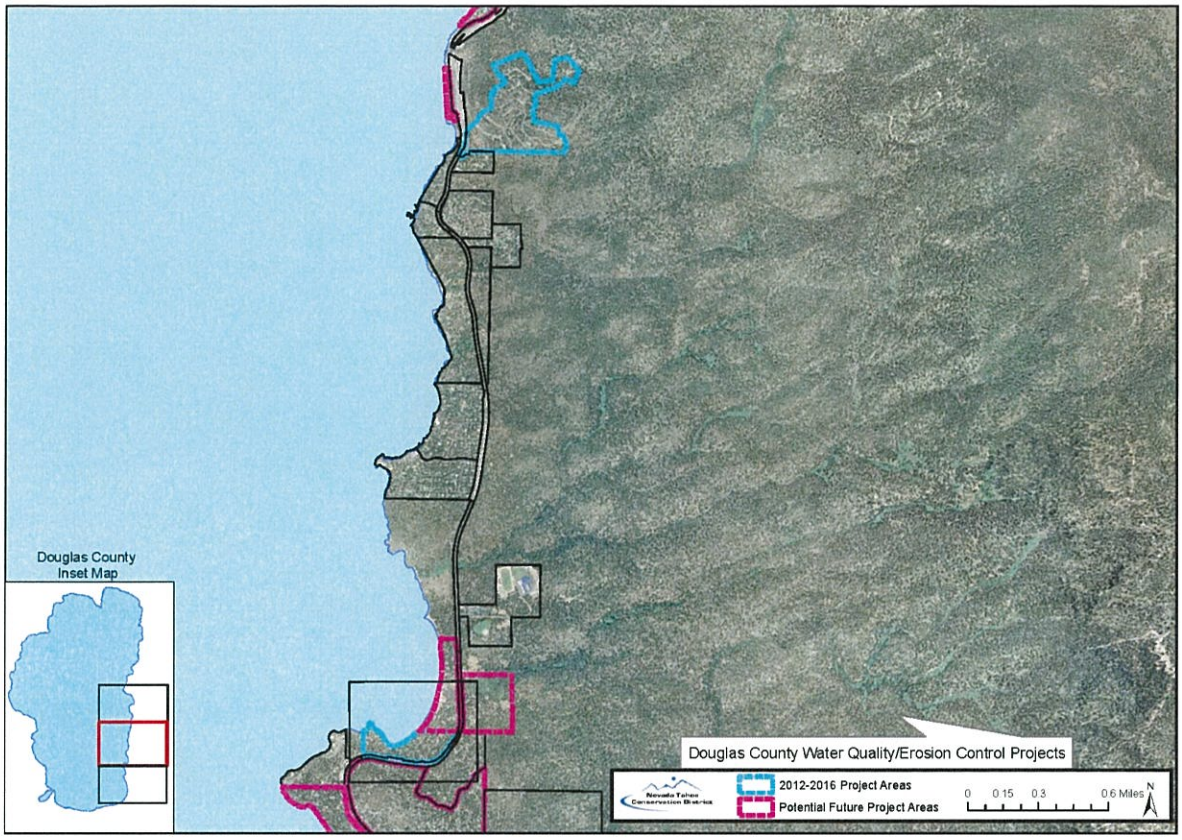


Map 7
Funded and Future Water Quality/Erosion Control Projects



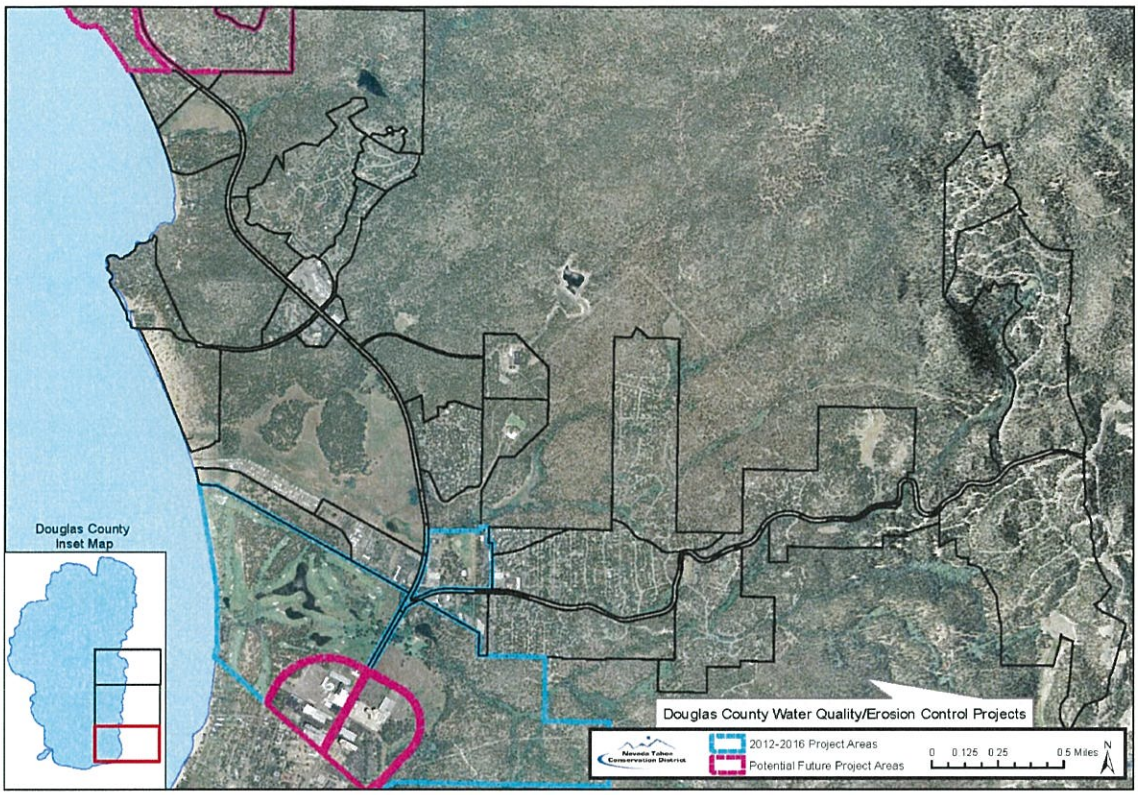
Source: NTCD

Map 8
Funded and Future Water Quality/Erosion Control Projects



Source: NTCD

Map 9
Funded and Future Water Quality/Erosion Control Projects



Source: NTCD

APPENDIX D
PROJECT LIST FROM THE REGIONAL TRANSPORTATION PLAN ADOPTED BY THE TAHOE METROPOLITAN PLANNING ORGANIZATION

Figure 6.5 Tier 2 Project List (Unconstrained)

No.	Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Construction Complete	Est. Cost in Year of Expenditure Dollars
Transit Strategies							
1	Stateline Transit Center to Zephyr Cove/Kingsbury Elementary School via US 50 East	$80,600	Transit Operations	Douglas	TTD	2017-2023	$669,958
Bike and Pedestrian Strategies							
9	NSR 207/Kingsbury Grade From - Basin Bndy /US Hwy 50	$20,000,000	C-II/Bike Lane	Douglas	NDOT	2030	$28,004,828
10	Round Hill Bike Path Connector 2 - From Round Hill Bike Path to McFaul Way	$3,131	C-III/Bike Route	Douglas	Douglas	2023	$3,817
23	Nevada Stateline to Stateline Bikeway - from Washoe County Line to Douglas County	$11,400,000	C-I/Shared Use	Washoe/Douglas	TTD	2023	$13,896,536
TMDL Strategies - NDOT							
27	Tahoe Mobile BMP Project	$2,550,000	Erosion Control/WQ	Douglas/Washoe	NDOT	2031	$2,550,000
28	Long-Term TMDL Strategies	$144,150,000	Erosion Control/WQ	Douglas/Washoe	NDOT	2031	$144,150,000
Local Roadway TMDL Strategies							
35	Long-Term TMDL Douglas	$250,000	Erosion Control/WQ	Douglas	Douglas	2035	$2,750,000

Figure 6.3 Tier 1 Constrained Scenario Project List: Cost and Implementtion Steps

No.	Trans Alt A	Trans Alt B	Trans Alt C	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
Corridor Revitalization										
3		B	C	US 50 South Shore Community Revitalization Project	$75,000,000	Bike/Ped/WQ	El Do/Douglas	TTD	2017	$81,182,412
Transit Strategies										
7		B	C	BlueGo Service Operational Enhancements	$749,500	Transit Operations	El Do/Douglas	TTD	2016-2023	$7,009,091
8		B	C	BlueGo Transit Capital Enhancements	$9,940,000	Transit Capital	El Do/Douglas	TTD	2016	$2,122,416
Bike and Pedestrian Strategies										
23	A	B	C	Nevada Stateline to Stateline South Demo from Stateline to Round Hill Pines Beach	$9,000,000	C-I/Shared Use	Douglas	TTD	2014	$9,180,000
29		B	C	US Hwy 50 - From Kingsbury Grade to Lake Parkway	$130,000	Sidewalk	Douglas	Douglas	2015	$135,252
37	A	B	C	Lake Parkway Sidewalk	$580,000	Sidewalk	Douglas	NDOT	2013	$580,000
Local Roadway TMDL Strategies										
72	A	B	C	Douglas Short-Term TMDL	$2,750,000	Erosion Control/WQ	Douglas	Douglas	2015	$2,861,100
73		B	C	Douglas Long-Term TMDL	$250,000	Erosion Control/WQ	Douglas	Douglas	2023	$1,750,000

APPENDIX E
PROJECT LIST FROM LAKE TAHOE REGION BICYCLE AND PEDESTRIAN PLAN ADOPTED BY THE TAHOE METROPOLITAN PLANNING ORGANIZATION

CLASSIFICATION	LOCATION	NAME	FROM	TO	DISTANCE IN MILES
C-1/SHARED USE PATH	DOUGLAS COUNTY	ROUND HILL BIKE PATH	ROUND HILL	KINGSBURY MIDDLE SCHOOL	1.04
C-1/SHARED USE PATH	DOUGLAS COUNTY	ROUND HILL BIKE PATH	KINGSBURY MIDDLE SCHOOL	PINERIDGE DRIVE	0.64
C-1/SHARED USE PATH	DOUGLAS COUNTY	ELKS POINT ROAD	NEVADA BEACH	ELKS POINT ROAD	0.41
C-1/SHARED USE PATH	DOUGLAS COUNTY	NEVADA STATELINE TO STATELINE PATH	KAHLE DRIVE	ELKS POINT ROAD	1.02
C-1/SHARED USE PATH	DOUGLAS COUNTY	NEVADA STATELINE TO STATELINE PATH	NEVADA STATELINE TO STATELINE PATH	ROUND HILL PINES BEACH	0.11
C-1/SHARED USE PATH	DOUGLAS COUNTY	NEVADA STATELINE TO STATELINE PATH	ELKS POINT ROAD	ROUND HILL PINES BEACH	1.01

Table 17: Existing Bicycle and Pedestrian Network, Class I/Shared Use Path

CLASSIFICATION	LOCATION	NAME	FROM	TO	DISTANCE IN MILES
C-2/BIKE LANE	DOUGLAS COUNTY	LAKE PARKWAY (WEST)	STATELINE	US HIGHWAY 50	0.51
C-2/BIKE LANE	DOUGLAS COUNTY	LAKE PARKWAY (EAST)	STATELINE	US HIGHWAY 50	0.61
C-2/BIKE LANES	DOUGLAS COUNTY	ELKS POINT ROAD	ELKS POINT CLASS I SHARED USE TRAIL	US HWY 50	0.14

Table 17: Existing Bicycle and Pedestrian Network, Class II/Bike Lane

CLASSIFICATION	LOCATION	NAME	FROM	TO	DISTANCE IN MILES
PED	DOUGLAS COUNTY	US HWY 50 (SOUTH SIDE)	KAHLE DRIVE	KINGSBURY GRADE	0.15
PED	DOUGLAS COUNTY	KINGSBURY GRADE	US HWY 50	DAGGETT WAY	0.49
PED	DOUGLAS COUNTY	US HWY 50 (BOTH SIDES)	LAKE PARKWAY	STATELINE AVE	0.72
PED	DOUGLAS COUNTY	US HWY 50 (NORTH SIDE)	STATE ROUTE 207/KINGSBURY GRADE	LAKE PARKWAY	0.34
PED	DOUGLAS COUNTY	LAKE PARKWAY EAST	US HWY 50	STATELINE AVE	0.27
PED	DOUGLAS COUNTY	LAKE PARKWAY WEST	STATELINE	US HIGHWAY 50	0.59
PED	DOUGLAS COUNTY	KINGSBURY GRADE	US HWY 50	PINERIDGE DRIVE	0.49
PED	DOUGLAS COUNTY	KAHLE COMMUNITY PARK PATH	SR 207	HWY 50	0.40
PED	DOUGLAS COUNTY	US HWY 50 (NORTH SIDE)	KAHLE DRIVE	4TH ROAD	0.14

Table 17: Existing Bicycle and Pedestrian Network, Pedestrian Facilities

CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	MILES	COST PER MILE	TOTAL	STATUS
C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	LAKE PARKWAY WEST (LOOP ROAD, NV SS)	US HWY 50	STATELINE AVE	0.50	$2,000,000	$1,007,300	ENVIRONMENTAL REVIEW
C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	KINGSBURY CONNECTOR	VAN SICKLE STATE PARK	MARKET STREET	0.77	$2,000,000	$1,545,200	
C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	NEVADA STATELINE TO STATELINE BIKEWAY	KAHLE DRIVE	LAKE PARKWAY	0.52	$2,000,000	$1,045,400	PERMITTED
C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	NEVADA STATELINE TO STATELINE BIKEWAY	SPOONER SUMMIT	LOGAN SHOALS VISTA	5.43	$4,000,000	$21,708,200	FEASIBILITY STUDY
C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	NEVADA STATELINE TO STATELINE BIKEWAY	LOGAN SHOALS VISTA	ROUND HILL PINES BEACH	5.22	$4,000,000	$20,888,500	FEASIBILITY STUDY

Table 18: Proposed Bicycle and Pedestrian Project List, Class I/Shared Used Path

Note:

1) Mileage is calculated from GIS, not mileposts.

CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	MILES	COST PER	TOTAL	STATUS
WIDE SHOULDR OR LN	DOUGLAS COUNTY	NEVADA DEPARTMENT OF TRANSPORTATION	LAKE TAHOE SCENIC BIKE LOOP--CASINO CORE	LAKE PARKWAY (LOOP ROAD)	STATELINE AVE	0.36	$5,000	$1,800	PLANNING
WIDE SHOULDR OR LN	DOUGLAS COUNTY	NEVADA DEPARTMENT OF TRANSPORTATION	LAKE TAHOE SCENIC BIKE LOOP	ELKS POINT ROAD	LAKE PARKWAY (LOOP ROAD)	1.58	$5,000	$7,900	PLANNING
WIDE SHOULDR OR LN	DOUGLAS COUNTY	NEVADA DEPARTMENT OF TRANSPORTATION	LAKE TAHOE SCENIC BIKE LOOP	GLENBROOK	ELKS POINT ROAD	7.88	$5,000	$39,400	PLANNING
WIDE SHOULDR OR LN	DOUGLAS COUNTY	NEVADA DEPARTMENT OF TRANSPORTATION	LAKE TAHOE SCENIC BIKE LOOP	SPOONER SUMMIT	GLENBROOK	2.48	$5,000	$12,400	
WIDE SHOULDR OR LN	DOUGLAS COUNTY	DOUGLAS COUNTY	KINGSBURY GRADE	US HWY 50	SUMMIT	3.11	$5,000,000	$15,542,700	CONSTRUCTED IN VARIOUS LOCATIONS

Table 18: Proposed Bicycle and Pedestrian Project List, Class II/Bike Lane or Wide Shoulder

CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	MILES	COST PER	TOTAL	STATUS
C-3/BIKE ROUTE	DOUGLAS COUNTY	DOUGLAS COUNTY	PINE RIDGE DRIVE	STATE ROUTE 207	ROUND HILL BIKE PATH	0.27	$5,000	$1,400	
C-3/BIKE ROUTE	DOUGLAS COUNTY	DOUGLAS COUNTY	MARKET STREET	PROPOSED SHARED USE PATH	STATE ROUTE 207/KINGSBURY GRADE	0.19	$5,000	$1,000	
C-3/BIKE ROUTE	DOUGLAS COUNTY	DOUGLAS COUNTY	ROUND HILL BIKE PATH CONNECTOR	KINGSBURY MIDDLE SCHOOL	ECHO DRIVE	0.13	$5,000	$700	
C-3/BIKE ROUTE	DOUGLAS COUNTY	DOUGLAS COUNTY	ROUND HILL BIKE PATH CONNECTOR 2	ROUND HILL BIKE PATH	MCFAUL WAY	0.06	$5,000	$300	

Table 18: Proposed Bicycle and Pedestrian Project List, Class III/Bike Route

CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	MILES	COST PER MILE	TOTAL	STATUS
PED	DOUGLAS COUNTY	DOUGLAS COUNTY	US HWY 50 (SOUTH SIDE)	ELK'S POINT ROAD	KAHLE DRIVE	1.07	$1,000,000	$1,068,000	
PED	DOUGLAS COUNTY	SIERRA COLINA	LPF 5	LAKE VILLAGE DRIVE	KAHLE PARK	0.13	$1,000,000	$126,000	
PED	DOUGLAS COUNTY	SIERRA COLINA	LPF 4	LAKE VILLAGE DRIVE	US HWY 50	0.10	$1,000,000	$101,900	
PED	DOUGLAS COUNTY	DOUGLAS COUNTY	US HWY 50 (SOUTH SIDE)	KINGSBURY GRADE (STATE ROUTE 207)	LAKE PARKWAY (LOOP ROAD)	0.25	$1,000,000	$252,200	

Table 18: Proposed Bicycle and Pedestrian Project List, Pedestrian Facilities

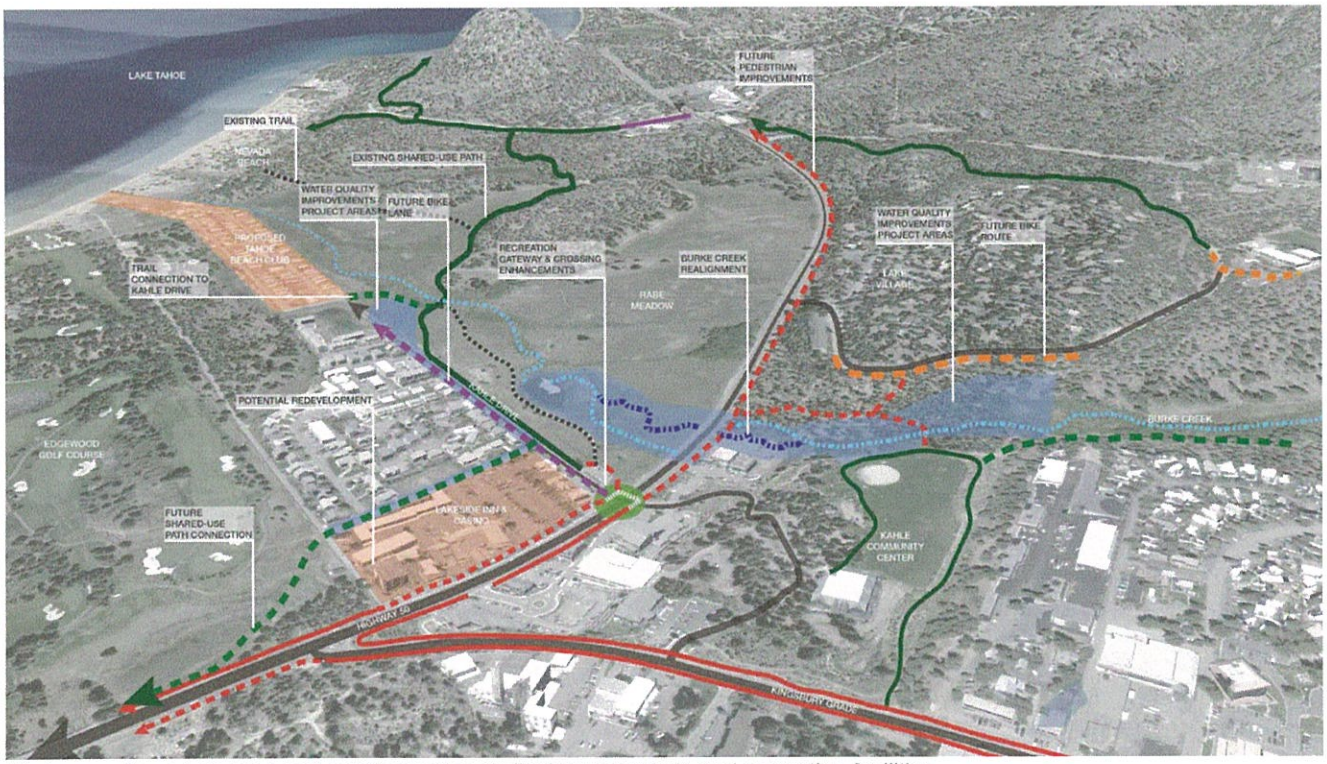
APPENDIX F
THE KAHLE DRIVE VISION
AND DOUGLAS COUNTY MOBILITY AND WATER QUALITY ILLUSTRATIONS

Opportunities to Further Define and Accelerate Implementation

The Kahle Drive area offers an exciting and timely opportunity to accelerate environmental improvements, revitalize economic activity, and upgrade the scenic quality of this important part of Lake Tahoe's South Shore.

The South Shore Vision Plan (September 2011) identified the Kahle Drive/Lower Kingsbury area as "the first gateway" on Highway 50 into the South Shore. The following is a representative sample of the "vision principles" recommended for this gateway and surrounding community:

- Create a street presence that acknowledges the arrival into a developed area. This should include buildings that face the street and uses that directly front a new pedestrian zone.
- Re-develop the area into a mixed-use environment with retail and office as well as lodging, restaurants, gaming and improved access to recreation and open space.
- Establish an architecture and resort image that contributes to the tone for the South Shore resort destination.
- Create a gateway feature at the corner of Kahle Drive and US Highway 50 that denotes a sense of arrival. Incorporate a safer highway crossing for pedestrians and bicyclists.
- Design and construct a streetscape along the entire Kahle Drive corridor that includes sidewalks and pedestrian amenities, plantings, undergrounding of utilities, enhanced access to recreation and open space, and an improved neighborhood experience.
- Link the Lower Kingsbury area to Kahle Drive with an improved network of trails and sidewalks to create a greater sense of being at a hub for lively mixed-use development and outdoor recreation.



Bird's eye view of planned and existing water quality improvements and recreation facilities

Building Momentum for Action

Current projects and planning initiatives in the Kahle Drive/Lower Kingsbury Area are generating the momentum to pursue additional actions. These include:

- Planning and design for the Burke Creek Restoration Project (northeast of the US 50/Kahle Drive intersection).
- Continued development of the Lakeview Trail, ultimately to connect Stateline with the Round Hill Pines Resort through the Kahle Drive area (sections north of Kahle Drive have already been constructed and are extremely popular). The Laura Drive segment is scheduled for construction in 2015.
- Construction of a new $13 million dollar water treatment facility toward the Lake Tahoe end of Kahle Drive by the Kingsbury General Improvement District (KGID).
- The anticipated start of construction on the Tahoe Beach Club Resort, located on the shore of Lake Tahoe at the end of Kahle Drive (possibly as early as 2015).
- The start of planning for drainage management and stormwater treatment and along the Kahle Drive corridor.
- Preparation by Douglas County in partnership with the TRPA of the Douglas County Tahoe Douglas Area Plan. This will spark and facilitate the integration of planning for the greater Kahle Drive area beyond the boundary of South Shore Area Plan adopted in 2013.

Note: The South Shore Area Plan and the adjacent Tourist Core Area Plan in the City of South Lake Tahoe, also adopted in 2013, were both based on the planning principles set forth in the South Shore Vision Plan.

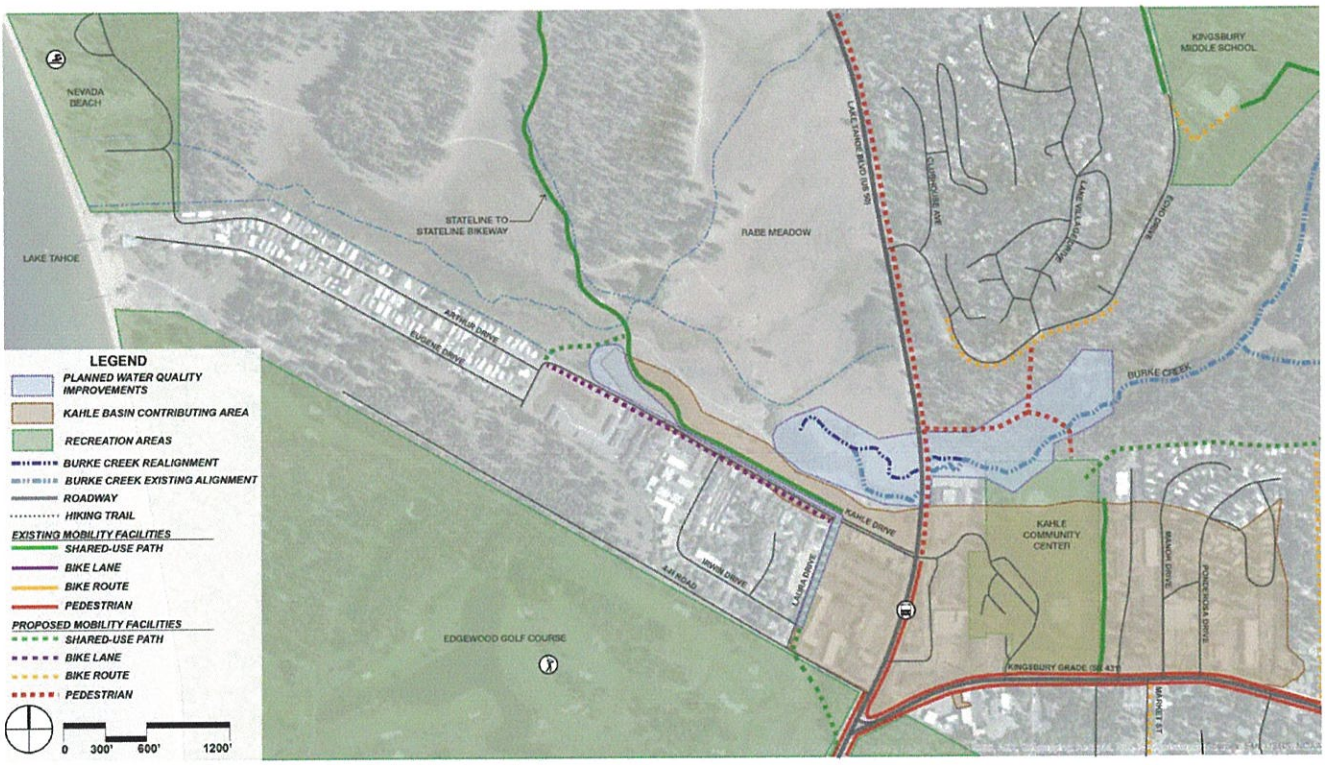
South Shore Vision Plan illustration of potential improvements at Kahle Drive at the Lakeside Inn & Casino property

Regional Plan Framework for Action

Three of the top priorities of the Regional Plan Update approved by the TRPA Governing Board in December 2012 are:

- Accelerating water quality restoration and other ecological benefits by supporting environmental redevelopment opportunities and Environmental Improvement Program (EIP) investments.
- Creating walkable communities and increasing alternative transportation options.
- Continuing to deliver restoration projects under the EIP that achieve erosion control, drainage management, and stormwater treatment on roadways, and the restoration of restore forest and wetlands.

Advancing and implementing the Kahle Drive Vision provides an ideal foundation for helping to achieve these priorities.



Plan view of planned and existing water quality improvements and recreation facilities

View of potential bike lane, sidewalk and recreation gateway improvements along US 50 at Kahle Drive

Existing view of Kahle Drive/US 50 intersection

View of potential recreation gateway and plaza

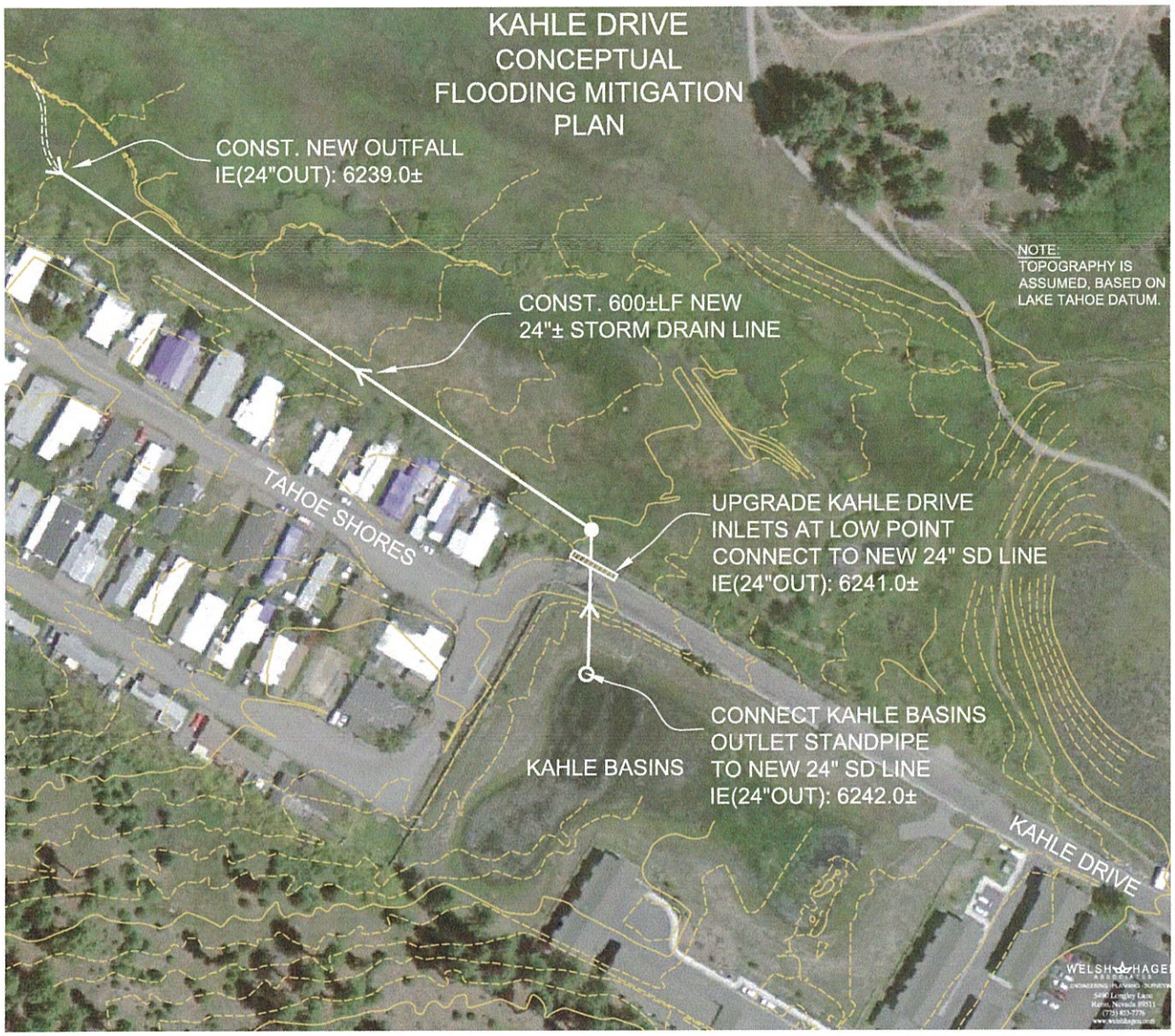
Kahle Drive Flooding and Water Quality

Kahle Drive is a narrow, substandard road adjacent to Burke Creek Meadow. It serves the Oliver Park and Tahoe Shores residential neighborhoods. Currently, a large portion of the area's storm drain runoff is collected by the Kahle Drive storm drain "system" and discharged to the Kahle drainage basins. At the entrance to Tahoe Shores, the top of the basin is about three to four feet higher than the road elevation. During periods of heavy rain or snow-melt, this difference has triggered flooding of the road and Tahoe Shores. The overflow discharge for this runoff is the existing drainage channel that runs along the north edge of Tahoe Shores and Burke Creek Meadow, eventually discharging to Lake Tahoe. Current conditions do not allow this runoff to be treated or infiltrated in Burke Creek Meadow, thus it has the potential to reach Lake Tahoe untreated. To address this recurring problem, the owners of the Tahoe Shores property and their engineer have developed a conceptual flooding mitigation plan and expressed keen interested in runoff treatment solutions.

A preliminary technical analysis recently prepared for a potential Kahle Drive Stormdrain and Basin Improvement Project confirms that the current drainage system is undersized and not designed to current standards. Field data indicates that the stormdrain facilities are not functioning properly because the drop inlets and sediment cans are clogged with sediment. Working with a Technical Advisory Committee (TAC) and consultant team assembled for the adjacent Burke Creek Restoration Project, the Nevada Tahoe Conservation District (NTCD) recently outlined three alternatives for upgrading the Kahle Drive stormdrain system. The District has secured funding to advance the most comprehensive of these alternatives. Based on analysis to date, there are clear opportunities to significantly reduce sediment loading to Lake Tahoe and improve stormwater management.

The reconstruction of Kahle Drive itself is a project that has been identified in the Douglas County 5-Year Transportation Plan since 1998. However, Kahle Drive is not a County road and no funding has been identified for the reconstruction. Given the projects and planning initiatives now underway in the Lower Kingsbury/Kahle Drive area, the time is right for a discussion among the appropriate parties to determine a lead agency and partners for the reconstruction of Kahle Drive and the addition of streetscape and scenic enhancements as generally described in the South Shore Vision Plan.

Existing stormwater issues on Kahle Drive



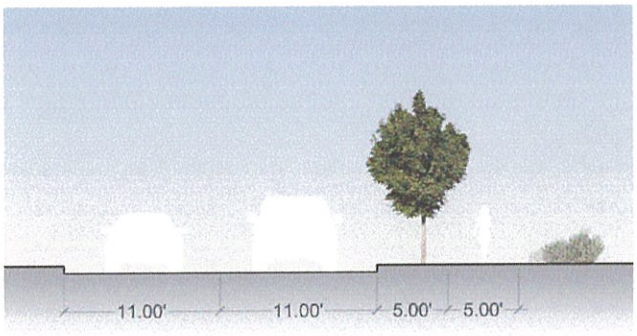
Proposed water quality improvements on Kahle Drive

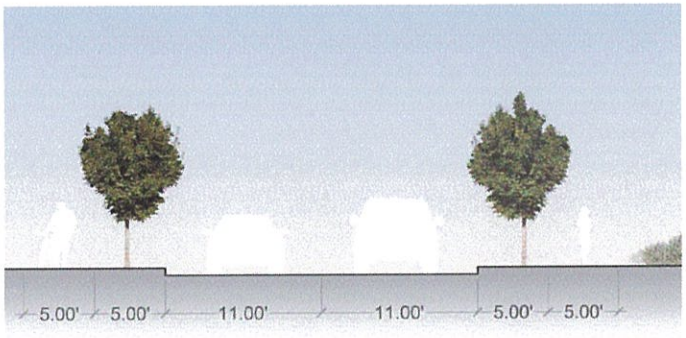
Kahle Drive and Community Mobility

When the first segment of the Lakeview Trail opened in 2012, the Kahle Drive area was transformed virtually overnight into a popular trailhead. In July of that first year, an average of 347 bicyclists, runners, and pedestrians per day were counted using the trail. 963 users were counted on the 4th of July. Total users on the trail that month tallied nearly 11,000. Soon, a bicycle rental business opened on Kahle Drive directly across from the trailhead parking area. In 2013, the second segment of the trail opened, allowing users to bike, walk or run from Kahle Drive to Round Hill Pines Resort, a distance of 2.2 miles. Segment 3, on Laura Drive behind the Lakeside Inn and Casino, is scheduled for construction in 2015. Ultimately, the trail will be connected to Stateline along an easement provided by the Edgewood Golf Course.

The immediately popularity of Lakeview Trail has generated a chorus of voices asking for a Class 1 trail connection from the equally popular Kahle Community Park across US 50 in the Lower Kingsbury area and for improvements to Kahle Drive to accommodate sidewalks as well as transit stops.

The access from Tahoe's largest concentration of lodging at Stateline, in combination with the coming of the luxury villas and estate homes at the Tahoe Beach Club and the trail's popularity with other South Shore residents and visitors, highlights yet another reason the time has come to implement the vision of Kahle Drive.





Potential sections for Kahle Drive mobility improvements

Potential sidewalk and aesthetic improvements on Kahle Drive, including underground power lines and straightening road

Existing view of Kahle Drive

Potential water quality and mobility improvements on Kahle Drive, including trail connections to the Lakeview Trail and reestablishing a functioning meadow

Local Financing District

The idea of establishing a local financing mechanism to help fund improvements, particularly the on-going operation and maintenance of improvements, has been consistently discussed for the area, dating back to the County-sponsored meetings of the Lower Kingsbury Working Group in 2008. Specific mechanisms discussed have included a tax increment finance district or business improvement district. The sustainability of the improvements identified as desired and needed is essential to the proper implementation of the Vision. Douglas County is the logical lead agency to organize efforts to create a local financing district as a public-private partnership.

Burke Creek Restoration Project

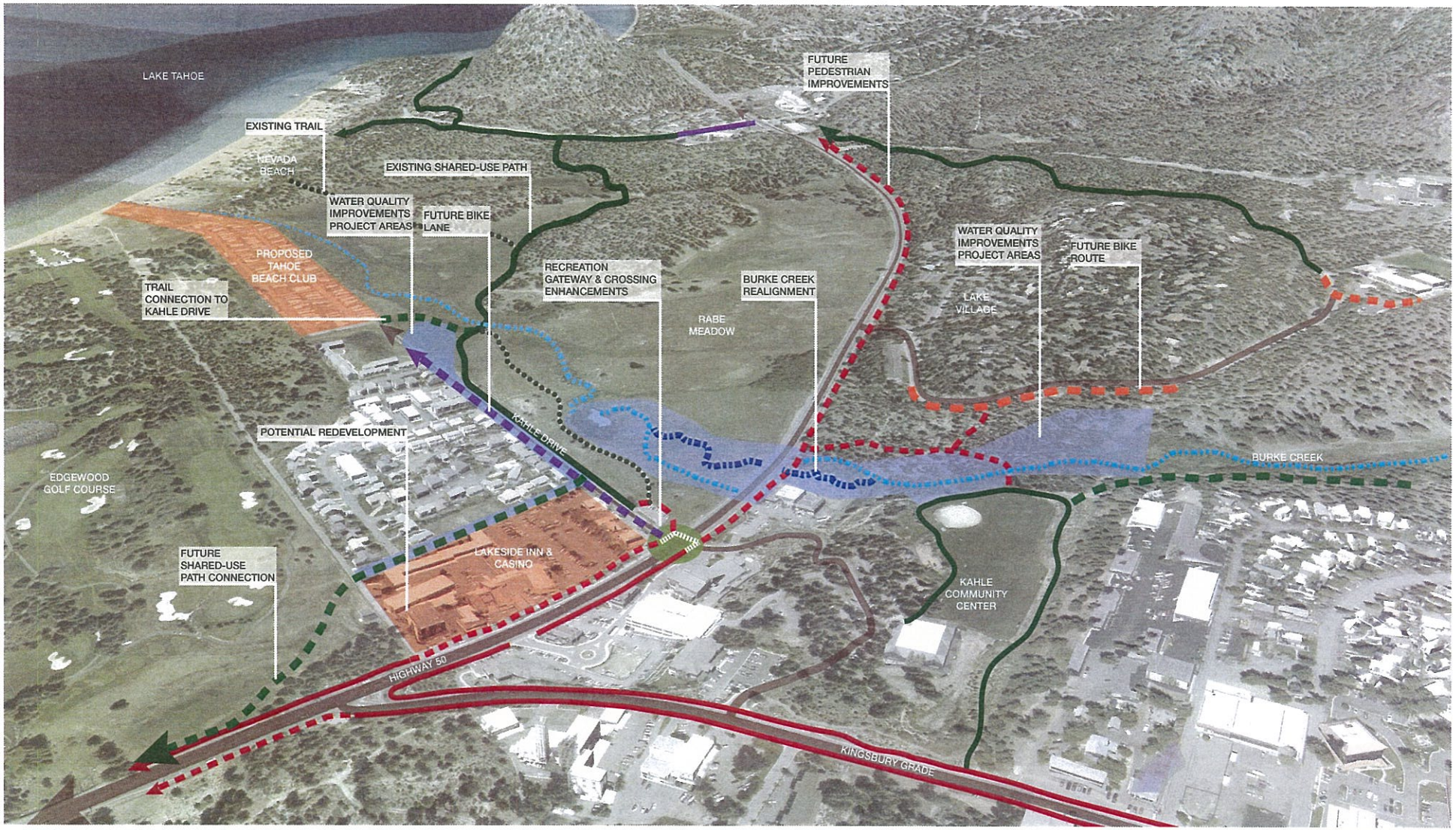
The Burke Creek Restoration Project is a high-priority water quality/Total Maximum Daily Load (TMDL) project that includes stream preservation, restoration and realignment, enhanced wildlife and vegetation, and improvements to scenic resources. Identified in the TRPA Environmental Improvement Program (EIP), it is Douglas County's signature restoration project in the Lower Kingbury/Kahle Drive area. The vision for Kahle Drive is consistent with the anticipated final design and construction of the Burke Creek Restoration Project.

Conclusion

The time to implement the vision has arrived. Moving Kahle Drive from substandard to contemporary design and functionality consistent with the concepts of the South Shore Vision Plan, adopted TRPA Regional Plan, and existing and emerging Douglas County plans represents a significant opportunity to accelerate environmental, economic, scenic, and community improvements.

Existing view of Burke Creek area

Proposed Burke Creek Restoration Project with realignment of Burke Creek and pedestrian connection along US 50



TAHOE DOUGLAS AREA PLAN

Mobility & Water Quality Improvements

DESIGN WORKSHOP
Landscape Architecture Land Planning Urban Design Tourism Planning

TAHOE DOUGLAS AREA PLAN

DESIGN WORKSHOP

Landscape Architecture Land Planning Urban Design Tourism Planning

RECREATION GATEWAY - BEFORE

TAHOE DOUGLAS AREA PLAN

DESIGN WORKSHOP

Landscape Architecture Land Planning Urban Design Tourism Planning

RECREATION GATEWAY - AFTER

TAHOE DOUGLAS AREA PLAN

DESIGN WORKSHOP

Landscape Architecture, Land Planning, Urban Design, Tourism Planning

BURKE CREEK IMPROVEMENTS - BEFORE

TAHOE DOUGLAS AREA PLAN

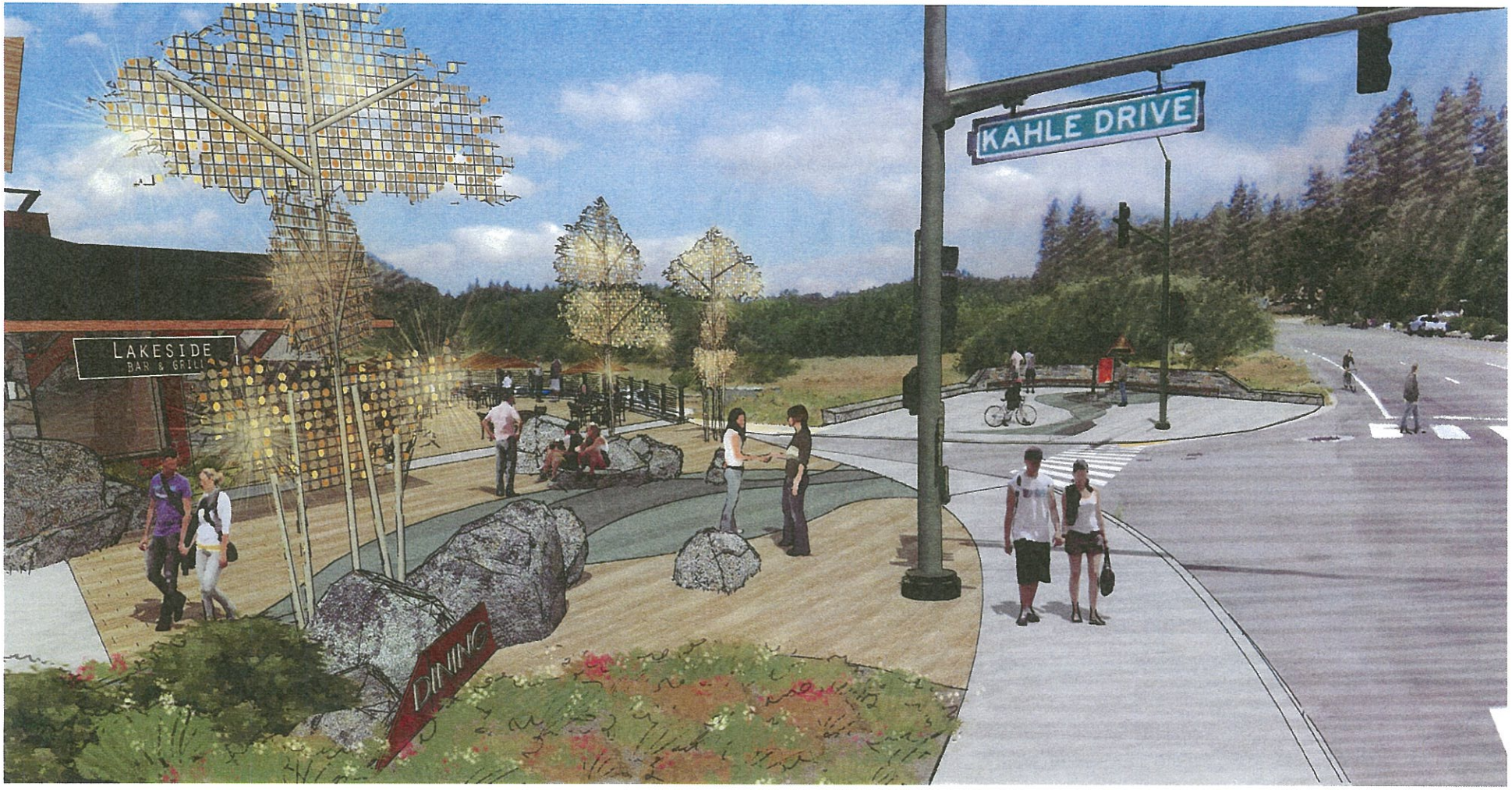
DESIGN WORKSHOP
Landscape Architecture Land Planning Urban Design Tourism Planning

BURKE CREEK IMPROVEMENTS- AFTER

TAHOE DOUGLAS AREA PLAN

DESIGN WORKSHOP

RECREATION GATEWAY PLAZA - BEFORE



TAHOE DOUGLAS AREA PLAN

RECREATION GATEWAY PLAZA - AFTER

DESIGN WORKSHOP
Landscape Architecture Land Planning Urban Design Tourism Planning

ATTACHMENT B

Kahle Drive Context Map

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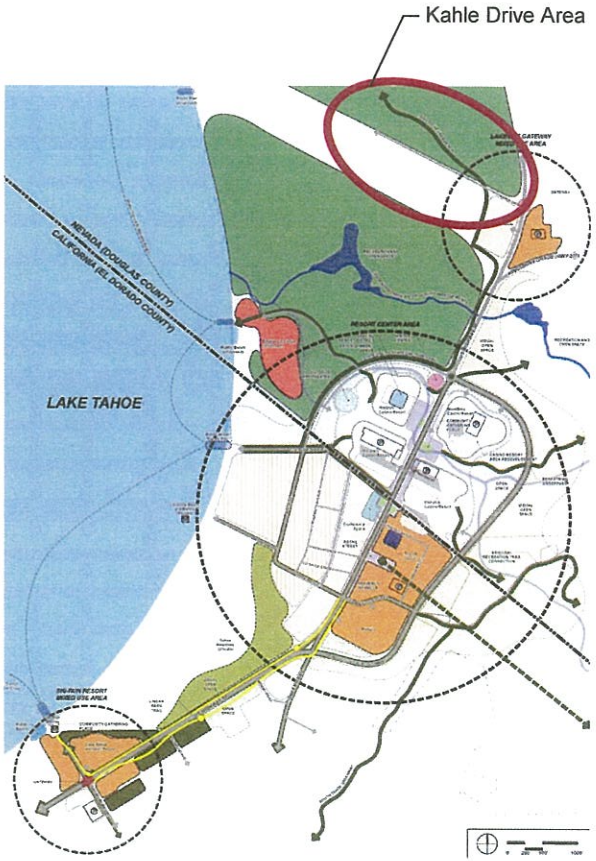


South Shore Vision Plan Diagram

KAHLE DRIVE PLAN

Douglas County, Nevada
May 2013

Context Map **1**

DESIGNWORKSHOP

KAHLE DRIVE PLAN

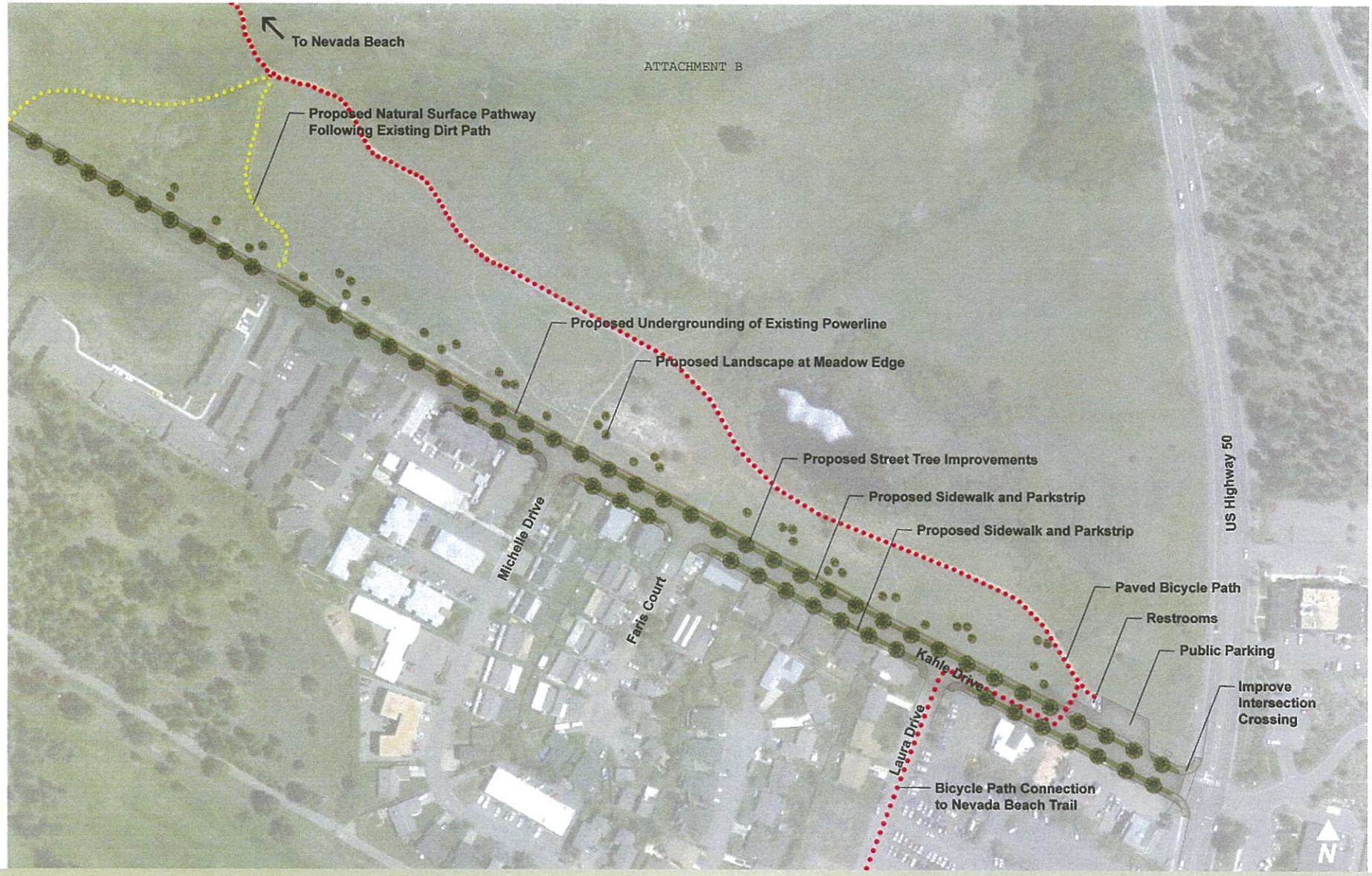
Douglas County, Nevada
May 2013

ATTACHMENT B

Proposed Improvements Context **2**

DESIGNWORKSHOP

ATTACHMENT B



KAHLE DRIVE PLAN

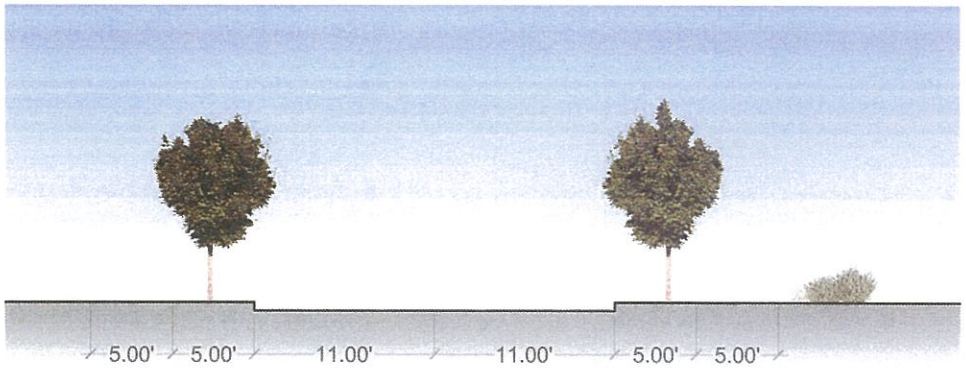
Douglas County, Nevada
May 2013

Proposed Improvements Detail **3**

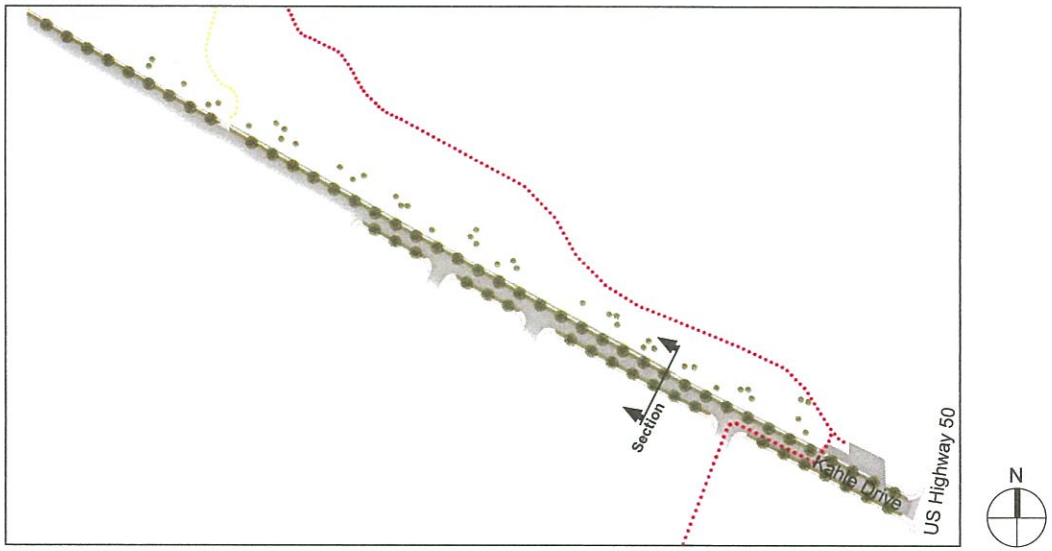
DESIGNWORKSHOP

Proposed Perspective Looking West on Kahle Drive

ATTACHMENT B



Kahle Drive Section - Option 1



Kahle Drive Plan View - Option 1

KAHLE DRIVE PLAN

Douglas County, Nevada
May 2013

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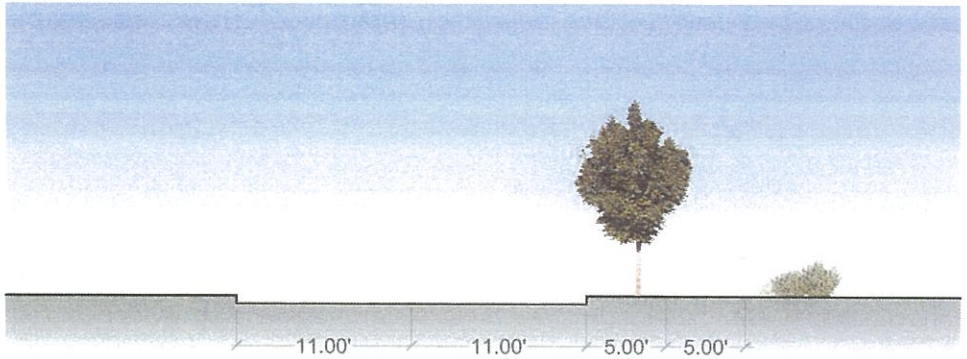
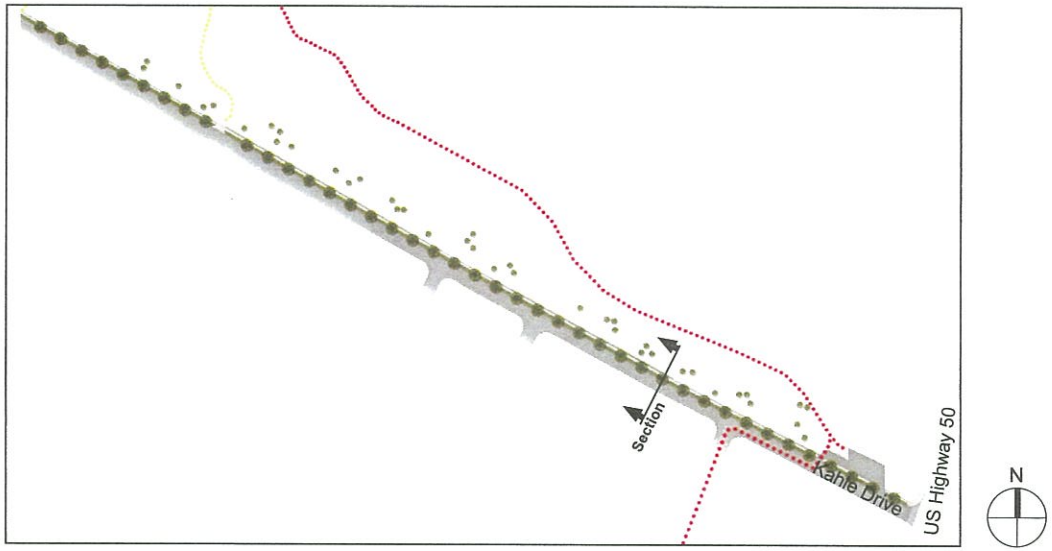


Kahle Drive Section - Option 2



Kahle Drive Plan View - Option 2

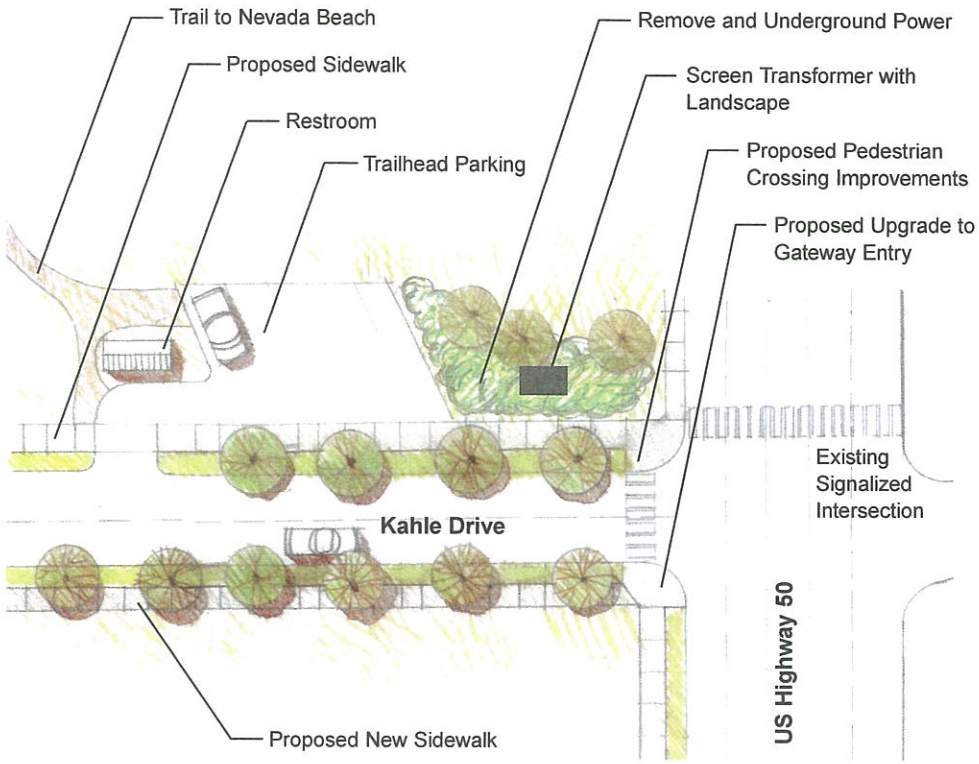
KAHLE DRIVE PLAN

Douglas County, Nevada
May 2013

DESIGNWORKSHOP

ATTACHMENT B

Kahle Drive Proposed Streetscape Combined with Bike Route and Proposed Use from Vision Plan Document



Enlargement at US Highway 50 and Kahle Drive

APPENDIX G
CONFORMANCE REVIEW CHECKLIST

To be inserted upon completion.